



# DEPARTMENT OF CITY PLANNING

## RECOMMENDATION REPORT

### City Planning Commission

**Date:** April 23, 2026  
**Time:** After 8:30 A.M.\*  
**Place:** Van Nuys City Hall  
Council Chamber, 2nd Floor  
14410 Sylvian Street  
Van Nuys, CA 91401

And via Teleconference. Information will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting [cpc@lacity.org](mailto:cpc@lacity.org).

Case No.: CPC-2025-5749-VZC-HD  
CEQA No.: ENV-2025-5750-CE  
Incidental Cases: N/A  
Related Cases: N/A  
Council No.: 11 – Park  
Plan Area: Palms – Mar Vista – Del Rey  
Specific Plan: N/A  
Existing Zone: PF-1XL  
Proposed Zone: (T)M2-1  
Certified NC: Del Rey  
GPLU: Light Manufacturing and Public Facilities

**Public Hearing:** February 24, 2026  
**Appeal Status:** Zone Change and Height District Change are appealable only by the applicant to City Council if disapproved in whole or in part.

Applicant: Lawry J. Meister, Westbrook Marina Office LLC  
Representative: Josh Kreger, Craig Lawson & Co., LLC

**Expiration Date:** May 10, 2026  
**Multiple Approval:** Yes

**PROJECT LOCATION:** 12910 West Culver Boulevard

**PROPOSED PROJECT:** The Project involves a Vesting Zone and Height District Change from PF-1XL to (T)M2-1 for the southern portion of the Project site. The Project site was previously owned by the California Department of Transportation (Caltrans) as a freeway right-of-way and is currently developed with a surface parking lot. The Project does not propose any new construction, additional improvements, or use change within the Project site.

**REQUESTED ACTIONS:**

1. Pursuant to CEQA Guidelines Sections 15301, 15305, and 15312 (Class 1, Class 5, and Class 12), Exemptions from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. Pursuant to LAMC Section 13B.1.4, a **Vesting Zone Change** and **Height District Change** to change the zoning of the southern portion of the Project site from PF-1XL to (T)M2-1, including a waiver of the dedication and improvements along Culver Boulevard.

**RECOMMENDED ACTIONS:**

1. **DETERMINE** that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines, Sections 15301, 15305, and 15312 (Class 1, Class 5, and Class 12), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **RECOMMEND** that the **City Council approve** a Vesting Zone Change and Height District Change to change the zoning of the southern portion of the Project site from PF-1XL to (T)M2-1, including a waiver of the street dedication and improvements along Culver Boulevard; and,
3. **Adopt** the attached Conditions of Approval and Findings.

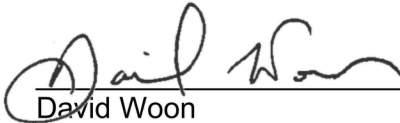
VINCENT P. BERTONI, AICP  
Director of Planning



Heather Bleemers  
Senior City Planner



Esther Ahn  
City Planner



David Woon  
Planning Assistant

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

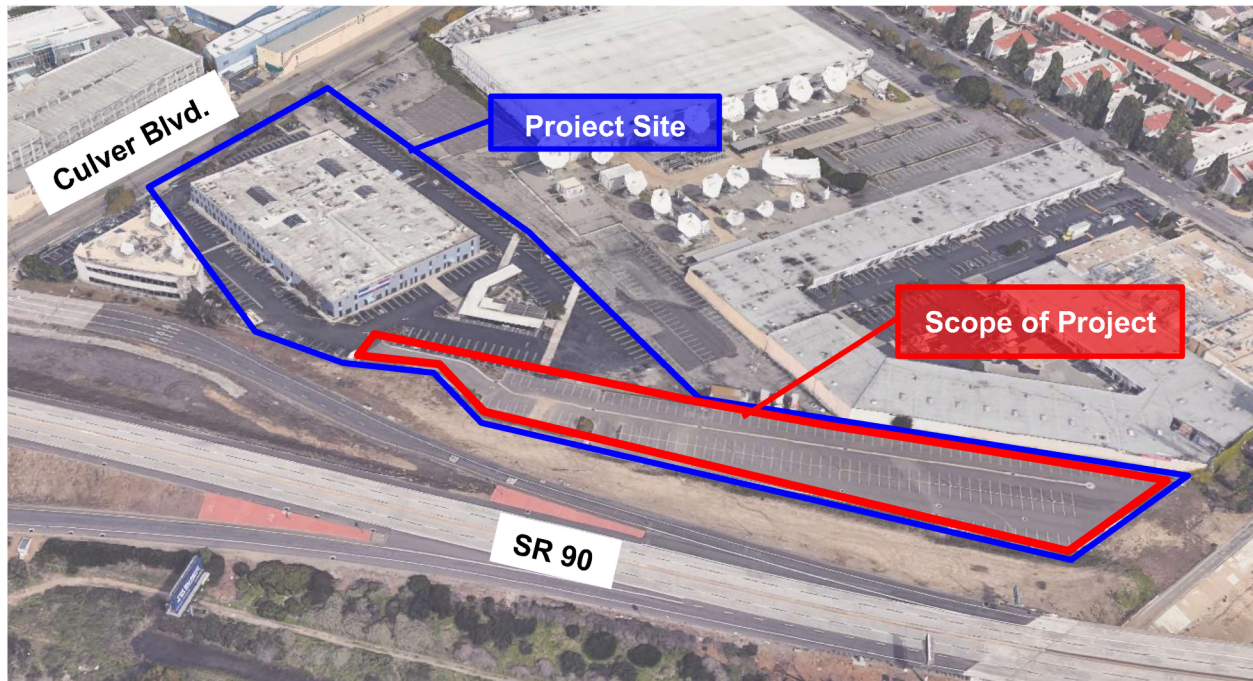
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## PROJECT ANALYSIS

### PROJECT SUMMARY

The Project site consists of three (3) lots. The northern portion of the site consists of a single lot developed with a two-story commercial-office building and an associated surface parking lot in the (T)M2-1 Zone and the southern portion of the site consists of two (2) lots developed with a surface parking lot in the PF-1XL. The scope of this Project focuses on the southern portion of the site which was previously owned by the California Department of Transportation (Caltrans) as a freeway right-of-way for the adjacent State Route 90 (Marina Freeway). With the acquisition of these lots, the Applicant requested a Zone and Height District change of the southern portion of the Project site from PF-1XL to (T)M2-1 to align with the northern portion of the site. In addition, the Applicant requests to waive the dedication and improvement requirements along West Culver Boulevard required by the Bureau of Engineering. These improvements include replacing the existing sidewalk with a new 15-foot wide concrete sidewalk and closing unused driveways along Culver Boulevard, and site improvements involving sewer fees, roof and site drainage, tree well installation, the submittal of parking area and driveway plans for review, and acquiring permits for maintaining existing improvements along the dedicated right-of-way and allowing future work along a state drainage easement (see "Exhibit D - Department Letters"). While staff is recommending that the above dedications and improvements be waived, the repair and upgrade of the existing sidewalk should be required as part of this request. The Project does not propose any new construction, additional improvements, or use change within the site. The figure below (*Figure 1*) highlights the project site and scope of the project.



*Figure 1: The scope of the project, outlined in red, was previously owned by Caltrans as a freeway right-of-way and is currently a surface parking lot.*

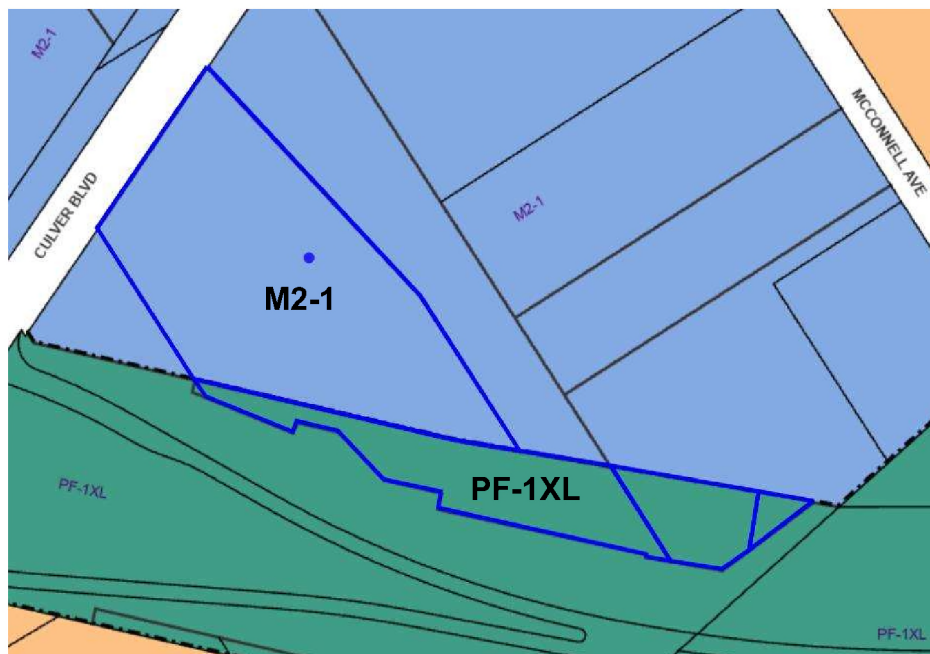
## **PROJECT BACKGROUND**

### **Project Site**

The subject property is comprised of three (3) flat lots with a total lot area of 251,081 square feet, or 5.76 acres, in the Palms – Mar Vista – Del Rey Community Plan area. The property has a frontage of approximately 302 feet along West Culver Boulevard. Currently, the site is developed with a two-story commercial-office building and surface parking lots. The Project scope focuses on the southern portion of the site which was previously owned by Caltrans as a freeway right-of-way for State Route 90 and is developed with a surface parking lot.

### **General Plan Land Use Designation and Zoning**

The project site is located within the Palms – Mar Vista – Del Rey Community Plan, which is one of 34 Community Plans which together form the land use element of the General Plan. The Community Plan designates the northern portion of the site for Light Manufacturing land uses with the corresponding zones of MR2 and M2 and the southern portion of the site for Public Facilities uses with the corresponding zone of PF (see *Figure 2*). According to the Community Plan, the Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted plan. With the acquisition of the southern portion of the Project site previously owned by Caltrans and zoned PF-1, the Applicant requests a Zone and Height District Change to change the zoning of the southern portion of the Project site to M2-1 which would align with the zoning of the northern portion of the site and adjoining properties located within 500 feet of the property boundary. The northern portion of the Project site will remain in the M2-1 Zone. As such, approval of the Zone and Height District request would be consistent with the General Plan.



*Figure 2: ZIMAS Zoning Map. The northern portion of the site is zoned M2-1 and the southern portion is zoned PF-1XL.*

The site is also located in the Los Angeles Coastal Transportation Corridor Specific Plan area, an Urban Agriculture Incentive Zone, Methane Zone, Liquefaction area, an airport hazard area with a 350-foot height limit above Elevation 126, and is approximately 5.68 kilometers from the Newport – Inglewood Fault.

### Surrounding Properties

The Project site is located in an urbanized area surrounded primarily by commercial, office, school, public facility, and open space uses. As shown in *Figure 3* below, abutting properties to the east and west are located in the M2-1 Zone and are developed with low-rise commercial and office buildings. Further east are single- and multi-family developments located in the R1-1 and R3-1 Zones. Properties located north of the Project site, across West Culver Boulevard, are developed with a self-storage facility, commercial-office buildings, and the Ocean Charter School in the M1-1 and M2-1 Zones. Properties south of the Project site are developed with State Route 90 and Ballona Creek in the PF-1XL and A1-1XL Zones.



*Figure 3: Surrounding the Project site (outlined in blue) are low-rise commercial office buildings, State Route 90, and the Ballona Creek.*

### Streets, Circulation, and Transit

West Culver Boulevard, adjoining the subject property to the north is an Avenue I, dedicated to a right-of-way width of 100 feet and a roadway width of 70 feet, and is improved with an asphalt roadway, concrete curb, gutter, and sidewalk. The Project requests to waive the following street dedication and improvements: a 5-foot wide future street to complete a 15-foot wide Avenue I

standard border, the removal of the existing sidewalk for the construction of a new 15-foot wide concrete sidewalk with tree wells, the closure of all unused driveways with full-height curb, 2-foot side gutter, and concrete sidewalk, and to obtain a revocable permit from the BOE – West Los Angeles District Office for iron fence, art displays and landscaping to remain in the public right-of-way. The Project would maintain the existing street elements and sidewalk width while repairing any non-ADA compliant sidewalk along Culver Boulevard to comply with ADA standards.

Adjoining the subject property to the south is State Route 90 which connects drivers between Marina del Rey and the Interstate 405 freeway.

The Project site is located approximately 300 feet east from a bus stop serving the Culver CityBus Line 7, connecting commuters to communities between Marina del Rey and Culver City.

## **Relevant Cases**

### Project Site

There are no previous Planning Actions and Entitlements on the project site.

### Surrounding Properties:

There are no relevant cases similar to the proposed project with similar entitlements involving the construction of an office building within the past 10 years.

## **PUBLIC HEARING**

A public hearing on this matter was held by the Hearing Officer virtually on February 24, 2026. Details from the public hearing are documented in Public Hearing and Communications, Page P-1.

## **CONCLUSION**

Based on evaluation of the project and information submitted, input from the public, and the project's compliance with the Palms – Mar Vista – Del Rey Community Plan, the Department of City Planning recommends that the City Planning Commission recommend approval of the Vesting Zone and Height District Change with "T" Tentative Conditions.

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission determine, based on its independent judgment, after consideration of the administrative record, that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15301, 15305, and 15312 (Class 1, Class 5, and Class 12) and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

## CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedication(s) and Improvement(s). Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary):

### Responsibilities/Guarantees

1. As a part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

A. Dedication Required:

None

B. Improvements Required:

Repair and replace any damaged or off-grade or non-ADA compliant concrete curb, gutter, sidewalk and asphalt concrete pavement along the property frontage.

**Notes:** Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than  $\frac{1}{4}$  inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than  $\frac{1}{8}$  inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than  $\frac{1}{4}$  inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than  $\frac{1}{8}$  inch at the surface.

## CONDITIONS OF APPROVAL

Pursuant to Section 13B.1.4 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

### Administrative Conditions

1. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
2. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
3. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
4. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
5. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
6. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
7. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
8. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

9. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
10. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
11. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense

of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

“Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

## FINDINGS

### GENERAL PLAN/CHARTER FINDINGS

1. **Charter Section 556: The action is in substantial conformance with the purposes, intent, and provisions of the General Plan.**

#### **General Plan.**

- a. General Plan Land Use Designation.

The subject property is located within the Palms – Mar Vista – Del Rey Community Plan which designates the northern portion of the property (Lot A) for Light Manufacturing Uses corresponding to the MR2 and M2 Zones and the southern portion of the property (Lot Por B, Arb 2 and 3) for Public Facilities Uses corresponding to the PF Zone. According to Footnote No. 13 of the General Plan Land Use Map for the Community Plan, the Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted plan. The southern portion of the Project site, zoned PF-1XL, was previously owned by the California Department of Transportation (Caltrans) and was acquired by the Applicant. The Applicant requests a Vesting Zone Change and Height District Change for this portion of the site from PF-1XL to (T)M2-1 to align with the zoning of the northern portion of the Project site. Therefore, the Project would be in substantial conformance with the PF land use designation pursuant to Footnote 13 of the General Plan Land Use Map for the Palms – Mar Vista – Del Rey Community Plan in addition to the purposes, intent and provisions of the General Plan.

- b. Land Use Element.

The proposed Project complies with applicable provisions of the Los Angeles Municipal Code (LAMC) and the Palms – Mar Vista – Del Rey Community Plan. The twelve elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code (LAMC).

The Land Use Element of the City's General Plan is divided into 34 Community Plans. The Palms – Mar Vista – Del Rey Community Plan designates the Project site for Community Commercial and Public Facilities land uses corresponding to the MR2, M2, and PF Zones. As noted above in Footnote No.13 of the General Plan Land Use Map for the Community Plan, the Public Facilities land use designation is premised on the ownership and use of the property by a government agency and the designation of the PF Zone as a corresponding zone is based on the same premise. The property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary shall still be considered consistent with the adopted plan. The southern portion of the Project site, zoned PF-1XL, was purchased by the Applicant from Caltrans and with the subject Zone and Height District Change would be rezoned to M2-1 to align with the zoning of the northern portion of the site.

**Palms – Mar Vista – Del Rey Community Plan.** The Community Plan text includes the following relevant land use goals, objectives, and policies:

- *Goal 2: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving the historic, commercial and cultural character of the community.*
- *Goal 3: Sufficient land for a variety of Industrial uses with maximum employment opportunities which are environmentally sensitive, safe for the work force with minimal adverse impact on adjacent uses.*
  - *Objective 3-1: To provide a viable industrial base with job opportunities for residents with minimal environmental and visual impacts to the community.*
    - *Policy 3-1.1: Designate and preserve lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing and similar uses which provide employment opportunities.*
    - *Policy 3-1.2: Ensure compatibility between industrial and other adjoining land uses through design treatments, compliance with environmental protection standards and health and safety requirements.*
    - *Policy 3-1.3: Require that any proposed development be designed with adequate buffering and landscaping and that the proposed use be compatible with adjacent residential development.*

The proposed Zone and Height District Change would promote a strong and competitive commercial sector by permitting future commercial and/or light industrial development on property previously restricted for freeway right-of-way use only by Caltrans. With the Applicant's acquisition of this property (the southern portion of the Project site), the Project would create new economic opportunities in the area by expanding the potential for new commercial and industrial uses in an area developed with such uses and supported by existing transportation infrastructure. The proposed M2-1 zoning is similar to that of the northern portion of the Project site and the surrounding properties which ensures compatibility with adjoining land uses and the preservation of land for the continuation of existing industry and development. Given the site's proximity to the State Route 90 freeway, the Culver CityBus Line 7, and the Ballona Creek Bike Path, the Project would promote the reduction of vehicle miles traveled and greenhouse gas emissions while complementing the nearby residential uses located north and south of the Project site with additional employment opportunities. In addition, the uses and development standards permitted by the M2 Zone would promote the concentration of commercial and industrial development within the immediate vicinity away from nearby residential and sensitive uses. As such, the Project would support the growth of existing and emerging industries and employment opportunities in the community and would be in substantial conformance with the Community Plan.

- c. **Framework Element.** The Framework Element for the General Plan was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such

issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

- *Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*
  - *Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*
- *Goal 3J: Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.*
  - *Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.*
- *Goal 7A: A vibrant economically revitalized City.*
- *Goal 7B: A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.*
  - *Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.*
- *Goal 7C: A City with thriving and expanding businesses.*
  - *Objective 7.3: Maintain and enhance the existing businesses in the City.*
- *Goal 7D: A City able to attract and maintain new land uses and businesses.*
  - *Objective 7.5: Capture a significant share of regional growth in the "targeted" or emerging industries in the City of Los Angeles.*
- *Goal 7H: A distribution of economic opportunity throughout the City..*

The Project site is developed with a two-story, commercial-office building and surface parking lots. The northern portion of the site is zoned M2-1 and is developed with the two-story commercial-office building and an associated parking lot. The Project focuses on the southern portion of the site which is zoned PF-1XL and is currently utilized as a surface parking lot. The Project and the requested Zone Change and Height District Change from PF-1XL to (T)M2-1 would help facilitate the City's long-term fiscal and economic viability by permitting future commercial and/or light industrial development on a portion of land that is surrounded by offices, warehouses, and commercial businesses. While the Project does not propose the construction of any new structures or change of use with the subject request, a transition from the PF Zone to the M2 Zone would establish development standards that could meet the needs of emerging industries and provide sufficient land

suitable to accommodate existing, new, and relocating commercial and industrial firms. In the past 10 years, the surrounding community has experienced an influx of new emerging industries, including Tesla, Electronic Arts, Google, the Honest Company and YouTube. The proposed Zone and Height District Change would help facilitate the clustering of similar industries and supporting uses in the vicinity while allowing commercial and industrial sectors to remain competitive. As such, the Project would sustain economic growth and provide local economic benefits by supporting the creation of new employment opportunities and increasing tax revenues for the City.

The Project also supports the concentration of commercial and industrial developments in areas best able to support them by locating them adjacent to existing transportation infrastructure. The Project site is located adjacent to the on- and off-ramp of the State Route 90, therefore any vehicles visiting the site would be able to largely avoid residential neighborhoods and other sensitive uses. The Project site is also accessible by the Culver CityBus Line 7 and the Ballona Creek Bike Path. Both options support the use of alternative modes of transportation to and from the site that would support the reduction in the number and length of vehicle trips, thus reducing greenhouse gas emissions associated with local trip generation.

As such, the Project substantially conforms with goals, objectives, and policies of the General Plan Framework Element. Therefore, the requested Zone Change and Height District Change would contribute to the general character of the existing commercial, residential, and manufacturing uses in the area as well as future developments in the immediate neighborhood.

- d. **Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein including the request to waive dedication and improvements along Culver Boulevard. West Culver Boulevard, adjoining the Project site to the south, is a designated Avenue I under the Mobility Plan 2035, dedicated to a Roadway Width of 70 feet and a Right-of-Way Width of 100 feet, and is improved with an asphalt roadway, concrete curb, gutters, and sidewalk. The existing half-width right-of-way is 50 feet which includes a 40-foot half-roadway and a 10-foot sidewalk.

The Bureau of Engineering (BOE) is requiring that the Project accept a 5-foot side future street to complete a 15-foot wide Avenue I standard border. In addition, BOE is requiring that the Project remove the existing sidewalk and construct a new 15-foot wide concrete sidewalk with tree wells. The Project shall close all unused driveways with a full-height curb, 2-foot wide gutter, and concrete sidewalk. The Project shall obtain revocable permit from the BOE – West Los Angeles District Office for iron fence, art displays and landscaping to remain in the public right-of-way.

After reviewing the Applicant's request to waive BOE's dedication and improvement requirements along Culver Boulevard, Los Angeles City Planning recommends granting the waiver acknowledging that these requirements do not bear a reasonable relationship to any project impact nor are they necessary to meet the City's mobility needs. More specifically, the Project does not propose a change of use or construction of a new structure under this application and BOE's requirement would be inconsistent with the updated street widening and improvement policies adopted by the Los Angeles City Council in November 2024 (Council File 22-1476). Under the Street Dedication and Improvement Investigation Criteria, "No dedication shall be required where the existing right-of-way is equal to or greater than the street standard, even where the improved sidewalk does not meet the standard dimension". The existing half right-of-way along Culver Boulevard, closest to the Project site, meets the Mobility Plan's half right-of-way

street standard for an Avenue I at 50 feet despite the existing 10-foot sidewalk not meeting the standard dimension of 15 feet as required by BOE. In addition, requiring a 5-foot dedication would not necessarily improve the City's mobility needs as it would result in the removal of the existing concrete and iron fence, mature trees, and landscaping that lie adjacent to the sidewalk. These improvements provide a separation between public and private properties, and enhance the pedestrian experience with shade coverage and greenery. Vehicle trips to and from the Project site would remain the same as the Project does not propose any new construction or change of use to the southern portion of the site. The northern portion of the Project site, currently developed with a two-story commercial-office building and associated surface parking lot, would operate as usual and thus the Project would not impact mobility and access to the site.

The Project with its requested waiver of the dedication and improvements along Culver Boulevard would continue to advance Mobility 2035's policies in recognizing public transit, biking, and walking as alternative modes of travel and integral components of the City's transportation system. The Project site is located approximately 300 feet from the bus stop servicing the Culver CityBus Line 7 and is adjacent to the Ballona Creek Bike Bath. Existing street and on-site trees along Culver Boulevard also provide pedestrians with shade coverage for a more comfortable walking experience. The Project would maintain the existing street elements and sidewalk width while repairing any non-ADA compliant sidewalk along Culver Boulevard to comply with ADA standards. The Project would meet the following goals and objectives of Mobility Plan 2035:

- *Policy 3.1 Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.*
- *Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*

Therefore, the Zone Change and Height District Change are consistent with the Mobility Plan 2035 and the goals, objectives, and policies of the General Plan.

- e. **Noise Element.** The proposed Project involves a Zone and Height District Change to change the zoning of the southern portion of the Project site from PF-1XL to (T)M2-1. The Project does not propose the construction of any new structures or change of use, therefore will not result in any noise impacts.

The Project will be consistent with the following objectives of the Noise Element:

- *Objective 2: Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.*
  - *Policy 2.2: Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.*
- *Objective 3: Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.*
  - *Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.*

f. **Air Quality Element.** The Project will be consistent with the following goals, objectives, and policies of the Air Quality Element:

- *Goal 1: Good air quality and mobility in an environment of continued population growth and healthy economic structure.*
  - *Objective 1.1: Reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.*
- *Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.*
  - *Objective 2.1: Reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.*
    - *Policy 2.1.1: Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking / bicycling related facilities in order to reduce Vehicle Trips and / or Vehicle Miles Traveled (VMT) as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.*
- *Goal 4: Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.*
  - *Objective 4.2: Reduce vehicle trips and vehicle miles traveled associated with land use patterns.*
    - *Policy 4.2.3: Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.*
    - *Policy 4.2.5: Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.*
- *Goal 5: Energy Efficiency through land use and transportation planning, the use of renewable resources, and the implementation of conservation measures such as site orientation and tree planting.*

The Project promotes a reduction in vehicle trips, greenhouse gas emissions, and air quality impacts by clustering existing and future commercial and industrial development in an area supported by complementary land uses and existing transportation infrastructure. With the Project's request to rezone the southern portion of the Project site to M2-1, commercial and industrial uses would be concentrated in an area where existing infrastructure supports such uses. The clustering of commercial and industrial uses in conjunction with the Project site's proximity to the SR-90 freeway would reduce the length of vehicle trips for workers and goods while largely avoiding residential neighborhoods and other sensitive uses. In addition, the Project site is accessible by alternate modes of transportation, including public transit and bicycle, which promote a reduction in vehicle miles traveled, greenhouse emissions, traffic congestion, and other air quality impacts. The Project site is located within 500 feet from the Culver CityBus Line 7 and the Ballona Creek Bike Path which connect workers, residents, and visitors to communities between Marina Del Rey and Culver City.

**ZONE CHANGE, HEIGHT DISTRICT CHANGE, “T” AND “Q” CLASSIFICATION FINDINGS**

1. Pursuant to Section 13B.1.4 of the LAMC, the Zone Change and Height District Change is in conformance with the public necessity, convenience, general welfare, and good zoning practice.

- a. **Public Necessity.**

Approval of the proposed Project would allow the site to be developed into a unified developed consistent with the zoning of the surrounding properties and the goals and objectives of the Palms – Mar Vista – Del Rey Community Plan. The existing “PF” zoning of the southern portion of the site is intended for sites owned and operated by a government agency. It restricts the site to public facility uses and public-private partnerships. With the recent acquisition of the site and the requested Zone and Height District Change to the “M2” Zone, the Project would allow for the development of new commercial and industrial opportunities that would complement similar uses in the vicinity and would be supported by the existing transportation infrastructure. The Project’s proximity to the SR-90 freeway, public transit, and a bike path allows for an efficient flow of workers, goods, and visitors to move between the site and communities across the City. As such, the Project would promote economic growth with new employment opportunities and the generation of additional tax revenue

Therefore, granting the Zone Change and Height District Change would permit new commercial and industrial opportunities and be of a public necessity to the growth of the community.

- b. **Convenience.**

The Project site is surrounded by properties developed with commercial and industrial uses in the M2-1 Zone. The proposed Zone and Height District Change would align the zoning of the southern portion of the Project site with the zoning of the surrounding properties, including the northern portion of the site, which are developed with commercial and industrial uses. This change would ensure compatibility with adjoining land uses and preserve the continuation of existing industry and development in the vicinity.

Beyond the commercial and industrial developments surrounding the Project site are residential neighborhoods that would benefit from the addition of new employment opportunities permitted through the rezoning of the site to the M2 Zone. These neighborhoods are located approximately one-half mile from the Project site which may promote the reduction of the number of vehicle miles traveled by workers traveling to and from the site. In addition, the Project site is complemented by the community’s existing transportation infrastructure as it offers options for alternate modes of transportation through the Culver CityBus Line 7 and the Ballona Creek Bike Path. These options promote the reduction of greenhouse gas emissions and public health for workers, visitors, and residents.

Therefore, granting the subject request would provide the convenience of creating more economic growth and opportunities in an area developed with similar zoning and accessible by various modes of transportation.

c. **General Welfare.**

As discussed above, granting the subject Zone and Height District Change of the southern portion of the Project site from PF-1XL to (T)M2-1 would be consistent with goals and objectives of the Palms – Mar Vista – Del Rey Community Plan and would promote the concentration of commercial and industrial uses established in the vicinity. While the Project does not propose the construction of any new structures or change of use with the subject request, the Project would establish development standards that could meet the needs of emerging industries and provide sufficient land suitable to accommodate existing, new, and relocating commercial and industrial firms. Future development on the site would promote economic growth with the addition of new employment opportunities and increased tax revenue. Granting the Project would benefit the general welfare of the Palms – Mar Vista – Del Rey Community by attracting new economic opportunities to the area and complementing the established zoning and infrastructure in the area.

d. **Good Zoning Practices.**

The Project requests a Zone and Height District Change of lots previously owned by a government agency to align with the zoning of the northern portion of the Project site, from the PF-1XL Zone to the (T)M2-1 Zone. According to Footnote 13 of the General Plan Land Use Map of the Palms – Mar Vista – Del Rey Community Plan, these lots “may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted plan”. With the recent sale and acquisition of these lots by the Applicant, the rezoning of the Project site would be consistent with the Community Plan.

The Project does not propose any new construction, additional improvements, or use change with the subject request. Nevertheless, the M2 Zone designation would allow the site to be developed for commercial and/or industrial uses similar to the surrounding properties in the vicinity. As such, the proposed (T)M2-1 Zone for the southern portion of the Project site would ensure that the Project would be compatible with existing and future development in the neighborhood and therefore uphold good zoning practices.

## **ENVIRONMENTAL FINDINGS/ADDITIONAL MANDATORY FINDINGS**

2. **Environmental Findings.** It has been determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to State CEQA Guidelines, Sections 15301, 15305, 15312 (Class 1, Class 5, and Class 12), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2, applies.
3. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Flood Zone X, areas determined to be outside the 0.2% annual chance floodplain. Currently, there are no flood zone compliance requirements for construction in these zones.

## **PUBLIC HEARING AND COMMUNICATIONS**

### **Public Hearing**

A virtual public hearing for the proposed Project was held by the Hearing Officer on February 24, 2026, at 10:00 a.m. The hearing was attended by the Applicant's Representatives, Jim Ries and Josh Kreger, and the manager of the Project site, Lawry Meister.

Following the Hearing Officer's introduction and the Applicant Team's presentation, the Public Testimony portion of the hearing was open for the public to provide questions and comments. No questions or comments were raised by the public.

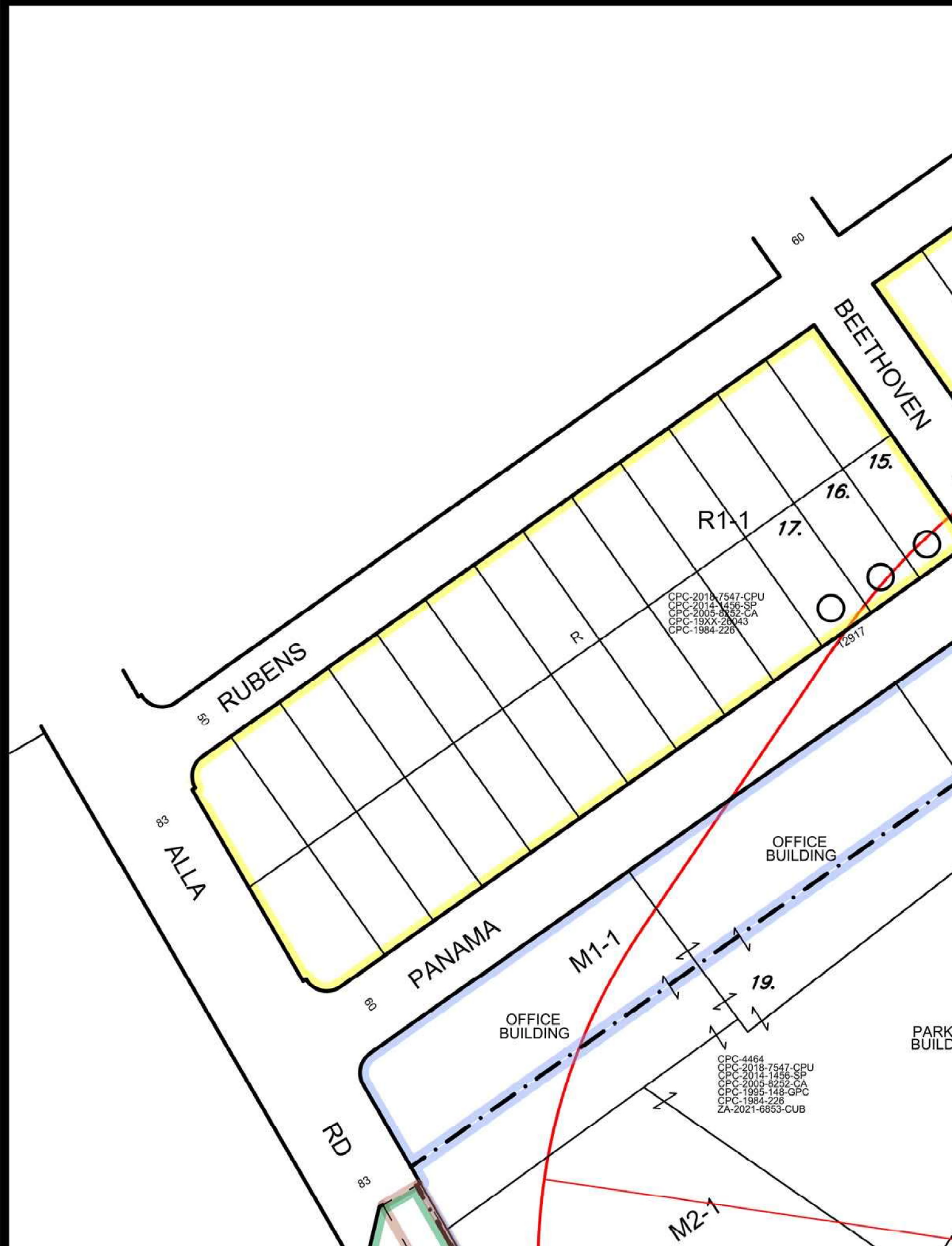
### **Correspondence**

On March 3, 2026, the Del Rey Neighborhood Council (DRNC) submitted a letter to the Department of City Planning stating that at the DRNC Land Use and Planning Committee public meeting held on December 11, 2025, the Committee unanimously voted in support of the proposed vesting zone change at 12910 Culver Blvd., done so in recognition of there being no public opposition to the project and based on the applicant's contribution to and cooperation with the Del Rey community. with the following motion.

In response to the foregoing, on January 8, 2026, the DRNC Board of Directors unanimously passed the following motion: "The DRNC supports the vested zone change at 12910 Culver Blvd. from PF-1XL to M2-1 on condition that the applicant consider the addition of trees around the perimeter of the lot".

**EXHIBIT A**

**MAPS**



RUBENS

BEETHOVEN

PANAMA

ALLA

R1-1

M1-1

M2-1

OFFICE BUILDING

OFFICE BUILDING

PARK BUILD

CPC-2018-7547-CPU  
CPC-2014-1456-SP  
CPC-2005-8252-CA  
CPC-19XX-20043  
CPC-1984-226

CPC-4464  
CPC-2018-7547-CPU  
CPC-2014-1456-SP  
CPC-2005-8252-CA  
CPC-1995-148-GPC  
CPC-1984-226  
ZA-2021-6853-CUB

12917

19.

15.

16.

17.

83

50

60

83

RD

83



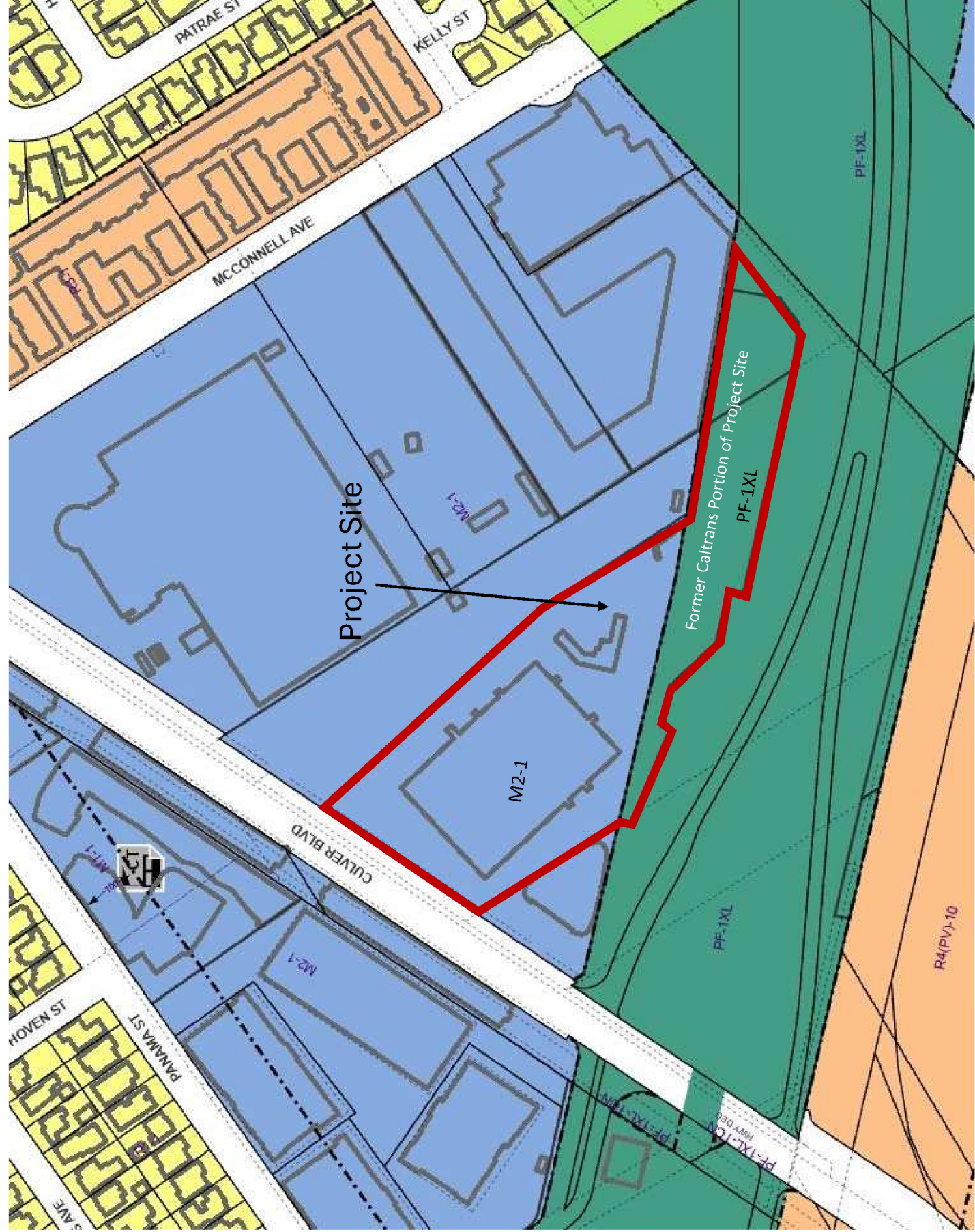
Ballona Cr

90 Freeway

Project Site

Former Caltrans Portion of Project Site

Culver Blvd.



Project Site

Former Caltrans Portion of Project Site

M2-1

PF-1XL

PF-1XL

PF-1XL

R4(PV)-10

M2-1

MCCONNELL AVE

KELLY ST

PATRAE ST

CULVER BLVD

PANAMA ST

HOVEN ST

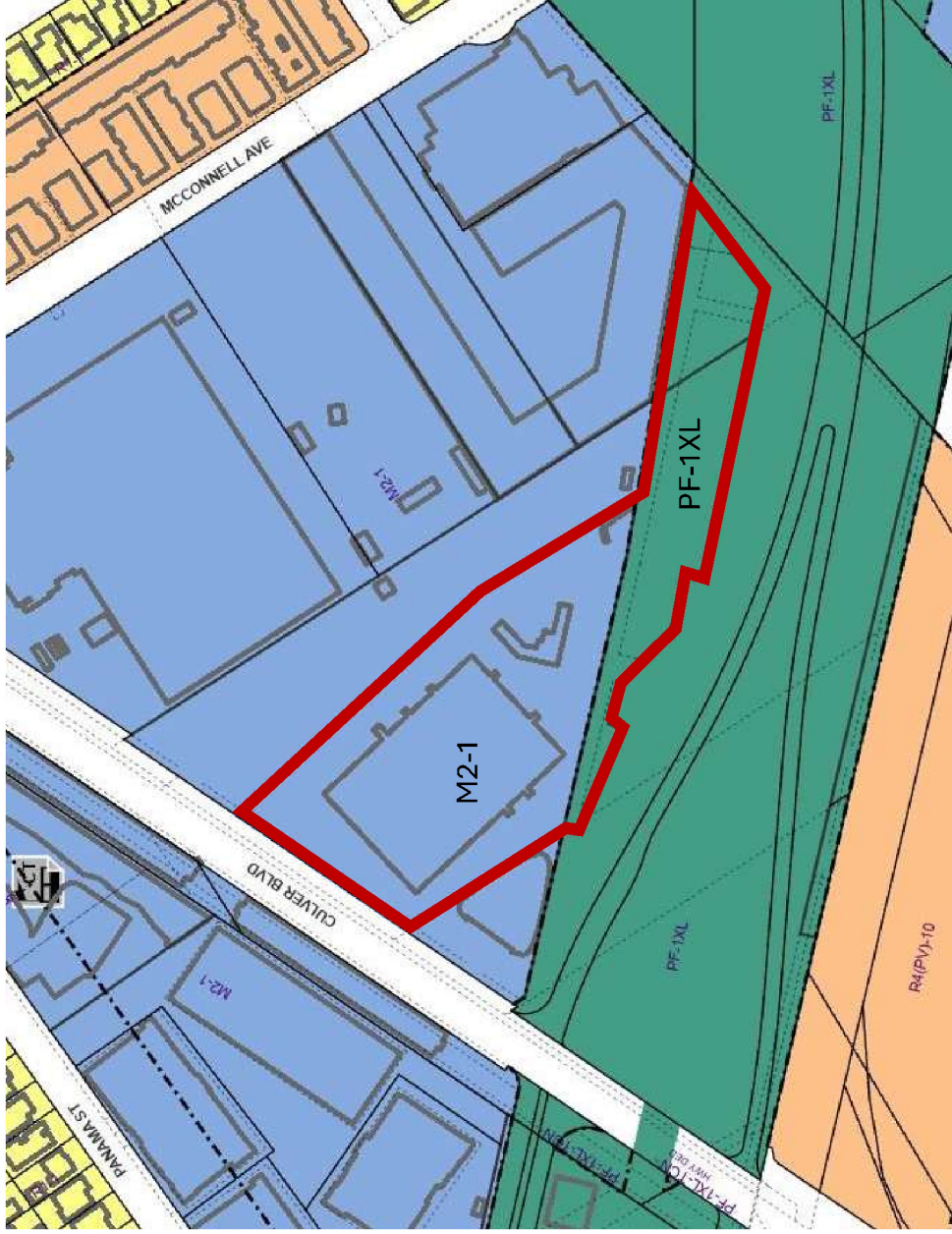
AVE



Footnote 9 of the Palms - Mar Vista - Del Rey Community Plan Land Use Map reads:

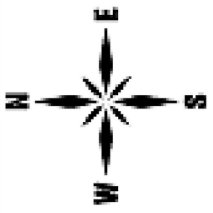
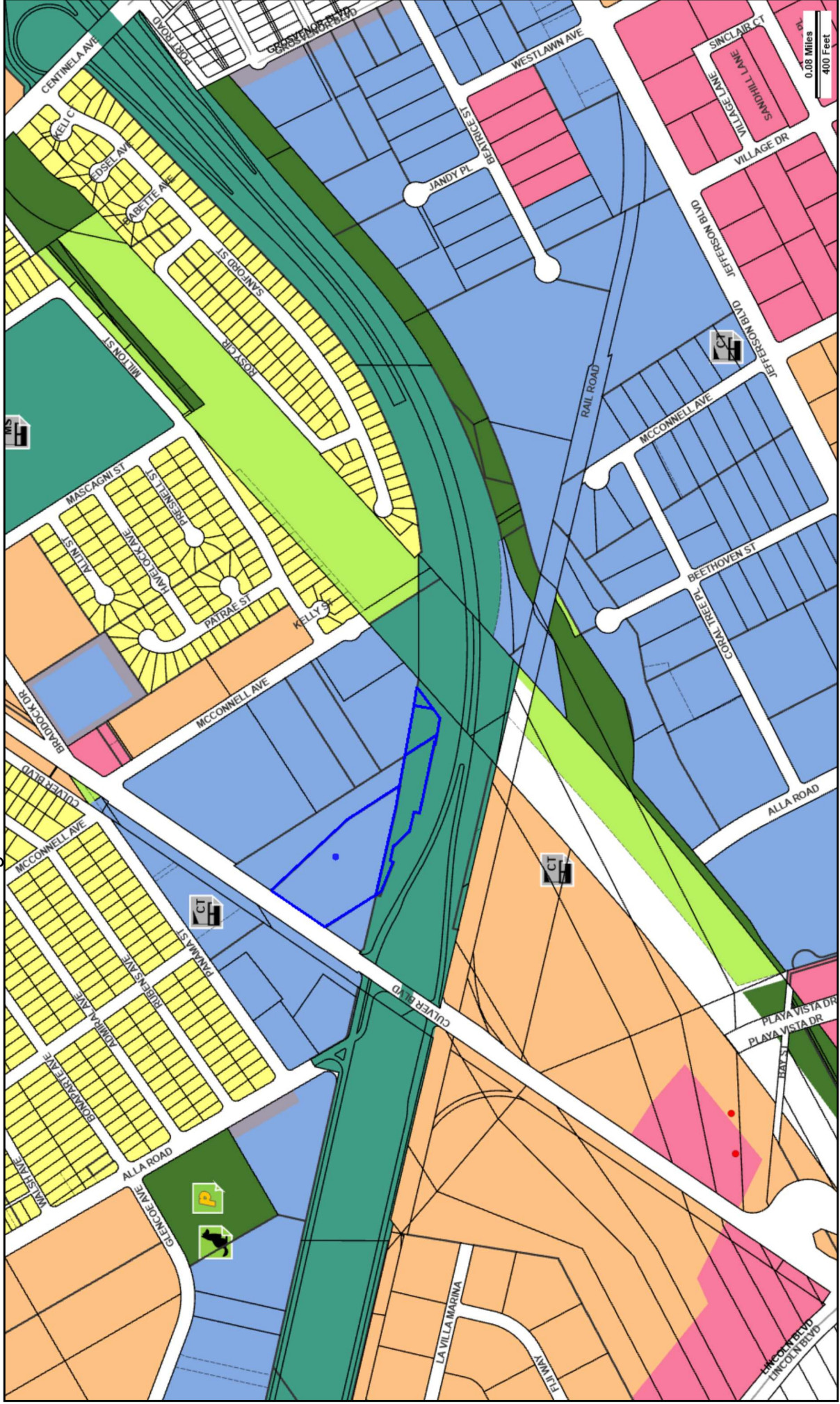
*The Public Facility (PF) planning land use designation is **premised on the ownership property by a government agency**. The designation of the PF Zone as a corresponding zone of the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a purchaser, then **the property may be rezoned to the zone(s) most consistent with 500 feet of the boundary and still be considered consistent with the adopted plan.***

Existing Zoning



Proposed Zoning





Zoning: M2-1  
 General Plan: Light Manufacturing

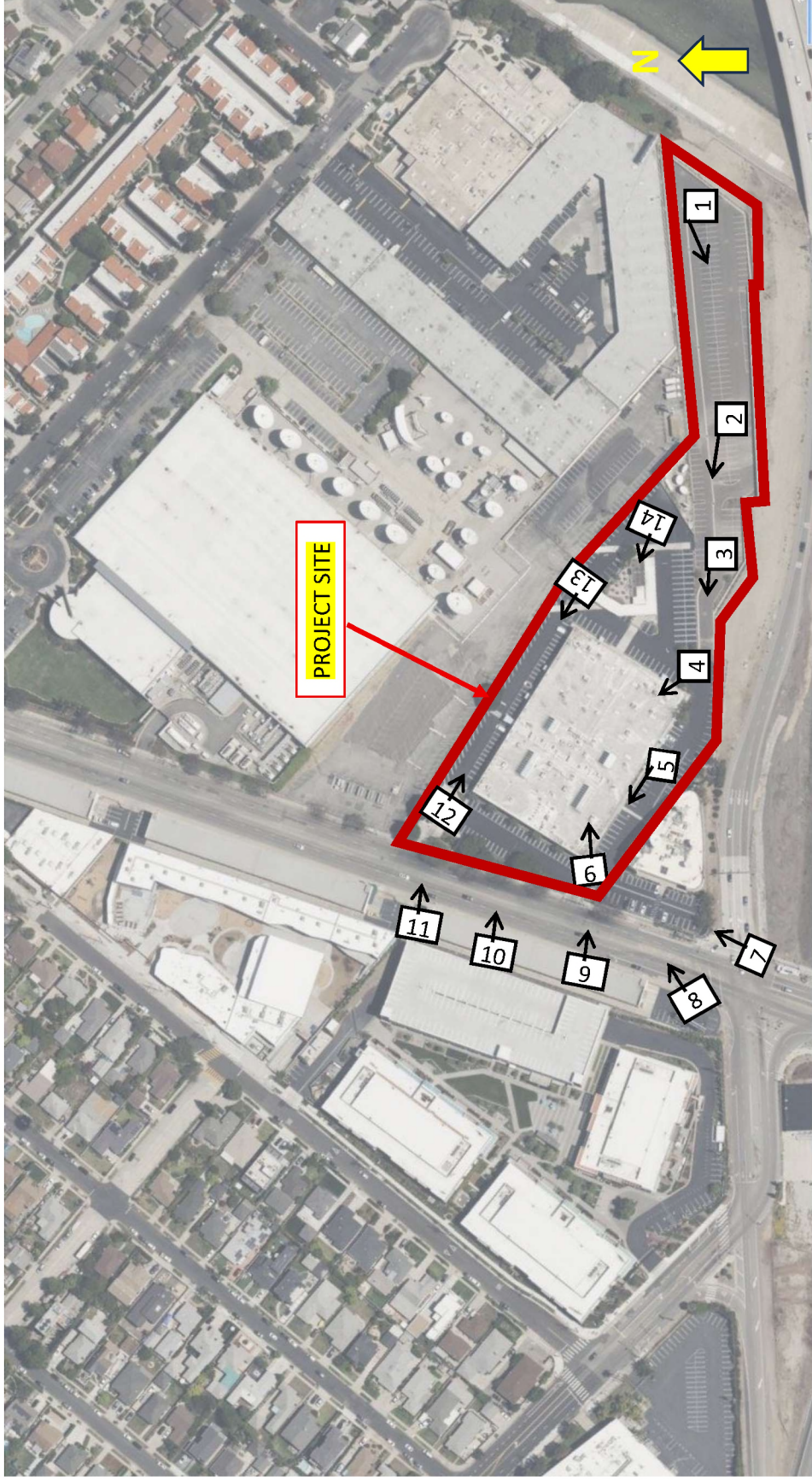
Tract: P M 2167  
 Block: None  
 Lot: A  
 Arb: None

Address: 12910 W CULVER BLVD  
 APN: 4221031018  
 PIN #: 105B157 578

**EXHIBIT B**  
**PHOTOS**

**WESTBROOK MARINA  
VICINITY MAP AND SITE PHOTO EXHIBIT  
12910 W Culver Boulevard**

**Aerial View of Project Site**



**WESTBROOK MARINA  
VICINITY MAP AND SITE PHOTO EXHIBIT  
12910 W Culver Boulevard, Los Angeles, CA**



1. View of Project Site facing West on Southern Lot.



2. View of Project Site facing Northwest on Southern lot.

**WESTBROOK MARINA  
VICINITY MAP AND SITE PHOTO EXHIBIT  
12910 W Culver Boulevard, Los Angeles, CA**



3. View of Project Site facing Northwest Southern Lot.



4. View of Project Site facing Northwest.

**WESTBROOK MARINA  
VICINITY MAP AND SITE PHOTO EXHIBIT  
12910 W Culver Boulevard, Los Angeles, CA**



5. View of Project Site facing Northeast.



6. View of Project Site facing Northeast on Culver Blvd.

**WESTBROOK MARINA  
VICINITY MAP AND SITE PHOTO EXHIBIT  
12910 W Culver Boulevard, Los Angeles, CA**



7. View of Project Site facing North on Culver Blvd.



8. View of Project Site facing Northeast on Culver Blvd.

**WESTBROOK MARINA  
VICINITY MAP AND SITE PHOTO EXHIBIT  
12910 W Culver Boulevard, Los Angeles, CA**



9. View of Project Site facing East on Culver Blvd.



10. View of Project Site facing East on Culver Blvd.

**WESTBROOK MARINA  
VICINITY MAP AND SITE PHOTO EXHIBIT  
12910 W Culver Boulevard, Los Angeles, CA**



11. View of project site facing East on Culver Blvd.



12. View of Project Site facing East.

**WESTBROOK MARINA  
VICINITY MAP AND SITE PHOTO EXHIBIT  
12910 W Culver Boulevard, Los Angeles, CA**



13. View of project site facing West.



14. View of project site facing West.

**EXHIBIT C**  
**ENVIRONMENTAL DOCUMENTS**



CITY OF LOS ANGELES  
DEPARTMENT OF CITY PLANNING  
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

## CATEGORICAL EXEMPTION – CLASS 1, 5, and 12

### **12910 West Culver Boulevard Project**

Case Number: ENV-2025-5750-CE

Related Case Numbers: CPC-2025-5749-VZC-HD

**Project Location:** 12910 West Culver Boulevard

**Community Plan Area:** Palms – Mar Vista – Del Rey Community Plan

**Council District:** 11 – Traci Park

**Project Description:** The 12910 West Culver Boulevard Project (the “Project”) involves a Vesting Zone Change and Height District Change to change the zoning of the southern portion of the Project site from PF-1XL to M2-1. The project site is currently developed with an existing surface parking lot and was previously owned by the California Department of Transportation. The Project does not propose any new construction, additional improvements, or use change within the Project site. The Project will not remove any protected trees.

The Project requires the following:

Pursuant to Chapter 1A Section 13B.1.4 of the Los Angeles Municipal Code (LAMC), a Vesting Zone Change and Height District Change from PF-1XL to M2-1 for the southern portion of the Project site, and the following:

- a. A waiver of the street dedication and improvements along Culver Boulevard.

**PREPARED FOR:**  
The City of Los Angeles  
Department of City Planning

**April 2026**

April 2026

# JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2025-5750-CE

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The City of Los Angeles determined based on the whole of the administrative record that the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

The 12910 West Culver Boulevard Project (the “Project”) involves a Vesting Zone Change and Height District Change to change the zoning of the southern portion of the Project site from PF-1XL to M2-1. The project site is currently developed with an existing surface parking lot and was previously owned by the California Department of Transportation. The Project does not propose any new construction, additional improvements, or use change within the Project site. The Project will not remove any protected trees.

The Project requires the following:

Pursuant to Chapter 1A Section 13B.1.4 of the Los Angeles Municipal Code (LAMC), a Vesting Zone Change and Height District Change from PF-1XL to M2-1 for the southern portion of the Project site, and the following:

- a. A waiver of the street dedication and improvements along Culver Boulevard.

## **Implementation of the California Environmental Quality Act**

Pursuant to Section 21084 of the Public Resources Code, the Secretary for the Natural Resources Agency found certain classes of projects not to have a significant effect on the environment and declared them to be categorically exempt from the requirement for the preparation of environmental documents.

The Project meets the conditions for Class 1, 5, and 12 Exemptions found in CEQA Guidelines, Sections 15301 (Existing Facilities), 15305 (Minor Alterations in Land Use Limitations), and 15312 (Surplus Government Property Sales), and none of the exceptions to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 apply.

## **Conditions for a Class 1 Exemption**

A project qualifies for a Class 1 Categorical Exemption if it consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.

The Project qualifies for a Class 1 Categorical Exemption as it consists of the continued operation and maintenance of an existing surface parking lot. Approval of the subject Zone and Height District Change would rezone the southern portion of the Project site to M2-1 and will not involve the construction of any new structures, additional improvements, or use change. The northern portion of the Project site (not within the scope of this Project) will continue to operate with an

existing two-story, commercial-office building and associated parking lot with no expansion of its existing use.

Conditions for a Class 5 Exemption

A project qualifies for a Class 5 Exemption if it consists of minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density, including but not limited to:

- a) Minor lot line adjustments, side yard, and set back variances not resulting in the creation of any new parcel;
- b) Issuance of minor encroachment permits;
- c) Reversion to acreage in accordance with the Subdivision Map Act.

The Project qualifies for a Class 5 Categorical Exemption as it involves minor alterations in land use limitations which would not result in any changes in land use or density. The proposed Project will rezone the Project site from PF-1XL to M2-1 and will not involve the construction of any new structures, additional improvements, or use change. The southern portion of the Project site will continue to operate and be maintained as a surface parking lot.

Conditions for a Class 12 Exemption

A project qualifies for a Class 12 Exemption if consists of sales of surplus government property except for parcels of land located in an area of statewide, regional, or areawide concern identified in Section 15206(b)(4). However, even if the surplus property to be sold is located in any of those areas, its sale is exempt if:

- a) The property does not have significant values for wildlife habitat or other environmental purposes, and
- b) Any of the following conditions exist:
  - i. The property is of such size, shape, or inaccessibility that it is incapable of independent development or use; or
  - ii. The property to be sold would qualify for an exemption under any other class of categorical exemption in these Guidelines; or
  - iii. The use of the property and adjacent property has not changed since the time of purchase by the public agency.

The Project qualifies for a Class 12 Categorical Exemption as it involves surplus government property sold to the Applicant not located in an area of statewide, regional, or areawide concern identified in Section 15206(b)(4) of the CEQA Statute & Guidelines (2026). The Project focuses on the southern portion of the site previously owned by the California Department of Transportation as a freeway right-of-way for the State Route 90 freeway. With the sale and acquisition of this surplus government property to the Applicant, the subject Zone and Height District Change would rezone the southern portion of the site to align with the zoning of the northern portion of the site. As indicated above, the Project would also qualify for a Class 1 and Class 5 categorical exemption.

Therefore, the Project meets all the Criteria for a Class 1 (Existing Facilities), 5 (Minor Alterations in Land Use Limitations), and 12 (Surplus Government Property Sales).

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### Exceptions to Categorical Exemptions

There are six (6) exceptions to categorical exemptions must be considered in order to find a project exempt from CEQA: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

The Project is not located on or near any environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. The rezoning of the Project site from PF-1XL to M2-1 will not result in any significant cumulative impacts as it would not result in the construction of any new structures, additional improvements, or use change nor is there a succession of known projects of the same type and in the same place as the subject Project. The Project would not reasonably result in a significant effect on the environment due to unusual circumstances as it does not proposed the physical construction of any new structures or improvements on the site. The Project is not located near a State Scenic Highway. Furthermore, according to Envirostor and GeoTracker, the State of California's database of Hazardous Waste Sites and Water Resources Control Board, neither the subject site, nor any site in the vicinity is identified as an active hazardous waste site. The Project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register or Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Based on this, the Project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

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**EXHIBIT D**  
**DEPARTMENT LETTERS**

**CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE**

Date: January 27, 2026

To: Vincent P. Bertoni, Director  
Department of City Planning  
Attn: David Woon (Planning Assistant)

From: Hui M. Huang, Principal Civil Engineer  
Permit Case Management Division  
Bureau of Engineering (BOE)

Subject: **Case No. CPC-2025-5749-VZC-HD (12910 West Culver Boulevard)**

The following recommendations identify the infrastructure deficiencies adjacent to the above-referenced site. The recommendations are respectfully submitted for your consideration in the approval of Vesting Zone Change and Height District Change application:

1. Dedication Required:

**Culver Boulevard** (Avenue I) – Accept the 5-foot wide future street to complete a 15-foot wide Avenue I standard border.

2. Improvements Required

**Culver Boulevard** – Remove the existing sidewalk and construct a new 15-foot wide concrete sidewalk with tree wells. Close all unused driveways with full-height curb, 2-foot wide gutter, and concrete sidewalk. Obtain revocable permit from the BOE – West Los Angeles District Office for iron fence, art displays and landscaping to remain in the public right-of-way.

**Notes:** Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than  $\frac{1}{4}$  inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than  $\frac{1}{8}$  inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than  $\frac{1}{4}$  inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than  $\frac{1}{8}$  inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S440-4, S442-6 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information at <https://engpermits.lacity.org/public> or via <https://appointments.lacity.org/apptsys/Public/Account>.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting at <https://lalights.lacity.org> or via <https://appointments.lacity.org/apptsys/Public/Account>.

Department of Transportation may have additional requirements for dedication and improvements.

Refer to the Department of Transportation regarding traffic signals, signs and equipment at (213) 485-1062 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Regarding any conflicts with power pole matters, contact the Department of Water and Power at (213) 367-0562 or via <https://appointments.lacity.org/apptsys/Public/Account>.

Refer to the Fire Department Hydrants and Access Unit regarding fire hydrants at (213) 482-6543 or via <https://appointments.lacity.org/apptsys/Public/Account>.

3. Sewer lines exist in Culver Boulevard. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
4. All roof and site drainage should be directed to the public right-of-way.
5. Obtain a revocable permit from the BOE-West Los Angeles District Office for any structure, wall, fence and landscaping to remain in the dedicated right-of-way.
6. There is a state drainage easement on Parcel 2 where the asphalt parking lot exists. The applicant shall obtain a State Encroachment Permit for any work within this easement area.
7. Submit a parking area and driveway plan to the West Los Angeles District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

Any questions regarding this report may be directed to the Bureau of Engineering Permit Case Management Division - Land Development Group, via the Customer Service Request system at <https://dscsr.lacity.org/>.

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

**Date:** 11/19/2025  
**To:** Charlie Rausch, Senior City Planner  
Department of City Planning  
200 N. Spring St., 6th Floor MS-395

*Richard Tom for*

**From:** Jay Wong, Manager  
Private Development Division  
Bureau of Street Lighting

**SUBJECT: STREET LIGHTING REQUIREMENTS FOR DISCRETIONARY ACTIONS**  
**CITY PLANNING CASE No.:** CPC 2025-5749 VZC HD  
12910 W CULVER BLVD

The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

**IMPROVEMENT CONDITION:** No street lighting improvements if no street widening per BOE improvement conditions. Otherwise, relocate and upgrade street light: one (1) on Culver Blvd

**NOTES:**

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.


Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

CC: Land Development Group MS 901  
Engineering District Office: WLA

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

**DATE:** January 15, 2026

**TO:** Heather Bleemers, Senior City Planner  
Department of City Planning

**FROM:**   
Bryan Ramirez, Street Tree Superintendent I  
Bureau of Street Services, Urban Forestry Division

**SUBJECT:** CPC-2025-5749-VZC-HD – 12910 W. CULVER BLVD.

In regard to your request for review of this case regarding Urban Forestry requirements, it is our recommendation that:

**1. STREET TREES**

- a. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.
- b. When street dedications are required and to the extent possible, the project shall provide larger planting areas for existing street trees to allow for growth and planting of larger stature street trees. This includes and is not limited to parkway installation and/or enlargement of tree wells and parkways.
- c. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.

**Note:** Removal of street trees requires approval from the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement of street trees. Contact Urban Forestry Division at: (213) 847-3077 for tree removal permit information.

BR:djm

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

December 18, 2025

TO: Vincent Bertoni, AICP, Director of Planning  
Department of City Planning  
Attention: [planning.expedited@lacity.org](mailto:planning.expedited@lacity.org)

FROM: Los Angeles Fire Department

SUBJECT: **CPC-2025-5749-VZC-HD (12910 W. Culver Blvd.)**

Submit plot plans for Fire Department approval and review prior to recordation of Zone Change.

RECOMMENDATIONS:

The Fire Department has no objection to the proposed zoning change.

Jaime E. Moore  
Fire Chief

David A. Perez, Fire Marshal  
Bureau of Fire Prevention and Public Safety

DP:KC:kc

CPC-2025-5749-VZC-HD (12910 W. Culver Blvd.)

**EXHIBIT E**  
**PUBLIC COMMENT**

**Neighborhood Council  
Governing Board**

Ravi Sankaran, President  
Quenton Richards, Vice-President  
Sara Siegal, Secretary  
Kevin Hoffman, Treasurer  
Connor Treacy, Outreach  
Kevin Forsberg, Communications  
Doug Barish, Land Use Officer  
Jason Damata, Area A  
Barry Rosenthal, Area B  
Jackie Kroskirty, Area C  
Hernan Martinez, Area D  
Devora Rogers, Area E  
Alexander Bell, Area F  
Maria del Carmen Sanchez, Area G  
Sue McGinley, Area H

CITY OF LOS ANGELES



CALIFORNIA

**DEL REY  
NEIGHBORHOOD  
COUNCIL**



Mailing Address:  
4325 Glencoe Ave #9365  
Marina Del Rey, CA 90292

Email: [board@delreync.org](mailto:board@delreync.org)  
Website: [www.delreync.org](http://www.delreync.org)

March 3, 2026

David Woon  
Los Angeles Department of City Planning  
E-mail: [david.woon@lacity.org](mailto:david.woon@lacity.org)

Re: CPC-2025-5749-VZC-HD (12910 Culver Blvd., Los Angeles, CA 90066)

Dear Mr. Woon:

On December 11, 2025, the Del Rey Neighborhood Council (“DRNC”) Land Use and Planning Committee held a public meeting with the owner’s representatives, Josh Kreger and Lawry Meister, for the proposed vested zone change at 12910 Culver Blvd.

The Committee unanimously voted in support of the proposal, done so in recognition of there being no public opposition to the project and based on the applicant’s contribution to and cooperation with the Del Rey community.

In response to the foregoing, on January 8, 2026, the DRNC Board of Directors unanimously passed the following motion:

“The DRNC supports the vested zone change at 12910 Culver Blvd. from PF-1XL to M2-1 on condition that the applicant consider the addition of trees around the perimeter of the lot.”

Best regards,

Doug Barish  
Chair, Land Use and Planning Committee  
Del Rey Neighborhood Council

cc:

Traci Park, Los Angeles City Council, District 11  
Craig Bullock, Planning Director, CD 11  
Matthew Halden, Del Rey Field Deputy, CD 11  
Josh Kreger, Craig Lawson & Co., LLC