City of Culver City

Staff Report Details (With Text)

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Type:	Public Hearing			**Status:**	Public Hearing
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On agenda:	8/27/2025			**Final action:**	8/27/2025

Title: PC - PUBLIC HEARING: Consideration of a CEQA Clearance based on the General Plan Program EIR and an exemption from CEQA as an infill housing development project pursuant to Public Resources Code Section 21080.66, Site Plan Review, and Extended Construction Hours Request, for Project P2025-0227-SPR, to allow development of a mixed-use project, with 508 residential units and 14,087 square feet of commercial space on a site located at 10950 Washington Boulevard

Indexes:

Code sections:

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Date	Ver.	Action By	Action	Result
8/27/2025	1	PLANNING COMMISSION		
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Meeting Date: August 27, 2025

Contact Person/Dept: Jose Mendivil, Associate Planner
Emily Stadnicki, Current Planning Manager

Phone Number: 310-253-5757 / 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] **Date:** [N/A]

Public Notification: (Email) Public Notifications - Planning Commission (08/06/25); (Posted) City website (08/06/25); Social Media (08/07/25); (Mailed) Property owners and occupants within a 500 ft radius (08/06/25); (Posted) on-site sign (08/06/25); (Email/Posted) Meetings and Agendas - Planning Commission (08/21/25)

Department Approval: Mark E. Muenzer, Planning and Development Director (08/18/25)

RECOMMENDATION

That the Planning Commission adopt Resolution No. 2025-P008 (Attachment 1) to:

1. Approve a California Environmental Quality Act (CEQA) Guidelines Section 15168(c) Clearance Checklist that determined Project-specific potential environmental impacts are within the scope of potential environmental impacts analyzed in the certified Programmatic Environmental Impact Report for the Culver City General Plan 2045 and Zoning Code Update, and that thus determined no further environmental analysis is required, and determine the Project is exempt from CEQA as an infill housing development project pursuant to Public Resources Code Section 21080.66; and

2. Adopt the Project Mitigation Monitoring Program that addresses specific Project impacts; and

3. Approve the Site Plan Review and extended construction hours request for project P2025-0064-SPR, subject to the conditions of approval as stated in the resolution.

PROCEDURES

1. Chair calls on staff for a staff report and the 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 5.76-acre Project site, the former NFL Media property, is comprised of three parcels occupied by two commercial structures with a total of 160,438 square feet (sf), surface parking, and associated landscaping. The sidewalk abutting the Project site to the north is landscaped with street trees, and trees are scattered throughout the existing surface parking lot. There are two existing vehicular access points to the site from Washington Boulevard, one at the center of the Project site (ingress) and one at the west end of the Project site (egress).

Surrounding Area/Zoning/General Plan

As shown on Attachment 2 - Vicinity Map, the Project site is surrounded by commercial uses, an elementary school, places of worship, an assisted living facility, and single- and two-family dwellings. Surrounding Zoning includes MU-1 (Mixed Use Corridor 1), MU-2 (Mixed Use Corridor 2), and R2 (Two-Family Residential). Detailed surrounding uses and zoning are provided in Attachment 3.

The Project site is located in the MU-MD (Mixed Use Medium) Zone and is designated Mixed Use Medium in the General Plan 2045 with a permitted density of 65 units per acre. The site is not listed in the Housing Element Sites Inventory. The Culver City Parks Master Plan designates all of Washington Boulevard as an Urban Forest Priority Street Corridor and as the Plan is implemented, a continuous shade canopy along Washington Boulevard, including the portion fronting the Project site, is envisioned.

Note that the Project submittal was deemed complete on November 7, 2024, and is not subject to the more recently adopted Objective Design Standards, Subdivision Ordinance amendment, and Sign Code update.

Project Description

The Project proposes demolition of all existing improvements and construction of a mixed-use development with two five-story buildings (maximum 61 feet); the eastern building (Building A) and western building (Building B) are separated by a partially publicly accessible pedestrian paseo running from Washington

Boulevard toward Charles Avenue (the Paseo).

There are 508 residential units, including 79 low-income units, 14,087 sf of retail/restaurant space, and a total of 114,169 sf of open space, consisting of both private, resident-exclusive common, and publicly accessible open space. The residential units consist of 90 studio, 241 one-bedroom, and 177 two-bedroom apartments. The Project's net 488,244 sf of residential area and 14,087 sf of commercial area results in a total net floor area of 502,331 sf.

There are 715 vehicle parking spaces (685 residential spaces and 30 commercial spaces) in one subterranean level and one at-grade surface parking area in both Building A and B. The Project provides 7 commercial short term and 3 commercial long term bicycle parking spaces and 17 residential short term and 127 long term bicycle parking spaces. Detailed site, floor, roof, elevation, section, and landscape plans are provided in the Preliminary Development Plans (Attachment 4).

The Project has an administratively approved entitlement, Density and Other Bonus Incentives (DOBI) (Attachment 5), pursuant to State Density Bonus Law and Culver City Municipal Code (CCMC) Section 17.580. For the remaining project entitlements, the Planning Commission is the final review authority, unless appealed to the City Council.

ANALYSIS

Site Plan Review

The Applicant is requesting Site Plan Review approval of the Preliminary Development Plans. The sub-sections below summarize how the project complies with existing 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-MD district. A lot tie covenant is required as a condition of approval to tie the three lots into a unified project site. The Project complies with all development and open space standards in the MU-MD district, with the exceptions of street facing setbacks, commercial interior height, building height, and setback provisions for portions of the Project adjacent to residential zones, for which it sought administrative approval of a Density Bonus concession/incentive pursuant to State Density Bonus Law.

Although the CCMC does not require parking, the Project provides parking to meet projected market demand and provides at least 40% of EV capable, EV ready or EV charger parking. Per Code, 154 bicycle spaces (24 short-term and 130 long-term) are proposed and requirements for loading and refuse-handling are met. The Project includes roof-mounted photovoltaic panels to provide sustainable electricity, and commits to water conservation features, water efficient landscaping, and planting materials in compliance with the City's Green Initiatives or Cal Green equivalent.

Urban Design: The Project is designed as pedestrian focused with community-centric retail spaces and the Paseo that provides a walkable, landscaped place with trees and outdoor seating and dining. Ground floor step backs along Washington Boulevard fronting both the proposed commercial tenant spaces and a residential lobby provide further opportunity for increased pedestrian activity. Building frontages are characterized by flat surfaces with straight edges positioned at varying step backs creating articulation.

Most units meet the minimum open space requirements through private balconies, with some providing it through the amenity decks on the second floor and rooftop level, as allowed by the CCMC. In addition, the Paseo, ground floor alcoves, and ground floor seating areas provide public open space. Detailed building and open space design is provided in the Preliminary Development Plans.

Traffic and Parking Circulation: The Project's Transportation Study (Attachment 10) did not identify traffic related impacts. It is in a designated Transportation Priority Area (within 0.5 miles of the intersection of Venice

and Sepulveda Boulevards which is serviced by Culver Bus 6/6 Rapid and Metro 33) and more than 15% of the on-site residential units are affordable. Therefore, pursuant to the City's *Transportation Study Criteria and Guidelines,* it is exempt from conducting a Vehicle Miles Traveled (VMT) analysis, is presumed to result in a less than significant VMT impact*,* and no mitigation measures are required.

Building A's ground-floor uses wrap around a surface parking area that is accessed by a driveway along the eastern side of the building, and which contains commercial, guest, and residential parking. Like Building A, Building B's ground-floor residential units face the Paseo and wrap around a residential surface parking area that is accessed by a driveway along the western side of the building. Both surface parking areas contain loading zones, residential storage spaces, and bicycle parking. Both driveways provide access to the subterranean parking level.

Mobility and Transportation Demand Management (TDM) Plan (Attachment 6): The Project provides a pedestrian-friendly environment and includes pedestrian walkways connecting pedestrian access points in the buildings 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 east and west driveways are at minimum 30 feet wide and serve as fire lanes; these include loading spaces that can accommodate rideshare pickup/drop off, along with subsidized shared rides.

Two bus stops serving Culver City Bus No. 1 are located 0.06 miles to the east and 0.05 miles to the west of the Project site and transit riders have direct access to adequate onsite pedestrian pathways and public sidewalks. The Project will include an onsite Transportation Information Center with a designated Transportation Coordinator to provide commuter information; new residents and employees will receive a transportation information packet.

Extended Construction Hours Request (Attachment 7) and Construction Management

City Code limits construction hours to: 8:00 am - 8:00 pm Mondays through Fridays, 9:00 am - 7:00 pm Saturdays, and 10:00 am - 7:00 pm Sundays. The Applicant is requesting to extend daily construction hours: starting at 7:00 am Monday through Saturday during the excavation, hauling, and concrete phases of construction (approximately months 5-11 of construction); and a 7:00 am daily start on Sundays for the concrete-pouring portion of the concrete phase (approximately the first 40 days of the concrete activities during the 7th and 8th months of construction).

The Code allows for approval of extended construction hours for sites of one acre or larger if the extension is determined to be in the public interest. The proposed early start time will reduce the traffic impacts resulting from the excavation, hauling, and concrete phases of construction and will also reduce the overall construction duration.

It is anticipated that the extended construction hours may reduce the overall construction time by approximately two months. The extended construction hours would be subject to conditions of approval including those identified in the Construction Management Plan, Pedestrian Protection Plan, Construction Traffic Management Plan, and Noise studies.

Attachment 8 is a detailed draft Construction Management Plan that has information on construction hours, phasing, right of way closures, haul routes, and overall construction management.

The Construction Management Plan addresses issues such as site security and fencing, pedestrian protection, construction methodology, and logistics planning. It also covers environmental issues such as noise and vibration management, dust and erosion control, and a demolition debris recycling plan.

The sidewalk fronting the Project site is proposed to be closed during construction, however, pedestrian and bicycle access will be maintained in the street. The Construction Management Plan shows pedestrian diversion to the sidewalk on the north side of Washington Boulevard. A final Construction Management Plan

will be reviewed and approved by the City prior to building permit issuance and may include other methods to manage pedestrian and vehicular traffic during construction. Project construction will occur in one phase.

Density and Other Bonus Incentives (DOBI)

The Project has been administratively approved for a 35.46% density bonus for setting aside 21% of the base density (79 units) as low-income units. Under State Density Bonus Law, the City is required to grant a density bonus if the project meets the required set-aside affordable units specified for the affordability level of the units. In accordance with State law, two concessions and two waivers have been approved:

- Height increase of additional five feet over the maximum 56-foot height limit.
- Relief from interior upper floor step backs where abutting R1 and R2 properties.
- Relief from the minimum 15-foot non-residential ground floor height and allowance of varying height from 12.5-feet to 15-feet.
- Relief from the maximum 5-foot non-residential street facing setbacks.

The City bears the burden of proof, and must provide written findings based upon substantial evidence, that a requested concession/incentive is not needed to reduce the cost of constructing the affordable units; or that it will have a specific, adverse impact upon public health and safety; or that it is contrary to state or federal law. Height and setbacks, as proposed by the Applicant, in and of itself do not create adverse impacts on the public health and safety. Height and setbacks are listed in State Density Bonus Law as development standards that are eligible for concessions and waivers.

ENVIRONMENTAL DETERMINATION

CEQA Guidelines Section 15168(c) allows a Project to rely on a previous Programmatic Environmental Impact Report (PEIR) without further environmental analysis provided Project-specific potential environmental impacts are within the scope of potential environmental impacts analyzed in the PEIR and no Project-specific impacts, not studied in the PEIR, are identified. A CEQA Checklist (Attachment 11) determined Project-specific potential environmental impacts are within the scope of potential environmental impacts analyzed in the certified PEIR for the Culver City General Plan 2045 and Zoning Code Update, and no further environmental analysis is required. In addition, the Project is exempt from CEQA as an infill housing development project pursuant to Public Resources Code Section 21080.66.

Under the CEQA provisions above, if Project-specific impacts that are within the scope of the impacts studied in the PEIR are identified, the City can adopt a Mitigation Monitoring Program (MMP) that addresses those specific impacts. An MMP has been prepared for this Project to address impacts identified in the CEQA Checklist that are within the scope of the PEIR (Attachment 1, Exhibit C).

COMMUNITY OUTREACH

The applicant hosted three hybrid community meetings introducing the project and providing information regarding design, landscaping, neighborhood context, uses, parking, circulation, and review process. Attachment 9 provides meeting minutes, and a summary of meetings is provided below:

1st Community Meeting - September 26, 2023: 18 people attended, issues raised included opening Charles Avenue to the Paseo and Washington Boulevard, sufficient parking, use of landscaping to screen, traffic impacts, visual impacts of parking, public open space, balconies facing Charles Avenue, parking access off Washington Boulevard, and street parking.

2nd Community Meeting - August 13, 2024: 11 people attended, and issues raised included unit type breakdown, parking, Project setbacks adjacent to Charles Avenue, balconies facing Charles Avenue, Project height, Project fire lane, construction impacts, and number of affordable units.

3rd Community Meeting - February 18, 2025: 31 people attended, and issues raised included privacy for Huron

Avenue residents, Project height, Project's 36-foot side and rear setback, retail specific parking and parking in general, security within the Paseo, inset balconies, construction hours, affordable units, traffic, landscaping and street trees, and potential uses in the ground floor commercial area.

Many of the community members who attended these meetings are residents of Charles Avenue and Huron Avenue, directly south and west, respectively, from the Project site. Originally the Applicant proposed inset balconies on only the 4th and 5th floors facing these areas, with high bushes intended to obscure views for the protruding balconies on the 2nd and 3rd floors (1st floor balconies face the rear and side wall and do not have views of the residential areas). Community members asked for inset balconies on the 2nd and 3rd floors facing Charles Avenue and Huron Avenue; the Applicant agreed to this request, and it is reflected in the plans, Attachment 4.

The Applicant has also confirmed there would be no parking within the fire lane at the rear; there would be sufficient Project security including security along the Paseo; they would work with the City to ensure the income restricted units will be rented to low income households; and the commercial uses will be neighborhood serving.

A public notice was mailed to all property owners and occupants within a 500-foot radius of the Project site on August 5, 2025, advising the public of a hearing at the regularly scheduled Planning Commission meeting of August 27, 2025. As of the writing of this report, staff has received no comments from the public.

FISCAL ANALYSIS

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

CONCLUSION

Based on the proposed development plans and recommended conditions of approval, the Project is compatible with the surrounding neighborhood, adequately served by public facilities and, consistent with the General Plan, Zoning Code, all CCMC requirements, and State Density Bonus Law.

The Project will advance the City's housing supply and affordable housing goals stated in the Housing Element. With approval of extended construction hours, overall construction time and impacts will be reduced. The extended hours will shorten the most intensive phases of construction, help mitigate any traffic impacts by avoiding hauling and deliveries during the peak morning commute hours, and give the concrete more time to set and dry, enabling the construction team to work more efficiently.

Based on the analysis herein staff believes the findings for the Project entitlements as outlined in the proposed Resolution can be made and recommends that the Planning Commission approve the Project.

ATTACHMENTS

1. Proposed Planning Commission Resolution No. 2025-P008 with Exhibit A: Conditions of Approval, Exhibit B: Code Requirements and Exhibit C: Mitigation Monitoring Program
2. Vicinity Map
3. Project Summary
4. Preliminary Development Plans dated August 8, 2025
5. DOBI Administrative Approval
6. Mobility and Transportation Demand Management Plan
7. Extended Construction Hours Request
8. Draft Construction Management Plan
9. Community Meeting Notes

10. Transportation Study
11. CEQA Guidelines Section 15168(c) Clearance Checklist with link to technical studies A-N

MOTION

That the Planning Commission adopt Resolution No. 2025-P008:

1. Approving a CEQA Guidelines Section 15168(c) Clearance Checklist that determined Project-specific potential environmental impacts are within the scope of potential environmental impacts analyzed in the certified Programmatic Environmental Impact Report for the Culver City General Plan 2045 and Zoning Code Update, and that thus determined no further environmental analysis is required and determine the Project is exempt from CEQA as an infill housing development project pursuant to Public Resources Code Section 21080.66; and

2. Adopting the Project Mitigation Monitoring Program that addresses specific Project impacts; and

3. Approving the Site Plan Review request and extended construction hours request for project P2024-0227-SPR, subject to the conditions of approval as stated in the resolution.