ORDINANCE NO. 2026-014

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING ZONING CODE AMENDMENT, P2026-0197-ZCA, AMENDING VARIOUS PORTIONS OF CULVER CITY MUNICIPAL CODE (CCMC), TITLE 17 – ZONING CODE, INCLUDING, BUT NOT LIMITED TO, INTRODUCING 17.400.130 – AUTONOMOUS VEHICLE (AV) FLEET SERVICES, AMENDING 17.220.015 – RESIDENTIAL AND MIXED USE DISTRICT LAND USES AND PERMIT REQUIREMENTS, AMENDING 17.700.010 – DEFINITIONS OF SPECIALIZED TERMS AND PHRASES, AS SET FORTH IN EXHIBIT "A" ATTACHED HERETO, AND AN EXEMPTION FROM CEQA PURSUANT TO SECTION 15061(b)(3).

(Zoning Code Amendment, P2026-0197-ZCA)

WHEREAS, in November 2024, the California Public Utilities Commission (CPUC) approved the expansion of commercial Automated Vehicles (AV) fleet operations into Southern California and the greater Los Angeles region, with Culver City situated within the central portion of the Westside service area;

WHEREAS, Culver City's most recent comprehensive Zoning Code Update became effective on October 9, 2024, prior to the CPUC authorization of AV fleet operations in Southern California, and does not include definitions, zoning classifications, or development standards specific to AV uses or fleet service operations;

WHEREAS, finding the right balance between supporting innovative transportation options and minimizing potential impacts to health, safety, and quality of life is especially important because Culver City's Zoning Code has replaced all commercial/industrial (only) districts with mixed-use zoning districts that allow non-residential uses in close proximity with residential uses;

WHEREAS, recent permit applications and development inquiries have proposed permitting autonomous vehicle (AV) fleet services in various locations throughout the City;

WHEREAS, the Culver City Municipal Code does not contain a definition, land use designation, development standards, or performance standards for AV fleet services;

WHEREAS, key operational and technological concerns include potential impacts on health and safety including: (1) Queuing and staging in the public right-of-way, including obstruction of public right-of-way, alleys, ADA accessible resources, and emergency access routes; (2) Continuous 24-hour operations with noise and lighting impacts on adjacent uses, residential neighborhoods, and sensitive receptors; and (3) and continuous circulation at subject project sites and potential conflict with other vehicle and non-vehicle related uses;

WHEREAS, a new land use designation for AV fleet services is not intended to include facilities with electric vehicle charging only and is intended to be compliant with existing State laws, including but not limited to AB 1236;

WHEREAS, on August 10, 2026, after receiving a staff report and public comment on a potential Interim Urgency Ordinance (City Council File #27-187, Item A-5), the Culver City Council discussed amending the Culver City Municipal Code (CCMC), to establish appropriate use classifications and development standards for Autonomous Vehicle (AV) Fleet Services , and after fully considering all reports, studies, environmental information, and testimony presented, the City Council by a vote of 3 to 1, with 1 recusal, denied the Interim Urgency Ordinance;

WHEREAS, on August 10, 2026, following the denial of the Interim Urgency Ordinance, the City Council by vote of 4 to 0, with 1 recusal, adopted a Motion directing City staff to return on September 14, 2026, with a proposed Zoning Code Amendment to establish appropriate use classifications and development standards for Autonomous Vehicle (AV) Fleet Services; and

WHEREAS, on September 14, 2026, after conducting a duly noticed public hearing on the proposed ordinance, including full consideration of the staff report, environmental information, and all testimony presented, the City Council, by a vote of 4 to 0, (1) adopted an ordinance approving Zoning Code Amendment P2026-0197-ZCA amending various portions of the Culver City Municipal Code (CCMC), Title 17 – Zoning (Zoning Code) to establish specific land use and development standards for effective implementation, internal consistency, and compliance with State Law, including, but not limited to introducing 17.400.130 – Autonomous Vehicle (AV) Fleet Services, amending 17.220.015 – Residential and Mixed Use District Land Uses and Permit Requirements, and amending 17.700.010 – Definitions of Specialized Terms and Phrases (the "Ordinance"), and (2) adopted an exemption from CEQA pursuant to Section 15061(b)(3); and

WHEREAS, on September 28, 2026, the City Council, by a vote of 4 to 0, adopted the Ordinance, as set forth herein below.

NOW, THEREFORE, the City Council of the City of Culver City, California, DOES HEREBY ORDAIN, as follows:

SECTION 1. Pursuant to the foregoing recitations and the provisions of the CCMC, the following required findings for a Zoning Code Amendment, as outlined in Section 17.620.030.A, are hereby made:

1. **The proposed amendment ensures and maintains internal consistency with the goals, policies and strategies of all elements of the General Plan, and, in the case of a Zoning Code Amendment, will not create any inconsistencies with this Title.**

   The proposed Zoning Code Amendment to permit and regulate AV Fleet Services within specific zoning districts is consistent with and directly advances the goals, policies, and strategies of the General Plan 2045. Most directly, the amendment advances Goal M-7 (Technology) of the Mobility Element, which states that, "new transportation technology

is proactively leveraged and managed to achieve equitable access, provide high-quality mobility services, achieve efficient operations, and yield sustainable transportation outcomes." The amendment is specifically supported by Policy M-7.1 (Emerging Mobility), which directs the City to, "seek and leverage new transportation technologies that support new forms of transportation or business models while continuing to provide safe and effective mobility services," and Policy M-7.5 (Parking and Curb Management), which calls for performance monitoring systems to, "dynamically manage evolving curbside demands," a direct operational need created by AV fleet pick-up and drop-off activity. The amendment is also consistent with Policy M-4.7 (Mobility Service Geographic Prioritization), which calls for expanding alternative mobility services to communities with limited transit access. The General Plan explicitly states, "The expansion of shared, autonomous, and electric mobility options can also help to improve systemwide efficiency, safety, and convenience, while offering environmental benefits." Therefore, the proposed amendment will establish definitions, land use designation, development and performance standards for AV Fleet Services that are internally consistent with the General Plan's technology-forward mobility vision.

2. **The proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare of the City.**

   The proposed Zoning Code Amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City. The General Plan explicitly encourages leveraging emerging mobility technologies and this amendment affirmatively advances these interests by establishing the regulatory framework necessary to ensure that AV fleet service operations are properly located and regulated in a manner that protects neighborhood quality of life and aligns with the goals and policies of the General Plan. AV fleet services offer additional public benefits including improved traffic safety by removing human error, expanded zero-emission and accessible mobility options at all times of day, reduced parking demand, and economic development opportunities. Additionally, the General Plan 2045 provided for the transition of formerly commercial-only areas to mixed use areas throughout the City, putting non-residential uses in close proximity with residential uses. Therefore, the proposed amendment will establish definitions, land use designation, development and performance standards for AV Fleet Services that enable these uses to coexist with residential uses in a manner that provides appropriate protection against avoidable impacts.

3. **The proposed amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA).**

   The proposed Zoning Code Amendment is considered exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3), common sense exemption, because it can be seen with certainty there is no possibility the Amendment will have a significant effect on the environment as it does not result in changes to existing land use, density, or an intensification of development. Currently, the City of Culver City permits parking land uses and electric vehicle (EV) charging throughout the City in compliance with State law. The amendment would not materially alter existing development patterns in the City; rather, it

would establish a new land use definition and performance standards to address emerging autonomous vehicle technology and related uses in order to mitigate potential health and safety impacts to nearby land uses.

SECTION 2. Pursuant to the foregoing recitations and findings, the City Council of the City of Culver City, California, hereby adopts the Ordinance approving Zoning Code Amendment, P2026-0197-ZCA, amending Culver City Municipal Code (CCMC) Title 17 – Zoning Code, to establish specific land use and development standards for effective implementation, internal consistency, and compliance with State Law, as set forth in Exhibit A attached hereto and made a part thereof.

SECTION 3. Pursuant to Section 619 of the City Charter, this Ordinance shall take effect thirty (30) days after the date of its adoption. Pursuant to Sections 616 and 621 of the City Charter, prior to the expiration of fifteen days after the adoption, the City Clerk shall cause this Ordinance, or a summary thereof, to be published in the Culver City News and shall post this Ordinance or a summary thereof in at least three places within the City.

SECTION 4. The City Council hereby declares that, if any provision, section, subsection, paragraph, sentence, phrase or word of this ordinance is rendered or declared invalid or unconstitutional by any final action in a court of competent jurisdiction or by reason of any preemptive legislation, then the City Council would have independently adopted the

remaining provisions, sections, subsections, paragraphs, sentences, phrases or words of this ordinance and as such they shall remain in full force and effect.

APPROVED and ADOPTED this 28th day of September, 2026.

FREDDY PUZA, Mayor
City of Culver City, California

ATTESTED BY:

JEREMY BOCCHINO, City Clerk

APPROVED AS TO FORM:

HEATHER BAKER, City Attorney

§ 17.210.015 RESIDENTIAL ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS.

TABLE 2-2 Allowed Uses and Permit Requirements for Residential Zoning Districts	**P Permitted Use** **CUP Conditional Use Permit Required** **AUP Administrative Use Permit Required** **- Use not allowed**					
LAND USE	***PERMIT REQUIREMENT BY DISTRICT***					**Additional Regulations and Specific Use Regulations:**
	R1	***R2***	***RLD***	***RMD***	***RHD***	
SERVICE						
Autonomous Vehicle (AV) Fleet Services	-	-	-	-	-	

§ 17.220.015 MIXED USE DISTRICT LAND USES AND PERMIT REQUIREMENTS.

Table 2-6 Allowed Uses and Permit Requirements for Mixed Use Zoning Districts	**P Permitted Use** **CUP Conditional Use Permit Required** **AUP Administrative Use Permit Required** **- Use not allowed**							
LAND USES	**PERMIT REQUIREMENT BY DISTRICT**							**Additional Regulations and Specific Use Regulations**
	MU-N	**MU-1**	**MU-2**	**MU-DT**	**MU-MD**	**MU-HD**	**MU-I**	
SERVICE								
Autonomous Vehicle (AV) Fleet Services	P(7)	P	P	P(7)	P	P	P	See § 17.400.130 (AV Fleet Services) Supplemental Vehicle Services subject to CCMC § 17.220.015. Use must be on portions of lots more than 100 feet from Residential Zones (including Residential Zones in the City of Los Angeles), unless located inside enclosed structures

								designed to attenuate light and noise impacts. (7) Use must be included in a mixed-use project and within enclosed structures designed to attenuate light and noise impacts.

§ 17.270.015 FOX HILLS SPECIFIC PLAN ZONING DISTRICTS LAND USES AND PERMIT REQUIREMENTS.

Table 2-11 Allowed Uses and Permit Requirements for Fox Hills Specific Plan Zoning Districts

Land Uses	FH-MD	FH-HD	
Service			
Autonomous Vehicle (AV) Fleet Services	P	P	See § 17.400.130 (AV Fleet Services) Supplemental Vehicle Services subject to CCMC § 17.220.015. Use must be on portions of lots more than 100 feet from Residential Zones (including Residential Zones in the City of Los Angeles), unless located inside enclosed structures designed to attenuate light and noise impacts.

§ 17.400.130 AUTONOMOUS VEHICLE FLEET SERVICES.

This Section provides location, development, operating and performance standards for Autonomous Vehicle Fleet Services in compliance with Article 2 (Zoning Districts, Allowable Land Uses and Zone-Specific Development Standards).

A. **Allowable Uses.** Autonomous Vehicle (AV) Fleet Service lots includes uses that support on-site circulation and parking during the day and night. AV Fleet Service lots with electrical charging are not exempt from this classification solely because electric vehicle charging occurs on site. AV Fleet Lots shall allow for incidental activities, unless such activities result in adverse and measurable impacts on health and safety. Incidental activities may include the following.
   1. Material storage, not to exceed 300 square feet
   2. Light cleaning without car wash facilities, and vacuuming during permitted hours
   3. Software servicing
   4. Light vehicle maintenance and servicing, during permitted hours (i.e., replacing fluids, single tire changes, tire inflation, headlight replacement, etc.)

5. Office uses
6. Additional Vehicle Services including, but not limited to, accessories installation, car washes (not including hand washes and handheld vacuuming), maintenance/repair, impounding/storage, paint/body work, are not included in AV Fleet Service uses, and shall be subject to the permit requirements in CCMC Section 17.220.015 Table 2-6.

B. **Permitted Locations:** AV Fleet Services are permitted in the MU-1, MU-2, MU-MD, MU-HD, FH-MD, FH-HD, MU-I Mixed Use Zones.

C. **Prohibited Locations.** AV Fleet Services are prohibited in the following locations.
1. Residential Zones (R1, R2, RLD, RMD, RHD),
2. Portion of lots within 100 feet of Residential Zones (including Residential Zones within the City of Los Angeles), unless located inside enclosed structures designed to attenuate light and noise impacts.
3. In Mixed Use Neighborhood (MU-N) and the Mixed Use Downtown (MU-DT) Zones, unless included in a mixed-use project and within enclosed structures designed to attenuate light and noise impacts.
4. On parcels abutting and sharing street/alley frontage with hospitals, fire stations, police and highway patrol stations.

D. **Performance Standards.** All AV Fleet Services Property Owners and Operators shall comply with the following performance standards, unless modified through an Administrative Use Permit (AUP), pursuant to paragraph D, below.

1. **Site Access and Circulation.**
   a. A minimum 11-foot clear travel lane width shall be maintained at all times in public rights-of-way adjacent to the site to ensure that emergency or essential services, including access to designated bus stops and ADA accessible facilities, are not obstructed by vehicle queuing, staging or idling in the public right-of-way.
   b. Adequate clearance, circulation, and maneuvering of vehicles, including emergency vehicles when on-site access is required, shall be designed in compliance with California Fire Code § 503.
   c. Towing, loading, and delivery of AV fleet vehicles shall not take place between the hours of 10pm and 7am, unless required for emergency purposes. Emergences include blocking of the right-of-way, site entrances or drive-aisles by stalled vehicles, or inoperable on-site vehicles that pose an imminent threat to public health or safety. Emergencies do not include vehicle supply/ demand mismatches that may occur during the specified night-time hours.

2. **Parking Design and Layout.**

a. All AV Fleet Service parking facilities shall comply with the requirements of CCMC Section 17.320.035 (Parking Design and Layout Guidelines), and Section 17.320.040 (Driveway and Site Access Standards), unless exempted by State law or for Health and Safety reasons.
b. Alternative parking design and layout standards may be approved through an AUP process.

3. **Lighting and Noise Attenuation.**
   a. Pursuant to CCMC Section 17.300.040 (Outdoor lighting), all exterior light sources shall be shielded and/or recessed to ensure that direct glare and reflections are confined to the maximum extent feasible within the boundaries of the site and shall be directed downward and away from adjoining properties and public rights-of-way.
   b. AV Fleet Service sites shall be screened to block lighting and attenuate noise generated by on-site AVs and ancillary uses with the following.
      1. A six-foot tall wrought iron fence around the perimeter of the site, combined with a landscaped planting strip between the fence and parking area with a minimum width of two feet (inside dimension).
      2. Plant materials shall be selected to provide a minimum height of 36 inches at time of planting to block lighting and support noise attenuation.
      3. Alternative materials that achieve an equivalent level of light and noise attenuation may be approved by the Director.
   c. Pursuant to the Culver City General Plan Noise Element and CCMC Chapter 9.07: Noise Regulation, all operations shall comply with all applicable City noise regulations and shall be operated in a manner that minimizes noise impacts on surrounding properties.
      1. Noise generating activities such as vacuuming (without silencers), vehicle repairs, single tire changing and inflation (using noise-generating equipment), and amplified sounds are not permitted between the hours of 10pm and 7am, unless located inside enclosed structures designed to attenuate sound. In the event of a conflict, this section prevails over Section 9.04.015 H. 4 (a).

4. **Operational and Site Maintenance Standards**
   a. All outdoor/open storage of materials shall be limited to a maximum area of 300 square feet and shall be enclosed by a six-foot-high, solid decorative masonry wall, subject to the approval of the Director.
   b. A refuse storage area, completely enclosed with a masonry wall not less than five-feet-high, with a solid gated opening, and large enough to accommodate standard-sized commercial trash bins, shall be located to be accessible to refuse collection vehicles.
   c. On-site utilities must comply with the location and screening requirements of CCMC Section 17.300.035, unless exempted by State Law.

5. **On-Site Personnel and Emergency Contacts**
    a. A minimum of one on-site staff person is required during all hours of operation.
    b. A 24-hour emergency operator contact phone number with authority to address on-site emergencies shall be posted on site within public view.

E. Modification of Performance Standards – Administrative Use Permit (AUP). In accordance with the provisions of CCMC Chapter 17.530, an Administrative Use Permit may be sought for any alternative objective performance standards, subject to conditions of approval.

1. **Findings and Decision.** An Administrative Use Permit for Modified Performance Standards may be approved, with or without conditions, only after first making all of the following findings. Following an administrative review or public hearing, the appropriate review authority shall record the decision in writing with the findings on which the decision is based.
    a. Modified or alternative performance standards must provide an equivalent level of protection against health and safety impacts and must not create conflicts with emergency access routes for hospitals, fire stations, police and highway patrol stations, or other public safety uses.
    b. Additionally, findings must be made for Administrative Use Permits as listed under CCMC Section 17.530.020 - Findings and Decisions.

F. Additional Conditions. Additional conditions (e.g., hours of operation, sign regulations, structure materials and design) may be imposed by the applicable review authority as deemed reasonable and necessary to protect the public health, safety, and general welfare of the community.

§ 17.700.010 DEFINITIONS OF SPECIALIZED TERMS AND PHRASES.

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AUTONOMOUS VEHICLE FLEET SERVICES. Passenger transportation services, local delivery services, and other businesses that rely on electric fleets of five or more autonomous vehicles (AVs), as defined by California Vehicle Code Section 38750. This addresses the following activities for AVs, including, but not limited to, material storage, light cleaning, software servicing, light vehicle maintenance/servicing, and offices. It does not include charging only facilities; however, facilities with electrical charging are not exempt from this classification solely because electric vehicle charging occurs on site.

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF CULVER CITY)

Certification of Ordinance No. 2026-014

I, Jeremy Bocchino, City Clerk of the City of Culver City, California do hereby certify that the foregoing Ordinance was duly passed, approved, and adopted at a regular meeting of the City Council which was held on the 28th day of September 2026 at the Mike Balkman Council Chambers by the following vote:

AYES: McMorrin, Vera, Fish, Puza

NOES: None

ABSENT: None

RECUSED: O'Brien

Certified on this 28th day of September 2026, at the City of Culver City.

Jeremy Bocchino, CMC, City Clerk
Ex-Officio Clerk of the City Council
City of Culver City, State of California