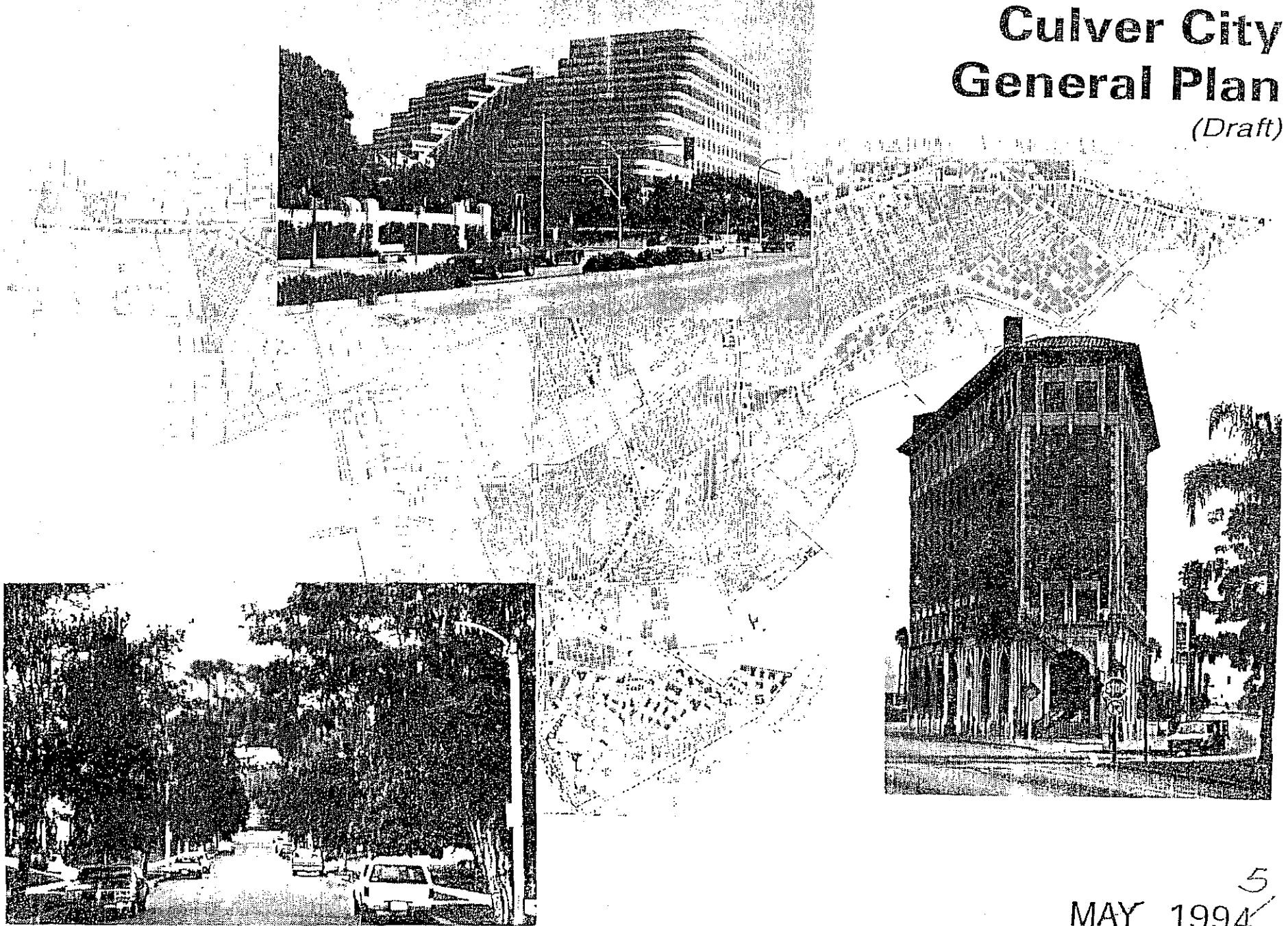


# Culver City General Plan

(Draft)



MAY 1994 <sup>5</sup>

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## Vision: In 2010 . . .

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Culver City has always been a pleasant place to come home to. Entry signs announce your arrival. The streets and sidewalks are clean and well-paved. Landscaped medians separate traffic and street trees personalize the street. As you drive through town, you pass attractively landscaped open space, parks and parkettes. There is a feeling of comfort and safety as pedestrians casually stroll and shop. Greater densities and development pressures from adjacent jurisdictions have not taken hold in Culver City.

The rhythmic pattern of development includes storefronts at human scale punctuated by activity centers which serve park-oriented neighborhoods, as well as community and regional needs. The architecture of the City reflects both current styles and idealized preservation of times past. Businesses that have been in the City for more than 50 years are next door to new enterprises. The Studios are evidence of the past and present success of the movie industry in Culver City. All these uses are tied together by common paving, street lights, signage and street furnishings.

Anything and everything you need can be found in Culver City. From your home you can walk safely to the neighborhood park, to shopping or out for dinner. You may ride your bicycle to the top of Culver City Park to where you can watch a little league game and enjoy a panoramic view, sweeping from downtown Los Angeles to the ocean. On any night you can walk from your home to dine at a sidewalk cafe, window shop or go to a movie. After the movie you may go for a frozen yogurt while perusing the latest magazines at a newsstand. As you walk home, you see your neighbors and stop to talk.

There is quality housing at all income levels. People come home to single-family homes, duplexes, condominiums, apartments, planned residential developments, group housing and flats above retail shops. Homes are well maintained, safe, clean and framed by street trees which shade the neighborhoods. Your home has a neighborhood

identity. It is not just Culver City, it may be Lindberg Park, Culver Crest, Carlson Park or Blair Hills.

The business community has a population base to support the storefront retail and shopping centers. Corporate Pointe, the Fox Hills business parks and the commercial corridor at the west end of Washington Boulevard provide the larger Westside community with an alternative to downtown Los Angeles and Century City. Cleaner air, ocean views and airport proximity attract professional and technical enterprises to Culver City.

These businesses provide revenue needed to sustain the high quality of municipal service the people of Culver City have come to expect. Revenues from property taxes are relatively small; however, sales and utility taxes, businesses license fees and commercial/industrial development tax provide the fiscal stability critical to a well-maintained city. It is these revenues that support the Culver City Police and Fire Departments, the Human Services programs, roadway maintenance, parks and street trees. It is the combination of all these characteristics and services that make Culver City an attractive place to have a home or business.

Many people both live and work in the City. Some work nearby. These people can leave their cars at home and take Culver CityBus, Exposition Transit Line or the Ballona Creek bike path to their destination. Many of the residents moved to Culver City because of its easy access to surrounding business centers, including downtown Los Angeles, Century City, Westwood and Long Beach. Some came as college students to share apartments while attending West Los Angeles College, UCLA or Loyola-Marymount. Most stayed because, in the midst of intensity and depersonalization in the surrounding area, Culver City is still a place where you can know your neighbors and where what you do can still make a difference.

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## General Plan Overview

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**PURPOSE OF THE GENERAL PLAN.** State law requires and empowers every city and county in the state to "adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (Planning and Zoning Law, Government Code §65300). The local intent of the General Plan is to communicate the City's strategic thinking, philosophies and visions for the future to citizens of the residential and business communities and to adjacent jurisdictions and agencies who affect, or are affected by, the City (see Figure O-1). The intent of the Culver City General Plan is to provide for the physical, social and economic needs of the City and its people.

Figure O-1

Vicinity Map

**PROCESS AND PUBLIC INVOLVEMENT.** The comprehensive update of the Culver City General Plan (CCGP) combines technical analysis, policy review and community involvement efforts toward revision of the General Plan Elements governing Land Use, Circulation, Housing, Open Space and Noise, as well as creation of a new Air Quality Plan. An Master Environmental Impact Report (EIR) has been prepared regarding the General Plan Update, in accordance with the California Environmental Quality Act (CEQA). The City encouraged community involvement and input throughout the process via a number of avenues. The City Council appointed a General Plan Advisory Committee (GPAC) composed of individuals representing neighborhood, business and other local interests to present community views. The process began with an assessment of the ~~State of the City, through discussion with the GPAC, and with a report in which began with discussions with numerous individuals including GPAC members, Commission and Council members, and City staff. A report was prepared that identified issues and questions are to be addressed through the General Plan Update.~~ GPAC members met twice as a full committee to discuss the *State of the City* Report and then as sub-groups to discuss in detail issues and problems of special interest. The direction provided by the GPAC and the public at these meetings provided the basis of an alternatives analysis. The *Alternatives Memorandum* explored a range of potential citywide policy options and their implications, and detailed local land use refinements which would affect future patterns of urban form and development, toward formulating a long-range development strategy for the City.

After six public GPAC workshops regarding the alternatives, a Preferred Alternative was formulated as the basis for ~~this—the Draft General Plan document~~. Six additional GPAC workshops were held to discuss each of the proposed General Plan elements. The City then mailed a summary of the proposed policy document to each residential and commercial address in the City to familiarize the entire populace with the proposed policies. The Planning Commission and City Council both held public hearings to review the General Plan elements and to provide additional opportunities for public input before adoption by the City Council.

## OVERVIEW

**STRUCTURE OF THE GENERAL PLAN.** In compliance with State requirements, the Culver City General Plan is comprised of seven elements: Land Use, Circulation, Housing, Open Space, Noise, Conservation and Safety. The Land Use, Circulation, Housing, Open Space and Noise Elements are included as part of this update. Each element is intended to both stand alone and function as part of the entire General Plan. All elements must be internally and collectively consistent in terms of data, policies and diagrams. The matrix shown in Table O-1 relates Culver City's issues areas for planning policies to the required elements of the General Plan.

Each Element of the 19945 General Plan comprehensive update contains a parallel structure: overview of the subject context and issues; subject designations or definitions; goals, objectives and policies; and implementation measures.

*Previously adopted General Plan Elements not updated at this time:*

- Seismic Safety Element
- Recreation Element
- Public Safety Element
- Scenic Highways Element\*

\* Superseded and eliminated with adoption of the 1995 Circulation Element.

*Other documents and references prepared as part of the update process:*

- Air Quality Plan
- Technical Background Reports
- Environmental Impact Report
- Glossary

Issues	State Required Elements						
	LU	C	H	OS	N	CO*	S*
<i>Land Use</i>	X	X	X	X	X	X	X
<i>Housing</i>	X	X	X	X	X		X
<i>Transportation</i>	X	X	X		X		X
<i>Natural Resources</i>	X			X		X	
<i>Cultural Resources</i>	X		X	X		X	
<i>Public Services</i>	X	X	X	X	X		X
<i>Noise</i>	X	X	X		X		
<i>Safety</i>	X	X	X				X

LU = Land Use Element      N = Noise Element  
 C = Circulation Element      CO = Conservation Element  
 H = Housing Element      S = Safety Element  
 OS = Open Space Element

\* These Elements are not included as part of the 19935 update.

TABLE O-1 Issues Addressed in Each State Required Element

**CITYWIDE GOALS.** The Culver City General Plan seeks to provide for the physical, social and economic needs of its people by protecting and building on the City's strengths: small-town character, peaceful tree-lined neighborhoods and a diverse economic base, supported by a high level of municipal services. To maintain the character and quality of the residential community, the City's businesses must be successfully yet also fit within the framework of their neighborhoods and the broader metropolitan area, and new housing and open space opportunities must be balanced. Land use patterns and higher densities in adjacent areas conflict with the character and scale of Culver City. The City experiences high levels of through-traffic. Circulation patterns within the surrounding Los Angeles area make Culver City streets natural short-cuts to avoid the San Diego and Santa Monica Freeway interchanges. In the face of these conflicts, Culver City seeks to balance quality of life with the economic support necessary to sustain that quality.

To achieve this balance, the Culver City General Plan is built around the following goals:

- *Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment.*
- *Economic vitality that serves the community and protects the quality of life.*
- *An open-space-urban design, urban forest, open space network that links neighborhoods and businesses, and instills civic pride.*
- *A community that provides recreational, historical, and cultural opportunities.*
- *Clear and consistent guidance for balanced growth.*
- *Ample and efficient City services and infrastructure.*
- *Integrated local and regional transportation systems that serve residential and business needs.*
- *A peaceful community that minimizes noise disturbance.*
- *Clean air that provides a healthy environment.*
- *A safe community.*
- *A community that minimizes waste and protects its natural resources.*

Ivy Substation

Each Element of the General Plan will address the Goals which are pertinent to that Element.

Lucerne-Higuera Residential Neighborhood

## Glossary

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**Affordable Housing** - Housing which is priced at a reasonable percentage of total income for households at income levels of moderate and below (see Low Income and Moderate Income).

**Alquist-Priolo Earthquake Fault Zone** - Land areas delineated by the State of California which encompass all potentially and recently active fault traces or segments deemed sufficiently active and well defined as to constitute a potential hazard to structures from surface faulting or fault creep.

**AQMD** - (South Coast) Air Quality Management District.

**AQMP** - Air Quality Management Plan. Most recently adopted by AQMD in 1989 and 1991, with an update out in 1994, the SCAQMP provides a blueprint for long-term attainment of federal and state air quality standards in the air basin, in compliance with the state and federal Clean Air Acts.

**Arterial Streets** - Streets designed to carry large volumes of traffic in a continuous route across an urban area, and to provide access to the regional freeway system, while also providing some access to abutting land. Primary arterials also serve as connectors to adjacent cities. Primary arterials generally provide four to six lanes for through traffic, often with a raised or painted median.

**ATSAC** - Automated Traffic Surveillance and Control. The City of Los Angeles Department of Transportation (LADOT) is incorporating this system for computerized traffic signal operation into the Smart Corridor demonstration project, of which Venice and a portion of Washington Boulevards and Washington Place will become a part during 1994.

**Automobile Oriented Development** - Uses which are configured for ease of access by car (see Pedestrian Oriented Development and Transit Oriented Development).

**Building Envelope** - The three-dimensional space within which a structure is permitted to be built on a lot. This space is defined with respect to such development regulations as height, setback requirements, floor area, lot coverage and intensity standards.

**Bulk** - The general term for the extent to which a building, through its shape and dimensions, occupies its building envelope.

**Bus Electrification** - The conversion of diesel powered buses to electric power, with the electric power supplied to the buses by electric cables suspended overhead.

**CAA** - Clean Air Act. (Federal and/or California)

**Caltrans** - California Department of Transportation.

**Capacity** - The maximum number of vehicles that can flow on a roadway or through an intersection based on the prevailing traffic, roadway, and traffic signal conditions.

**CCAP** - Congested Corridor Action Plan.

**CCGP** - Culver City General Plan (see General Plan).

**CEQA** - California Environmental Quality Act (see EIR).

**CIP** - Capital Improvement Program. A list of City Council approved projects to improve transportation facilities and other infrastructure systems.

**Circulation Element** - The section of the City General Plan that addresses the goals, policies and programs for citywide transportation facilities and services.

**Class I Bicycle Path** - A bicycle path in a right-of-way separate from other vehicles. For example, the Ballona Creek Bicycle Trail.

**Class II Bicycle Lane** - A bicycle lane striped on a roadway shared with other vehicles.

**Class III Bicycle Route** - A bicycle route signed on a roadway shared with other vehicles.

**CMP** - Congestion Management Program. A plan required by state law for urbanized counties to monitor, regulate and improve regional traffic flow conditions. LACTC has prepared the CMP for Los Angeles County. Local General Plan Circulation Elements must be made consistent with the County CMP.

**Collector Streets** - Streets designed for lower volumes of traffic than arterials, which provide a connection between the arterial system and local residential, commercial and industrial streets.

**Commercial** - Used in planning as a term to describe land uses that engage in the buying or selling of goods or services, such as retail, restaurant or office uses.

**Community Services** - Public and private businesses and organizations which provide needed retail, commercial, and social services to the community, such as laundries, child care, etc.

**Delay** - A measure of increased travel time due to interruptions in traffic flow, such as congestion at intersections, expressed in seconds per vehicle.

**Density Bonus** - In housing, the allowance of additional unit density (square footage or number of residential units) in exchange for the provision of specific amenities such as affordable housing or child care services. In commercial use, the density bonus is often used as

an incentive to encourage project developers to provide needed services or amenities.

**Dial-A-Ride Service** - A special on-demand transit shuttle service which, when provided, generally is for the elderly and disabled for transportation within a defined service area (see also Fixed-Route Bus).

**Discretionary Land Use Decision** - Land use decisions which involve the exercise of judgment on the part of local officials in determining the appropriateness of certain development applications. These types of decisions are contrasted with "as-of-right" developments that are specifically authorized by land use regulations, and require only administrative or ministerial approval.

**Downzoning** - A change in the zoning classification of land to a district which permits development that is less intensive or less dense.

**EIR** - Environmental Impact Report. A document required by the California Environmental Quality Act (state law) for most discretionary actions which may result in a significant adverse effect on the physical (natural and built) environment, to provide information to decision makers regarding impacts, mitigation and alternatives to the proposed action.

**ETB** - Electric Trolley Bus.

**Excess** - Used as a verb to indicate the action of a government agency to release its jurisdictional control or ownership of a piece of property, such as de-annexing an area.

**Fixed-Route Bus Service** - Bus service that operates only on a designated path. Riders can depend on buses arriving within specific time period at specific stops; the buses do not change travel routes to accommodate special travel needs (see also Dial-A-Ride).

**Footprint** - The outline of the ground area covered by a building.

**General Plan** - A document presenting the goals, objectives, and policies for the comprehensive long-range physical development of cities and counties within the State of California. The General Plan expresses community development goals, embodies public policy relative to the distribution of future land uses, and functions as the foundation upon which all land use decisions are based. The seven required elements are Land Use, Circulation, Housing, Open Space, Conservation, Noise and Safety.

**Goal** - A direction setting statement of an ideal future end, condition or state related to the public health, safety or general welfare toward which planning implementation measures are directed; an expression of community values; not generally quantifiable, time-dependent or suggestive of specific actions.

**Granny Flats** - A second dwelling unit that is attached to or detached from a single family dwelling unit and provides complete living facilities for one or more persons. Typically regulations governing granny flats contain either occupancy restrictions or standards limiting the size of the unit.

**Guaranteed Ride Home** - A service provided by an employer to employees who carpool, vanpool or ride public transit, to provide rides home when necessary due to emergencies or occasional changes in commute schedule.

**HAR** - Highway Advisory Radio. Radio broadcasts used to advise people of prevailing traffic conditions (see Smart Corridor).

**Headway** - The time between two successive public transit vehicles (bus or rail). A headway of 20 minutes means a frequency of 3 buses per hour.

**Housing Element** - The section of the City General Plan that addresses goals, policies and programs for housing supply, condition and affordability citywide.

**HOV** - High Occupancy Vehicle. A vehicle that is transporting several people, such as a bus or carpool.

**HOV Lanes or Facilities** - Roadways, lanes and associated facilities developed in a separate right-of-way and designated for the exclusive use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis, carpools and vanpools.

**Implementation Measure** - An action, procedure, program or technique that carries out general plan policy.

**Infill Sites** - Vacant parcels of land which are surrounded by development.

**Infrastructure** - Those improvements which serve as the underlying foundation for land development. These improvements include streets, storm drains, sanitary sewers, water supply and other utilities.

**Intensity Standards** - Regulations that specify the amount of development (usually expressed in square footage related to land area) allocated within each land use category.

**Issue** - A statement or question regarding an existing or potential real or perceived deficiency, conflict or constraint. Points of consensus and issues provide the context for recommending long-term policies in the General Plan.

**LACTC** - Los Angeles County Transportation Commission, created by the state legislature in 1976 to coordinate planning and funding of transportation facilities countywide. See definition under the new name: Metropolitan Transportation Authority (MTA).

**LACTC 30-Year Plan** - A strategic planning tool or framework to develop and evaluate the most cost-effective means of providing for Los Angeles County's transportation needs.

**LACDRP** - Los Angeles County Department of Regional Planning.

**LADOT** - City of Los Angeles Department of Transportation.

**LAFCO** - Local Agency Formation Commission of Los Angeles County.

**Land Use Designation** - The classification assigned to an area of the City in the Land Use Element of the General Plan, describing the desired type of use and intensity desired at that location. The General Plan land use designations provide a basis for subsequent, more specific zoning decisions.

**Land Use Element** - The section of the City General Plan that addresses the goals, policies and programs regarding the development and use of public and private property citywide.

**LOS** - Level of Service. A measure of the quality of operation of a roadway intersection or roadway segment, based upon a volume/capacity ratio or measurement of delay, with LOS "A" being very good operation with little traffic delays, and LOS "F" being severely congested operation with large traffic delays.

**LRT** - Light Rail Transit. Medium capacity public transit, using rail lines, that provides passenger capacities ranging from 2,000 to 20,000 passengers an hour. Light rail can operate on either grade separated, reserved right-of-way, or can operate in mixed traffic on city streets.

**Low Income** - Household income category defined as 50% to 80% of the median income for the Los Angeles-Long Beach Primary Metropolitan Statistical Area, as set by the federal Department of Housing and Urban Development.

**Mansionization** - Term used to describe residential building additions, or building replacements, which lack compatibility with the scale and character of the surrounding neighborhood. Typically such additions, or replacements, are constructed in conformance with existing development regulations.

**Median Income** - The income at which half of the households in any Metropolitan Statistical Area have a higher income and half have a lower income - the 50th percentile.

**Metropolitan Transportation Authority (MTA)** - The Los Angeles County agency charged with implementing the federal, state and regional transportation plans. A consolidation of the former LACTC and the SCRTD.

**Mitigation Measures** - Conditions imposed upon a project with the intent of avoiding, or minimizing, the potential significant adverse impact of the project.

**Mixed Use** - Type of development which allows a combination of land uses within a single development (such as residential and commercial).

**Mode** - In transportation, refers to the type of transportation used, such as automobile, bus, bicycle, walking, etc.

**Moderate Income** - Household income category defined as 80% to 120% of the median income for the Los Angeles-Long Beach Primary Metropolitan Statistical Area, as set by the federal Department of Housing and Urban Development.

**MTA** - Metropolitan Transportation Authority.

**Multi-Modal** - The use of different types of transportation like auto, bus, bicycle, walking, etc., to move from one place to another.

**NDIF** - New Development Impact Fee. A charge assessed in Culver City on new private construction to offset the public costs of needed transportation infrastructure improvements.

**Objective** - As part of a general plan, one of several successive intermediate steps toward attaining a goal.

**Open Space Element** - The section of the City General Plan that addresses the goals, policies and programs for public and private undeveloped and developed areas in use for park, recreational or scenic purposes.

**Pavement Master Plan** - Culver City's planning document that identifies existing and proposed pavement for City streets, alleys and facility accessways.

**Pedestrian Oriented Development** - Pedestrian oriented development that provides clear, comfortable pedestrian access to commercial or mixed-use areas and transit stops. Pedestrian routes should be located along and visible from streets. Primary pedestrian routes and bikeways should be bordered by the entrances to buildings and public parks and uses (see also Transit Oriented Development).

**Policy** - As defined by State Planning Law, a policy is a general plan statement that guides action; a specific statement that guides decision making and that indicates a clear commitment of the local legislative body.

**PRD** - Planned Residential Development.

**Proposition A** - The half-cent sales tax approved by voters in Los Angeles County in 1980 for public transit. Of the Prop-A revenues, 25 percent is returned to local jurisdictions for local transit services, 35 percent is used by MTA to develop the countywide rail system, and 40 percent is allocated at the discretion of MTA.

**Proposition C** - Voter-approved legislation, administered by Los Angeles County, which raises additional sales tax revenues for funding of transportation projects.

**Redevelopment Project Area** - An area of the City which has been specifically designated pursuant to state law and targeted for revitalization, enhancement, or intensification. Plans are prepared for these areas with the intent of addressing blight and achieving desired development objectives.

**RCP** - Regional Comprehensive Plan. A plan in preparation by SCAG for the six-county area of Los Angeles, Orange, Riverside, San Bernardino, Ventura and Imperial Counties. The RCP is expected to be the blueprint for managing the growth and resources in the region and will contain policies and guidelines for local and subregional planning programs. Culver City is participating in the RCP West Los Angeles Sub-Regional Working Group along with the cities of Beverly Hills, Santa Monica and West Hollywood.

**Regulation XV** - The set of rules adopted and administered by the SCAQMD requiring employers with work sites in the South Coast Air Basin and 100 or more employees to submit and implement TDM plans designed to increase the Average Vehicle Ridership (AVR, which is calculated by dividing the number of employees by the number of automobiles) to specific target levels. The target for affected employers in Culver City is 1.5 AVR.

**RHNA** - Regional Housing Needs Assessment, the state required document prepared by SCAG on a five-year cycle to assist local jurisdictions in setting targets for local contributions towards meeting regional affordable housing demands. The current RHNA update is being prepared through the RCP process.

**Rideshare** - Automobile trips that carry two or more persons from home to work or to other destinations, such as carpools and vanpools.

**RME** - Regional Mobility Element.

**ROW** - Right of Way. Public land corridors dedicated primarily to transportation uses, generally extending from sidewalk to sidewalk, sometimes including landscaped areas beyond the sidewalk (not to be confused with the narrower "roadway" which extends from curb to curb).

**SCAG** - Southern California Association of Governments.

**Scale** - Refers to the physical proportions of development within an existing district or neighborhood. Such factors as height, setback, and density of existing development determine the character of a given area in proportions.

**SCAQMD** - South Coast Air Quality Management District. (See AQMD)

**SCAQMP** - South Coast Air Quality Management Plan. (See AQMP)

**SCRTD** - Southern California Rapid Transit District. (See MTA)

**Setback** - The area between the building and property line (existing and proposed). The prevailing pattern of setbacks within a neighborhood contributes to the area's visual character and sense of scale. The Zoning Code sets standards regarding the required minimum setbacks in various zones and regarding building projections, driveways, landscaping, walls and buffers within the setback.

**SIP** - State Implementation Plan. A compendium prepared by the state, required by the federal Clean Air Act to be a compilation of the state's regional Air Quality Management Plans (see SCAQMP).

**Smart Corridor** - A transportation corridor designed to coordinate between a freeway and parallel arterials streets, to focus through-traffic into the freeway corridors. Certain mechanisms such as computerized and centrally controlled traffic signalization, electronic traffic advisories and higher traffic speeds are implemented to facilitate use of these corridors (see ATSAC).

**Special Status Species** - Plant or animal species that have been listed by state or federal biological resource agencies as being "endangered," "candidate" for listing as endangered, or "rare" due to reduction in the number of individuals within their species' population.

**Specific Plan** - An implementation tool authorized by State law which contains detailed development standards, distribution of land uses, infrastructure requirements and implementation measures for the development of a specific geographic area.

**Sphere of Influence** - A geographic area addressed by the General Plan that extends beyond the incorporated limits of the City, to include areas such as unincorporated lands under the jurisdiction of the County of Los Angeles or in adjacent cities. At a minimum, these areas require coordination with General Plan policies to minimize adverse effects of proposed uses; in some areas, the possibility of future annexation to the City calls for more attention to land use designations and policies.

**SRRE** - Source Reduction and Recycling Element.

**SRTP** - Short Range Transit Plan. A document prepared by transit operators to monitor and plan transit service over the near term, and to report to funding agencies.

**Staggered Work Hours** - Varying the work start and quit time for employees, as a method to reduce traffic congestion during the peak rush hours.

**Strategic Direction** - The term is used in this document to refer to a collection of policy options which reflect a general philosophy regarding resolution of certain issues.

**Streetscape** - A term for improving the visual and physical elements of the street by providing landscaping, street trees, pedestrian-scaled lighting, sidewalks, street furniture and other pedestrian amenities.

**Sub-Area** - The term used in this document to refer geographic sections of the City. The 14 Neighborhoods in the City have been grouped into 7 Sub-Areas.

**Subscription Bus Service** - Charter buses hired by employers to provide employees with transit service.

**TCM** - See Transportation Control Measure.

**TDM** - See Transportation Demand Management.

**Telecommuting** - Working at home, through the use of a computer or other means, to avoid traveling to work during peak congestion periods.

**TIP** - Transportation Improvement Program.

**TMA** - Transportation Management Association, a parent organization of TMOs, used to monitor and coordinate TMOs throughout the City. A group of persons and/or employers joined together in a legal agreement, whose purpose includes the sharing of TDM information.

**TMO** - Transportation Management Organization, an organization of an employer or group of employers to facilitate the use of TDM measures to reduce traffic. A group of persons and/or employers joined together in a legal agreement, whose purpose includes the sharing of TDM information.

**Traffic Management Plan** - A plan using traffic control strategies like signing, striping, signal timing, etc., to control traffic flow during special events.

**Transit Feeders** - Shuttle buses or other fixed-route transit service that connect residential and non-residential uses in a city or area to rail transit station locations.

**Transit Oriented Development** - Mixed-use neighborhoods located within a quarter-mile walking distance of light rail stops or bus transfer stations with commercial areas located adjacent to the transit stops. These commercial areas should include convenience shopping, professional office, restaurants, service commercial, and entertainment for transit riders.

**Transportation Control Measures (TCM)** - Steps taken by the City to adjust traffic patterns or reduce vehicle use with the objective of reducing vehicular emissions of air pollutants. TCMs are specifically called for under the regional SCAQMP.

**Transportation Corridors** - Travel routes and adjacent uses and accessways within the City necessary for movement of residents within the City, for residents to travel out of the City, and for nonresidents to travel to destinations in or beyond the City.

**Transportation Demand Management (TDM)** - A program of specific measures designed to encourage alternatives to single occupant automobile use and thereby reduce transportation demand.

Such measures include carpool and vanpool matching, preferential parking, transit ridership incentives and subsidies, guaranteed ride home, parking charges, bicycle facilities and amenities, staggered work hours and alternative work week programs.

**Transportation Systems Management (TSM)** - A catch-all term for methods used to improve the operation of roadways and intersections by low cost measures within the existing right-of-way.

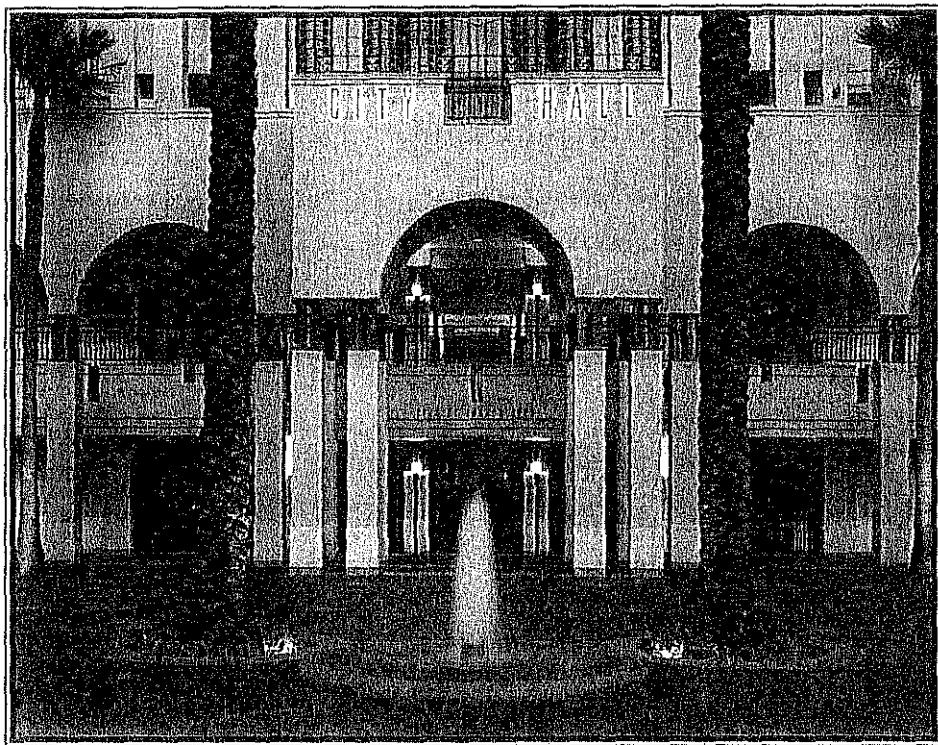
**Travel Demand** - The number of trips created by activities, i.e., persons traveling from home to work, shopping, recreation, and other places.

**TRO** - Trip Reduction Ordinance, an ordinance established in compliance with the CMP that requires developers to implement TDM measures to reduce the amount of traffic they generate (owing to trips by commuting employees, visitors, deliveries, etc.).

**Westside Summit** - A policy committee, composed of representatives from the City Councils of Beverly Hills, Culver City, Santa Monica, West Hollywood, and the City of Los Angeles, and a representative of Los Angeles County, which meet on an as needed basis to discuss issues of common concern.

**Westside Cities** - The cities which make up the westside subregion for purposes of SCAG's Regional Comprehensive Plan planning effort, which include: Beverly Hills, Culver City, Santa Monica and West Hollywood.

**City of Culver City  
General Plan**



***LAND USE ELEMENT***

Adopted by the City Council July 22, 1996  
Amended through February 28, 2000

## ACKNOWLEDGEMENTS

---

### General Plan Advisory Committee

- Priscilla F. Adler, Co-Chairperson
- Kay Lyou, Co-Chairperson
- Crystal Alexander
- William H. Barnett
- Victor Benickes
- Yvette Borcia-Stern
- Linda Bradley-Lancaster
- Michele Cerra
- Roy L. Donovan
- Madeline Ehrlich
- Albert W. Garcia
- Robert R. Gardner
- Tim Giarraffa
- Paul R. Goodwin
- Ethan Greenspan
- Patricia A. Hadley
- Jim Hayes
- Jo Ann Higgins
- Bob Little
- David Oliver
- Steven J. Rose
- Gerald M. Sallus
- Miriam Shapiro
- Robert Sirchia
- Robin Turner
- Bonnie Walsh
- Harry Wells

### City Staff Technical Committee

- Jody Hall-Esser, Chief Administrative Officer
- Mark Winogrond, Community Development Director
- Norman Herring, City Attorney
- Darnisa Tyler, Housing Division
- Steven Gerhardt, Environmental Coordinator
- Lt. Bill Burke, Police Department
- James S. Davis, City Engineer
- Evelyn Keller, Deputy City Attorney
- Jerry Ichien, Redevelopment Project Specialist
- Revon Wolf, Consulting Traffic Engineer
- Larry Wiley, Acting Municipal Services Director
- Mark Zierten, Senior Management Analyst
- Steven Cunningham, Deputy Transportation Director
- Paul Francis, Fire Marshal
- Lisa A. Baker, Housing Administrator

### City of Culver City - 1996 City Council

- Edward M. Wolkowitz, Mayor
- Albert Vera, Vice Mayor
- Mike Balkman, Council member
- Sandra J. Levin, Council member
- Richard A. Marcus, Council member

### Planning Commission 1994 - 1996

- John G. Edell
- Lynn A. Baril
- David M. Glasser
- Sandi J. Levin
- Robin D. Turner
- Edward M. Wolkowitz
- Stephen Schwartz
- Crystal C. Alexander
- Theodore J. Smith III
- Michael R. Snell

### Planning Division Project Staff

- Jay B. Cunningham, City Planner
- Carol DeLay, Deputy City Planner
- John Rivera, Associate Planner

### Consultants to the City

- Shirley A. Montoya
- Sheila Murphy
- Gruen Associates in association with
  - Crain and Associates
  - Mestre Greve Associates
  - Takata Associates
  - C. W. Cook and Company, Inc.

RESOLUTION NO. 96-R102

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, ADOPTING THE UPDATE OF FOUR ELEMENTS OF THE CITY'S GENERAL PLAN, INCLUDING THE LAND USE, CIRCULATION, OPEN SPACE AND NOISE ELEMENTS

(General Plan Amendments, GPA Nos. 95-02, 95-03, 95-05 and 95-06)

WHEREAS, the City prepared the General Plan Update in conformance with State and local planning law and practices in order to update the Land Use, Circulation, Housing, Open Space and Noise Elements of the City's General Plan; and

WHEREAS, throughout 1992-1994 the City Council-appointed General Plan Advisory Committee met to identify issues, explore a range of policy options based upon land use development scenarios, and develop five Draft General Plan Elements; and

WHEREAS, on February 11, February 25, March 16, March 28, April 8, April 26, August 30, October 5 and November 1, 1995, the Planning Commission conducted duly noticed public hearings fully considering the draft elements, staff reports, environmental information and all testimony presented; and

WHEREAS, at the conclusion of the November 1, 1995, public hearing and thorough discussion of the matter, the Planning Commission recommend by Resolution No. 95-P020 that the November 1, 1995, draft, as amended by the Planning Commission (including final editing by staff for any technical, nonsubstantive changes necessary), of the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements should be approved and adopted by the City Council and that the Housing Element should be approved in concept by the City Council; and

WHEREAS, on May 2, 1996, the City Council held a special study session on the General Plan Update and Program Environmental Impact Report (EIR) to ask questions, discuss issues, and take public comment; and,

WHEREAS, on July 22, 1996, at a duly noticed public hearing, the City Council held a public hearing, discussed the merits of the General Plan Update and its associated Program EIR, and determined that the motions approving the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements, presented by staff should be approved and adopted as recommended, subject to certain revisions.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVES AS FOLLOWS:

SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby made:

1. That the Program Environmental Impact Report on the General Plan Update as recommended by Planning Commission Resolution No. 95-P019, has been certified by City Council Resolution No. 96-R101.
2. It is the continuing policy of the City to periodically initiate public hearings for the purpose of considering whether revisions to the General Plan are advisable based on dynamic community goals and needs.
3. The currently adopted Land Use, Circulation, Open Space and Noise Elements require updating and revision, to reflect the City evolving population and development patterns and related goals, objectives and policies.
4. That the draft Land Use, Circulation, Open Space and Noise Elements conform to State of California planning law.

SECTION 2. Pursuant to the foregoing recitations and findings, the City Council of the City of Culver City, California, hereby approves and adopts, with revisions (as specified in SECTION 3 below):

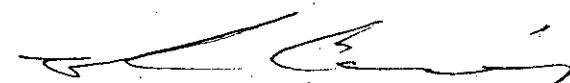
1. General Plan Amendment, GPA No. 95-02, Land Use Element.
2. General Plan Amendment, GPA No. 95-03, Circulation Element.
3. General Plan Amendment, GPA No. 95-05, Open Space Element.
4. General Plan Amendment, GPA No. 95-06, Noise Element.
5. General Plan Vision and Overview.

6. Replacing the 1978 Land Use Element (as amended), 1975 Circulation Element, 1973 Open Space Element, and 1974 Noise Element, and rescinding the 1975 Scenic Highways Element.

SECTION 3. Pursuant to the foregoing recitations and findings, and prior to finalizing, the Draft General Plan Elements shall be revised as follows:

1. The draft Elements shall be revised to provide for internal consistency with all elements of the Update, and to include final editing by staff for any technical, nonsubstantive changes to bring the Update current to July 1996.
2. The draft Elements shall be revised to provide for exploring the development of Mixed-Use projects in the nonresidential areas, through the drafting of development standards.
3. That the residentially designated areas on both sides of Culver Boulevard, between Elenda Street and Sepulveda Boulevard, shall be designated Medium Density Multiple Family on the 1996 Land Use Element Map, and that the appropriateness of this designation shall be considered within the scope of the Culver Boulevard Focused Special Study.
4. That the properties on both sides of west Washington Boulevard, between Redwood Avenue and Wade Street and Centinela Avenue and McLaughlin Avenue, shall be designated General Corridor on the 1996 Land Use Element Map.

APPROVED and ADOPTED this 24th day of September, 1996.



EDWARD M. WOLKOWITZ, MAYOR  
City of Culver City, California

ATTEST:

Ela Valladares  
TOM CRUNK  
City Clerk BY:  
Ela Valladares, Deputy City Clerk

APPROVED AS TO FORM:

N.Y. Herring  
NORMAN Y. HERRING  
City Attorney

1                   RESOLUTION NO. 98-R 009

2                   A RESOLUTION OF THE CITY COUNCIL OF THE  
3                   CITY OF CULVER CITY, CALIFORNIA, APPROVING A  
4                   NEGATIVE DECLARATION; AMENDING THE CITY'S  
5                   GENERAL PLAN BY CHANGING THE TEXT OF THE  
6                   LAND USE ELEMENT REGARDING CEMETERY  
7                   EXPANSION AND THE MAP OF THE LAND USE  
8                   ELEMENT BY REDESIGNATING PROPERTY LOCATED  
9                   AT 6695 GREEN VALLEY CIRCLE TO CEMETERY; AND  
10                  APPROVING MODIFICATION NO. 1 TO SITE PLAN  
11                  REVIEW TO PERMIT THE EXPANSION OF THE  
12                  HILLSIDE CEMETERY

13                  WHEREAS, the Culver City Planning Commission has considered, after duly noticed  
14                  public hearings held on January 8, 1997, and August 13, 1997, a proposed Negative Declaration  
15                  prepared pursuant to the California Environmental Quality Act ("CEQA") ("Negative  
16                  Declaration") and applications for a General Plan Amendments, GPA No. 96-01, a Zone Change,  
17                  ZC No. 96-01 and Modification No. 1 to Site Plan Review, SPR No. 90-03;

18                  WHEREAS, on August 13, 1997, at the conclusion of its hearing the Planning  
19                  Commission did not approve the Negative Declaration, recommended the Culver City City  
20                  Council not approve the General Plan Amendments ("GPA") and Zone Change ("ZC") and  
21                  disapproved Modification No. 1 to Site Plan Review ("SPR");

22                  WHEREAS, pursuant to the Culver City Municipal Code ("CCMC"), Council Member  
23                  Wolkowitz appealed, and the Culver City City Council decided to hear that appeal of, the  
24                  Planning Commission's disapproval of the SPR;

25                  WHEREAS, on January 26, 1998, pursuant to the CCMC, the City Council held a duly  
26                  noticed public hearing regarding the Negative Declaration, GPA, ZC and SPR;

27                  WHEREAS, after hearing all testimony and considering all information presented, the  
28                  City Council approved the Negative Declaration, GPA and ZC, concurred with the appeal and  
                        conditionally approve the SPR; and

29                  WHEREAS, the City Council is considering introducing and adopting an ordinance  
30                  approving the ZC ("Ordinance").

1                   NOW, THEREFORE, the City Council of the City of Culver City, California, DOES  
2 HEREBY RESOLVE, as follows:

3  
4                   SECTION 1. The Negative Declaration, which finds the GPA, ZC and SPR will not  
5 have a significant effect on the environment, is hereby approved and adopted.

6  
7                   SECTION 2. The Land Use Element of the General Plan is hereby amended by:

8                   a. amending the last sentence of the text of the Cemetery designation to read:

9                         It is intended to protect their future existence and to allow  
10                         anticipated and well-planned expansion.

11                   b. amending the Land Use Element map to designate the property described  
12                         as Lot 2 of Parcel Map No. 1817 and located at 6695 Green Valley Circle to  
13                         Cemetery.

14  
15                   SECTION 3. The Planning Commission decision set forth in Section 2. C. of Resolution  
16                         No. 97-P014 is hereby reversed.

17  
18                   SECTION 4. The SPR is hereby conditionally approved, subject to all the conditions set  
19                         forth in Attachment No. 1, attached hereto and incorporated herein by this reference as though set  
20                         forth in full.

21  
22                   SECTION 5. The Planning Commission decision set forth in Section 2. C. of Resolution  
23                         No. 97-P014 is hereby affirmed.

24                   ///

25                   ///

26                   ///

27  
28

1 SECTION 6. Except as set forth in this Section, this Resolution shall be effective on the  
2 date this Resolution is approved and adopted, as set forth below. SECTION 3 and SECTION 4  
3 of this Resolution shall be effective upon the effective date of the Ordinance. SECTION 5 of this  
4 Resolution shall be effective if the Ordinance does not become effective.

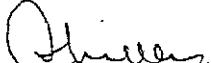
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7 APPROVED AND ADOPTED; this 23rd day of February, 1998.

8

9

  
Albert Vera, Mayor

10

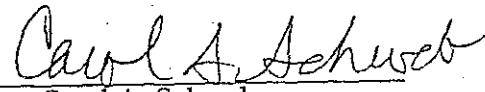
11

12 ATTEST:

APPROVED AS TO FORM:



13  
14 Tom Crunk,  
15 City Clerk By:  
16 Ela Valladares, Deputy City Clerk



Carol A. Schwab,  
City Attorney

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**RESOLUTION NO. 99-R105**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY  
CALIFORNIA, MAKING NECESSARY ENVIRONMENTAL  
DETERMINATIONS AND AMENDING THE CITY'S GENERAL PLAN MAP  
BY CHANGING THE LAND USE DESIGNATION FROM INSTITUTIONAL  
HEALTH CENTER TO COMMERCIAL GENERAL CORRIDOR FOR  
PROPERTY LOCATED AT 12101 WASHINGTON BOULEVARD

(General Plan Map Amendment, GPMA P-1999016 H E L P School)

WHEREAS, on July 21 1999, H E L P Group West, filed an application for a General Plan Map Amendment to change the land use designation on the former Washington Hospital Medical Center located at 12101 Washington Boulevard, being Lot 1 of Tract 25914, from Institutional Health Center to Commercial General Corridor, in connection with a conditional use permit application for a 400-student private school for special needs students with support services such as counseling, therapy and tutoring, and

WHEREAS on October 13, 1999 the Planning Commission conducted a duly noticed public hearing on a proposed Negative Declaration prepared pursuant to the California Environment Quality Act and the application for a General Plan Map Amendment, GPMA P-1999016, and

WHEREAS following conclusion of the public discussion and thorough deliberation of the subject matter the Planning Commission determined by a 5-0 vote that the project would not result in significant adverse environmental impacts and a Negative Declaration finding was appropriate and determined by a 3-2 vote that GPMA, P-1999016, should be recommended to the City Council for approval, and approved by a 5-0 vote the conditional use permit application, and

1           WHEREAS, since no new information has been provided regarding the project or  
2 any potential environmental impacts since approval of the Negative Declaration by  
3 Planning Commission, no further environmental action is required, and

4           WHEREAS on December 13 1999, pursuant to the Culver City Municipal Code,  
5 the City Council held a duly noticed public hearing regarding the GPMA, and

6           WHEREAS after fully considering the application staff report and environmental  
7 information, and all testimony presented, the City Council approved GPMA P-1999016

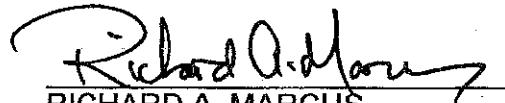
8           NOW, THEREFORE the City Council of the City of Culver City, California DOES  
9 HEREBY RESOLVE, as follows

10           SECTION 1 Since no new information has been made available since Planning  
11 Commission adoption of the Negative Declaration, which finds GPMA P-1999016 will not  
12 have a significant effect on the environment, no further environmental action is required

13           SECTION 2 The Land Use Map of the General Plan is hereby amended by  
14 changing the existing land use designation on property located at 12101 Washington  
15 Boulevard from Institutional Health Center to Commercial General Corridor

16           APPROVED and ADOPTED this 13th day of December 1999

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28

  
RICHARD A. MARCUS  
Mayor

ATTEST

APPROVED AS TO FORM

  
TOM CRUNK, City Clerk  
ELA VALLADARES, Deputy City Clerk  
LT eh  
R1213washington

  
CAROL A. SCHWAB, City Attorney

1  
2                   **RESOLUTION NO 2000-R015**  
3  
4  
5  
6  
7

8                   A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
9                   CULVER CITY CALIFORNIA, AMENDING THE GENERAL  
10                  PLAN LAND USE ELEMENT DESIGNATION FOR  
11                  PROPERTY LOCATED AT 9310 CULVER BOULEVARD  
12                  AND 9099 WASHINGTON BOULEVARD FROM GENERAL  
13                  CORRIDOR TO DOWNTOWN, AND AMENDING THE  
14                  DESIGN AND PHYSICAL DEVELOPMENT PLAN  
15                  ARCHITECTURAL DESIGN DISTRICT STANDARD FOR  
16                  PROPERTY WITHIN THE DOWNTOWN OVERLAY (DO)  
17                  ZONE FROM PRIMARY OFFICE TO PRIMARY RETAIL

18                  (Town Plaza/Screenland)  
19                  (Inc Boulevard Public Parking Structure)

20                  WHEREAS, on January 31, 2000, after conducting duly noticed public  
21                  hearings, the Planning Commission approved by a 5-0 vote Resolution No  
22                  2000-P003 making certain findings and adopting a Statement of Overriding  
23                  Considerations in compliance with the California Environmental Quality Act,

24                  WHEREAS, on January 31, 2000, the Planning Commission also approved  
25                  by a 5-0 vote Resolution No 2000-P002 for site plan reviews and a tentative parcel  
26                  map, and recommended to the City Council for approval a zoning code amendment,  
27                  zone changes a development agreement, a General Plan Land Use Element  
28                  amendment and a Design and Physical Development Plan amendment related to  
                     the Town Plaza/Screenland and Inc Boulevard Public Parking Structure projects,

                     WHEREAS, on February 28, 2000, the City Council conducted a duly noticed  
                     public hearing during which it fully considered all reports public testimony, and  
                     environmental information regarding such regulations, and

                     WHEREAS, at the conclusion of the public hearing the City Council  
                     concurred with the Planning Commission's recommendation and approved an  
                     Ordinance approving the zoning code amendment, zone changes, and making a  
                     finding that the Project will not have significant impacts and, therefore, no further  
                     environmental review is necessary, an Ordinance approving the development

1 agreement, and approved the General Plan Land Use Element amendment to  
2 change the Land Use Element designation of Parcels 2 and 3 of Tentative Parcel  
3 Map 25831 (addressed 9310 Culver Boulevard and 9099 Washington Boulevard  
4 respectively), from General Corridor to Downtown, and the Design and Physical  
5 Development Plan amendment to change the Architectural Design District Standard  
6 of property located within the DO Zone from Primary Office to Primary Retail

7 NOW, THEREFORE the City Council of the City of Culver City California,  
8 DOES HEREBY RESOLVE, as follows

9 SECTION 1 Pursuant to the foregoing recitations, the following findings are  
10 hereby made

11 **General Plan Land Use Element Amendment**

12 A The proposed General Plan amendment if approved will change  
13 the Land Use Element designation of Parcels 2 and 3, of Tentative  
14 Parcel Map 25831 (addressed 9310 Culver Boulevard and 9099  
15 Washington Boulevard respectively), from General Corridor to  
16 Downtown, and thus create consistency between these  
17 development parcels and the remainder of Downtown. The  
18 amendment will be consistent with goals, objectives, and policies of  
19 other elements of the General Plan

20  
21 B The proposed General Plan Land Use Element amendment is also  
22 consistent with the economic vitality goals of the General Plan  
23 Land Use Element including

24  
25 Policy (6 A) Encourage revitalization of commercial corridors in  
26 the City through new development and renovation of existing

1                   structures with incentives that address development standards  
2                   and the project approval process

3                   Policy (6 B) Focus commercial development into cohesive  
4                   districts by identifying and encouraging intensities and qualities  
5                   of commercial uses that are sensitive to their locations, and by  
6                   emphasizing specific uses

7                   Policy (6 F) Identify public-private joint development projects  
8                   that may serve as catalysts to encourage quality private  
9                   development along the commercial corridors

10                  Policy (6 E ) Encourage restaurants that feature outdoor dining,  
11                  especially sidewalk cafes, within Downtown and areas  
12                  designated for neighborhood serving or mixed use emphasis

### 13                  **Design and Physical Development Plan Amendment**

14                  A The proposed Design and Physical Development Plan amendment  
15                  if approved will change the Downtown Overlay (DO) Zone's existing  
16                  Architectural Design District Standard from Primary Office to  
17                  Primary Retail and will create consistency with the City's General  
18                  Plan because it will be consistent with goals objectives, and  
19                  policies stated therein A few of those from the Land Use Element  
20                  are listed below

21                  Objective (6) Commercial Corridors Revitalize the physical  
22                  character and economic well being of the City's Commercial  
23                  corridor

24                  Objective (8) Fiscal Health Foster the growth of businesses  
25                  that increase City revenues by promoting attractive, quality retail  
26                  establishments that serve neighborhood, community and  
27                  regional markets

28                  Policy (5 G) Encourage the location of high-quality retail shops  
29                  and fine restaurants in areas which could serve both business  
30                  and residential patrons

1                   Policy (5 H) Encourage and support entertainment and media  
2                   businesses by promoting Culver City's image as the Heart of  
3                   Screenland'

4                   B The proposed Design and Physical Development Plan amendment  
5                   is in the interest of public health, safety, and welfare, because it will  
6                   ensure the application of the appropriate Architectural Design  
7                   District Standard throughout Downtown

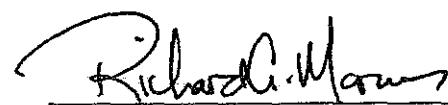
8                   SECTION 2 Based on the foregoing recitations and findings

9                   A The General Plan is hereby amended by changing the Land Use  
10                  Element designation of Parcels 2 and 3 of Tentative Parcel Map  
11                  25831 (9310 Culver Boulevard and 9099 Washington Boulevard  
12                  respectively), from General Corridor to Downtown, and

13                  B The Design and Physical Development Plan is hereby amended by  
14                  changing the Architectural Design District Standard of property  
15                  located in the DO Zone from Primary Office to Primary Retail

16                  SECTION 3 This Resolution shall become effective upon the date it is  
17                  adopted

18                  APPROVED and ADOPTED this 28th day of February 2000

19                    
20                  RICHARD A. MARCUS, Mayor  
21                  City of Culver City, California

22                  ATTEST

23                  APPROVED AS TO FORM

24                    
25                  TOM CRUNK  
26                  City Clerk by Ela Valladares  
27                  Deputy City Clerk  
28                  R228townplaza

29                    
30                  CAROL A. SCHWAB  
31                  City Attorney

RESOLUTION NO. 2004-R043

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA,  
APPROVING THE GENERAL PLAN TEXT AMENDMENT, GPTEXT P-2004019, AMENDING  
THE LAND USE ELEMENT BY ESTABLISHING POLICIES PRECLUDING RESIDENTIAL  
USES FROM LIGHT INDUSTRIAL AND INDUSTRIAL DESIGNATED LAND AND BY  
ESTABLISHING POLICIES PROTECTING THE EMERGENCY SERVICE RECEIVING  
FACILITY AND ACUTE IN-PATIENT HOSPITAL LOCATED ON INSTITUTIONALLY  
DESIGNATED LAND, AS SHOWN ON THE GENERAL PLAN LAND USE ELEMENT MAP,  
(BROTMAN MEDICAL CENTER).

(City-Initiated General Plan Text Amendment; GP TEXT P-2004019)

WHEREAS, the City Council has reviewed the issues related to the General Plan  
Amendment (GP TEXT P-2004019) needed on Light Industrial designated land and Industrial  
designated land and needed on Institutionally designated land, as shown on the General Plan  
Land Use Element Map, (Brotman Medical Center); and

WHEREAS, on November 12, 2003, the Planning Commission opened the duly  
noticed public hearing on the City-initiated Zoning Code Amendment (ZCA P-2003049)  
establishing development standards for live/work uses on Light Industrial designated land in  
the Light Manufacturing (M-1) Zone, and received and filed the "Focused Special Study on  
Allowing Live Work Uses on Industrial Land in the City of Culver City, "(Live Work Special  
Study); and

WHEREAS, on November 12, 2003, the Planning Commission, after careful  
consideration of the Live Work Special Study and public testimony, recommended that the  
City Council approve ZCA P-2003049, establishing development standards for live/work uses  
on Light Industrial designated land in the Light Manufacturing (M-1) Zone; and

WHEREAS, on December 8, 2003, the City Council opened the duly noticed public  
hearing on ZCA P-2003049, establishing development standards for live/work uses on Light  
Industrial designated land in the Light Manufacturing (M-1) Zone and continued the public  
hearing to January 26, 2004; and

WHEREAS, on January 26, 2004, the City Council opened the duly noticed continued  
public hearing on ZCA P-2003049, and received and filed the Live Work Special Study, and  
after careful consideration of the Live Work Special Study, ZCA P-2003049, and of public  
testimony, did not act upon ZCA P-2003049 but directed staff to develop policy

recommendations to ensure that the City's Light Industrial and Industrial lands are duly protected and that the City has an appropriate and desirable land use mix; and

WHEREAS, as a result of the community's interest in protecting the emergency service receiving facility and acute in-patient hospital located on Institutionally designated land, as shown on the General Plan Land Use Element Map, (Brotman Medical Center), staff brought forward for review a General Plan Amendment protecting, by land use, the emergency service receiving facility at the location of the Brotman Medical Center; and

WHEREAS, on April 14, 2004, the Planning Commission recommended by a vote of 4-0 that the City Council determine that pursuant to Sections 15162 and 15168 of the CEQA Guidelines, the General Plan Text Amendment (GP TEXT P-2004019) is within the scope of the Culver City General Plan Program EIR approved on September 24, 1996, and no new environmental analysis is needed.

WHEREAS, following the conclusion of the public discussion and thorough deliberation of the subject matter, the Planning Commission determined by a vote of 4 to 0 that GP TEXT P-2004019, should be recommended to the City Council for approval, as set forth in Planning Commission Resolution No. 2004-P001; and

WHEREAS, on May 24, 2004, the City Council conducted a duly noticed public hearing during which it fully considered the Planning Commission's recommendation, all reports, public testimony, and the environmental determination regarding GP TEXT P-2004019; and

WHEREAS, following the conclusion of the public discussion and thorough deliberation of the subject matter, the City Council determined by a vote of 4 to 1 that GP TEXT P-2004019 is in the best interest of the City of Culver City;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby made:

1. An Initial Environmental Study was prepared and completed on March 25, 2004, and determined that there were no significant environmental impacts associated with this General Plan Amendment (GP TEXT P-2004019). In addition, pursuant to Sections 15162 and 15168 of the CEQA Guidelines, GP TEXT P-2004019, amending the

1  
2 General Plan Land Use Element by establishing policies precluding residential uses  
3 and live/work uses from Light Industrial and Industrial designated land, and reinforcing  
4 the emergency service receiving facilities on Institutionally designated land as shown  
5 on the General Plan Land Use Element, (Brotman Medical Center), is within the scope  
6 of the Culver City General Plan Program EIR approved on September 24, 1996, and  
7 no new environmental analysis is needed.

- 8
- 9 2. The General Plan Text Amendment will establish policies precluding residential uses  
10 from Light Industrial and Industrial Designated land.  
11
- 12 3. The General Plan Text Amendment will establish policies protecting the emergency  
13 service receiving and acute in-patient care facilities on Institutionally designated land,  
14 as shown on the General Plan Land Use Element Map (Brotman Medical Center).

15 A. Industrial and Light Industrial Land Uses

- 16
- 17 1. The General Plan Text Amendment preserves the City's existing employment  
18 base.
- 19 2. The General Plan Text Amendment is consistent with the General Plan Land  
20 Use Element because the amendment will ensure that the existing character of  
21 Industrial and Light Industrial designated lands remains intact.
- 22 3. The General Plan Text Amendment memorializes the completion of the  
23 "Focused Special Study on Allowing Live Work Uses on Industrial Land in the  
24 City of Culver City," which was required by the Industrial land use designation  
25 prior to determining if residential uses should be permitted on Industrial land.
- 26 4. The General Plan Text Amendment is consistent with the following General  
27 Plan Land Use Element Goal, Objective, and Policy:
- 28     a) *Goal: Economic vitality that serves the community and protects the  
29 quality of life.*
- 30     b) *Objective 5. Economic Diversity. Encourage new business  
31 opportunities that expand Culver City's economic base and serve the  
32 needs of the City's residential and business community.*
- 33     c) *Policy 5.A. Support and strengthen certain existing industrial areas by  
34 limiting commercial and residential uses according to established  
35 guidelines.*

36 B. Institutional Land Use

- 37 1. In light of the fact that numerous existing emergency receiving facilities near  
38 Culver City have closed or are in jeopardy of closing, the City desires to

1 ensure that any hospital located on the property of the existing Brotman  
2 Medical Center provide acute and emergency medical care.

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2. The General Plan Text Amendment will identify and protect, by land use, the land on which the City's existing acute in-patient health centers and emergency service receiving facilities are located.
  3. The General Plan Text Amendment is consistent with the General Plan Land Use Element because it will not alter the purpose of the Institutional Land Use Designation, which is to identify and protect by land use the City's in-patient health centers and to identify, for informational purposes only, the location of existing uses that serve the public interest.
  4. The General Plan Text Amendment is consistent with the General Plan Land Use Element because the protection of the City's only acute in-patient and emergency service receiving facility is necessary for the City to continue to provide a high quality of life for all residents and efficient and effective public safety and emergency services.

1  
2 SECTION 2. Pursuant to the foregoing recitations and findings, the City Council hereby  
3 approves General Plan Text Amendment No. P2004019, as set forth in Exhibit A, attached  
hereto and thereby made a part hereof.  
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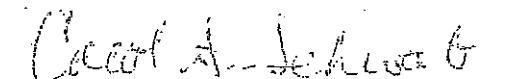
6 APPROVED and ADOPTED this 24<sup>th</sup> day of May, 2004.  
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14 STEVEN ROSE, MAYOR  
15 City of Culver City, CA  
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19 ATTEST:  
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22 CHRISTOPHER ARMENTA, City Clerk by:  
23 Ela Valladares, Deputy City Clerk  
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30 APPROVED AS TO FORM:  
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61 CAROL A. SCHWAB, City Attorney  
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## Exhibit A

### CHANGES TO THE INDUSTRIAL AND LIGHT INDUSTRIAL LAND USE DESIGNATION IN THE LAND USE ELEMENT

#### 1. LU-21

**INDUSTRIAL.** The Industrial designations are established to strengthen and protect successful existing uses while encouraging desirable and creative new developments. The industrial subcategories are designed and intended to address appropriate limits of industrial, commercial, studio and studio and supporting activities, as well as access, parking, and aesthetic standards. Industrial and commercial uses can coexist when specific uses and design characteristics are analyzed for compatibility.

No industrial designation, however, should necessarily allow every conceivable type of use allowed or promoted in the other industrial designations, or in each of the manufacturing or industrial zoning categories. These new land use designations will be further refined through drafting of new zones that emphasize specific uses. Maximum building intensity, specific types of use, and development standards shall be controlled by zoning based on lot size and location.

#### 2. LU-21

**Light Industrial.** This designation allows a limited variety of light manufacturing and industrial uses that can be contained within wholly enclosed structures. Commercial uses also would be allowed. It is designed and intended to protect adjacent residential areas while allowing clean, quiet industry, and commercial office uses. Residential uses are prohibited.

#### 3. LU-22

**Industrial.** This designation allows a variety of manufacturing and industrial uses, but precludes heavy industry. Outdoor activities would be limited to those that conform to standards for noise and odors as identified by the Noise Element and air quality guidelines. Commercial uses, particularly those that support or service daytime industrial employees, also would be allowed. Residential uses are prohibited. This designation is designed and intended to support and encourage industrial businesses as a valuable component of the City's economic base.

#### 4. LU-29

##### **Policy 2.F**

Require any non-residential reuse project that removes existing dwelling units provide for the replacement of those units with similar housing opportunities within the City.

#### 5. LU-29

##### **Policy 2.G**

Explore the development of residential uses and/or mixed uses in non-residential areas through the drafting of development standards that protect tenants from adjacent uses and reinforce the primary character and use of the areas. Street-facing ground floor development shall be maintained as non-residential with residential units encouraged to be above or

1 behind the non-residential frontage. (See Objective 24; Policy 24.B and Objective 28; Policy  
2 28.D.)

3 **6. LU-72**

4 **C. Hayden Tract Industrial Area Focused Special Study.**

5 As the City's largest contiguous industrial area, the Hayden Tract Industrial Area will be  
6 examined to determine the potential range of appropriate uses. City business license figures  
7 from the April 1992 *State of the City* report indicated that only 37 percent of the businesses  
8 within this area are industrial uses. These figures also indicated large parcels, and the need  
9 for cost effectiveness in the use of these lots, resulted in commercial businesses becoming  
10 the majority users (about 57 percent), with a small amount of studio-supporting uses (about 6  
11 percent). To serve the parking demand, the City maintains property on Warner Drive as a  
12 parking lot available to the neighboring businesses.

13 Ballona Creek borders the area to the east and south coincident with the Los Angeles City  
14 boundary (see Figure LU-24, Hayden Tract Industrial Area Focused Special Study). National  
15 Boulevard and Higuera Street, which serve these uses, are also major entry points to the  
16 City. The visual character and scope of the existing structures, although consistent with the  
17 nature of industrial use, reflects on the image of the City, and adversely affects the low  
18 density neighborhoods to the north and west, and the views from Blair Hills.

19 The issues investigated for the Hayden Tract Area will determine the desirability and  
20 appropriateness of the following:

- 21 □ *The appropriate range of use and standards that will encourage a viable and creative development and minimize environmental hazards*
- 22 □ *Joint development and intensity incentives related to transit*
- 23 □ *Design and development standards to create a positive visual image for the City and adjacent neighborhoods*
- 24 □ *Parking strategies that provide incentives for revitalization and also protect adjacent residential neighborhoods*
- 25 □ *Reuse of Exposition Right-of-Way spurs*
- 26 □ *Identification of possible areas for park and recreational areas*

27 **CHANGES TO THE INSTITUTIONAL LAND USE DESIGNATION IN THE LAND USE ELEMENT**

28 **1. LU-23**

29 **INSTITUTIONAL.** This designation serves two purposes. The first is to identify and protect by land use the City's acute in-patient health centers and emergency service receiving facilities. The second is to identify, for informational purposes only, the location of existing uses tha'

serve the public interest, such as schools, libraries, fire stations, police stations, government offices, utility stations, hospitals and large-scale health care centers. The Land Use Element Map (Figure LU-7) identifies institutional use by symbols representing four distinct types of public and quasi-public uses:

- *Government Facility*
- *School*
- *Utility*
- *Health Center*

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2                   RESOLUTION NO. 2004-R044  
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2                   A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA,  
3                   APPROVING THE GENERAL PLAN TEXT AMENDMENT, GPTEXT P-2004019, AMENDING  
4                   THE LAND USE, OPEN SPACE AND CIRCULATION ELEMENTS BY ESTABLISHING  
Policies governing development along Ballona Creek.

5                   (City-Initiated General Plan Text Amendment, GP TEXT P-2004019)  
6  
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8                   WHEREAS, the City Council has reviewed the issues related to the General Plan  
9                   Amendment (GP TEXT P-2004019) needed along Ballona Creek; and  
10

11                  WHEREAS, on December 8, 2003, the City Council opened the duly noticed public  
12                  meeting to review the "Ballona Creek and Trail Focused Special Study" (Ballona Creek  
13                  Special Study); and  
14

15                  WHEREAS, after careful consideration of the Ballona Creek Special Study and public  
16                  testimony, the City Council received and filed the Ballona Creek Special Study, with  
17                  modifications, and directed staff to complete a General Plan Amendment that incorporates  
18                  elements of the planning principles identified in Table 5-A of the Ballona Creek Special Study,  
proposes safeguards in case of development both within the Ballona Creek Channel and on  
adjacent properties, ensures long-term maintenance and operations funding sources for all  
improvements within the Ballona Creek Channel, and requires the provision of public safety  
and security improvements; and  
19

20                  WHEREAS, on April 14, 2004, the Planning Commission recommended by a vote of  
21                  4-0 that the City Council determine that pursuant to Sections 15162 and 15168 of the CEQA  
22                  Guidelines, GP TEXT P-2004019 is within the scope of the Culver City General Plan Program  
EIR approved on September 24, 1996, and no new environmental analysis is needed; and  
23

24                  WHEREAS, following the conclusion of the public discussion and thorough  
25                  deliberation of the subject matter, the Planning Commission determined by a vote of 4 to 0  
that GP TEXT P-2004019, with modifications, should be recommended to the City Council for  
approval, as set forth in Planning Commission Resolution No. 2004-P001; and  
26

27                  WHEREAS, on May 24, 2004, the City Council conducted a duly noticed public  
hearing during which it fully considered the Planning Commission's recommendation, all  
reports, public testimony, and the environmental determination regarding GP TEXT P-  
28 2004019; and  
29

WHEREAS, following the conclusion of the public discussion and thorough deliberation of the subject matter, the City Council determined by a vote of 4 to 0 that GP TEXT P-2004019 is in the best interest of the City of Culver City;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby made:

1. An Initial Environmental Study was prepared and completed on March 25, 2004, and determined that there were no significant environmental impacts associated with this General Plan Amendment (GP TEXT P-2004019). In addition, pursuant to Sections 15162 and 15168 of the CEQA Guidelines, GP TEXT P-2004019, amending the General Plan Land Use, Open Space and Circulation Elements by establishing policies governing development along Ballona Creek is within the scope of the Culver City General Plan Program EIR approved on September 24, 1996, and no new environmental analysis is needed.
2. The General Plan Text Amendment will establish policies governing development along Ballona Creek.

A. Ballona Creek

1. It is the community's desire to protect neighborhoods adjacent to Ballona Creek from impacts associated with regional use of the bike path and to memorialize the completion of the "Ballona Creek and Trail Focused Special Study."
2. The General Plan Text Amendment is consistent with and satisfies the provisions of Measure 3 of the General Plan Land Use Element and Measure 2 of the General Plan Open Space Element, which call for the completion of a Ballona Creek Focused Special Study.
3. The General Plan Text Amendment is consistent with the General Plan Land Use, Open Space and Circulation Elements. This amendment will protect the peaceful, small-town environment of Culver City's residential neighborhoods, while allowing for the recreational and aesthetic enhancement of the Ballona Creek channel and bike path through clear and consistent guidelines. The amendment will help the City more effectively coordinate with adjacent jurisdictions and ensures that the recreational elements of Ballona Creek are preserved for future generations through safety, security and maintenance provisions.

- 3  
4. The General Plan Text Amendment is consistent with the following General  
5 Plan Goals:
- 6       a) *Land Use, Circulation and Open Space Elements – GOAL: An open*  
7            *space, urban forest, urban design network that links neighborhoods*  
8            *and businesses and instills civic pride.*
- 9       b) *Land Use and Circulation Elements – GOAL: Clear and consistent*  
10          *guidance for balanced growth.*
- 11       c) *Land Use and Circulation Elements – GOAL: Ample and efficient City*  
12          *services and infrastructure.*
- 13       d) *Land Use and Circulation Elements – GOAL: Residential*  
14          *neighborhoods that offer residents the qualities of a peaceful, small-*  
15          *town environment.*
- 16       e) *Land Use and Open Space Elements – GOAL: A community that*  
17          *provides recreational, historical and cultural opportunities.*
- 18       5. The General Plan Text Amendment will require that any improvements made to
- 19          the Ballona Creek Channel or bike path do not, in any way, compromise the
- 20          Channel's flood control function or environmental quality.

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SECTION 2. Pursuant to the foregoing recitations and findings, the City Council hereby approves General Plan Text Amendment No. P-2004019, as set forth in Exhibit A; attached hereto and thereby made a part hereof.

6 APPROVED and ADOPTED this 24<sup>th</sup> day of May, 2004.  
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STEVEN ROSE, MAYOR  
City of Culver City, CA

ATTEST:

  
CHRISTOPHER ARMENTA, City Clerk

Approved as to form:

  
CAROL A. SCHWAB, City Attorney

AH: ah

Exhibit A

## **BALLONA CREEK-RELATED CHANGES TO THE LAND USE ELEMENT**

1. LU-36

### *Policy 10.L*

Protect and preserve the safety and quality of life of the residential, commercial and industrial properties adjacent to the Ballona Creek by assuring that all improvements are designed consistent with the objectives of the *Ballona Creek Focused Special Study* (see Measure 3.B).

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## 2. LU-36—NEW POLICY TO FOLLOW POLICY 10-I

*Policy 10-M*

Ensure that any improvements made to Ballona Creek and/or the bike path include funding sources to maintain a comprehensive maintenance and operations program, and a safety and security program, produced by a safety and security consultant, with adequate and appropriate budgets to support them.

ANSWER

3-111-38

**GOAL:** A community that provides recreational, historical and cultural opportunities

Culver City residents have access to regional recreation resources and cultural opportunities within the greater Los Angeles and Westside Communities. The City's local recreational and cultural facilities, however, are in shorter supply. The Lucerne-Higuera and McLaughlin neighborhoods do not have parks, and overall the City's parkland is 27 acres short of achieving national park and recreation standards of 3-acres-per 1,000 people.

Ballona Creek provides active recreation and alternative transportation opportunities as a bikeway connection from Culver City to the beach. Residents of Culver City use Ballona Creek as a recreational bike path and some use it as a jogging path, or as a transportation corridor. However, those who use it and those who live adjacent to it have serious concerns regarding the safety and aesthetics of the existing channel. To maximize the Creek's potential benefit as a public amenity, implementation of any plan for its alteration must consider community and environmental impacts and assess all benefits and liabilities (See Policy 10.L and Policy 10.M).

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**MEASURE 3. CREATE FOCUSED SPECIAL STUDIES.** Some areas of the City have special needs or conditions that would benefit from detailed investigations which may address issues such as allowable land use patterns, design standards, zoning codes and other property development standards. They may include detailed regulations, conditions, programs and proposed designations supplemental to the General Plan, including infrastructure requirements, resource conservation, and implementation measures, and

identify potential changes in land use that may be appropriate to meet future needs. The General Plan designates the allowable mix of uses within each Focused Special Study area and identifies land use and development goals. To accommodate possible development within these areas before the Focused Special Studies are completed, an underlying designation or designations will identify the anticipated land uses for the first three.

**A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study.** (Text regarding the Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study to remain as is.)

**B. Ballona Creek Focused Special Study.**

Pursuant to the 1996 General Plan Update, a Ballona Creek Focused Special Study was completed to determine whether there is potential for enhancing its use as a recreation resource and improving its general condition and appearance. The completed study contemplates a variety of improvements, which could be implemented to achieve those goals.

Once a natural waterway, Ballona Creek's primary purpose is to serve as a flood control channel. Consistent with many other channels under the jurisdiction of the Los Angeles County Flood Control District and the U.S. Army Corps of Engineers, a bike path was included within the channel to provide recreation and transportation opportunities.

Protect and preserve the safety and quality of life of the residential, commercial and industrial properties adjacent to the Ballona Creek by assuring that all improvements are designed with the following objectives:

- Maintain or improve the ability of Ballona Creek to carry floodwaters;
- Provide safety, security and crime prevention improvements and prohibit the construction of new access trails through residential neighborhoods, local streets or local parks;
- Buffer adjacent properties from noise and maintain the privacy of adjacent properties through the provision of improvements including, but not limited to any or all of the following: additional landscaping, fencing, vertical separation, and/or horizontal separation between those properties and the bike trail;
- Establish design guidelines that minimize visual clutter and establish lighting design guidelines that minimize glare and spillover into adjacent properties;
- Establish maintenance standards that provide for erosion, weed, and graffiti control and trash and debris removal;
- Use landscape materials that are low-maintenance, plants should be native and/or drought-tolerant species;

- Encourage bicyclists and pedestrians to move through the trail system, by limiting the development of rest stops along the bike path;
- Ensure that any proposed improvements to Ballona Creek and/or the bike path are thoroughly evaluated according to all applicable laws and regulations, including the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA);
- Ensure that any proposed improvements either improve or do not negatively impact water quality in Ballona Creek;
- Ensure that any agency, group or organization interested in designing, installing and maintaining any improvements to Ballona Creek and/or the bike path work in collaboration with adjacent residents, property owners, businesses, interested parties and the City, and give them the opportunity to provide meaningful input with respect to planning, design, construction and operation. Consideration should be given to the concerns of adjacent and abutting residents;
- Ensure that any agency or group interested in designing, installing and maintaining any improvements to Ballona Creek and/or bike path coordinate with the City and all responsible government agencies and clearly indicate the respective agencies' specific responsibilities and jurisdictions with regard to any project;
- Work with Los Angeles County to establish reasonable hours of operation of public use areas.

(Figure LU-23 Ballona Creek Focused Special Study will remain.)

## BALLONA CREEK-RELATED CHANGES TO THE OPEN SPACE ELEMENT

### 5. OS-13

#### ***GOAL: A community that provides recreational, historical, and cultural opportunities.***

In comparison to established standards, Culver City residents have more than adequate access to regional park resources. The City's local open space resources fall short, however, of the goal of 3-acres per 1,000 people. The open space within Culver City defined as local parkland is deficient by 27 acres, as would be required to serve its 39,000 residents. Seven of the City's neighborhood parks also fall short of the desired minimum of five acres. The City's school playground space (32.5 acres) is deficient when compared to the goal of 1-acre-per-1,000 residents. Based on the current joint-use agreements covering only 3.5 acres, the deficiency is 35.5 acres.

Convenient pedestrian access to open space resources is also deficient in the Lucerne-Higuera and McLaughlin neighborhoods. These neighborhoods do not contain a park, and access barriers separate them from their nearest resources. The Lucerne-Higuera neighborhood is separated from Syd Kronenthal Park by National Boulevard and separated

from Culver City Park by Jefferson Boulevard. The McLaughlin neighborhood is separated from Tellefson Park by the San Diego Freeway.

The Ballona Creek Bike Path has open space value both as active recreation and as a bikeway connection to regional beach resources. As a recreation feature of the Ballona Creek flood control channel, it has not been enhanced or maintained sufficiently to make it an attractive resource. Bicyclists and joggers do use the bikeway, although many have serious concerns regarding the safety and aesthetics of the channel. These concerns are echoed by those who live adjacent to Ballona Creek (See Land Use Element).

#### 6. OS-14

##### *Policy (2.G)*

Maintain and enhance the active recreation opportunities along the Ballona Creek bike path while ensuring the safety and privacy of adjoining neighborhoods (see Land Use Element).

#### 7. OS-15

##### *Policy (2.H)*

Encourage the preservation of family-oriented recreational uses such as the Culver-Palms YMCA and the Culver City Ice Arena.

#### 8. OS-15

##### *Policy (2.I)*

Develop a safe and convenient pedestrian and bicycle link between the Lucerne-Higuera neighborhood, south of National Boulevard, and Syd Kronenthal Park.

#### 9. OS-19

##### **MEASURE 2. CREATE FOCUSED SPECIAL STUDIES.**

Focused Special Studies are identified within the Land Use and Circulation Elements for areas where special conditions or potential indicate a need for more detailed analysis and recommendations. This allows flexibility to focus land use and development on the goals of a specific location.

Focused Special Studies identified for the Blair Hills/Baldwin Hills area and for Ballona Creek will include standards and guidelines for protection, development and enhancement of existing and potential open space resources. Each study will describe the location and type of open space resources appropriate within the focused study area and the relationship of open space resources to other identified land uses. The studies may also discuss subjects such as infrastructure requirements (including access, water, drainage, resource conservation and demand on City maintenance services) and funding strategies (see Land Use Element).

The Focused Special Study for Culver Boulevard will address open space potential in addition to the circulation issues.

*A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study (Text regarding the Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study to remain as is.)*

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### **B. Ballona Creek Focused Special Study**

Pursuant to the 1996 General Plan Update Ballona Creek was studied to determine whether there is potential for enhancing its aesthetics and its use as a recreation resource. Upon the completion of the Ballona Creek Focused Special Study process, it was determined that in order to protect the residential, commercial and industrial properties adjacent to the Ballona Creek, all improvements to Ballona Creek or trail should be designed with the following objectives:

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- Maintain or improve the ability of Ballona Creek to carry floodwaters;
- Provide safety, security and crime prevention improvements and prohibit the construction of new access trails through residential neighborhoods, local streets or local parks;
- Buffer adjacent properties from noise and maintain the privacy of adjacent properties through the provision of improvements including, but limited to any or all of the following: additional landscaping, fencing, vertical separation, and/or horizontal separation between those properties and the bike trail;
- Establish design guidelines that minimize visual clutter and establish lighting design guidelines that minimize glare and spillover into adjacent properties;
- Establish maintenance standards that provide for erosion, weed, and graffiti control and trash and debris removal;
- Use landscape materials that are low-maintenance, plants should be native and/or drought-tolerant species;
- Encourage bicyclists and pedestrians to move through the trail system, by limiting the development of rest stops along the bike path;
- Ensure that any proposed improvements to Ballona Creek or the bike path are thoroughly evaluated according to all applicable laws and regulations, including the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA);
- Ensure that any proposed improvements either improve or do not negatively impact water quality in Ballona Creek;
- Ensure that any agency, group or organization interested in designing, installing and maintaining any improvements to Ballona Creek and/or the bike path work in collaboration with adjacent residents, property owners, businesses, interested parties and the City and give them the opportunity to provide meaningful input with respect to planning, design, construction and operation. Consideration should be given to the concerns of adjacent residents;

- Ensure that any agency or group interested in designing, installing and maintaining any improvements to Ballona Creek and/or bike path coordinate with the City and all responsible government agencies and clearly indicate the respective agencies' specific responsibilities and jurisdictions with regard to any project;
- Work with Los Angeles County to establish reasonable hours of operation of public use areas.

## BALLONA CREEK-RELATED CHANGES TO THE CIRCULATION ELEMENT

### 10. C-19

#### *Policy (3.B)*

Expand the bicycle system to include loops which connect the Ballona Creek Bicycle Path to activity centers in the City. Bike path connections should be carefully limited to arterial streets. Decisions to locate additional bike path connections via nonarterial streets should be determined through a collaborative process during which adjacent residents, property owners, businesses and interested parties are provided the opportunity to provide meaningful input with respect to planning, design, construction and operation.

### 11. C-31

#### **MEASURE 5. ADOPT A CITYWIDE BIKEWAY PLAN.**

There are presently two marked bikeways which serve Culver City: the Ballona Creek Bike Path and bike lanes along Venice Boulevard.

The existing bikeway system within the City is proposed to be expanded with connections to the regional system. A Citywide Bikeway Plan will be developed which identifies potential bikeways and sets standards for construction and support facilities. Classification of the existing and proposed bikeway are indicated in Figure C-6, Existing and Proposed Bikeway Classification Map.

##### **A. Coordinate Citywide Bikeway Policies with Ballona Creek-Related Policies in the Land Use and Open Space Elements.**

The 1996 General Plan Land Use Element designated Ballona Creek as a Focused Special Study Area to determine its potential for development as a recreation resource. The Circulation Element supports this intention through classification of the Ballona Creek bikeway as a Class I Bike Path. The Citywide Bikeway Plan seeks to visually and physically link this bikeway to other circulation systems and open space resources. Functional considerations addressed by the Bikeway Plan will be balanced with concerns regarding the safety, aesthetics, noise, interagency coordination regarding maintenance and development, and the effects of appropriate and inappropriate use on adjacent residential properties. Ongoing safety and maintenance programs will be addressed by Land Use Element and Open Space Element Policies.

##### **B. Develop a Class I bike path within the Exposition Right-of-Way.**

(This section to remain as is.)

##### **C. Develop a Bikeway along Culver Boulevard.**

(This section to remain as is.)

**D. Develop a Bikeway Loop connecting the Ballona Creek Bike Path to Downtown.**

By designating a Class II bicycle lane along Overland Avenue, Culver Boulevard and Washington Boulevard through downtown connecting to Ballona Creek and the Exposition Right-of-Way, a complete bikeway loop can be created. Bike path connections should be carefully limited to arterial streets and decisions to locate additional bike path connections via non-arterial streets should be determined through a collaborative process during which adjacent residents, property owners, businesses and interested parties are provided the opportunity to provide meaningful input with respect to planning, design, construction and operation.

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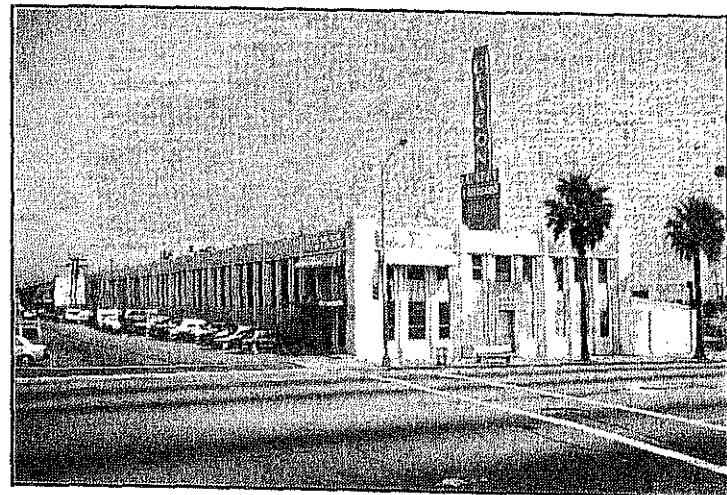
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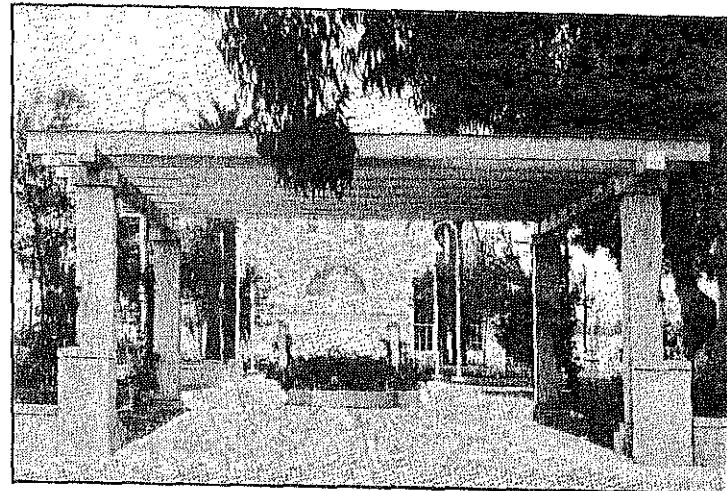
## General Plan Documents

This LAND USE ELEMENT is one of nine Elements of the CULVER CITY GENERAL PLAN. The complete list of General Plan documents includes:

- General Plan Overview, 1996
- Glossary, 1996
- Land Use Element, 1996
- Circulation Element, 1996
- Housing Element, 1996
- Open Space Element, 1996
- Noise Element, 1996
- Conservation Element, 1973
- Seismic Safety Element, 1974
- Public Safety Element, 1975
- Recreation Element, 1968



Beacon's Laundry - Landmark Structure



Media Park

## **VISION . . . . IN THE YEAR 2010**

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Culver City has always been a pleasant place to come home to. Entry signs announce your arrival. The streets and sidewalks are clean and well paved. Landscaped medians separate traffic and street trees personalize the street. As you drive through town, you pass attractively landscaped open space, parks and parkettes. There is a feeling of comfort and safety as pedestrians casually stroll and shop. Greater densities and development pressures from adjacent jurisdictions have not taken hold in Culver City.

The rhythmic pattern of development includes storefronts at human scale punctuated by activity centers that serve park-oriented neighborhoods, as well as community and regional needs. The architecture of the City reflects both current styles and idealized preservation of times past. Businesses that have been in the City for more than 50 years are next door to new enterprises. The studios are evidence of the past and present success of the movie industry in Culver City. All these uses are tied together by common paving, streetlights, signage, and street furnishings.

Anything and everything you need may be found in Culver City. From your home you can walk safely to the neighborhood park, to shopping or out for dinner. You may ride your bicycle to the top of Culver City Park to where you can watch a little league game and enjoy a panoramic view, sweeping from downtown Los Angeles to the ocean. On any night you can walk from your home to dine at a sidewalk café, window shop or go to a movie. After the movie you may go for a frozen yogurt while perusing the latest magazines at a newsstand. As you walk home, you see your neighbors and stop to talk.

There is quality housing at all income levels. People come home to single-family homes, duplexes, condominiums, apartments, planned residential developments, group housing and flats above retail shops. Homes are well-maintained, safe, clean and framed by street trees that shade the neighborhoods.

Your home has a neighborhood identity. It is not just Culver City; it may be Lindberg Park, Culver Crest, Carlson Park or Blair Hills.

The business community has a population base to support the storefront retail and shopping centers. Corporate Pointe, the Fox Hills business parks and the commercial corridor at the west end of Washington Boulevard provide the larger Westside community with an alternative to downtown Los Angeles and Century City. Cleaner air, ocean views and airport proximity attract professional and technical enterprises to Culver City.

The businesses provide revenue needed to sustain the high quality of municipal service the people of Culver City have come to expect. Revenues from property taxes are relatively small; however, sales and utility taxes, business license fees and commercial/industrial development tax provide the fiscal stability critical to a well-maintained city. It is these revenues that support the Culver City Police and Fire Departments, the Human Services programs, roadway maintenance, parks and street trees. It is the combination of all these characteristics and services that make Culver City an attractive place to have a home or business.

Many people both live and work in the City. Some work nearby. These people can leave their cars at home and take Culver CityBus or the Ballona Creek bikeways to their destination. Many of the residents moved to Culver City because of its easy access to surrounding business centers, including downtown Los Angeles, Century City, Westwood and Long Beach. Some came as college students to share apartments while attending West Los Angeles College, UCLA or Loyola Marymount. Most stayed because, in the midst of intensity and depersonalization in the surrounding area, Culver City is still a place where you can know your neighbors and where what you do can still make a difference.

**LAND USE VISION.** The vision of Culver City's future is one which protects and builds on Culver City's strengths: small-town character, peaceful tree-lined neighborhoods and a diverse economic base, supported by a high level of city services. The overall function of the Culver City General Plan Land Use Element is to articulate that vision, recognizing that future decisions will require constant balancing of the stated goals, objectives, and policies.

Historic landmarks, grassy hillsides, mature street trees, modern business centers, cohesive neighborhoods, and easy transportation access to beaches, airports and universities make the City an attractive place to have a home or business. The character and quality of the residential community will be supported through the successful integration of Culver City's businesses within the framework of its neighborhoods and the broader metropolitan area. Land use patterns which permit consistently higher densities in areas directly adjacent to Culver City, however, conflict with the City's character and scale.

Development pressures, congestion due to through traffic, and crowded on-street parking overflow from these adjacent areas are the realities with which Culver City must grapple to shape the City's future effectively. In order to support Culver City's vision for the future, the Land Use Element is built around the following goals:

- Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment.
- Economic vitality that serves the community and protects the quality of life.
- An open space, urban forest, urban design network that links neighborhoods and businesses and instills civic pride.
- A community that provides recreational, historical and cultural opportunities.
- Clear and consistent guidance for balanced growth.
- Ample and efficient City services and infrastructure.



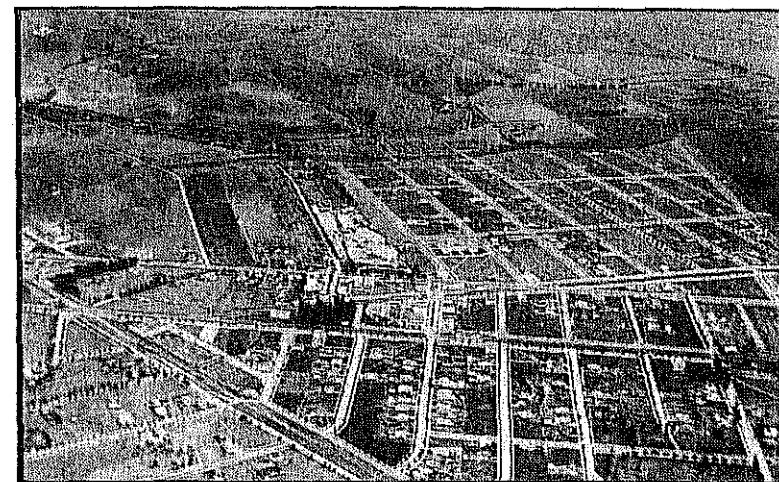
Panorama View of Culver City, 2000, looking northwest

**PURPOSE OF THE LAND USE ELEMENT.** The intent of the Culver City General Plan is to provide for the physical, social and economic needs of the City and its people. The purpose of the Land Use Element is to guide land use and development to achieve that intent. To accomplish this, the Land Use Element designates the general distribution, intensity and development policies regarding residential, commercial, industrial, open space and institutional uses in the City, as required by State Law.

Issues of circulation, noise, conservation and safety also are addressed to the extent they relate to land use patterns. Land use data, policies and diagrams that address these issues must be internally consistent within the Land Use Element, and collectively consistent with other General Plan elements. The matrix shown in Table O-1, *Issues Addressed in Each State Required Element* located in the General Plan Overview document, relates Culver City's issue areas for planning policies to the required elements of the General Plan.

**HISTORY.** The City was incorporated in 1917 and many of its streets and some of the current boundaries were existing at that time. Within ten years after cityhood, Culver City spread five and one-half miles in length along Washington Boulevard, rather than expanding outward from a nucleus. Citywide zoning was adopted in 1937. The City Charter was approved by the California Legislature in 1947.

Various portions of the current City area were annexed to the City by the incorporation of privately held properties along Washington and Venice Boulevards, contributing to the irregular City boundaries. In many cases, the results of annexations also have divided lots and even buildings between the Cities of Culver City and Los Angeles. Developments along Washington Boulevard included vehicle-oriented uses, undersized commercial properties and uses generally deficient



Aerial View of Culver City, 1910s, looking south.

in off-street parking and other amenities. By the time Fox Hills was annexed to the City in the mid-1960s, the Santa Monica and San Diego Freeways were built and the area's circulation patterns were already established.

The City's first General Plan Land Use Element was adopted in 1961. Major revisions occurred in 1973 and 1978. According to the 1978 Land Use Element, "...land use development patterns during Culver City's first fifty years were rather sporadic, seemingly almost haphazard, with little or no coordination in terms of their overall implication for the future of the entire community." In fall 1987, the City initiated a two-year strategic planning process for developing and achieving a vision for the future of the City into the 21st Century.

"**DIRECTION 21**", the community-based strategic planning process conducted in 1987 through 1989 and updated in 1991, identified major issues critical to the future of the City, developed mission statements and solicited public opinions via

a survey mailed to every residence and business in the City. "Direction 21" and its findings formed the basis of follow-on planning efforts including the Downtown Charette, the Studio Drive-In Ad Hoc Committee and, ultimately, the 1996 General Plan update.

**REGIONAL CONTEXT.** To provide effectively for the physical, social and economic needs of the City and its people, Culver City must pursue its objectives within the context of established state and regional policies. The State requires the Southern California Association of Governments (SCAG) to assess and forecast distribution of housing and employment growth and their relationship to mobility and air quality within the SCAG region. SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG) which addressed these issues. Culver City's land use planning policies need to respond to projections given in the RCPG. Culver City is cooperating and will continue to coordinate with regional agencies and neighboring cities to achieve consistent goals and objectives. The effect of land use policies on mobility and air quality should be coordinated with the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (MTA), South Coast Air Quality Management District (SCAQMD) and the other Westside cities. Culver City's policies to address circulation and access are intended to fit within the framework of programs established by these agencies.

**SURROUNDING AREA.** The City is surrounded on three sides by the City of Los Angeles, with an unincorporated area of Los Angeles County forming Culver City's southeastern boundary. The irregular City boundaries permit these jurisdictions a strong visual and physical presence that blurs Culver City's identity. Higher levels of allowed density and development pressures in adjacent City of Los Angeles areas conflict with the character and scale of most of Culver City land uses. Development within

these adjacent areas, although outside Culver City's control, result in increased demand on infrastructure and municipal services, congestion due to through-traffic, overflow parking demands, and crime concerns, which are both real and perceived threats to Culver City's quality of life.

To address such issues of land use compatibility, a "Sphere of Influence" boundary was established by the Los Angeles County Local Agency Formation Commission (LAFCO) to "...plan for the probable ultimate physical boundaries and service areas of a local agency". For Culver City, the Sphere of Influence is established along La Cienega Boulevard and at Green Valley Circle and Centinela Avenue, excluding Ladera Heights. (See Figure LU-1, *Sphere of Influence*.) The Land Use Element discusses lands within the Sphere of Influence in order to address issues of adjacent land use compatibility, to coordinate land use policy with adjacent jurisdictions and to propose land use policy for areas of potential annexation.

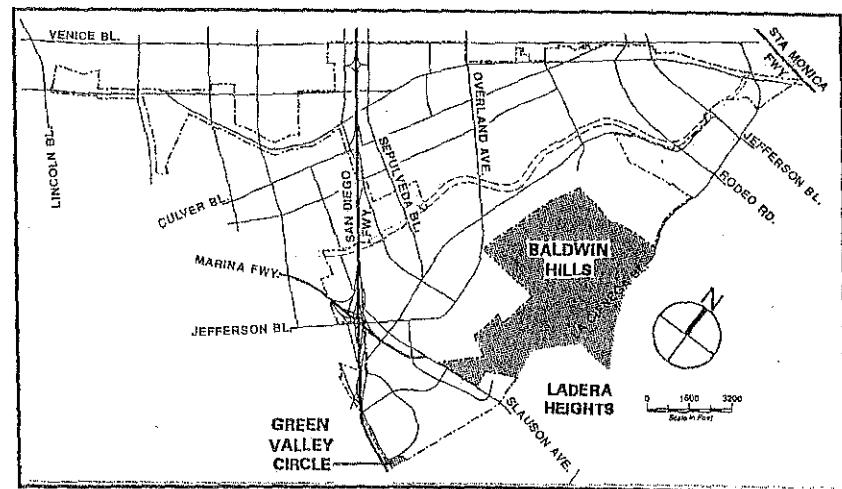


FIGURE LU-1  
*Sphere of Influence*

## LAND USE ELEMENT

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In addition to this Sphere of Influence, the City considers the influence of planned development within a planning area that may extend beyond the Sphere of Influence. This planning area encompasses territory in which development may bear a relation to the City's planning. Projects within the planning area are reviewed for their potential impact on Culver City. The limits of the planning area vary, based on the size and nature of specific developments.

**EXISTING LAND USES AND PATTERNS.** Today Culver City's 4.94 square miles of low to medium density developments convey the qualities of a small-town, punctuated with clusters of medium density development. (See Figure LU-2, 1991 Existing Land Use Survey.)

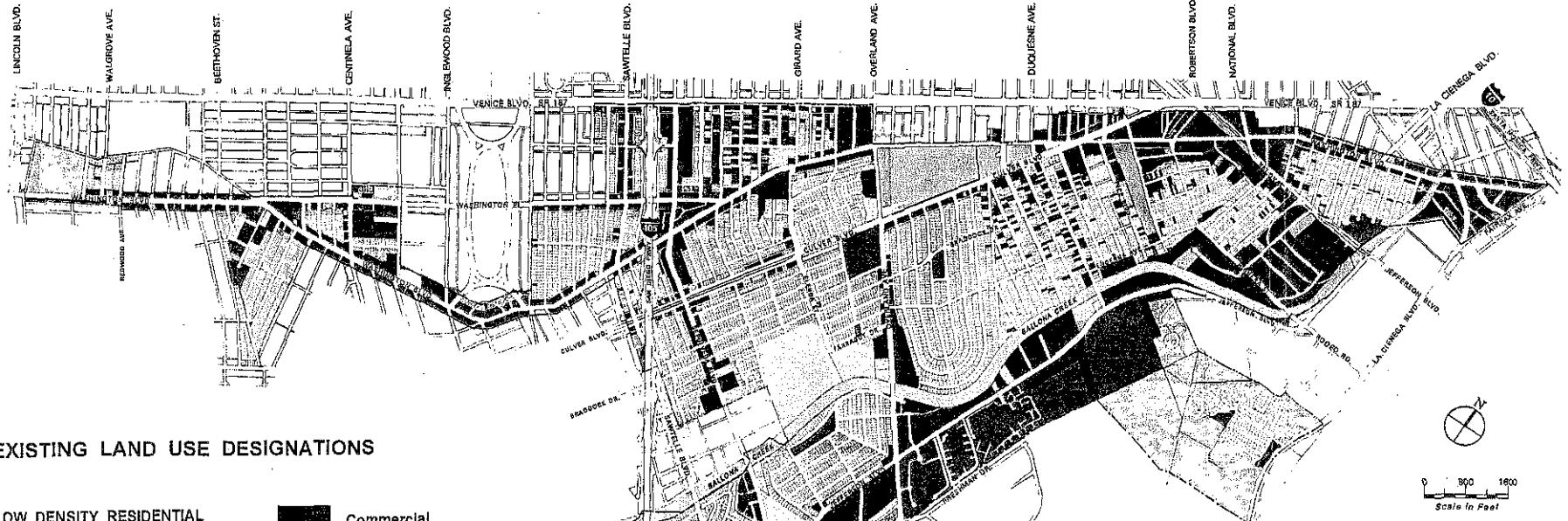
Residential neighborhoods, defined by obliquely angled streets, form the basis of the City's planning areas. This somewhat discontinuous grid system surrounds these neighborhoods with studio, industrial and commercial uses of varying types and intensity. Business centers, parks and street trees further define the areas. As a nearly built-out City with only 5.2 percent of its land undeveloped, new development will occur through infill, reuse, intensification or annexation.

**Visual Character, Streetscape and Urban Design.** Varied topography, cohesive residential neighborhoods, street trees, open space and a strong historic heritage provide Culver City with positive elements that enhance its visual character. (See Figure LU-3, *Urban Design Analysis*.) Although most of the City's land area is flat, the Culver Crest and Blair Hills areas are nearly 300 feet higher than surrounding areas. These Culver City hillsides can be seen from much of the surrounding area south and east of the intersection of the San Diego (I-405) and Santa Monica (I-10) Freeways. The nearly 270 degree views from these hilltops reveal a mosaic of tree-lined streets in

small-scale residential neighborhoods, punctuated by larger activity centers. The future use of the undeveloped land in Blair Hills, therefore, can have a dramatic effect on the visual image of the City.

The Downtown Revitalization Plan, instituted in 1992, and the East Washington Boulevard Commercial Revitalization Plan established design guidelines to enhance their respective areas. The Sepulveda Boulevard Storefront Improvement Program, adopted in 1989, also includes urban design guidelines to improve the area's economic vitality through enhance visual identity. Other areas of the City, especially commercial corridors, have suffered from a loss of visual continuity and orientation caused by discontinuous street grids; discontinuous City boundaries; and lack of cohesive design guidelines. Similar urban design standards relating to streetscape, identity, and historic landmarks could be applied to business areas throughout the City.

**Residential.** Over 60.3 percent of the City's total land area is currently in residential use, over half of which is in single family neighborhoods. These neighborhoods have strong identities and many residents choose to remodel rather than move when their housing needs increase. Issues in these single-family areas are primarily the protection and enhancement of neighborhood character. Neighborhoods that were initially developed as single family, but are zoned for multiple family development and are experiencing transition to duplex or multiple-family units, have similar needs concerning the protection of neighborhood character. Redevelopment of these properties to provide additional housing units can overpower adjacent smaller homes if the new development is not sensitive to established rhythms and typology. Multiple family planned developments have been very successful in the City and comprise nearly one-third of the City's total housing units.



#### EXISTING LAND USE DESIGNATIONS

LOW DENSITY RESIDENTIAL		Commercial
	Single Family	
	Two Family	
MULTIPLE FAMILY RESIDENTIAL		Open Space - Parks
	Low Density (15 DU/Acre or less)	
	Medium Density (18 - 20 DU/Acre)	Cemetery
	Other Density (Over 29 DU/Acre)	
		Public Facilities, Schools, Utilities
		Off Extraction
		Vacant

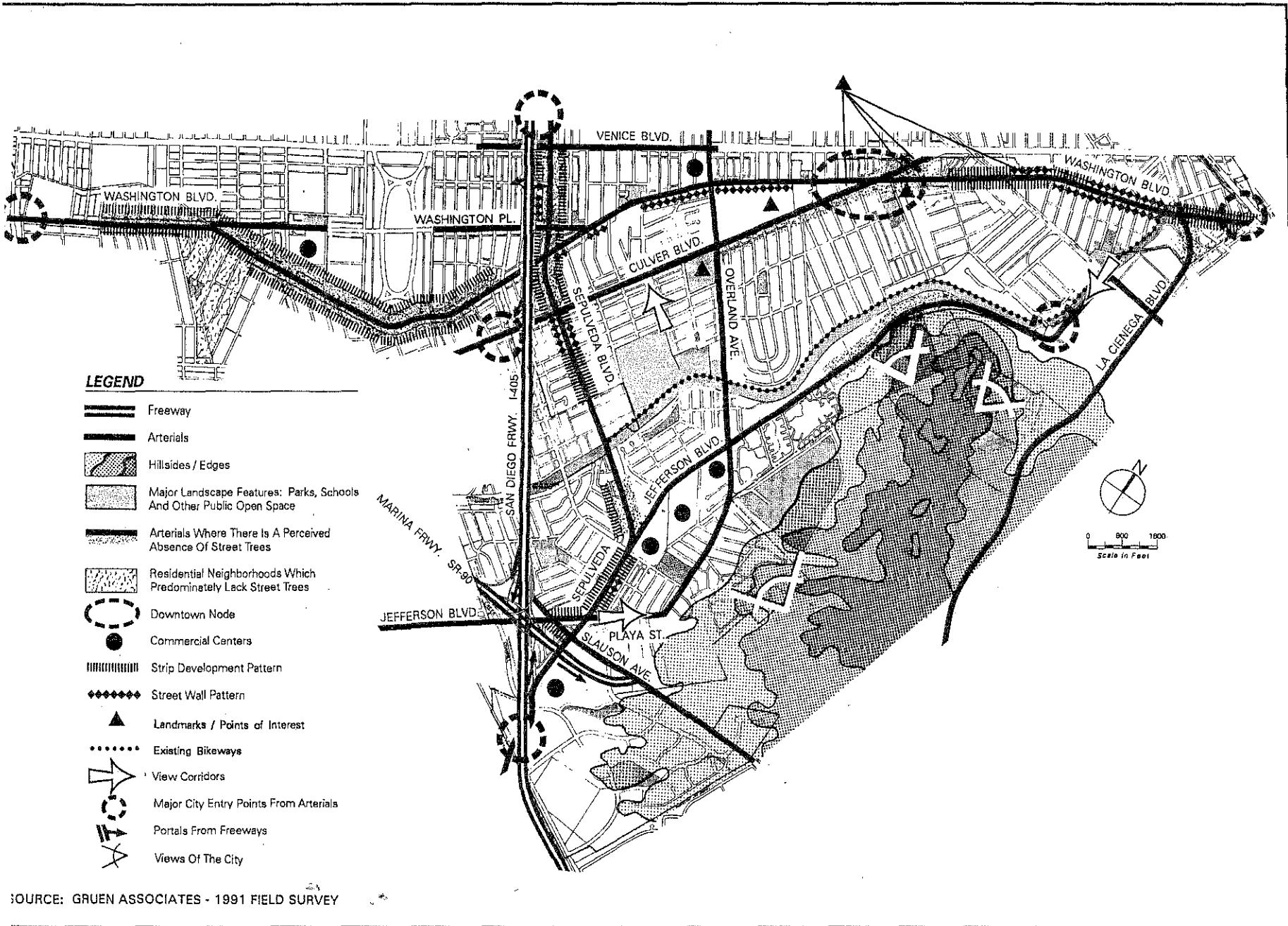
FIGURE LU-2  
1991 Existing  
Land Use Survey

CITY OF CULVER CITY  
GENERAL PLAN



Source: Based on November 11, 1991 Existing Land Use Survey, City of Culver City

LU-5



GURE LU-3

## Urban Design Analysis

CITY OF CULVER CITY  
GENERAL PLAN



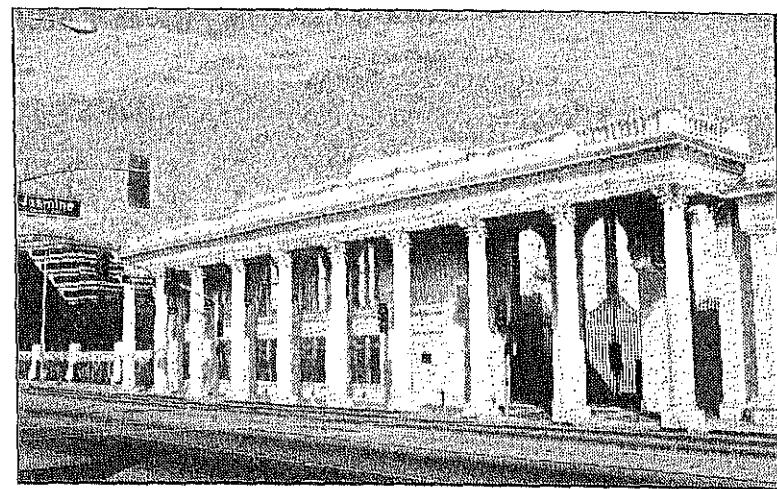
**Non-residential.** Non-residential land uses form an aggregate 37 percent of the City's land areas; commercial at 17.4 percent; studio at 2.3 percent; oil extraction at 0.5 percent; industrial land at 6.6 percent; and public and quasi-public lands at 10.1 percent. Current land use breakdowns reflect an increase in commercial uses and a decrease in industrial and studio uses since the 1978 General Plan. Market forces and regulatory controls permitting a turnover of industrial to commercial uses have contributed to this trend. As a percentage of total City acreage, however, these uses have remained relatively constant.

Today, non-residential land use issues within the City have less to do with land area and more to do with the quality of development. As new developments have replaced older uses, the physical development patterns have become fragmented. Although the City's larger business centers are attractive and successful, commercial corridors exhibit abrupt changes in the scale of development and lack of consistency in land use and visual identity.

**Open Space.** Culver City's well-maintained parks and mature street trees are the pride of its residents. In addition to the City's 90 acres of parkland, Holy Cross Cemetery, Hillside Memorial Cemetery and the undeveloped Blair Hills area enhance the visual open space character of Culver City. Actual parkland, however, is still deficient by 27 acres relative to the City's established standard of 3 acres of local parkland per 1,000 residents. While most neighborhoods have centrally located parks, others lack safe or convenient pedestrian access to parks or other open space amenities. Opportunities to protect and increase open space amenities require aggressive policies on the part of the City to acquire and maintain these additional open space resources.

**Historic Structures and Landmarks.** Culver City has a rich collection of historic structures that reflect its development over the past century. In recognition of the importance of these landmarks, the City completed a historic resources survey and in 1991 adopted a Historic Preservation Program to preserve the City's heritage for present and future generations. The program established a three-tier system, using the designations of "landmark", "significant" and "recognized" to classify structures based on importance to the community.

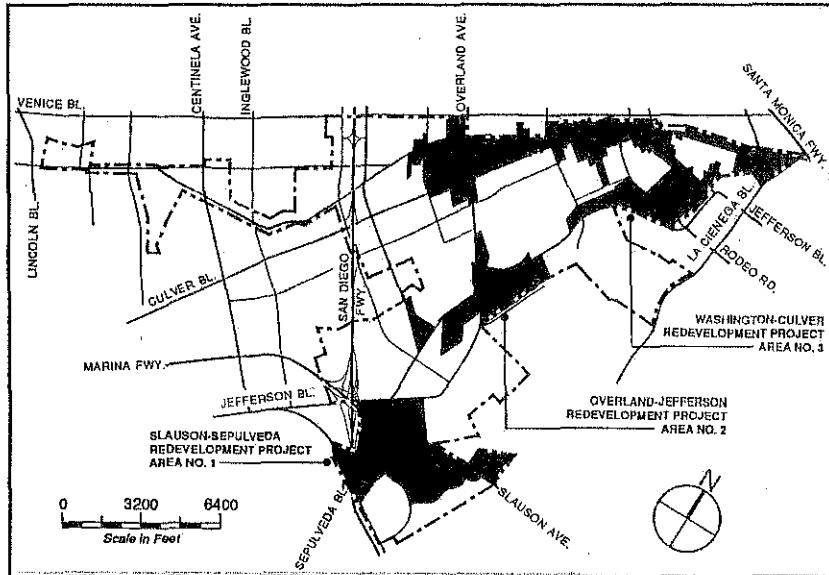
The City Council has designated 16 landmark buildings, one landmark district, 21 significant structures, and 70 other buildings as recognized. Preservation of these buildings will help maintain and emphasize the historic character of the community while permitting and encouraging their economic reuse.



Colonnade - Historic Landmark

## LAND USE ELEMENT

**Redevelopment and Commercial Revitalization.** Between 1971 and 1975 Culver City defined three Redevelopment Project Areas for encouraging reinvestment and physical improvements in blighted portions of the City. (See Figure LU-4, *Redevelopment Project Areas*.)



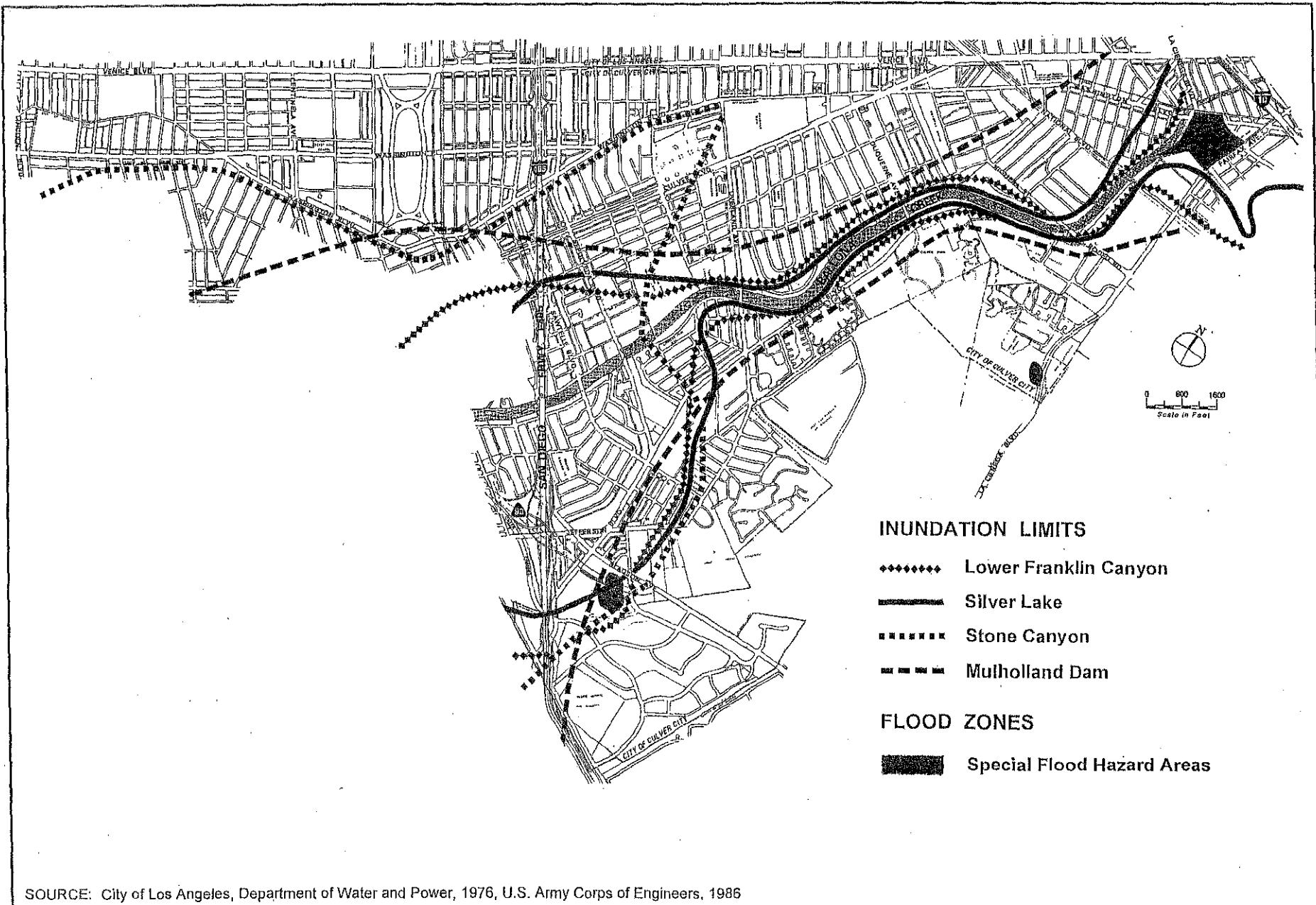
**FIGURE LU-4**  
**Redevelopment Project Areas**

The three areas, Slauson-Sepulveda, Overland-Jefferson and Washington-Culver, have already experienced successful commercial, residential and public improvement projects. The Redevelopment Agency has established Storefront Revitalization Programs for East Washington Boulevard, and Design for Development Standards for various agency-owned properties within each of the Project Areas. In addition to redevelopment efforts, the City administers other enhancement and revitalization programs, such as Art in Public Places and the Sepulveda Boulevard Commercial Revitalization Program.

**Areas Subject to Flooding.** The central lowland portion of Culver City occupies the flood plain of the historical westward flowing Los Angeles River, now the Ballona Creek flood control channel. The narrowest section of the flood plain, referred to as Ballona Gap, lies between the Baldwin Hills and Beverly Hills.

Today ground and storm water from the City and surrounding areas are drained mainly by Ballona Creek, and by the Centinela Creek and Sawtelle-Westwood Storm Drain Channels, its two major tributaries. All three are concrete channels and provide adequate flood protection for 100-year or greater flood events. The Culver City storm drain system is improved (or is sized/built) to carry a ten-year frequency storm flow. The Los Angeles County Drainage Area Final Feasibility Report, prepared by the U.S. Army Corps of Engineers, Los Angeles District, December 1991, and updated February 1992, indicates that the area east of Ballona Creek near Washington Boulevard and La Cienega Boulevard to the City limits would be subject to inundation from a 200-year storm.

National Flood Insurance Program maps also identify the area between La Cienega Boulevard and Ballona Creek north of Perry Drive as subject to risk from a 100-year flood due to potential overflow of the Ballona Creek Channel in that area. Risk of flooding from a 200-year storm would also come from storm flow break-out from the Los Angeles River in an area between the Pasadena Freeway (SR-110) and the Santa Monica Freeway (I-10) which would spread westward over much of central Los Angeles and into the northeast corner of Culver City. The Los Angeles County Drainage Area Final Feasibility Report also indicates an area within the parking area of the Fox Hills Mall is at risk from a 500-year flood. Figure LU-5, *Areas Subject to Flooding*, identifies areas with potential for flooding and the flood insurance zones established by the U.S. Department of Housing and Urban Development (HUD).



SOURCE: City of Los Angeles, Department of Water and Power, 1976, U.S. Army Corps of Engineers, 1986



CITY OF CULVER CITY

GENERAL PLAN

FIGURE LU-5

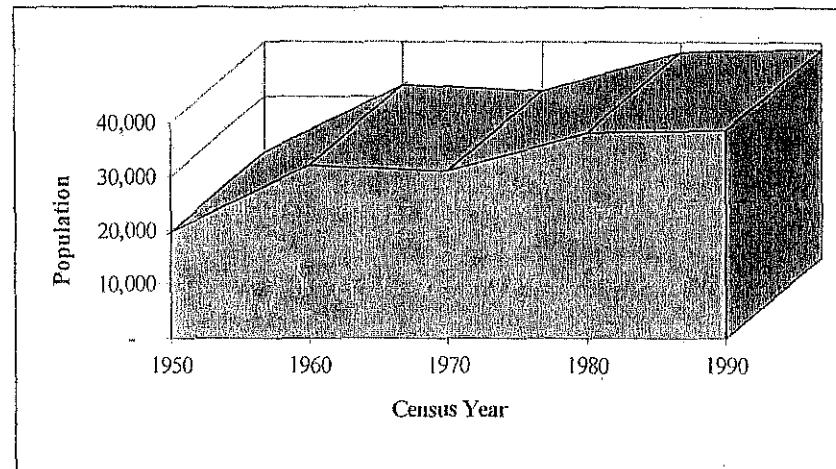
## Areas Subject to Flooding

## LAND USE ELEMENT

The majority of Culver City lies downstream from the overflow path of the Lower Franklin Canyon, Mulholland, Silver Lake and Stone Canyon Dams, which are domestic storage supply reservoirs. Although the possibility of reservoir failure is low, Culver City's vulnerability during such an event would be high. A failure of the Lower Franklin, Mulholland or Silver Lake Dams would overflow Culver City areas following the general course of the Ballona Creek, which flows from the Mulholland inundating the broadest swath of land (Los Angeles Department of Water and Power, 1976). A failure of the Stone Canyon Dam would flow through Culver City roughly from north to south within an approximate 1.5-mile swath following the course of the Sawtelle-Westwood Storm Drain Channel to about Washington Boulevard where it would spread westward.

**POPULATON.** Historically, Culver City's population growth has been marked by spurts, some of which were due to annexations, and periods of relative stability. (See Figure LU-6, *Population: Culver City, 1950-1990*.) Although the population increased by 23 percent (from 31,035 person to 38,189) between 1970 and 1980, growth and demographics have changed very little in the past decade. From 1980 to 1990, population increased 1.6 percent (604 additional persons), with only modest changes to statistics of ethnicity, age and housing tenure.

**Population and Employment Forecast.** The Southern California Association of Governments (SCAG) forecasts population growth within the region to establish a consistent framework for local agencies to plan for housing, employment and mobility. These forecasts also are used by some state and regional agencies for long range planning. SCAG projects Culver City will have 42,690 residents (based on current draft figures) by the Year 2010; a 10 percent increase over the 1990 population of 38,793. SCAG also forecasts a 9 percent increase in employment, from 55,600 employees in 1990 to



**FIGURE LU-6**  
**Population: Culver City, 1950 - 1990**

60,637 in 2010 (based on current draft figures). The SCAG estimate of current employment in the City, however, is not substantiated by data derived from the 1991 Existing Land Use Survey of the City. (See Figure LU-2, 1991 *Existing Land Use Survey*.) The survey indicates employment-generating uses that support a figure of 44,708 persons employed.

In light of existing available land resources and economic conditions, residential and commercial development in Culver City will not be likely to reach the levels anticipated by SCAG. Tables LU-1 through LU-4, provide information related to housing population, non-residential development and employment, and illustrate the anticipated market growth for both residential and non-residential development in the City to the Year 2010. This development would increase population by 6.4 percent to 41,330 in 2010 and raise employment levels by 26.9 percent from 44,708 to 56,743 employees.

TABLE LU-1

## RESIDENTIAL DEVELOPMENT AND POPULATION

EXISTING (1991) AND GENERAL PLAN UPDATE FORECAST (YEAR 2000 AND YEAR 2010)

LAND USE TYPE	1991	1991 - 2000						2000 - 2010		
		EXISTING UNITS	EXISTING GENERAL PLAN GROWTH	GENERAL PLAN UPDATE GROWTH	DIFFERENCE	EXISTING GENERAL PLAN BUILDOUT	GENERAL PLAN UPDATE BUILDOUT	PERCENTAGE GROWTH UNDER GENERAL PLAN UPDATE	GENERAL PLAN UPDATE BUILDOUT GROWTH	GENERAL PLAN UPDATE BUILDOUT
Single Family	5,777	64	67	3	5,841	5,844	1.15%	325	6,169	5.27%
Two Family	1,480	28	32	4	1,508	1,512	2.12%	12	1,524	0.79%
Low Density Multiple Family	345	181	190	9	526	535	35.51%	184	719	25.59%
Medium Density Multiple Family	9,592	191	200	9	9,783	9,792	2.04%	29	9,821	0.30%
Mobile Home	167	0	0	0	167	167	0.00%	0	167	0.00%
Mixed Use	33	0	.12	.12	33	45	26.67%	21	66	31.82%
Residential Total	17,394	464	501	37	17,858	17,895	2.80%	571	18,466	3.09%
Population	38,835	1,030	1,109	79	39,865	39,944	2.78%	1,386	41,330	6.04%

Source: City of Culver City, 1995

Note: The growth represented in this table is based on already entitled and assumed development projects and forecasted background growth through infill development.

Note: Year 2010 forecast includes the potential County Annexation Area, developed with 400 single-family and 150 low-density multiple-family units.

## LAND USE ELEMENT

TABLE LU-2

RESIDENTIAL DEVELOPMENT VS. ALREADY APPROVED AND ASSUMED DEVELOPMENT  
EXISTING (1991) AND GENERAL PLAN UPDATE FORECAST (YEAR 2000 AND 2010)

LAND USE TYPE	EXISTING UNITS	GENERAL PLAN UPDATE UNITS YEAR 2000	DIFFERENCE BETWEEN EXISTING AND YEAR 2000	ALREADY APPROVED AND ASSUMED YEAR 2000	GROWTH BEYOND KNOWN/ASSUMED PROJECTS YEAR 2000	PERCENTAGE GROWTH BEYOND KNOWN PROJECTS 1991 TO 2000	ALREADY APPROVED AND ASSUMED YEAR 2010	GROWTH BEYOND ASSUMED PROJECTS YEAR 2010	GENERAL PLAN UPDATE UNITS YEAR 2010	DIFFERENCE BETWEEN EXISTING AND YEAR 2010
Single Family	5,777	5,844	67	118	(51)	-0.9%	400	(75)	6,169	392
Two Family	1,480	1,512	32	0	32	2.2%	0	12	1,524	44
Low Density Multiple Family	345	535	190	173	17	4.9%	150	34	719	374
Medium Density Multiple Family	9,592	9,792	200	174	26	0.3%	0	29	9,821	229
Mobile Home	167	167	0	0	0	0.0%	0	0	167	0
Mixed Use	33	45	12	0	12	36.4%	0	21	66	33
Residential Total	17,394	17,895	501	465	36	0.2%	550	21	18,466	1,072

Source: City of Culver City, 1995

Note: The forecasted growth in the single family land use category will experience a loss of units as a result of under-developed properties developing to the permitted density and those in the non-residential areas are converted to non-residential uses.

Already Approved Projects Year 2000

Assumed Projects Year 2000:

Playa Pacific	173	Low density multiple family
Vista Pacifica*	118	Single family
Studio Drive-In Site	124	Medium density multiple family
Interim City Hall Site	50	Medium density multiple family
Sub-total	465	

Assumed Project Year 2010

County Annexation Area	400	Single family
County Annexation Area	150	Low density multiple family
Sub-total	550	

\*The "Vista Pacifica Project" approved by the City Council May 28, 1996, includes 185 attached and detached single-family homes in the Culver City portion of the project site.

TABLE LU-3

## NON-RESIDENTIAL DEVELOPMENT AND EMPLOYMENT

EXISTING SQUARE FEET (1991) AND GENERAL PLAN UPDATE SQUARE FEET FORECAST (YEAR 2000 AND 2010)

LAND USE TYPE	1991	1991 - 2000						2000 - 2010		
	EXISTING	EXISTING GENERAL PLAN GROWTH	GENERAL PLAN UPDATE GROWTH	DIFFERENCE	EXISTING GENERAL PLAN BUILDOUT	GENERAL PLAN UPDATE BUILDOUT	PERCENTAGE GROWTH UNDER GENERAL PLAN UPDATE	GENERAL PLAN UPDATE GROWTH	GENERAL PLAN UPDATE BUILDOUT	PERCENTAGE GROWTH UNDER GENERAL PLAN UPDATE
NON-RESIDENTIAL										
Commercial Sq Ft	12,156,360	1,475,700	1,530,700	55,000	13,632,060	13,687,060	11.18%	2,069,400	15,756,460	13.13%
Industrial Sq Ft	1,995,860	81,825	81,825	0	2,077,685	2,077,685	3.94%	(152,700)	1,924,985	-7.93%
Institutional Sq Ft	2,043,150	56,720	56,720	0	2,099,870	2,099,870	2.70%	0	2,099,870	0.00%
Studio Sq Ft	2,010,580	440,094	440,094	0	2,450,674	2,450,674	17.96%	591,500	3,042,174	19.44%
Non-Residential Total Square Feet	18,205,950	2,054,339	2,109,339	55,000	20,260,289	20,315,289	10.38%	2,508,200	22,823,489	10.99%
EMPLOYMENT										
Commercial	36,184	3,386	3,587	201	39,570	39,771	9.02%	5,311	45,082	11.78%
Industrial	883	188	188	0	1,071	1,071	17.55%	(351)	720	-48.75%
Institutional	3,620	102	102	0	3,722	3,722	2.74%	0	3,722	0.00%
Studio	4,021	1,364	1,364	0	5,385	5,385	25.33%	1,834	7,219	25.41%
Total Employment	44,708	5,040	5,241	201	49,748	49,949	10.49%	6,794	56,743	11.97%

Source: City of Culver City, 1995

Note: The growth represented in this table is based on already entitled projects and forecasted background growth through infill development.

LAND USE ELEMENT

TABLE LU-4 NON-RESIDENTIAL DEVELOPMENT vs ALREADY APPROVED DEVELOPMENT EXISTING SQUARE FEET (1991) AND GENERAL PLAN UPDATE SQUARE FEET FORECAST (YEAR 2000 AND YEAR 2010)									
LAND USE TYPE	EXISTING SQUARE FEET	GENERAL PLAN UPDATE SQUARE FEET YEAR 2000	DIFFERENCE BETWEEN EXISTING AND YEAR 2000	ALREADY APPROVED YEAR 2000	GROWTH BEYOND KNOWN PROJECTS YEAR 2000	PERCENTAGE GROWTH BEYOND KNOWN PROJECTS 1991 - 2000	ALREADY APPROVED YEAR 2010 or UNDERGOING CEQA REVIEW	GENERAL PLAN UPDATE SQUARE FEET YEAR 2010	DIFFERENCE BETWEEN EXISTING AND YEAR 2010
Commercial	12,156,360	13,687,060	1,530,700	1,165,853	364,847	3.0%	513,197	15,756,460	3,600,100
Industrial	1,995,860	2,077,685	81,825	131,825	(50,000)	-2.5%	0	1,793,160	(202,700)
Institutional	2,043,150	2,099,870	56,720	56,720	0	0.0%	0	2,099,870	56,720
Studio	2,010,580	2,450,674	440,094	440,094	0	0.0%	591,500	3,042,174	1,031,594
<b>NON-RESIDENTIAL TOTAL</b>	<b>18,205,950</b>	<b>20,315,289</b>	<b>2,109,339</b>	<b>1,794,492</b>	<b>314,847</b>	<b>1.7%</b>	<b>1,104,697</b>	<b>22,691,664</b>	<b>4,485,714</b>

Source: City of Culver City, 1995

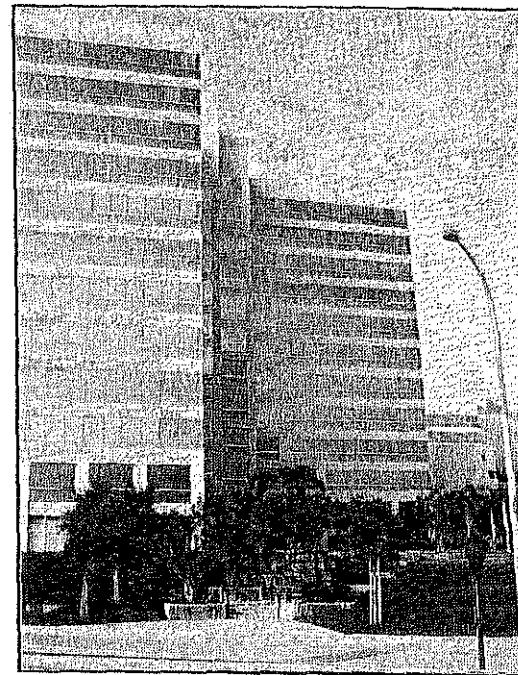
Note: The Industrial Land Use category is expected to be decrease by 50,000 sq ft by Year 2000 and an additional 152,700 sq ft by Year 2010 as existing industrial space is converted to commercial use in the Hayden Tract Industrial Area Focused Special Study.

Already Approved Year 2000:	Marina Place	823,000	sq ft commercial, retail
	Corporate Pointe (700)	265,365	sq ft commercial, office
	Kite and Triangle Sites	72,488	sq ft commercial, retail plus net restaurant
	The Culver Studios	94,594	sq ft commercial, considered office space in original forecast, includes studio, net new
	Howard Industries	126,825	sq ft industrial, wholesale warehouse, net new
	City Hall	56,720	sq ft institutional, net new development
	Sony Pictures Entertainment	345,500	sq ft studio
	Pittard Sullivan Fitzgerald	10,000	sq ft commercial, graphics (5,000 sq ft commercial and 5,000 sq ft industrial), net new
	<b>Sub-total</b>	<b>1,794,492</b>	<b>sq ft</b>

Already Approved Year 2010:	Sony Pictures Entertainment	591,500	sq ft studio
Undergoing CEQA review (Year 2010)	Corporate Pointe (800 and 900)	513,197	sq ft commercial, office

Culver City's Year 2010 forecast of residential development includes some recycling of lots that are currently developed below permitted densities, redevelopment of the Studio Drive-In at Jefferson and Sepulveda Boulevards and Interim City Hall at Overland Avenue and Culver Boulevard, and development in the Blair Hills and Los Angeles County annexation areas. This would generate an annual increase of approximately 48 dwelling units. The forecast assumes that future development will comply with applicable zoning standards that define permitted residential density by the number of units per acre.

Culver City regulates the intensity of commercial, studio and industrial uses by defining setback, parking, open space and design regulations. Based on these standards, as well as market demand, redevelopment efforts and community preferences, the forecast illustrated in Table LU-4, *Non-Residential Development vs. Already Approved Development*, anticipates a 10.99 percent increase in the amount of non-residential development. This increase includes the development and expansion of such major projects as the Sony Studios, Marina Place Shopping Center site, Culver Center, Corporate Pointe, and other projects in the Fox Hills area. It also foresees substantial investment in commercial, civic and studio uses in and near Downtown, and commercial revitalization in the western and eastern Washington Boulevard commercial corridors. Some redevelopment of currently developed lots to greater intensity is also likely. The forecast level of development would result in the addition of about 243,000 square feet of development per year, mostly situated in commercial centers.



Corporate Pointe

**LAND USE ELEMENT MAP.** The Land Use Element includes policies expressed through the text of the Element and a Land Use Element Map which identified land use designations for all areas of the City. The land use policy text is organized according to citywide goals, objectives and policies, followed by a section containing policies for specific Sub-Areas of the City, and then by implementation measures for appropriate policies in the Land Use Element text.

The land use designations support the objectives and policies of the Land Use Element and indicate the commitment of the City to a particular type and intensity of land use within a given area. Land use designations focus commercial and industrial development into cohesive districts, allow new housing opportunities, and protect the City's open space resources. Land uses within each category may be further refined by the Zoning Ordinance, Redevelopment Agency policies, design guidelines or other implementation mechanisms. Figure LU-7, *Land Use Element Map* includes the following designations:

**RESIDENTIAL.** Residential designations are defined by allowable maximum densities. The specified densities correspond to residential zones which regulate height, setback and lot coverage for each density. None of the residential categories preclude less dense development resulting from either fewer units or larger development parcels. Certain non-residential uses may also be permitted in a residential designation where expressly allowed and strictly controlled by City ordinance.

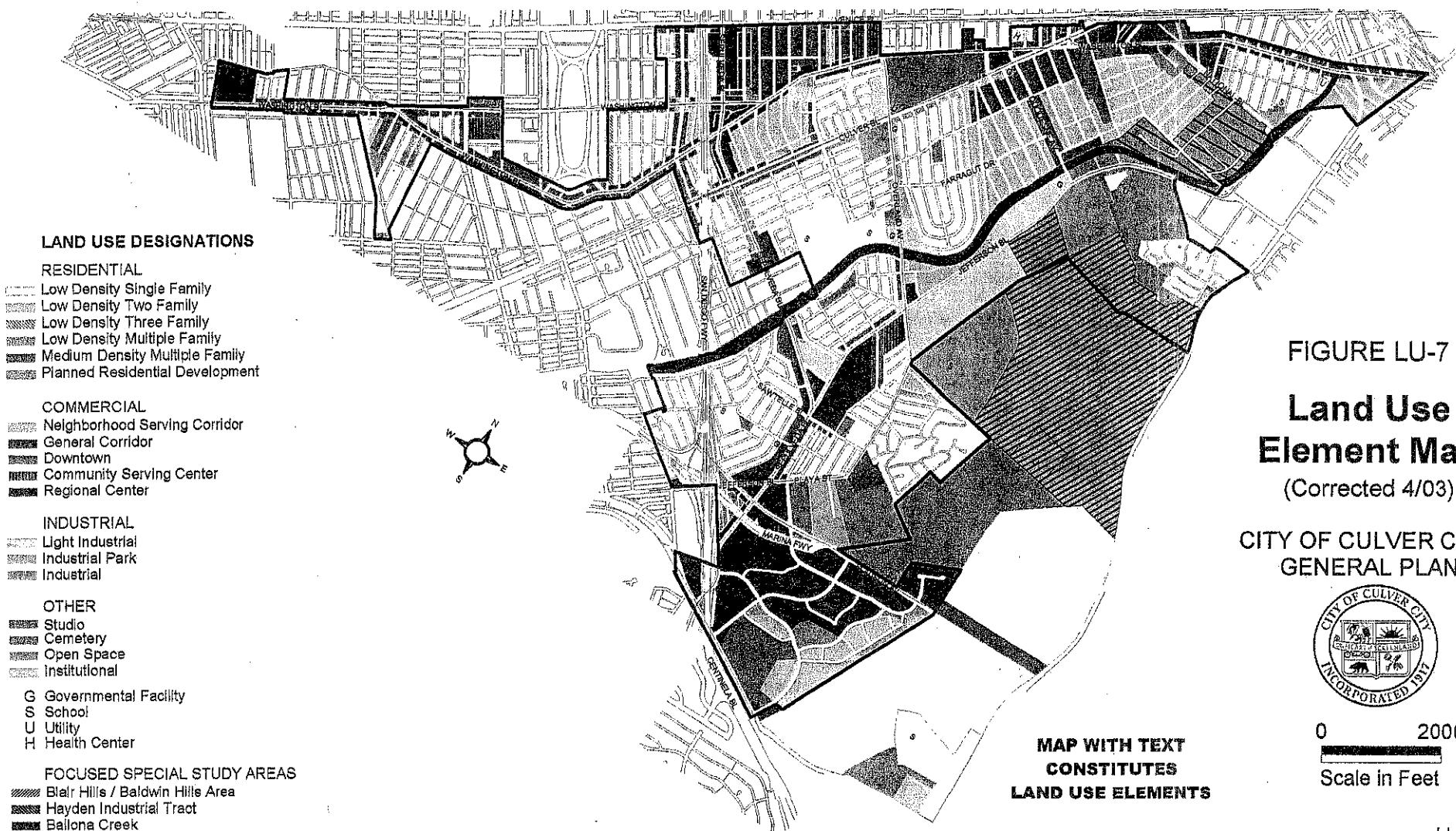
**Low Density Single Family** (up to 8.7 dwelling units per net acre). Low Density Single Family allows one dwelling unit per lot or development parcel. This designation is consistent with existing single family neighborhoods and is intended to protect their existing densities and character. Lots with this designation are typically 5,000 square feet, although some of the lots in older neighborhoods are smaller.

**Low Density Two Family** (up to 17.4 dwelling units per net acre). Low Density Two Family allows one to two dwellings per lot or development parcel on parcels of not less than 5,000 square feet. This designation provides additional low-density housing opportunities and protects the low-density character of existing neighborhoods. Lots with this designation are typically 4,000 to 5,000 square feet. The smaller lots were recorded when standards were 2,000 square feet per unit.

**Low Density Three Family** (up to 29 dwelling units per net acre). Low Density Three Family allows up to three dwelling units per development parcel at not less than 1,500 square feet of net lot area per unit. The intent of this designation is to reduce the potential impacts of overcrowding on adjacent neighborhoods of lower density, while still allowing for additional housing opportunities. This designation is assigned to lots along McLaughlin Avenue that were previously designed for Medium Density Multiple Family, but which have not been developed to that density.



Typical Low Density Neighborhood



**FIGURE LU-7**

## **Land Use Element Map**

(Corrected 4/03)

**CITY OF CULVER CITY GENERAL PLAN**



2000

0

Scale in Feet

LU-17

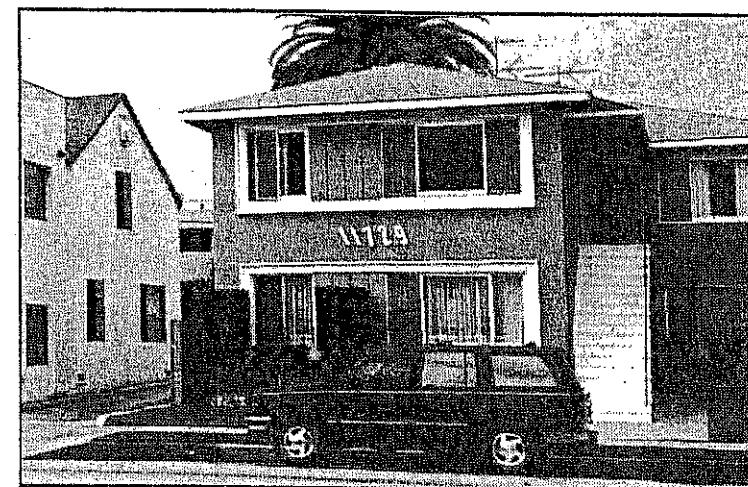
**Low Density Multiple Family** (up to 15 dwelling units per net acre). Low Density Multiple Family allows multiple family dwellings, as well as single family, two family and three family dwellings. This designation is intended to preserve existing and encourage future developments of quality large-scale, reasonably affordable low density housing on individual development parcels of 15,000 square feet or more. Typically, these parcels are suitable for large-scale development in terms of compatible adjacent uses, environmental constraints and location on or near major streets.

**Medium Density Multiple Family** (up to 29 dwelling units per net acre). Medium Density Multiple Family allows multiple family dwellings, as well as single family, two family and three family dwellings. This designation is intended to preserve existing and encourage future developments of reasonably affordable, quality medium density housing on individual development parcels of up to 13,000 square feet, with the exception of Grand View Boulevard. (See Objective 24. Policy 24.G.) Typically, these parcels are located on or near major streets.

**Planned Residential Development** (flexible number of units). The Planned Residential Development designation is established in recognition of existing or proposed large residential complexes which often consist of more than one building on a site of one acre or larger. The intent of this designation is to take advantage of the opportunity provided by large-scale development parcels to develop a residential complex that integrates aesthetic and functional design both within the complex and with the larger community. Of equal importance are landscaped and recreational areas, architectural design and various property development standards established by the City. Average densities exceed current multiple family residential densities and vary considerably due to a number of factors. Senior housing built



Low Density Multiple Family



Medium Density Multiple Family

in the 1980s and 1990s with density and other bonus incentives have densities up to 82 dwelling units per acre because of the small size of the units and reduced parking requirements. In Fox Hills, up to 72 dwelling units per acre were built prior to 1970, and along Jefferson Boulevard up to 43.5 dwelling units per acre were built in the 1970s.

**COMMERCIAL.** The Commercial designations are established to support desirable existing uses and to provide a clear direction for future development. The commercial designations are distinguished primarily as "Center" and "Corridor" uses. Commercial Centers include an aggregation of small- to large-scale commercial uses that share common parking facilities as part of a single development, such as shopping centers and office complexes. Commercial Corridor refers to small to medium scale uses that occur individually along major streets.

The subcategories of commercial land use are designed to indicate the commitment of the City to a particular emphasis and intensity of land use within a given area. The land use designation is intended to focus and encourage the identified range of uses, rather than to restrict other commercial uses. Designations also address urban design, access, housing opportunities, and revitalization. Residential and commercial uses can coexist when specific uses and design characteristics are analyzed for compatibility. None of the Commercial designations, however, should necessarily allow every conceivable type of use allowed or promoted in the other commercial designations, or in each of the "C" (Commercial) zoning categories. These land use designations will be further refined through drafting of new zones that emphasize specific uses and development patterns.

Any of the commercial designations may have more than one zoning category that responds to specific use groupings or to

design standards/restrictions. In particular, the designations General Corridor and Regional Center would lend themselves to multiple zoning categories.

**Neighborhood Serving Corridor.** This designation allows a range of small-scale commercial uses with an emphasis on neighborhood serving retail. It is intended to serve the needs of adjacent residential neighborhoods and nearby businesses by encouraging desirable existing and future uses such as sidewalk cafes, bakeries, dry cleaners, small markets, tax services, medical offices and small scale mixed-use residential opportunities. The designation is characterized by a two-story maximum height limit, with three stories allowed in selected areas, and the location of buildings adjacent to the sidewalk to encourage and foster pedestrian activity and a hospitable pedestrian environment. This designation is applied to limited sections of Sepulveda Boulevard, Washington Place, Overland Avenue, and Culver Boulevard.



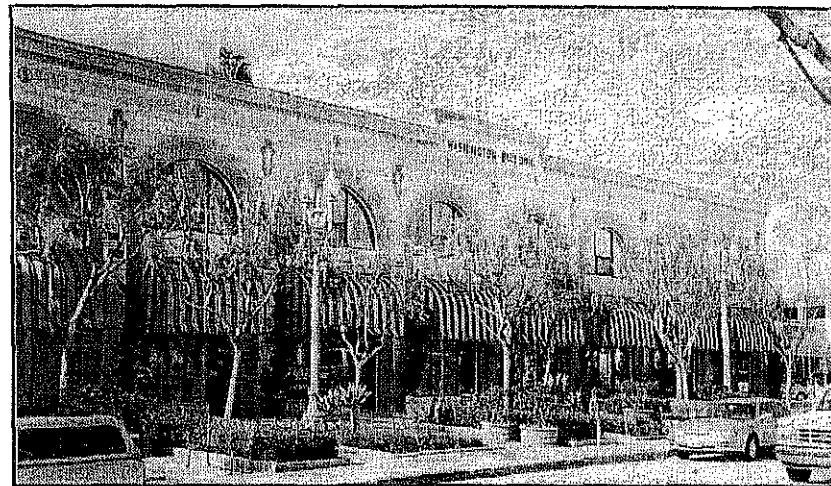
Neighborhood Serving Character

## LAND USE ELEMENT

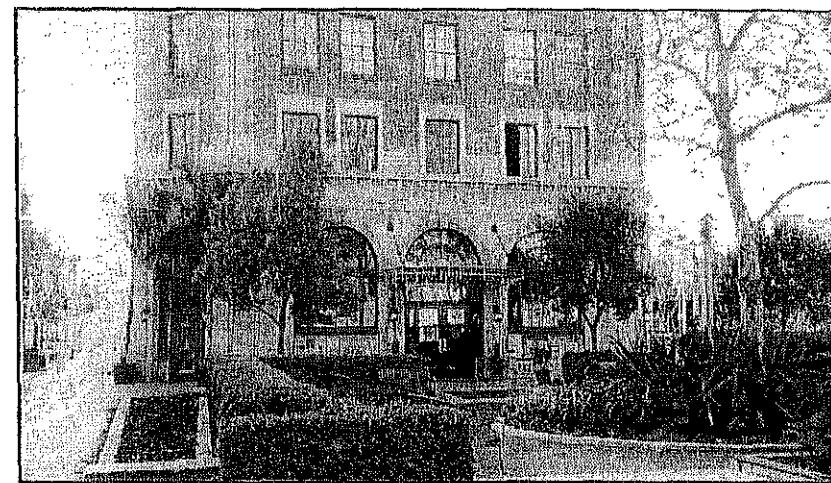
**General Corridor.** This designation allows a range of small-to medium-scale commercial uses, with an emphasis on community-serving retail to which patrons often travel by car. It is intended to support desirable existing and future neighborhood and community serving commercial uses, and limited medium-density housing opportunities compatible with adjacent residential neighborhoods. The designation is characterized by areas with a two- to three-story height limit, recognizing its proximity to residential neighborhoods, ~~and other areas with up to a 56-foot height limit~~. This designation is generally applied to sections of Sepulveda, Washington, Venice and Jefferson Boulevards, Centinela and Slauson Avenues.

**Downtown.** This is a unique designation for the Downtown area that allows medium and large-scale commercial uses and shared parking, with specific use restrictions and design standards. It is intended to support desirable existing and future commercial uses and mixed-use housing opportunities within the Downtown area, and to encourage a pedestrian-friendly environment with a positive nightlife ambiance. Allowed uses include restaurants, sidewalk cafes, specialty retail, and urban services that serve adjacent neighborhoods and the community as a whole. The designation is characterized by a two- and three-story height limit, buildings located adjacent to the sidewalk, and parking restricted to the rear or underneath the building, wherever possible.

**Community Serving Center.** This designation allows medium-scale commercial uses that may share parking. It is intended to support existing and anticipated commercial centers that serve a citywide or community market area. These centers could serve both residential and business communities by providing uses such as supermarkets, pharmacies, restaurants, banks, office supplies, copy services and retail stores. The designation is characterized by a two- to three-story height limit and landscaped setbacks. This designation is



Downtown



Culver Hotel/Town Park

applied to shopping centers such as Culver Center, Raintree Plaza, Centinela Plaza and the Fox Hills Plaza and could be applied to developments that include retail or other commercial uses of similar scale.

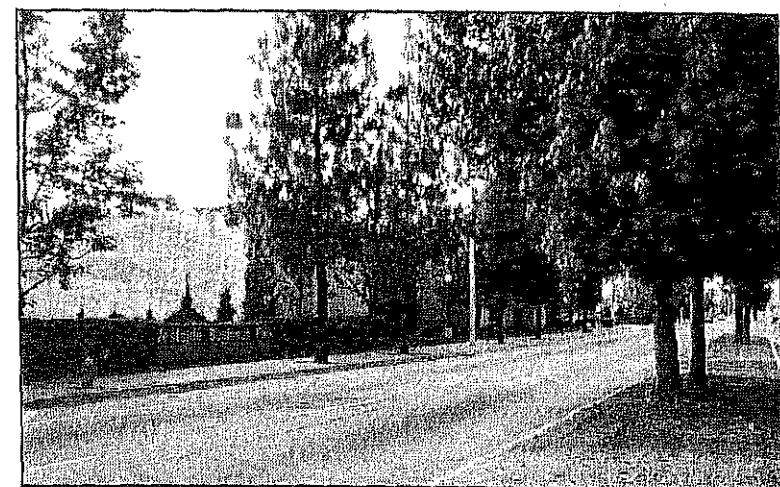
**Regional Center.** This designation allows large-scale commercial uses that may share parking. It is intended to support existing and anticipated commercial developments that serve a regional market area and would serve both the residential and business communities. The designation is characterized by varying height limits from two stories to 56 feet, expansive landscaped setbacks, and a minimum parcel size. This designation is applied to existing retail, office, and business park uses such as Fox Hills Mall, Studio Village Shopping Center, Corporate Pointe, and Fox Hills Business Park, and could be applied to entertainment, hotel, retail and office uses of similar scale.

**INDUSTRIAL.** The Industrial designations are established to strengthen and protect successful existing uses while encouraging desirable and creative new developments. The industrial subcategories are designed and intended to address appropriate limits of commercial and residential use, studio and studio supporting activities, access, parking, and aesthetics standards. Residential and industrial uses, or commercial and industrial uses, can coexist when specific uses and design characteristics are analyzed for compatibility.

No Industrial designation, however, should necessarily allow every conceivable type of use allowed or promoted in the other industrial designations, or in each of the manufacturing or industrial zoning categories. These new land use designations will be further refined through the drafting of new zones that emphasize specific uses. Maximum building intensity, specific types of use, and development standards shall be controlled by zoning based on lot size and location.

**Light Industrial.** This designation allows a limited variety of light manufacturing and industrial uses that can be contained within wholly enclosed structures. Commercial and live-work residential uses also would be allowed. It is designed and intended to protect adjacent residential areas while allowing clean, quiet industry, commercial office, and residential live-work uses.

**Industrial Park.** This designation allows industrial uses that can be contained within wholly enclosed structures and permits shared parking. It also would allow commercial uses such as office and only employee-supporting retail, but would preclude residential and large-scale retail uses. It is designed and intended to support low traffic-generating uses with limited parking demands within a visually unified area. Parking, vehicle access and aesthetics would be addressed for the area as a whole, rather than on a building-by-building basis. This designation is applied to Westside Business Park (Jefferson Bl. northeast of Overland Ave.) and would be appropriate to areas of high visibility and heavily traveled streets.



Westside Business Park

**Industrial.** This designation allows a variety of manufacturing and industrial uses, but precludes heavy industry. Outdoor activities would be limited to those that conform to standards for noise and odors as identified by the Noise Element and air quality guidelines. Commercial uses, particularly those that support or service daytime industrial employees, also would be allowed. Residential uses may be permitted only if included as part of a Focused Special Study. This designation is designed and intended to support and encourage industrial businesses as a valuable component of the City's economic base.

**STUDIO.** This designation recognizes the long-standing existence of studio uses within Culver City. It is designed and intended to encourage and support studio and media businesses, while ensuring their future expansion will minimize potential impacts on adjacent residential land uses. It recognizes the unique densities, uses and relationships of activities on a studio lot, which are addressed specifically through a comprehensive plan.

**CEMETERY.** This designation recognizes the long-standing existence and the future continuance of the Hillside Memorial and Holy Cross Cemeteries in the Fox Hills and Southern-Central Sub-Areas. It is intended to protect their future existence and to allow anticipated and well-planned expansion.

**OPEN SPACE.** The Open Space designation is established to protect Culver City's open space resources that include public or private land. It is designed and intended to preserve existing and encourage future parks, open space and recreation opportunities.

**Open Space Definitions.** Definitions of open space are provided to identify types of open space resources and to



Culver Studios Mansion

provide guidance for establishing specific open space goals within the General Plan Open Space Element. The following definitions are not intended to restrict use or control development of these resources.

*Active Recreation* consists of usable open space areas such as formal playing fields, courts and facilities for organized play and Class I bicycle paths.

*Passive Recreation* includes landscaped open space areas that are used for passive activities such as picnicking, walking and informal gatherings.

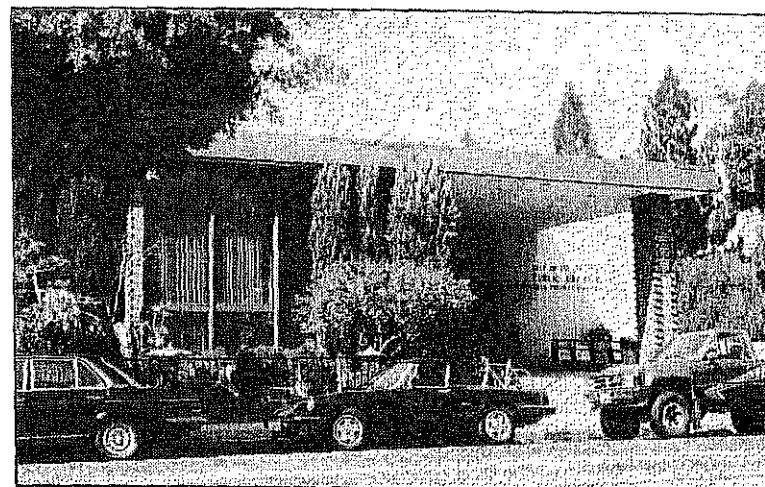
*Visual Open Space* includes landscape areas within or adjacent to public rights-of-way, streetscape improvements, and desirable urban design features which visually link neighborhoods and businesses throughout the City. This definition may be applied to setbacks, parkways, medians and other land within the public view.

*Natural Areas* include valuable or sensitive natural resources, particularly biologically significant habitats within Blair Hills. These areas are either privately or publicly owned. For areas defined as natural, appropriate access might be unpaved pedestrian trails, and structural development, while vehicular access and active recreation uses could be considered incompatible.

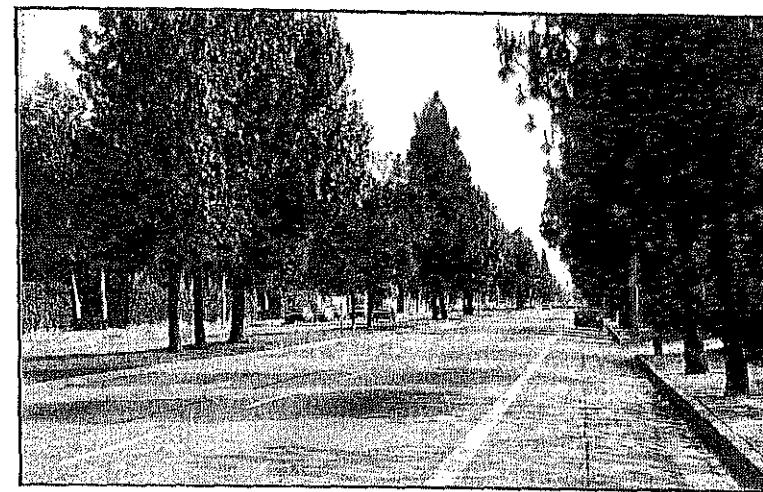
**INSTITUTIONAL.** This designation serves two purposes. The first is to identify and protect by land use the City's in-patient health centers. The second is to identify, for informational purposes only, the location of existing uses that serve the public interest, such as schools, libraries, fire stations, police stations, government offices, utility stations and hospitals. The *Land Use Element Map* (Figure LU-7) identifies institutional use by symbols representing four distinct types of public and quasi-public uses:

- *Government Facility*
- *School*
- *Utility*
- *Health Center*

Table LU-5, *Land Use Designations Summary: Culver City*, lists the individual land use designations and relates them to existing zoning classifications, development type, and density/intensity. Table LU-6, *Land Area by Land Use Designation: Culver City* lists the total area of each land use designation in gross acreage and percent of the City. (See Figure LU-7, *Land Use Element Map* for additional reference.)



Culver City Public Library



Jefferson Boulevard Streetscape

## LAND USE ELEMENT

**TABLE LU-5**  
**LAND USE DESIGNATIONS SUMMARY: CULVER CITY**

LAND USE DESIGNATIONS	ZONE	DEVELOPMENT TYPE	DENSITY/INTENSITY
Low Density Single Family	R-1	single-family	8.7 du/ac
Low Density Two Family	R-2	duplex	17.4 du/ac
Low Density Three Family	*	triplex	29 du/ac
Low Density Multiple Family	R-3	apartments/condominiums	15 du/ac
Medium Density Multiple Family	R-4	apartments/condominiums	29 du/ac
Planned Residential Development	R-3, P-D	apartments/condominiums	43.5 to 82 du/ac
Neighborhood Serving Corridor	[C-1, C-2]	small-scale retail, cafe, service and residential uses	**
General Corridor	C-3	medium-scale commercial, automotive, hotel, restaurant, office, retail and services	**
Downtown	[C-3]	pedestrian oriented/upscale retail	**
Community Serving Center	[C-3]	medium office/retail centers with shared parking	**
Regional Center	[C-3, C-3A, C-3B, C-3E]	large office/shopping centers with shared parking	**
Light Industrial	C-3E, M-1A	individual enclosed uses	**
Industrial Park	L-M	low parking demand, enclosed uses with shared parking	**
Industrial	[M-1, M-2]	industrial and commercial uses	**
Studio	S-1	office/storage/stage	**
Cemetery	H		**
Open Space	*	park/recreation facilities	**
Institutional	all	civic center, schools, health centers	**

[ ] Indicates closest existing zone to intended land use.

\* Indicates need for new zone to be created to support new land use designation.

\*\* Determined site-by-site based on adjacent uses and required setbacks.

TABLE LU-6  
LAND AREA BY LAND USE DESIGNATION: CULVER CITY

LAND USE DESIGNATION	1996 LAND USE ELEMENT MAP	
	GROSS ACREAGE <sup>a</sup>	PERCENT
Low Density Single Family	967.7	30.5%
Low Density Two Family	254.2	8.0%
Low Density Three Family	4.5	0.1%
Low Density Multiple Family	73.2	2.3%
Medium Density Multiple Family	221.9	7.0%
Planned Residential Development	171.6	5.4%
Neighborhood Serving Corridor	7.7	0.2%
General Corridor	239.7	7.6%
Downtown	25.0	0.8%
Community Serving Center	23.8	0.8%
Regional Center	239.3	7.5%
Light Industrial	35.2	1.1%
Industrial Park	62.6	2.0%
Industrial	151.2	4.8%
Studio	64.6	2.0%
Cemetery	86.9	2.7%
Open Space	248.0	7.8%
Institutional	7.6	0.2%
Freeways and Primary Arteries	285.4	9.0%
<b>TOTAL</b>	<b>3,170.1</b>	<b>100.0%</b>

<sup>a</sup> Acreage includes neighborhood streets and alleys. Where different designations are across a street, the street centerline splits the designations.

**SPECIAL STUDIES AND PLANS.** Special studies or planning areas are proposed as implementing mechanisms for areas of special need. "Citywide Special Studies" are tools for implementing planning policies.

"Focused Special Studies" designate areas identified as having special conditions, needs or potential, and which would benefit by a detailed evaluation of and recommendations for land use.

Citywide Special Studies currently identified include the following:

1. ***Urban Design Plan.*** An Urban Design Plan would include, among other possible components, Open Space Design Standards, an Urban Forest Strategic Plan, a Streetscape Master Plan, and Architectural Design Standards.
2. ***Citywide Bikeway Plan.*** A Citywide Bikeway Plan would identify types of bikeways and establish specific bikeway standards and support facilities.

Focused Special Studies may address issues such as allowable land use patterns, design standards, zoning and other property development standards including setbacks and height. They may include detailed regulations, conditions, programs and proposed designations supplemental to the General Plan, including infrastructure requirements, resource conservation and implementation measures; and also will identify potential changes in land use that may be appropriate to meet future needs. To accommodate possible development within these areas before the Focused Special Studies are completed, an underlying designation or designations will identify the interim land use for the following three special study areas.

1. ***Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study:*** Open Space, Residential, and Industrial. (See Implementation Measures Section.)
2. ***Ballona Creek Focused Special Study:*** Open Space. (See Implementation Measures Section.)
3. ***Hayden Tract Industrial Area Focused Special Study:*** Industrial. (See Implementation Measures Section.)

The remaining special study areas are more limited in scope and are not designated on the Land Use Element map.

4. ***Culver Boulevard Focused Special Study.***
5. ***Kinston Avenue Focused Special Study.***
6. ***Wade Street Focused Special Study.***

**GOAL:** Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment.

Culver City derives strength and stability from its tree-lined residential neighborhoods, the majority of which surround neighborhood parks. (See Figure LU-8, *City Neighborhoods*.) More than half of these are established single-family neighborhoods or multiple-family planned developments. These neighborhoods have strong identities, consistent quality of development and will undergo physical change very gradually over the next 20 years.

Other neighborhoods, which have been developed with single-family residential uses, are transitioning into two-family or multiple-family uses, as permitted by the underlying zoning and land use designation. Typically, these areas are surrounded by major streets and businesses and are within walking distance of transportation corridors and activity centers.

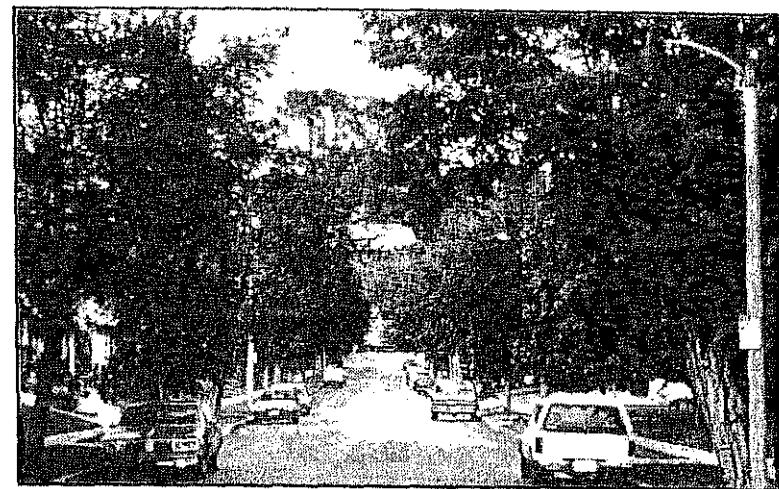
The areas of medium-density housing have higher occupancy and higher parking demand. Lots currently developed below permitted density within these neighborhoods represent the primary opportunities for additional housing opportunities within the City over the next several years.

As a nearly built-out community of low- to medium-density neighborhoods and a recognizable small-town character, development and redevelopment of housing should respect the existing neighborhood fabric. The design of new housing should complement the character and scale of its surroundings. Additionally, some neighborhoods would benefit from the introduction of a uniform street tree pattern and improved access to local parks.

**OBJECTIVE 1. Neighborhood Character.** Protect the low- to medium-density character of residential neighborhoods throughout the City.

**Policy 1.A** Support residential planning efforts by neighborhoods. The City's neighborhoods shall include features, design components, themes and programs (such as parks, community gathering places, streetscape amenities, signage/graphic systems, and community beautification and celebration programs) that reflect and focus the area's identity. (See Figure LU-8, *City Neighborhoods*.)

**Policy 1.B** Protect the City's residential neighborhoods from the encroachment of incompatible land uses and environmental hazards which may have negative impacts on the quality of life (such as traffic, noise, air pollution, building scale and bulk, and visual intrusions).



Culver Crest Neighborhood Character

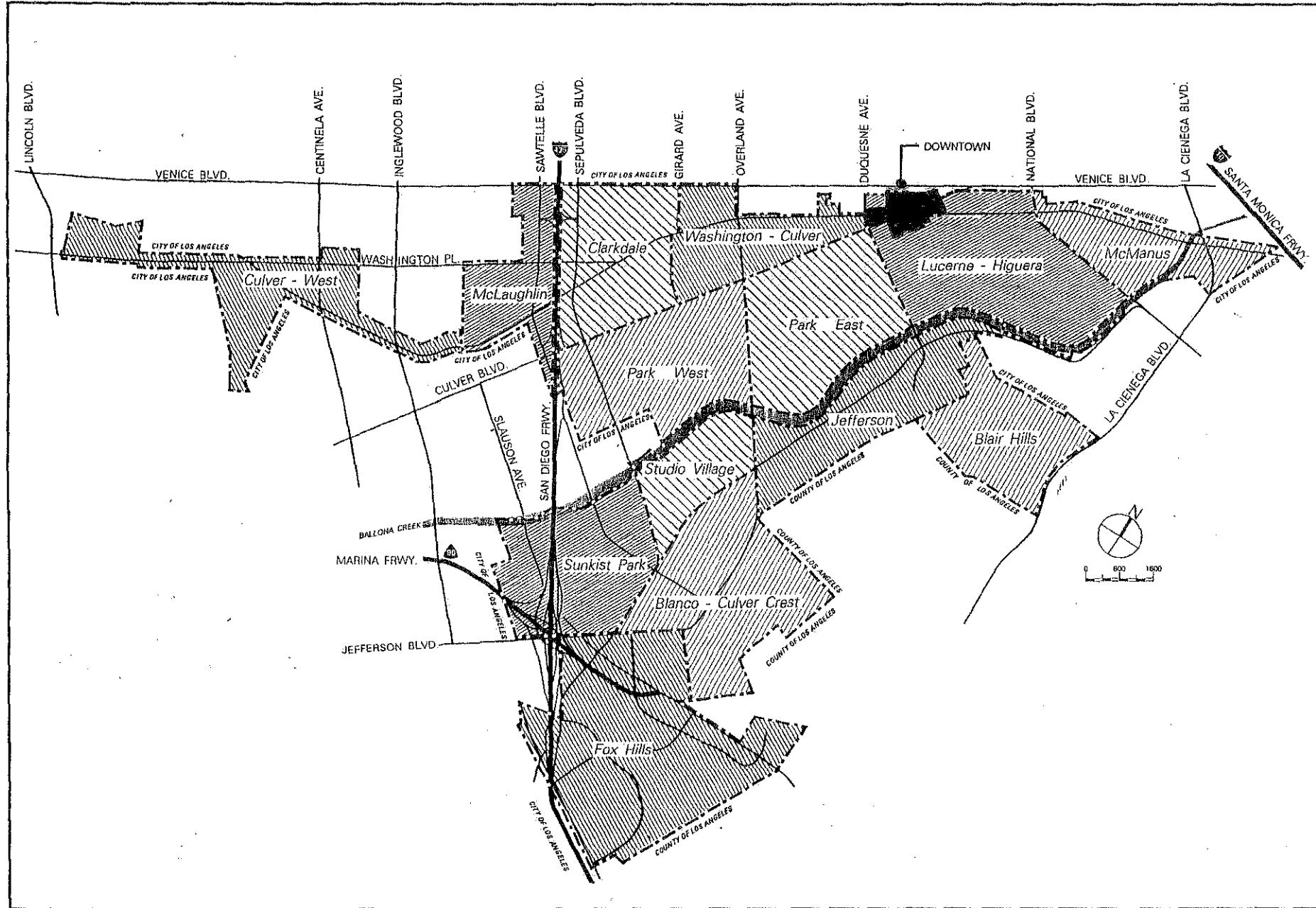


FIGURE LU-8

## City Neighborhoods

**CITY OF CULVER CITY**  
**GENERAL PLAN**



**Policy 1.C** Allow the continued use of existing legal nonconforming residential structures, including the reconstruction of buildings that have been damaged by fire or other calamity in accordance with the original specifications.

**Policy 1.D** Allow minor physical changes to nonconforming single-family or two-family structures without requirements to correct nonconforming improvements on the site, provided the physical changes will neither increase the degree of existing nonconformity nor create any new nonconformity (pursuant to the Minor Exception Standards adopted as Planning Commission policy).

**Policy 1.E** Support a balanced respect for the character of existing residences with new and potentially unique design in new or remodeled structures.

**Policy 1.F** Continue infill planting of street trees on residential streets to establish consistent rhythm, in accordance with the Citywide Streetscape Master Plan. (See Implementation Measures, *Measure 2.A* and the General Plan Open Space Element.)

**Policy 1.G** Support expansion of and access to open space opportunities in neighborhoods that currently lack neighborhood parks. (See General Plan Open Space Element.)

**Policy 1.H** Ensure adequate parking within each neighborhood to meet parking demands.

**OBJECTIVE 2. Housing Supply.** Encourage the retention and creation of housing throughout the City.

**Policy 2.A** Continue to allow and encourage two-family development within the neighborhoods designated as Low Density Two Family.

**Policy 2.B** Continue to allow and encourage multiple family housing opportunities in areas designated for such development.

**Policy 2.C** Investigate the potential for future housing and open space opportunities in the undeveloped areas of the City.

**Policy 2.D** Investigate the potential for future housing and open space opportunities in the unincorporated area of Los Angeles County.

**Policy 2.E** Develop standards and guidelines for residential unit development in appropriate commercial areas.

**Policy 2.F** Develop standards and guidelines for residential unit development in industrial areas as part of Focused Special Study efforts.

**Policy 2.G** Require that any non-residential reuse project that removes existing dwelling units provide for the replacement of those units with similar housing opportunities within the City.

**Policy 2.H** Explore the development of residential uses and/or mixed uses in non-residential areas through the drafting of development standards that protect tenants from adjacent uses and reinforce the primary character and use of the areas. Street-facing ground floor development shall be maintained as non-residential with residential units encouraged to be above or behind the non-residential frontage. (See *Objective 24; Policy 24.B and Objective 28; Policy 28.D.*)

**OBJECTIVE 3. Affordable Housing.** Encourage the provision of housing opportunities for all members of the community.

**Policy 3.A** Provide incentives for the development of new affordable housing.

## LAND USE ELEMENT

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**Policy 3.B** Provide housing assistance programs for moderate-, low-, and very low-income groups.

**Policy 3.C** Support the conservation of existing affordable housing units by encouraging rehabilitation.

**Policy 3.D** Develop standards to regulate the conversion of apartment units to condominiums to preserve rental housing and to ensure a balance between the owner-occupied and renter-occupied housing needs of the community.

**OBJECTIVE 4. Neighborhood Conditions.** Establish and maintain quality living environments throughout the City.

**Policy 4.A** Balance opportunities for additional housing with potential effects on adjacent lower density neighborhoods.

**Policy 4.B** Determine appropriate standards for density, safety, and design character, consistent with existing neighborhood character.

**Policy 4.C** Restrict the use of mobile homes as residential units to mobile home parks, except for limited periods of time for catastrophic emergencies or during remodeling when the main dwelling unit is not habitable.

**Policy 4.D** Improve code enforcement in residential neighborhoods.

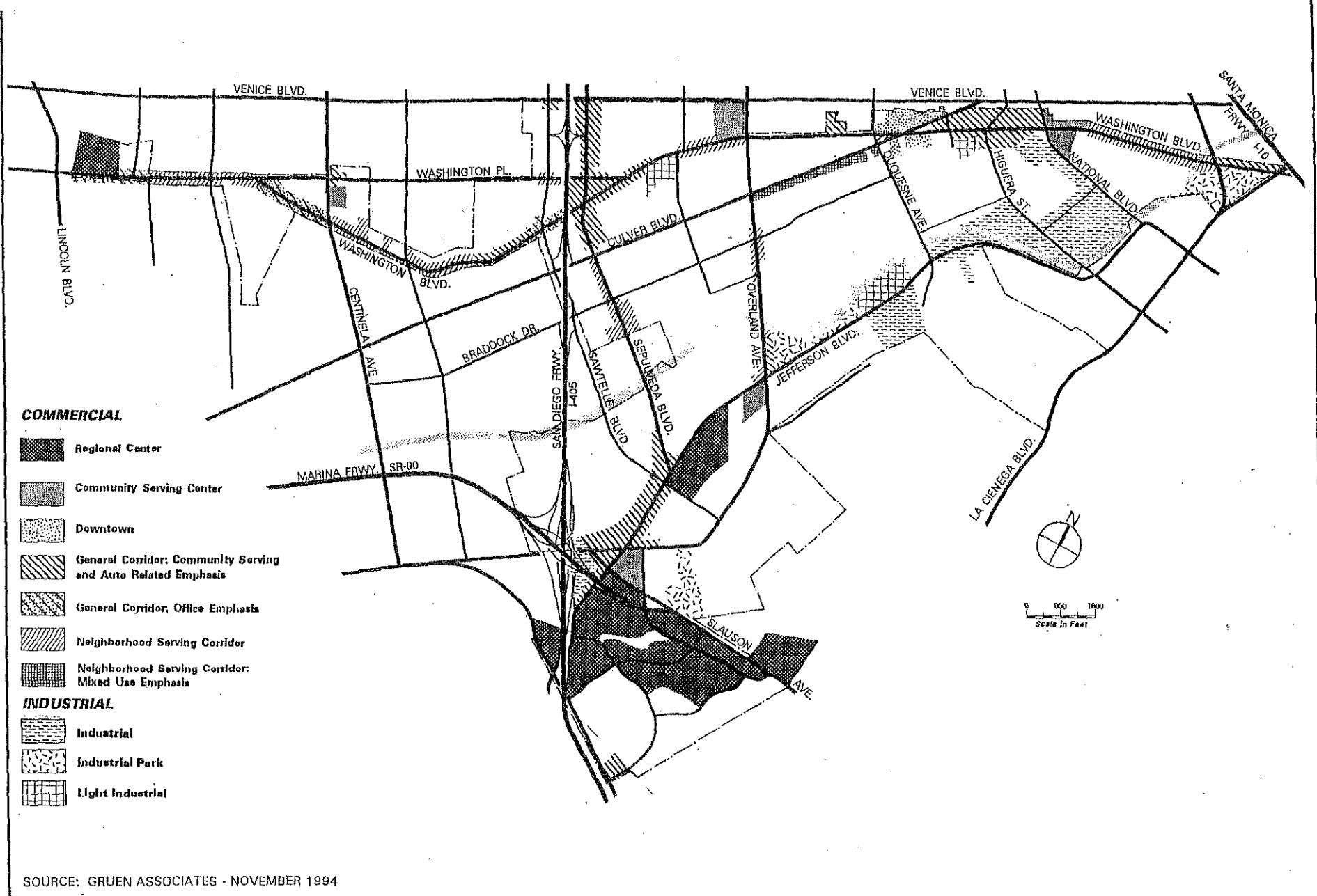
**GOAL:** *Economic vitality that serves the community and protects the quality of life.*

The non-residential areas of the City present opportunities for improving the economic vitality, attractive design, and compatible interface with nearby residential uses. (See Figure LU-9; *Commercial/Industrial Focus Areas*.) Existing business corridors need more cohesive physical development patterns and appearances, and consistent focus. Many older businesses do not have sufficient parking because of shallow lot depths and structures that are built to the property lines. Many of these same areas are devoid of street trees and other streetscape improvements that would create an attractive and inviting appearance.

"Direction 21", the community-based strategic planning process conducted in 1987-89 and updated in 1991, revealed a desire by City residents for higher quality retail shops, fine restaurants, movie cinemas and live theaters within Culver City. Although Culver City residents generally prefer to support their local businesses, the limited range of existing retail services and entertainment opportunities within the City lead many residents to go elsewhere.

Large, regional-serving commercial centers, such as Fox Hills Mall, Studio Village Shopping Center and Corporate Pointe, bring business revenues and employment opportunities into Culver City. To protect local residents, though, these benefits must be balanced with other effects associated with regional centers, such as traffic and parking impacts.

Industrial areas are turning over to commercial uses. This loss of industrial business could alter the economic diversity that provides a range of jobs.



CITY OF CULVER CITY

GENERAL PLAN

## Commercial/Industrial Focus Areas

FIGURE LU-9

L A N D • U S E • E X P A N S I O N • E M P L O Y M E N T • N E W H O M E S

**OBJECTIVE 5. Economic Diversity.** Encourage new business opportunities that expand Culver City's economic base and serve the needs of the City's residential and business community.

**Policy 5.A** Support and strengthen certain existing industrial areas by limiting commercial and residential uses according to established guidelines.

**Policy 5.B** Encourage small-business ownership through incentives that facilitate individual ownership.

**Policy 5.C** Encourage development of cultural, educational and entertainment uses that will provide leisure activities for Culver City's residents and enhance the image of the City.

**Policy 5.D** Provide development incentives for projects that provide specific community or neighborhood needs. (See Implementation Measures, *Measure 7.C.*)

**Policy 5.E** Allow a range of home occupations appropriate to and compatible with residential uses that do not generate noticeable noise, traffic, parking, or environmental impacts.

**Policy 5.F** Encourage "extended-hour" businesses in areas that could benefit from increased levels of activity and security.

**Policy 5.G** Encourage the location of high-quality retail shops and fine restaurants in areas which could serve both businesses and residential patrons.

**Policy 5.H** Encourage and support entertainment and media businesses by promoting Culver City's image as the "Heart of Screenland". (See *Objective 9. Studio Image.*)

**OBJECTIVE 6. Commercial Corridors.** Revitalize the physical character and economic well being of the City's commercial corridors.

**Policy 6.A** Encourage revitalization of commercial corridors in the City through new development and renovation of existing structures with incentives which address development standards and the project approval process. (See Implementation Measures, *Measure 7.C.*)

**Policy 6.B** Focus commercial development into cohesive districts by identifying and encouraging intensities and qualities of commercial uses that are sensitive to their locations, and by emphasizing specific uses (i.e., neighborhood serving or general commercial corridors). (See Figure LU-9, *Commercial/Industrial Focus Areas.*)

**Policy 6.C** Identify and pursue opportunities for providing parking that serves clusters of businesses in commercial corridors to assist existing development and stimulate new development.

**Policy 6.D** Increase revitalization opportunities by allowing, where appropriate, a one lot extension of commercial parking use into residentially zoned areas adjacent to commercial corridors, to provide the adequate depth necessary to meet current parking standards where commercial parcel depth is limited (See Figure LU-10, *One Lot Extension Concept.*)

**Policy 6.E** Encourage restaurants that feature outdoor dining, especially sidewalk cafes within Downtown and areas designated for neighborhood-serving uses. (See Figure LU-11, *Sidewalk Café Concept.*)

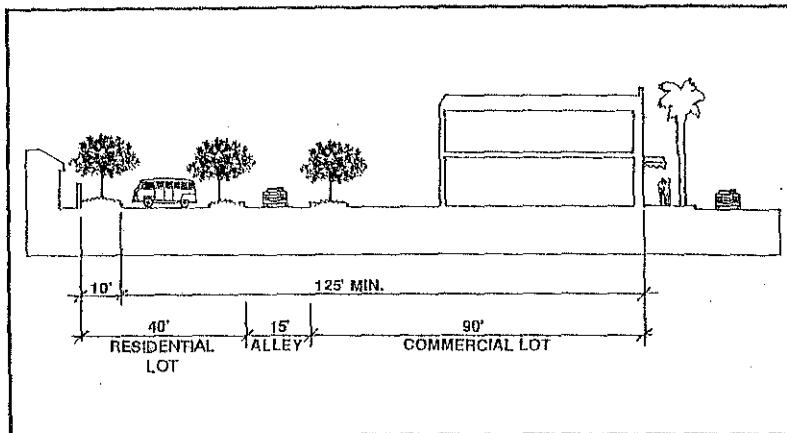


FIGURE LU-10  
One Lot Extension Concept

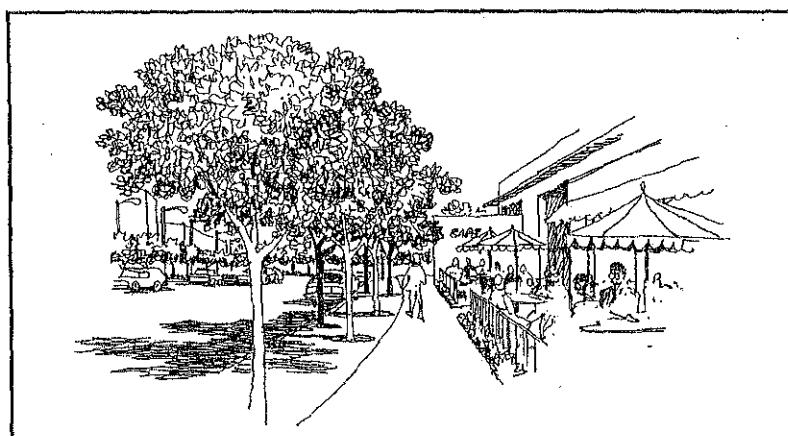


FIGURE LU-11  
Sidewalk Café Concept

**Policy 6.F** Identify public/private joint development projects that may serve as catalysts to encourage quality private development along the commercial corridors (tied to the suggestions of the Economic Development Strategy).

**Policy 6.G** Encourage the introduction of neighborhood-serving commercial and retail uses that serve the needs of nearby residential neighborhoods lacking such services.

**Policy 6.H** Encourage high trip-generating uses near transportation corridors to maximize transit use by patrons and employees.

**Policy 6.I** Plan for streetscape improvements (street trees, landscaping, street furniture, special lighting, decorative paving, screening walls) and facade improvements along commercial corridors that complement each focus area and improve the physical environment. (See Land Use Element Objective 12 and General Plan Open Space Element: Urban Design Standards.)

**OBJECTIVE 7. Commercial Centers.** Maintain commercial centers that serve community as well as regional markets.

**Policy 7.A** Allow the development of new regional commercial centers that contribute to the economic health of the City and adequately mitigate impacts to nearby residential neighborhoods.

**Policy 7.B** Allow existing regional and community centers to upgrade and expand in response to changing market demands, to maintain their economic viability, with adequate mitigation of impacts to nearby residential neighborhoods.

**Policy 7.C** Address parking as well as traffic ingress and egress as part of a shared parking and circulation system in areas designated as Commercial Centers and Industrial Parks.

**Policy 7.D** Allow reduced parking requirements for individual uses that share parking facilities. (See General Plan Circulation Element.)

## LAND USE ELEMENT

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**OBJECTIVE 8. Fiscal Health.** Foster the growth of businesses that increase City revenues by promoting attractive, quality retail establishments that serve neighborhood, community and regional markets.

**Policy 8.A** Support desirable retail establishments in proximity to residential neighborhoods that provide needed goods and services.

**Policy 8.B** Ensure that development impact fees mitigate all resultant costs burdened on City infrastructure and services.

**OBJECTIVE 9. Studio Image.** Encourage and support entertainment and media businesses by promoting Culver City's image as the "Heartland of Screenland".

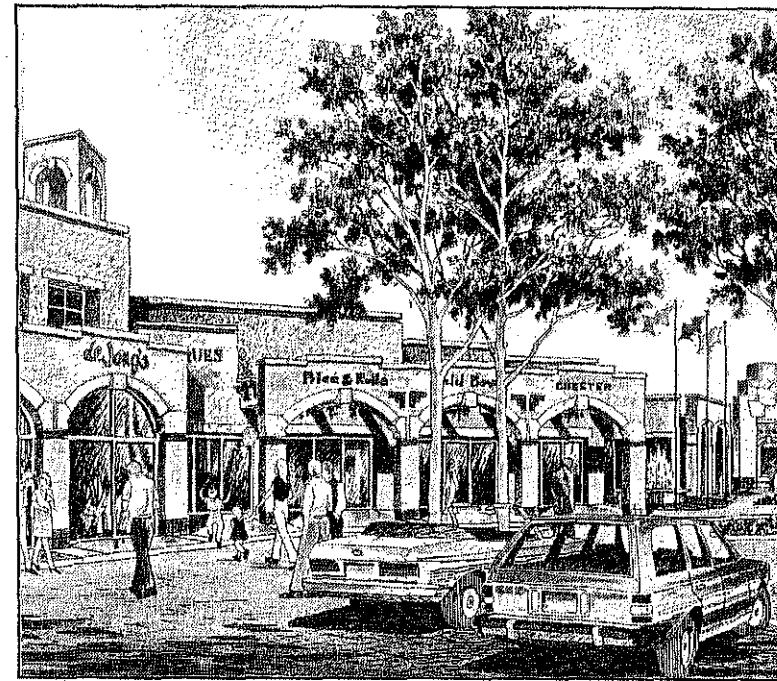
**Policy 9.A** Support desirable studio expansion into appropriate areas by allowing these areas to be redesignated for studio uses, while safeguarding the interest of adjacent residential neighborhoods.

**Policy 9.B** Continue to allow studio and studio-related uses in areas designated for certain commercial and industrial uses.

**Policy 9.C** Encourage comprehensive studio development standards appropriate to the nature and intensity of entertainment studios and related uses.

**Policy 9.D** Market the "Studio image" to attract media businesses to Culver City.

**Policy 9.E** Encourage and facilitate location filming within the City, with proper safeguards for business and residential areas, to encourage and strengthen Culver City's commitment to the film and television industry.



Community Center

**GOAL:** *An open space, urban forest, urban design network that links neighborhoods and businesses, and instills civic pride.*

Culver City's open space and neighborhood parks support the small-town character important to the City residents. The undeveloped portions of Blair Hills, and the Holy Cross and Hillside Memorial Cemeteries provide an openness that complements the City's development. Mature street trees extend this sense of openness and green space throughout most of the residential neighborhoods.

Unlike the residential streets, many of the commercial and industrial areas have few street trees and little visual open space. Street trees, if present, are often immature or randomly spaced. Sidewalks have few pedestrian amenities and older parking lots have no landscape buffers. Urban design improvements along commercial corridors could provide usable open space and additional visual amenities.

Currently, the City has no special policies for hillside development or natural habitat areas. However, the topography and existing vegetation should guide development standards that address these conditions. Federal and state agencies have development restrictions that protect certain environmentally sensitive vegetation and landforms. Specific policies regarding the undeveloped hillsides will be important to the City's future open space potential and visual image. (See General Plan Open Space Element.)

Culver City's architectural design standards are a series of policy statements found in the 1974 Design and Physical Development Plan, adopted overlay zones, storefront revitalization programs, designs for development, and recommended guidelines for residential and non-residential development which need to be updated and organized into a cohesive plan. Complementary efforts in developing an urban

forest strategic plan would bolster the strengths of the City's existing parks, street trees, and natural vistas.

**OBJECTIVE 10. Visual Open Space.** Extend the City's park-like qualities into neighborhoods and business districts through streetscape and urban design improvements.

**Policy 10.A** Enhance the visual identity of Culver City's neighborhoods and business districts with street trees, parkways, medians, streetscape amenities, entry statements and desirable urban design features that visually link neighborhoods and businesses throughout the City.

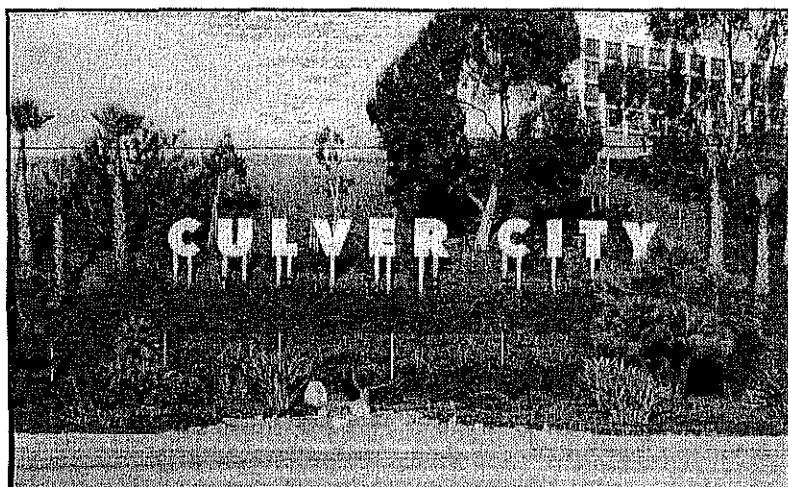
**Policy 10.B** Adopt a comprehensive streetscape master plan for all City streets that specifies street trees, lighting, landscaping, street furniture, decorative paving designs, and where appropriate, signage.

**Policy 10.C** Develop master plans and urban design criteria for certain commercial corridors. These criteria may include required setbacks, parkways, medians and lands within the public view. (See General Plan Open Space Element.)

**Policy 10.D** Develop standards for selected commercial center or industrial park developments, to provide open space on-site that is visible to the public from the street, consistent with urban design standards established as part of a Citywide Streetscape Master Plan.

**Policy 10.E** Seek opportunities to develop landscaped "parkettes" in highly visible areas adjacent to major arterials that cannot feasibly be developed with other uses.

**Policy 10.F** Continue to require the undergrounding of utilities in all new developments and during replacement of existing service whether alone or as a part of a remodeling project, wherever feasible.



Herky Shinmoto Memorial Garden and Entry Monument

**Policy 10.G** Develop a program to pursue undergrounding of existing utility lines that identifies and prioritizes areas to be undergrounded and identifies potential funding sources.

**Policy 10.H** Landscape former railroad rights-of-way, where possible, for use as open space amenities.

**Policy 10.I** Establish criteria for the siting of public utilities and facilities to assure the mitigation of negative impacts (see also *Policy 16.G*).

**Policy 10.J** Establish criteria for those circumstances and uses that are appropriate for non-permanent or atypical structures.

**Policy 10.K** Protect, maintain, and enhance Culver Boulevard right-of-way as an open space amenity.

**Policy 10.L** Prepare a Focused Special Study for Ballona Creek to address:

- protecting adjacent residents from use of the Creek as a crime corridor;
- buffering the adjacent residents from noise echoes;
- fragmentation of jurisdictional control;
- improvement of the general condition and appearance of the channel and bike path;
- increasing access and use potential.

**OBJECTIVE 11. *Urban Forest*.** Create a sustainable urban forest that enhances Culver City's image and quality of life.

**Policy 11.A** Create an urban forest strategic plan that addresses the long-range management and expansion of the City's tree resources.

**Policy 11.B** Garner backing from all segments of the community to support a stable and sustainable urban forest management program.

**Policy 11.C** Support and implement the numerous policies stated throughout different sections of the General Plan that address the City's tree resources. Refer to the following Policies, and the Goals and Objectives that support tree resources:

#### Land Use Element

- Policy 1.A, and 1.F: residential streetscape amenities and infill street trees

- Policy 6.I: commercial corridor streetscape improvements
- Policy 10.A - 10.E, Policy 10.H and 10.K: visual open space enhancement through street trees, streetscape amenities, and other open space policies
- Policy 21.C: street tree pruning standards
- Policy 23.F: Eastern Sub-Area streetscape improvements
- Policy 24.A and Policy 24.J: Western Sub-Area streetscape improvements
- Policy 26.E: Southern-Central Sub-Area viewshed guidelines
- Policy 27.C and 27.D: Southeastern Sub-Area streetscape improvements and viewshed guidelines
- Policy 28.A: Culver Boulevard Focused Special Study improvements
- Policy 29.G and 29.H: Northern-Central Sub-Area streetscape and gateway improvements

#### Circulation Element

- Policy 9.A and 9.B: landscape median and streetscape enhancements

#### Open Space Element

- Policy 5.A ~ 5.D and 5.G: visual open space enhancement through extending park-like qualities throughout the City.

**OBJECTIVE 12. Urban Design.** Ensure that new construction and renovation of existing residential and non-residential buildings and streetscapes are accomplished with the highest quality of architectural and site design.

**Policy 12.A** Support and implement the numerous policies stated throughout different sections of the General Plan that address the desired form and character of future development in the City. Refer to the following Policies, and the Goals and Objectives they support:

#### Land Use Element

- Policy 1.E: balance existing and new residential design
- Policy 1.F: infill street trees
- Policy 2.E: residential units in commercial areas
- Policy 2.F: residential units in industrial areas
- Policy 4.B: consistent neighborhood development standards
- Policy 6.A: revitalization of commercial corridors
- Policy 6.I: commercial corridor streetscape improvements
- Policy 10.A – Policy 10.L: streetscape and urban design improvements
- Policy 22.A, Policy 22.C-22.H: Downtown Sub-Area visual quality and pedestrian environment
- Policy 23.G-23.I: Eastern Sub-Area identity, streetscape, and aesthetic improvements

## LAND USE ELEMENT

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- Policy 24.A, 24.B, 24.I and 24.J: Western Sub-Area identity, streetscape, and aesthetic improvements
- Policy 25.B and Policy 25.F: Fox Hills Sub-Area identity and visual connections
- Policy 26.B and Policy 26.E: Southern-Central Sub-Area hillside development standards and viewshed guidelines
- Policy 27.A-27.D: Southeastern Sub-Area aesthetic identity, visual resources, and viewshed guidelines
- Policy 28.A: Central Sub-Area Culver Boulevard Focused Special Study
- Policy 29.E, 29.G, and 29.H: Northern-Central Sub-Area identity and streetscape improvements, and residential to commercial transitional development standards

## Circulation Element

- Policy 9.A and Policy 9.B; streetscape improvements
- Policy 10.A; street name signage

## Open Space Element

- Policy 3.B, and Policy 3.C: commercial/industrial and arterial/adjacent landscaped areas
- Policy 4.A, and Policy 4.C: natural resource buffers and development guidelines
- Policy 5.A – 5.I: visual open space and urban design improvements
- Policy 6.A: viewshed guidelines

### **GOAL:** *A community that provides recreational, historical and cultural opportunities.*

Culver City residents have access to regional recreation resources and cultural opportunities within the greater Los Angeles and Westside communities. The City's local recreational and cultural facilities, however, are in shorter supply. The Lucerne-Higuera and McLaughlin neighborhoods do not have parks, and overall the City's parkland is 27 acres short of achieving national park and recreation standards of 3-acres-per 1,000 people.

Ballona Creek provides active recreation and alternative transportation opportunities as a bikeway connection from Culver City to the beach. Many residents of Culver City use Ballona Creek as a bike path; some use it as a jogging path. Those who use it and those who live adjacent to it, however, have serious concerns regarding the safety and aesthetics of the existing channel. To maximize the Creek's potential benefit, assets and liabilities must all be addressed.

The City has many historic architectural resources and a significant cultural heritage. However, the "Heart of Screenland" currently has no movie theaters and no cultural facilities to reflect Culver City's history and development.

**OBJECTIVE 13. Open Space Protection and Acquisition.** Protect and expand Culver City's open space resources through aggressively pursuing land acquisition and encouraging private contributions.

**Policy 13.A** Pursue an aggressive open space acquisition program as part of policies developed for the City's general Plan Open Space Element.

**Policy 13.B** Pursue opportunities to acquire land and develop parks to serve those neighborhoods that lack park resources. (See General Plan Open Space Element, Objective 1.)

**Policy 13.C** Pursue opportunities to expand City parks when adjacent lands become available and expansion is deemed appropriate and feasible. (See General Plan Open Space Element, Objective 1.)

**Policy 13.D** Supplement and/or modify existing park resources to reflect changing recreational needs.

**Policy 13.E** Continue to require contributions of parkland or publicly accessible landscaped open space from residential developments or in-lieu fees from projects that cannot provide them. A nexus study shall be prepared to determine if these requirements can be extended to non-residential projects.

**Policy 13.F** Encourage private contribution toward achieving open space goals.

**Policy 13.G** Protect, maintain, and enhance Culver Boulevard right-of-way, as an open space amenity.

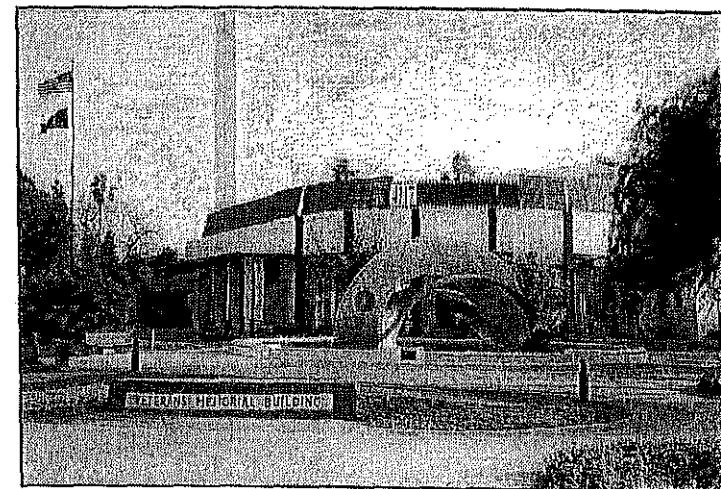
**OBJECTIVE 14. Historic Preservation.** Promote the City's architectural and cultural heritage by preserving buildings and sites that reflect Culver City's varied history and development.

**Policy 14.A** Encourage restoration of historic resources in a manner that complies with the U.S. Secretary of the Interior's Standards for Rehabilitation of Historic Structures.

**Policy 14.B** Encourage private developers to take advantage of federal, state and local incentive programs for the rehabilitation and reuse of historic structures.

**Policy 14.C** Encourage preservation and restoration efforts through information, periodic evaluation of the review and approval process, and incentives programs. (See Implementation Measures, Measure 5.)

**Policy 14.D** Provide public information and events to expand public awareness of the City's rich cultural heritage.



Veterans' Memorial Park

**GOAL:** *Clear and consistent guidance for balanced growth.*

In the past, there has been a perception that Culver City's development policies have been confusing to developers and property owners. Clear and consistent policies regarding location, type and intensity of development provide a stable environment for business investment. Explicit direction for growth also would enable City staff to streamline the review and approval process.

**OBJECTIVE 15. Policy and Administration.** Establish clear and internally consistent policies for development.

**Policy 15.A** Implement General Plan policies and land use intensities through the use of zoning categories and development standards.

**Policy 15.B** Maintain ongoing dialogue with developers regarding ways the development process either discourages or encourages revitalization of the commercial and industrial areas.

**Policy 15.C** Streamline the project approval process.

**OBJECTIVE 16. Land Use Compatibility.** Encourage mutually compatible land uses.

**Policy 16.A** Establish certain "focus areas" to encourage mutually compatible uses, such as neighborhood-serving retail within walking distance of residential neighborhoods. (See also Objective 6; Policy 6.B and Policy 6.G.)

**Policy 16.B** Support existing clusters of new car dealerships along Sepulveda and Washington Boulevards by encouraging the location of new dealerships in these areas.

**Policy 16.C** Encourage compatible commercial uses, through conditional expansion of commercial uses, to adjacent residential lots in designated areas of Washington Boulevard.

**Policy 16.D** Determine the appropriate range of uses to be included in the Zoning Ordinance for each Land Use designation.

**Policy 16.E** Encourage visitor-serving restaurant and motel uses near freeway off-ramps along Sepulveda Boulevard.

**Policy 16.F** Establish noise, safety, aesthetic and access criteria for areas impacted by existing incompatible land uses.

**Policy 16.G** Establish criteria for the siting of public utilities and facilities to assure the mitigation of negative impacts. (See also Objective 10; Policy 10.I.)

**Policy 16.H** Improve Zoning Code enforcement Citywide.

**OBJECTIVE 17. Managed Growth.** Establish development standards within clearly identified limits and at locations that allow opportunities for growth.

**Policy 17.A** Encourage and provide incentives for those more intensive commercial developments to be in areas accessible to transportation facilities.

**Policy 17.B** Encourage and provide incentives for multiple-family developments near established community transportation facilities, respecting the scale and density of surrounding development and in the spirit of congestion management planning. (See General Plan Circulation Element.)

**OBJECTIVE 18. Adjacent Jurisdictions.** Coordinate development to minimize conflicts with adjacent jurisdictions.

**Policy 18.A** Aggressively pursue coordination of land use and related policies with Los Angeles County regarding land within the designated Sphere of Influence area.

**Policy 18.B** Participate in area wide processes to address land use policies beyond the Sphere of Influence area that may affect the City's general welfare.

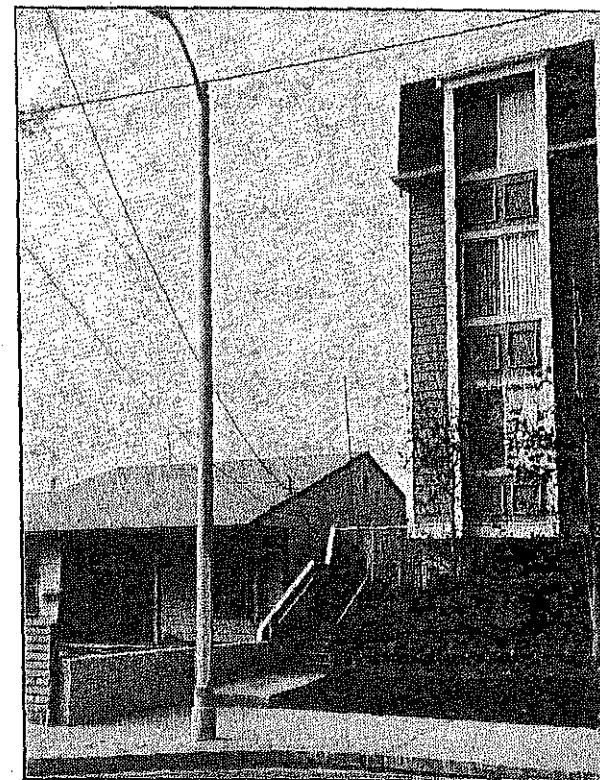
**Policy 18.C** Pursue City boundary adjustments with the City of Los Angeles to include, as a first priority, properties that are bisected by the existing Culver City/City of Los Angeles boundary.

**Policy 18.D** Reopen discussions with the City of Los Angeles regarding more extensive boundary adjustments that might enable Culver City to acquire those key properties/areas that geographically project into Culver City and interrupt the City's low density land use development pattern and image.

**Policy 18.E** Evaluate the benefit and cost to Culver City of annexing the unincorporated Los Angeles County lands west of La Cienega Boulevard by investigating the feasibility and appropriateness of open space, residential and neighborhood serving retail development. (See Implementation Measures, Measure 3.A.)

**Policy 18.F** Evaluate the feasibility of annexing the two properties within the Los Angeles County Sphere of Influence on Green Valley Circle. (See Objective 25; Policy 25.G.)

**Policy 18.G** Coordinate with the Westside Summit Cities regarding area wide Land Use policies of mutual benefit and interest.



Conflicting Densities Outside Culver City

**GOAL:** *Ample and efficient City services and infrastructure.*

The majority of areas in Culver City receive water service from the Southern California Water Company, which depends on the Metropolitan Water District (MWD) for its supply. Areas west of McLaughlin Avenue are supplied water by the Los Angeles Department of Water and Power (DWP). Water supplies from both sources are expected to diminish because of increased water demand, reallocation of resources to other areas, and inadequate storage facilities. Old and undersized water mains and transmission systems in various areas of the City result in occasional ruptures and discontinuous water supply during emergencies and repairs.

Culver City contracts with the City of Los Angeles for sewage treatment and disposal services at the Hyperion Treatment Plant. The Hyperion Treatment Plant is currently operating at capacity, and is scheduled for improvements. As a vested interest, Culver City will share in the cost of improvements to the Hyperion Treatment system.

The Culver City Public Works Department Sanitation Division provides solid waste disposal throughout the City. The City hauls its collected waste to the Chiquita Canyon landfill, which is projected to reach capacity in 1997. Culver City's curbside recycling program for newspaper, glass, aluminum, plastic and yard waste will reduce solid waste disposed in landfills. Recycling incentives for businesses may be of further benefit. The Source Reduction and Recycling Element (SRRE), adopted by the City in 1991, outlines Culver City's plan of programs and policies to reduce waste in compliance with State Law AB 939. Although it is titled an "Element" pursuant to State legislation, it is not a part of the City's General Plan.

The Public Works Department maintains street trees, roadways, and general streetscape. Maintenance of these facilities has historically been of high quality, keeping Culver City's streets and open space areas noticeably cleaner and in better repair than adjacent jurisdictions. However, reduced sales and utility tax revenues have decreased the funds previously allotted to municipal services.

**OBJECTIVE 19. Adequate Services.** Provide adequate and dependable City services.

**Policy 19.A** Establish a program with the appropriate agencies for replacing undersized water lines used for fire protection to meet current fire safety requirements.

**Policy 19.B** Identify funding mechanisms necessary to support a water main replacement program that would aggressively replace pipe segments with problems of corrosion, tuberculation and insufficient pressure, assigning high priority to problem areas, such as Sunkist Park.

**Policy 19.C** Investigate the possibility of using reclaimed water for irrigation.

**Policy 19.D** Coordinate land use policies with the appropriate City departments regarding impacts on staffing and services.

**OBJECTIVE 20. Infrastructure Constraints.** Ensure adequate capacity to serve Culver City's anticipated growth needs.

**Policy 20.A** Coordinate sewer capacity improvements with the City of Los Angeles.

**Policy 20.B.** Continue to accumulate fees and other funds to allocate for sewer improvements on a pay-as-you-go basis.

**Policy 20.C** Identify resource conservation measures consistent with objectives of Source Reduction and Recycling Element and the General Plan Conservation Element.

**OBJECTIVE 21. Resource Allocation.** Pursue municipal service improvements and new funding sources necessary for continued affordability.

**Policy 21.A** Encourage financial assistance from federal, state and regional agencies through Culver City's participation in available programs.

**Policy 21.B** Encourage private provision of neighborhood or community services as part of new developments.

**Policy 21.C** Maintain the established high standards for municipal services such as street-tree pruning, roadway repairs, street sweeping and streetlight replacement.

**Policy 21.D** Consider the implementation of a City bond program as funding for various municipal service improvements.



Steller Bros. & Skoog Hardware

## Culver City

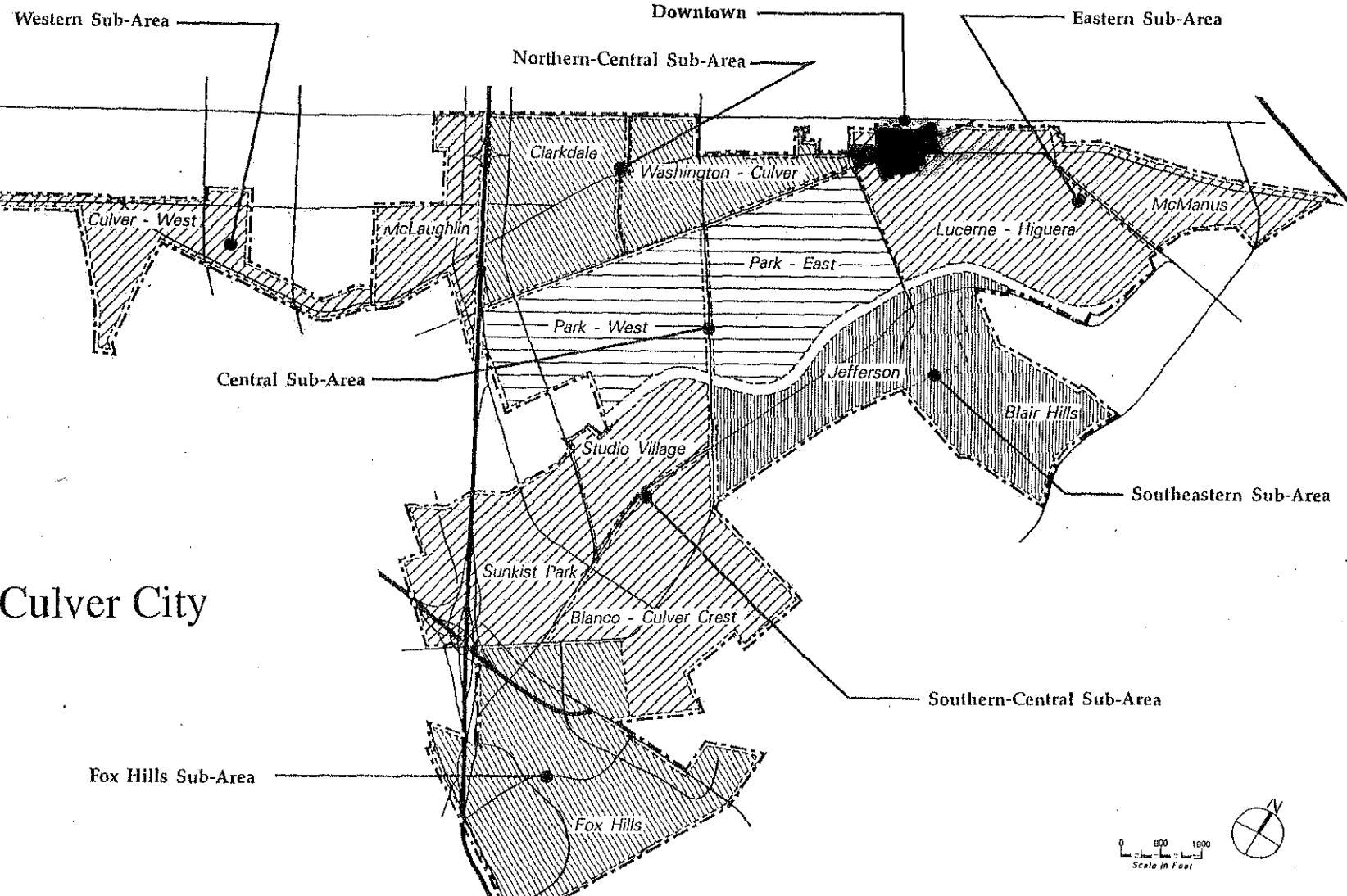


FIGURE LU-12

## City Sub-Areas

CITY OF CULVER CITY  
GENERAL PLAN



Each Sub-Area of Culver City has its own sense of character and its own special needs. In this section, Sub-Area issues are addressed by objectives and policies specific to the areas. To focus planning policy directions, the City neighborhoods have been aggregated into eight (8) Sub-Areas. (See Figure LU-12, *City Sub-Areas*.)

<u>SUB-AREAS</u>	<u>NEIGHBORHOODS</u>
Downtown	Eastern portion of Washington-Culver
Eastern	McManus, Lucerne-Higuera
Western	Culver-West and McLaughlin
Fox Hills	Fox Hills
Southern-Central	Sunkist Park, Blanco-Culver Crest and Studio Village
Southeastern	Jefferson and Blair Hills
Central	Park-West and Park-East
Northern-Central	Clarksdale and western portion of Washington-Culver

The objectives and policies specific to Sub-Areas can be compared with the citywide goals, objectives and policies. Some of the issues addressed as Citywide Land Use Policies will be referenced in the Sub-Area sections. The primary objective of this discussion, however, is to address the special characteristics and needs of the Sub-Areas beyond the citywide issues.

**DOWNTOWN.** The Downtown area is discussed separately because of its special importance to the identity and image of the City. It includes both sides of Washington and Culver Boulevards from Duquesne Avenue to Ince Boulevard. Although relatively small, Downtown is comprised of distinct areas, which are punctuated by historic structures. These areas needed revitalization and have been the subject of intense planning and community design efforts to encourage reinvestment and increase economic vitality. As a result of the Downtown Design Charette conducted in March 1991, the City has developed a Downtown Master Plan (see Figure LU-13, *Downtown Master Plan*), Downtown Overlay Zone, Design for Development and Downtown Culver City Design Guidelines. Its purpose is to foster good design rather than to impose an overriding style. The Downtown area currently contains a lively mix of architectural styles and designs.

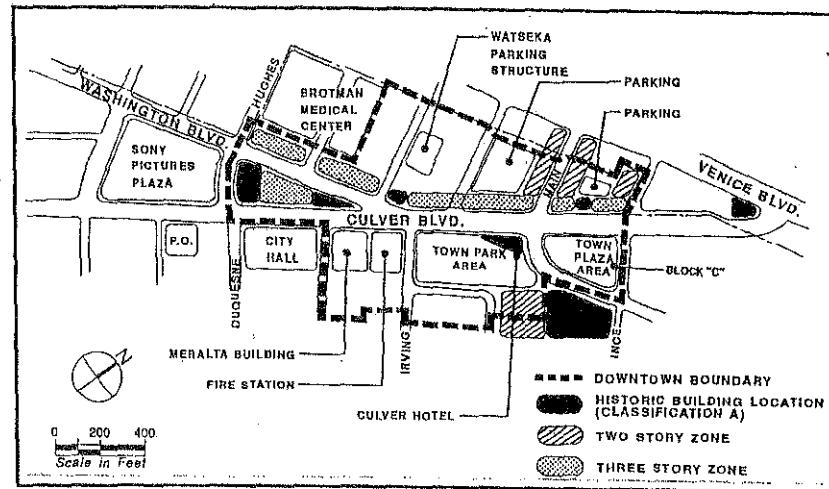


FIGURE LU-13  
Downtown Master Plan

## LAND USE ELEMENT

Each of the different sectors of Downtown has slightly different issues and considerations:

- The intersection of Washington and Culver Boulevards created a dramatic and unique experience for the Downtown, along with major circulation problems. (See Figure LU-14, *Original Washington-Culver Boulevards Intersection*.) The wedge-shaped Washington Building and Culver Hotel reflect the acute angle of the original "X" intersection and framed the converging view corridors. The Downtown Master Plan created a new block by abandoning portions of Washington Boulevard and Van Buren Place to provide the opportunity for reinforcing the established view corridor and accentuating the unique character of the Culver Hotel. The associated realignment of Washington Boulevard also benefits traffic movement by simplifying the intersection geometry.

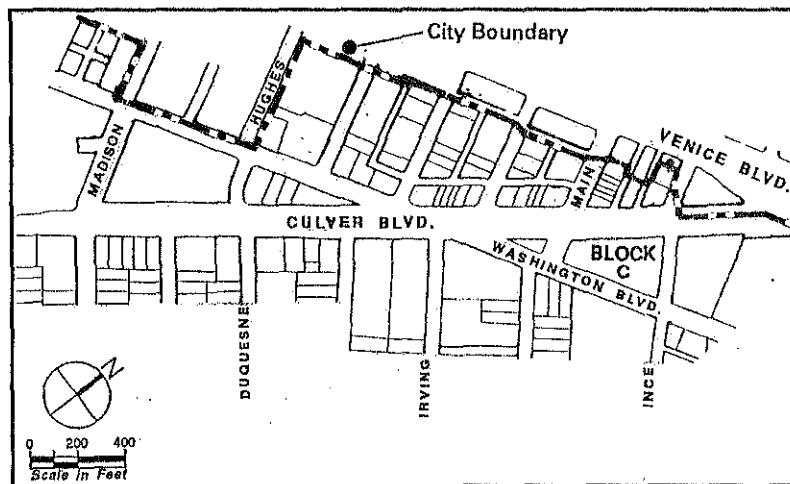


FIGURE LU-14  
Original Washington-Culver Boulevards Intersection

- Washington Boulevard's character is divided coincident with the intersection of Culver Boulevard. To the west, two-story (or more) buildings, abutting the sidewalk create an urban feeling. City buildings, Brotman Medical Center, banks and the Culver Theater have established a dense character.
- Washington Boulevard east of Culver Boulevard begins with the Culver Hotel, followed by less dense one- and two-story commercial buildings, and temporary parking within Block "C" (Town Plaza Area) across from Culver Studios. Future development of Block "C" plays a key role in the future image of Downtown Culver City.
- Culver Boulevard's character is divided by Washington Boulevard. The Post Office, new City Hall, Meralta Office Building and the new Fire Station create a very civic quality within the western portion. The east side has character similar to eastern Washington Boulevard and will also be strongly influenced by the future development of Block "C".
- Main Street has mostly one-story remodeled buildings that are generally devoid of their original character. Although the original small-town feeling is somewhat intact, more modern designs and signage now tend to dominate the appearance.
- The area to the north of the intersection of Culver and Washington Boulevards is a mix of office and residential uses of varying intensity. Uses include multiple-family buildings, small professional offices and the Pacific Bell facilities, between Cardiff and Watseka Avenues, which comprise the largest commercial use. Many of the smaller individual uses do not have sufficient on-site parking and rely on the Cardiff lot, the Watseka parking structure, and Block "C" for employee and customer parking.

**OBJECTIVE 22.** Encourage reinvestment in the Downtown area to improve the area's economic vitality, visual quality and pedestrian environment.

**Policy 22.A** Encourage uses that contribute to a positive nightlife ambience, such as sidewalk cafes, specialty retail and newsstands that could support an 18 to 24-hour day patronage.

**Policy 22.B** Encourage entertainment opportunities by re-using the Culver Theater and promoting other entertainment options.

**Policy 22.C** Reinforce the importance of the Downtown as the Civic Center by visually unifying the institutional buildings consistent with the urban design character of the Downtown Revitalization Plan.

**Policy 22.D** Create a pedestrian district in the Downtown by providing pedestrian amenities along Culver Boulevard, such as continuous street trees, outdoor dining areas and coordinated streetscape improvements.

**Policy 22.E** Preserve the small-town character of the Downtown by establishing height and setback limits that reflect a sense of human scale.

**Policy 22.F** Promote the historic character of Main Street by providing urban design elements that enhance the pedestrian experience of the existing uses.

**Policy 22.G** Provide a centrally located Town Park that will reinforce the existing view corridors and provide a space for community gatherings.

**Policy 22.H** Enforce design guidelines to foster good design and to enhance and coordinate the existing mix of architectural styles and designs.

**Policy 22.I** Encourage art, media and cultural "street fairs" and farmers' markets within the Downtown area, that could attract new patronage for existing and desirable new businesses.

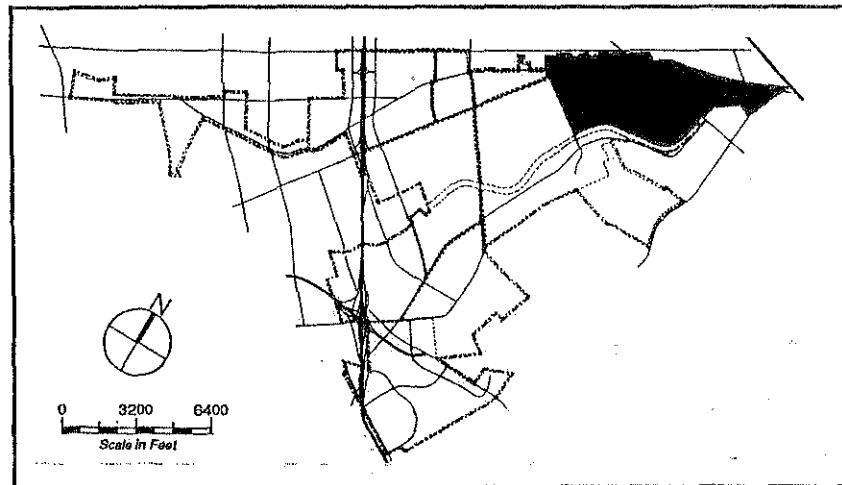
**Policy 22.J** Promote Downtown Culver City's role as the historic commercial and Civic Center of the City by encouraging the preservation of historic buildings.

**Policy 22.K** Establish a bikeway that links Downtown to a comprehensive bikeway system which connects the Ballona Creek Bicycle Path to activity centers in the City. (See General Plan Circulation Element, Objective 3; Policy 3.A and 3.B.).



Hull Building - Historic Landmark

**EASTERN SUB-AREA:** The Eastern Sub-Area includes those portions of the City east of Duquesne Avenue and north of Ballona Creek. This area contains the Lucerne-Higuera and McManus neighborhoods, Downtown, and the Civic Center property of the Washington-Culver neighborhood. Eight of the City's individual Historic Landmark structures, and the City's only Landmark District, are located within the Eastern Sub-Area. The area also contains Culver Studios and the Hayden Tract industrial area.



### EASTERN SUB-AREA

Issues specific to the Eastern Sub-Area include:

- The residences within the McManus neighborhood were built under prior, less restrictive codes and on lots and streets that are generally narrower than others in the City.
- The area lacks neighborhood-supporting retail services such as a supermarket, shoe repair or appliance repair services.
- Industrial and vacant commercial sites along Washington

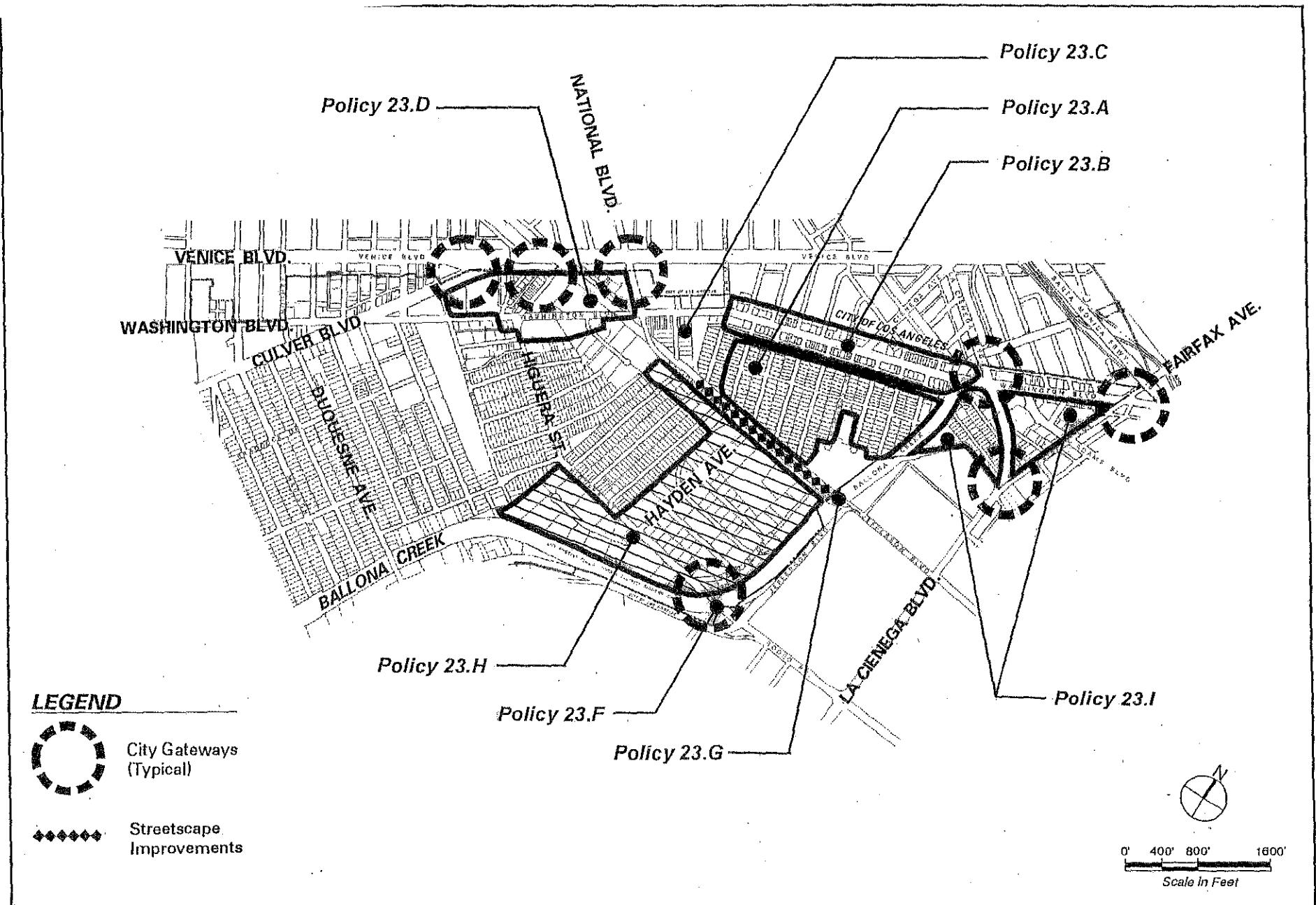
Boulevard east of Robertson Boulevard create an inhospitable environment for pedestrian activity.

- Through-traffic and related noise on National Boulevard adversely impact the McManus neighborhood. The potential transit development within the Exposition Right-of-Way along National Boulevard could impose additional impacts.
- The Lucerne-Higuera neighborhood has no local park. Although Kronenthal and Culver City Parks are nearby, high traffic volumes along National and Jefferson Boulevards inhibit safe pedestrian access.
- A portion of this neighborhood is located within the Alquist-Priolo Earthquake Fault Zone. Unstable sub-surface conditions have caused foundation problems and sewer line ruptures within the McManus neighborhood. For further information regarding the Alquist-Priolo Earthquake Fault Zone (formerly Special Studies Zone), refer to the General Plan Seismic Safety Element.
- The Eastern Sub-Area is not easily distinguished from the surrounding City of Los Angeles areas.

**OBJECTIVE 23. Protect and enhance residential and business uses within the Eastern Sub-Area.** (See Figure LU-15, Eastern Sub-Area, as reference for policy discussions.)

**Policy 23.A** Protect the predominantly low-density, single-family character of the McManus neighborhood by limiting potential for additional units. (See Implementation Measures, Measure 1.)

**Policy 23.B** Encourage compatible uses (such as markets, dry cleaners, and shoe repair shops) adjacent to the McManus neighborhood through focused land use designations, Design for Development standards and flexible zoning options.

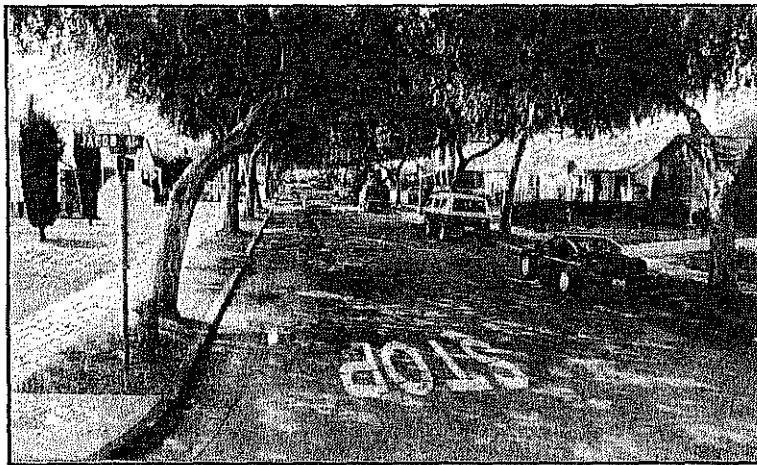


CITY OF CULVER CITY

GENERAL PLAN

FIGURE LU-15

## Eastern Sub-Area



**McManus Neighborhood**

**Policy 23.C** Encourage the location of at least one supermarket within the Eastern Sub-Area.

**Policy 23.D** Support the existing clusters of new car dealerships along Washington Boulevard between Ince and National Boulevards by encouraging the location of new dealerships on adjacent parcels.

**Policy 23.E** Pursue opportunities to acquire land and to develop a neighborhood park in the Lucerne-Higuera neighborhood.

**Policy 23.F** Improve the Eastern Sub-Area's identity as part of Culver City by assigning high priority to signage, gateway and streetscape improvements for this Sub-Area.

**Policy 23.G** Set specific criteria to minimize and mitigate potential safety, noise, access and aesthetic impacts to the McManus and Lucerne-Higuera neighborhoods from possible construction and operation of transit within the Exposition Right-of-Way along National Boulevard.

**Policy 23.H** Determine appropriate short-term and long-range uses and design standards for the Hayden Tract industrial area as part of a Focused Special Study, including:

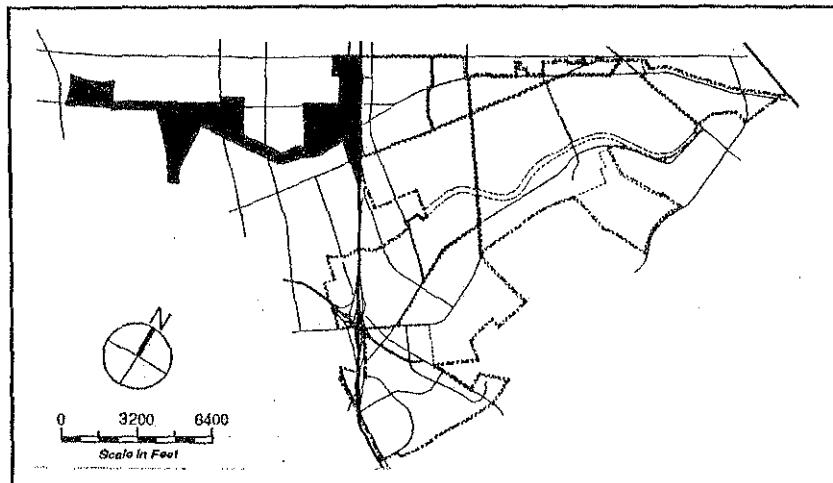
- The appropriate range of uses and standards that will encourage viable and creative development and minimize environmental hazards.
- Whether and where residential uses or live-work arrangements would be appropriate.
- Joint development and intensity incentives related to transit.
- Design and development standards that will create a positive visual image for the City and the adjacent neighborhood.
- Parking strategies that provide incentives for revitalization and also protect adjacent residential neighborhoods.
- Reuse of Exposition Right-of-Way Spurs.
- Identification of possible areas for park or recreational uses.

**Policy 23.I** Improve aesthetic, safety, and traffic conditions in the area between La Cienega Boulevard and Fairfax Avenue and between La Cienega Boulevard and Ballona Creek.

**Policy 23.J** Encourage extended-hour businesses along East Washington Boulevard which are compatible with adjacent residential neighborhoods in order to increase levels of activity and security.

**Policy 23.K** Protect existing and potential future residential uses by updating existing studies and requiring new ones with respect to the Alquist-Priolo Earthquake Fault Zone.

**WESTERN SUB-AREA.** The Western Sub-Area includes those portions of the City west of the San Diego Freeway (I-405), specifically the Culver-West and McLaughlin neighborhoods. The West Washington Boulevard corridor contains most of the Sub-Area's non-residential uses and more than one-third (38%) of the Sub-Area's housing units. The most focused and active area is between Inglewood Boulevard and Centinela Avenue, where the Washington Medical Center and the new Kaiser Permanente facility highlight a clearly medical office and health care related commercial area.



WESTERN SUB-AREA

Issues specific to the Western Sub-Area include:

- Irregular city boundaries accentuate the conflicting land use policies of Culver City and the City of Los Angeles. Properties west of Redwood Avenue on the south side of Washington Boulevard are bisected by the Culver City/City of Los Angeles boundary, and consequently must pay dual fees for such things as fire inspection, business licenses and permit fees.

- Patterns of use are somewhat random and varied along Washington Boulevard, with many properties vacant or underused.
- All properties west of McLaughlin Avenue receive utility service from the City of Los Angeles Department of Water and Power.
- The Marina Place shopping center site and the Playa Vista project may increase commercial activities in the westernmost blocks of the City, and generally increase traffic in and around the Western Sub-Area.
- Culver-West Park, which borders both Culver City and City of Los Angeles neighborhoods, is heavily used, and area residents have expressed concerns for personal safety and incidents of crime.
- The McLaughlin neighborhood has no local park.

**OBJECTIVE 24. Protect and enhance residential and business uses within the Western Sub-Area.** (See Figure LU-16, Western Sub-Area, as reference for policy discussions.)

**Policy 24.A** Encourage lot consolidation along Washington Boulevard to reduce the number of curb cuts, provide areas for streetscape and open space, and provide opportunities for shared parking and uniform architectural treatment.

**Policy 24.B** Strengthen the commercial character of West Washington Boulevard west of the San Diego Freeway (I-405) by ensuring that any proposed residential development be designed in such a manner to complement the vitality of a commercial corridor.

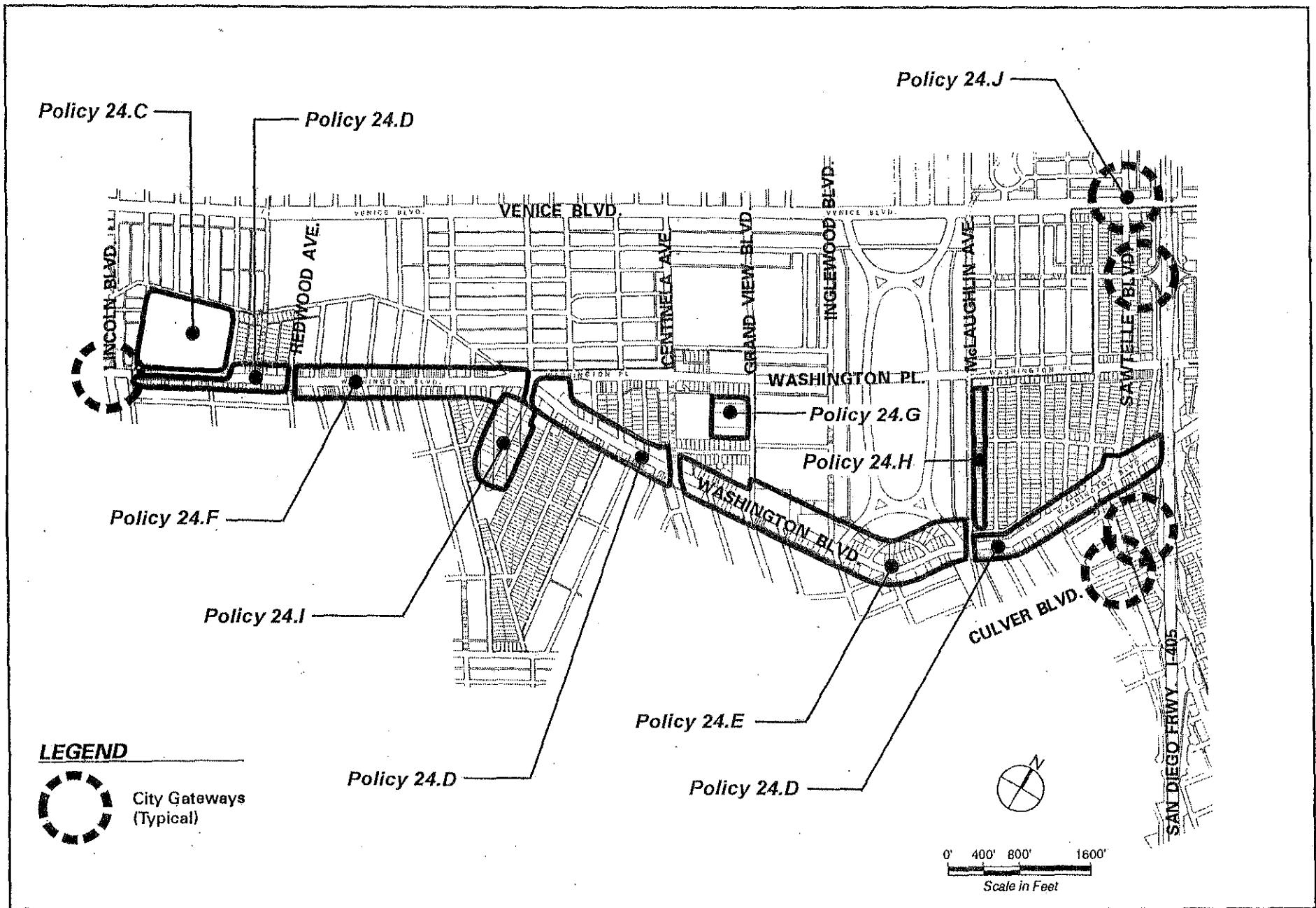


FIGURE LU-16

## Western Sub-Area

CITY OF CULVER CITY  
GENERAL PLAN



**Policy 24.C** Encourage the development of the former Hughes Helicopter site at Washington Boulevard and Walnut Avenue as a regional serving commercial center.

**Policy 24.D** Strengthen office and supporting retail uses along West Washington Boulevard west of Redwood Avenue, between Washington Place and Centinela Avenue, and east of McLaughlin Avenue to the San Diego Freeway (I-405).

**Policy 24.E** Strengthen the medical office and health services along Washington Boulevard from Centinela Avenue to McLaughlin Avenue, while encouraging retail services that would support medical office patrons and nearby neighborhoods.

**Policy 24.F** Emphasize and strengthen retail uses that would serve the neighborhoods along Washington Boulevard between Redwood Avenue and Washington Place.

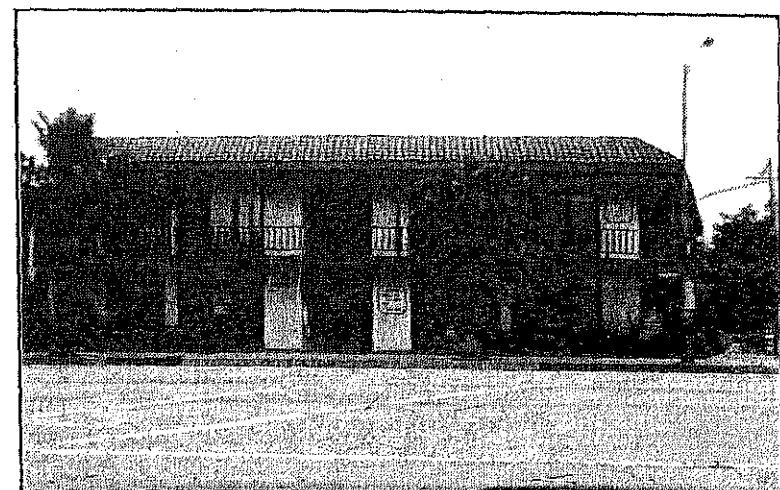
**Policy 24.G** Encourage additional housing opportunities in west Culver City by redesignating Grand View Boulevard as Medium Density Multiple Family, allowing up to 29 units per net acre without regard to the current zoning cap of nine units per development parcel.

**Policy 24.H** Balance opportunities for additional housing with potential impacts on adjacent neighborhoods of lower density by limiting development on McLaughlin Avenue to three units per lot. (See Implementation Measures, *Measure 1.*)

**Policy 24.I** Determine appropriate standards for density, safety and design character while allowing additional housing opportunities along Wade Street as part of a Focused Special Study. (See Implementation Measures, *Measure 3.F.*)

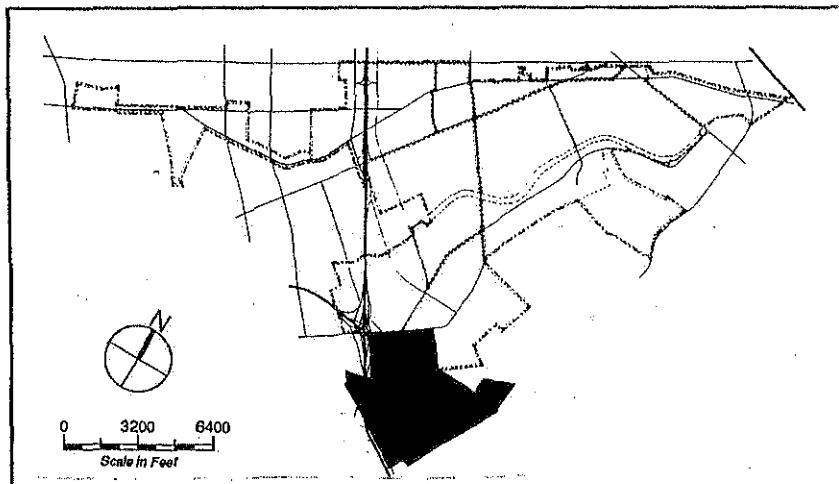
**Policy 24.J** Improve the Western Sub-Area's identity as part of Culver City by assigning high priority to signage, gateway and streetscape improvements for this Sub-Area.

**Policy 24.K** Pursue cooperative efforts with the City of Los Angeles for park development for the residential area between Inglewood Boulevard and the San Diego Freeway (I-405) that would serve both Culver City and Los Angeles residents. (See General Plan Open Space Element.)



Office Building at Sawtelle and Washington Boulevards

**FOX HILLS SUB-AREA.** The Fox Hills Sub-Area includes those portions of the City south of Jefferson Boulevard and Playa Street. Fox Hills' identity derives from its regional-serving retail and commercial office centers, specifically the Fox Hills Mall, Fox Hills Business Park, Buckingham Business Park and Corporate Pointe developments. These large-scale commercial uses are attractively landscaped and blend well with large multiple family residential uses. With the exception of the Culver City Terrace Mobile Home Park, Fox Hills' residential communities are planned developments of multiple family building complexes.



### FOX HILLS SUB-AREA

Issues specific to Fox Hills Sub-Area include:

- The Culver City Terrace Mobile Home Park was purchased by the residents with assistance from the Redevelopment Agency. These homes provide moderate-income housing opportunities.
- Although Fox Hills has a strong identity of its own, the area lacks a sense of connection to the rest of Culver City. The discontinuity of established street grids to the north limits easy

access to the rest of the City and exacerbates the sense of separation.

- Residents have expressed concerns about perceived and actual safety at the Fox Hills Mall. Some have voiced the desire for additional security measures and police presence.

**OBJECTIVE 25. Protect and enhance residential and business uses within the Fox Hills Sub-Area.** (See Figure LU-17, Fox Hills Sub-Area, as reference for policy discussions.)

**Policy 25.A** Support the continued use of Culver City Terrace Mobile Home Park property for affordable housing.

**Policy 25.B** Improve the Fox Hills Sub-Area's identity as part of Culver City by assigning high priority to signage and gateway improvements for this Sub-Area.

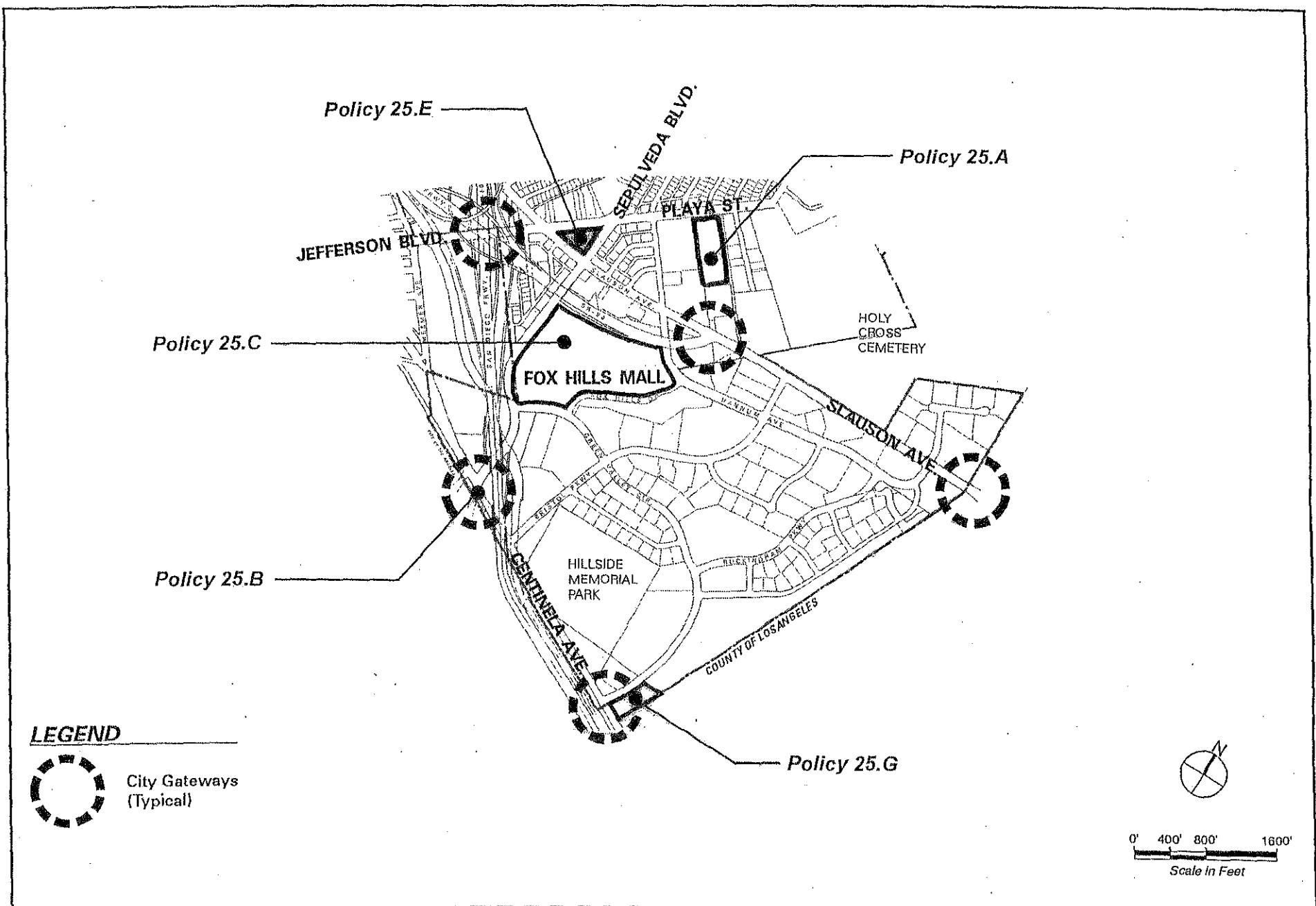
**Policy 25.C** Increase the feeling of safety in the area of Fox Hills Mall.

**Policy 25.D** Encourage continued use of the Kite site (Sepulveda Boulevard and Slauson Avenue) to complement rather than compete with Fox Hills Mall, and to function as a portal that helps to unify Fox Hills with the rest of Culver City. (See Objective 25; Policy 25.B.)

**Policy 25.E** Encourage development of the Triangle site (Sepulveda Boulevard, Slauson Avenue, Jefferson Boulevard) as office, retail, service commercial and restaurant uses, consistent with the Redevelopment Agency's Design for Development.

**Policy 25.F** Reinforce the physical and visual connection between the Fox Hills Mall and nearby hotels.

**Policy 25.G** Evaluate the feasibility of annexing the two properties within the Los Angeles County Sphere of Influence Area on Green Valley Circle, as a means of controlling the development character of this gateway into Culver City. (See Objective 18, Policy 18.F.)



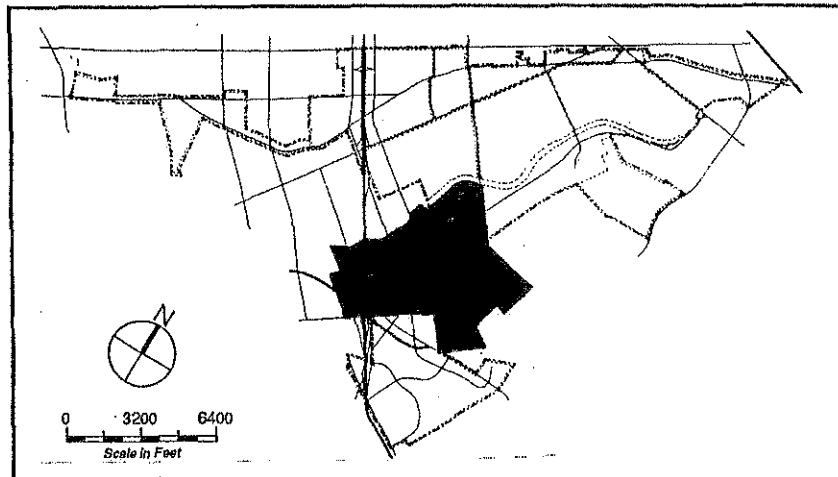
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**GENERAL PLAN**

**FIGURE LU-17**

## Fox Hills Sub-Area

## LAND USE ELEMENT

**SOUTHERN-CENTRAL SUB-AREA.** The Southern-Central Sub-Area includes the three neighborhoods of Sunkist Park, Blanco-Culver Crest, and Studio Village. These neighborhoods contain primarily single-family homes located around neighborhood parks, with multiple-family buildings along the corridors. The exception is Kinston Avenue, which is fully developed as four-unit apartment buildings, and is located between two commercial centers. Non-residential uses located here include Studio Village, Ross, Target, and Raintree Plaza shopping centers. Commercial uses along Sepulveda Boulevard are active and vital, some having taken part in the City's Sepulveda Boulevard Storefront Improvement Program. These areas are strongly identified with Culver City and have a generally positive image. Water lines in the Sunkist Park area are old, undersized and subject to occasional ruptures.



SOUTHERN-CENTRAL SUB-AREA

Issues specific to the Southern-Central Sub-Area include:

- Kinston Avenue is one of the most densely developed

streets in the City in terms of units, people and parking, although it has a high vacancy rate. All lots contain the maximum units permitted under existing land use and zoning. Both on- and off-street parking is deficient to meet occupant needs. The 15-foot front yard setback offers the only landscaped open space. These units however, provide affordable housing opportunities unique to this Sub-Area.

- Hillside areas in Culver Crest have experienced erosion and slides, indicating a need for slope stabilization and hillside development standards.

**OBJECTIVE 26.** *Protect and enhance residential and business uses within the Southern-Central Sub-Area.* (See Figure LU-18, Southern-Central Sub-Area, as reference for policy discussions.)

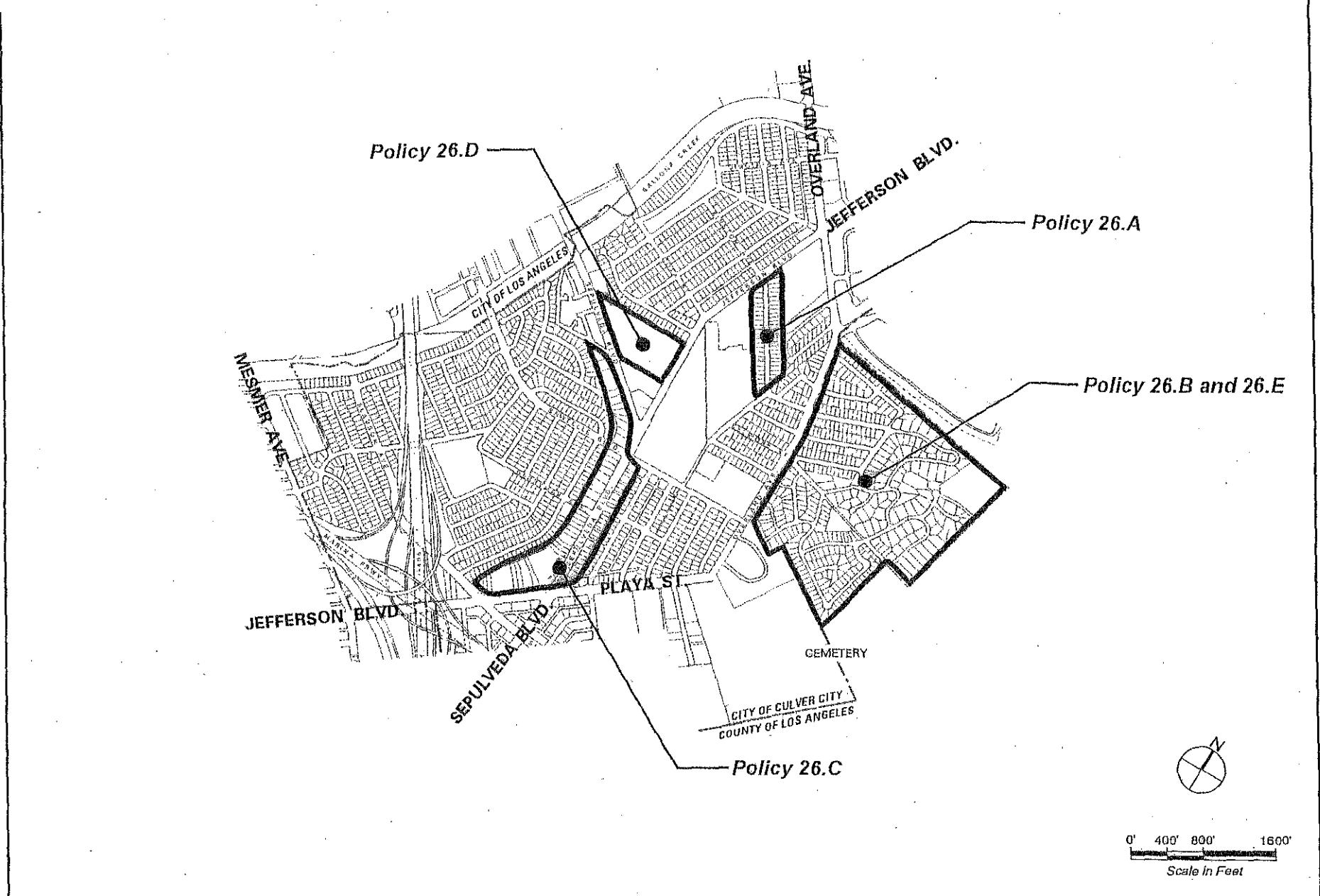
**Policy 26.A** Increase parking and open space along Kinston Avenue while maintaining affordable housing opportunities as part of a Focused Special Study. (See Implementation Measures, Measure 3.E.)

**Policy 26.B** Protect the safety and property values of Culver Crest by assigning high priority to the development and enforcement of slope stabilization and hillside development standards.

**Policy 26.C** Strengthen the community serving uses along Sepulveda Boulevard south of the Studio Drive-In site.

**Policy 26.D** Encourage the residential reuse of Studio Drive-In compatible with the surrounding neighborhood.

**Policy 26.E** Protect views of and from Culver Crest by establishing viewshed guidelines (see General Plan Open Space Element).



CITY OF CULVER CITY

GENERAL PLAN



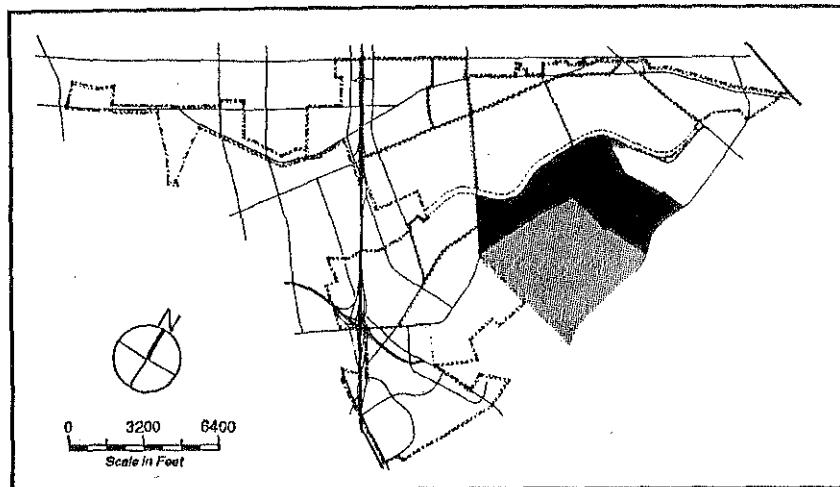
FIGURE LU-18

## Southern-Central Sub-Area

LU-57

L A N D + U S E + E L E M E N T

**SOUTHEASTERN SUB-AREA.** The Southeastern Sub-Area includes the Jefferson and Blair Hills neighborhoods. The residential areas are isolated from other parts of the City. The planned unit developments along Jefferson Boulevard are walled communities, and Blair Hills can only be accessed via the City of Los Angeles. Both areas have positive aesthetic advantages; Jefferson Boulevard developments are heavily landscaped and Blair Hills have spectacular views. Non-residential uses along Jefferson Boulevard include industrial and commercial businesses and the City maintenance and CityBus Yards. Newer developments, including Westside Business Park, are located near Overland Avenue, and are attractively landscaped to complement residential uses across the street to the south.



SOUTHEASTERN SUB-AREA

Issues specific to the Southeastern Sub-Area include:

- The 55 acres within Blair Hills that are currently undeveloped, although designated in the General Plan as Open Space, are zoned for single family use. An additional 47 acres of underdeveloped land in the Blair Hills area has recently been approved for subdivision and development of up to 185 dwelling units in a variety of attached and detached single-family units (Vista Pacifica project).
- The canyon area between the Vista Pacifica project and West Los Angeles College (WLAC) contains coastal cactus wren habitat. Any future development in this area should be sensitive to the habitat to avoid impacts from incompatible uses.
- The multiple-family apartment buildings along La Cienega Boulevard are without landscaping and sound buffers to protect the residents from heavy traffic impacts.
- Blair Hills has spectacular City views, but suffers from a foreground composed of industrial developments in the City of Los Angeles.
- An Alquist-Priolo Earthquake Fault Zone is located in this area, coincident with the Inglewood Fault. Geotechnical reports are required for specific development projects within the zone's boundaries. For further information regarding the Alquist-Priolo Earthquake Fault Zone (formerly Special Studies Zone) refer to the General Plan Seismic Safety Element.
- Although the western end of Jefferson Boulevard may have the most attractive streetscape improvements in the city, the eastern end has practically no landscape or streetscape amenities.

**OBJECTIVE 27.** Protect and enhance open space, residential and business uses within the Southeastern Sub-Area. (See Figure LU-19, Southeastern Sub-Area, as reference for policy discussions.)

**Policy 27.A** Protect the hillside character while balancing opportunities for new housing and visible and usable open space by establishing hillside development standards. (See General Plan Housing and Open Space Elements.)

**Policy 27.B** Protect the visible and usable open space resources within Blair Hills by establishing land use definitions for visual resources and natural areas that include guidelines for use. (See General Plan Open Space Element.)

**Policy 27.C** Improve the Southeastern Sub-Area's aesthetic image and identity as part of Culver City by assigning high priority to streetscape improvements and City signage along east Jefferson Boulevard and along La Cienega Boulevard south of Wrightcrest Drive.

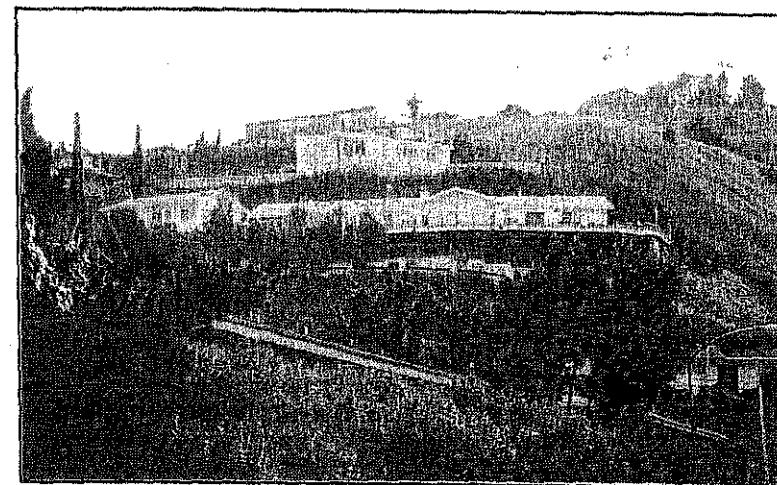
**Policy 27.D** Protect views of and from Blair Hills by establishing viewshed guidelines. (See General Plan Open Space Element.)

**Policy 27.E** Protect existing hillside uses and potential future uses by updating existing studies and requiring new ones concerning soil and seismic stability in Blair Hills, with respect to the Alquist-Priolo Earthquake Fault Zone and earthquake faults.

**Policy 27.F** Prepare a feasibility study and a Focused Special Study for the undeveloped portions of the Blair Hills/Baldwin Hills Area to:

- Determine the appropriate range of uses and development standards for the south side of Jefferson Bl. between Culver City Park and the multiple family residential area.

- Assess the existence and value of biological and cultural resources within the undeveloped Blair Hills/Baldwin Hills Area.
- Assess the slope, soil and seismic conditions of the undeveloped areas to determine capability for supporting desired uses.
- Identify scenic views and viewsheds to be preserved and enhanced as part of any future development.
- Determine the benefit to Culver City of annexing the unincorporated Los Angeles County lands west of La Cienega Boulevard by investigating the feasibility and appropriateness of open space and residential development.
- Determine appropriate locations and limitations for vehicle and pedestrian access to and within the Focused Special Study area without allowing cut-through traffic. (See Implementation Measures, Measure 3.A)



Blair Hills Neighborhood

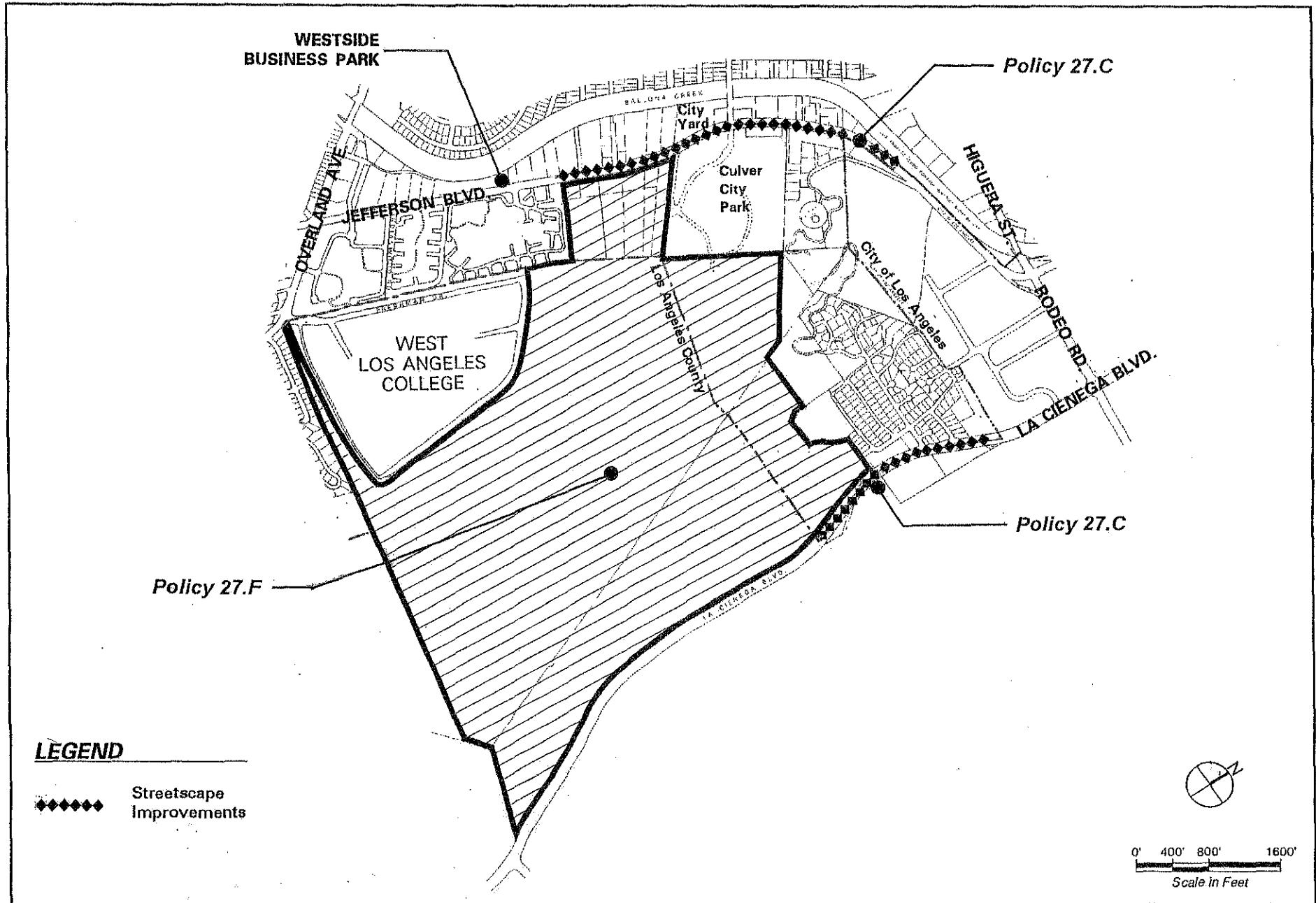


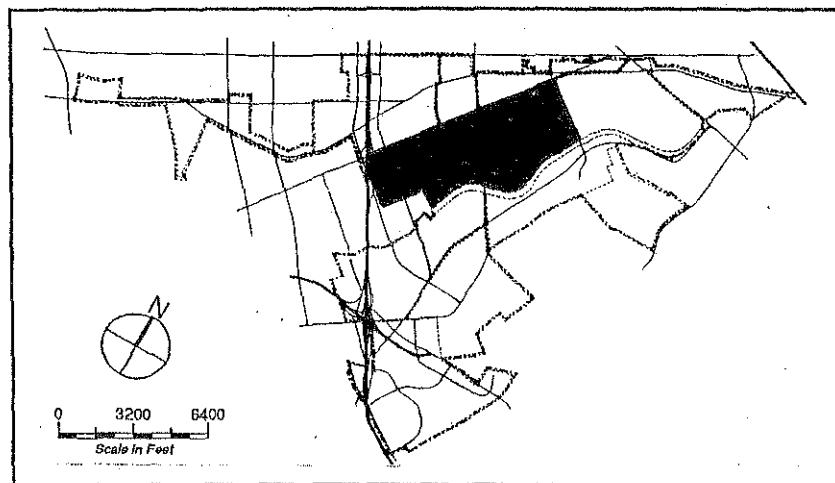
FIGURE LU-19

## Southeastern Sub-Area

CITY OF CULVER CITY  
GENERAL PLAN



**CENTRAL SUB-AREA.** The Central Sub-Area of the City includes the neighborhoods of Park-West (Veterans' Memorial Park) and Park-East (Carlson Park), from Culver Boulevard to Ballona Creek, and from Duquesne Avenue west to the San Diego Freeway (I-405). The two neighborhoods contain primarily single-family homes located around Veterans' Memorial Park, Carlson Park and the Culver City High School, Middle School and Farragut Elementary School complex. The Culver-Palms YMCA and the Culver City Ice Arena provide needed recreation opportunities for families and young people within the City and within walking distance of the high school. Multiple-family buildings are located along Culver Boulevard, Overland and Duquesne Avenues, and the residential streets north of Braddock Drive and east of Jackson Avenue.



#### CENTRAL SUB-AREA

Culver Boulevard and Overland Avenue contain some commercial areas with most of the Sub-Area's non-residential uses occurring as corridor retail along Sepulveda Boulevard. These are mostly smaller, neighborhood-serving office and retail businesses. These neighborhoods contain 27 buildings

recognized by the City as historic structures, two of which have Landmark status. Between Overland Avenue and Sepulveda Boulevard, landscaped medians and parkways enhance the Culver Boulevard right-of-way and visually extend Veterans' Memorial Park. Culver Boulevard currently experiences high traffic volumes, which are likely to increase with the expansion of Sony Pictures Studios.

Issues specific to the Central Sub-Area include:

- The Culver Boulevard right-of-way and the residential lots that face it need special attention in terms of how they affect the image of the City's "main street", as well as how they relate to the low density residential neighborhoods that Culver Boulevard divides.
- Parking is limited to spaces on the street and in rear alleys. The addition of parking meters along Sepulveda Boulevard has contributed to retail patron parking in the adjacent residential neighborhoods. The County Courthouse and the commercial uses on Overland Avenue have similarly limited parking. The proposed expansion of Sony Pictures Studios would be likely to increase traffic and parking impacts on these neighborhoods as well.
- The existing "Culver Boulevard" freeway ramps alignments with Braddock Drive encourage use of Braddock Drive as a freeway access route, which cuts through the neighborhoods. The resulting volume of traffic is not consistent with the character of a single-family neighborhood.
- The scale and character of regional serving commercial uses are not consistent with the neighborhood serving character on Sepulveda Boulevard between Culver Boulevard and Braddock Drive. Regional serving businesses give rise to heavier traffic and overflow parking issues that are not compatible with the adjacent single family neighborhood.

**OBJECTIVE 28.** *Protect and enhance residential and business uses within the Central Sub-Area.* (See Figure LU-20, Central Sub-Area, as reference for policy discussions.)

**Policy 28.A** Prepare a Focused Special Study of Culver Boulevard and the former railroad rights-of-way west of Elenda Street to address:

- Improving freeway connections.
- Improving traffic flow on Culver Boulevard.
- Reducing problems arising from regional cut through traffic in the Focused Special Study Area.
- Improving the interface between residential uses and the street right-of-way along Culver Boulevard.
- Providing streetscape improvements.
- Evaluate the appropriateness of creating a transition in residential land use density from the lots facing Culver Boulevard to the adjacent lower-density neighborhoods.
- Investigating potential open space uses and the possibility of a linear park.
- Reducing negative traffic impacts on residences within the Focused Special Study Area. (See Implementation Measures, *Measure 3.D.*)

**Policy 28.B** Protect the existing recreation facilities along Sepulveda Boulevard south of Braddock Drive. Encourage additional recreation/entertainment opportunities within walking distance of the high school.

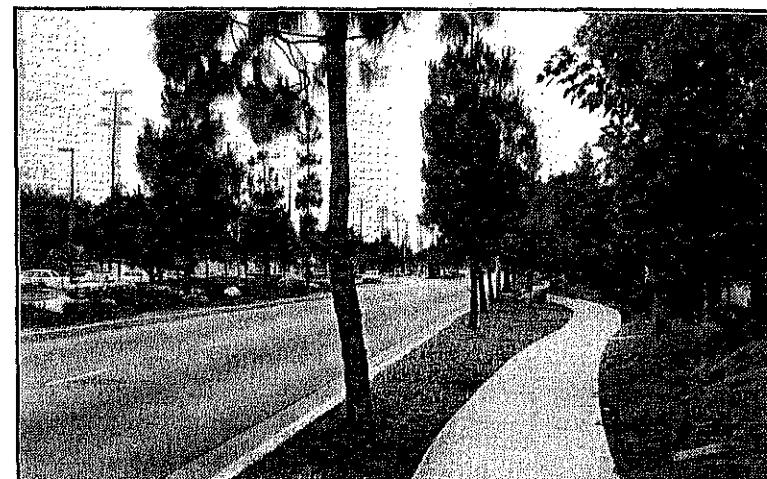
**Policy 28.C** As part of citywide efforts, identify opportunities for providing parking that would serve clusters of uses along Sepulveda Boulevard within the Central Sub-Area.

**Policy 28.D** Strengthen the mix of commercial and residential uses on Culver Boulevard between Overland and Madison Avenues by emphasizing mixed-use development, and reinforce a sense of transition between the single-family neighborhood to the south and Sony Pictures Studios to the north.

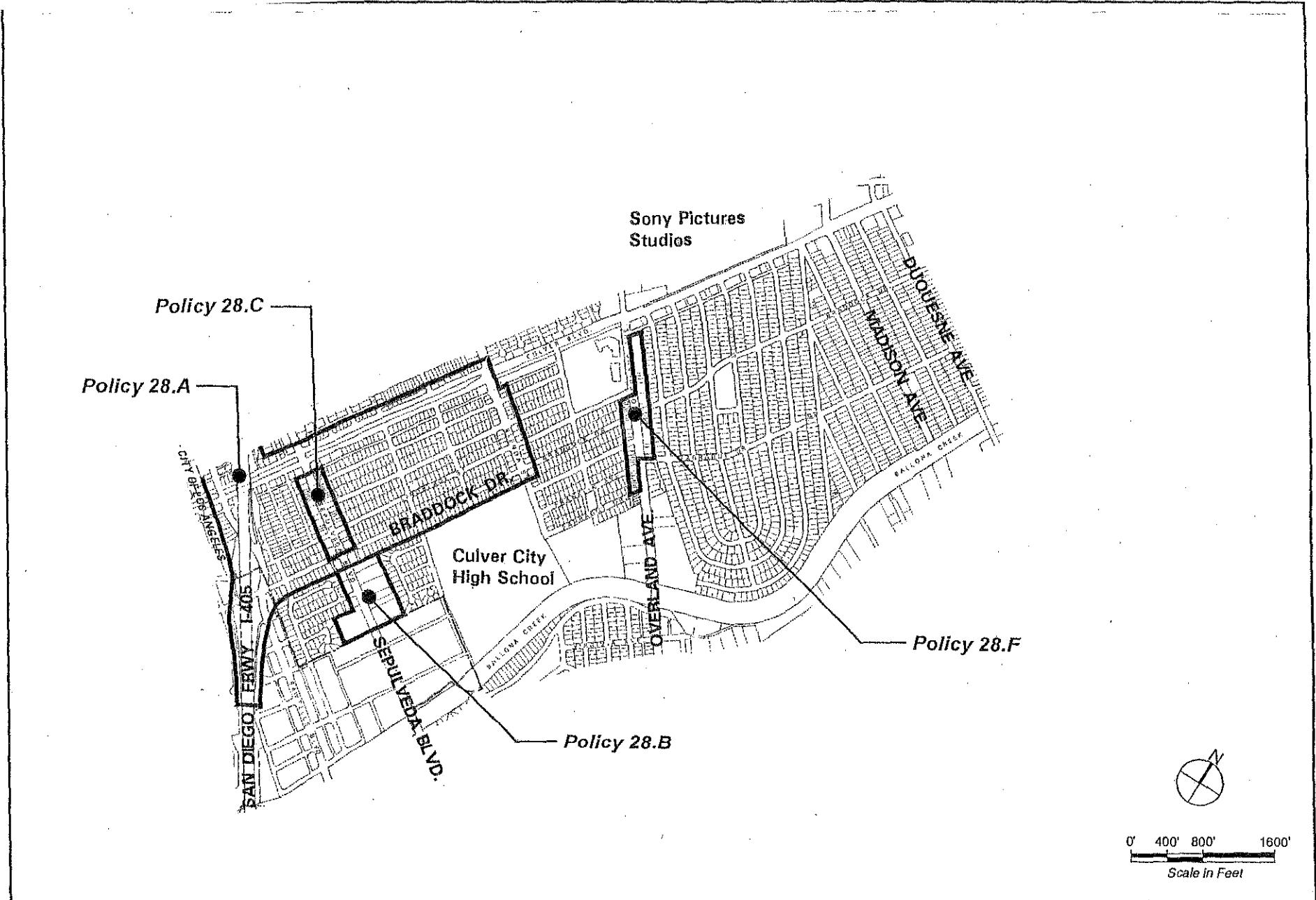
**Policy 28.E** Balance opportunities for additional housing with potential impacts on adjacent neighborhoods of lower density by limiting Culver Boulevard to three units per lot west of Elenda Street.

**Policy 28.F** As part of citywide efforts, identify opportunities for providing parking that would serve clusters of uses along Overland Avenue within the Central Sub-Area.

**Policy 28.G** Emphasize and strengthen retail uses that would serve the neighborhood adjacent to Sepulveda Boulevard north of Braddock Drive, and Overland Avenue north of Farragut Drive.



Culver Boulevard West of Overland Avenue

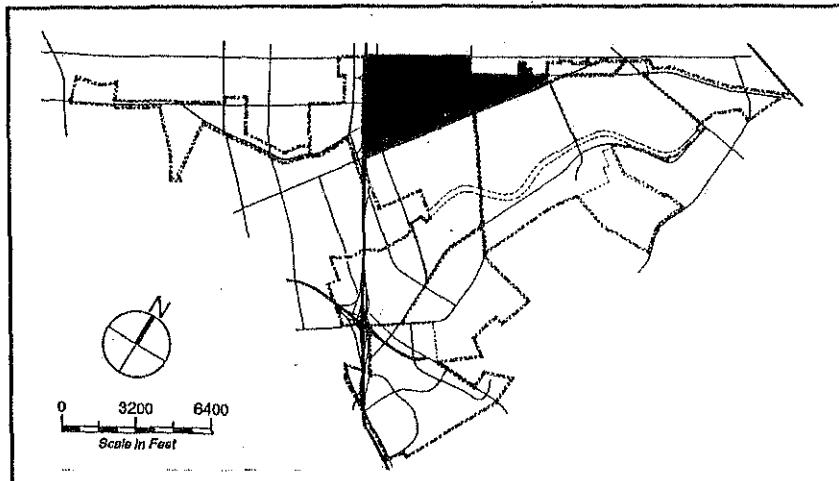


CITY OF CULVER CITY  
GENERAL PLAN

FIGURE LU-20

## Central Sub-Area

**NORTHERN-CENTRAL SUB-AREA.** The Northern-Central Sub-Area contains those portions of the City north of Culver Boulevard between Duquesne Avenue and the San Diego Freeway (I-405), including the Clarksdale neighborhood. The Clarksdale neighborhood has the City's largest area designated for Medium Density Multiple Family (all north of Washington Boulevard) with smaller areas of Low Density Two Family and Low Density Single Family areas (south of Washington Boulevard). Non-residential uses consist of corridor retail located mostly on Sepulveda and Washington Boulevards. Eleven of the City's historic structures are within this Sub-Area; three Landmarks, two significant and six recognized structures.



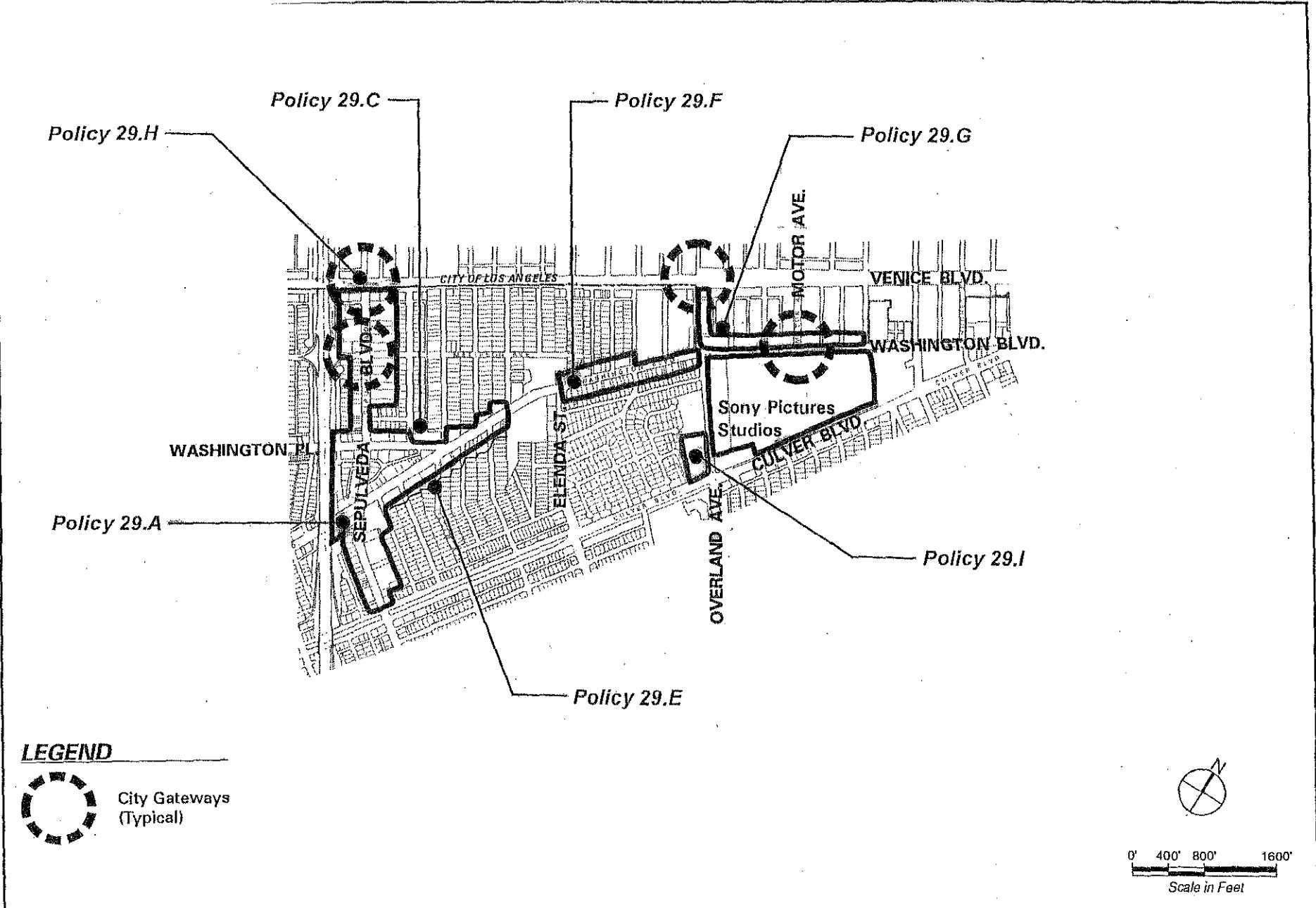
NORTHERN-CENTRAL SUB-AREA

Issues specific to the Northern-Central Sub-Area are as follows:

- These corridors consist of a mix of new and old structures. Many structures along Sepulveda Boulevard have been remodeled in the past few years. As the northern entry corridors to Culver City, the image and character should be made more unified and positive.
- Tellefson Park is among the City's smaller neighborhood parks and serves one of the most densely populated areas.
- Spad Place is a block of nearly all single family homes in a multiple family residential neighborhood. With the exception of one triplex at the northern end, all of the lots contain houses that are consistent in scale and character. Street width and lot sizes are less than current minimum for single family density.
- The visual image of the area is affected by uses in the City of Los Angeles, such as the satellite dish farm, which are beyond Culver City's control. Conflicting development standards and indistinguishable jurisdictional boundaries create a discordant character for the area.

**OBJECTIVE 29. Protect and enhance residential and business uses within the Northern-Central Sub-Area.** (See Figure LU-21, Northern-Central Sub-Area, as reference for policy discussions.)

**Policy 29.A** Emphasize and strengthen existing automotive-related and visitor-serving uses along Washington Boulevard west of Elenda Street and along Sepulveda Boulevard north of Culver Boulevard.



CITY OF CULVER CITY

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FIGURE LU-21

## Northern-Central Sub-Area

## LAND USE ELEMENT

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**Policy 29.B** Support the existing cluster of new car dealerships along Sepulveda Boulevard between Washington and Culver Boulevards by encouraging the location of new dealerships on adjacent parcels.

**Policy 29.C** Pursue opportunities to expand Tellefson Park when lands become available.

**Policy 29.D** Reduce the potential for overcrowding along Spad Place while still allowing potential for some additional housing opportunities by redesignating it as Low Density Two Family, excluding the parcels at the northern end of the street south of the alley.

**Policy 29.E** Encourage attractive and compatible uses (such as cafes, book stores, film processing) adjacent to the existing two family neighborhood through focused land use designations, design and development standards and flexible zoning options along the south side of Washington Boulevard between Commonwealth and Huron Avenues.

**Policy 29.F** Emphasize and strengthen retail uses that would serve the neighborhoods along Washington Boulevard between Elenda Street and Overland Avenue.

**Policy 29.G** Pursue cooperative efforts with the City of Los Angeles to create a more consistent and attractive streetscape along Overland Avenue and Washington Boulevard.

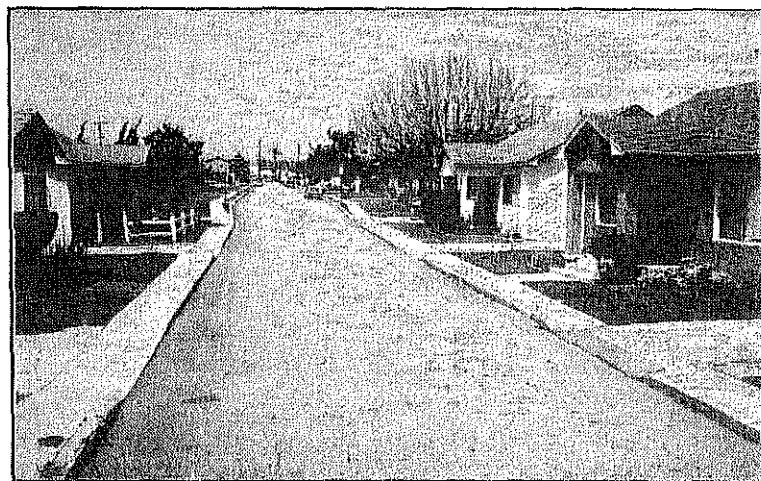
**Policy 29.H** Improve the City's identity by assigning high priority to signage, gateway and streetscape improvements for the Northern-Central Sub-Area.

**Policy 29.I** Encourage reuse of the Interim City Hall site in a manner that is compatible with the surrounding residential uses.

**Policy 29.J** Evaluate the appropriateness as a part of the Culver Boulevard Focused Special Study, of creating a transition in residential land use density from the lots facing Culver Boulevard to the adjacent lower density neighborhoods. (See Objective 28; Policy 28.A and Implementation Measures, Measure 3.D).

**Policy 29.K** Allow expansion of the Sony Pictures Studios in conformity with the approved Comprehensive Plan.

**Policy 29.L** Encourage studio related uses in appropriate areas surrounding the Sony Pictures Studios.



Spad Place

This section presents implementation strategies for citywide and Sub-Area objectives and policies of the Land Use Element. Strategies include:

- Zoning Ordinance and Map revisions
- Citywide Special Studies
- Focused Special Studies
- Redevelopment Project Area Programs
- Historic Preservation Program
- Design Guidelines
- Current Planning Administration
- General Plan Administration

**MEASURE 1. REVISE THE ZONING ORDINANCE.** Zoning will be the primary and most direct method used to implement the policies of the Land Use Element of the General Plan. Upon adoption of the Land Use Element, a Zoning Code Revision Study will compare the new land use designations to the existing zoning categories within Chapter 37 of the Culver City Municipal Code (the Zoning Code). Existing zoning categories will be revised or abandoned and new zoning categories will be created to support newly created land use designations. These resulting zoning categories will establish limits of development and identify acceptable ranges of use for each zone.

The Zoning Code Revision Study will review Code sections addressing non-conforming uses to eliminate impediments to reuse and rehabilitation of existing structures, and will include clearly defined criteria for permitted and encouraged uses. Non-conforming uses will be distinguished from non-conforming building structures and improvements. Property owners shall be

permitted and encouraged to make aesthetic and cosmetic improvements that enhance the overall character of the area, without being required to bring non-conforming structures into full compliance. Code enforcement criteria will be reviewed and strictly enforced.

Following the adoption of the Land Use Element, several areas of the City will be subject to zone changes to comply with the Land Use Element. Specific areas anticipated for zone changes are listed within Table LU-7, *Land Use Implementation Measures*. Based on the general policy direction of the Land Use designations, the following general changes are anticipated:

**A. Low Density Three Family.** Creation of a new zone to support the Low Density Three Family designation and subsequent rezoning of McLaughlin Avenue.

**B. Planned Residential Development.** Creation of a new zone to support the Planned Residential Development designation and subsequent rezoning of the existing multiple-family developments in Fox Hills; the existing multiple-family developments south of Jefferson Boulevard; the existing Windsor Fountain development on Overland Avenue; the Palm Court, Studio Royale, Rotary Plaza and Liberty Plaza senior housing; and the Studio Drive-In site.

**C. Commercial.** Additional zones will be created to support all the newly developed commercial land use designations. All commercial areas within the City will be assigned the appropriate new zone.

**D. Industrial.** Industrial zones will be revised to reflect and support the newly developed industrial land use designations. Depending on the extent to which the existing zones are modified, most industrial areas within the City are likely to be rezoned.

**E. Open Space.** A new Open Space Zone will be created and all existing City parks will be changed from their existing zone to the new open space zone. Subject to the outcome of the Citywide and Focused Special Studies, this new Open Space Zone may be applied to other public and possibly private lands designated as open space resources.

**F. Flexible Zoning.** A flexible residential-commercial zoning option will be created and applied to residential lots adjacent to Washington Boulevard in the Eastern and Northern-Central Sub-Areas that lack the depth necessary to meet current parking standards. If consolidated with the adjacent commercial lots, the uses could be commercial. If not, they would continue as residential use.

**G. Design and Development Standards.** Design and development standards, including limits on intensity and conditions for lot consolidation, will be included as part of the zoning revision and creation. Special conditions will also be identified for remodeling or redevelopment of substandard lots.

**MEASURE 2. CREATE CITYWIDE SPECIAL STUDIES.** A Citywide Special Study is a policy tool to implement goals and policies of the General Plan that pertain to Citywide programs, and provides an opportunity to enhance the City's physical attributes and potential. Each Citywide Special Study will include a statement of its relationship to the General Plan and will include, as applicable, design and development standards and implementation strategies.

**A. Urban Design Plan.** An Urban Design Plan will include, among other possible components, Open Space Design Standards, an Urban Forest Strategic Plan, a Streetscape Master Plan, and Architectural Design Standards. The interrelated aspects of these standards and plans will address every street in the City's residential and non-residential areas.

and will identify specific urban design elements such as:

- *Setback design criteria*
- *Street furniture and signage*
- *Parkway and medians standards*
- *Residential and non-residential architectural design standards.*

The Urban Forest Strategic Plan will establish a long-range management plan for a sustainable urban forest that will address components such as:

- *Inventory*
- *Replacement policies*
- *Broad based community support and funding*
- *A sustainable ecosystem*

Decisions regarding choice of street trees and streetscape improvements in non-residential areas will be fully coordinated with current and anticipated Storefront Revitalization Programs. On residential streets that lack uniform street tree plantings because of narrow streets and lack of parkways, the City shall encourage and support the planting of trees within the first five feet of the setback, as part of an expanded street tree program. (See General Plan Open Space Element.)

The Citywide Streetscape Master Plan will establish urban design criteria for required setbacks, parkways, medians and land within the public view. It will address every street in the City's residential and non-residential areas, and will identify specific urban design elements, such as:

- *Street tree species, spacing, location, irrigation*
- *Street lighting*
- *Parkway landscaping*
- *Landscaped medians*

- *Gateways and entry signage*
- *Street furniture*
- *Special sidewalk paving*
- *Potential traffic calming devices*

Specific decisions on parkway development and the appropriateness of raised or landscaped medians will be identified as part of the Streetscape Master Plan. Consideration of impacts to traffic flow, and access to mid-block driveways and parking lots will be considered as part of any improvement decisions. The Streetscape Master Plan also will identify an implementation program and schedule to complete the streetscape improvements, including incentives for private landscaping on public streets.

**B. Citywide Bikeway Plan.** A Citywide Bikeway Plan will identify types of bikeways and establish specific bikeway standards and support facilities. Three classifications of bikeways will be used to provide and encourage alternative access for both work and leisure trips within the City and the surrounding areas, as well as recreation opportunities.

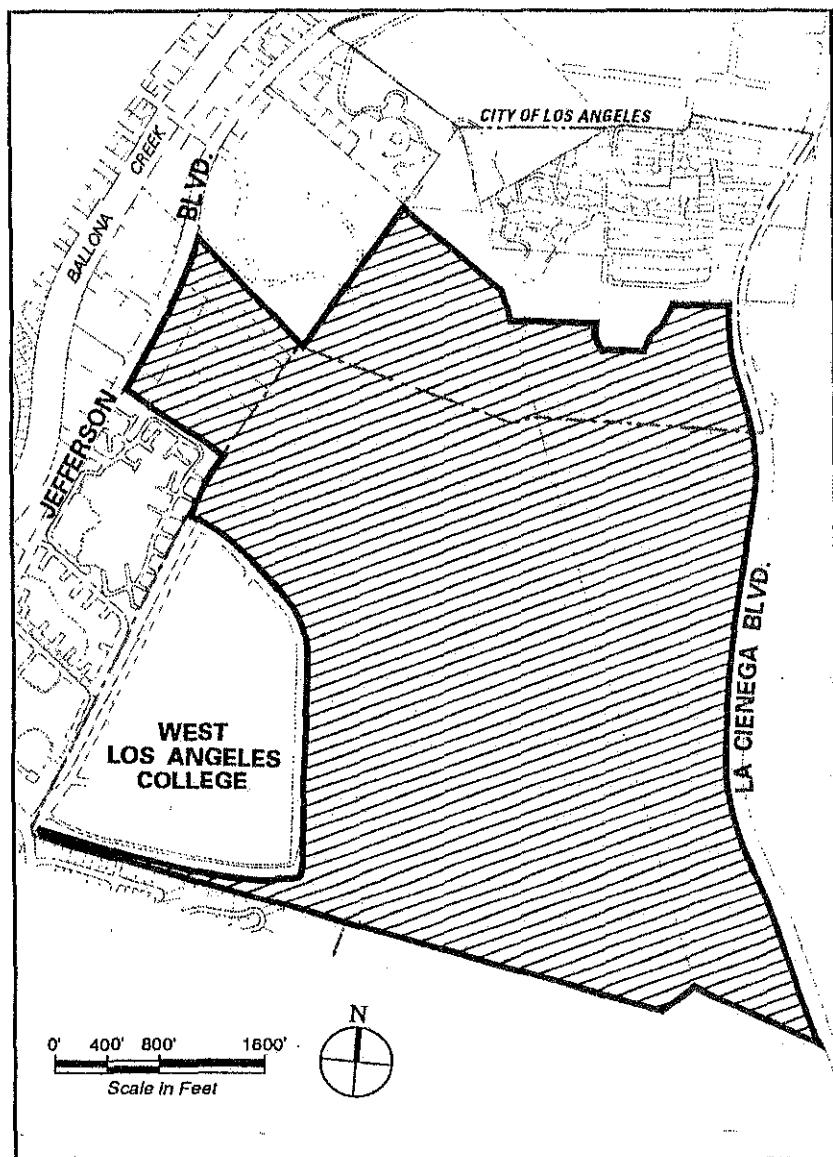
- Class I Bike Path. This classification supports a dedicated bicycle path within its own right-of-way, or within a separate portion of a shared right-of-way, where it is separated from other vehicles.
- Class II Bike Lane. This classification supports a bicycle lane, designated within a roadway, shared with other vehicles and indicated by lane striping and signage.
- Class III Bike Lane. This classification supports a bicycle route, designated within a roadway, shared with other vehicles and indicated by signage only.

**MEASURE 3. CREATE FOCUSED SPECIAL STUDIES.** Some areas of the City have special needs or conditions that would benefit from detailed investigations which may address issues such as allowable land use patterns, design standards, zoning codes and other property development standards. They may include detailed regulations, conditions, programs and proposed designations supplemental to the General Plan, including infrastructure requirements, resource conservation, and implementation measures, and identify potential changes in land use that may be appropriate to meet future needs. The General Plan designates the allowable mix of uses within each Focused Special Study area and identifies land use and development goals. To accommodate possible development within these areas before the Focused Special Studies are completed, an underlying designation or designations will identify the anticipated land uses for the first three.

**A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study.** The undeveloped area within Blair Hills (excluding the Vista Pacifica residential development site), the industrial properties between Culver City Park and the multiple family residential area, and the unincorporated Los Angeles County lands west of La Cienega Boulevard will be the subject of a feasibility study and a subsequent Focused Special Study to address the potential for appropriate open space, residential, commercial and industrial uses and access. (See Figure LU-22, *Blair Hills/Baldwin Hill Area Focused Special Study*.) Most of this area historically has been designated as open space, although the undeveloped area of Blair Hills has been zoned for single family development. Issues to be investigated to determine the development capability and benefits to the City include:

- *Slope and soil stability*
- *Soil contamination*
- *Seismic and subsidence risks*

## LAND USE ELEMENT



**FIGURE LU-22**  
Blair Hills/Baldwin Hills Area Focused Special Study

- Visual character and viewsheds
- Vehicle and pedestrian access
- Biological resources
- Recreation opportunities
- Protection of existing adjacent residential neighborhoods
- Housing opportunities to address regional needs
- Limited vehicle access from La Cienega Boulevard

Investigations of the Los Angeles County lands will determine the benefits and costs of annexation into Culver City. Land use limitations for the industrial properties south of Jefferson Boulevard will be based on the likely development with the County area to the east. Interim land use designations for these areas are industrial and open space, as represented by the Land Use Element Map (Figure LU-7).

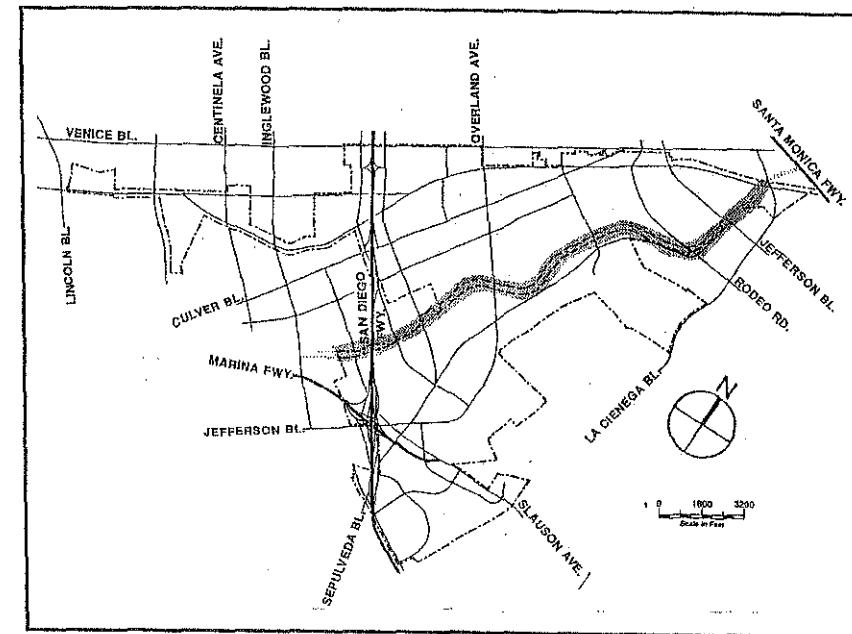
**B. Ballona Creek Focused Special Study.** Ballona Creek will be studied to determine whether there is potential for enhancing its use as a recreation resource using City, private and/or multi-agency funding. The Focused Special Study would involve joint participation with the Los Angeles County Department of Public Works, U.S. Army Corps of Engineers, other public agencies with jurisdictional interest, residential and business property owners adjacent to the Creek, and recreational users of the bike path. While responding to issues raised as community concerns in the following paragraphs, a technical basis of information is envisioned to include among other items the definition of terms and uses; precise identification of the area that is used for, functions as, and is needed for flood control purposes; precise identification of the area designated as and functioning as the regional bike path; and identification of areas additional to and potentially in excess of the former two categories.

Once a natural waterway, Ballona Creek's primary purpose is to serve as a flood-control channel. Consistent with many other such channels under the jurisdiction of the Los Angeles County Flood Control District and the U.S. Army Corps of Engineers, a bike path was included within the channel to provide recreation as a secondary purpose. The bike path begins in the McManus neighborhood near Syd Kronenthal Park and runs through and beyond the limits of Culver City to Marina Del Rey. Many residents of Culver City use Ballona Creek as a bike path or a jogging path. However, those who use it and those who live adjacent to it have serious concerns regarding the safety and aesthetics of the existing channel. The adjacent residential properties turn their backs with walls and hedges to the edges of the channel, creating a blind corridor. Issues voiced as community concerns that need to be addressed include:

- *Protection of the adjacent residents from use of the Creek as a crime corridor.* Yards that adjoin Ballona Creek are vulnerable to intruders.
- *Buffering the adjacent residents from noise echoes.* Vehicle noise from the San Diego Freeway and from unauthorized motorcycles on the bike path creates excessive noise echoes and impacts to residents adjacent to the channel.
- *Fragmentation of jurisdictional control.* The area of Ballona Creek west of the high school is considered most unsafe due to access from areas not under the jurisdiction of the Culver City Police Department. The City limits in this area cut randomly back and forth, following the historic centerline of the Creek. Under these existing conditions, some residents of Culver City are adjacent to the portions of the channel under the jurisdiction of the City of Los Angeles and its Police Department. Responsibility for police protection in these areas is often unclear and response time for Los Angeles Police is considerably longer than for Culver City Police.

- *Improvement of the general condition and appearance of the channel (and bike path).* Many improvements are needed to enhance user safety as well as the quality of the experience, such as landscaping of the amenities.
- *Increasing access and use potential.* Relatively long sections of the bike path have no visual access and no means of personal exit in case of an emergency situation, such as injury or crime.

The interim land use designation for Ballona Creek is open space (see Figure LU-23, *Ballona Creek Focused Special Study Area*), as represented on the Land Use Element Map.



**FIGURE LU-23**  
**Ballona Creek Focused Special Study Area**

**C. Hayden Tract Industrial Area Focused Special Study.**

As the City's largest contiguous industrial area, the Hayden Tract Industrial Area will be examined to determine the potential range of appropriate uses. City business license figures from the April 1992 *State of the City* report indicated that only 37 percent of the businesses within this area are industrial uses. These figures also indicated large parcels, and the need for cost effectiveness in use of these lots, resulted in commercial businesses becoming the majority users (about 57 percent), with a small amount of studio-supporting uses (about 6 percent). To serve the parking demand, the City maintains property on Warner Drive as a parking lot available to the neighboring businesses.

Ballona Creek borders the area to the east and south coincident with the Los Angeles City boundary (see Figure LU-24, *Hayden Tract Industrial Area Focused Special Study*). National Boulevard and Higuera Street, which serve these uses, are also major entry points to the City. The visual character and scope of the existing structures, although consistent with the nature of industrial use, reflects on the image of the City, and adversely affects the low density neighborhoods adjacent to the north and west, and the views from Blair Hills.

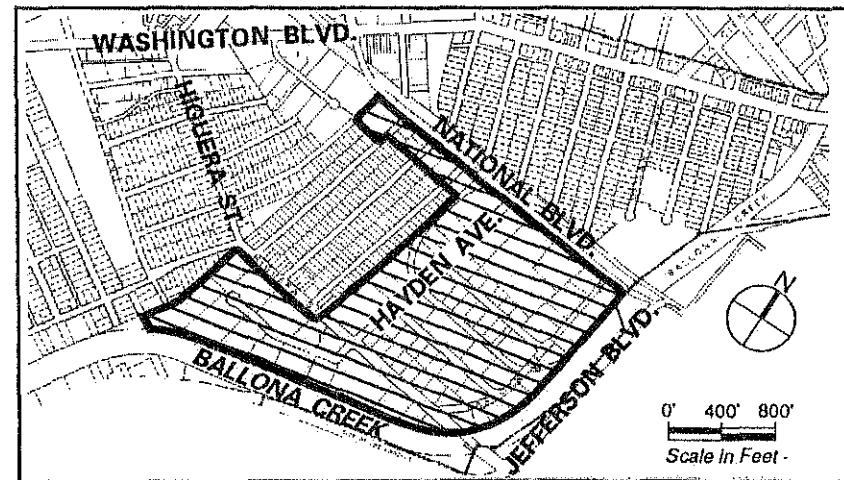
The issues investigated for the Hayden Tract Area will determine the desirability and appropriateness of the following:

- *The appropriate range of use and standards that will encourage a viable and creative development and minimize environmental hazards*
- *Whether and where residential uses or live-work arrangements would be appropriate*
- *Joint development and intensity incentives related to transit*

- *Design and development standards to create a positive visual image for the City and the adjacent neighborhoods*
- *Parking strategies that provide incentives for revitalization and also protect adjacent residential neighborhoods*
- *Reuse of Exposition Right-of-Way spurs*
- *Identification of possible areas for park or recreational areas*

The interim land use designation for this area is industrial, as represented on the Figure LU-7 Land Use Element Map. (See Objective 23, Policy 23. H.)

The remaining Focused Special Study areas are more limited in scope and are not designated on the Land Use Element Map.



**FIGURE LU-24**  
**Hayden Tract Industrial Area Focused Special Study**

**D. Culver Boulevard Focused Special Study.** As the City's namesake street, Culver Boulevard has a key role in contributing to the image and character of the City. The intersection of Culver and Sawtelle Boulevards is a primary gateway to the City, not only for traffic travelling east on Culver Boulevard, but also from the freeway off-ramp at Sawtelle Boulevard. The Culver Boulevard Focused Special Study Area (see Figure LU-25) will address freeway connections and traffic flow improvements to improve the interface between residential uses and the street right-of-way. The Focused Special Study will address street design, cut through traffic, streetscape improvements including maintenance of a linear park and bikeway, and the unintended consequences of any proposed modification plan in order to reduce negative traffic impacts within the study area. The special study will also evaluate the appropriateness of creating a transition in residential land use density from the lots facing Culver Boulevard to the adjacent lower density neighborhoods. The Culver Boulevard Focused Special Study also is discussed in the General Plan Circulation and Open Space Elements.

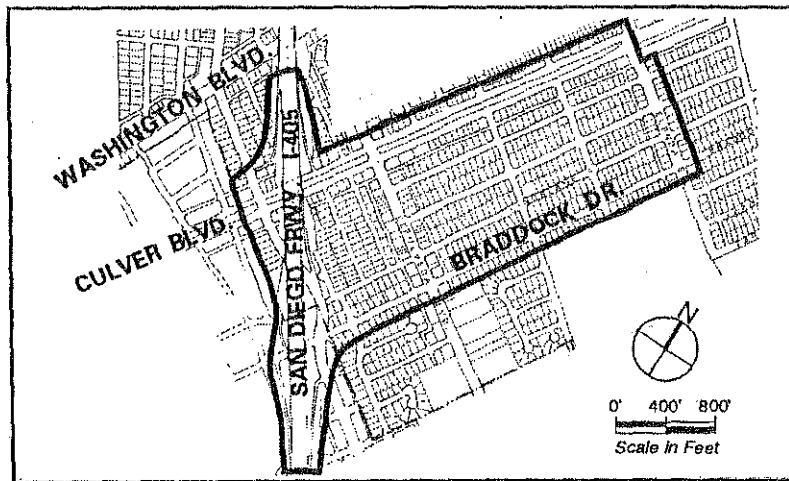


FIGURE LU-25  
Culver Boulevard Focused Special Study Area

**E. Kinston Avenue Focused Special Study.** The Kinston Avenue Focused Special Study (see Figure LU-26) will reflect the City's ongoing Kinston Avenue Pride Strategy (KAPS) to identify opportunities to improve the visual character of the street, increase parking availability, and enhance living conditions while still providing affordable housing opportunities. Kinston Avenue, between Jefferson Boulevard and Flaxton Street, is composed of four-unit buildings with identical floor plans. The buildings consist of two-story structures with no visual distinction in form or character. This single, long block is one of the most densely developed streets in the City in terms of units, people and parking. Fifteen-foot front yard setbacks are the only landscaped open space. Currently, available parking, both on- and off-street, is insufficient to meet parking needs. Kinston Avenue is located between regional- and community-serving commercial centers and the nearest park, Blanco Park, is four blocks away. It has a high vacancy rate, with some buildings having only one or two out of four units occupied. The area is designated as Medium Density Multiple Family.

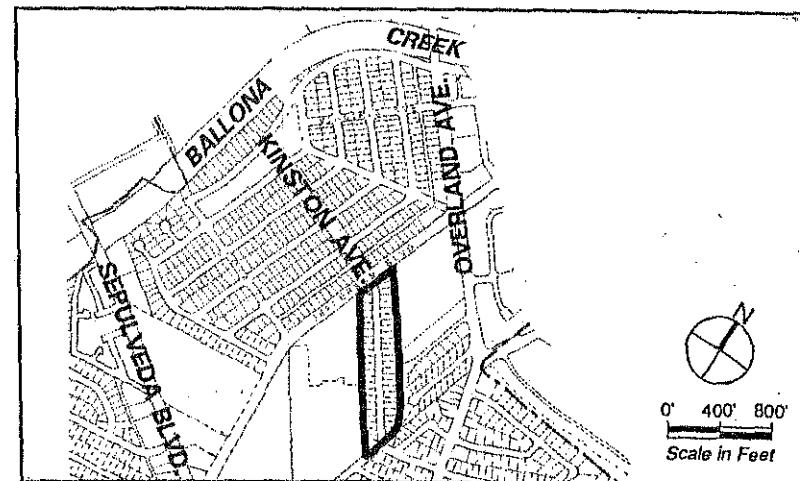


FIGURE LU-26  
Kinston Avenue Focused Special Study Area

**F. Wade Street Focused Special Study.** The Wade Street Focused Special Study will address the potential benefits and impacts of additional housing opportunities on emergency access and neighborhood character. Wade Street contains the largest residential lots in the City facing a cul-de-sac street. The majority of lots on the west side of the street are 15,750 square feet and those on the east are 12,320. Nine lots have single-family homes, five lots have two-units each and seven lots exceed the currently allowed density. The street is further distinguished by the presence of a historic landmark structure and the location of Culver West Park at the end of the cul-de-sac. The street is designated as Low Density Multiple Family (see Figure LU-27, *Wade Street Focused Special Study*).

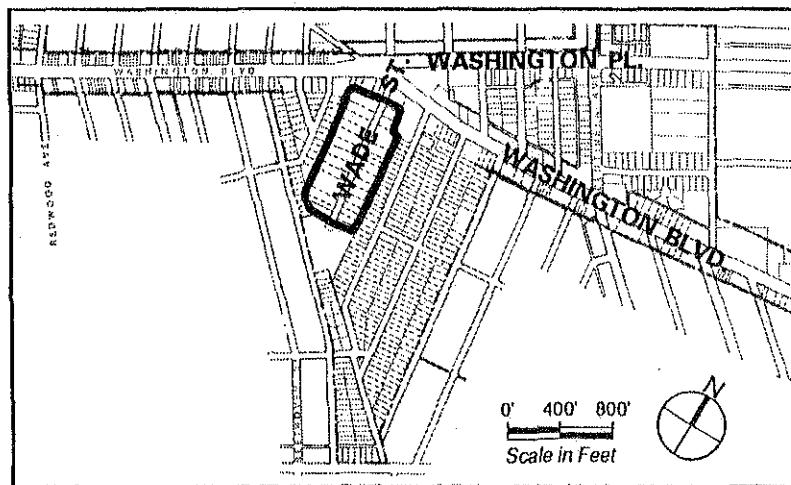


FIGURE LU-27  
Wade Street Focused Special Study Area

**MEASURE 4. CONTINUE REDEVELOPMENT PROJECT AREA PROGRAMS.** Culver City has three redevelopment project areas: Slauson-Sepulveda, Overland-Jefferson, and Washington-Culver. All three are still active, with each including successfully completed commercial, residential and public improvement projects. With over 32% of the City within these redevelopment project areas, the Culver City Redevelopment Agency will continue to play a major role in the implementation of General Plan policies. Agency programs that can assist in the implementation of Land Use Element Policies include:

**A. Storefront Improvement Façade Grant Programs.** These programs provide guidelines for and assistance with improvements to commercial facades within areas identified as needing storefront improvements. Storefront Improvement Façade Grant Programs are currently in place for Downtown and East Washington Boulevards.

**B. Design for Development.** The Agency uses Design for Development (DFD) to guide potential redevelopment by describing the type of development and design standards that are acceptable for a given area, considering the known site and planning constraints. Design for Development standards can be extended and/or used as models for similar revitalization efforts.

**C. Disposition and Development Agreements (DDA) and Owner Participation Agreements (OPA).** The Agency can establish contractual relationships with owners of projects to facilitate a more active role in development decisions.

**D. Marketing and Outreach.** The Agency can undertake active outreach strategies to seek out and attract desirable new business and residential development into Culver City.

**E. Financial Assistance.** In conformance with State law, the Agency can use tax increment money within project areas to facilitate the improvement of residential and non-residential properties, and outside project areas to provide low/moderate income housing.

**F. Redevelopment Plans.** Redevelopment Plans may require updating to remain consistent with the General Plan. This amendment process may be difficult for legal/procedural reasons. As of 1996, properties held by the Agency within the project areas for future development include:

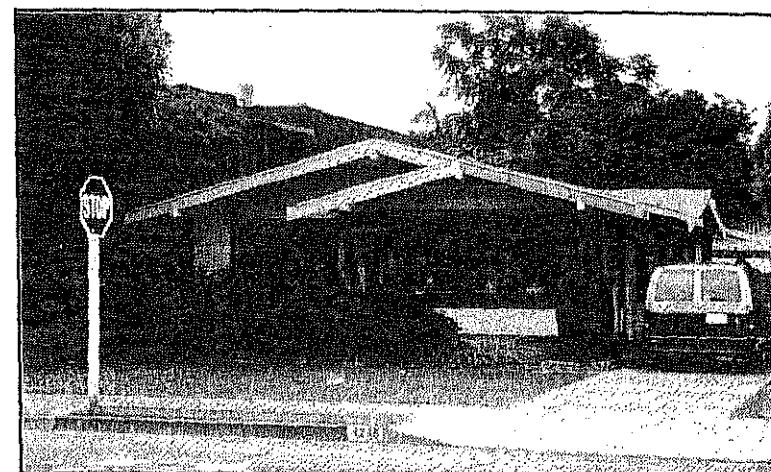
- Culver Theater
- Studio Drive-In site
- Interim City Hall site
- Town Park and Town Plaza sites in Downtown

The Hayden Tract Industrial Area and the Kinston Avenue Focused Special Studies also fall within redevelopment plan areas and will involve Agency participation.

**MEASURE 5. EXPAND HISTORIC PRESERVATION PROGRAM.** Effective March 28, 1991, Culver City established a Historic Preservation Program to promote the preservation of the community's heritage for present and future generations. The ordinance establishes a process for designating and protecting buildings and districts that reflect Culver City's architectural, historic and cultural heritage. It creates a three-tier system for designating buildings based on their importance to the community. This ranking system classifies structures as "Landmark", exceptional examples of their kind; "Significant", structures of substantial importance; or "Recognized", those of interest to the community.

The Historic Preservation Program requires that the Planning Commission review any proposed changes which result in an addition, demolition, or other significant modification to the exterior of buildings designated as Landmark, Significant, or Historic District to ensure that such changes do not harm their historic character. Proposed minor changes or incidental maintenance, which do not result in substantial change of the exterior appearance, and no change in the existing envelop of a Landmark, Significant, or Historic District designated structure are reviewed administratively.

The Redevelopment Agency has developed a rehabilitation program for Landmark and Significant structures. The program provides financial assistance in the form of grants or subsidized loans to owners of eligible residential and commercial buildings, respectively. To receive such assistance, commercial structures must be located within existing Redevelopment Project Areas; however, residential buildings may be located anywhere in the City, provided that they are over 50 percent occupied by low- and/or moderate-income tenants or that the owner-occupant's income is moderate or below.



Residential Landmark

## LAND USE ELEMENT

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To strengthen preservation of historic resources, the City should consider adopting the following additional programs:

- *Historic Resources Advisory Committee* to provide assistance and direction with the documentation of historic resources on a regular basis.
- *Periodic evaluation* of review and approval procedures for all classes of designations to ensure that the process is not unduly burdensome, and as such, a hindrance to obtaining the goals of the program.
- *Historic Resources Information and Education Program* to assist owners of historic buildings with information regarding the history of their structures, resources for preservation and other means to preserve their buildings.
- *Historic Resources Survey Updates* to review periodically, and update the existing survey of historic resources.
- *Financial Viability Improvements*, such as transfer of development rights, tax abatement and change of use.

**MEASURE 6. DEVELOP DESIGN GUIDELINES.** Design guidelines shall provide a method of protecting and a tool for achieving quality developments within both residential and non-residential areas. The purpose of Design Guidelines is to foster good design rather than to impose an overriding style, a limited color palette or an artificial theme. In all cases, Design Guidelines shall encourage the retention and restoration of historic buildings and sensitivity to areas of consistent rhythm and typology.

**A. Residential Design Guidelines.** Residential design guidelines address the protection and enhancement of the neighborhood character. Remodels, replacement and infill housing should respect the form on street without architectural freedom.

The Design Guidelines shall apply to all residential projects that undergo discretionary review, and any multiple family project undergoing remodeling pursuant to a ministerial action (building permit). However, in the case of single- and two-family projects that are undergoing ministerial review, the Design Guidelines are intended to be advisory and not to be rigid architectural standards that must be strictly followed. To address enhancement and protection of *all residential neighborhoods*, design guidelines will include, but will not be limited to, the following:

- *Standards for the incorporation of distinguishing architectural elements, such as arches, porches, balconies, bay windows, ornamentation, etc.*
- *Addition of street trees on those streets and properties currently lacking trees, in accordance with the Streetscape Master Plan.*
- *Required maintenance of existing street trees and front-yard landscaping.*
- *Set limits for density and massing.*

Typical elevation changes and roofline modification example sheets will be developed to illustrate the intent of the Design Guidelines, and will be made available to the permit applicant.

Guidelines specific to particular densities and location of residential developments will include the following:

- *Refined guidelines for lot coverage and building massing in Medium Density Multiple Family areas that are sensitive to rear and side yard elevations adjacent to smaller structures through methods such as architectural definition or landscape screening.*

- Guidelines for development of residential units in commercial and industrial areas, where appropriate.
- Hillside development standards that address requirements for (1) lot coverage, (2) usable open space in terms of topographic features and percent-of-slope and (3) building in relationship to landform criteria (including seismic issues).

Specific blocks within the City may be worthy of overlay zones and guidelines to address special issues:

- Spad Place might benefit from downzoning or designation as an overlay zone with guidelines for protection of existing density and character.
- Specific blocks within the area of the Lafayette Place Historic District may be worthy of overlay zones and guidelines for detailed protection and enhancement of architectural character.
- Portions of Blair Hills and Culver Crest would benefit from an overlay zone for hillside development and viewshed protection.

**B. Non-residential Design Guidelines.** Guidelines for development within non-residential areas will be primarily established or modeled after Design for Development Standards and Storefront Revitalization Programs defined by the Redevelopment Agency and City, and by the Citywide Streetscape Master Plan. Design Guidelines will be applied as part of Site Plan Review and other discretionary actions (such as variances or conditional use permits) prior to the issuance of a building permit for commercial construction of a new building, or addition to an existing building.

Design Guidelines will be developed for and applied to temporary structures consistent with the standards established

for the type of land use and the designation of the area. Height, setback, access and parking standards will be the same as for permanent structures. Landscape, façade and roofline standards will be adjusted to address the temporary nature of structure.



Consistent Roofline Rhythm



Storefront Improvement

**MEASURE 7. CONTINUE CURRENT PLANNING ADMINISTRATION.** In the day-to-day administration of the General Plan, the Planning Division staff will be called upon to assist property owners and developers in understanding land use policies. In many cases the answers will be found as part of the Zoning Code or within the various General Plan Elements. Several administrative measures will be taken by the Planning Division staff to assist in implementation:

**A. Assign Project Planners.** For projects requiring Site Plan Review or other discretionary actions, a specific staff planner will be assigned to assist the property owner or developer through the life of the projects. The assigned Project Planner will be the owner's liaison to other City staff and departments to reduce confusion and facilitate communication with other staff members in other departments.

**B. Continually Update and Improve Review and Approval Process.** Various standard development applications will be streamlined through a series of procedural guidelines for approval. Owner information and development approval worksheets can be made available to property owners and developers to assist them in preparing their development applications, and to assist staff in the expeditious review of those applications. Information and reference sheets could be prepared to cite the City document and section that would apply to various standard development requests. Administrative approvals (those not requiring Planning Commission or City Council approvals) could be supported by approval checklists filled out by the applicant and confirmed by staff.

**C. Identify Development Incentives.** The City will provide an approved list of development incentives, such as a reduction in on-site parking or an increase in allowable square footage or volume, for providing specific community or neighborhood needs. This list will be presented to property owners and

developers at the time of their initial contact with the City regarding their potential project.

The list will include identified incentives and will clearly define qualifying development features (e.g., density bonus of 25 percent additional housing units if those units are made available as low- or moderate-income housing to facilitate development choices). Development incentives would be offered if community needs are provided such as child care, neighborhood-serving uses (food stores), preservation of cultural resources, affordable housing or local jobs.

To ensure that the items on the development incentives list continue to be effective, the City will conduct periodic interviews with local developers to review the development process and incentives program.

**D. Continue Coordination with Adjacent Jurisdictions.**

Culver City should maintain open communication and pursue coordination of potential development with adjacent jurisdictions, particularly through participation with the Westside Summit Cities. Because of Culver City's interest in the potential future use of the undeveloped Los Angeles County area and the many parcels that are divided between Culver City and the City of Los Angeles, this coordinated planning effort is a key component to implementing land use policies that relate to Culver City boundaries. Specific City actions will include:

- Monitor environmental assessments for these areas.
- Scope and review environmental documents as a CEQA Responsible Agency regarding projects in these areas.
- Participate in public hearings.
- Evaluate potential annexation areas to avoid a piecemeal fragmented approach.

- Formalize mutual policies with West Los Angeles College through memoranda of understanding.
- Pursue dialogue with City of Los Angeles regarding boundary adjustments to annex and/or de-annex properties that are divided between the existing Culver City/City of Los Angeles boundary, including divided areas of Ballona Creek.
- Reopen discussions with the City of Los Angeles regarding more extensive boundary adjustments which might enable Culver City to acquire key properties or areas that currently project into Culver City and interrupt lower density land use patterns and visual character.

**E. Study Coordination of Business Tax Certificates with Land Use Policies.** To ensure that businesses are consistent with land use policy, the appropriate City officials will study developing procedures to coordinate issuance of business tax certificates to allowable uses for each area of the City. Home-based businesses can continue to be allowed and encouraged through an established range of desirable live-work occupations, special business licenses, and development standards sensitive to both small business needs and the protection of neighborhood character.

**F. Coordinate Land Use Policies with Appropriate City Departments.** Land use policies and large development projects will be reviewed by the appropriate City Departments to determine how they may impact service or create risk. To ensure adequate service and to increase actual and perceived safety, the City on a periodic basis, will review the benefits of a stronger visual police presence, need for possible police substations, hazardous waste management and response procedures, and impacts of development on the City's infrastructure system (see General Plan Safety Element).

**MEASURE 8. ADMINISTER THE GENERAL PLAN.** This section outlines methods by which the Planning Division staff can administer and manage the General Plan.

**A. Adopt Required General Plan Elements.** As required elements of the General Plan, the Housing, the Circulation and Open Space Elements play key roles in the establishment and implementation of policies which overlap and support the Land Use Element. These elements address issues related to land use and identify, with great specificity, implementation measures to achieve goals and objectives for access, housing opportunities, and open space resources. These required elements should be adopted concurrently with the Land Use Element, and should be made and kept consistent through any amendment or update process.

**B. Budget Development.** The General Plan will become a tool for setting spending priorities and developing work programs for the City. City work programs and ongoing services that are consistent with, support and help to achieve General Plan policies will be given funding priority over those programs that are not consistent with General Plan policies.

**C. Capital Improvement Program.** Construction of public facilities and infrastructure improvements will be itemized and scheduled for implementation relative to their General Plan priorities. Priority given to capital improvements will be consistent with priorities of the General Plan goals, objectives and policies.

**D. General Plan Amendments.** Proposed amendments to the General Plan may be taken to the Planning Commission and City Council in two annual cycles. To be considered, any proposed amendment must be consistent with the General Plan goals, objectives and policies.

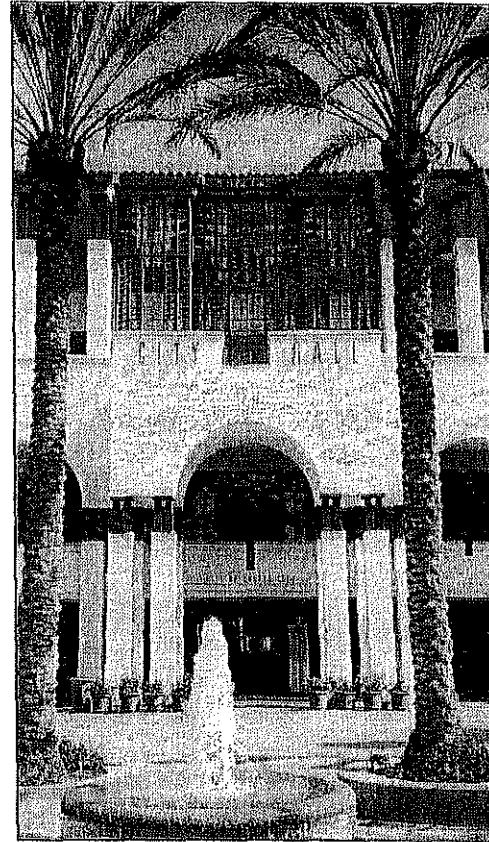
## LAND USE ELEMENT

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**E. Five-Year Updates.** Beginning in 1999, the General Plan will be re-evaluated to determine if its goals are being achieved through the existing policies and programs. The update process will include at least two public meetings to identify community issues and concerns. Based on the success of the existing General Plan and economic conditions, adjustments or updates to the General Plan may be pursued at this time.

**F. Coordinate Land Use Policies with Appropriate City Departments and Programs.** Existing and proposed land use programs and plans developed by other City departments will be coordinated on an ongoing basis to ensure a consistent planning and development approach.

Following the adoption of the Land Use Element, several areas of the City will be subject to zone changes to comply with the Land Use Element Map and the policy direction of the Land Use Element. Specific areas anticipated for zone changes are listed within Table LU-7, *Land Use Implementation Measures*.



City Hall

**TABLE LU-7**  
**LAND USE ELEMENT IMPLEMENTATION MEASURES**

ACTIONS	PRIORITY*	RESPONSIBILITY
<b>1. REVISE THE ZONING ORDINANCE</b>		
<b>A. Zoning Code Revision Study</b> Compare the new land use designations to existing zoning categories to determine the need for new zoning categories and zone changes.		Planning
<b>B. Code Revisions</b> Revise or abandon old zones and create new zoning categories and their development standards to support the newly established land use designations.		Planning
Revise the Zoning Ordinance to address nonconforming uses sections to eliminate impediments to reuse and rehabilitation and include clearly defined criteria of what is permitted and encouraged.		Planning
<b>C. Zone Changes</b> As part of Zoning Ordinance revisions, make zone changes as required to achieve consistency between the General Plan and the Zoning Code.		
1) <b>Caroline Avenue.</b> Downzone Caroline Avenue from R-4 to R-2 to protect the lower-density character of the street and adjacent low density residential neighborhood.		Planning
2) <b>McManus Neighborhood, Sherbourne Drive to Sentney Avenue.</b> Downzone the previously R-2 lots to R-1 to protect the low-density single-family character of the neighborhood.		Planning
3) <b>Residential lots adjacent to alleys and commercial uses along the south side of Washington Boulevard between Helms and Sentney Avenues and between Commonwealth and Huron Avenues.</b> Establish a flexible zoning option to encourage creative and compatible commercial uses.		Planning

\* To Be Determined

**TABLE LU-7, continued**  
**LAND USE ELEMENT IMPLEMENTATION MEASURES**

ACTIONS	PRIORITY*	RESPONSIBILITY
4) <b>Planned Residential Development (PRD).</b> Rezone the multiple-family developments within Fox Hills, along the south side of Jefferson Boulevard, the Windsor Fountain condominiums on Overland Avenue, Palm Court, Studio Royale, Rotary Plaza, Liberty Plaza and the Studio Drive-In site to (new residential zone or PRD).		Planning
5) <b>Commercial.</b> Rezone the City's commercial areas consistent with the General Plan Land Use Element Map and new corresponding zones.		Planning
6) <b>Industrial.</b> Rezone the City's industrial areas consistent with the General Plan Land Use Element Map and the new corresponding zones.		Planning
7) <b>Open Space.</b> Rezone all areas designated as Open Space on the Land Use Element Map as Open Space.		Planning
<b>2. CREATE CITYWIDE SPECIAL STUDIES</b>		
<b>A. Urban Design Plan</b>  Prepare an Urban Design Plan that will include among other possible components open space design standards, architectural design standards, an Urban Forest Strategic Plan, and a Streetscape Master Plan.		Planning Redevelopment Human Services
<b>B. Citywide Bikeway Plan</b>  Prepare a Citywide Bikeway Plan to identify types of bikeways and establish specific bikeway standards.		Planning Public Works Human Services

\* To Be Determined

**TABLE LU-7, continued**  
**LAND USE ELEMENT IMPLEMENTATION MEASURES**

ACTIONS	PRIORITY*	RESPONSIBILITY
<b>3. CREATE FOCUSED SPECIAL STUDIES</b>		
<b>A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study</b>  Prepare a feasibility study and focused special study to address the potential for appropriate uses and access in the undeveloped Blair Hills and unincorporated Baldwin Hills areas between Jefferson and La Cienega Boulevards.		
<b>B. Ballona Creek Focused Special Study</b>  Prepare a study to determine the potential for enhancing the Creek as a recreational resource, using City, private and/or multi-agency funding.		
<b>C. Hayden Tract Industrial Area Focused Special Study</b>  Prepare a study for the Hayden tract area which recommends appropriate range of land use development standards and parking strategies.		
<b>D. Culver Boulevard Focused Special Study</b>  Address the relationship and development of the full right-of-way west of Elenda Street, the potential relocation of the I-405 interchange ramps at Braddock Drive and Culver Boulevard and the possible creation of a cul-de-sac at Braddock Drive and Sawtelle Boulevard.		Planning Engineering
<b>E. Kinston Avenue Focused Special Study</b>  Investigate opportunities to emphasize and enhance existing facilities, increase open space and parking availability.		Housing Redevelopment Planning
<b>F. Wade Street Focused Special Study</b>  Investigate the impacts of increased housing opportunities on emergency access and neighborhood character.		Planning Housing

\* To Be Determined

**LAND USE ELEMENT**

**TABLE LU-7, continued**  
**LAND USE ELEMENT IMPLEMENTATION MEASURES**

ACTIONS	PRIORITY*	RESPONSIBILITY
<b>4. CONTINUE REDEVELOPMENT PROJECT AREA PROGRAMS</b>		
A. Storefront Improvement Facade Grant Programs	ongoing	Redevelopment
B. Design for Development	ongoing	Redevelopment
C. Disposition and Development Agreements (DDA) and Owner Participation Agreements (OPA)	ongoing	Redevelopment
D. Marketing and Outreach	ongoing	Redevelopment
E. Financial Assistance	ongoing	Redevelopment
F. Redevelopment Plans	ongoing	Redevelopment
<b>5. EXPAND HISTORIC PRESERVATION PROGRAM</b>	ongoing	Planning
<b>6. DEVELOP DESIGN GUIDELINES</b>		
A. Residential Design Guidelines		Planning
B. Non-residential Design Guidelines		Planning

\* To Be Determined

**TABLE LU-7, continued**  
**LAND USE ELEMENT IMPLEMENTATION MEASURES**

ACTIONS	PRIORITY*	RESPONSIBILITY
<b>7. CONTINUE CURRENT PLANNING ADMINISTRATION</b>		
A. Assign Project Planners	ongoing	Planning
B. Continually Update and Improve Review and Approval Process	ongoing	Planning
C. Identify Development Incentives		Planning
D. Continue Coordination with Adjacent Jurisdictions	ongoing	Planning
E. Study Coordination of Business Tax Certificates with Land Use Policies		Planning
F. Coordinate Land Use Policies with Appropriate City Departments	ongoing	Planning
<b>8. ADMINISTER THE GENERAL PLAN</b>		
A. Adopt Required General Plan Elements		City Council
B. Budget Development	ongoing	City Council
C. Capital Improvement Program	ongoing	City Council
D. General Plan Amendments	as needed	Planning
E. Five-Year Updates	as scheduled	Planning
F. Coordinate Land Use Policies with Appropriate City Departments and Programs	ongoing	Planning

\* To Be Determined



# HOUSING ELEMENT

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October 2021-2029



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# Introduction

Incorporated in 1917, Culver City is centrally located between Venice Beach and Marina Del Rey to the west and downtown Los Angeles. Culver City is a community of just under 40,000 residents and measures approximately five square miles in area. According to the City's 2019-2020 Comprehensive Annual Financial Report, Culver City's top employers include Sony Pictures Entertainment, the Westfield Shopping Mall, Southern California Hospital at Culver City, Culver City Unified School District, City of Culver City, Target, and West Los Angeles College. Once their development projects are complete, Apple, Amazon Studios, and HBO will likely join that list.

Today, Culver City is a destination filled with outdoor cafes, unique shops and galleries opening onto pedestrian-friendly boulevards, nationally recognized historic buildings, media facilities, creative offices, transit-oriented development, and the Hayden Tract, which serves as a creative industries hub. Throughout its history, Culver City has maintained a small-town atmosphere for its community members, preserved single- and two-family neighborhoods, and nurtured medium-density multiple-family apartments and condominiums.

## Purpose of the Housing Element

The Housing Element's purpose is to identify the City's housing needs and outline goals, policies, and programs to address them. The Housing Element is an eight-year plan, extending from October 15, 2021, through October 15, 2029. The Housing Element will primarily address these issues: 1) preserving and improving the existing housing stock, 2) providing housing for special needs populations, 3) supplying enough new housing to meet the City's fair share of the region's need, and 4) affirmatively furthering fair housing.

## Overview

State law requires that jurisdictions prepare a Housing Element as part of its General Plan, which the State also requires (Government Code §65302(c)). Since a General Plan serves as a jurisdiction's blueprint for future development and growth, the Housing Element plays a critical role in the overall Plan. A Housing Element is the primary planning guide for local jurisdictions to identify and prioritize the housing needs of the City and determine ways to best meet these needs while balancing community objectives and resources.

The 2021-2029 Housing Element has five chapters: 1) Introduction, 2) Housing Needs Assessment, 3) Resources and Opportunities, 4) Constraints, 5) Housing Plan, and Appendices. Appendix A evaluates the 2013-2021 Housing Element and Appendix B contains background information on the City's inventory of sites for housing development. Appendix C identifies affordable housing units that are at risk of converting to market rate during the next ten years and outlines potential resources and methods that could be used to preserve their affordability. Appendix D summarizes

the public participation program and Appendix E lists the Acronyms used throughout the Housing Element.

Importantly, the Housing Element quantifies how many new housing units the city needs to accommodate growth in the region as part of the Regional Housing Needs Assessment (RHNA). The State and Southern California Association of Governments (SCAG) (our metropolitan planning organization) carry out this process and allocates to each jurisdiction a share of California's new housing need based on the community's demographic trends, proximity to transit and employment, and other characteristics. As part of the Housing Element, the City must identify adequate land with appropriate zoning and development standards to accommodate the City's RHNA allocation.

When preparing the Housing Element, jurisdictions must consider California Department of Housing and Community Development's Guidelines (Government Code §65585). Jurisdictions must periodically review the Housing Element to evaluate (1) the appropriateness of its goals, objectives and policies in meeting the state's housing goals, (2) its effectiveness in attaining the City's housing goals and objectives and (3) the progress of its implementation (Government Code §65588).

## Public Participation

The 2021-2029 Housing Element update (6th cycle) is being prepared as part of the comprehensive update to the Culver City 2045 General Plan. Outreach and public participation materials are available on the dedicated website: [www.pictureculvercity.com](http://www.pictureculvercity.com), which will be summarized in Appendix D. Throughout the General Plan update process, numerous opportunities were afforded the public to discuss housing-related issues. These included:

- Interactive Project Website
- Educational Forum Video Series that includes a video on existing housing conditions and a related microsurvey (<https://www.pictureculvercity.com/latest-news/ecr-housing>)
- Online public input for the draft Housing Element (<https://www.pictureculvercity.com/housing-element>)
- Stakeholder and Community Leader Meetings
- General Plan Advisory Committee (GPAC) Meetings
- Housing Technical Advisory Committee (TAC) Meetings
- Advisory Committee on Housing and Homelessness Meeting
- Community Workshops + Festivals
- Pop-Up Workshops + Community Events
- Online Engagement + Surveys

Key public participation events and comments received related to the Housing Element are summarized in Appendix D. The Draft Housing Element was made available for public review between July 19 and October 1, 2021. In response to public comments, changes made to the Draft Housing Element included:

- Expanded the needs assessment with additional technical information, including providing a regional comparison

- Expanded the sites inventory to include additional opportunities in mixed use areas and multi-family areas
- Refined the estimated potential in the Incremental Infill areas based on a study of the recycling trend in single-family neighborhoods
- Removed neighborhoods that currently prohibit accessory dwelling units due to high fire hazards and topological constraints from the Incremental Infill designation
- Increased commitments to quantified objectives for constructing new housing
- Expanded City efforts to explore affordable housing tools and best practices, including:
  - ADU pre-approved standard plans
  - Right to Return program
- Included the Permit Streamlining and Monitoring program that will increase the unit threshold that triggers discretionary site plan review
- Expanded the Property Acquisition and Rehabilitation Program
- Included a program to explore the feasibility of establishing a Community Land Trust

## Housing Element Requirements

All Housing Elements must comply with several State laws. The preparation of the Housing Element is guided by California Government Code, Article 10.6. The law governing the contents of Housing Elements is among the most detailed of all elements of the General Plan. According to Section 65583 of the Government Code:

*The Housing Element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The Housing Element shall identify adequate sites for housing, including rental housing, factory-built housing, mobile homes, and emergency shelters, and shall make adequate provision for the existing and projected needs of all economic segments of the community.*

## Consistency with Other Elements of the General Plan

Housing is considered in other General Plan elements, such as land use, mobility, and environmental justice. For example, this Housing Element relies on the Preferred Land Use Map of the General Plan update to provide adequate sites for RHNA. As portions of the General Plan are amended in the future, the General Plan (including the Housing Element) will be reviewed to ensure internal consistency is maintained. The objectives and measures of the 2021 – 2029 Housing Element will not conflict with any of the objectives found in other elements of the City's General Plan. Some examples of how the Housing Element is consistent with other Elements of the General Plan are discussed below.

A new requirement enacted since the fifth Housing Element cycle is Senate Bill 1000 (SB 1000). SB 1000 requires policies to ensure healthy and safe housing, such as addressing

the presence of lead-based building materials, which has shown to be a factor in Culver City's SB 1000 priority neighborhoods (portions of Clarkdale and Culver/West). This will be addressed in the General Plan's Equity, Community Health, and Environmental Justice Element and be consistent with Objective 1 in the Housing Element. Similarly, ensuring low-income and senior housing are sufficiently upgraded to protect those residents from climate and hazard impacts is considered in the Safety Element. This helps advance Objective 1 in the Housing Element.

Other sections in the General Plan include goals and actions related to Objectives 1 and 5 in the Housing Element. For example, the Safety Element discusses how housing units damaged during natural disasters will be repaired or replaced during rebuilding and recovery efforts such that they advance the General Plan's policies, objectives. It also states that the City will prioritize retrofitting more vulnerable structures to seismic activity, including lower-income housing. These goals in the Safety Element align with Objective 1 in the Housing Element. The Equity, Community Health, and Environmental Justice Element also discusses the need to reduce economic uncertainty by protecting vulnerable households from economic and housing displacement. This aligns with Objective 5 in the Housing Element.

The Arts and Culture and the Economic Development Elements in the General Plan include goals, policies, and actions related to Objectives 3, 4, and 6 in the Housing Element. The Arts and Culture Element considers the high and rising costs of space and housing for the creative sector and how to ensure that Culver City offers affordable live/work spaces for artists and creatives. This aligns with Objective 4 in the Housing Element. The Economic Development Element discusses the community's job and housing imbalance, consistent with Objective 6 in the Housing Element, and considers how community benefit agreements can support the City's housing planning and development strategies. It also includes a goal to streamline the development process to increase the potential for housing and mixed-uses. Part of that strategy includes adaptive re-use development, which is aligned with Objective 3 in the Housing Element. These considerations related to development in the Economic Development Element align with Objective 4 in the Housing Element.

Objective 2 in the Housing Element is considered in other sections in the General Plan. The Mobility Element includes a goal around creating transit-oriented communities in which residents and workers have equitable and affordable access to transit and other mobility services through mobility planning in travel demand management and transit-oriented districts, and transit-oriented development. Additionally, the Infrastructure Element discusses maintaining, upgrading, and expanding the community's utility and infrastructure networks to support new development and growth. The Noise Element considers how to protect existing and future residents from noise impacts from development. These considerations relate to Objective 2 in the Housing Element.

Senate Bill (SB) 1087 of 2005 (Government Code §65589.7) requires Cities to provide a copy of the adopted Housing Element to local water and sewer providers, and also requires that these agencies provide priority hookups for developments with lower-income housing. The Housing Element will be provided to these agencies immediately upon adoption.

## City Council Guiding Principles

On April 12, 2021, the City of Culver City City Council adopted a set of Housing Element Guiding Principles, with the intention to aim higher than the State requirements and guidelines, to inform the adoption and implementation of this Housing Element. Resolution No. 2021-R034 established these Guiding Principles and is included in Appendix D. This draft Housing Element is informed by the Guiding Principles and has been revised based on public comment received as of this drafting related to the Principles.

## Adoption Hearings

The City of Culver City conducted four public meetings to consider adoption of the 2021-2029 Housing Element, which was revised to address HCD and public comments. The City conducted two study sessions on the Revised Draft Housing Element before the Planning Commission (November 30, 2021) and the City Council (December 10, 2021). The Revised Draft Housing Element was available for public review on November 24, 2021 prior to the Planning Commission meeting and on December 7, prior to the December 10, 2021 City Council meeting.

On January 6, 2022, the City conducted a public hearing before the Planning Commission to consider recommending the Housing Element for City Council adoption. On January 24, 2022, the City Council conducted a public hearing and adopted the 2021-2029 Housing Element. The Final Draft Housing Element was available for public review on December 29, 2021 prior to the Planning Commission hearing and on January 20, 2022 prior to the City Council hearing. Emails notifying all commenters were sent pursuant to AB 215.

# Housing Needs Assessment

This chapter examines the City's general population and household characteristics and trends, such as age, employment, household composition and size, household income, and special needs. Characteristics of the existing housing stock (e.g., number of units and type, tenure, age and condition, and costs) are also addressed. Finally, the City's projected housing growth needs based on the 2021 RHNA are examined. The Housing Needs Assessment uses the most recent data from the U.S. Census Bureau's American Community Survey (ACS), data compiled by SCAG, Department of Finance (DOF) Housing and Population data, and other sources such as the Westside Regional Center (WRC) which serves persons with developmental disabilities.

Many of the data sets in this chapter rely on ACS rather than Decennial Census data. Most data produced from the Decennial Census result from a "short form" questionnaire mailed to all known residential addresses. The short form asks for limited information. Most of the data needed to provide a profile of the City's characteristics are found in the ACS which is released annually. The data are extrapolated from a "long form" questionnaire which is mailed out to a random cross-section of the population. It provides a more detailed picture of the City's population, housing, income, economic, and employment characteristics. This detailed information cannot always be found in the Decennial Census data sets.

## Population Trends & Characteristics

### Growth Trends

Following its incorporation in 1917, Culver City's population grew rapidly. Culver City had its most dramatic population increase in the decade after it incorporated when the City's population grew from 503 to 5,669 (1,027% increase). The following decades saw continued rapid population growth and the City's population was about 32,000 in 1960.

However, the population growth rate began declining after 1960. Between 1970 and 1980, the population growth rate decreased to 7.1% and has remained below 2% since the 1990s. The DOF estimates that as of April 2020, Culver City's population was 39,075, representing a 0.7% growth since 2000 (see Table 1). This trend contrasts with other Westside cities and Los Angeles County, which grew by 5.0% and 6.9% between 2000 and 2020, respectively. As an essentially built-out community, there have been few opportunities for growth during the last 30 years, except through redevelopment and urban infill.

Table 1: Population Trends in Culver City, Westside Cities, and Los Angeles County

Jurisdiction	Population by Year			% Change		
	2000	2010	2020	2000-2010	2010-2020	2000-2020
Culver City	38,816	38,883	39,075	0.2	0.5	0.7
Westside Cities*	192,400	197,127	202,040	2.5	2.5	5.0
Los Angeles County	9,519,338	9,818,605	10,172,951	3.1	3.6	6.9

Sources: BOC, 2000 & 2010 Census; DOF, Table E-1, 2020

\*Note: Westside Cities includes Culver City, Santa Monica, Beverly Hills, and West Hollywood.

Table 2 shows population, household, and employment projections for Culver City for the years 2020, 2035, and 2045 based on data compiled and analyzed by SCAG using 2016 as the base year for the projections. According to SCAG, the City's estimated population in 2020 would be 40,257, which is slightly higher than HCD's certified 2020 estimates shown in Table 2. The population's growth rate is expected to increase over the next 25 years to 3.3%. With a low expected population growth rate, the number of households is also not expected to increase by a significant amount (868 households, or 5.1%). However, the projected increase in new jobs over the same period is 3,759 jobs or 6.2%.

Table 2: Culver City Projected Population, Household, and Employment Trends

Jurisdiction	2020	2035	2045	Growth (%) 2020-2045
Population	40,257	41,011	41,573	3.3
Households	17,146	17,675	18,014	5.1
Employment	60,312	62,303	64,071	6.2

Source: SCAG, 2020 Regional Transportation Plan/Sustainable Communities Strategy Data/Map Book, 2017.

However, 2045 General Plan reexamines the City's land use distribution and intensity of uses. The Preferred Land Use Map provides increased opportunities for residential growth – estimated 11,500 net new units (about 67% increase) between 2019 baseline and planning horizon of the General Plan by 2045.

## Age Composition

The age characteristics of residents partially influence Culver City's housing needs. Persons of different ages often have different lifestyles, family structures, and income levels that affect their housing preferences and ability to afford housing. Typically, young adult households may occupy apartments, condominiums, and smaller single-family homes because of size and affordability. Middle-aged adults, those between the ages of 45 and 64, may prefer larger homes as they begin to raise their families. In contrast, seniors (aged 65 and older) may prefer apartments, condominiums, mobile homes, or smaller single-family homes that have lower costs and less extensive maintenance needs. Moreover, housing needs also change over time as people age. As a result, evaluating changes in the age groups in a community can provide insight into changing housing needs in Culver City.

Table 3 shows that the median age of residents in Culver City increased notably from 40.5 to 42.3 from 2010 to 2019. While the median age of Los Angeles County residents is

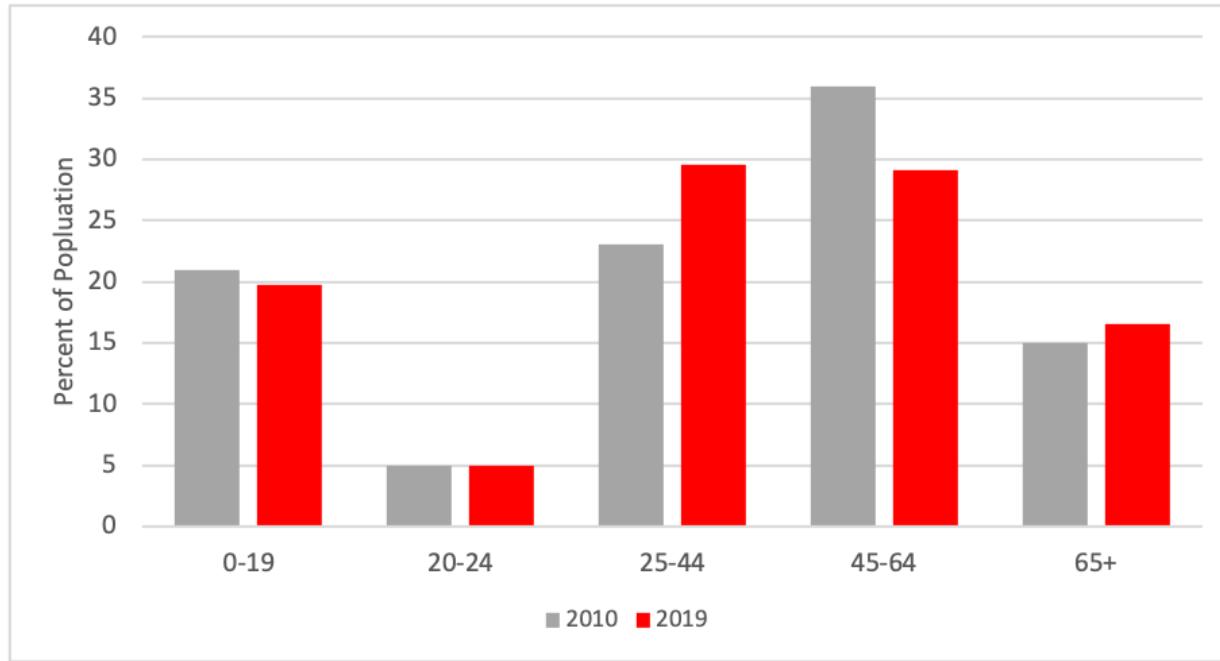
significantly lower than Culver City, it has also increased over the same period. The City's population between the ages of 25 and 44 is the fastest-growing age group, having increased by 28% from 2010 to 2019. In contrast, the population of middle-aged adults decreased significantly by 18% while the senior population (age 65 and older) increased by 12%. Table 3 shows the changes in the population shares by age and that the share of adults increased most notably, and the share of middle-aged adults decreased. These changes reflect a community that is attracting young adults but not families as the share of children aged 18 and under decreased. In contrast, seniors were the fastest growing population group in the County and there was a very slight decrease in the young adult population County-wide.

Table 3: Culver City Age Characteristics and Trends

Age	2010 Estimates			2019 Estimates			2010-2019 % Change	
	#	%	LA County %	#	%	LA County %	Culver City	LA County
0-19 (children)	8,023	21	28	7,745	20	25	-3.5	-13.1
20-24 (college)	2,000	5	8	1,936	5	7	-3.2	-5.3
25-44 (adults)	9,056	23	30	11,586	30	30	27.9	-1.3
45-64 (middle age)	13,998	36	24	11,426	29	25	-18.4	6.8
65+ (seniors)	5,806	15	11	6,476	17	13	11.5	26.7
<b>Total</b>	<b>38,883</b>	<b>100</b>	<b>100</b>	<b>39,169</b>	<b>100</b>	<b>100</b>	<b>0.7</b>	<b>3.3</b>
<b>Median Age</b>	<b>40.5</b>	<b>-</b>	<b>34.3</b>	<b>42.3</b>	<b>-</b>	<b>36.5</b>	<b>-</b>	<b>-</b>

Sources: BOC, Census, 2010; 2015-2019 American Community Survey, 5-Year Estimates, Table S0101

Figure 1. Culver City Population Share by Age



Sources: BOC, Census, 2010; 2015-2019 American Community Survey, 5-Year Estimates, Table S0101

## Race and Ethnicity

Cultural practices sometimes influence housing needs and preferences and the nation's demographics are becoming increasingly diverse by race and ethnicity. Culver City also reflected these trends, with 39% of the population identifying as non-White (Table 4). However, Culver City is somewhat less diverse than Los Angeles County as a whole, where 49% of the population is non-White. Further, 24% of Culver City residents identified as Hispanic or Latino, compared with 49% of Los Angeles County residents.

As shown in Table 4, White residents made up the largest racial group in Culver City at 61% in 2019. Asians made up 16% of the population and Black residents comprised 9% of the population. The population of Black residents and residents categorized as "All Others" declined by 18% and 28%, respectively. Similarly, the population of Black residents and residents categorized as "All Others" declined in the County as a whole (by 4% and 3%, respectively). Meanwhile, the population of Asian residents and residents indicating two or more races increased by 12% and 24%, respectively. Countywide, the population of Asian residents and residents indicated two or more races also increased (by 10% and 30.1%, respectively). The population of Hispanic or Latino origin increased by 2% between 2010 and 2019. Countywide, the population of Hispanic or Latino origin residents increased by 6%.

Table 4: Culver City Demographic Breakdown and Trends by Race and Ethnicity

Racial and Ethnic Category	2010			2019			2010-2019 % Change	
	#	%	LA County %	#	%	LA County %	Culver City	LA Count y
<b>Race</b>								
White	23,033	59	51	23,981	61	51	4.1	4.2
Asian	5,736	15	14	6,396	16	15	11.5	9.9
Black or African American	4,173	11	9	3,429	9	8	-17.8	-3.8
Two or more races	2,185	6	3	2,707	7	4	23.9	30.1
All Others <sup>1</sup>	3,700	10	24	2,656	7	22	-28.2	-3.4
Total	38,827	100	100	39,169	100	100	0.9	3.3
<b>Ethnic Identity</b>								
Hispanic or Latino (of any race)	9,118	23	47	9,291	24	49	1.9	6.3
Not Hispanic or Latino	29,709	77	53	29,878	76	52	0.6	0.7
White	18,314	47	28	17,937	46	26	-2.1	-4.7
Asian	5,680	15	14	6,329	16	14	11.4	9.9
Black or African American	4,043	10	9	3,403	9	8	-15.8	-4.4
All Others <sup>1</sup>	288	1	1	312	1	1	8.3	9.5
Two or more races	1,384	4	2	1,897	5	2	37.1	38.9

Sources: BOC, 2006-2010 & 2015-2019 American Community Survey, 5-Year Estimates, Table DP05

Note: 1. All Others includes residents that identified as American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, and "Some other race."

## Employment

Employment is an important factor affecting housing needs within a community. The jobs available in each employment sector and the wages for these jobs affect the type and size of housing residents can afford.

### Current Employment

Current employment has a significant influence on the housing needs of the City's residents. Factors which may influence housing needs include the income earned for various jobs, where jobs are located, and whether employees are able to afford to live within a reasonable distance of their workplace. According to the 2015-2019 ACS, the City had an employed population (or workforce) of 22,132 persons. Four of the top five industries in Culver City match those in the County, except that for the City, information is the top sector, with 19% of the job share. Four of the top five industries in Culver City match those in the County, except that for the City, Information is the top sector, with 19% of the job share.

Table 5 shows that the two industries with the largest number of employed Culver City residents were educational services and health care and social assistance (23% of total) and professional, scientific, and management, and administrative and waste management services (21% of total).

While the majority of Culver City's employed residents (54%) are employed in the top three industries, the jobs available within Culver City are more evenly spread out among industries (Table 5). Educational services, healthcare, and social service jobs constitute only 15% of the jobs in Culver City (compared to 23% of the workforce). Most notably, the largest job sector in Culver City is information (19% of total jobs), but only 9% of the City's population work in this industry. The top city employers are also generally consistent with the most prevalent industries within Culver City: Sony (Arts and Entertainment), Culver City Unified School District and West LA College (Education), Southern California Hospital at Culver City (Healthcare services), and Westfield Shopping Mall (Retail).

Culver City's employment industry patterns are similar to those in Los Angeles County. Four of the top five industries in Culver City match those in the County, except that for the City, Information is the top sector, with 19% of the job share.

Table 5: Employment by Sector in Culver City and LA County

Sector	Culver City (%)		LA County (%)
	Workforce <sup>1</sup>	Jobs <sup>2</sup>	Jobs <sup>3</sup>
Educational services, and health care and social assistance	23	15	18
Professional, scientific, and management, and administrative and waste management services	21	18	16
Information	9	19	7
<b>Service-related</b>			
Arts, entertainment, recreation, and accommodation/food services	10	11	14
Retail trade	7	12	11
Other services, except public administration	4	5	4
<b>Technical skilled and unskilled</b>			
Finance and insurance, and real estate and rental and leasing	9	4	6
Manufacturing	6	6	9
Transportation and warehousing, and utilities	3	2	5
Construction	2	4	3
Public administration	3	2	N/A
Wholesale trade	2	2	7
Agriculture, forestry, fishing and hunting, and mining	0.2	0.3	0.12
<b>Total</b>	22,132	49,935	3,871,716

Sources: 1. BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table S2405; 2. Census Transportation Planning Products 2012-2016; 3. Los Angeles County Business Patterns, 2016

## Jobs-Housing Balance

A regional balance of jobs-to-housing helps to ensure that the demand for housing is reasonably related to supply. When the number of jobs significantly exceeds the housing supply, the rental and for-sale housing markets may become overheated, requiring households to pay a larger share of their income on housing and resulting in overcrowding and longer commutes as workers seek more affordable housing in outlying areas.

Jobs to housing ratios relate the spatial match between jobs and housing and are often used as indicators of economic vitality and quality of life. High ratios of more jobs than housing may lead to issues of housing unaffordability and traffic congestion from commutes, as there is not enough housing to accommodate all the workers in the area. However, there is no standard jobs-housing ratio that would be considered optimum. It is often used as a point of reference compared to regional averages. Table 6 shows that the jobs-to-housing ratio in Culver City was 2.8 in 2016. This is much higher than the balance of the County as a whole, which was about 1.3.<sup>1</sup> Based on the SCAG housing and employment growth estimates, the jobs to housing ratio is also predicted to increase over the next 25 years. However, these statistics do not reflect the fact that

<sup>1</sup> SCAG, Profile of Los Angeles County, Local Profiles Report 2019, May 2019.  
<http://www.scag.ca.gov/Documents/LosAngelesCountyLP.pdf>

many people who work in Culver City live in nearby Westside locations and commute relatively short distances to Culver City jobs. This could mean the workforce living nearby could offset the imbalanced jobs-to-housing ratio. However, various studies have found that over 65% of the Westside's workforce commutes from outside the Westside.<sup>2,3</sup> These reports indicate a need for more housing in Culver City and the Westside region. To address the impact of employment-generating development on housing demand, the City has adopted a linkage fee on nonresidential development. This fee will take effect in January 2022.

Table 6: Culver City Jobs to Housing Ratio

	2016	2020	2035	2045
Total Jobs	49,935	60,312	62,303	64,071
Housing Units	17,528	17,146	17,675	18,014
Jobs to Housing Ratio	2.8	3.5	3.5	3.6

Sources: American Community Survey 2012-2016; Census Transportation Planning Products 2012-2016; 2020 Regional Transportation Plan/Sustainable Communities Strategy Data/Map Book, SCAG 2017.

The General Plan Preferred Land Use Map projects a total of 29,300 (11,500 net new) housing units and 83,000 (23,000 net new) jobs by 2045 – a jobs-to-housing ratio of 2.83. The goal of 2045 General Plan is to facilitate the increase in housing production to reverse the trend of jobs-to-housing imbalance as projected by SCAG.

## Household Characteristics

Household characteristics indicate the type and size of housing needed in a city. The Census defines a “household” as all persons occupying a housing unit, which may include single persons living alone, families related through marriage or blood, or unrelated persons that share a single unit. Persons in group quarters such as dormitories, retirement or convalescent homes, group homes, or other similar living situations are included in population totals but are not considered households.

### Household Types

According to the 2015-2019 ACS, there were a total of 16,796 households living in Culver City. The city's average household size of 2.31 persons is small compared to the County as a whole (2.99 persons per household). The overall share of household types has shifted little over the past ten years, with family households making up about 57% of the total households and non-family households making up 43% (see Table 7).

<sup>2</sup> Southern California Association of Governments (February 2009). “Westside Cities Workforce Housing Study.

[“https://www.scaag.ca.gov/Documents/WestsideWorkforceHousingStudy\\_PPT.pdf”](https://www.scaag.ca.gov/Documents/WestsideWorkforceHousingStudy_PPT.pdf)

<sup>3</sup> Los Angeles County Metropolitan Transportation Authority (March 2015). “Subregional Mobility Matrix Westside Cities Final Report.” Prepared by Fehr & Peers. [“https://media.metro.net/projects\\_studies/lrt/images/report\\_mobility\\_westside.pdf”](https://media.metro.net/projects_studies/lrt/images/report_mobility_westside.pdf)

Table 7: Number of Households by Type in Culver City

Household Type	2010		2019		2010-2019 % Change
	#	%	#	%	
All Households	16,779	100	16,796	100	0.1
Family Households	9,344	56	9,529	57	2.0
Married-Couple	6,826	41	7,272	43	6.5
Other Families	2,518	15	2,257	13	-10.4
Non-Family Households	7,435	44	7,267	43	-2.3
Single	5,649	34	5,940	35	5.2
Other Non-Families	1,786	11	1,327	8	-25.7
Persons Living in group quarters	311		311		--
Average Household Size	2.30		2.31		--

Sources: BOC, Census, 2010; 2015-2019 American Community Survey, 5-Year Estimates, Tables S2501 and S1101; DOF, Table E-1, 2020

## Tenure

Tenure in the housing industry typically refers to a housing unit's occupancy status – whether the unit is owner- or renter-occupied. Tenure preferences are primarily related to the household's income, composition, and ages of the householders. A household is cost-burdened if it spends more than 30% of its gross income on housing-related expenses, and renters tend to be more cost-burdened than owners. However, the high costs of homeownership in Southern California also result in a housing cost burden for many homeowners. The tenure distribution (owner versus renter) of a community's housing stock influences several aspects of the local housing market. Tenure influences residential mobility, or turnover, as rental units experience a higher turnover rate than owner-occupied units.

Table 8 compares the number of owner- and renter-occupied units in the City to the County in 2000, 2010, and 2019. On average, the homeownership rate in Culver City between 2000 and 2019 was about 6% higher than in the County. The homeownership rate for Culver City and the County declined consistently from 2000 to 2019.

Table 8: Occupied Units by Tenure in Culver City and LA County

Jurisdiction	Tenure	2000		2010		2019	
		#	%	#	%	#	%
Culver City	Owner	9,034	54	9,111	54	8,768	52
	Renter	7,577	46	7,668	46	8,028	48
	TOTAL	16,611	100	16,779	100	16,796	100
LA County	Owner	1,499,744	48	1,544,749	48	1,519,516	46
	Renter	1,634,030	52	1,696,455	52	1,797,279	54
	TOTAL	3,133,774	100	3,241,204	100	3,316,795	100

Sources: BOC, Census, 2000, 2010; 2015-2019 American Community Survey, 5-Year Estimates, Table S2504

## Household Income

Household income is a primary factor affecting housing needs in a community. Except for households that own a home with little or no mortgage, residents' ability to afford housing is directly related to household income. Table 9 shows median household income in Culver City, LA County, and other Westside cities in 2000, 2010, and 2019. The

City's median household income in 2019 (\$95,044) was substantially higher than that reported in LA County (\$68,044), as had been the case in 2010 and 2000. Income growth in Culver City also outpaced growth in LA County from 2010 to 2017. When compared to other cities in the Westside region, Culver City is most similar in median household income to Santa Monica, while the median household income of Beverly Hills is significantly higher. Although West Hollywood has seen the largest growth in median household income, it still has the lowest median income of the Westside cities.

Table 9: Median Household Income in Culver City and LA County

Jurisdiction	2000 (\$)	2010 (\$)	2019 (\$)	2010-2019 (% Change)
Culver City	52,065	72,199	95,044	32
LA County	42,030	55,476	68,044	23
Santa Monica	50,714	68,842	96,570	40
Beverly Hills	70,945	83,463	106,936	28
West Hollywood	38,914	52,009	74,044	42

Sources: BOC, Census, 2000.; 2006-2010 & 2015-2019 American Community Survey, 5-Year Estimates, Table S1903

Housing needs and assistance programs are based on income categories established in state and federal law. For the Housing Element, the State Department of Housing and Community Development (HCD) has established five income groups based on area median income (AMI), as shown in Table 10.<sup>4</sup>

Table 10: HCD Income Categories

Income Category	% of AMI
Extremely Low <sup>1</sup>	Up to 30% of AMI
Very Low <sup>1</sup>	31-50% of AMI
Low <sup>1</sup>	51-80% of AMI
Moderate	81-120%
Above Moderate	Greater than 120% of AMI

Source: California Dept. of Housing and Community Development

Notes: Extremely Low, Very Low and Low categories together are referred to as "Lower Income."

Under state and federal regulations, the AMI refers to the median income for a metropolitan statistical area; in this case, Los Angeles County.<sup>5</sup> The AMI for Los Angeles County, as determined by HCD, was \$77,300 in 2020. According to HCD, county median income must be used to establish income groups for the Housing Element. About 27% of Culver City households are Lower Income (Table 11). 73% of Culver City households were within the moderate/above moderate income categories (greater than 80% AMI), a higher proportion of households compared to the county as a whole (59%).

<sup>4</sup> State income definitions are different compared to federal definitions. For federal housing programs, eligibility is established for households with incomes up to only 80% of the AMI. Under the federal definition these households are considered moderate income. For housing plans that are required by federal regulations, such as the Consolidated Plan and Analysis of Impediments to Fair Housing Choice, the federal income definitions are used.

<sup>5</sup> A metropolitan statistical area refers to a core area with a substantial population and the adjacent communities that are economically and socially connected to that core.

Table 11: Household Distribution by Income Category in Culver City and LA County

Income Category	Income Category (% of AMI)	Culver City (%)	LA County (%)
Extremely Low	up to 30	11.7	20.6
Very Low	31 to 50	4.9	5.5
Low	51 to 80	10.4	15.2
Moderate	81 to 120	15.0	16.1
Above Moderate	>120	58.0	42.6
Total		100	100

Source: SCAG, RHNA Final Allocation Calculator, March 2021<sup>6</sup>

## Housing Stock Characteristics

This section evaluates the characteristics of the community's housing stock, such as the number and type of housing units, recent growth trends, age and condition, tenure, and vacancy, and helps identify and prioritize needs. A housing unit is defined as a house, apartment, mobile home, or group of rooms, occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters.

### Housing Type and Growth Trends

#### Housing Growth

Between 2000 and 2020, the rate of housing stock growth in Culver City (4.0%) trailed that of the neighboring cities of Santa Monica (10%) and West Hollywood (7.2%) and was comparable to Beverly Hills (3.7%) (see Table 12). Over the last seven years since the 2013-2021 Housing Element was adopted, Culver City added a total of 333 net new housing units to its housing stock, representing a growth rate of 1.9%. Much of the City's residential development activities involve the demolition of existing units and recycling into high density development. This growth rate is consistently lower than those in the neighboring cities of Santa Monica (2.8%) and West Hollywood (4.7%) and LA County (3.7%) from 2013 to 2020. Beverly Hills was the only neighboring city with a rate lower than Culver City (less than 0.1%) from 2013 to 2020.

Table 12: Westside Cities Housing Growth

Jurisdiction	# Units			% Change	
	2000	2013	2020	2013-2020	2000-2020
Culver City	17,130	17,486	17,819	1.9	4.0
Santa Monica	47,863	51,210	52,629	2.8	10.0
Beverly Hills	15,856	16,436	16,443	<0.1	3.7
West Hollywood	24,110	24,698	25,853	4.7	7.2
LA County	3,270,909	3,463,492	3,590,574	3.7	9.8

Sources: BOC, Census, 2010; DOF, Table E-1, 2013, 2020

<sup>6</sup> SCAG's RHNA methodology does not include the "extremely low" income category defined by HCD as up to 30% AMI. Instead, SCAG combines both the "extremely low" and "very low" income HCD categories into the "very low" income category defined as households below 50% AMI. According to HUD's Comprehensive Housing Affordability Strategy data, 11.7% of households are extremely low income (less than 30% AMI). However, the precise methodology for developing income distribution by these two sources may be different.

## Unit Type and Size

Table 13 provides the DOF estimates for housing types for 2013 and 2020. As shown, the proportional breakdown of various housing types within the city has changed very little over the previous planning period, reflecting the city's slow growth rate and limited home construction. In 2020, the city was almost evenly divided between single-family units (48%) and multi-family units (51%). Single-family detached homes and larger multi-family complexes (5+ units) make up most of the city's housing stock at approximately 39% each. Smaller multi-family complexes (with 2-4 units) comprise approximately 12% of the city's units. About 9% of units were reported as single-family attached units (i.e., condominiums or townhomes), while mobile homes comprised the remaining 1%.

Table 13: Number of Housing Units by Type in Culver City

Housing Type	2013		2020		2013-2020 Change	
	#	%	#	%	#	%
Single-Family Homes	8,507	49	8,564	48	57	0.7
Single-Family Detached	6,920	40	6,963	39	43	0.6
Single-Family Attached	1,587	9	1,601	9	14	0.9
Multi-Family Homes	8,783	51	9,039	51	256	2.9
Multi-Family (2-4 units)	2,086	12	2,089	12	3	0.1
Multi-Family (5+ units)	6,697	38	6,950	39	253	3.8
Mobile Homes	196	1	216	1	20	10.2
<b>TOTAL</b>	<b>17,486</b>	<b>100</b>	<b>17,819</b>	<b>100</b>	<b>333</b>	<b>1.9</b>

Source: DOF, Table E-5, 2013, 2020

According to the 2015-2019 ACS, about two-thirds of housing units had two- to three-bedrooms (see Table 14). Studio and one-bedroom units made up 25% of the city's housing stock. The city's larger housing units (four or more bedrooms) only made up 11% of the housing stock.

Table 14: Number of Housing Units by Size in Culver City

Unit Size	2019	
	#	%
Studio	720	4
1 bedroom	3,480	21
2 or 3 bedrooms	10,754	64
4 or more bedrooms	1,842	11
<b>TOTAL</b>	<b>16,796</b>	<b>100</b>

Source: BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table S2504

## Vacancy Rates

A certain number of vacant units are needed to moderate the cost of housing, allow sufficient choice for residents, and provide an incentive for unit upkeep and repair. Vacancy rates are generally higher among rental properties, as rental units have greater attrition rates than owner-occupied units. A healthy vacancy rate — one which

permits sufficient choice and mobility among a variety of housing units — is considered to be 2-3% for ownership units and 5-6% for rental units.

Housing tenure changed slightly from 2000 to 2019, with the rate of homeownership declining slightly from 54% in 2000 to 52% in 2019 (see Table 8). Similarly, the share of renter-households increased from 46% to 48% during the same period. In Culver City, the vacancy rates increased from 3% to 5.1% between 2000 and 2019 (see Table 15). This rise can be attributed to an increase in vacant for-rent units (which accounted for 32% of vacancies in 2000 versus 55% in 2019). Units categorized as “other vacant” also made up a sizeable portion of vacant units in all the years indicated (28% in 2000 and 2010 and 26% in 2019). Short-term rentals fall into this category; therefore, this number may indicate the extent of short-term rentals in the city. During the same period, the proportion of for-sale vacant units dropped to 0% from 22% in 2000. While the city's rental vacancy rate is within the healthy range, the ownership vacancy rate is well below optimum providing homebuyers with virtually no choice when seeking to purchase a home within the city.

Table 15: Culver City Vacancy Statuses

Vacancy Status	2000		2010		2019	
	#	%	#	%	#	%
<b>Vacancy by Tenure</b>						
Owner-occupied	112	1.2	65	0.7	0	0
Renter-occupied	164	2.1	333	4.1	495	5.7
Overall vacancy rate		3.0		4.1		5.1
<b>Vacancy by Type</b>						
For rent	164	32	333	47	495	55
Rented, not occupied	58	11	31	4	165	18
For sale only	112	22	65	9	0	0
Sold, not occupied	0	0	23	3	0	0
For seasonal, recreational, or occasional use	42	8	62	9	11	1
Other vacant	143	28	198	28	236	26
<b>Total Number of Vacant Units</b>	<b>519</b>	<b>100</b>	<b>712</b>	<b>100</b>	<b>907</b>	<b>100</b>

Sources: BOC, Census, 2000, 2010; 2015-2019 American Community Survey, 5-Year Estimates, Table B25004

Note: “Other Vacant” as defined by the Census is a housing unit that does not fit into any year-round vacant category. This may indicate the extent of short-term rentals in the City.

## Housing Conditions

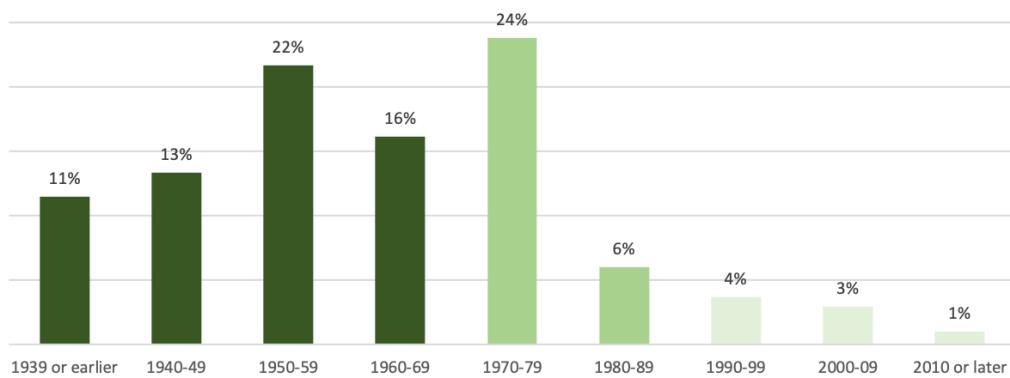
### Age of Housing Stock

Housing age is often an important indicator of housing condition. Housing units built before stringent limits on the amount of lead in the paint were imposed in 1978, may have interior or exterior building components coated with lead-based paint. Housing units built before 1970 most likely need rehabilitation and have lead-based paint in deteriorated condition. Lead-based paint becomes hazardous to children under age six and pregnant women when it peels off walls, windows, and doors. In general, housing that is 30 years or older may exhibit a need for repairs based on the useful life of materials (such as the roof). Housing over 50 years old is considered aged and is more likely to exhibit a need for major repairs (such as electrical and plumbing systems).

Figure 2 provides the age composition of Culver City's housing stock. About 63% of the city's housing units were built at least 50 years ago (the dark green bars). The vast majority of the City's housing stock, approximately 92%, are at least 30 years old (the dark green and medium green bars). These findings indicate that much of the city's housing possibly needs some maintenance and rehabilitation, including remediation of lead-based paint.

Culver City's housing stock is somewhat older when compared to the County as a whole. In LA County, approximately 86% of units are older than 30 years. While it is typical for housing units to remain in use for much longer than 30 years, it is important to note that older homes need more frequent maintenance and rehabilitation to maintain a good condition.

Figure 2: Age Composition of Culver City's Housing Stock



Source: BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table B25034

## HOUSING CONDITIONS

Housing is considered substandard when the living conditions do not meet the minimum standards defined in Section 1001 of the Uniform Housing Code. Households living in substandard conditions are considered to require housing assistance due to the threat to health and safety, even if they are not seeking alternative housing arrangements.

In addition to structural deficiencies and standards, the lack of infrastructure and utilities often indicates substandard conditions. Table 16 identifies the number of Culver City owner- and renter-occupied housing units lacking complete kitchen or plumbing facilities. Units lacking complete facilities are rare in Culver City. According to the 2015-2019 ACS, no owner-occupied units and just 0.1% of renter occupied units lacked complete plumbing facilities. Further, only 0.1% of owner-occupied housing units and 2.8% of renter occupied units lacked complete kitchens. These numbers indicate that complete kitchen facilities are a greater need than plumbing facilities and that renter-occupied units have a greater need for rehabilitation.

Table 16: Occupied Housing Units Lacking Complete Kitchen and Plumbing Facilities

	Owner				Renter			
	2009		2019		2009		2019	
	#	%	#	%	#	%	#	%
Occupied housing units	9,579		8,768		6,699		8,028	
Lacking complete plumbing facilities	19	0.2	0	0.0	13	0.2	11	0.1
Lacking complete kitchen facilities	38	0.4	8	0.1	134	2.0	226	2.8

Source: BOC, 2005-2009 & 2015-2019 American Community Survey, 5-Year Estimates, Table S2504

Compared to the housing conditions reported in the 2013-2021 Housing Element, housing conditions have improved overall since 2009. However, the number of rental units lacking complete kitchen facilities has increased since 2009. It is also important to note that the ACS typically undercounts substandard housing conditions as it is not able to report on other subtler housing problems, such as inadequate wiring, leaks, or inadequate or lack of heating<sup>7</sup>. Despite the increase in units lacking kitchen facilities, Culver City's housing stock is in relatively good condition with basic facilities present for most of its occupied units.

Assessing code enforcement activities provides additional insight on the overall condition of the city's housing stock. The City's Code Enforcement Services Division responds to an average of 886 complaints and requests for service each year. While Code Enforcement responds to these requests, many do not result in an open case. If Code Enforcement opens a case, it issues a Notice of Violation or a fine. The total number of cases, not complaints, that Code Enforcement has had since it began tracking them in 2010 is 4,715. Typically, Code Enforcement has about 470 cases per year and currently (June 2021) has 660 unresolved or ongoing cases.

Code enforcement cases are generally initiated when the Division receives a complaint of a violation, which is then confirmed by staff. Code enforcement focuses on violations of the municipal code in a variety of areas, including animal regulations, business licenses, graffiti, building code violations, property maintenance, and substandard housing. Of the City's average of 470 cases per year, an average of nine are related to significant property maintenance issues, substandard housing, or hoarding. The most common issues reported were related to mold, leaks (roof or plumbing), and lack of heat. It is estimated that about half of these properties with violations need substantial rehabilitation while the other half need more minor repairs. Since code enforcement activity is primarily complaint-driven, it is difficult to make accurate assumptions about the overall condition of the City's housing stock based upon this data. However, if just nine of the city's 16,796 occupied housing units have significant property maintenance issues, this represents less than 0.01% of the City's housing stock. Even assuming only one in 10 cases would be reported to the City, the

<sup>7</sup> While the ACS also reports on the lack of telephone services, in today's mobile world, landline telephone services are no longer a required service. However, the ACS does not measure Internet access, which is a more important utility for communications.

extent of substandard housing in the City is limited (or generally estimated at 100 units) with no units requiring replacement.

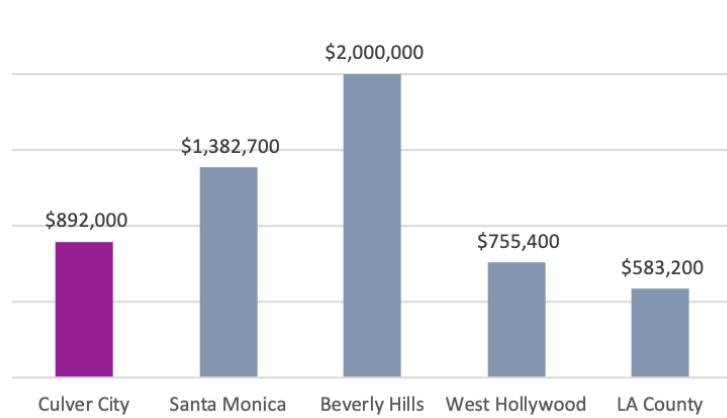
## Housing Costs & Affordability Gap Analysis

Comparing the costs of homeownership and renting to a household's ability to pay for housing can help determine how affordable a community is. This section provides information on the homeownership costs and rental costs in Culver City and compares this to an affordability analysis for households as various income levels.

### Home Values

Figure 3 compares median home values in the Westside cities and LA County as a whole, based on estimates from the 2015-2019 American Community Survey. As shown, home values in the Westside are significantly higher than the County. Typical home values in Beverly Hills and Santa Monica are higher than in Culver City, while home values in West Hollywood are lower.

Figure 3: Westside Cities Median Home Values (2019)



Source: BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table B25077

Since the most recent data available from the American Community Survey is from 2019, home values based on the Zillow Home Value Index (ZHVI) are included below to provide more recent data. The ZHVI is a smoothed seasonally adjusted measure of the typical home value for homes in the 35th to 65th percentile range within a specific geography. According to the ZHVI, the typical home in Culver City was valued at \$1,295,775 in December 2020. As shown in Table 17, home values have increased drastically since 2013 (69% increase overall). The value of single-family homes increased at a greater rate than condominiums (67% and 57%, respectively).

Table 17: Change in Typical Home Values in Culver City

	December 2013 (\$)	December 2020 (\$)	% Change
Typical Home Value	766,110	1,295,775	69
Single-family homes	888,187	1,486,379	67
Condominiums	410,233	642,220	57

Source: Zillow Home Value Index, accessed March 2021.

## Rental Housing

Information on current rental rates in the city was obtained by reviewing advertisements posted on Zillow during June 2021. Table 18 summarizes median multi-family (apartment, condo, townhouses) and single-family home rents by unit size. A total of 192 units were listed for rent on Zillow in June 2021, with the majority of the listings for multi-family units (95%). Just nine single-family homes were listed for rent, with median monthly rents ranging from \$2,775 for a one-bedroom unit to \$5,200 for a three-bedroom unit. The median monthly rent for multi-family units ranged from \$3,120 for a studio unit to \$3,798 for a three-bedroom unit. It should be noted that the median monthly rent for a one-bedroom apartment (\$3,480) was higher than the rent for a two-bedroom apartment (\$3,125). The median rent for studio apartments and two-bedroom apartments were nearly the same. This is likely because many studio and one-bedroom apartments located in newly constructed buildings were listed for rent.

Table 18: Median Rent by Unit Size in Culver City (June 2021)

Unit Type	# Available	Median Rent by Unit Size (\$)			
		Studio	1-Bedroom	2-Bedrooms	3+ Bedrooms
Multi-Family Unit	183	3,120	3,480	3,125	3,798
Single-Family Unit	9	N/A	2,775	4,250	5,200
All Units	192	3,120	3,475	3,150	4,990

Source: Zillow rental listings, [www.zillow.com](http://www.zillow.com), accessed June 2, 2021

Table 19 compares median rents for Westside cities, based on data from the 2015-2019 American Community Survey. As shown, rents in the Westside cities were higher than for LA County as a whole. Rents within the Westside cities were generally comparable; however, rents in Beverly Hills tended to be the highest.

Table 19: Comparison of Median Rent by Unit Size for Westside Cities (2019)

Jurisdiction	Studio	1-Bedroom	2-Bedrooms	3-Bedrooms	4-Bedrooms	5+ Bedrooms
Culver City	1,281	1,678	2,119	2,795	1,878	-1
Santa Monica	1,540	1,703	2,122	2,039	2,647	2,127
Beverly Hills	1,378	1,895	2,745	2,965	3,500+	-1
West Hollywood	1,157	1,606	2,080	2,964	2,850	3,500+
LA County	1,085	1,234	1,605	1,909	2,110	2,165

Source: BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table B25077

Note: 1. Data unavailable, likely due to limited number of units of this size available.

## Housing Affordability Gap Analysis

Housing affordability is defined as paying no more than 30 to 35% of the gross household income (depending on tenure and income level) on housing expenses (including utilities, taxes, and insurance).

Table 20 provides general estimates on affordable rents and home purchase prices by income category based on the 2020 HCD median household income of \$77,300 for LA County and general cost assumptions for utilities, taxes, and property insurance.<sup>8</sup> Given the high costs of homeownership, lower income households are usually confined to rental housing, but the affordability problem also persists in the ownership market. The situation is exacerbated for seniors with their fixed incomes and for large households with lower and moderate incomes given the limited supply of large rental units.

Based on the estimated affordable purchase prices shown in Table 19 and the typical home values presented in Table 17, lower income and moderate income households are unable to afford to purchase a single-family home or condominium in Culver City. This data illustrates that public subsidies are generally required to reduce sales prices to a level that is affordable to low and moderate income buyers. With a typical condominium within the city valued at \$642,000, there is an approximately \$300,000 “gap” between the market value and the price a moderate income household can afford to pay, depending on household size. For low income households, this gap ranges from \$300,000 to over \$410,000, depending on household size.

Rental housing that does not impose a cost burden is also difficult to obtain for the city's lower income and moderate income households. Median rents in the city ranged from \$3,120 for a studio apartment to \$4,990 for a three-bedroom unit (Table 18). As shown in Table 20, affordable monthly rents for lower income and moderate income households range from \$442 to \$2,240, depending on income category and household size. Therefore, a lower income or moderate income renter-household would not be able to afford a median priced rental unit without being cost burdened. More specifically, there is a \$2,500 gap between what an extremely low income four-person household can afford to pay and the median monthly rent for a two-bedroom apartment. For a moderate income four-person household, there is an affordability gap of about \$1,030 between what the household can afford and the median market rent for a two-bedroom unit.

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<sup>8</sup> State and federal income limits differ. For the Housing Element, State income limits are used, which are usually higher than the federal levels used in the City's Consolidated Plan and other related documents.

Table 20: Housing Affordability Matrix - LA County (2020)

Household	Annual Income (\$)	Monthly Affordable Housing Costs (\$)	Utilities (\$)	Taxes and Insurance (\$)	Affordable Monthly Rent (\$)	Affordable Home Purchase Price (\$)
<b>Extremely Low Income (under 30% MFI)</b>						
1-Person	23,700	593	151	207	442	61,790
2-Person	27,050	676	166	237	510	72,096
3-Person	30,450	761	190	266	571	80,244
4-Person	33,800	845	223	296	622	86,069
5-Person	36,550	914	264	320	650	86,953
<b>Very Low Income (31 to 50% MFI)</b>						
1-Person	39,450	986	151	345	836	129,241
2-Person	45,050	1,126	166	394	960	149,182
3-Person	50,700	1,268	190	444	1,077	166,966
4-Person	56,300	1,408	223	493	1,185	182,427
5-Person	60,850	1,521	264	532	1,257	191,020
<b>Low Income (51 to 80% MFI)</b>						
1-Person	63,100	1,578	151	552	1,427	230,524
2-Person	72,100	1,803	166	631	1,637	265,026
3-Person	81,100	2,028	190	710	1,837	297,157
4-Person	90,100	2,253	223	788	2,030	327,179
5-Person	97,350	2,434	264	852	2,170	347,334
<b>Moderate Income (81 to 120% MFI)</b>						
1-Person	64,900	1,623	151	568	1,472	238,233
2-Person	74,200	1,855	166	649	1,689	274,020
3-Person	83,500	2,088	190	731	1,897	307,435
4-Person	92,750	2,319	223	812	2,096	338,527
5-Person	100,150	2,504	264	876	2,240	359,325

Sources: HCD Income Limits (2020), and Veronica Tam and Associates (2020)

Assumptions:

1. CA Dept. of Housing and Community Development (HCD) Income Limits, 2020.
2. Affordable housing costs are 30 percent of gross household income.
3. Utility costs based on Los Angeles County Development Authority (LACDA) Utility Allowance Schedule, 2020.
4. Taxes, insurance, PMI (private mortgage insurance), and HOA (homeowners association) are calculated at 35% of monthly affordable cost.
5. Affordable home purchase price is the total purchase price, assuming a 30-year fixed mortgage with a 3% interest rate and 10% down payment.
6. Taxes and insurance costs applies to owners only; renters do not usually pay taxes or insurance.

## Housing Assistance Needs

This section outlines Culver City's existing housing needs, including those resulting from being housing cost-burdened or living in overcrowding situations. It also evaluates the housing needs for special needs groups such as seniors; persons with disabilities or those experiencing homelessness; and female-headed, large, and/or extremely low-income households.

### Housing Cost Burden

Housing cost burden is generally defined as households paying more than 30% of their gross income on housing-related expenses. For renters, housing costs include rent and utilities. For owners, housing costs include the mortgage payment, taxes, insurance, and utilities. High housing costs can cause households to spend a disproportionate percentage of their income on housing. This may result in payment problems, deferred maintenance, or overcrowding. Households paying more than 50% of their income on housing are experiencing a severe housing cost burden. These households may be at risk of homelessness in the event of illness/disability or a sudden loss of income.

This section uses data from the Comprehensive Housing Affordability Strategy (CHAS) published by the U.S. Department of Housing and Urban Development (HUD). The CHAS provides information related to households with housing problems, including cost burden and overcrowding.<sup>9</sup> The most recent estimates posted by HUD were derived from the 2013-2017 ACS.

As shown in Table 21, nearly half of renter-households in Culver City experienced one or more housing problem, and 43% paid more than 30% of their incomes towards housing costs in 2017 compared to about one-third of homeowners. Extremely low-income households are the most vulnerable group. With limited income, 80% of the households in this income group experienced one or more housing problems, compared to 73% of very low-income households, 69% of low-income households, and 42% of households citywide. Severe housing cost burden impacted 72% of the extremely low-income households, compared to 45% of very low-income households, 26% of low-income households, and 18% of households citywide.

Table 22 provides information on housing problems and cost burden in Los Angeles County, as a point of comparison. Overall, the instance of cost burden and housing problems in general is lower in Culver City when compared to the County. However, the proportion of lower income households (HH) with a cost burden greater than 50% tends to be higher within Culver City.

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<sup>9</sup> The CHAS collects data on four housing issues: 1) housing unit lacks complete kitchen facilities; 2) housing unit lacks complete plumbing facilities; 3) household is overcrowded; and 4) household is cost-burdened.

Table 21: Housing Problems and Cost Burden in Culver City by Income and Tenure

Household by Type, Income & Housing Problem	Renters (#)	Renters (%)	Owners (#)	Owners (%)	Total HHs (#)	Total HHs (%)
Extremely Low (0-30% AMI)	<b>1,280</b>	<b>66</b>	<b>660</b>	<b>34</b>	<b>1,940</b>	<b>12</b>
with any housing problems	1,045	82	510	77	1,555	80
with cost burden > 30%	1,020	80	515	78	1,535	79
with cost burden > 50%	925	72	475	72	1400	72
Very Low (31-50% AMI)	<b>750</b>	<b>55</b>	<b>625</b>	<b>45</b>	<b>1,375</b>	<b>8</b>
with any housing problems	695	93	315	50	1,010	73
with cost burden > 30%	680	91	305	49	980	71
with cost burden > 50%	495	66	135	22	625	45
Low (51-80% AMI)	<b>1,015</b>	<b>50</b>	<b>1,025</b>	<b>50</b>	<b>2,040</b>	<b>12</b>
with any housing problems	845	83	570	56	1,415	69
with cost burden > 30%	805	79	570	56	1,370	67
with cost burden > 50%	225	22	310	30	535	26
Moderate/Above Moderate (>80% AMI)	<b>4,660</b>	<b>42</b>	<b>6,530</b>	<b>58</b>	<b>11,190</b>	<b>68</b>
with any housing problems	1,200	26	1,750	27	2,950	26
with cost burden > 30%	770	17	1,565	24	2,330	21
with cost burden > 50%	30	1	335	5	365	3
Total Households	<b>7,705</b>	<b>47</b>	<b>8,840</b>	<b>53</b>	<b>16,545</b>	<b>100</b>
with any housing problems	3,780	49	3,145	36	6,925	42
with cost burden > 30%	3,275	43	2,955	33	6,215	38
with cost burden > 50%	1675	22	1,255	14	2,930	18

Source: HUD Comprehensive Housing Affordability Strategy (CHAS) dataset, based on 2013-2017 ACS

Table 22: Housing Problems and Cost Burden in Los Angeles County by Income and Tenure

Household by Type, Income & Housing Problem	Renters (%)	Owners (%)	Total HHs (%)
Extremely Low (0-30% AMI)	<b>79</b>	<b>21</b>	<b>19</b>
With any housing problems	84	76	83
With cost burden > 30%	82	75	81
With cost burden > 50%	70	63	68
Very Low (31-50% AMI)	<b>68</b>	<b>32</b>	<b>15</b>
With any housing problems	91	68	83
With cost burden > 30%	84	65	78
With cost burden > 50%	38	44	40
Low (51-80% AMI)	<b>59</b>	<b>41</b>	<b>18</b>
With any housing problems	68	60	65
With cost burden > 30%	53	54	53
With cost burden > 50%	11	23	16
Moderate/Above Moderate (>80% AMI)	<b>38</b>	<b>62</b>	<b>48</b>
With any housing problems	25	24	25
With cost burden > 30%	15	20	18
With cost burden > 50%	1	4	3
Total Households	<b>54</b>	<b>46</b>	<b>100</b>
With any housing problems	62	39	52
With cost burden > 30%	54	35	45
With cost burden > 50%	29	16	23

Source: HUD Comprehensive Housing Affordability Strategy (CHAS) dataset, based on 2013-2017 ACS

## Overcrowding

HCD defines overcrowding as more than one person per room, including the living room and dining room, but excluding the kitchen and bathroom. Overcrowding occurs when some households cannot accommodate high-cost burdens and instead accept smaller housing or share housing with other individuals or families. The following situations may result in overcrowding:

- A family living in a home that is too small;
- A family that houses extended family members; or
- Unrelated individuals or families doubling up to afford housing.

However, cultural differences may also contribute to the overcrowded conditions. Some cultures may prefer to share living quarters with extended family members, increasing their household sizes and creating a need for appropriately sized, affordable units.

Due to the additional stress imposed by more people living within a unit, overcrowding can strain physical facilities and the delivery of public services, reduce the quality of

the physical environment, contribute to a shortage of parking in a neighborhood, and accelerate the deterioration of homes.

According to the 2015-2019 ACS, about 5% of Culver City households are living in overcrowded conditions (786 households) (Table 23). Overcrowding was significantly more common among renter-households when compared to owner-households. About 82% of overcrowded households are of renter households. Culver City residents live in relatively less crowded housing conditions than the rest of Los Angeles County, according to the ACS. The overall rate of overcrowding in the County is more than double that of Culver City at 11%, compared to 5% in the city.

Table 23: Overcrowding by Tenure in Culver City (2019)

	Renters		Owners		Total	
	#	%	#	%	#	%
Overcrowded Households (1.01-1.5 persons per room)	363	4.5	116	1.3	479	2.9
Severely Overcrowded (1.5+ persons per room)	283	3.5	24	0.3	307	1.8
All Overcrowded Households	646	82.2	140	17.8	786	4.7
All Households	8,028	47.8	8,768	53	16,796	100.0

Source: BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table DP04

## Special Needs

Certain groups in a community may have greater difficulty finding decent, affordable housing due to special circumstances, such as those related to one's age, family characteristics, disability, or employment. As a result, some Culver City residents are at a greater risk of experiencing a cost burden, overcrowding, or other housing problems.

State Housing Element law considers persons with disabilities (including those with developmental disabilities), seniors, large households, female-headed households with children, persons experiencing homelessness, farmworkers, and extremely low-income persons and households to be "special needs" groups. These groups are not mutually exclusive, as a person or household may fall into more than one category. For example, a senior living alone may have a disability and live below the poverty level; or a large household may be female-headed and include a senior. Table 24 summarizes the population and households within these groups in Culver City.

Table 24: Culver City's Special Needs Populations/Households (2019)

Special Needs Group <sup>1</sup>	# of Persons/ Households	% of Population/ Households
Households with Seniors <sup>2</sup>	4,779	28
Senior-Headed Households	4,136	25
Persons with a Disability	3,638	9
Persons with a Developmental Disability	485	1
Single Female-Headed Households with Children	577	3
Large Family Households (5+ persons)	658	4
Farmworkers (persons) <sup>3</sup>	29	<0.1
Persons Experiencing Homelessness	216	1
Extremely Low-Income Households	1,940	12

Sources: BOC, 2015-2019 American Community Survey, 5-Year Estimates; CA Dept. Developmental Services, 2019; Los Angeles Housing Services Authority (LAHSA), Greater Los Angeles Homeless Count, 2020; HUD Comprehensive Housing Affordability Strategy (CHAS) dataset, based on 2013-2017 ACS

Notes:

1. All data is from the 2015-2019 ACS, except for Persons with Developmental Disabilities (CA DDS), Persons Experiencing Homelessness (LAHSA), and Extremely Low-Income Households (CHAS).
2. Includes all households with one or more person age 65 and over.
3. Includes all members of the civilian population over 16 employed in farming, fishing, and forestry occupations.

## Persons with Disabilities

Federal laws define a person with a disability as "any person who has a physical or mental impairment that substantially limits one or more major life activities; has a record of such impairment; or is regarded as having such an impairment." In general, a physical or mental impairment includes hearing, mobility and visual impairments, chronic alcoholism, chronic mental illness, AIDS, AIDS Related Complex, and mental retardation that substantially limits one or more major life activities. Major life activities include walking, talking, hearing, seeing, breathing, learning, performing manual tasks, and caring for oneself.

According to the 2015-2019 ACS, about 9% (3,638 persons) of the population reported one or more disabilities. Disabilities are more common among the senior population, with 63% of the population with disabilities being 65 years or older (see Table 25). Disability type also varies by age. Most seniors with disabilities have ambulatory difficulties and independent living difficulties, while cognitive difficulties are most common among children (see Table 26).

Table 25: Population with Disabilities in Culver City (2019)

Age (Years)	# Persons with a Disability	% of Population with a Disability	% of Total Population
Under 5	0	0	0
5 - 17	232	6	4
18 - 64	1,128	31	4
65 years and over	2,278	63	36
<b>Total</b>	<b>3,638</b>	<b>100</b>	<b>9</b>

Source: BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table S1810

Table 26: Disability Type by Age in Culver City (2019)

Disability Type <sup>1</sup>	% of Population with a Disability			
	Under 18	18 to 64	65+	Total
With a hearing difficulty	25	21	34	30
With a vision difficulty	16	23	26	24
With a cognitive difficulty	71	46	33	39
With an ambulatory difficulty	14	39	57	49
With a self-care difficulty	58	14	29	26
With an independent living difficulty	--	41	60	50
<b>Total Disabled Persons</b>	<b>232</b>	<b>1,128</b>	<b>2,278</b>	<b>3,638</b>

Source: BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table S1810

Note: 1. A person may have more than one disability type.

Because a disability may prevent a person from working, restrict mobility, or make independent living and self-care difficult, persons with disabilities often have special housing needs. These needs may be related to limited income, accessibility, and location near public transportation and other services. Additionally, some persons with disabilities may need to reside in supportive housing or an institutional setting. State and federal legislation, including the Americans with Disabilities Act (ADA) mandate that a percentage of units in new or substantially rehabilitated multi-family projects be made accessible to individuals with limited physical mobility. However, given the age of Culver City's housing stock, there are limited accessible units within the city. The City's Zoning Code allows for reasonable accommodations following state and federal requirements to allow exceptions to zoning regulations to better accommodate a person with a disability. Reasonable accommodations are discussed in further detail in the Housing Constraints section of the Housing Element.

## Persons with Developmental Disabilities

State law considers an individual's "developmental disability" to be severe and chronic if it:

- Is attributable to a mental or physical impairment or combination of mental and physical impairments;
- Manifests before the individual attains age 18;<sup>10</sup>
- Is likely to continue indefinitely;
- Substantially limits a person's ability to function in three or more of the following major life activity areas: self-care, receptive and expressive language, learning, mobility, self-direction, capacity for independent living, or economic self-sufficiency; and
- Requires a combination and sequence of special, interdisciplinary, or generic services, individualized supports, or other forms of assistance that are of lifelong or extended duration and are individually planned and coordinated.

The Census does not record developmental disabilities. However, according to the California Department of Developmental Services, there are an estimated 485 persons

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<sup>10</sup> The State of California defines developmental disabilities slightly differently than federal law. The main difference is the manifestation age, which is established at 22 under the federal definition.

with developmental disabilities living in Culver City. About 52% of these residents with developmental disabilities were 18 years or older. About 75% of the residents with developmental disabilities were living with parents or guardians while 15% were living independently.

While many persons with developmental disabilities can live and work independently, some may require a group living environment with supervision and support. Individuals with more severe disabilities may require an institutional setting where regular medical care and physical therapy can be provided.

According to the State Community Care Licensing Division, there are two facilities with a total capacity for 10 individuals providing 24-hour non-medical care for adults ages 18-59 who need assistance with their daily needs. Additionally, there are seven facilities within the City providing residential care for persons over 60, with a total capacity of 324 persons. Residential care facilities for six or fewer persons are permitted by-right in Culver City in all residential zones and all commercial zones allowing residential development. Larger facilities are generally permitted with a conditional use permit. These requirements are discussed in more detail in the Housing Constraints section of the Housing Element.

### Elderly

Seniors (persons age 65 and above) are gradually becoming a more substantial segment of the population. Americans are living longer and having fuller lives than ever before in our history and are expected to continue to do so. Elderly households are vulnerable to housing problems due to limited income, the prevalence of physical or mental disabilities, limited mobility, and high healthcare costs. The elderly, particularly those with disabilities, may face increased difficulty in finding housing accommodations.

According to the 2015-2019 ACS, about 17% of the city's population was seniors (Table 27). Between 2010 and 2017, the proportion of elderly persons increased slightly from 15 to 17% (an increase of 670 persons) and senior-headed households increased from 23 to 25% (an increase of 260 households). In Culver City, there is a higher percentage of senior homeowners (73%) than countywide (65%). Senior renter-households comprised 27% of all households in the City.

Many seniors depend on fixed incomes and many have some type of disability. According to the 2015-2019 ACS, 36% of the total senior population has a disability (Table 25). Senior homeowners may be physically unable to maintain their homes or cope with living alone. The housing needs of this group can be addressed through smaller units, second units on lots with existing homes, shared living arrangements, congregate housing, and housing assistance programs.

Table 27: Senior Population and Household Shares in Culver City

Year	Population over 65		Senior-Headed Households	
	#	% of total	#	% of total
2010	5,806	15	3,876	23
2019	6,476	17	4,136	25

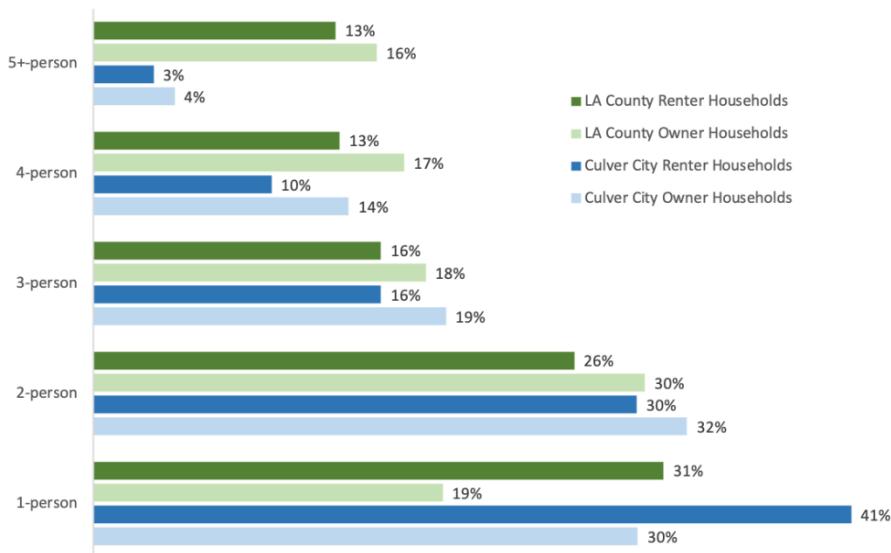
Source: BOC, Census, 2010; 2015-2019 American Community Survey, 5-Year Estimates, Table S1810

## Large Households

Large households are defined as those with five or more members. These households are usually families with two or more children or families living with extended family members such as in-laws or grandparents. It can also include multiple families living in one housing unit to save on housing costs. Large households are a special needs group because the availability of adequately-sized, affordable housing units to serve their needs is often limited. To save for necessities such as food, clothing, and medical care, lower- and moderate-income large households may live in smaller units, resulting in overcrowding.

As shown in Figure 4, households with five or more members comprise the smallest proportion of households in Culver City, at just 4% of owner households and 3% of renter households. While this is generally consistent with the size composition of the city's housing stock (see Table 14), it may also suggest that high housing costs for larger units deter large families from moving into the community. When compared to LA County, Culver City has a significantly higher proportion of one person households. Culver City's proportion of larger households, including four person households and households with five or more people, is lower than the County's.

Figure 4: Household Size in Culver City and LA County by Tenure



Source: BOC, Census, 2010; 2015-2019 American Community Survey, 5-Year Estimates, Table B25009

## Single-Parent and Female-Headed Households

Single-parent households, particularly female-headed households, often require special consideration and assistance because they tend to have a greater need for affordable housing, accessible daycare, healthcare, and other supportive services. Due to their relatively lower per-capita income and higher living expenses, including daycare,

single-parent households have limited opportunities to find affordable, decent, and safe housing.

The number of households that are families with children has not changed greatly in the past decade (see Table 28). In 2019, 27% of households had children, compared with 25% of households in 2010. According to the 2015-2019 ACS, about 825 single-parent households lived within Culver City, representing 5% of the city's households. The majority (70%) of these single-parent households were female-headed. The number of single-parent households, including female-headed, single-parent households, has declined slightly since 2010. While these households make up a small proportion of the population, their needs may be particularly acute due to the factors listed above. Additionally, families with children still make up a quarter of the households in Culver City and may require special assistance.

Table 28: Households with Children in Culver City

Household Type	2010		2019	
	#	%	#	%
Households with children under 18	4,266	25	4,464	27
Single-parent households	1,050	6	825	5
Female-headed households with children	722	4	577	3
All Culver City households	16,870	100	16,796	100

Source: BOC, 2006-2010 and 2015-2019 American Community Survey, 5-Year Estimates, Table S1101

## Farm Workers

Farmworker households tend to have high rates of poverty, disproportionately live in housing that is in poor condition, have high rates of overcrowding, have low homeownership rates, and are predominately members of minority groups. Migrant farmworkers generally live near agricultural areas. Although agriculture produces a total annual gross value of about \$136 million per year in LA County, no agricultural activities are found in Culver City or the surrounding communities.<sup>11</sup> Further, the city does not have any areas zoned for agriculture. The 2019 ACS identified only 29 persons (0.1% of the civilian employed population 16 years over) working in farming, fishing, and forestry occupations in Culver City. Based on the above, farm workers are not considered to be a special needs group in Culver City.

No information is available on the number of seasonal and migrant farm workers in Culver City. Given the city's distance from any significant farming activities, it is unlikely the City has migrant and seasonal farm workers. Regionally, 413 farms are located in Los Angeles County, employing 3,266 farm workers, according to the USDA Census of farm labor in 2017. Among the 413 farms, 238 farms employed 1,517 workers seasonally (working less than 150 days a year). Furthermore, 22 farms employed 395 migrant workers in 2017.

<sup>11</sup> 2017 Crop and Livestock Report, Los Angeles County Agricultural Commission.

## Persons Experiencing Homelessness

HUD considers a person to be living in a state of homelessness if the person lacks a fixed, regular, and adequate night-time residence, or if:

- The person is living in a place not meant for human habitation, in emergency shelter, transitional housing, or is exiting an institution where they temporarily resided;
- The person may lose their primary nighttime residence, which may include a motel or hotel, or a doubled-up situation, within 14 days;
- A family with children or unaccompanied youth is unstably housed; or
- The person is fleeing or attempting to flee domestic violence.

Shelter and service needs of the homeless population are significantly different depending on the population subgroup. A Continuum of Care (CoC) is a program designed to assist a community in its effort to end homelessness by funding nonprofit providers, helping State and local governments quickly rehouse individuals and families experiencing homelessness; improve access to homeless services; and help individuals and families experiencing homelessness become self-sufficient. Los Angeles County's CoC approach to homelessness is a coordinated and systematic local approach to meet the needs of individuals and families experiencing homelessness within these subgroups: chronic persons experiencing homelessness, episodic persons experiencing homelessness, and persons at risk of becoming homeless.

### Homeless Count

While HUD mandates a homeless count every two years for all communities that receive federal funds for homeless programs, the Los Angeles Housing Services Authority (LAHSA), the lead agency for the Los Angeles CoC, conducts a homeless count yearly (see Table 29). The Point-in-Time Count provides a snapshot of the number of people without a permanent, habitable place to live.

The Count revealed a 68% increase in the number of men, women, and children experiencing homelessness in the Los Angeles CoC between 2016 and 2020. There were 66,436 persons experiencing homelessness in 2020, compared to 39,587 in 2016. There were notable increases in the number of unsheltered individuals (56%).

For Culver City, the Count showed a 67% increase in the total number of persons experiencing homelessness. The number of unsheltered persons increased dramatically by 109%, and the largest increase was for those living in tents and encampments (142% increase). While the number of persons experiencing homelessness has increased significantly in recent years, the City's population of persons experiencing homelessness accounts for just 0.3% of the total County homeless population.

Table 29: Point-in-Time Homeless Population Counts in Culver City and LA County

	Culver City			Los Angeles County		
	2016 #	2020 #	% Change	2016 #	2020 #	% Change
All	129	216	67	39,587	66,436	68
Unsheltered	80	167	109	30,753	48,041	56
On the Street	28	62	121	10,850	17,059	57
In Cars/Vans/Campers	40	76	90	12,166	18,904	55
In Makeshift Shelters/Tents	12	29	142	7,737	12,078	56
Sheltered	49	49	0	8,847	18,395	108
In Emergency Shelters	49	49	0	4,387	14,077	221
In Transitional Housing	0	0	0	4,445	4,234	-5
In Safe Havens	0	0	0	15	84	460

Source: LAHSA, Homeless Counts by Community/City Dashboard, 2016, 2020

### Emergency Shelter Facilities

Senate Bill 2 of 2007 (Government Code §65583) strengthened the planning requirements for local governments in emergency and transitional housing. Cities must estimate the number of persons in need of emergency shelter and determine whether adequate capacity currently exists to serve the need. If there is insufficient capacity, cities are required to identify zones where emergency shelters may be established "by-right" (i.e., without a conditional use permit).

There is one full-time emergency shelter within Culver City, Upward Bound House, located at the intersection of Washington Boulevard and Beethoven Street. This facility was approved for conversion from a motel to an 18-room emergency shelter in 2008. A maximum of 60 persons can be accommodated at the facility. The Housing Division handles the majority of housing referrals for persons experiencing homelessness. The Culver City Senior Center (4095 Overland Avenue also offers housing referral program materials. The Upward Bound House only focuses on families experiencing homelessness and not on single men or women; it does not meet the need of the entire Culver City homeless population. To minimize constraints to providing additional shelter facilities as SB 2 requires, the Zoning Code allows Emergency Shelters by-right in portions of the Industrial General (IG) zone and the East Washington Boulevard Overlay zone, an area which includes about 24 acres (119 parcels). These parcels are located along transportation corridors and therefore have access to services.

Additionally, on March 22, 2021, the City Council directed staff to move forward with the Venice Parking Lot site (9415-25 Venice Blvd.) to build 10 modular units for temporary shelter, affordable housing, or permanent supportive housing. A budget of \$3 million has been allocated to this project. Another \$6.8 million has been allocated to construct and operate a 70-bed sprung shelter on the Venice Parking Lot site.

### Extremely Low-Income Households

State law requires that cities analyze the existing and projected housing needs for extremely low income (ELI) households. ELI households have incomes that are 30% or less of the AMI, adjusted for household size. The 2020 AMI for LA County was \$77,300

(see Table 20), meaning that a four-person household considered to be ELI has an income of \$33,800 or less.<sup>12</sup>

ELI households have various housing problems and needs. The relatively high cost of housing on the Westside often results in cost burden or overcrowding when ELI households "double-up" with more than one family sharing living space. Such conditions may lead to overtaxed utilities and infrastructure, stress, and adverse health effects. According to the 2013-2017 CHAS, there are 1,940 ELI households in Culver City. ELI impacts renter households and senior households disproportionately. Among the ELI households, 66% are renters and 34% are owners. Senior households make up 39% of ELI renters and 64% of ELI owners.

However, ELI renter and owner households are similarly affected by housing problems and cost burdens (see Table 30). About 80% of ELI households have at least one housing problem,<sup>13</sup> and 79% are cost-burdened, paying more than 30% of their monthly income on housing.

Table 30: ELI Households by Type and Tenure in Culver City (2017)

	Renter				Owner				Total
	Senior	Large 1	All	All (%)	Senior	Large	All	All (%)	
ELI households (#)	495	40	1,280	66	420	0	660	34	1,940
Any housing problem (%)	76	100	82		80	0	77		80
Cost-burdened (%)	77	100	80		80	0	78		79

Sources: HUD Comprehensive Housing Affordability Strategy (CHAS) dataset, based on 2013-2017 ACS

Note: 1. Large households are households containing five or more members.

Though RHNA does not specifically call out ELI households as a category, meeting the housing needs of these persons is an issue for all municipalities. The Culver City Zoning Code allows the development of single room occupancy (SRO) housing as part of mixed use developments. The Zoning Code requires each SRO unit to include bathroom and kitchen facilities and must be a minimum of 200 square feet. SROs help to meet the needs of extremely-low- and very-low-income individuals.

12 HCD publishes annual household income limits for each county in California. The published income limits for extremely low, very low and low income households are used to determine eligibility for some assistance programs and are adjusted upward in high housing cost areas like Southern California. Therefore, the income limits published by HCD for Los Angeles County are higher than the calculated income categories that would result from the applicable percentages of AMI.

13 There are four housing problems in the CHAS data: 1) housing unit lacks complete kitchen facilities; 2) housing unit lacks complete plumbing facilities; 3) household is overcrowded; and 4) household is cost-burdened.

## Assisted Housing at Risk of Conversion

### Overview of Assisted and At Risk Units

As part of the Housing Element, jurisdictions are required to identify lower income multi-family rental units with affordability covenants that could expire during the coming 10-year period (2021-2031). Appendix C lists affordable units that either participate in a federal, state, or local assistance program, or are income-restricted through some other control measure like a density bonus. The list specifically identifies those projects that may be at risk of converting to market rate housing. This information is used to establish quantified objectives for units that can be conserved during this planning period.

As noted in Appendix C, Table C-1, 310 assisted rental housing units were identified in Culver City. Assisted affordable units that are at-risk of conversion during 2021-2031 are listed in Table C-1. As shown in the table, there are a total of 231 units that are at risk during this period: 59 very low income units, 134 low income units, and 38 moderate income units.

### At Risk Status

California Housing Element Law requires Housing Elements to include a study of all lower income rental housing units that may be lost from the affordable inventory through the expiration of affordability restrictions during the next ten-year period. For this Housing Element, the at-risk analysis covers the period from October 15, 2021, through October 15, 2031.

The premise of the Redevelopment Agency Housing Set-Aside Fund was to increase, improve, and preserve the community's supply of affordable housing for families of very-low, low- and moderate-incomes (*Health and Safety Code §33334.2(a)*). Eligible activities included acquisition, rehabilitation, rental assistance, and assistance to first-time home buyers. In exchange for the use of Housing Set-Aside Funds, income and affordability restrictions were placed on the property in the form of covenants. These covenants are for 45 years for ownership projects and 55 years for rental projects.

Covenants are still in effect despite of the elimination of the Redevelopment Agency. The Culver City Housing Authority oversees existing covenants. In Culver City, over the next 10 years, affordability covenants on 231 units have the potential to expire. These include three senior housing projects (190 units), one family rental housing project (20 units), and three group homes serving 21 persons experiencing homelessness and persons with developmental and physical disabilities. To estimate costs, the 21 persons being accommodated at the group homes are treated as separate "households" as they each can be relocated to different housing arrangements as a preservation option.

The majority of these projects were made available using the former Redevelopment Agency's Housing Set-Aside funds. One project was funded with tax exempt financing. While the projects may technically be eligible to convert to market rate housing, projects that are nonprofit-owned (such as 5100 Overland, 5166 Sepulveda, and the

various group homes for persons with disabilities), are not likely to convert to market rate, as these organizations' mission is to provide affordable housing.

## Cost Analysis

### Preservation Costs

Preservation of at-risk units can be achieved by providing project-based rental assistance program. This type of assistance largely depends on the income of the household, the housing costs of the unit, and the number of years the assistance is provided. Given that most of the units at risk are either senior units or for persons with disabilities, and both groups tend to have smaller household size and lower incomes, the amount of subsidies required can be extensive. For a very low income two-person household in LA County, affordable rent is about \$960 (2020 level). The difference between what this household can afford and the median rent for a one-bedroom unit (\$3,480) is \$2,520 per month, resulting in an estimated \$30,240 in subsidy per unit per year and \$6.38 million per year for the 211 units for seniors and persons with disabilities.

For the other 20 rental units not dedicated to a target population, an estimated subsidy of \$1,768 per month per unit would be required based on the affordable rent of \$2,030 for a four-person low income household and the median rent of \$3,798 for a three-bedroom unit. Overall, \$424,320 would be required annually to subsidize the 20 rental units.

### New Construction/Replacement

New construction implies construction of a new property with the same number of units and similar amenities as the one removed from the affordable housing stock. The cost of constructing new housing units can vary greatly depending on factors such as location, density, unit sizes, construction materials, and on- and off-site improvements. The cost to construct a new unit in the City can easily exceed \$600,000.<sup>14</sup> To replace the 231 at-risk units would require more than \$138 million.

### Cost Comparison

In general, the costs to maintain affordability by providing subsidized rents are lower than new construction. This is particularly the case in Culver City as available land is limited and expensive. The City will actively seek out funding sources, including federal preservation dollars, to preserve these at-risk units.

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<sup>14</sup> Demystifying the High Cost of Multifamily Housing Construction in Southern California, February 2020, UC Riverside, School of Business.

# Resources and Opportunities

## Overview of the Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is a key tool for local governments to plan for anticipated growth. The RHNA quantifies the anticipated need for housing within each jurisdiction for the 8-year period from October 2021 to October 2029. Communities then determine how they will address this need through the process of updating the Housing Element of the General Plan.

Under state law, regional councils of governments are required to develop housing needs plans for use by local governments in their Housing Element updates. The regional housing needs analysis is derived from the statewide growth forecast, which is then allocated to regions, cities, and counties based on a variety of factors such as local growth trends, future development potential, job growth, and physical constraints (e.g., floodplains, steep slopes, biological habitat). The current RHNA was adopted by SCAG in March of 2021. The methodology developed by SCAG to allocate the RHNA to local jurisdictions in the current planning cycle is notably different than previous cycles. In the 4<sup>th</sup> and 5<sup>th</sup> RHNA cycles, allocations were based only on projected household growth. In contrast, the 6<sup>th</sup> cycle methodology also considered existing housing needs, job accessibility, and transit accessibility. Also, special consideration was given to designated disadvantaged communities whereby a portion of their RHNA was distributed to jurisdictions that are not disadvantaged. According to SCAG's Final RHNA Methodology, disadvantaged communities are "jurisdictions with more than half of the population living in high segregation and poverty are low resource areas as defined by the California Tax Credit Allocation Committee (TCAC)/HCD Opportunity Index Scores".

### 2021-2029 RHNA for Culver City

SCAG determined the RHNA for each city within the SCAG region, plus the unincorporated areas. The total housing growth need for the City of Culver City during the 2021-2029 planning period is 3,341 units. This total is distributed by income category as shown in Table 31.

Table 31: 2021-2029 Regional Housing Needs Assessment for Culver City

Extremely Low*	Very Low	Low	Moderate	Above Moderate	Total
554	554	604	560	1,069	<b>3,341</b>
16.5%	16.5%	18.0%	17.0%	32.0%	<b>100%</b>

\*The RHNA did not include the extremely low category. It is estimated to be ½ of the very-low-income need, per Government Code §65583.a.1. The total very-low-income RHNA is 1,108; therefore, 554 is designated as extremely-low-income and 554 is designated as very-low-income.

Source: SCAG 6<sup>th</sup> Cycle Final RHNA Allocation Plan, adopted March 2021

## Inventory of Sites for Housing Development

Section 65583(a)(3) of the Government Code requires Housing Elements to contain an “inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.” A detailed analysis of vacant land and potential redevelopment opportunities has been prepared and is described in Appendix B. The results of this analysis are summarized in Table 32 below, which indicates the number of dwelling units approved as well as potential units that could be built based on the analysis of parcels shown in Appendix B. The table shows that under the City’s current General Plan, available capacity is not adequate to accommodate the 6<sup>th</sup> cycle RHNA, based on the selection of available sites using objective criteria and known conditions. After adopting the 2045 General Plan (anticipated in 2022), assuming the Preferred Land Use Map, opportunities for housing development in Culver City would be significantly expanded.

Assignment of sites into RHNA income level is based on a combination of density and site size. A default density of 30 dwelling units per acre (du/ac) or more is considered adequate to facilitate lower income housing, pursuant to State law [Assembly Bill [AB] 1397], provided that the site must be at least 0.5 acre in size. However, larger sites are conservatively assumed to be mixed income sites. Approved projects, pipeline projects, opportunities sites, sites recommended by community members, sites meeting the selection criteria offer an overall 223% buffer above the RHNA for Culver City in the 6<sup>th</sup> cycle.<sup>15</sup>

Table 32: RHNA Capacity Under Current and General Plan Preferred Land Use Map

RHNA Strategy	Lower	Moderate	Above Moderate	Total
RHNA	1,712	560	1,069	3,341
Approved/Entitled/Proposed/Pipeline Projects	603	20	1,438	2,061
Remaining RHNA	1,109	540	0	1,280
Capacity under Current General Plan				
Projected ADUs (Conversion/Expansion)	240	24	136	400
Low Density Two-Family/Medium Density Multi-Family	0	190	6	196
CG/CN	704	545	0	1,249
Capacity (Projects + ADUs + Sites)	1,547	779	1,580	3,906
Surplus/(Shortfall) over Total RHNA	(165)	219	551	(165)
Capacity under 2045 General Plan Preferred Land Use Map				
Incremental Infill				

<sup>15</sup>HCD recommends a buffer of at least 15 to 30% to ensure that sufficient capacity exists in the Housing Element to accommodate the RHNA throughout the planning period. HCD, No Net Loss Memorandum, October 2, 2019.

RHNA Strategy	Lower	Moderate	Above Moderate	Total
Projected ADUs (Conversion/Expansion Scenario)	240	24	136	400
Redevelopment Scenario	0	45	90	135
Opportunity Sites	60	40	493	593
Neighborhood Multi-Family (50 du/ac)	0	657	0	667
Mixed Use Medium (65 du/ac)	421	236	236	893
Mixed Use High (100 du/ac)	973	152	457	1,382
Neighborhood/Corridor MU1	0	92	0	92
Neighborhood/Corridor MU2	852	591	224	1,667
Industrial Mixed Use	92	91	274	457
Capacity (Projects + ADUs + Sites)	3,481	1,972	3,484	8,747
Surplus/(Shortfall) over Total RHNA	2,372	1,432	3,484	7,467
% Buffer over Total RHNA	139%	256%	326%	223%

## Financial and Administrative Resources

The City has access to several funding sources to preserve at-risk housing, improvement of existing housing, and development of affordable housing.

### State and Federal Resources

#### Community Development Block Grant Program (CDBG)

Federal funding is available from the Department of Housing and Urban Development (HUD) through the CDBG program administered by Los Angeles County. The City receives about \$200,000 in funding annually through Los Angeles County Development Authority (LACDA) CDBG Program. The City uses CDBG funds for programs serving seniors, persons with disabilities, and to fund infrastructure improvements.

Through the CARES Act, the City has received also additional one-time CDBG funding (CDBG-CV) from LACDA to address the needs associated with impacts of the COVID-19 pandemic.

#### Section 8 Rental Assistance

The Section 8 Housing Choice Voucher (HCV) program assists very low income seniors, families, and persons with disabilities with the cost of rental housing. Generally, a tenant pays 30% of their adjusted income towards the rent and the Section 8 program pays the balance directly to the landlord. The Culver City Housing Division selects program participants from a waiting list of qualified households, giving preference to Culver City residents, Veterans, the elderly and persons with disabilities. Currently, 215 households are being served with HCVs.

#### SB 2 Permanent Local Housing Allocation

In 2017, Governor Brown signed a 15-bill housing package aimed at addressing the State's housing shortage and high housing costs. Specifically, it included the Building Homes and Jobs Act (SB 2, 2017), which establishes a \$75 recording fee on real estate documents to increase the supply of affordable homes in California. Because the

number of real estate transactions recorded in each county will vary from year to year, the revenues collected will fluctuate.

The first year of SB 2 funds are available as planning grants to local jurisdictions. Culver City received \$160,000 for planning efforts to facilitate housing production. For the second year and onward, 70 percent of the funding will be allocated to local governments for affordable housing purposes. A large portion of year two allocations will be distributed using the same formula used to allocate federal Community Development Block Grants (CDBG). However, as a non-entitlement jurisdiction participating in the CDBG program under the Los Angeles County CDBG program, Culver City is receiving funding under the Permanent Local Housing Allocation (PLHA) component of SB 2 through LACDA. SB2 PLHA funds can be used to:

- Increase the supply of housing for households at or below 60 percent of AMI
- Increase assistance to affordable owner-occupied workforce housing
- Assist persons experiencing or at risk of homelessness
- Facilitate housing affordability, particularly for lower and moderate income households
- Promote projects and programs to meet the local government's unmet share of regional housing needs allocation

### Project Homekey

HCD offers grant funding for local entities to support a variety of housing types for persons experiencing homelessness or who are at risk of homelessness. For the fiscal year 2021-2022, HCD set aside \$1.4 billion in grant funding and is accepting applications on a rolling basis until funds are exhausted or May 2, 2022, whichever comes first. The various housing types it supports include multifamily and single-family housing, hostels, motels, hotels, adult residential facilities, and manufactured housing. The funding can also support adaptive reuse of projects into permanent or interim housing for this population. The Culver City Housing Division, Economic Development Division, and City Manager's Office staff are collaborating across City Departments to apply for this funding to support persons experiencing and who are at risk of experiencing homelessness in Culver City. The City will submit a Homekey Round 2 application to acquire and rehabilitate two motels that will serve persons experiencing chronic homelessness. If awarded Homekey funds, the City will convert the motels to 35 units of interim housing and 38 units of Permanent Supportive Housing (PSH).

## Local Resources

### Culver City Successor Agency

The Culver City Housing Authority serves as the City's Successor Agency to oversee the Low/Moderate Income Housing Asset Fund (LMIHAF). The City anticipates that about \$12 million in LMIHAF will be available over the next six years. LMIHAF is used to implement the City's various housing programs. Planned uses of the LMIHAF have been incorporated in the housing programs of this Housing Element.

## Commercial Linkage Fee

The City adopted a Commercial Linkage Fee program that will go into effect in January 2022. The program applies a \$5 per square foot fee on commercial development in the city. The City will collect the fee and use it to help produce or rehabilitate affordable housing units and/or acquire existing at-risk units. The fee may also fund studies and administration costs to support the fee program.

## Public/Private Partnerships

The City will partner with nonprofit housing developers to preserve and develop affordable housing, including preserving low income housing projects that are at-risk of converting to market-rate housing. Active nonprofit developers in Southern California include, but are not limited to:

- Bridge Housing
- Community Corporation of Santa Monica
- Habitat for Humanity
- Jamboree Housing
- Linc Housing
- Los Angeles County Development Authority
- Menorah Housing Foundation
- Many Mansions
- Mercy Housing
- Meta Housing
- National CORE

The City will actively pursue affordable housing opportunities with qualified developers.

## Energy Conservation Opportunities

State law (Government Code §65583(a)(7)) requires a Housing Element to provide an analysis of opportunities for energy conservation in residential development. Not only do such energy conservation measures reduce consumption of non-renewable or limited resources, but they can also substantially lower housing maintenance costs. Despite the mild climate of Southern California, old fixtures and appliances and older housing construction may wastefully consume water, gas, and electrical resources.

In Culver City, where 50% of the housing stock was constructed before 1950 and more than two-thirds was built before the state adopted energy conservation standards in 1975, a substantial number of units are likely to be using energy and water inefficiently. The City's best strategy for effective energy conservation is to promote and encourage energy-efficient retrofitting of existing homes. Common and effective measures include weather-stripping, caulking doors and windows, and installing insulation in ceilings and walls.

All new residential construction in the city is required to be constructed in an energy efficient manner by complying with state energy conservation standards. Also, pursuant to the City's Solar Photovoltaic Ordinance, all new construction projects, commercial or

multi-family, of 3 or more units or 10,000 new square feet or greater, are required to install 1 kilowatt (kw) of solar photovoltaic power for each 10,000 square feet of new construction, not including parking garage areas. Additionally, new additions of over 10,000 square feet or major renovations of over 10,000 square feet are required to install 1 kilowatt of solar photovoltaic power for each 10,000 square feet of major renovation or additional area. The solar photovoltaic requirement does not apply to new construction, major remodels, or additions of less than 10,000 square feet. One kilowatt of solar photovoltaic power is estimated to add less than half of 1% to the cost of construction. This ordinance not only helps to conserve energy, but also reduces greenhouse gas emissions.

The City's Green Building Ordinance also helps to reduce energy costs by requiring new developments to incorporate Leadership in Energy and Environmental Design (LEED) equivalent measures. These include energy-efficient glazing, additional building insulation, improved heating, ventilation, and air conditioning (HVAC) efficiency; planting or retaining on-site trees providing shade; and using re-cycled materials during construction. While these requirements may add to the cost of development, energy conservation is a statewide goal. Many affordable housing programs also encourage the incorporation of green building measures. Furthermore, these measures would reduce long-term operating costs. There is no requirement that projects obtain LEED certification.

The City has also adopted a Water Conservation Ordinance designed to limit water consumption and effectively reduce monthly water costs.

These programs, along with land use strategies that promote transit-oriented development (TOD) projects, will further local and statewide energy conservation goals.

# Constraints

## Governmental Constraints

### Transparency in Development Regulations

The City of Culver City complies with the requirement of providing transparency in development regulations. The City website's Building & Development page provides information on building and development at

<https://www.culvercity.org/Services/Building-Development>. The information on the website covers the following topics:

- General Plan
- Permit requirements
- Planning documents
- Development-related City documents, such as the Municipal Code
- Planning applications and forms, and the schedule of fees

### Land Use Plans and Regulations

#### General Plan

Each jurisdiction in California must prepare a comprehensive, long-term General Plan to guide its future. The Land Use Element of the General Plan establishes the community's vision, goals, and policies for the city's urban form and physical development. The Land Use Element includes basic land use designations and density of development within the various areas of the City. In this way, the Land Use Element and its land use categories greatly influence the type and density of residential development that can occur with a jurisdiction. Culver City's current General Plan was adopted in 1996; however, a comprehensive update to the General Plan, including the Land Use Element, is currently underway and anticipated to be completed in the Fall of 2022. The update will include significant changes to the City's land use designations; therefore, both the current designations and draft proposed designations are discussed in this section.

Table 33 summarizes the six residential land use designations set forth in the existing Land Use Element. In addition to the residential land use categories, housing is also permitted in several commercial land use designations, including the Neighborhood Serving Corridor, General Corridor, and Downtown designations. Within the commercially designated areas, residential development must be part of a mixed-use (MU) development, which combines both commercial and residential uses within the same project. The industrial land use designations do not allow housing.

Table 33: Current Residential Land Use Categories - Culver City General Plan

Designation	Maximum Density (du/ac)	Description
Low Density – Single Family	8.7	One dwelling unit per lot on lots typically 5,000 square feet in area, Accessory Dwelling Units (ADUs), Junior ADUs (JADUs)
Low Density – Two Family	17.4	One to two dwellings per lot/parcel on parcels of not less than 5,000 square feet, ADUs, JADUs
Low Density – Three Family	29	Up to three dwelling units per parcel at not less than 1,500 square feet of net lot area per unit, ADUs, JADUs
Low Density -Multiple Family	15	Multiple family dwellings, as well as single family, two family and three family dwellings, on parcels of 15,000 square feet or more, ADUs, JADUs
Medium Density – Multiple Family	29	Multiple family dwellings, as well as single family, two family and three family dwellings, on parcels of up to 13,000 square feet, ADUs, JADUs
Planned Residential Development	Flexible	Large residential complexes which may consist of more than one building on a site of one acre or larger

Source: Culver City General Plan, 1996; ADU Ordinance (Code Section 17.400.095, 2020)

Table 34 summarizes the Preferred Land Use Map land use designations. Under the Preferred Alternative, new housing growth is distributed throughout the city. The previous Low Density Two Family, Three Family, and Multiple Family designations would be consolidated into the new Incremental Infill designations which would allow for infill development. The Neighborhood/Corridor designations would allow for a greater mix of uses compared to present conditions, including standalone residential, at more moderate densities. The proposed Mixed Use High designation allows for up to 100 units per acre, significantly higher than what is allowed in any designation under the existing Land Use Element.

Table 34: Draft Preferred Land Use Map Designations - 2045 General Plan

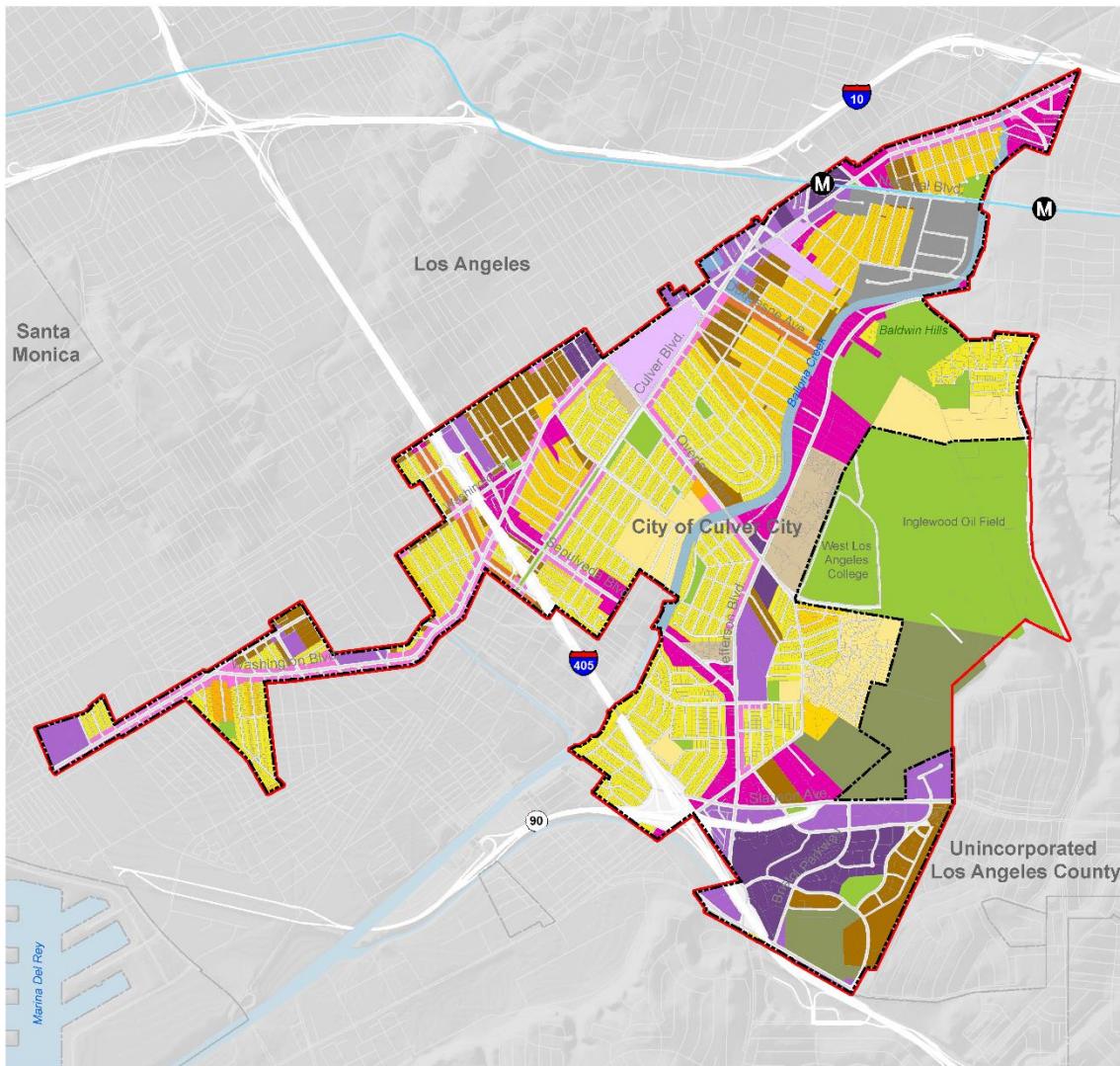
Proposed Designations	Maximum Density (du/ac)	Description
Incremental Infill A (Parcels <4,950 square feet)	8.7	<ul style="list-style-type: none"> <li>Detached single unit residential, ADUs, JADUs</li> <li>Standards consistent with existing residential single family (R1) zoning</li> </ul>
Incremental Infill A (Parcels >4,950 square feet)	35	<ul style="list-style-type: none"> <li>Detached or attached single unit residential, duplexes, triplexes, and fourplexes</li> <li>Standards consistent with existing R1 zoning</li> <li>Allows up to 4 units per lot, inclusive of ADUs and JADUs</li> <li>4<sup>th</sup> unit must be affordable</li> <li>Triplex/fourplexes are inclusive of ADUs and JADUs</li> </ul>

Proposed Designations	Maximum Density (du/ac)	Description
Incremental Infill B	35	<ul style="list-style-type: none"> <li>Detached or attached single unit residential, duplexes, triplexes, and fourplexes</li> <li>Standards consistent with existing residential two family (R2)/ residential three family (R3) zoning</li> <li>Allows up to 4 units per lot for R2, inclusive of ADUs and JADUs</li> <li>Allows up to 5 units per lot for R3, inclusive of ADUs and JADUs</li> <li>4<sup>th</sup> unit must be affordable</li> <li>Triplex/fourplexes are inclusive of ADUs and JADUs</li> </ul>
Incremental Infill C	15	<ul style="list-style-type: none"> <li>Detached or attached single unit residential, ADUs, JADUs, duplexes, triplexes, and low density multi-family</li> <li>Standards consistent with existing RLD zoning</li> </ul>
Corridor Multi-Family	30	<ul style="list-style-type: none"> <li>Detached or attached single unit residential, ADUs, JADUs, duplexes, triplexes, and moderate density multi-family</li> <li>Standards consistent with RMD zoning</li> <li>Allows up to 9 units per lot</li> </ul>
Neighborhood Multi-Family	50	<ul style="list-style-type: none"> <li>Mix of multi-family residential</li> </ul>
Neighborhood/Corridor MU 1	35	<ul style="list-style-type: none"> <li>Lower-scale, mixed use blending residential, commercial, and retail uses and public spaces serving both surrounding neighborhoods and visitors from nearby areas</li> </ul>
Neighborhood/Corridor MU 2	50	<ul style="list-style-type: none"> <li>Moderate-scale, mixed use blending residential, commercial, retail uses, and public spaces</li> </ul>
Mixed Use Medium	65	<ul style="list-style-type: none"> <li>A broad range of commercial, office, and residential uses serving both surrounding neighborhoods and visitors from nearby areas</li> </ul>
Mixed Use High	100	<ul style="list-style-type: none"> <li>High-intensity active uses and mixed-use development, including retail stores, restaurant, hotels, services, residential, and office uses</li> </ul>
Industrial Mixed Use	65	<ul style="list-style-type: none"> <li>A transition between mixed-use and high industrial areas with a mix of residential and industrial uses</li> </ul>

Source: City of Culver City, City Council/Planning Commission Memo, June 28, 2021; Raimi and Associates, Designation Refinement Process, July 2021

As the City is updating the Land Use Element and the Housing Element simultaneously, it has ensured that the policies and land use designations of the Land Use Element will promote residential development to meet the City's RHNA; therefore, the 2045 General Plan preferred land use map designations will not constrain residential development within the city.

Figure 5: Preferred Land Use Map - 2045 General Plan



**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**Transportation Features**

- E Line
- Metro Station

**Other Features**

- Water
- Parks and Open Spaces

Sources: City of Culver City, 2019; County of Los Angeles, 2019.

0 0.25 0.5 1 Mile



**General Plan Land Use**

- |  |                            |
|--|----------------------------|
| <span style="background-color: #a6c9e9; border: 1px solid black; width: 15px; height: 10px;"></span> Ballona Creek         | Mixed Use High             |
| <span style="background-color: #709238; border: 1px solid black; width: 15px; height: 10px;"></span> Cemetery              | Mixed Use Medium           |
| <span style="background-color: #d9534f; border: 1px solid black; width: 15px; height: 10px;"></span> Corridor Multi Family | Neighborhood Multi Family  |
| <span style="background-color: #ffd92f; border: 1px solid black; width: 15px; height: 10px;"></span> Incremental Infill A  | Neighborhood/Corridor MU 1 |
| <span style="background-color: #ffcc00; border: 1px solid black; width: 15px; height: 10px;"></span> Incremental Infill B  | Neighborhood/Corridor MU 2 |
| <span style="background-color: #ff9900; border: 1px solid black; width: 15px; height: 10px;"></span> Incremental Infill C  | Open Space                 |
| <span style="background-color: #697072; border: 1px solid black; width: 15px; height: 10px;"></span> Industrial Mixed Use  | Planned Unit Residential   |
| <span style="background-color: #337ab7; border: 1px solid black; width: 15px; height: 10px;"></span> Institutional         | Single Unit Residential    |
|  | Studio                     |
|  | Transportation             |

## Zoning Designations and Development Standards

The City regulates the type, location, density, and scale of residential development through the Municipal Code. Zoning regulations serve to implement the General Plan and are designed to protect and promote the health, safety, and general welfare of residents. The Municipal Code also helps to preserve the character and integrity of existing neighborhoods, and sets residential development standards for each zone district. Once the City has adopted the new 2045 General Plan, a comprehensive update to the Zoning Code will be necessary to ensure that the Zoning Code is consistent with and can effectively implement the new General Plan. The following section contains an analysis of the current Zoning Code as it will continue to govern development in the City until updates are adopted.

The six zones that allow for exclusive residential use are as follows:

- R1 Single-Family Residential
- R2 Two-Family Residential
- R3 Three-Family Residential
- RLD Low Density Multiple-Family Residential
- RMD Medium Density Multiple-Family Residential
- RHD High Density Multiple Family Residential

In addition to these zones, residential uses are permitted within either mixed-use or live/work projects in the following four commercial zoning districts:

- CN Commercial Neighborhood
- CG Commercial General
- CC Commercial Community
- CD Commercial Downtown

A summary of the types of residential use permitted within each zoning district is provided in Table 35.

Table 35: Permitted Residential Development by Zone

Housing Type Permitted	R1	R2	R3	RLD	RMD	RHD	CN	CG	CC	CD
Single-family Detached <sup>1</sup>	P	P	P	P	P	P				
Duplex		P	P	P	P	P				
Triplex			P	P	P	P				
Multi-Family				P	P	P				
Residential Care Facility (6 or fewer residents)	P	P	P	P	P	P	P	P	P	P
Residential Care Facility (7 or more residents)	C <sup>3</sup>	C <sup>3</sup>	C <sup>3</sup>	C	C	C	C	C	C	
Supportive Housing <sup>4</sup>	P	P	P	P	P	P	P <sup>2</sup>	P <sup>2</sup>	P <sup>2</sup>	P <sup>2</sup>
Transitional Housing <sup>4</sup>	P	P	P	P	P	P	P <sup>2</sup>	P <sup>2</sup>	P <sup>2</sup>	P <sup>2</sup>
Accessory Dwelling Units	P	P	P	P	P	P				
Emergency Shelters							C	C	C	
Single Room Occupancy Units							P <sup>2</sup>	P <sup>2</sup>	P <sup>2</sup>	P <sup>2</sup>
Senior Citizen Congregate Care				C	C	C	C	C	C	
Live/work units							P	P	P	P
Mixed Use Projects							P	P	P	P

P=Permitted Use; C=Conditional Use Permit Required

Source: Culver City Zoning Code

Notes:

1. Includes factory built modular homes and mobile homes/manufactured housing on permanent foundations
2. Use only allowed as part of a mixed use project.
3. Only allowed on 5+ acre sites
4. Use is subject only to those restrictions that apply to other residential uses of the same type in the same zone.

The East Washington Boulevard Overlay Zone also provides for some residential uses, including live/work units and mixed use projects. Emergency shelters are also permitted by-right in some portions of the Overlay Zone. Low income housing can be accommodated in all zones permitting residential use in Culver City. These may include accessory dwelling units (ADUs) in the R1, R2, and R3 districts, multi-family apartments in the RLD, RMD and RHD zones, as well as high-density commercial/residential mixed-use developments within the Commercial districts.

The Residential Hillsides Overlay Zone (RH) provides area-specific regulations for incremental improvement and sustainable development of hillside neighborhoods. It has slightly different development standards than underlying zoning, mostly taking slope constraints into account.

### Development Standards in Residential Districts

A summary of the development standards for the six zones permitting residential development is provided in Table 36. Allowable densities range from 8.7 units/acre in the R1 zone up to 29.0 units/acre in the RMD and RHD zones. These development standards continue to be viewed as necessary to protect the public health, safety, and welfare and maintain the quality of life, and are not considered constraints on the development of housing for all income levels.

The Planned Development (PD) District is applied to areas of existing large scale, multiple-family residential and commercial complexes and to sites suitable for similar large-scale development. Within the PD District, there is no maximum density - only minimum site area (one acre) and height limit (56 feet) apply. A Comprehensive Plan establishes all other standards within the PD District.

Table 36: Development Standards in Residential Zones

Development Standard <sup>6</sup>	R1	R2	R3	RLD	RMD	RHD
Minimum Lot Area (sq.ft.) <sup>1</sup>	5,000	5,000	5,000	5,000	5,000	5,000
Minimum Front Yard (ft.)	20	15	10 <sup>2</sup>	10 <sup>2</sup>	10 <sup>2</sup>	10 <sup>2</sup>
Minimum Interior Side Yard (ft.)	5	4	5	10	5	10
Minimum Rear Yard (ft.)	15	10	10	15	10 <sup>3</sup>	15
Maximum Building Height (ft.)	30	30	30	30	30	40
Maximum Density (units/acre) <sup>4</sup>	8.7	17.4	26.1	15.0	29.0 <sup>5</sup>	29.0
Minimum Unit Size (sq. ft.)	1,000 ground floor	SF: 1,000 Duplex: 750/unit	SF: 1,000 Duplex/ Triplex: 750/unit	Micro-unit: 350 Studio: 500 1 Bedroom: 700 2 Bedroom: 900 3 Bedroom: 1,100 >3 Bedroom: 1,100 + 150 for each additional bedroom		
Minimum Unit Size (sq. ft.)	1,000 ground floor	SF: 1,000 Duplex: 750/unit	SF: 1,000 Duplex/ Triplex: 750/unit	Micro-unit: 350 Studio: 500 1 Bedroom: 700 2 Bedroom: 900 3 Bedroom: 1,100 >3 Bedroom: 1,100 + 150 for each additional bedroom		

Source: Culver City Zoning Code, 2021

Notes:

1. Condominium, townhome, or planned development projects may be subdivided with smaller air space sizes for ownership purposes.
2. Or one-half of building height, whichever is greater
3. 5 feet when adjacent to an alley
4. Based on applicable minimum development standards (excluding density bonus)
5. Up to a maximum of 9 units (excludes RMD parcels on Grand View Blvd. between Washington Pl. and Herbert St.)
6. Parcels subject to the RH Overlay may have slightly different standards based on slope.

### Development Standards in Mixed-Use Districts

Residential/commercial mixed-use projects are allowed in four of the City's six commercial zoning districts at a base density of 35 units per acre. In February 2021, the City Council approved an ordinance modifying the City's mixed-use development standards and modified the Community Benefit Incentive program to require a minimum of 15 percent affordable units in new mixed-use projects while also providing an increase in the base density up to 65 units per acre (see Table 37). The ordinance further incentivizes affordable units within mixed-use developments for projects that also

qualify for a State Density Bonus by allowing the State bonus to be calculated in addition to the Community Benefit Density Bonus, thus resulting in higher density. In other words, the State Density Bonus would be calculated based on the Community Benefit Density of 50-65 units per acre rather than calculated based on the base density of 35 units per acre.

Development standards for mixed-use projects are summarized in Table 37. These development standards allow building heights ranging from 35 to 56 feet depending on location. The 35-foot height limit only applies to parcels that are adjacent to lower-density R1 or R2 areas. The 56-foot height limit is on parcels in the CD and CG zones where they will not create conflicts with adjacent residential uses or on sites that are adjacent to a parcel in another jurisdiction where a density higher than 35 units/acre is permitted.

These current standards must be adjusted to implement the General Plan Update, particularly the proposed Mixed Use High designation which allows up to 100 units per acre. The City's current development standards, such as setbacks and parking requirements, will be revised as part of the comprehensive update to the Zoning Code to reflect the General Plan Update's proposals and facilitate development at the allowable densities. The minimum unit size for live/work units will also be addressed in the Zoning Code update. The City's height limit of 56 feet was established by a voter-initiated ballot in 1990. This height limit may present a constraint to achieving the highest allowable density.

As part of the General Plan update, the City conducted a survey on the Land Use Alternative to solicit public input. When asked if respondents would allow development to exceed the 56-foot height limit, most (39%) suggested specific parcels in specific locations like near transit, 21% suggested higher density areas in the city, 18% suggested exemptions for projects that provide onsite open space, 17% would allow exemptions for projects that provide affordable housing that exceed the City's requirements, and 6% would allow the exemption citywide.

Within the mixed use areas, the City has established a Community Benefit program which encourages the inclusion of 15% affordable housing. Virtually all development projects in the mixed use areas participate in this program and therefore qualify a State density bonus and concessions. Such concessions would allow the increase in height limit. Furthermore, projects located within transit areas would receive additional height bonus. Nevertheless, this Housing Element includes an action for the City to conduct outreach and education on the impact of height limit on development potential and to develop mitigating strategies.

Table 37: Mixed-Use Development Standards

<b>Minimum Lot Size</b>			
5,000 square feet (Two or more abutting parcels may be combined to create a total site development area that is at least 5,000 square feet.)			
<b>Density</b>			
Base Density: 35 dwelling units/acre Density with Community Benefit Incentive: 1. Up to 50 dwelling units/acre; or, 2. Up to 65 dwelling units/acre on lots identified for transit-oriented development; or, 3. Up to a density allowed by an abutting jurisdiction (up to 65 dwelling units/acre) on a split jurisdiction lot For projects that also qualify for a State Density Bonus, the density bonus shall be calculated in addition to the Community Benefit Density.			
<b>Height</b>			
<b>Adjacent to R1 or R2 Zone</b>	<b>Adjacent to R3, RLD, RMD, or RHD Zone</b>	<b>Adjacent to Non-Residential Zone</b>	<b>Split Jurisdiction Lot</b>
CN/CD/CG Zone: • 35 ft • 45 ft for portion of building $\geq$ 35 ft from R1/R2 Zone	CN Zone: 45 ft CD/CG Zone: • 45 ft on lots $<$ 150 ft in depth • 56 ft on lots $\geq$ 150 ft in depth	CN Zone: 45 ft CD/CG Zone: 56 ft	CN Zone: 45 ft CD/CG Zone: 56 ft
<b>Setbacks<sup>1</sup></b>			
<b>Building Height</b>	<b>Front</b>	<b>Side and Rear Adjacent to Residential Zone<sup>4</sup></b>	<b>Side and Rear Adjacent to Non-Residential Zone</b>
Underground	None Required		
Portion of building $\leq$ 15 ft	Ground-level 15 ft pedestrian setback required, except setback may vary from 0-15 ft when pedestrian improvements are included in the setback area as approved by the Director <sup>2</sup>	10 ft <sup>3,5</sup>	0 ft <sup>5</sup>
Portion of building $>$ 15 ft	5 ft	60 degree clear-zone angle must be maintained, measured from 15 ft above existing grade and 10 ft from the rear/side property lines	0 ft <sup>5</sup>
Portion of building $>$ 35 ft abutting R1 or R2 Zone	N/A	35 ft	N/A

Portion of Building >45 ft abutting R3, RLD, RMD or RHD Zone	N/A	50 ft	N/A
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Source: Culver City Zoning Code, 2021

1. Screening, landscaping or greater setback than prescribed herein, may be required where necessary to comply with visual clearance requirements for driveways and where the reviewing authority under a site plan review may condition the use necessary to protect the public interest due to lot, site plan or building configuration and operations.
2. Pedestrian improvements include landscaping, benches, outdoor dining, planters, additional bike racks, additional street trees, small plazas, mobility related improvement, or other similar features.
3. Adequate screening and landscaping shall be provided
4. The width of an alley may be credited toward the setback requirement for properties adjacent to residential zones.
5. If abutting an alley, a minimum 2-foot setback is required, except within the TOD area.

### Off-Street Parking Requirements

The City's parking requirements for residential zones vary by residential type and housing product (Table 38). Two off-street parking spaces are required per unit for single-family, duplex, or triplex dwellings. Parking requirements for multi-family dwellings and the residential component of mixed-use development are based on the number of bedrooms and include standards for guest parking. Mobile homes are required to have one space per site, plus one guest parking space for each two mobile home sites. The Code does not have a direct incentive to reduce parking standards for providing affordable housing. However, the city's Density Bonus Ordinance includes incentives following Government Code §65915. The number of parking spaces provided may also be reduced by paying parking in-lieu fees or for implementing mobility measures as part of project approval.

The graduated parking requirement based on unit size in multi-family projects, and the reduced standard for senior housing units help encourage development of smaller, more affordable units. However, studio/one-bedroom units over 900 square feet require two parking spaces, similar to a two- or three-bedroom unit. With COVID changing how people live and work, the City's parking standards for live/work units (up to four spaces per unit) may be re-assessed for appropriateness.

Reductions in parking for mobility measures aimed at improving transportation options for non-drivers can also benefit residents of affordable projects and encourage the development of new affordable housing. The City is pursuing a comprehensive parking code update that includes eliminating parking minimums and is studying parking maximums and measures to reduce required parking by implementing transportation demand management measures. The parking code update will address constraints for smaller units and overall the appropriate standards for facilitating the development intensities as anticipated in the General Plan update. The parking code update is expected to be completed by 2022.

Table 38: Residential Parking Requirements

Type of Unit	Minimum Parking Space Required
Single Family, duplex, and triplex units, includes supportive housing and transitional housing	2 spaces per dwelling unit
Mobile home park	1 space for each mobile home site plus 1 guest space for each 2 mobile home sites
Multi-family dwellings and residential component of mixed-use development, includes supportive housing and transitional housing	Studio micro-units – 0.5 space, or 0 spaces for units in the TOD district Studio and 1 bedroom, less than or equal to 900 sf - 1 space Studio and 1 bedroom, greater than 900 sf - 2 spaces 2-3 bedroom units – 2 spaces 4 bedroom units – 3 spaces (plus 1 space for every bedroom greater than 4) Guest parking – 1 space for every 4 units
Accessory dwelling units	None required
Live/work unit	Up to 900 sf – 2 spaces 900 sf to 1500 sf – 3 spaces Greater than 1500 sf – 4 spaces
Senior housing	1 space per unit, plus 1 guest parking space for each 10 units
Senior citizen congregate care housing	1 space for each 2 residential units, plus one guest/employee space for each 4 units
Single room occupancy units	0.5 spaces per unit, none required if within TOD district
Residential care facilities	1 space for each 3 patient beds

Source: Culver City Zoning Code, 2021

### Density Bonus

State density bonus regulations have changed significantly in recent years. AB 1763, adopted in 2019, requires a density bonus to be granted for projects that include 100 percent lower income units, but allows up to 20 percent of total units in a project that qualifies for a density bonus to be for moderate-income households. Additionally, density bonus projects must be allowed four incentives or concessions, and developments within  $\frac{1}{2}$  mile of a major transit stop are allowed a height increase of up to three additional stories or 33 feet. For most projects, a density bonus of 80 percent is required; however, there are no limitations on density for projects located with  $\frac{1}{2}$  mile of a major transit stop. The bill also allows developers to request the elimination of minimum parking requirements for rental units affordable to lower-income families that are either supportive housing or special needs housing, as defined. AB 2345, which took effect on January 1, 2021 further incentivizes the production of affordable housing by increasing the maximum density bonus from 35 percent to 50 percent for projects not composed exclusively of affordable housing.

The City last updated its Zoning Ordinance pertaining to Density Bonus in 2005 (Chapter 17.580). However, the ordinance was written in anticipation of future state legislative

changes to density bonus law in that it consistently references California Government Code Section 65915 rather than explicitly stating the requirements within the ordinance. Therefore, the City's density bonus regulations comply with recent changes to state law and are not required to be updated at this time. The city has used the Density Bonus Program in the past to support dwelling units developed for lower-income seniors, persons with disabilities, and families.

## Housing for Persons with Disabilities

Persons with physical, mental, and/or developmental disabilities may have special housing needs related to restricted mobility or difficulty caring for oneself. The City's Zoning Code, permitting procedures, and building codes have been analyzed to identify any potential constraints to development of housing for persons with disabilities. The city's provisions for these housing types are discussed below.

### Residential Care Facilities

The Culver City Municipal Code provides the following definition for residential care facilities:

*Facilities providing 24-hour residential, assisted living, social and personal care for children, the elderly, and people with limited ability for self-care. Varying levels of care and supervision are provided. Residential care facilities may include basic services and community space. Includes board and care homes; children's homes; orphanages; rehabilitation centers; convalescent homes, nursing home and similar facilities. Excludes emergency shelters, transitional housing, supportive housing, and facilities for persons requiring surgical or other primary medical treatment.*

Health and Safety Code §§1267.8, 1566.3, and 1568.08 require local governments to treat licensed residential care facilities with six or fewer residents no differently than other by-right single-family housing uses. "Six or fewer persons" does not include the operator, the operator's family, or persons employed as staff. Local agencies must allow these licensed residential care facilities in any area zoned for residential use and may not require licensed residential care facilities for six or fewer persons to obtain conditional use permits or variances that are not required of other family dwellings.

The Code identifies residential care facilities that serve six or fewer persons as permitted uses within all residential zones and all commercial zones allowing residential development with no required discretionary review. Large residential care facilities (7 or more persons) are conditionally permitted in all residential zones, as well as the CN, CG and CC zones. In the R1, R2, and R3 zones, a minimum 5-acre site is required. This minimum site size is constraining the development of larger residential care facilities as the number of large sites in the City is limited. The City will revise the Zoning Code to address the provision of residential care facilities for seven or more persons in residential zones.

The Zoning Code requires one parking space for each three patient beds for residential care facilities. For small facilities with six or fewer persons, this constitutes a parking

requirement equivalent to that of a single-family residence. The Zoning Code contains no other development standards that are specific to residential care facilities.

There are currently two group homes in Culver City that address the supportive service and housing needs of persons ages 18 to 59 with developmental disabilities. These homes serve a total of 10 persons.

### *Definition of Family*

Some definitions of "family" may impermissibly limit the development and siting of group homes for persons with disabilities by defining a family based on biological relation or by size. However, California court cases have ruled that such definition is invalid. The Culver City Zoning Code contains no definition of family and therefore does not place any constraints on housing for persons with disabilities in this regard.

### *Reasonable Accommodation Procedures*

In July of 2013, the City Council adopted amendments to the Zoning Code that provide for reasonable accommodation procedures consistent with State law. According to the definition in the Zoning Code, reasonable accommodation means "providing an individual with a disability, or developers of housing for individuals with disabilities, flexibility in the application of land use and zoning regulations or policies, including the modification or waiver of certain requirements when necessary to eliminate barriers to housing opportunities." The Director may grant reasonable accommodations using the same procedures that are applied to administrative modifications.

Generally, the process involves the following:

1. Submission of a No-Fee Reasonable Accommodations application including plans and written request describing why there is no reasonable alternative accommodation that complies with the Code.
2. Staff level review of application.
3. After staff level review, mail notice of Pending Administrative Decision to all Adjacent Property Owners and Occupants for a 15-day comment period.
4. Shortly after the comment period, the Community Development Director administratively decides and issues a notice of decision letter which may include Project conditions.
5. A 15-day appeal period follows the Notice of Decision.
6. At end of appeal period, the applicant has 12 months to submit for plan check, pull building permits, and start construction.

The Zoning Code (Section 17.550.020) outlines the findings for reasonable accommodations. The Director shall record the decision in writing with the findings on which the decision is based. The Reasonable Accommodation may be approved with or without conditions only after making all the following findings:

1. The dwelling, which is the subject of the request for reasonable accommodation, will be used by an individual with a disability.
2. The requested accommodation is necessary to make the dwelling available to an individual with a disability.
3. There is no reasonable alternative accommodation that will comply or come closer to complying with the development standards of this Title.
4. The requested accommodation will not negatively impact surrounding uses or properties.
5. Approval of the reasonable accommodation would not be detrimental to the public health, interest, safety, or general welfare and would not be detrimental or injurious to property or improvements in the vicinity and in the same zoning district.

The finding requiring the requested accommodation to not negatively impact surrounding uses or properties may be viewed as subjective with the potential to impede providing housing for persons with disabilities. The Housing Plan includes an action to remove this finding.

### Provision For A Variety Of Housing Types

Housing Element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of a variety of types of housing for all income levels, including single- and multi-family homes, mobile homes, transitional and supportive housing, emergency shelters and low barrier navigation centers, and farmworker housing. A summary of the housing types permitted in each zoning designation is provided in Table 35. Additional discussion on various housing types is included below.

#### *Single-Family Homes*

The Culver City Zoning Code defines single-family dwellings as “a building designed for and/or occupied exclusively by one family. The definition also includes: factory-built, modular housing units, constructed in compliance with the Uniform Building Code (UBC), and mobile homes/manufactured housing on permanent foundations.” Single-family homes are permitted by-right in all of the City’s residential zones. To encourage the efficient use of the City’s multi-family residential land, the City may consider requiring a minimum density requirement for residential projects in multi-family neighborhoods during the comprehensive Zoning Code Update process.

With the General Plan update, the Preferred Land Use Map proposes to replace the Low Density Residential designation with Incremental Infill, which would allow single-family lots above 4,950 square feet to be developed with a total of three units, or four units if one of the units is deed restricted as affordable housing, inclusive of an ADU and JADU.

The City will implement SB9 in the eligible Single-Family Residential zone. Sites 4,950 square feet and larger in the new Incremental Infill designation will allow up to four residential units (inclusive of ADUs), preserve SB 9's anti-displacement protections for renters, environmental site constraints, protection of historic homes, and unit size protections.

### **Mobile Homes/Manufactured Housing**

There is often an economy of scale in manufacturing homes in a plant rather than on site, thereby reducing cost. State law precludes local governments from prohibiting the installation of mobile homes on permanent foundations on single-family lots. It also declares a mobile home park to be a permitted land use on any land planned and zoned for residential use and prohibits requiring the average density in a new mobile home park to be less than that permitted by the Municipal Code.

As noted above, mobile homes and manufactured housing on a permanent foundation are included in the definition of single-family dwelling and are, therefore, permitted by-right in all of the City's residential zones and subject to development standards consistent with single-family detached dwellings.

### **Multi-family Housing**

The Zoning Code defines multiple-family dwellings as "a building or a portion of a building used and/or designed as residences for four or more families living independently of each other. Includes: apartments; townhouse development (four or more attached single-family dwellings where no unit is located over another unit); senior citizen multiple-family housing; and common interest development (such as condominiums)."

Currently, multi-family housing is permitted in the RLD, RMD, and RHD zones. Multi-family housing is also permitted as part of mixed use projects within the CN, CG, CC, and CD zones. Duplexes are also permitted in all residential zones except for the R1 zone and triplexes in all residential zones except for the R1 and R2 zones.

Pursuant to the Preferred Land Use Map for 2045 General Plan, duplex, triplex, and fourplex structures will be permitted in Incremental Infill, inclusive of ADUs and JADUs. In addition, multi-family housing will be permitted in Corridor Multi-Family and Neighborhood Multi-Family areas. Standalone multi-family housing will also be permitted in all mixed use designations, and not required to be part of a mixed use project.

### **Farm Worker Housing**

The City's Zoning Ordinance does not identify farm worker housing separately as a permitted use. No agricultural activities are found within Culver City or in the surrounding communities. Additionally, the 2014-2018 American Community Survey identified only 18 persons with agricultural occupations residing in Culver City. Therefore, there is no significant need to provide farm worker housing.

### Emergency Shelters and Low Barrier Navigation Centers

SB 2 of 2007 strengthened the planning requirements for local governments in the area of emergency shelters and transitional/supportive housing. Cities must estimate the number of persons in need of emergency shelter and determine whether adequate capacity currently exists to serve the need. If there is insufficient capacity, cities are required to identify at least one zone where emergency shelters may be established "by-right" (i.e., without a conditional use permit) or enter into a multi-jurisdictional agreement with up to two other agencies to provide a facility.

Passed in 2019, Assembly Bill 139 limits the standards for emergency shelters that may be imposed by local jurisdictions to only standards that apply to residential or commercial development within the same zone, except that a local jurisdiction may apply standards that include the following:

- The maximum number of beds
- Sufficient parking to accommodate all staff, provided that the standards do not require more parking for emergency shelters than other residential or commercial uses in the same zone
- The size and location of onsite waiting and client intake areas
- The provision of onsite management
- The proximity to other emergency shelters, provided that emergency shelters are not required to be more than 300 feet apart
- The length of stay
- Lighting
- Security during hours that the emergency shelter is in operation

In Culver City, emergency shelters are allowed by-right in parts of the IG zone, the East Washington Boulevard Overlay zone, and along Sepulveda Boulevard as designated in the Zoning Code. The area where emergency shelters are allowed includes about 119 parcels (24 acres) of land. Most parcels are between 0.4 acre to slightly over one acre. The types of industrial uses in Culver City are usually related to creative technology. No manufacturing uses are located in the city. Therefore, these areas do not have environmental hazard issues that are typically associated with manufacturing or heavy industrial uses and not suitable for human habitation. As shown in Appendix B, many industrial properties are old and developed with low existing FAR. The Proposed Land Use Plan redesignates these areas as Industrial Mixed Use, allowing residential uses in these areas.

The Culver City Zoning Code currently has the following specific standards for emergency shelters, which comply with state law:

- Minimum lot size – 0.25 acre
- Number of beds – 30 beds per shelter
- Separation of another shelter – 300 feet

In addition, on March 22, 2021, the City Council directed staff to move forward with the Venice Parking Lot site (9415-25 Venice Blvd.) to build 10 modular units for temporary shelter, affordable housing, or permanent supportive housing. A budget of \$3 million has been allocated to this project. Another \$6.8 million has been allocated to construct and operate a 70-bed sprung shelter on the Venice Parking Lot site.

According to the 2020 point-in-time homeless count completed by LAHSA, there are an estimated 49 sheltered and 167 unsheltered persons experiencing homelessness living in Culver City. Based on this population, the parcels where emergency shelters are allowed by-right, along with the Venice Parking Lot projects, are adequate to provide emergency shelters for the unsheltered homeless population. Emergency shelters are also conditionally permitted within the CN, CG and CC commercial zoning districts.

Chapter 17.320 of the Zoning Code (Off-Street Parking and Loading) requires that one parking space be provided for each bed within an emergency shelter. Additional standards related to the development of emergency shelters are contained in Section 17.400.046 of the Zoning Code and include requirements related to lot size, facilities for laundry, secure storage of personal property and refuse, and limitations on outdoor activity. The City is starting the process of eliminating parking minimums and is studying parking maximums. As part of the Zoning Code update to implement 2045 General Plan, the City will also address the parking standards for emergency shelters.

Enacted in 2019, AB 101 requires cities to permit a Low Barrier Navigation Center development by-right in areas zoned for mixed uses and nonresidential zones permitting multifamily uses if it meets specified requirements. A “Low Barrier Navigation Center” is defined as “a Housing First,<sup>16</sup> low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing.” Low Barrier shelters may include options such as allowing pets, permitting partners to share living space, and providing storage for residents’ possessions. AB 101 also sets a timeline for jurisdictions to act on applications for Low Barrier Navigation Center developments. The requirements of this bill are effective through the end of 2026, at which point they are repealed. As part of the Zoning Code update to implement 2045 General Plan, the City will address the provisions for Low Barrier Navigation Centers.

### *Transitional and Supportive Housing*

Per State Law (SB 2 passed in 2007 and SB 745 passed in 2013), transitional and supportive housing shall be considered residential uses that are subject only to those procedures and requirements that apply to other residential dwellings of the same type in the same zone. In July of 2013 zoning code amendments were adopted by the City Council that contain definitions for transitional and supportive housing and provide regulations for these uses that are no more restrictive than other residential developments of the same type in the same zone.

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<sup>16</sup> Housing First refers to an approach to serving people experiencing homelessness by first providing a decent, safe place to live before addressing any other barriers that may have resulted in the person's homelessness and could put them at risk of homelessness again (e.g., increasing income, improving health, or reducing harmful behaviors).

Adopted in 2018, AB 2162 requires supportive housing projects of 50 units or fewer (for cities with a population of less than 200,000) to be permitted by-right in zones where multi-family and mixed-use developments are permitted. The supportive housing project must meet certain criteria, such as providing a specified amount of floor area for supportive services. The bill also prohibits minimum parking requirements for supportive housing within ½ mile of a public transit stop and requires developers to provide the planning agency with documentation detailing the type of supportive services that would be provided with the housing development. The Housing Plan includes a program to address supportive housing as part of the Zoning Code update to implement 2045 General Plan.

### **Single Room Occupancy**

In July of 2013, the City Council adopted Zoning Code amendments (Section 17.400.106) that include explicit reference, development standards and permit procedures to encourage and facilitate Single Room Occupancy (SRO) housing. SRO housing is a permitted use as part of mixed use projects in the CN, CG, CC, and CD zones. The Zoning Code requires SRO housing units to be a minimum of 200 square feet and include kitchen and bathroom facilities. One parking space is required for each unit. This Housing Element includes an action for the City to consider allowing SRO housing as a standalone residential use.

### **Accessory Dwelling Units**

The creation of an accessory dwelling unit is permitted by right in all residential zones. Recent state legislation, including AB 68, AB 587, AB 881, and SB 13, modifies the fees, application process, and development standards for accessory dwelling units, with the goal of lowering barriers to accessory dwelling unit development and increasing overall numbers of accessory dwelling units. In January 2020, the City Council adopted updates to the zoning ordinance to comply with current state law (Section 17.400.095). Per the Zoning Code, accessory dwelling units may not exceed 850 square feet for a one-bedroom unit or 1,200 square feet for a two-bedroom or larger unit. The Zoning Code does not require parking for an accessory dwelling unit, and replacement parking is not required when existing off-street parking is demolished or converted in conjunction with the construction of an accessory dwelling unit. Accessory dwelling units may not be sold separately from the primary dwelling or rented for less than 30 days.

The proposed 2045 General Plan redesignates the single-family neighborhoods as Incremental Infill areas. Each single-family lot over 4,950 square feet can accommodate up to four units if one of the units is dedicated as affordable housing, inclusive of ADUs and JADUs. The Zoning Code will be updated to implement the 2045 General Plan, including amending the ADU ordinance to implement the Incremental Infill concept, should the City Council adopt the General Plan with the Preferred Land Use Map (adoption scheduled for Fall 2022).

### **Employee Housing**

State Employee Housing Act (Health and Safety Code Section 17021.5) specifies that any employee housing providing accommodations for six or fewer employees should

be deemed a single-family structure with a residential land use designation. In Culver City, caretaker and employee housing is allowed with a conditional use permit in the Light Industrial (IL) and General Industrial (IG) zones. The Housing Plan includes a program to address employee housing as part of the Zoning Code update to implement the 2045 General Plan.

### Condominium Conversions

Section 17.400.040 of the Zoning Code contains provisions for the conversion of existing rental dwelling units to condominiums. Condominium conversions of existing developments of five or more rental dwelling units may be permitted subject to approval of a Site Plan Review and Tentative Map by the Planning Commission. Compliance with basic development standards for the zoning district is required. Developments of less than five rental units are prohibited from converting to condominiums.

### Building Codes and Enforcement

State law prohibits the imposition of building standards that are not necessitated by local geographic, climatic, or topographic conditions and requires that local governments making changes or modifications in building standards must report such changes to the Department of Housing and Community Development and file an expressed finding that the change is needed.

The City's Building Code currently incorporates the 2019 California Building Codes (CBC) as mandated by the State. Newly constructed and renovated buildings must conform to the standards of the CBC.

In 2019, the City also adopted local amendments to the CBC to establish "Reach Code" standards (Culver City Municipal Code (CCMC) Section 15.02.1100). The purpose of the Reach Code is to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional, and global ecosystems. The City's Reach Code is in addition to all current Title 24 Energy Code requirements. The extent of additional improvements required is based upon the type and size of the project.

Additionally, the City's Solar Photovoltaic Ordinance requires all new construction projects of 10,000 square feet or greater to install 1 kilowatt (kw) of solar photovoltaic power for each 10,000 square feet of new construction, not including parking garage areas. Additionally, new additions of over 10,000 new square feet or major renovations of over 10,000 square feet are required to install 1 kilowatt of solar photovoltaic power for each 10,000 square feet of major renovation or additional area. The solar photovoltaic requirement does not apply single- and two-family residences. One kilowatt of solar photovoltaic power is estimated to add less than half of 1% to the cost of construction.

These codes and regulations are reasonable and necessary to ensure health and safety, as well as encourage energy conservation and reduce greenhouse gas emissions. No additional regulations have been imposed by the city that would unnecessarily add to housing costs.

The CBC and the City's amendments to the CBC are implemented by the Building Division during the plan check and permit issuance process. Additionally, Code Enforcement Division staff is responsible for monitoring compliance with the CBC and other property maintenance issues. Code Enforcement staff attempts to assist property owners in carrying out needed maintenance and repairs by providing information and referrals to city assistance programs, particularly for low-income persons, persons with disabilities, and the elderly.

### Short Term Rentals

As home-sharing websites have risen in popularity in recent years, there has been a significant increase in the number of homes being offered on a short-term basis to generate rental income. Homes may be offered as "home-shares," where the primary resident offers one or more rooms to visitors while remaining on site, or whole homes may be rented on a daily or weekly basis. While the impact of short-term rentals on housing availability and affordability is still being evaluated, there is evidence that short-term rentals have a negative effect on housing affordability by changing the way residential properties are used and reducing housing availability for local residents.

Jurisdictions vary in their approach to short-term rentals. On one end of the spectrum, some cities remain silent on the issue and do not create specific permits or regulations for short-term rentals. On the other end, some cities choose to ban short-term rentals of any kind in their city. Many cities do allow short-term rentals in at least some zones, while also requiring permits for rental properties and including performance standards for short-term rentals.

Currently, short-term rentals (less than 30 days) are prohibited in Culver City. The City Council has considered changing the regulations to permit short-term rentals in some form. To provide guidance on this issue, the City formed both a task force and City Council Subcommittee in 2017. Several public meetings were held to gather input from the public on the topic, and to consider proposed short term rental regulations. In February 2019, the City Council held a special meeting to begin the formal process of drafting policy recommendations for short term rentals. Following public input and discussion, the City Council directed staff to begin writing a short-term rental ordinance that would:

1. Allow short term residential rentals in Culver City
2. Limit short term rentals to the host's primary residence only
3. Allow both hosted and unhosted short term rentals
4. Not impose a limitation on the number of nights short term rented annually
5. Not allow short term rental of a duplex, triplex, or apartment unit, except for the primary residence of the owner if it is on site
6. Require neighbor notification by hosts
7. Require annual reporting to City Council on short term residential rentals

## Development Processing Procedures

### Residential Permit Processing

State Planning and Zoning Law provides permit processing requirements for residential development. Within the framework of state requirements, the city has structured its development review process to minimize the time required to obtain permits while ensuring that projects receive careful review.

Early consultation with City staff is encouraged to identify issues as soon as possible and reduce processing time. Many residential uses are permitted by-right and do not require discretionary permits (see Table 35). However, some permitted uses do require Preliminary Project Review (PPR) and/or administrative site plan review as described below.

For projects requiring discretionary permits, the applicant must submit a formal discretionary application with the Current Planning Division after addressing any changes/comments made during the PPR process. Concurrent processing of required discretionary entitlements (e.g., subdivision and site plan review requests) is also provided to expedite the review process. Discretionary project applications are first reviewed by the Project Review Committee (consisting of staff representatives from the Public Works, Building Safety, Fire Prevention, and Current Planning Departments and Divisions). The applicant will then make any required corrections or provide additional information prior to the item being scheduled for a Planning Commission public hearing. Once a decision is made by the Planning Commission, the discretionary application is then ready for building permit plan check (unless the discretionary entitlement procedures require final approval by City Council). The procedures for common discretionary permits are described in greater detail below.

### Preliminary Project Review

Applicants are required to undergo a PPR for some discretionary projects. This process allows the applicant to determine the feasibility of the project and make adjustments during the preliminary planning stages to minimize costs. A PPR Request form summarizing the project, along with a proposed site plan indicating parking, and pedestrian and vehicular access, are circulated among city departments for review. The applicant then attends a meeting of the Project Review Committee (PRC) (comprised of representatives of the reviewing departments) at which comments and corrections are provided by the PRC. The PRC meeting is typically held within two to three weeks after the PPR request submittal. Ministerial or non-discretionary projects do not require PPR or PRC review. For discretionary projects, the applicant should address any comments/corrections from the PRC prior to submitting a discretionary permit application.

### Site Plan Review

As stated in Chapter 17.540 of the Zoning Code, the purpose of the Site Plan Review process is to ensure compliance with the required standards, design guidelines, and ordinances of the City; minimize potential adverse effects on surrounding properties and the environment; and protect the integrity and character of the residential, commercial, and public areas of the City. Site Plan Review is required for residential

projects which include the construction of three or more units. For projects consisting of less than ten units, the Community Development Director may approve the site plan review administratively. However, for residential projects proposing ten or more units, or projects that require approval of another discretionary permit, a public hearing is required in front of the Planning Commission, which is the approval authority. The City is currently working on a text amendment to increase the thresholds for Site Plan Review to increase the number of housing units that may be approved administratively that include affordable housing. This is anticipated to be complete in 2021.

Pursuant to AB 1397, RHNA sites that require rezoning to accommodate the lower income RHNA shortfall are subject to by-right approval if the project includes 20% affordable units. To avoid inconsistent application of this incentive, the City will extend the by-right approval to all multi-family projects that include 20% affordable to lower income households.

To approve a site plan review, the Director or Planning Commission must make the following required findings:

- The general layout of the project, including orientation and location of buildings, open space, vehicular and pedestrian access and circulation, parking and loading facilities, building setbacks and heights, and other improvements on the site, is consistent with the purpose and intent stated above, the requirements of the zoning district in which the site is located, and with all applicable development standards and design guidelines.
- The architectural design of the structure(s), and their materials and colors, are compatible with the scale and character of surrounding development and other improvements on the site. The designs are also consistent with the purpose and intent stated above, the requirements of the zoning district in which the site is located, and with all applicable development standards and design guidelines.
- The landscaping, including the location, type, size, color, texture, and coverage of plant materials, provisions for irrigation, and protection of landscape elements, has been designed to create visual relief, complement structures, and provide an attractive environment, and is consistent with the purpose and intent stated above, the requirements of the zoning district in which the site is located, and with all applicable development standards and design guidelines.
- The design and layout of the proposed project will not interfere with the use and enjoyment of neighboring existing or future development, will not result in vehicular or pedestrian hazards, and will be in the best interest of the public health, safety, and general welfare.
- The existing or proposed public facilities necessary to accommodate the proposed project (e.g., fire protection devices, parkways, public utilities, sewers, sidewalks, storm drains, streetlights, traffic control devices, and the width and pavement of adjoining streets and alleys) will be available to serve the subject site.

- The proposed project is consistent with the General Plan and any applicable specific plan.

With the development objective design standards (see Housing Program 4.H – Objective Design Standards), the finding regarding the design and layout of the proposed project may need to be revised. However, the finding related to compatibility with character of surrounding development is based on design and layout of the project, and has never been used to deny a housing project. The development of objective design standards will also address this finding. Furthermore, the General Plan update will establish specific performance standards for public facility improvements for new development. These standards are comparable to those required for urbanized communities and are necessary for serving the new development.

### **Conditional Use Permit**

Conditional use permits are discretionary permits intended to allow for specific activities and uses whose effect on the surrounding area cannot be determined before being proposed for a particular location (Chapter 17.530 of the Zoning Code). Conditional use permits are not required for the majority of residential uses; however, the City requires a conditional use permit for all large residential care facilities, emergency shelters in the CN, CG, and CC zones, and senior citizen congregate care facilities. Conditional use permits require a public hearing before the Planning Commission. To approve a conditional use permit, the Planning Commission must make five required findings as stated in Chapter 17.530 of the Zoning Code. The Planning Commission may also impose conditions of approval to ensure that the project complies with the required findings. The typical processing time for conditional use permits is three to six months.

### **Tentative Tract Map / Tentative Parcel Map**

Subdivision of land is regulated by Chapter 15.10 of the Culver City Municipal Code and the Subdivision Map Act. Tentative parcel maps are required when a project proposes to subdivide land into four or fewer parcels. Projects proposing the creation of more than four parcels require a tentative tract map. Both tentative tract maps and tentative parcel maps require a public hearing before the Planning Commission, which is the approval authority. Both tentative tract and tentative parcel maps take approximately three to six months to process.

### **Environmental Review**

Environmental review is required for all development projects under the California Environmental Quality Act (CEQA). Most projects in Culver City are either Categorically Exempt or require only an Initial Study and Negative Declaration or Mitigated Negative Declaration. Developments that have the potential of creating significant impacts that cannot be mitigated require the preparation of an Environmental Impact Report. Environmental review typically occurs concurrently with entitlement review and the time it takes to process a Negative Declaration or Mitigated Negative Declaration does not typically add to the overall processing time for an application. Additionally, Categorical Exemptions such as accessory dwelling units require a minimal amount of

time to process. As a result, state-mandated environmental review does not pose a significant constraint to housing development.

### **Plan Check**

The building permit plan check review period for the processing of residential building permits is generally ten days for the first round of reviews by various city departments and five days for resubmittal, depending on the city's workload. Building codes are applied to new construction, and are monitored and inspected under the building permit process. Where no permits have been obtained, inspections are made in response to request and complaints. As indicated previously, the City's Building Code incorporates the California Building Codes 2019 Edition. The city's Building, Mechanical, Plumbing and Electrical codes include minor revisions and amendments to the Uniform Codes that exceed state standards. These amendments are related to fire alarms, smoke detectors, sprinkler systems, and other basic safety measures. All new structures are required to provide fire sprinklers. Although this requirement adds incrementally to the cost of construction, it is considered a vital public safety issue that justifies the additional cost.

### **Processing Time**

Permit processing times are often cited as a factor that contributes to the high cost of housing. However, development review and permit processing procedures are necessary to ensure that development proceeds in an orderly manner, consistent with the General Plan. Additionally, the City is obligated to comply with various time requirements imposed by State law, including the Permit Streamlining Act, the Subdivision Map Act, and the California Environmental Quality Act. The processing times listed in Table 39 include the preliminary plan review process and environmental review, as well as entitlement review.

Table 39: Planning Permit Processing Times

<b>Development Application</b>	<b>Processing Time (months)</b>	<b>Reviewing Body</b>
Site Plan Review	6-12	Community Development Director / Planning Commission
Conditional Use Permit	3-6	Planning Commission
Variance	3-6	Planning Commission/City Council
Zone Change	9-12	Planning Commission/City Council
General Plan Amendment	9-12	Planning Commission/City Council
Tentative Parcel Map	3-6	Planning Commission
Tentative Tract Map	3-6	Planning Commission/City Council

Source: City of Culver City, 2021

In summary, the City's review procedures and related processing times help to ensure that the development review process meets all legal requirements and facilitates high quality development within the City. Many proposed residential developments can be approved administratively and discretionary permits are processed concurrently to minimize processing time. Therefore, the city's review procedures do not cause a significant unwarranted constraint to housing development.

## Planning and Development Fees

State law limits fees charged for development permit processing to the reasonable cost of providing the service for which the fee is charged. Various fees and assessments are charged by the City and other public agencies to cover the costs of processing permit applications and providing services and facilities such as schools, parks, and infrastructure. Almost all of these fees are assessed through a pro rata share system, based on the magnitude of the project's impact or on the extent of the benefit that will be derived.

Table 40 shows the planning fees for the City of Culver City compared to other Westside cities. As shown, Culver City's fees are most similar to the City of Beverly Hills; however, all the cities shown are generally comparable. Per state law, these fees may not exceed the city's cost to review and process the permit. The City periodically evaluates the actual cost of processing development permits when revising its fee schedule. The last fee schedule update was adopted in 2013.

While the planning fees such as General Plan Amendment (GPA), Zone Change, and Conditional Use Permit (CUP) appear high, these fees are charged on a per-project basis, not per unit. Extensive consultation took place for the development of the land use policy, which offers high levels of flexibility for development and reflects current and projected trends of development in the City. Therefore, upon the completion of the General Plan and Zoning Code update, the need for developers to pursue GPA, Zone Change, and CUP would be minimized, reducing the impact of fees as a constraint on development. Furthermore, the City encourages the development of high-density residential projects. The new Zoning Code will include appropriate development standards to facilitate the achievement of maximum allowable density for the respective zones. Therefore, economies of scale can be achieved on a per-unit basis, encouraging the development of high-density residential projects and maximizing the number of units. To facilitate affordable housing, the City will waive/reduce/defer city planning fees.

Furthermore, the City conducted a nexus study in July 2020 to establish a Commercial Linkage Fee program. The Nexus Study also researched the impact fees as a percentage of development value among neighboring jurisdictions. The study concluded that the City's overall impact fee level is around the median value compared to other jurisdictions and therefore not considered a constraint to development.

Table 40: Comparison of Planning Fees for Westside Cities

Fee Type	Culver City <sup>1</sup>	Santa Monica	Beverly Hills	West Hollywood
Site Plan Review	Administrative: \$4,411 Planning Commission: \$20,541	N/A	N/A	Development Permit, Class A: \$23,910 Development Permit, Class B: \$6,855
Conditional Use Permit	1-2 Units: \$8,392 Other: \$19,401 <sup>2</sup>	\$17,241	\$21,457	Major: \$9,082 Minor: \$6,246
Variance	\$17,833	\$14,328	\$14,954	\$8,021
Zone Change	\$28,627	\$24,527	Actual cost; deposit determined by staff	\$19,012
General Plan Amendment	\$30,310	\$16,513	Actual cost; deposit determined by staff	\$19,012
Tentative Parcel Map	\$15,130 <sup>3</sup>	\$8,247	\$20,247	\$4,084
Tentative Tract Map	\$16,663 + \$30/lot	\$8,247	\$20,247	\$4,084
Time Extension	Administrative: \$358 Planning Commission: 50% of application fee		Without public hearing: \$1,070 With public hearing: \$1,774	Administrative: \$2,079 Planning Commission: 50% of application fee

## Notes:

1. Fee includes a 4% Technology Fee.
2. CUP fee for multi-family is project-based and therefore represents a lower per-unit fee compared to the fee for 1-2 units.
3. Fee is reduced to \$7,868 if processed in conjunction with a site plan review.

Sources: City of Culver City, 2013; City of Santa Monica, 2020; City of Beverly Hills, 2020; City of West Hollywood, 2018

In addition to the planning entitlement fees discussed above, development projects are subject to building permit, plan check, impact, and development fees. Plan check, building permits, and other associated fees cover the cost for the City to review the project to ensure compliance with the California Building Code. Development fees are assessed on new development projects to cover the cost of the additional burden the project places on existing infrastructure and services, including the sewer system, transportation network, parks, and schools. Impact and other fees may be required to support amenities like mobility and parks infrastructure and paying a fair share of costs toward affordable housing. For example, the City recently approved a mobility improvement fee and linkage fee.

Because many of the City's fees are based on building valuation, it is difficult to summarize total fees that apply to all residential projects. Therefore, a specific project example is used to provide a per unit cost for illustrative purposes. Table 41 provides a summary of the development fees and permit costs for a mixed-use project which includes 97 apartment units, approximately 14,000 square feet of commercial space, and one level of subterranean parking. As shown, the total fees per unit for the project are \$15,589. However, it should be noted that for a mixed-use project, it is difficult to separate certain fees by the residential and commercial portions of the project; therefore, the actual per unit cost for a standalone residential project is likely lower than what is presented because some fees that apply to the commercial portion of the project have been included in the per unit calculation below. It is also important to note that not all of these costs are due during the entitlement phase of the project. Some fees, including school and sewer facility fees, are due at building permit issuance or before receiving the certificate of occupancy.

Since the City provides an exemption from the public art fee and the parkland fee for affordable projects, a per unit cost for a hypothetical affordable project is also included in Table 41. With these fees excluded, the per unit cost is \$14,766.

Table 41: Summary of Fees for a Typical Mixed-Use Development at 11924 Washington Blvd

<b>Project Specifics:</b> Mixed-use development including 97 apartment units (86,501 s.f.), 13,687 s.f. of retail and restaurant space, and one level of subterranean parking (35,313 s.f.)	
<b>Fee Description</b>	<b>Cost (\$)</b>
<b>Planning Entitlement Fees</b>	
Preliminary Plan Review	2,392
Site Plan Review	20,541
Environmental Analysis: Mitigated Negative Declaration	6,045
Surcharge for New Residential Construction (\$250/unit, \$12,750 maximum) <sup>1</sup>	12,750
<b>Building &amp; Safety Fees</b>	
Building Permit Fee (based on project valuation)	373,108
Seismic Fees (Residential, 3 stories or less = valuation x \$0.00013, Commercial or Residential, over 3 story = valuation x \$0.00028)	Residential: 3,564 Commercial: 834
Plan Check Fees (75% of building permit fee)	279,943
Other Fees	100
Temporary Certificate of Occupancy (3 at \$500 each)	1,500
CA Building Standards Fee	1,216
Fire Prevention Plan Check Fee	59,697
Structural Outside Review Fee	11,165

<b>Project Specifics:</b> Mixed-use development including 97 apartment units (86,501 s.f.), 13,687 s.f. of retail and restaurant space, and one level of subterranean parking (35,313 s.f.)	
<b>Fee Description</b>	<b>Cost (\$)</b>
Technology Surcharge (4% of all permit/plan check fees)	
Technology Surcharge (4% of all permit/plan check fees)	28,565
<b>Development and Impact Fees</b>	
School Fees (Residential=\$4.08/s.f., Commercial = \$0.66/s.f.)	Residential: 484,065 Commercial: 7,569
Commercial/Industrial Tax (\$25 for first \$250,000 of valuation plus 1.5% of any amount over \$250,000) <sup>2</sup>	40,947
In Lieu Parkland Fee <sup>3</sup>	79,854
New Development Impact Fee <sup>2</sup>	8,124
Culver City Sewer Facility Fee	80,451
City of LA Sewer Facility Fee	67,172
Art in Public Places <sup>3</sup> (1% of project valuation)	Project chose an installation over fee
<b>Total Fees</b>	<b>1,569,601</b>
<b>Cost per Square Foot (entire project)</b>	<b>11.58</b>
<b>Cost per Unit<sup>4</sup></b>	<b>15,589</b>
<b>Cost per Unit for Affordable Project<sup>5</sup></b>	<b>14,766</b>

Source: City of Culver City, Planning, Building & Safety and Public Works Departments

#### Notes:

1. This fee was enacted as means of recovering the cost of staff time associated with projects - larger projects tend to take up more time so the fee is based on number of units rather than a flat rate.
2. Applies to commercial projects only.
3. Affordable projects are exempt from parkland and public art fees.
4. The cost per unit calculation excludes fees specifically applied to the commercial portion of project. However, in some cases (i.e. building permit fees and plan check fees), it is difficult to separate the fees based on the commercial/residential portions of the project. Therefore, per unit costs for a standalone development of 97 units would likely be lower than what is presented here.
5. The cost per unit for affordable project calculation excludes fees specifically applied to the commercial portion of the project, parkland fees, and public art fees.

As shown in Table 41, development impact fees make up a significant proportion of the total required fees for a project. A discussion of these fees is included below.

### School Fees

The city collects school fees on behalf of the Culver City Unified School District to pay for new facilities and the ongoing maintenance of existing buildings and facilities. School fees are levied for all new development, both commercial and residential, over 500 square feet. However, since new residential development naturally creates an additional need for school facilities through the resulting population growth, school fees are significantly higher for residential projects than for commercial projects (\$4.08 per square foot compared to \$0.66 per square foot). While school fees are often the largest individual fee required to be paid by a developer, the fee amounts are set by the District and the City has no authority over this constraint.

## Parkland and Public Art

Public parks are developed and maintained by the City's Parks, Recreation, and Community Services Department. Municipal Code Title 15, §§15.06.300-15.060.330 (Residential Development Park Dedication and In Lieu Parkland Fee) requires that all new residential developments of two or more dwelling units or additions of one or more units on existing residential developments either dedicate land or pay a fee for the development and/or maintenance of public parks. Title 15 states a goal of providing 3 acres of parkland for every 1,000 residents or, if no land is available, to pay a fee that quantifies the 3 acres per 1,000 resident objective.

Culver City implements an Art in Public Places Program (APPP) requirement for all new residential development projects of five or more units, or remodels of five or more units. The required APPP allocation is 1% of the project valuation. If the APPP allocation is \$75,000 or less, it is required to be paid into the Culver City Cultural Trust Fund. If the APPP allocation is greater than \$75,000, then the developer may choose to either deposit the amount into the Fund or commission a work of art equivalent in value to the APPP allocation.

To facilitate development of covenanted low and moderate-income units, the City specifically exempts such projects from In-lieu Parkland Fees and Art in Public Places Fees.

## Sewer Facility Fees

In Culver City, sewer facility fees are due to both the City of Culver City and the City of Los Angeles. Fees are used to fund ongoing maintenance of the wastewater system and expansion of capacity as necessary. The City's wastewater infrastructure is discussed further in the Infrastructure Constraints section

## Mobility Improvement Fee

In June 2021, the City Council adopted the Mobility Improvement Fees Ordinance to partially fund mobility improvement projects and programs to support forecasted growth related to new development. This Ordinance will apply a Mobility Improvement Fee requirement to both new residential and nonresidential development. Beginning August 27, 2021 (the effective date), the fee for new residential developments will be \$7,636 per single-unit residential unit, \$3,394 per multi-unit residential unit, and \$3,818 per accessory dwelling unit. While the City completed a nexus study and economic analysis to ensure the appropriateness of the fee, the City Council has expressed an interest in ongoing monitoring of this new fee to ensure that it does not constrain residential development. Currently, affordable housing and ADUs are exempt from the Mobility Improvement Fees.

## Affordable Housing Linkage Fee

In July 2021, the City Council adopted the Affordable Housing Commercial Development Impact Fee Ordinance to fund affordable housing projects. This Ordinance will apply a "linkage" fee to new non-residential development. Beginning in January 2022, the fee will be applied to new non-residential development at \$5 per net

leasable square foot. The City completed a nexus study to ensure the appropriateness of the fee.

## On- and Off-Site Improvements

After the passage of Proposition 13 and its limitation on local governments' property tax revenues, cities and counties have faced increasing difficulty in providing public services and facilities to serve their residents. One of the main consequences of Proposition 13 has been the shift in funding of new infrastructure from general tax revenues to development impact fees and improvement requirements on land developers.

The City requires developers to provide on-site and off-site improvements necessary to serve their projects. On- and off-site improvements are required when discretionary permits are issued (such as site plan reviews, comprehensive plan, zone change, or General Plan amendment). The City uniformly attaches the conditions of approval (COA) that include fees, such as parkland fees and administrative fees, for monitoring affordability covenants. The COAs also specify the standard improvements. Such improvements may include water, sewer and other utility extensions, street construction and traffic control device installation that are reasonably related to the project. Dedication of land or in-lieu fees may also be required of a project for rights-of-way, transit facilities, recreational facilities, and school sites, consistent with the Subdivision Map Act.

The City's Capital Improvement Program (CIP) contains a schedule of public improvements including streets, bridges, and other public works projects to facilitate, among other things, the continued build-out of the City's General Plan. The CIP also helps to ensure that construction of public improvements is coordinated with private development.

City road standards vary by roadway designation as provided in Table 41. The City's road standards are typical for cities in Los Angeles County and they do not act as a constraint to housing development. Since the City is fully developed, it is unlikely that any new streets or roadway widening will be required through the subdivision process. With new development projects (housing, commercial, or mixed-use), the City's Public Works Department will usually require improvements for public rights-of-way adjacent to proposed development projects. These improvements can vary depending on the specifics of each development and may include relocation of utilities, new street trees and tree grates, repaving or repair of adjacent alleys, repaving of adjacent sidewalks and streets, restriping of traffic lanes, and installation of traffic signals.

Table 42: Road Improvement Standards

Roadway Designation	Number of Lanes	Right-of-Way Width
Primary Arterial	4 - 6	95 ft.
Secondary Arterial	2 - 4	80 – 94 ft.
Collector Street	2	60 – 79 ft.
Local Street	2	60 ft. or less

Source: City of Culver City General Plan, Circulation Element

Although development fees and improvement requirements increase the cost of housing, cities have little choice in establishing such requirements due to the limitations on property taxes and other revenue sources needed to fund public improvements. Overall, the City's nexus study on Commercial Linkage Fees found that Culver City's total development impact fees are comparable to surrounding jurisdictions.

## Non-Governmental Constraints

### Environmental Constraints

Environmental constraints include physical features such as steep slopes, fault zones, floodplains, sensitive biological habitat, and agricultural lands. In many cases, development of these areas is constrained by state and federal laws (e.g., Federal Emergency Management Agency (FEMA) floodplain regulations, the Clean Water Act and the Endangered Species Act, and the State Fish and Game Code and Alquist-Priolo Act). The Public Safety Element of the City's General Plan discusses the environmental hazards that have the potential to impact the city, including urban fires, seismic shaking, and landslides. The Public Safety Element contains policies to address these hazards and "reduce adverse economic, environmental, and social conditions resulting from fires and geologic hazards." In keeping with the goals and policies of the Public Safety Element, the City's land use plans have been designed to protect sensitive areas from development, and to protect public safety by avoiding development in hazardous areas. While these policies constrain residential development to some extent, they are necessary to support other public policies.

### Infrastructure Constraints

As in most cities of similar age, Culver City faces challenges of aging infrastructure and related maintenance issues. However, the city's physical infrastructure is generally of adequate size and capacity to accommodate the projected build-out of the General Plan.

#### Wastewater

The city is served by the Hyperion Wastewater Treatment Plant operated by the City of Los Angeles. The treatment plant has a design capacity of 450 million gallons per day. It is currently functioning at approximately 275 million gallons per day which is about 61% of its capacity. It is unlikely, but expansion of the Hyperion treatment plant may be required if changes in Los Angeles or Culver City land uses cause increased wastewater flows. Costs for wastewater system expansions are passed on to Culver City by the City

of Los Angeles in accordance with the Amalgamated Sewer Agreement between the cities. Culver City collects sewer facility charges from new developments to offset these costs. In addition, new development has the potential to impact the local sewer collection system and require capacity upgrades. Developers are required to fund these improvements when necessary. As noted in the previous section, developers are also required to pay sewer facility fees to both Culver City and Los Angeles to fund ongoing maintenance and necessary increases in capacity.

## Water

Water for city residents is supplied by Golden State Water Company and the City of Los Angeles Department of Water and Power (for the portion of the city west of McLaughlin Avenue). The system depends primarily on imported water from Metropolitan Water District (MWD). Water system expansions to individual projects are the responsibility of the developer with fees paid to cover major capital expenditures.

## Dry Utilities

Gas, electricity, cable, internet, and telephone services are provided by Southern California Gas Company, Southern California Edison, as well as AT&T, Spectrum, and Verizon Communications. All systems are adequate and are upgraded as demand increases. Supplies of natural resources, such as gas, currently appear adequate.

## Storm Water Drainage

Storm water runoff is primarily handled by a flood control system maintained by the Los Angeles County Department of Public Works. Surface drainage uses streets and gutters until the runoff reaches catch basins. The storm drain system is currently operating within capacity and is sized to accommodate planned growth within the city. The City is required by the National Pollutant Discharge Elimination System (NPDES) to address water quality runoff for construction activities and post-construction runoff from all types of development, including residential projects. In November 2016, city residents approved Measure CW, which provides funding for stormwater projects to improve water quality in the city and region. Best management practices (BMPs) are implemented through the city's NPDES regional storm-water discharge permit. Individual projects are required to comply with all applicable NPDES requirements.

## Road Improvements and Parking

Roadways in Culver City are subject to high levels of traffic, which would be further impacted by new development. To the extent possible, the City addresses this issue by requiring developers to mitigate negative traffic impacts through various methods, such as improvements to the roadway network and traffic control systems, implementation of the Travel Demand Management strategies, and Mobility Improvement Fees to pay a fair share into citywide mobility improvements to reduce vehicle miles traveled.

One of the primary infrastructure issues associated with the current level of development is the limited capacity of on-street parking. The City is addressing this constraint incrementally by ensuring that all new developments, both residential and commercial, provide adequate off-street parking.

The City has a Capital Improvement Program to schedule public improvements including roadway network, traffic control systems and other public works projects to allow for, among other things, the continued build-out of the city's General Plan. This helps to ensure the progression of improvements is coordinated with anticipated development.

## Land Costs

Land represents one of the most significant components of the cost of new housing. Land values fluctuate with market conditions, and overall have been steadily increasing since the Great Recession. Like much of the region, Culver City has little to no vacant land available for residential development. An online survey of residential and commercial real estate listing websites (Zillow and LoopNet) conducted in January 2021 indicated that no vacant property was listed for sale within Culver City. Therefore, properties with existing improvements must be recycled, further adding to the high cost of land.

Per-unit land cost is directly affected by density – higher density allows the cost to be spread across more units, reducing the total unit price. The Culver City Zoning Code allows a base density of 35 units per acre in some areas of the city, which can be increased up to 65 units per acre for projects that incorporate community benefits and located within  $\frac{1}{2}$  mile of major transit facilities and higher for projects that use the affordable housing density bonus pursuant to State Density Bonus law. This facilitates lower per-unit land costs compared to lower-density development.

## Construction Costs

Construction cost is affected by the price of materials, labor, development standards and general market conditions. According to Cumming, a project management company that compiles data on the construction industry, construction costs in the Los Angeles area can reach over \$200 per square foot for single-family residential development, and \$294-\$529 per square foot for multi-family residential development.<sup>17</sup> The city has no direct influence over materials and labor costs, and the building codes and development standards in Culver City are not substantially different from other cities in the West Los Angeles area.

Similar to land costs, higher density development allows for a reduction in construction costs through economies of scale. This reduction in cost can be particularly beneficial when a project is also receiving a density bonus for affordable housing. Chapter 17.580 of the Culver City Municipal Code contains provisions for density bonuses for developments providing affordable housing as required by state law.

## Timing and Density

Market factors can also constrain the timing between project approval and requests for building permits. In some cases, this may be due to developers' inability to secure

<sup>17</sup> Source: Cumming, U.S. Costs per Square Foot of Gross Floor Area 2020

financing for construction or the applicant's ability to respond quickly to requests for corrections. However, building permit applications are applicant-driven. For example, the recently completed mixed use project with 48 units (The Haven) was approved in December 2015 but the developer did not submit a permit application until March 2017. Alternatively, other mixed use projects can turn around and submit permit applications shortly after project approval. The Lucky mixed use project with 37 units was approved in September 2016 and the developer requested a building permit in December 2016. Similarly, Icon West (mixed use project with 12 units) was approved in February 2021 and filed a permit application in May 2021.

The City's Mixed Use Ordinance offers a Community Benefits program, whereby if a mixed use project includes 15% of the units as affordable housing, the project would be eligible for a local density bonus that increases the base density to 50 du/ac or up to 65 du/ac if the project is located within the Transit Oriented Development District. The project would also be eligible for the State density bonus (to be calculated after the Community Benefit bonus is applied). Inclusion of micro units also provides additional density bonus up to 14%. Therefore, mixed use projects in Culver City typically achieve over 65 du/ac and up to 80 du/ac using a combination of local and State density bonus laws (see Appendix B for examples of recent mixed use projects and their achieved densities). Also, residential development projects in medium density residential zones rarely go below 80% of the allowable density due to the high land costs.

## Financing and Foreclosures

Culver City is similar to most other communities with regard to private sector home financing programs. The crisis in the mortgage industry and 2008 recession affected the availability and cost of real estate loans and rate of foreclosures. Foreclosures peaked in Culver City in 2011, with 94 foreclosures that year and a total of 410 foreclosures between 2007 and 2018. However, as of 2018, foreclosure rates had dropped to pre-recession levels, with only three foreclosures in 2018.<sup>18</sup> The rise in foreclosure rates and subsequent changes in mortgage underwriting standards are likely to have greater impacts on low-income families than other segments of the community.

The sharp rise in unemployment as a result of the Covid-19 pandemic may impact households' ability to pay their mortgage, particularly lower income households, and may result in an uptick in foreclosures. However, historically low interest rates have also resulted from the pandemic, creating more opportunity for home purchases and refinancing. Overall, the full impact of the pandemic is still unknown.

Table 43 summarizes applications for home loans in Culver City in 2018. Of the total applicants, 68 percent were approved. Loan approval rates are similar to rates in Los Angeles County overall, where 67 percent of all county loans were approved in 2018. Applications for refinance were the most common, comprising about half of all loan applications. Refinance applications were approved 67 percent of the time.

<sup>18</sup> Source: SCAG 2019 Local Profiles, [City of Culver City](#)

Approximately 36 percent of applications were for conventional purchase loans, which were approved 77 percent of the time. Home improvement loans had the highest denial rate at 38 percent.

Under state law, it is illegal for real estate lending institutions to discriminate against entire neighborhoods in lending practices because of the physical or economic conditions in the area ("redlining"). City staff is not aware of any significant incidence of discriminatory lending practices in recent years.

Table 43: Home Purchase and Improvement Loan Applications in Culver City (2018)

Loan Type	Total Applicants	Percent Approved	Percent Denied	Percent Withdrawn
Conventional Purchase	538	77	8	16
Government-Backed Purchase	3	67	0	33
Home Improvement	208	53	38	10
Refinance	757	67	19	14
<b>Total</b>	<b>1,506</b>	<b>68</b>	<b>17</b>	<b>14</b>

Source: [www.ffiec.gov](http://www.ffiec.gov), Home Mortgage Disclosure Act (HMDA) data for 2018.

Note: Approved applications include those that are approved and originated (accepted by the applicants) and those that are approved but not accepted by the applicants.

In 2018, FFIEC changed the format of HMDA reporting. Due to delays in the reformatting of data, publicly available data after 2018 is not currently available at city level.

# Housing Plan

## Goals, Objectives and Policies

Goals, objectives, and policies convert the community's vision for housing into actions. Goals describe a desired future condition or "end" state and are based on needs and constraints, meant to be aspirational, and orient changes and outcomes. Objectives are specific statements of purpose to achieve goals and policies guide the related actions needed.

- Goal 1      A city that proactively provides equitable access to safe, healthy, and affordable housing for all income levels to create a balanced jobs-to-housing ratio and commits to addressing the housing needs of persons experiencing homelessness and special needs populations.
- Goal 2      A city with a variety of rental and ownership housing opportunities that complement and enhance the city's goals for continued economic vitality and prosperity.
- Goal 3      A city that plans to grow sustainably and intelligently by revisiting policies and programs frequently to update and adjust if they are not meeting goals.
- Goal 4      A city that affirmatively furthers fair housing to reverse the legacy of segregation and provide housing and opportunity for historically disenfranchised groups.

**Objective 1. Housing Maintenance.** Encourage a high level of housing maintenance to promote the availability of decent housing and to protect the quality of neighborhood environments.

- Policy 1.A      Maintain a housing stock free of health or safety hazards.
- Policy 1.B      Maintain quality neighborhood living environments throughout the entire city.
- Policy 1.C      Assist low and moderate income and special needs households to encourage the rehabilitation and adequate maintenance of existing housing units.
- Policy 1.D      Monitor the maintenance of residential properties and enforce the provisions of the City's building code and property maintenance regulations.
- Policy 1.E      Promote assistance programs and enforce applicable health and safety standards to prevent overcrowding in units.
- Policy 1.F      Promote sustainable development through energy conservation, water consumption, and waste reduction measures to reduce future operating costs, and ensure local regulations support

environmental justice that protects public health and open space, and expands the tree canopy.

**Policy 1.G** Promote rehabilitation or replacement of substandard housing with healthy, safe, and affordable housing.

**Objective 2. Housing Supply.** Expand opportunities for developing a variety of housing types.

**Policy 2.A** Provide for a residential lifestyle that is environmentally sound and aesthetically pleasing and that places a high priority on quality development.

**Policy 2.B** Coordinate the plans, programs, and policies of all city departments to ensure that residential development is orderly, and that new development is adequately and effectively served by a balanced system of transportation, transit, amenities, community facilities, and public services. Residential development must be sensitive to the environmental, recreational, social, and economic needs of the community. The City should promote access, where feasible, to the LA Metro E Line Culver City Station, for new residential development.

**Policy 2.C** Promote mixed use residential development that is sensitive to adjacent residential uses and reinforce the compatible nonresidential uses of the area.

**Policy 2.D** Encourage the incremental infilling of residential neighborhoods to enhance housing affordability and supply through the provision of smaller units.

**Policy 2.E** Promote programs that seek to provide housing opportunities to meet the needs of people who work in the city.

**Policy 2.F** Streamline entitlement, environmental, and permitting processes for sustainable buildings and affordable housing.

**Policy 2.G** Promote reduced parking requirements and discretionary thresholds for review, for affordable housing, to incentivize production

**Policy 2.H** Encourage infill development, such as brownfield site redevelopment.

**Policy 2.I** Explore repurposing of City-owned surface parking lots for affordable housing development.

**Objective 3. Housing Affordability.** Encourage a diverse range of rental and ownership housing opportunities that are compatible with the needs of all socioeconomic segments of the community.

- Policy 3.A     Encourage the inclusion of affordable housing units in new housing developments by granting incentives as called for by the Zoning Code and the State Density Bonus law.
- Policy 3.B     Actively support affordable housing development by private and non-profit housing developers.
- Policy 3.C     Conserve existing affordable housing, particularly rental and assisted units such as affordable housing that exists naturally in the market.
- Policy 3.D     Explore strategies to Incentivize and reduce the costs of affordable housing production like a 100% affordable housing overlay zone, transit-oriented communities programs, and partnership funding opportunities.
- Policy 3.E     Incentivize converting existing market rate and vacant rental units into affordable units and extend expiring affordability covenants to preserve affordability.
- Policy 3.F     Encourage an equitable distribution and the production of affordable housing in areas that have historically not accommodated affordable housing or have excluded diverse housing opportunities, especially in the highest opportunity areas, to help overcome historic patterns of segregation. Explore strategies like public funding, incentives, infrastructure investments, and a “Right to Return” program to support historically displaced families and individuals in Culver City with housing.
- Policy 3.G     Explore partnering with a non-profit organization to form a community land trust to assist housing providers in developing housing for lower income households.
- Policy 3.H     Encourage new affordable housing production by providing incentives to consolidate adjacent lots and assisting affordable housing developers to identify and consolidate lots.
- Policy 3.I     Explore City-owned sites for 100% affordable housing production.
- Policy 3.J     Incentivize housing development on surface parking lots on underused sites that would not displace existing residents.
- Policy 3.K     Incentivize adaptively reusing existing structures for affordable housing and existing ground floor commercial space for artists and live-work use.

**Objective 4. Housing Access.** Improve access to quality housing for all members of the community by eliminating discrimination, reducing governmental and non-governmental constraints, increasing the number of affordable housing units, and supporting access to emergency shelters.

- Policy 4.A Promote efforts aimed at the development of housing available to all income and age levels.
- Policy 4.B Promote housing opportunities for households of all income levels to help maintain the family-oriented character of the city into the future.
- Policy 4.C Assist first time home buyers to purchase housing with alternative financing mechanisms.
- Policy 4.D Promote rental assistance programs to minimize the extent to which lower income households must pay more than 30% of their income for housing.
- Policy 4.E Promote fair housing and non-discrimination in housing sales and rentals for all, including those outside of designated protected classes, by supporting organizations that provide information, counseling and mediation on fair housing laws and landlord-tenant disputes.
- Policy 4.F Prohibit discrimination in the sale or renting of housing to anyone on the basis of their special characteristics as protected by state and federal fair housing laws.
- Policy 4.G Encourage the rehabilitation and construction of barrier-free housing for persons with disability.
- Policy 4.H Enable elderly and/or persons with disabilities to age in place by providing housing arrangements and programs that accommodate their needs.
- Policy 4.I Promote the education of homebuyers and renters on their rights, for housing practices and requirements, financing, available subsidies, protections, and housing unit changes.
- Policy 4.J Explore ways to encourage the development of ownership housing for affordable, moderate/workforce housing, including opportunities for employer-provided permanent housing.
- Policy 4.K Promote home ownership and related wealth generation opportunities through accessible education and technical assistance, particularly in communities of color and among special needs populations.
- Policy 4.L Increase access and transparency in the lease-up process for restricted affordable housing units, particularly for those who have

experienced or are at-risk of displacement and those who may not be aware of affordable housing choices.

**Objective 5 Housing Stability.** Preserve existing affordable housing, prevent the displacement of existing residents, and prevent homelessness.

- Policy 5.A     Actively work to prevent or minimize the displacement of existing residents and neighborhood instability from foreclosures. Ensure that rehabilitation of existing units does not negatively impact or permanently displace existing residents. The City shall notify residents about Ellis Act protections and other rights, and provide resident protections including a temporary relocation program with oversight during construction to minimize resident disruption.
- Policy 5.B     Promote outreach and education programs that protect communities, particularly communities of color and special needs populations, from predatory lending, speculative real estate transactions, land acquisition, and other practices that undermine intergenerational wealth growth and housing stability.
- Policy 5.C     Assist persons experiencing homelessness by referral to services and provision of emergency services.
- Policy 5.D     Ensure an adequate supply of emergency or temporary housing for people experiencing or who are at risk of homelessness.
- Policy 5.E     Promote the rapid re-housing of persons experiencing homelessness.
- Policy 5.F     Apply a Housing-First approach to ending homelessness that matches persons experiencing homelessness with appropriate services or services with housing, like permanent supportive and rapid-re-housing options.
- Policy 5.G     Provide a high level of outreach to priority populations experiencing homelessness, as determined by the lead Continuum of Care agency, to inform them of their rights and opportunities for housing and support services.
- Policy 5.H     Encourage a regional fair share approach to providing housing opportunities and assistance to households with special needs, those experiencing homelessness, and extremely low-, very low-, and low-income households.
- Policy 5.I     Create a community engagement and education program to continuously connect with the community on the complexity of how individuals become unhoused and the multitude of solutions and programs needed to support rehousing.
- Policy 5.J     Remove barriers to housing for persons experiencing homelessness, including those related to siting and operating restrictions, that

disproportionately affect populations in protected classes, and special needs populations.

**Objective 6 Housing Production Accountability.** Monitor rental and ownership housing production effectiveness throughout the planning period and adjust as necessary to meet projected needs.

- Policy 6.A     Conduct a mid-cycle assessment of the City's progress toward achieving RHNA, and adjust if needed.
- Policy 6.B     Should a mid-cycle assessment require adjustment, implement strategies like establishing a density bonus on inventory sites that is proportionate to the deficit accrued during the first half of the planning period, an affordable housing overlay that applies the density and design standards of the Neighborhood Multi Family designation to Incremental Infill lots for development of deed-restricted affordable units, and expansion of development types subject to by-right approvals.
- Policy 6.C     Monitor and report on housing production towards achieving RHNA periodically throughout the planning period.
- Policy 6.D     Facilitate a balanced jobs to housing ratio citywide.
- Policy 6.E     Continue to evaluate and reduce regulatory and procedural barriers to housing production , such as streamlining the entitlement, environmental, and building permit processes for households of all income levels and those with special needs.
- Policy 6.F     Periodically review City regulations and fees to ensure they are not suppressing housing development.
- Policy 6.G     Ensure that local regulations support innovations in construction technology to the extent that is technically feasible.
- Policy 6.H     Create a community engagement and education program to continuously connect with the community on growth, housing need, homelessness, discriminatory housing practices, how current land use patterns and socioeconomic disparities reflect historically racist policies, planning, zoning, and real estate practices; and the benefits of mixed use and income communities, and amplify and prioritize underrepresented voices to ensure more equitable outcomes.
- Policy 6.I     Explore a pre-approved standard plan program for ADUs subject to ministerial entitlement approval.
- Policy 6.J     Develop objective design standards for residential and mixed use projects to add certainty to the permitting process, promote quality development that maximizes the benefit of nearby amenities and minimizes exposure to features that may result in negative health or environmental impacts, apply universal design principles, promote

complete neighborhoods with amenities like open space, and ensure seamless transitions between single-family and multi-family development, commercial and residential development, and industrial and residential development.

- Policy 6.K** Promote public outreach and education on the need to address housing needs relative to other important outcomes like health, the environment, public safety, and transportation.

### Quantified Objectives

The City's eight-year quantified housing objectives are described in Table 44. These objectives reflect the City's assessment of what is feasible during the planning period in light of existing and proposed housing programs, land use policies, financial resources, and anticipated economic conditions.

Table 44: Quantified Objectives

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
New Construction	554	554	604	560	1,069	<b>3,341</b>
Preservation	30	30	60	0	0	<b>120</b>
Conservation	29	30	134	38	0	<b>231</b>

## Housing Programs

California State housing law requires that the Housing Element set forth an eight-year schedule of actions for the 2021-2029 planning period that the City intends to undertake to implement its stated policies and objectives. The following section describes the measures that the city plans to implement consistent with its identified policies and objectives described above. Table 45 identifies the timeframe, responsible agency, and funding source for implementation of housing programs and their quantitative objectives.

### Measure 1. Programs to Enhance Housing Affordability

- A. **Section 8 Housing Choice Voucher Program.** Help very low and extremely low income households secure decent, safe and sanitary affordable housing through the provision of rental subsidies through the Section 8 program and conduct outreach to attract new property owners. Through the County of Los Angeles Homeless Initiative and approved by HUD, 50% of annual turnover vouchers will be provided to unhoused individuals.
- B. **Rental Assistance Program.** Assist extremely low income up to and including moderate income households to pay for housing through the Rental Assistance Program (RAP).

- C. **Shared Housing.** Through the Los Angeles County Measure H Rapid Rehousing Program, assist persons experiencing homelessness by placing them in existing units with up to 18 months of rent subsidies and supportive services.
- D. **Existing Covenanted Buildings.** Monitor existing covenanted buildings for compliance with affordability restrictions, and with occupancy and maintenance covenants to upgrade and maintain the character and condition of the neighborhoods while preserving affordability to residents. Housing units covered in the monitoring program include: ownership units assisted under the Mortgage Assistance Program (MAP), affordable rent-restricted units, mobile home park units, and group homes for persons with disabilities.
- E. **Preserve At-Risk Affordable Housing Units.** There are a total of 231 affordable units at risk between 2021 and 2031. Pursuant to new State law, the Housing Division will contact property owners at least three years in advance to inquire about their interest in extending their covenants. In exchange for extending covenants the City will offer property owners funding assistance for rehabilitation to address deferred maintenance through the Neighborhood Preservation Program (NPP) and rental assistance to qualified households through the Rental Assistance Program should funding becomes available. In addition, the City will contact non-profit organizations with the capacity to assist in preserving the at-risk units.
- F. **Affordable Housing Development Assistance.** Provide financial support and technical assistance to organizations that acquire/rehabilitate and/or develop housing for lower and moderate income households (including extremely low income) and populations with special needs (including persons experiencing homelessness, seniors, persons with developmental or other disabilities). To encourage the inclusion of affordable housing units in new housing development, the City will undertake the following actions:
- Partnership between the Housing Division and the Current Planning Division to offer density bonuses and financial assistance (as funding permits) to developers. Through the City's Housing Funds programming, the City will provide funding to assist in affordable housing development with the goal of assisting 250 housing units. For FY 2021-FY 2024, the City has already allocated funding to four projects with an anticipated 113 affordable units.
  - Inform developers when they first contact Current Planning that the City may be able to provide some financial assistance to their project in exchange for affordability commitments.
  - Current Planning will continue to inform developers about the benefits of density bonus when projects are submitted for review.
  - Establish criteria for receiving waived/reduced/deferred City fees for affordable housing projects.
  - Exempt multi-family housing from the Mobility Improvement fee.

- Provide priority processing for affordable housing projects.
- G. **Inclusionary Housing.** The City amended its Mixed Use Ordinance (§17.400.065) in February 2021 to incentivize inclusion of affordable units in mixed use development projects with a community benefit density bonus. The City will review the ordinance to ensure consistency with 2045 General Plan.
- H. **Linkage Fee.** In July 2021, the City Council adopted the Affordable Housing Commercial Development Impact Fee Ordinance to fund affordable housing projects. This Ordinance will apply a “linkage” fee to new non-residential development. Beginning in January 2022, the fee will be applied to new non-residential development at \$5 per net leasable square foot. The City completed a nexus study to ensure the appropriateness of the fee.

## Measure 2. Programs to Address Special Housing Needs

- A. **Homeless and Special Needs Housing.** The City identified several Successor Agency owned properties for affordable housing (including extremely low income) and special needs housing (including for persons experiencing homelessness, seniors, persons with developmental or other disabilities). The City will continue to evaluate other agency-owned properties or opportunity sites available on the market for affordable and special needs housing.
- B. **Zoning Code Amendments to Address Special Needs Housing.** Various bills were passed in the last few years to address the housing choices available to special needs groups. The City will revise the Zoning Code to address the provision for emergency shelters, supportive housing, low barrier navigation center, employee housing, and residential care facilities in residential zones. Specifically, the City will address the provisions for large residential care facilities by removing the five-acre minimum lot size and by establishing objective criteria for project approval. The Zoning Code will also be revised to remove required findings for reasonable accommodations that may be considered subjective. Specifically, one finding requires that the requested accommodation to not impact surrounding uses and properties negatively. This finding is subjective and may serve to impede the request for accommodation.
- C. **Homeless Service Referrals.** Through a contract with Saint Joseph Center, the City provides homeless outreach, data collection, service referral, and emergency motel vouchers. Homeless outreach was expanded to include evenings until 10 pm and Saturdays.
- D. **Emergency Shelters.** Upward Bound House (UBH) Family Shelter provides 18 emergency housing beds for families with children experiencing homelessness. Through a contract with UBH, the City provides case management and supportive services to children and their families experiencing homelessness and to children experiencing homelessness and attending Culver City Unified School District.
- E. **Group Homes.** A total of six group homes for persons with developmental disabilities provide affordable housing and supportive services to 26 low to moderate income individuals annually. Monitor group homes and housing for

persons with special needs to ensure compliance with the Federal Housing Quality Standards (HQS), and City Health and Safety Codes.

## Measure 3. Programs to Improve Housing and Neighborhood Conditions

- A. **The Neighborhood Preservation Program (NPP).** The NPP provides Deferred Maintenance Grants of up to \$5,000 are provided to multi-family property owners who will lease to a Section 8 household or household experiencing homelessness.
- B. **Healthy and Safe Grant.** The program also offers Healthy and Safe Senior Grants of up to \$1,500 to low income seniors to address life safety and code enforcement violations.
- C. **Graffiti Removal.** Work with property owners to remove graffiti through the Public Works Department and encouraging local monitoring by owners. Continue to help community groups to organize volunteer graffiti removal activities.

## Measure 4. Programs to Facilitate Additional Housing

- A. **Adequate Sites for RHNA and Monitoring of No Net Loss (SB 166).** The current Culver City General Plan does not offer adequate capacity and housing choices to meet the community's housing needs or the State mandated RHNA of 3,341 units for the 6<sup>th</sup> cycle Housing Element. Based on the current General Plan and objective criteria and local knowledge used to identify available sites with near-term development potential, the City has an overall shortfall of 165 lower income units.

Based on direction from the Culver City City Council, the 2045 General Plan provides for significantly higher density and capacity above the City's RHNA requirements. The City anticipates adopting the 2045 General Plan by Fall 2022. Pursuant to State law, land use designations and implementing zoning to accommodate RHNA shortfall of 165 lower income units, plus a buffer to accommodate no net loss requirements. For lower income RHNA and buffer, the sites will provide maximum density of at least 30 du/ac and minimum density of at least 20 du/ac on sites that can accommodate at least 16 units on site. Because the City will be fulfilling the RHNA shortfall on sites identified for mixed use zoning in General Plan 2045, these zoning districts must allow 100 percent standalone residential uses and for mixed use projects must not require the nonresidential component to be more than 50 percent of the floor area. To fulfill the 165-unit shortfall, the City will redesignate a minimum of seven acres at a maximum density of at least 30 du/ac (assuming an average density of 25 du/ac). Ownership and rental housing will be permitted by right if the project includes 20 percent of the units as housing affordable to lower income households (see also Measure 4B).

The City will complete the Zoning Code Update to implement 2045 General Plan by the end of 2023. The Zoning Code update will establish appropriate development standards to facilitate the achievement of maximum allowable

density for the respective zones. If current development standards prevent maximum densities (plus state density bonus law) from being achieved on any given site in the inventory, the City will revise those development standards to ensure that maximum densities can be achieved.

As part of the Zoning Code update, ensure that Incremental Infill lots over 4,950 square feet apply the following protections that are consistent with SB 9:

- Anti-displacement protections for renters
- Environmental site constraints
- Protection of historical houses
- Allowed unit size shall be consistent with SB 9

The City is in the process of developing procedures for implementing SB 9, and anticipates having the procedures in place by the end of 2023 (see Measure 4J).

The City will develop a monitoring procedure to ensure adequate capacity remains to accommodate the City's remaining RHNA for all income groups, as sites are being developed for residential, nonresidential, or mixed use developments. The City will also conduct a midterm review of the effectiveness of the new land use policies and development standards to ensure the City is on track with its housing production goals.

- B. **By-Right Approval.** Pursuant to AB 1397, RHNA sites that are require rezoning to accommodate the lower income RHNA shortfall are subject to by-right approval if the project includes 20% affordable permit housing by right pursuant to Government Code sections 65583, subdivision (c)(1) and 65583.2, subdivisions (h) and (i) (see Measure 4A). To avoid inconsistent application of this incentive, the City will extend the by-right approval to all projects that include 20% affordable to lower income households.
- C. **Density Bonus Program.** Provide information on the various density bonus incentives to housing and mixed use development applicants. These include:
- Mixed Use Ordinance – Inclusionary Incentive with Community Benefit Program
  - Micro Units Bonus
  - State Density Bonus
- D. **Accessory Dwelling Units (ADU) Ordinance.** This program has two components:
- ADU Ordinance Amendment: Amend the ADU Ordinance to implement the Incremental Infill designation of 2045 General Plan, which allows up to three units on lots over 4,950 square feet, or up to four units if one of the units is dedicated as affordable housing, inclusive of the ADU and JADU units. The designation would also reimagine the hierarchy of unit size and allow for all units to be of equal size, or whatever breakdown desired by project.
  - Monitor ADU Trend: The Housing Element projects 400 ADUs to be constructed over eight years. Monitor the trend of ADU construction to evaluate the effectiveness of Incremental Infill and ADU construction in other

residential zones, especially regarding occupancy and affordability. If necessary, adjust the ADU Ordinance to provide additional incentives or remove constraints to ADU construction.

E. **Affordable ADU Incentive Program.** Provide information on the various incentives the City offers to facilitate affordable ADUs:

- Tier 1: Workforce. Provide grants of \$25,000 in exchange for affordability covenants.
- Tier 2: Low/Moderate Income. Through an Amnesty Program, provide grants of \$50,000 to legalize illegally converted ADUs in exchange for affordability covenants.
- Tier 3: Homeless. One year trial for the creation of homeless units through the provision of \$50,000 rehabilitation grants with a ten-year affordability covenant. ADU owners will also receive additional landlord incentives through the Homeless Incentive Program, and tenants will be paired with a Culver City HCV.
- Develop pre-approved ADU plans.
- Pursue funding from the State to assist homeowners in ADU construction.
- Establish lower fees for ADUs.

F. **Affordable Housing Tools and Best Practices:** The City will explore additional tools and best practices by other communities to facilitate affordable housing. These may include, but are not limited to:

- 100% Affordable Housing Overlay
- Transit-Oriented Communities concept
- Affordable housing partnership funding opportunities
- Enhanced Density Bonus
- Lobby for Article 34 Authority to permit the City to be directly engaged in the development and ownership of affordable housing
- ADU pre-approved standard plans program
- Right to Return program
- HCD Prohousing Designation
- Livable Communities Initiative in the transformation of commercial corridors

The City created a part-time staff position in the fall of 2021 to study these tools. Staff began studying these concepts in 2021 and will continue to do so through 2022. After completing the study in 2022, City staff will present the findings and recommendations to City Council for direction on how to implement them. City staff will also apply for HCD's Prohousing Designation Program for additional support. The City will engage the participation of the community in developing the various affordable housing tools, including the Livable Communities Initiative.

G. **Hotel/Motel Conversion.** The City conducted a hotel/motel conversion study and identified potential properties for conversion into affordable housing. The City will continue to pursue properties for acquisition and adaptive reuse or redevelopment as affordable and special needs housing.

- H. **Objective Design Standards.** Develop objective design standards to comply with SB 330.
- I. **Permit Streamlining and Monitoring.** The Current Planning Division is drafting a proposal that will increase the unit threshold that triggers discretionary site plan review. As part of its annual Planning Commission Work Plan review, the Current Planning Division will continue to evaluate processing time improvements to streamline the process. This will include establishing a method to monitor and periodically report on processing times. The Current Planning Division will also continue to recommend adjusting to facilitate housing production when needed.
- J. **Zoning Code Review and Amendments to Address Constraints to Housing Production.** As part of the City's comprehensive Zoning Code update to implement the General Plan, the City will review and amend the Code to remove potential constraints to housing production. These include:
- Considering expanding areas (beyond as part of mixed use projects only) where SRO housing may be permitted, including as a standalone residential use.
  - Establishing appropriate development standards (such as setbacks, parking, and height) to ensure that development projects could achieve the maximum allowable density in the respective designation. This includes reassessing the definition, minimum unit sizes, and parking requirements of live/work units. Specifically, the City is in the process of eliminating parking minimums in the majority of the City. This process is expected to complete by 2023. Also in 2023, the City will initiate a study on the referendum on height limits as a constraint to development and develop strategies to mitigate this constraint.
  - Completing the comprehensive parking code update to ensure appropriate parking standards are established to facilitate the achievement of allowable densities under the General Plan Update, including parking standards for studio/one-bedroom units and live/work units.
  - Conducting an outreach and education program regarding the impact of height limit on development potential and develop mitigating strategies to address this constraint.
  - Considering setting minimum density requirements for development in multi-family neighborhoods.
  - Establishing tools and incentives to encourage lot consolidation. These may include: additional density bonus, reduction in setbacks or other development standards, ministerial review of lot line adjustments, and assistance in identifying potential parcels appropriate for consolidation.

- Amending the required findings for project approval to ensure findings are based on objective criteria that can be implemented to promote certainty in outcomes.
- Developing implementation procedures for SB 9 (anticipated to be available by the end of 2023).

During this Zoning Code Update process and any subsequent amendments to the Zoning Code, the City will ensure that it complies with applicable State laws. For example, the State recently passed SB 9, 10, and 478, which set guidelines regarding zoning standards and CEQA requirements for residential projects.

## Measure 5. Programs to Affirmatively Furthering Fair Housing

### Fair Housing Outreach and Enforcement

- A. **Fair Housing Outreach and Counseling.** The City participates in the CDBG program under the LACDA CDBG Urban County program. Through the County's program, the Housing Rights Center (HRC) is retained as the fair housing service provider for the participating jurisdictions. The City will continue to refer fair housing inquiries to the HRC.

### Housing Mobility and New Housing Opportunities in High Resource Areas

- B. **Source of Income Protection.** SB 329 and SB 222 require rental property owners to accept Housing Choice Voucher (HCV) and other public assistance as legitimate sources of income for housing payments. Property owners no longer have the ability to reject HCV, Veterans Affairs Supporting Housing (VASH), or other rental assistance. The City will develop outreach and education materials regarding the use of HCVs. Focus outreach to the Incremental Infill areas and other high opportunity areas to encourage property owners to accept HCVs.
- C. **Landlord Roundtable.** The Housing Division will continue to hold joint roundtable discussions between the Landlord Tenant Mediation Board (LTMB) and the Advisory Committee on Housing and Homelessness (ACOHH) with local property owners. The discussions cover landlord incentives and owner concerns about renting to low income households and persons experiencing homelessness.
- D. **Community Conversation on Affordable Housing.** The Housing Division will continue to work with the Advisory Committee on Housing and Homelessness and the Parks, Recreation and Community Services Commission to talk with the community about affordable housing and how to expand housing opportunities and accessibility for all residents. These conversations focus on addressing issues of homelessness and examining methods to broad housing access and affordable housing opportunities.
- E. **Landlord Fair.** The Housing Office will host annual Landlord Fairs to attract and retain property owners to participate in the various housing programs. Property owners will be informed of the incentives offered to lease to households that receive rental assistance and those exiting homelessness. This is an opportunity

for property owners to meet with various City departments, such as Sanitation, Police, and Fire, as well as community organizations. The Housing Rights Center and Bet Tzedek<sup>19</sup> will also attend the fair to inform property owners about Fair Housing Law.

- F. **Inter-Agency Agreement with the Housing Authority of the City of Los Angeles (HACLA).** To extend housing choices and to deconcentrate poverty, the Housing Office is currently negotiating with HACLA to overlap with their jurisdiction by up to one mile. This will allow Culver City Section 8 voucher holders to expand housing options and remain in the westside area of Los Angeles.
- G. **Accessory Commercial Uses in Residential Neighborhoods:** The proposed Land Use Element contains policies to promote accessory commercial uses that can support vibrant neighborhoods. The City will initiate study to integrate such uses in single-family neighborhoods.

See also Affordable ADU Incentive Program under Measure 4.E.

#### **Anti-Displacement and Tenant Protections**

- H. **Permanent Rent Control Ordinance.** The Culver City Permanent Rent Control Ordinance sets restrictions on rent increases. Its intention is to respond to rising real estate costs, which have resulted in the decreased affordability and stability of the housing stock, and data that demonstrates that renter households are more likely to be cost-burdened (see Tables 8, 21, and 30, for examples). Overall, a permanent Rent Control Ordinance is meant to alleviate the housing cost burden on households, particularly lower-income households, and includes the following provisions:
- Landlords may not impose more than one Rent increase for a Covered Rental Unit in any 12- month period.
  - The maximum permissible annual rent increase is based on the average annual change in the consumer price index ("CPI change").
  - If CPI change is less than 2%, maximum allowable annual rent increase is 2%.
  - If CPI change is more than 5%, maximum allowable annual rent increase is 5%.
  - A Landlord may impose a Rent increase that takes effect sooner than twelve (12) months following the date of the latest permitted Rent increase under the Interim Rent Control Ordinance, but the prior increase under Interim Rent Control Ordinance in combination with a rent increase under permanent ordinance may not exceed the maximum allowable annual rent increase under the permanent ordinance.

Exemptions to the Ordinance include:

- Dwelling units expressly exempt from rent control per state or federal law.
- Dwelling units occupied after February 1, 1995.

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<sup>19</sup> Bet Tzedek attorneys and advocates provide free legal services to low-income Los Angeles County residents.

- Single-family homes, condominiums and townhomes.
- Subdivided interest in a subdivision.
- Government subsidized dwelling units.

- I. **Landlord-Tenant Mediation Board.** The City's bylaws on the Landlord-Tenant Mediation Board (LTMB) were expanded to include mediation for habitability issues and to require property owners to include a lease addendum for all tenants informing them about the LTMB and mediation services.
- J. **Landlord Incentives.** The City instituted the Landlord Incentives program to house persons experiencing homelessness. Culver City Housing Division contracted with the Los Angeles County Development Authority to administer the Homeless Incentives Program (HIP). This program's aim is to increase the number of landlords participating in the City's Section 8 program by providing incentives to landlords who rent to a family or individual experiencing homelessness. Incentives include:
- Holding Fee - one month's free rent
  - Security Deposit - (up to double the rent) and Utility assistance
  - Damage mitigation up to \$2,000
- Culver City Housing Division also administers an internal Landlord Incentive Program to attract and retain property owners. Incentives include:
- Neighborhood Preservation Grant - \$5,000 grant to renovate rental unit in exchange for two years of participation in the Culver City Section 8 program.
  - Security Deposit - (up to double the rent) and Utility assistance
  - Housing Locator / Liaison - assistance with landlord and tenant mediation.
- K. **Plan to Prevent and Combat Homelessness.** The Housing Division will regularly update the Plan to Prevent and Combat Homeless by setting seven goals over three-year periods to address homeless and expand housing access. The next update will be in 2023.
- L. **Housing Replacement.** This program has two components:
- AB 1397 Replacement Requirement: Development on nonvacant sites with existing residential units is subject to replacement requirement, pursuant to AB 1397. The City will amend the Zoning Code to require the replacement of units affordable to the same or lower income level as a condition of any development on a nonvacant site consistent with those requirements set forth in State Density Bonus Law.
  - Replacement of Units Lost due to Successor Agency Actions: Use financial resources, if available, to help replace residential units lost as a result of Successor Agency actions.

- M. **Promotion of Housing Programs.** Market the availability of various housing programs with brochures, flyers, and other public information materials. Specifically, focus promotion of housing programs to neighborhoods with concentrated areas of housing issues.

## Measure 6. Programs to be Initiated or Reinstated with Additional Funding

With the elimination of redevelopment, the City has limited funding to implement housing programs and services. During the 2021-2029 Housing Element planning period, the City will actively pursue funding to reinstate or initiate the following programs:

- A. **Temporary Emergency Rental and Relocation Assistance Program.** Provide funds for security deposit for individuals forced to relocate due to government action such as code enforcement actions or changes in land use.
- B. **Property Acquisition and Rehabilitation Program.** Provide opportunities to create affordable housing through the Property Acquisition and Rehabilitation program. The program may consider strategies such as providing loan assistance, for example through establishing a trust fund. It may also consider identifying funding for nonprofit affordable housing providers and allowing such providers the right of first offer to acquire existing multi-unit residential properties as they come to market.
- C. **West Culver City Residential Rehabilitation Program.** Offer rehabilitation grants to eligible property owners in West Culver City and provide grants to affordable housing developers who wish to acquire and rehabilitate units to provide low income rental housing.
- D. **Surcharge Fee for New Construction.** Offset the New Construction Surcharge fee for affordable units assisted by LMIHAF.
- E. **Homebuyer Assistance.** Explore resources, financing mechanisms, and/or partnership with nonprofits and lenders to facilitate affordable homeownership opportunities for first-time buyers.
- F. **Community Land Trust.** Explore the feasibility of establishing a Community Land Trust that can be used for various affordable housing activities.

Table 45: Program Implementation Summary - 2021-2029

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
<b>Measure 1. Programs to Enhance Housing Affordability</b>				
A. Section 8 Housing Choice Voucher Program	Housing Authority	HUD	215 households	Annually reviewed with Housing Authority Budget and Work Plan approval
B. Rental Assistance Program	Housing Authority	LMIHAF	16 households	Annually reviewed with Housing Authority

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
				Budget and Work Plan approval
C. Shared Housing	Housing Authority	Measure H Rapid Rehousing Program	5 households	Annually reviewed with Housing Authority Budget and Work Plan approval
D. Existing Covenanted Buildings	Housing Authority	Housing Authority	Compliance with affordability agreement, Housing Quality Standard, and occupancy requirements.	Annually reviewed with Housing Authority Budget and Work Plan approval
E. Preserve At-Risk Affordable Housing Units	Housing Authority	Housing Authority	<ul style="list-style-type: none"> <li>• Monitor the at-risk status of 231 affordable units that are potentially at risk of converting to market-rate housing.</li> <li>• Pursuant to new State law, contact property owners at least three years prior to covenant expiration dates for at-risk projects. If owners intend to file a Notice of Intent to opt out of affordable housing, ensure their compliance with the three-year, one-year, and six-month noticing requirements.</li> <li>• Contact nonprofit developers with the capacity and interest in assisting in the preservation of at-risk units.</li> <li>• Pursue funding to assist in the preservation of at-risk units.</li> <li>• Provide information on rental assistance available to affected tenants.</li> </ul>	Annually reviewed with Housing Authority Budget and Work Plan approval

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
F. Affordable Housing Development Assistance	Housing Authority	<ul style="list-style-type: none"> <li>• LMIHAF</li> <li>• Apply for Project Homekey funding</li> </ul>	<ul style="list-style-type: none"> <li>• Facilitate the development of 250 affordable units over eight years.</li> <li>• Pursue additional funding for Project Homekey with the goal of completing a total of four additional projects (two under Round 2 funding and two under future rounds).</li> <li>• Projects with allocated resources for FY 2021-FY 2024 include: <ul style="list-style-type: none"> <li>◦ Venice Parking Lot – 10 modular housing units for persons experiencing homeless</li> <li>◦ Virginia Parking Lot – 12 modular housing units for persons experiencing homeless</li> <li>◦ Community Garden – 6 modular units as permanent supportive housing</li> <li>◦ United Methodist Church – 95 affordable units</li> </ul> </li> </ul>	Housing Authority staff will coordinate with other Community Development Department staff to actively identify sufficient development opportunity sites for persons experience homelessness.
G. Inclusionary Housing	Current Planning Division	Current Planning Division Budget	<ul style="list-style-type: none"> <li>• Review and revise the Mixed Use Ordinance as appropriate to ensure consistency with 2045 General Plan.</li> <li>• Monitor to ensure the Mixed Use Ordinance effectively supports affordable housing production.</li> </ul>	<ul style="list-style-type: none"> <li>• By 2023</li> <li>• Ongoing</li> </ul>

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
H. Linkage Fee	Economic Development Division	Economic Development Division Budget	<ul style="list-style-type: none"> <li>Review and revise the Affordable Housing Commercial Development Impact Fee Ordinance as appropriate to ensure consistency with 2045 General Plan.</li> <li>Monitor to ensure the Affordable Housing Commercial Development Impact Fee Ordinance effectively supports affordable housing production.</li> </ul>	<ul style="list-style-type: none"> <li>By 2023</li> <li>Ongoing</li> </ul>
<b>Measure 2. Programs to Address Special Housing Needs</b>				
A. Housing for Homeless and Special Needs	Housing Authority	Housing Authority	<ul style="list-style-type: none"> <li>Venice Parking Lot – 10 modular housing units for persons experiencing homelessness and 70-bed sprung shelter on balance of lot</li> <li>Virginia Parking Lot – 12 modular housing units for persons experiencing homelessness and 100-unit supportive housing or mixed income housing on balance of lot</li> <li>Community Garden – 6 modular units as permanent supportive housing</li> <li>Annually identify other agency-owned properties for affordable and special needs housing.</li> </ul>	<p>Complete site plan for Venice Parking Lot in 2021 and begin construction in 2022</p> <p>Pursue supportive housing at Virginia Parking lot by 2022</p> <p>Pursue housing at Community Garden by 2022</p> <p>Estimated entitlement to construction for all three projects: 12-18 months.</p>
B. Zoning Code Amendments to Address Special Needs Housing	Planning Division	Planning Division Budget	<ul style="list-style-type: none"> <li>Supportive Housing (AB 2162) - Supportive housing projects of 50 units or less (for cities with a population of</li> </ul>	By the end of 2023, as part of the comprehensive Zoning Code

Implementation Measures/ Programs	Responsible Agency	Funding Source	Objectives	Schedule
			<p>less than 200,000) to be permitted by right in zones where multi-family and mixed-use developments are permitted. The supportive housing project must meet certain criteria, such as providing a specified amount of floor area for supportive services. The bill also prohibits minimum parking requirements for supportive housing within ½ mile of a public transit stop.</p> <ul style="list-style-type: none"> <li>• Emergency Shelter (AB 139) – Parking standards be established solely based on staffing level.</li> <li>• Low Barrier Navigation Center (AB 101) – Requires cities to permit a Low Barrier Navigation Center development by right in areas zoned for mixed uses and nonresidential zones permitting multifamily uses if it meets specified requirements. A “Low Barrier Navigation Center” is defined as a “Housing First, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case</li> </ul>	update to implement 2045 General Plan

Implementation Measures/ Programs	Responsible Agency	Funding Source	Objectives	Schedule
			<p><i>managers connect. individuals experiencing homelessness to income, public benefits, health services, shelter, and housing." CGC §65660</i></p> <ul style="list-style-type: none"> <li>• Employee Housing (California Health and Safety Code Section 17021.5) – Requires that housing for six or fewer employees be considered a single-family residential use.</li> <li>• Residential Care Facilities for Seven or More Persons in Residential Zones – to remove the 5-acre requirement and to establish objective criteria for project review to ensure certainty in outcomes.</li> <li>• Reasonable Accommodation – Remove findings that are subjective (such as negatively impacting surrounding uses or properties).</li> <li>• Co-housing – establish development standards to facilitate co-housing and other alternative housing arrangements.</li> </ul>	
C. Homeless Service Referrals	Housing Authority	Housing Authority	<ul style="list-style-type: none"> <li>• Continue to work with St. Joseph and/or another homeless service provider to conduct homeless outreach and connect individuals experiencing</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing</li> <li>• Annually reviewed with Housing Authority Budget and</li> </ul>

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
			<p>homelessness to services.</p> <ul style="list-style-type: none"> <li>Continue to provide up to 50 hotel/motel vouchers as needed</li> </ul>	Work Plan approval
D. Emergency Shelters	Housing Authority	Housing Authority	Provide 18 year-round beds for women with dependent children through Upward Bound House Family Shelter.	Ongoing
E. Group Homes	Housing Authority	Housing Authority	Monitor six group homes for persons with developmental disabilities annually.	Ongoing
<b>Measure 3. Programs to Improve Housing and Neighborhood Conditions</b>				
A. Neighborhood Preservation Program	Housing Authority	LMIHAF	Provide 10 NPP Deferred Maintenance Grants.	Annually reviewed with Housing Authority Budget and Work Plan approval
B. Healthy and Safe Grant	Housing Authority	LMIHAF	Provide 5 Safe and Healthy Senior and Disabled Rehabilitation Grants.	Annually reviewed with Housing Authority Budget and Work Plan approval
C. Graffiti Removal	Public Works	Public Works Budget	Remove graffiti within 48 hours.	Ongoing
<b>Measure 4. Programs To Facilitate Additional Housing</b>				
A. Adequate Sites for RHNA	Advance Planning Division	Advance Planning Division Budget	<ul style="list-style-type: none"> <li>Adopt 2045 General Plan to provide adequate capacity for RHNA.</li> <li>Develop a procedure to monitor for No Net Loss (SB 166) to ensure the City continue to have adequate sites for its RHNA for all income groups.</li> <li>Complete Zoning Code Update to implement 2045 General Plan.</li> <li>Update the sites inventory to determine adequate capacity for</li> </ul>	<ul style="list-style-type: none"> <li>General Plan adoption By Fall 2022</li> <li>AB 166 monitoring procedure by the end of 2022</li> <li>Sites inventory update at least semi-annually</li> <li>Zoning Code update by the end of 2023</li> </ul>

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
			<ul style="list-style-type: none"> <li>remaining RHNA.</li> <li>If the City is not meeting its housing production goals, review and revise the Land Use policy and development standards as appropriate to facilitate housing, especially affordable housing for lower income households and those with special needs.</li> </ul>	
B. By-Right Approval	Advance Planning Division	Advance Planning Division Budget	As part of the Comprehensive Zoning Code Update to implement 2045 General Plan, amend the Zoning Code to provide by-right approval of projects that set aside 20% affordable units for lower income households.	By the end of 2023
C. Density Bonus Program	Current Planning Division	Current Planning Division Budget	Continue to promote the various density bonus incentives to residential and mixed use development applicants.	Ongoing
	Housing Authority	Housing Authority	As funding permits, provide financial assistance to affordable housing approved with a Density Bonus.	Ongoing
D. Accessory Dwelling Units Ordinance	Current Planning Division	Current Planning Division Budget	Amend ADU Ordinance to implement the Incremental Infill designation of 2045 General Plan, assuming the Preferred Land Use Map is adopted, with the goal of achieving 400 ADUs through conversion/expansion of existing properties and 135 ADUs/multiplexes through the demolition/	Upon adoption of General Plan 2045 and by the end of 2023

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
			<p>reconstruction of properties. Update to the ADU Ordinance will implement Incremental Infill and ensure consistency with SB 9 requirements.</p>	
E. Affordable ADU Incentive Program	Current Planning Division	Current Planning Division Budget	<ul style="list-style-type: none"> <li>Monitor the construction trend of ADUs.</li> <li>If ADU construction falls below projection, amend the ADU Ordinance to provide additional incentives or to remove constraints to development.</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> <li>By 2024</li> </ul>

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
			<p>that include an affordable ADU</p> <p>Establish lower fees for ADUs</p>	
F. Affordable Housing Tools and Best Practices	Advance Planning Division	Advance Planning Division Budget	<p>Study and prioritize the various affordable housing tools for research and analysis, such as Affordable Housing Overlay Zones, Transit Oriented Communities (TOCs) programs, affordable housing funding opportunities, and Livable Communities Initiative.</p>	<p>Complete study with summary of findings and recommendations by 2022</p> <p>Update City Council on the research progress by 2022</p> <p>Pursue affordable housing funding opportunities by 2022</p> <p>Apply for HCD Prohousing Designation by 2022</p>
G. Hotel/Motel Conversion	Housing Authority	Housing Authority	<p>Continue to identify properties and negotiate for acquisition and adaptive reuse or redevelopment as affordable and special needs housing.</p> <p>Submit Project Homekey application for 2022 funding cycle.</p> <p>Submit Homekey Round 2 application to acquire and rehabilitate two motels that will serve persons experiencing chronic homelessness.</p> <p>If awarded Homekey funds, convert the motels to 35 units of interim housing and 38 units of</p>	<p>Ongoing</p> <p>Obtain \$2.84M earmarked as matching grant funds from LA County</p> <p>Begin pursuing Homekey funding in 2022</p> <p>State grant funding decision Q1: 2023</p> <p>City study motel conversion feasibility Q2 and Q3 2022</p> <p>Submit Round 2 application by</p>

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
			<p>Permanent Supportive Housing (PSH).</p> <p>Continue to apply for future rounds of Project Homekey funding as available to pursue the conversion of two additional motels.</p>	<p>early 2022 for two additional motels.</p> <p>If funded, complete projects and have units occupied by end of 2022</p>
H. Objective Design Standards	Advance Planning Division	Advance Planning Division Budget	Develop Objective Design Standards to comply with SB 330.	By 2023
I. Permit Streamlining and Monitoring	Current Planning Division	Current Planning Division Budget	Establish a permit processing time tracking, monitoring, and reporting system.	By 2023
J. Zoning Code Review and Amendment to Address Constraints to Housing Production	Advance Planning Division	Advance Planning Division Budget	<ul style="list-style-type: none"> <li>• Consider expanding areas where SRO may be permitted, including as a standalone residential use</li> <li>• Establish appropriate development standards to allow achieving the maximum allowable density</li> <li>• Conduct an outreach and education program and develop mitigating strategies to address the 56-foot height limit</li> <li>• Establish appropriate parking standards (eliminating parking minimums and studying parking maximums) to facilitate the achievement of allowable densities</li> <li>• Initiate study on</li> </ul>	By 2023

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
			<p>height limits as a constraint to development and establish appropriate standards to mitigate constraints.</p> <ul style="list-style-type: none"> <li>Establish procedures to implement SB 9.</li> </ul>	
<b>Measure 5. Programs to Affirmatively Furthering Fair Housing</b>				
A. Fair Housing Counseling	LACDA/HRC	Urban County CDBG	<ul style="list-style-type: none"> <li>Continue to refer fair housing inquiries to the HRC.</li> <li>Advocate to LACDA to provide separate reporting of fair housing service records specific to Culver City to better understand the nature/extent of fair housing issues in Culver City.</li> <li>Continue to consistently update the City website and expand fair housing information and resources.</li> </ul>	Ongoing Expand website by 2022
B. Source of Income Protection	Housing Authority	Housing Authority	<p>Develop outreach and education materials and implement an outreach campaign.</p> <p>Include a fair housing factsheet in ADU, Incremental Infill, and SB9 application packets.</p>	Conduct source of income protection outreach by 2023
C. Landlord Roundtable	Housing Authority	Housing Authority	Hold joint roundtable discussions with LTMB and ACOHH	Annually
D. Community Conversation on Affordable Housing	Housing Authority	Housing Authority	Conduct community meetings on affordable housing issues	Annually
E. Landlord Fair	Housing Authority	Housing Authority	Host landlord fairs	Annually

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
F. Inter-Agency Agreement with HACLA	Housing Authority	Housing Authority	Establish agreement with LACLA to allow use of City vouchers within one mile from city limits  By 2022 to allow 20 vouchers to be used in City of LA	Present to City Council in Winter 2021/early 2022  By 2022 to allow 20 vouchers to be used in City of LA
G. Accessory Commercial Uses	Current Planning Division	Current Planning Division Budget	Initiate study to integrate accessory commercial uses in single-family neighborhoods	In 2024
H. Permanent Rent Control Ordinance	Housing Authority	Housing Authority	Continue to implement the Rent Control Ordinance.	Ongoing
I. Landlord-Tenant Mediation Board	Housing Authority	Housing Authority	Provide services as requested throughout the planning period	Ongoing
J. Landlord Incentive	Housing Authority	Housing Authority	Continue to implement program	Increase landlord participation by 15 landlords annually (5 at the County level, 10 at the local level)
K. Plan to Prevent and Combat Homelessness	Housing Authority	Housing Authority	Update plan to address homelessness	By 2023
L. Replacement Housing	Current Planning Division	Current Planning Division Budget	Amend Zoning Code to comply with AB 1397, requiring replacement housing as a condition of project approval on nonvacant sites with existing units.	By 2022
	Housing Authority	Housing Authority	Continue to use financial resources of the Redevelopment Agency to help replace residential units lost as a result of Successor Agency actions as applicable.	Ongoing
M. Promotion of Housing Programs	Housing Authority	Housing Authority		By 2023

Implementation Measures/ Programs	Responsible Agency	Funding Source	Objectives	Schedule
<b>Measure 6. Programs to be Initiated or Reinstated with Additional Funding</b>				
A. Temporary Emergency Rental and Relocation Assistance Program	Housing Authority	Not Available	Explore available funding from County, State, and Federal programs.	Annually reviewed with Housing Authority Budget and Work Plan approval
B. Property Acquisition and Rehabilitation Program	Housing Authority	Not Available	Explore available funding from County, State, and Federal programs.	Annually reviewed with Housing Authority Budget and Work Plan approval
C. West Culver City Residential Rehabilitation Program	Housing Authority	Not Available	Explore available funding from County, State, and Federal programs.	Annually reviewed with Housing Authority Budget and Work Plan approval
D. Reduced Surcharge Fee for New Construction/ Other Fees	Current Planning Division	Not Available	Explore available funding from County, State, and Federal programs.	Annually reviewed with Housing Authority Budget and Work Plan approval
E. Homebuyer Assistance	Housing Division	Not Available	Pursue funding sources available from HCD and HUD and to seek partnership with nonprofits and lenders to provide homebuyer assistance.  Evaluate financial feasibility of reinstating program with additional funding sources.  Facilitate affordable homeownership for 40 households over eight years.	Annually reviewed with Housing Authority Budget and Work Plan approval
F. Community Land Trust	Housing Division	Not Available	Explore resources, financing mechanisms, and/or partnership with nonprofits and lenders	Annually reviewed with Housing Authority Budget and Work Plan approval

Table 46: AFFH Actions Matrix

Program	Specific Commitment	Timeline	Geographic Targeting	2021-2029 Metrics
<b>Fair Housing Outreach and Education</b>				
Measure 5A: Fair Housing Outreach and Counseling	Continue to refer fair housing inquiries to the Housing Rights Center	Ongoing	Citywide	Increase fair housing inquiries by 20 percent over eight years  (Current LACDA contract with HRC does not provide separate fair housing records for individual cities. City will petition to LACDA for specific City data in 2023 as baseline data)
	Advocate LACDA to provide fair housing service records specific to Culver City			Update City website to provide information of fair housing rights and resources
<b>Housing Mobility</b>				
Measure 1A: Housing Choice Vouchers	Conduct outreach to attract new property owners	Annually	Citywide with emphasis on Higher Resource tracts	Increase landlord participation by 15 landlords annually (5 at the County level, 10 at the local level)
Measure 5C: Landlord Roundtable	Hold joint roundtable discussions with LTMB and ACOHH	Annually		
Measure 5E: Landlord Fair	Host landlord fairs	Annually		
Measure 2A: Homeless and Special Needs Housing	Facilitate the development of housing for special needs populations	2021-2029	Citywide	28 modular units at Venice/Virginia lots and community garden  70-bed sprung shelter at Venice lot

Program	Specific Commitment	Timeline	Geographic Targeting	2021-2029 Metrics
				100 supportive housing units at Virginia lot
Measure 2B: Zoning Code Amendments to Address Special Needs Housing	Zoning Code amendments to address: <ul style="list-style-type: none"><li>- Supportive Housing</li><li>- Emergency Shelter</li><li>- Low Barrier Navigation Center</li><li>- Employee Housing</li><li>- Residential Care Facilities for seven or more persons</li><li>- Reasonable Accommodation</li></ul>	2023	Citywide	Facilitate special needs housing for 200 households or persons over eight years
Measure 4G: Hotel/Motel Conversion	Identify properties and negotiate for acquisition and adaptive reuse or redevelopment as affordable and special needs housing	2021-2029	Citywide with emphasis in Higher Resource tracts	Pursue four hotel/motel conversion as special needs housing over eight years
Measure 5F: Inter-Agency Agreement with HACLA	Establish agreement with LACLA to allow use of City vouchers within one mile from city limits	Annually	One mile from City limits	20 vouchers to be used in the City of Los Angeles annually
Measure 5L: Promotion of Housing Programs	Develop multi-media informational materials to promote the various housing programs	By 2023	Citywide with emphasis in West Culver City tracts (7028.01 and 7028.03)	Participate in two community events annually to promote housing programs
Measure 6E: Homebuyer Assistance	Pursue funding sources available from HCD and HUD and to seek partnership with nonprofits and lenders to provide homebuyer assistance	Annually	Citywide with emphasis in West Culver City tracts (7028.01 and 7028.03)	Reinstate homebuyer assistance program and assist 20 lower income households achieve homeownership
<b>New Opportunities in High Resource Areas</b>				
Measure 1F: Affordable Housing Development Assistance	Use a variety of incentives, including funding and expedited review to facilitate the development of affordable units	2021-2029	Citywide with emphasis on Higher Resource tracts	Facilitate the development of 250 affordable units over eight years

Program	Specific Commitment	Timeline	Geographic Targeting	2021-2029 Metrics
Measure 6D: Surcharge Fee for New Construction	Pursue funding to offset the New Construction Surcharge fee for affordable units assisted by LMIHAF	Annually		
Measure 1G: Inclusionary Housing	Facilitate the development of affordable housing in mixed income developments	2021-2029		
Measure 4F: Affordable Housing Tools and Best Practices	Study and prioritize the various affordable housing tools for research and analysis, such as Affordable Housing Overlay Zones, Transit Oriented Communities (TOCs) programs, and affordable housing funding opportunities	2022-2024	Citywide with emphasis in Higher Resource tracts	Target at least 50 percent of affordable units in Higher Resource tracts over eight years
Measure 5D: Community Conversation on Affordable Housing	Talk with the community about affordable housing and how to expand housing opportunities and accessibility for all residents	Ongoing		
Measure 6E: Community Land Trust	Explore resources, financing mechanisms, and/or partnership with nonprofits and lenders	Annually		
Measure 4A: Adequate Sites for RHNA	Create new opportunities for housing especially through new Mixed Use designations and Incremental Infill	2021-2029	Citywide with emphasis in Higher Resource tracts	Fully accommodate the RHNA of 3,341 units for all income groups
Measure 4D: Accessory Dwelling Units Ordinance	Amend ADU Ordinance to implement the Incremental Infill designation of 2045 General Plan	By October 2024	Citywide with emphasis in Higher Resource tracts	Achieve 400 ADUs through conversion/ expansion of existing properties and 135 ADUs/multiplexes through the demolition/ reconstruction of

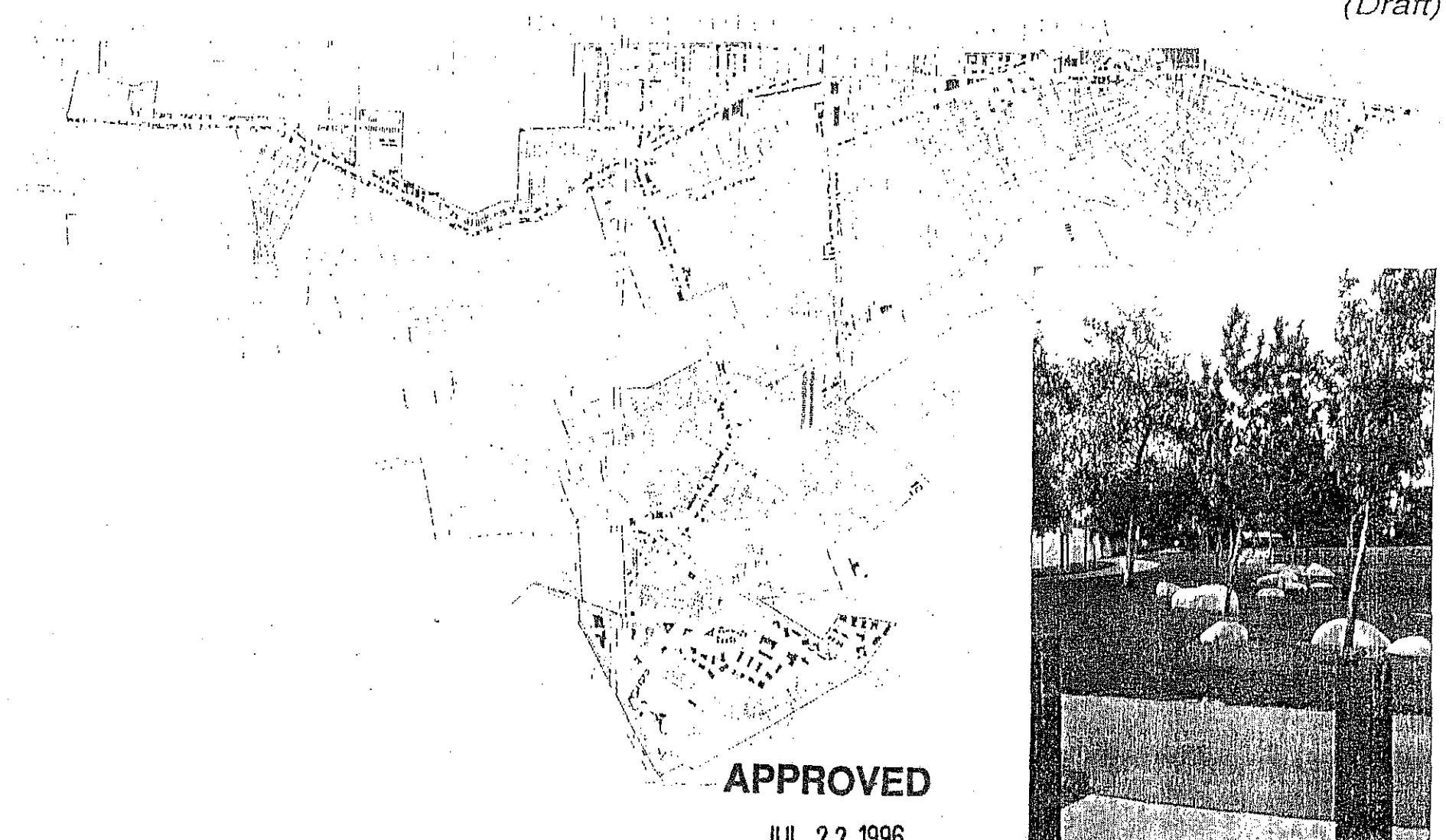
Program	Specific Commitment	Timeline	Geographic Targeting	2021-2029 Metrics
				properties over eight years
Measure 4E: Affordable ADU Incentive	Assist homeowners to pursue affordable ADUs	2021-2029	Citywide with emphasis in Higher Resource tracts	Tier 1: Workforce – 43 Affordable ADUs Tier 2: Low/Mod – 20 Amnesty Properties Tier 3: Homeless – 4 Affordable ADUs
<b>Place-Based Strategies for Neighborhood Improvements</b>				
Measure 3A: Neighborhood Preservation	Provide Neighborhood Preservation Program (NPP) Deferred Maintenance Grants to multi-family property owners who will lease to a Section 8 household or household experiencing homelessness	Annually	Citywide with emphasis in West Culver City tracts (7028.01 and 7028.03)	Provide 10 NPP Deferred Maintenance Grants annually
Measure 3B: Healthy and Safe Grant	Offer Healthy and Safe Senior Grants to low income seniors to address life safety and code enforcement violations.	Annually	Citywide with emphasis in West Culver City tracts (7028.01 and 7028.03)	Provide 5 Safe and Healthy Senior and Disabled Rehabilitation Grants annually
Measure 3C: Graffiti Removal	Work with property owners to remove graffiti through the Public Works Department and encouraging local monitoring by owners	2021-2029	Citywide with emphasis in West Culver City tracts (7028.01 and 7028.03)	Remove all reported graffiti
Measure 6C: West Culver City Residential Rehabilitation	Explore available funding from County, State, and Federal programs.	Annually	West Culver City tracts (7028.01 and 7028.03)	Reinstate program and assist 50 lower income households with rehabilitation over eight years
Measure 6B: Property Acquisition and Relocation	Explore available funding from County, State, and Federal programs.	Annually	West Culver City tracts (7028.01 and 7028.03)	Reinstate program and pursue two acquisition projects over eight years

Program	Specific Commitment	Timeline	Geographic Targeting	2021-2029 Metrics
<b>Tenant Protection and Anti-Displacement</b>				
Measure 1B: Rental Assistance	Provide rental assistance to lower and moderate income households	Annually	Citywide	Assist 5 households annually
Measure 1C: Shared Housing	Provide rapid rehousing for persons experiencing homelessness	Annually	Citywide	Assist 5 households annually
Measure 1D: Preserve at-Risk Affordable Units	Preserve affordable units at risk of converting to market-rate housing	2021-2029	Citywide	Preserve 231 units
Measure 5G: Permanent Rent Control Ordinance	Continue to implement the Rent Control Ordinance	2021-2029	Citywide	<p>Reduce complaints regarding unlawful evictions by 20 percent over eight years</p> <p>(Current LACDA contract with HRC does not provide separate fair housing records for individual cities. City will petition to LACDA for specific City data in 2023 as baseline data)</p>
Measure 5H: Landlord-Tenant Mediation Board	Provide services as requested throughout the planning period	Ongoing	Citywide	Successful mediation of all requests for services
Measure 5L: Landlord Incentives	Increase the number of landlords participating in the City's Section 8 program by providing incentives to landlords who rent to a family or individual experiencing homelessness	Ongoing	Citywide	Increase landlord participation by 15 landlords annually (5 at the County level, 10 at the local level)
Measure 5K: Housing Replacement	Amend Zoning Code to comply with AB 1397, requiring replacement housing as a condition of project approval on nonvacant sites with existing units	By 2022	Citywide	Zero net loss of units affordable to lower income households due to redevelopment

Program	Specific Commitment	Timeline	Geographic Targeting	2021-2029 Metrics
Measure 6A: Temporary Emergency Rental and Relocation Assistance	Explore available funding from County, State, and Federal programs	Annually	Citywide	Reinstate program and assist 50 households over eight years

# Culver City General Plan

(Draft)



**APPROVED**

JUL 22 1996

Culver City  
City Council

1994  
*Open Space Element*

RESOLUTION NO. 96-R102

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, ADOPTING THE UPDATE OF FOUR ELEMENTS OF THE CITY'S GENERAL PLAN, INCLUDING THE LAND USE, CIRCULATION, OPEN SPACE AND NOISE ELEMENTS

(General Plan Amendments, GPA Nos. 95-02, 95-03, 95-05 and 95-06)

WHEREAS, the City prepared the General Plan Update in conformance with State and local planning law and practices in order to update the Land Use, Circulation, Housing, Open Space and Noise Elements of the City's General Plan; and

WHEREAS, throughout 1992-1994 the City Council-appointed General Plan Advisory Committee met to identify issues, explore a range of policy options based upon land use development scenarios, and develop five Draft General Plan Elements; and

WHEREAS, on February 11, February 25, March 16, March 28, April 8, April 26, August 30, October 5 and November 1, 1995, the Planning Commission conducted duly noticed public hearings fully considering the draft elements, staff reports, environmental information and all testimony presented; and

WHEREAS, at the conclusion of the November 1, 1995, public hearing and thorough discussion of the matter, the Planning Commission recommend by Resolution No. 95-P020 that the November 1, 1995, draft, as amended by the Planning Commission (including final editing by staff for any technical, nonsubstantive changes necessary), of the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements should be approved and adopted by the City Council and that the Housing Element should be approved in concept by the City Council; and

WHEREAS, on May 2, 1996, the City Council held a special study session on the General Plan Update and Program Environmental Impact Report (EIR) to ask questions, discuss issues, and take public comment; and,

WHEREAS, on July 22, 1996, at a duly noticed public hearing, the City Council held a public hearing, discussed the merits of the General Plan Update and its associated Program EIR, and determined that the motions approving the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements, presented by staff should be approved and adopted as recommended, subject to certain revisions.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVES AS FOLLOWS:

SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby made:

1. That the Program Environmental Impact Report on the General Plan Update as recommended by Planning Commission Resolution No. 95-P019, has been certified by City Council Resolution No. 96-R101.
2. It is the continuing policy of the City to periodically initiate public hearings for the purpose of considering whether revisions to the General Plan are advisable based on dynamic community goals and needs.
3. The currently adopted Land Use, Circulation, Open Space and Noise Elements require updating and revision, to reflect the City evolving population and development patterns and related goals, objectives and policies.
4. That the draft Land Use, Circulation, Open Space and Noise Elements conform to State of California planning law.

SECTION 2. Pursuant to the foregoing recitations and findings, the City Council of the City of Culver City, California, hereby approves and adopts, with revisions (as specified in SECTION 3 below):

1. General Plan Amendment, GPA No. 95-02, Land Use Element.
2. General Plan Amendment, GPA No. 95-03, Circulation Element.
3. General Plan Amendment, GPA No. 95-05, Open Space Element.
4. General Plan Amendment, GPA No. 95-06, Noise Element.
5. General Plan Vision and Overview.

6. Replacing the 1978 Land Use Element (as amended), 1975 Circulation Element, 1973 Open Space Element, and 1974 Noise Element, and rescinding the 1975 Scenic Highways Element.

SECTION 3. Pursuant to the foregoing recitations and findings, and prior to finalizing, the Draft General Plan Elements shall be revised as follows:

1. The draft Elements shall be revised to provide for internal consistency with all elements of the Update, and to include final editing by staff for any technical, nonsubstantive changes to bring the Update current to July 1996.
2. The draft Elements shall be revised to provide for exploring the development of Mixed-Use projects in the nonresidential areas, through the drafting of development standards.
3. That the residentially designated areas on both sides of Culver Boulevard, between Elenda Street and Sepulveda Boulevard, shall be designated Medium Density Multiple Family on the 1996 Land Use Element Map, and that the appropriateness of this designation shall be considered within the scope of the Culver Boulevard Focused Special Study.
4. That the properties on both sides of west Washington Boulevard, between Redwood Avenue and Wade Street and Centinela Avenue and McLaughlin Avenue, shall be designated General Corridor on the 1996 Land Use Element Map.

APPROVED and ADOPTED this 24th day of September, 1996.

  
EDWARD M. WOLKOWITZ, MAYOR  
City of Culver City, California

ATTEST:

Ela Valladares  
TOM CRUNK  
City Clerk BY:  
Ela Valladares, Deputy City Clerk

APPROVED AS TO FORM:

N.Y. Herring  
NORMAN Y. HERRING  
City Attorney

1  
2                   RESOLUTION NO. 2004-R044

3  
4 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA,  
5 APPROVING THE GENERAL PLAN TEXT AMENDMENT, GPTEXT P-2004019, AMENDING  
6 THE LAND USE, OPEN SPACE AND CIRCULATION ELEMENTS BY ESTABLISHING  
7 POLICIES GOVERNING DEVELOPMENT ALONG BALLONA CREEK.

8                   (City-Initiated General Plan Text Amendment, GP TEXT P-2004019)

9                   WHEREAS, the City Council has reviewed the issues related to the General Plan  
10 Amendment (GP TEXT P-2004019) needed along Ballona Creek; and

11                  WHEREAS, on December 8, 2003, the City Council opened the duly noticed public  
12 meeting to review the "Ballona Creek and Trail Focused Special Study" (Ballona Creek  
13 Special Study); and

14                  WHEREAS, after careful consideration of the Ballona Creek Special Study and public  
15 testimony, the City Council received and filed the Ballona Creek Special Study, with  
16 modifications, and directed staff to complete a General Plan Amendment that incorporates  
17 elements of the planning principles identified in Table 5-A of the Ballona Creek Special Study,  
18 proposes safeguards in case of development both within the Ballona Creek Channel and on  
19 adjacent properties, ensures long-term maintenance and operations funding sources for all  
20 improvements within the Ballona Creek Channel, and requires the provision of public safety  
21 and security improvements; and

22                  WHEREAS, on April 14, 2004, the Planning Commission recommended by a vote of  
23 4-0 that the City Council determine that pursuant to Sections 15162 and 15168 of the CEQA  
24 Guidelines, GP TEXT P-2004019 is within the scope of the Culver City General Plan Program  
25 EIR approved on September 24, 1996, and no new environmental analysis is needed; and

26                  WHEREAS, following the conclusion of the public discussion and thorough  
27 deliberation of the subject matter, the Planning Commission determined by a vote of 4 to 0  
28 that GP TEXT P-2004019, with modifications, should be recommended to the City Council for  
29 approval, as set forth in Planning Commission Resolution No. 2004-P001; and

30                  WHEREAS, on May 24, 2004, the City Council conducted a duly noticed public  
31 hearing during which it fully considered the Planning Commission's recommendation, all  
32 reports, public testimony, and the environmental determination regarding GP TEXT P-  
33 2004019; and

1 WHEREAS, following the conclusion of the public discussion and thorough  
2 deliberation of the subject matter, the City Council determined by a vote of 4 to 0 that GP  
3 TEXT P-2004019 is in the best interest of the City of Culver City;

4 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY,  
5 CALIFORNIA, RESOLVES AS FOLLOWS:

6 SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby  
7 made:

- 8 1. An Initial Environmental Study was prepared and completed on March 25, 2004, and  
9 determined that there were no significant environmental impacts associated with this  
10 General Plan Amendment (GP TEXT P-2004019). In addition, pursuant to Sections  
11 15162 and 15168 of the CEQA Guidelines, GP TEXT P-2004019, amending the  
12 General Plan Land Use, Open Space and Circulation Elements by establishing  
13 policies governing development along Ballona Creek is within the scope of the Culver  
14 City General Plan Program EIR approved on September 24, 1996, and no new  
15 environmental analysis is needed.
- 16 2. The General Plan Text Amendment will establish policies governing development  
17 along Ballona Creek.

18 A. Ballona Creek

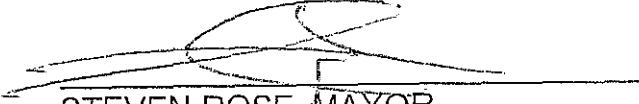
- 19 1. It is the community's desire to protect neighborhoods adjacent to Ballona Creek  
20 from impacts associated with regional use of the bike path and to memorialize  
21 the completion of the "Ballona Creek and Trail Focused Special Study."
- 22 2. The General Plan Text Amendment is consistent with and satisfies the  
23 provisions of Measure 3 of the General Plan Land Use Element and Measure 2  
24 of the General Plan Open Space Element, which call for the completion of a  
25 Ballona Creek Focused Special Study.
- 26 3. The General Plan Text Amendment is consistent with the General Plan Land  
27 Use, Open Space and Circulation Elements. This amendment will protect the  
28 peaceful, small-town environment of Culver City's residential neighborhoods,  
29 while allowing for the recreational and aesthetic enhancement of the Ballona  
Creek channel and bike path through clear and consistent guidelines. The  
amendment will help the City more effectively coordinate with adjacent  
jurisdictions and ensures that the recreational elements of Ballona Creek are  
preserved for future generations through safety, security and maintenance  
provisions.

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5. The General Plan Text Amendment is consistent with the following General Plan Goals:
- a) *Land Use, Circulation and Open Space Elements – GOAL: An open space, urban forest, urban design network that links neighborhoods and businesses and instills civic pride.*
  - b) *Land Use and Circulation Elements – GOAL: Clear and consistent guidance for balanced growth.*
  - c) *Land Use and Circulation Elements – GOAL: Ample and efficient City services and infrastructure.*
  - d) *Land Use and Circulation Elements – GOAL: Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment.*
  - e) *Land Use and Open Space Elements – GOAL: A community that provides recreational, historical and cultural opportunities.*
5. The General Plan Text Amendment will require that any improvements made to the Ballona Creek Channel or bike path do not, in any way, compromise the Channel's flood control function or environmental quality.

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SECTION 2. Pursuant to the foregoing recitations and findings, the City Council hereby approves General Plan Text Amendment No. P-2004019, as set forth in Exhibit A, attached hereto and thereby made a part hereof.

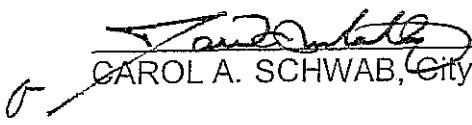
APPROVED and ADOPTED this 24<sup>th</sup> day of May, 2004.

  
STEVEN ROSE, MAYOR  
City of Culver City, CA

ATTEST:

  
CHRISTOPHER ARMENTA, City Clerk

Approved as to form:

  
CAROL A. SCHWAB, City Attorney

AH: ah

## **Exhibit A**

## BALLONA CREEK-RELATED CHANGES TO THE LAND USE ELEMENT

1. LU-36

### *Policy 10.L*

Protect and preserve the safety and quality of life of the residential, commercial and industrial properties adjacent to the Ballona Creek by assuring that all improvements are designed consistent with the objectives of the *Ballona Creek Focused Special Study* (see Measure 3.B).

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## 2. LU-36—NEW POLICY TO FOLLOW POLICY 10,L

Policy 10.M

Ensure that any improvements made to Ballona Creek and/or the bike path include funding sources to maintain a comprehensive maintenance and operations program, and a safety and security program, produced by a safety and security consultant, with adequate and appropriate budgets to support them.

www.scholarly.com

3. LU-38

**GOAL:** A community that provides recreational, historical and cultural opportunities.

Culver City residents have access to regional recreation resources and cultural opportunities within the greater Los Angeles and Westside Communities. The City's local recreational and cultural facilities, however, are in shorter supply. The Lucerne-Higuera and McLaughlin neighborhoods do not have parks, and overall the City's parkland is 27 acres short of achieving national park and recreation standards of 3-acres-per 1,000 people.

Ballona Creek provides active recreation and alternative transportation opportunities as a bikeway connection from Culver City to the beach. Residents of Culver City use Ballona Creek as a recreational bike path and some use it as a jogging path, or as a transportation corridor. However, those who use it and those who live adjacent to it have serious concerns regarding the safety and aesthetics of the existing channel. To maximize the Creek's potential benefit as a public amenity, implementation of any plan for its alteration must consider community and environmental impacts and assess all benefits and liabilities (See Policy 10.L and Policy 10.M).

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4. LU-69

**MEASURE 3. CREATE FOCUSED SPECIAL STUDIES.** Some areas of the City have special needs or conditions that would benefit from detailed investigations which may address issues such as allowable land use patterns, design standards, zoning codes and other property development standards. They may include detailed regulations, conditions, programs and proposed designations supplemental to the General Plan, including infrastructure requirements, resource conservation, and implementation measures, and

1 identify potential changes in land use that may be appropriate to meet future needs. The  
2 General Plan designates the allowable mix of uses within each Focused Special Study area  
3 and identifies land use and development goals. To accommodate possible development  
4 within these areas before the Focused Special Studies are completed, an underlying  
5 designation or designations will identify the anticipated land uses for the first three.

6

7 **A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study. (Text**  
8 *regarding the Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study to*  
9 *remain as is.)*

10

11 **B. Ballona Creek Focused Special Study.**

12 Pursuant to the 1996 General Plan Update, a Ballona Creek Focused Special Study was  
13 completed to determine whether there is potential for enhancing its use as a recreation  
14 resource and improving its general condition and appearance. The completed study  
15 contemplates a variety of improvements, which could be implemented to achieve those goals.

16 Once a natural waterway, Ballona Creek's primary purpose is to serve as a flood control  
17 channel. Consistent with many other channels under the jurisdiction of the Los Angeles  
18 County Flood Control District and the U.S. Army Corps of Engineers, a bike path was  
19 included within the channel to provide recreation and transportation opportunities.

20 Protect and preserve the safety and quality of life of the residential, commercial and industrial  
21 properties adjacent to the Ballona Creek by assuring that all improvements are designed with  
22 the following objectives:

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- Maintain or improve the ability of Ballona Creek to carry floodwaters;
  - Provide safety, security and crime prevention improvements and prohibit the construction of new access trails through residential neighborhoods, local streets or local parks;
  - Buffer adjacent properties from noise and maintain the privacy of adjacent properties through the provision of improvements including, but not limited to any or all of the following: additional landscaping, fencing, vertical separation, and/or horizontal separation between those properties and the bike trail;
  - Establish design guidelines that minimize visual clutter and establish lighting design guidelines that minimize glare and spillover into adjacent properties;
  - Establish maintenance standards that provide for erosion, weed, and graffiti control and trash and debris removal;
  - Use landscape materials that are low-maintenance, plants should be native and/or drought-tolerant species;

- Encourage bicyclists and pedestrians to move through the trail system, by limiting the development of rest stops along the bike path;
- Ensure that any proposed improvements to Ballona Creek and/or the bike path are thoroughly evaluated according to all applicable laws and regulations, including the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA);
- Ensure that any proposed improvements either improve or do not negatively impact water quality in Ballona Creek;
- Ensure that any agency, group or organization interested in designing, installing and maintaining any improvements to Ballona Creek and/or the bike path work in collaboration with adjacent residents, property owners, businesses, interested parties and the City, and give them the opportunity to provide meaningful input with respect to planning, design, construction and operation. Consideration should be given to the concerns of adjacent and abutting residents;
- Ensure that any agency or group interested in designing, installing and maintaining any improvements to Ballona Creek and/or bike path coordinate with the City and all responsible government agencies and clearly indicate the respective agencies' specific responsibilities and jurisdictions with regard to any project;
- Work with Los Angeles County to establish reasonable hours of operation of public use areas.

(Figure LU-23 Ballona Creek Focused Special Study will remain.)

## BALLONA CREEK-RELATED CHANGES TO THE OPEN SPACE ELEMENT

### 5. OS-13

#### ***GOAL: A community that provides recreational, historical, and cultural opportunities.***

In comparison to established standards, Culver City residents have more than adequate access to regional park resources. The City's local open space resources fall short, however, of the goal of 3-acres per 1,000 people. The open space within Culver City defined as local parkland is deficient by 27 acres, as would be required to serve its 39,000 residents. Seven of the City's neighborhood parks also fall short of the desired minimum of five acres. The City's school playground space (32.5 acres) is deficient when compared to the goal of 1-acre-per-1,000 residents. Based on the current joint-use agreements covering only 3.5 acres, the deficiency is 35.5 acres.

Convenient pedestrian access to open space resources is also deficient in the Lucerne-Higuera and McLaughlin neighborhoods. These neighborhoods do not contain a park, and access barriers separate them from their nearest resources. The Lucerne-Higuera neighborhood is separated from Syd Kronenthal Park by National Boulevard and separated

1 from Culver City Park by Jefferson Boulevard. The McLaughlin neighborhood is separated  
2 from Tellefson Park by the San Diego Freeway.

3 The Ballona Creek Bike Path has open space value both as active recreation and as a  
4 bikeway connection to regional beach resources. As a recreation feature of the Ballona Creek  
5 flood control channel, it has not been enhanced or maintained sufficiently to make it an  
6 attractive resource. Bicyclists and joggers do use the bikeway, although many have serious  
7 concerns regarding the safety and aesthetics of the channel. These concerns are echoed by  
8 those who live adjacent to Ballona Creek (See Land Use Element).

9

10 **6. OS-14**

11 ***Policy (2.G)***

12 Maintain and enhance the active recreation opportunities along the Ballona Creek bike path  
13 while ensuring the safety and privacy of adjoining neighborhoods (see Land Use Element).

14

15 **7. OS-15**

16 ***Policy (2.H)***

17 Encourage the preservation of family-oriented recreational uses such as the Culver-Palms  
18 YMCA and the Culver City Ice Arena.

19

20 **8. OS-15**

21 ***Policy (2.I)***

22 Develop a safe and convenient pedestrian and bicycle link between the Lucerne-Higuera  
23 neighborhood, south of National Boulevard, and Syd Kronenthal Park.

24

25 **9. OS-19**

26 ***MEASURE 2. CREATE FOCUSED SPECIAL STUDIES.***

27 Focused Special Studies are identified within the Land Use and Circulation Elements for  
28 areas where special conditions or potential indicate a need for more detailed analysis and  
29 recommendations. This allows flexibility to focus land use and development on the goals of a  
specific location.

30 Focused Special Studies identified for the Blair Hills/Baldwin Hills area and for Ballona Creek  
31 will include standards and guidelines for protection, development and enhancement of  
32 existing and potential open space resources. Each study will describe the location and type of  
33 open space resources appropriate within the focused study area and the relationship of open  
34 space resources to other identified land uses. The studies may also discuss subjects such as  
35 infrastructure requirements (including access, water, drainage, resource conservation and  
36 demand on City maintenance services) and funding strategies (see Land Use Element).

37 The Focused Special Study for Culver Boulevard will address open space potential in  
38 addition to the circulation issues.

39 ***A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study (Text  
40 regarding the Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study to  
41 remain as is.)***

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**B. Ballona Creek Focused Special Study**

6 Pursuant to the 1996 General Plan Update Ballona Creek was studied to determine whether  
7 there is potential for enhancing its aesthetics and its use as a recreation resource. Upon the  
8 completion of the Ballona Creek Focused Special Study process, it was determined that in  
9 order to protect the residential, commercial and industrial properties adjacent to the Ballona  
10 Creek, all improvements to Ballona Creek or trail should be designed with the following  
11 objectives:

- 12
- 13     ▪ Maintain or improve the ability of Ballona Creek to carry floodwaters;
  - 14
  - 15     ▪ Provide safety, security and crime prevention improvements and prohibit the  
16 construction of new access trails through residential neighborhoods, local streets or  
17 local parks;
  - 18     ▪ Buffer adjacent properties from noise and maintain the privacy of adjacent properties  
19 through the provision of improvements including, but limited to any or all of the  
20 following: additional landscaping, fencing, vertical separation, and/or horizontal  
21 separation between those properties and the bike trail;
  - 22     ▪ Establish design guidelines that minimize visual clutter and establish lighting design  
23 guidelines that minimize glare and spillover into adjacent properties;
  - 24     ▪ Establish maintenance standards that provide for erosion, weed, and graffiti control  
25 and trash and debris removal;
  - 26     ▪ Use landscape materials that are low-maintenance, plants should be native and/or  
27 drought-tolerant species;
  - 28     ▪ Encourage bicyclists and pedestrians to move through the trail system, by limiting the  
development of rest stops along the bike path;
  - 29     ▪ Ensure that any proposed improvements to Ballona Creek or the bike path are  
thoroughly evaluated according to all applicable laws and regulations, including the  
California Environmental Quality Act (CEQA) and the National Environmental  
Protection Act (NEPA);
  - 30     ▪ Ensure that any proposed improvements either improve or do not negatively impact  
water quality in Ballona Creek;
  - 31     ▪ Ensure that any agency, group or organization interested in designing, installing and  
32 maintaining any improvements to Ballona Creek and/or the bike path work in  
33 collaboration with adjacent residents, property owners, businesses, interested parties  
34 and the City and give them the opportunity to provide meaningful input with respect to  
planning, design, construction and operation. Consideration should be given to the  
concerns of adjacent residents;

- Ensure that any agency or group interested in designing, installing and maintaining any improvements to Ballona Creek and/or bike path coordinate with the City and all responsible government agencies and clearly indicate the respective agencies' specific responsibilities and jurisdictions with regard to any project;
- Work with Los Angeles County to establish reasonable hours of operation of public use areas.

## BALLONA CREEK-RELATED CHANGES TO THE CIRCULATION ELEMENT

### 10. C-19

#### *Policy (3.B)*

Expand the bicycle system to include loops which connect the Ballona Creek Bicycle Path to activity centers in the City. Bike path connections should be carefully limited to arterial streets. Decisions to locate additional bike path connections via non-arterial streets should be determined through a collaborative process during which adjacent residents, property owners, businesses and interested parties are provided the opportunity to provide meaningful input with respect to planning, design, construction and operation.

### 11. C-31

#### **MEASURE 5. ADOPT A CITYWIDE BIKEWAY PLAN.**

There are presently two marked bikeways which serve Culver City: the Ballona Creek Bike Path and bike lanes along Venice Boulevard.

The existing bikeway system within the City is proposed to be expanded with connections to the regional system. A Citywide Bikeway Plan will be developed which identifies potential bikeways and sets standards for construction and support facilities. Classification of the existing and proposed bikeway are indicated in Figure C-6, Existing and Proposed Bikeway Classification Map.

#### *A. Coordinate Citywide Bikeway Policies with Ballona Creek-Related Policies in the Land Use and Open Space Elements.*

The 1996 General Plan Land Use Element designated Ballona Creek as a Focused Special Study Area to determine its potential for development as a recreation resource. The Circulation Element supports this intention through classification of the Ballona Creek bikeway as a Class I Bike Path. The Citywide Bikeway Plan seeks to visually and physically link this bikeway to other circulation systems and open space resources. Functional considerations addressed by the Bikeway Plan will be balanced with concerns regarding the safety, aesthetics, noise, interagency coordination regarding maintenance and development, and the effects of appropriate and inappropriate use on adjacent residential properties. Ongoing safety and maintenance programs will be addressed by Land Use Element and Open Space Element Policies.

#### *B. Develop a Class I bike path within the Exposition Right-of-Way.*

(This section to remain as is.)

#### *C. Develop a Bikeway along Culver Boulevard.*

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2 (This section to remain as is.)  
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8 **D. Develop a Bikeway Loop connecting the Ballona Creek Bike Path to Downtown.**

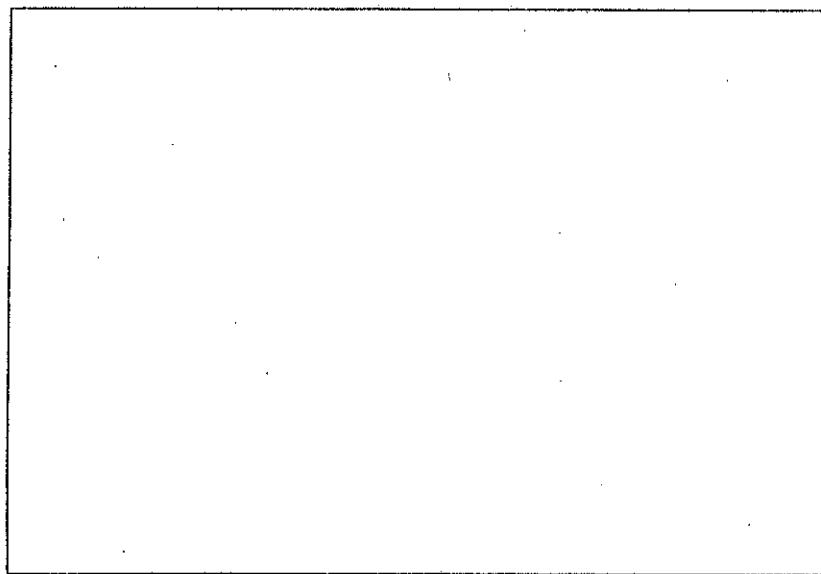
9 By designating a Class II bicycle lane along Overland Avenue, Culver Boulevard and  
10 Washington Boulevard through downtown connecting to Ballona Creek and the Exposition  
11 Right-of-Way, a complete bikeway loop can be created. Bike path connections should be  
12 carefully limited to arterial streets and decisions to locate additional bike path connections via  
13 non-arterial streets should be determined through a collaborative process during which  
14 adjacent residents, property owners, businesses and interested parties are provided the  
15 opportunity to provide meaningful input with respect to planning, design, construction and  
16 operation.  
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B. <i>Coordinate Open Space Policies with Appropriate City Departments</i>			
C. <i>Identify Open Space Incentives</i>			



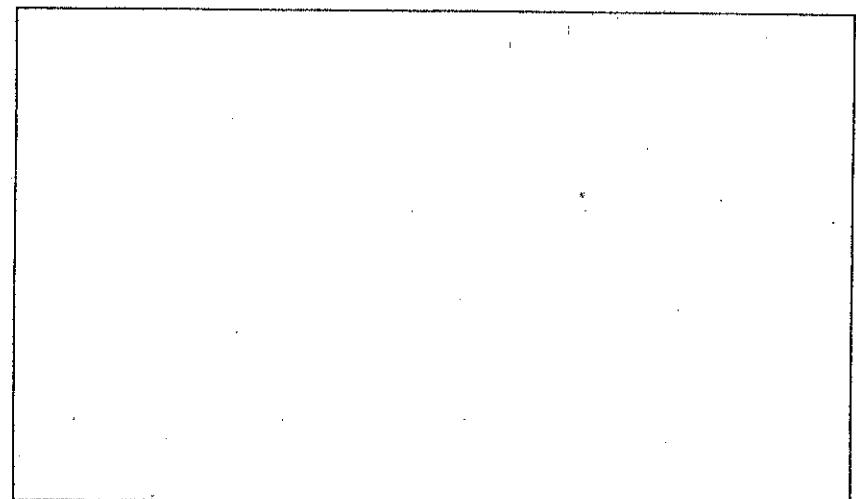
El Marino Park and School

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View from Blair Hills, 1920's

This Open Space Element is one of nine Elements of the Culver City General Plan. The complete list of General Plan documents includes:

General Plan Overview, 1995 +

Land Use Element, 1995 +

Circulation Element, 1995 +

Housing Element, 1995 +

Open Space Element, 1995 \*

Noise Element, 1995 +\*

Conservation Element, 1973

Seismic Safety Element, 1974

Public Safety Element, 1975

Scenic Highways Element, 1975\*\*

Recreation Element, 1968

Glossary, 1995 +

Blair Hills Park

+ Draft Element prepared by Gruen Associates; Final Elements prepared by City staff

\* Draft Element prepared by Gruen Associates and Takata Associates; Final Element prepared by City staff

+\*Draft Element prepared by Gruen Associates and Mestre Greve Associates; Final Element prepared by City staff

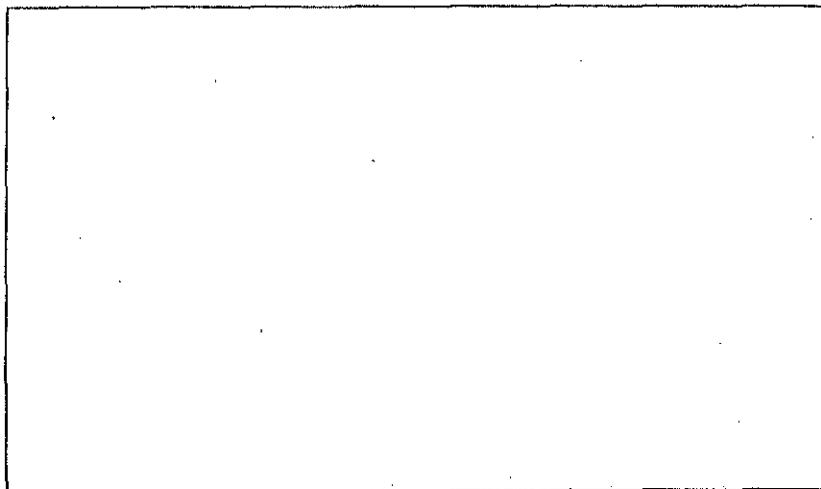
\*\*Superseded and Eliminated by adoption of 1995 Circulation Element

Veterans' Memorial Auditorium

**PURPOSE OF THE OPEN SPACE ELEMENT.** Open space resources support natural habitats, agricultural production, outdoor recreation and environmental health uses. The intent of the Culver City Open Space Element is to protect, expand, and enhance visible and usable open space resources which support these uses. To accomplish this the Open Space Element designates as *open-space* "any parcel or area of land or water which is essentially unimproved and devoted to open space use," consistent with State law. Open space "use" is further defined by Section 65560(b) of the Government Code to encompass four principal categories:

- Natural resources,
- Managed production of resources,
- Outdoor recreation, and
- Public health and safety.

In addition, Culver City recognizes certain visual amenities and open space resources. Specific City resources are discussed in the context of these use definitions under Existing City Resources.



Veterans' Memorial Park

**REGIONAL RESOURCES.** Culver City's location within the southern California region offers a rich variety of open space resources within a few minutes to a few hours drive. National forests and parks; state, county and local beaches; mountain trails, regional bikeways and parks are all nearby. Los Angeles County and the City of Los Angeles, which surround Culver City, have a combined total of over 181,500 acres of parkland and beaches. Within 30 miles of the City, large regional facilities, such as Griffith Park (4,000 acres), Sepulveda Flood Control Basin (2,000 acres), Arroyo Seco Park (280 acres) and Cabrillo Beach (54 acres), provide diverse open space opportunities and experiences. The closest regional facility to Culver City is the 315-acre Kenneth Hahn State Recreation Area, which touches Culver City's eastern boundary. The Los Angeles County Parks and Recreation Department plans to expand Kenneth Hahn State Recreation ~~a~~Area to cover the undeveloped lands west of La Cienega Boulevard, and also expand to the south of the existing 315-acre development, for a total of 1,168 acres. Ball fields, restrooms, picnic and reforestation areas provide for both active and passive recreation uses. Culver City Park and the currently undeveloped area of Blair Hills, before incorporation into Culver City, were previously included in the County's plans for this recreation area. Decisions by Culver City regarding the ultimate development of undeveloped lands in Blair Hills, and by Los Angeles County regarding the undeveloped land west of La Cienega Boulevard may still allow potential for connecting Culver City Park to Kenneth Hahn State Recreation Area.

**EXISTING CITY RESOURCES.** Culver City has approximately 191 gross acres of publicly owned open space lands (6% of the City's land area) and 190 acres of privately owned land that fall within the State's defined categories of open space. Of this acreage, the publicly owned land falls mostly into the categories of outdoor recreation, which includes the City's 90 acres of parks, and land for the protection of public health and safety, specifically the 101 acres of Ballona Creek Flood Control Channel. School playgrounds (although not designated

## OPEN SPACE ELEMENT

or officially counted as open space) can function as outdoor recreation space to the extent available for public use.

Land which could be defined as natural resources (i.e., areas of habitat for wildlife species) includes the 103 undeveloped acres of Blair Hills that are privately owned. Portions of the Culver City Park, which abut these undeveloped hillsides, also offer some habitat value. The State's category of managed production of resources, which is primarily in support of forestry, agriculture, rangelands, fisheries and ground water recharge basins, does not apply to lands within Culver City.

In addition to the State-defined categories, Culver City considers as *visual open space* land within the public view that functions as open space amenities. Of the City's privately owned land, the 88 acres of cemetery property as well as land within and adjoining the public rights-of-way are considered to contribute to the urban design character of the City and be important visual open space resources. These areas shall not be designated or officially counted as open space.

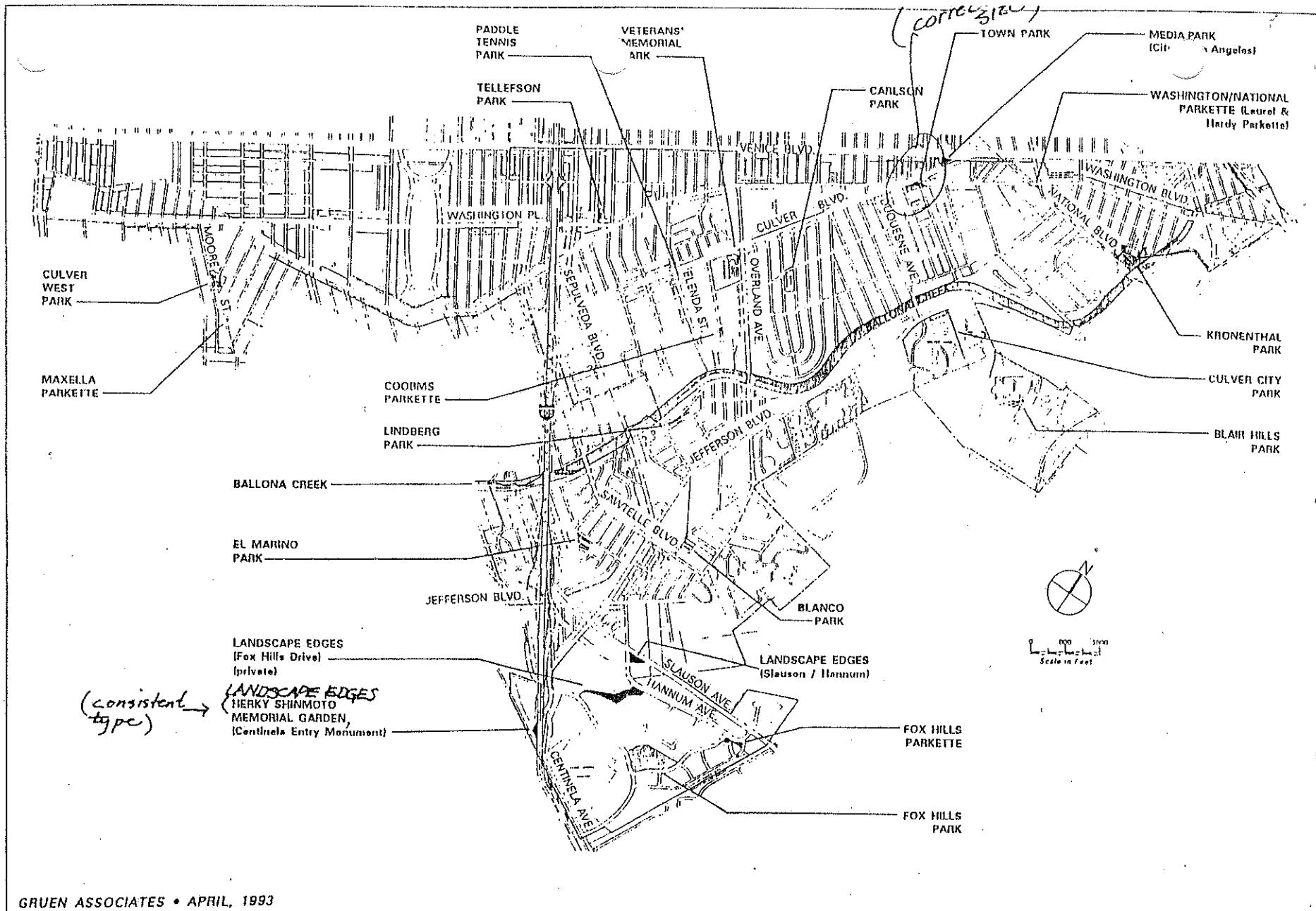
**Parks and Outdoor Recreation.** The City has 90.3307 net acres of park land divided among 19 sites developed as parks, parkettes and special facilities illustrated in Figure OS-1, Parks and Open Space, and listed in Table OS-1, Culver City Parks. The City's parks and open space contribute not only to the recreation and aesthetic resources of the City, but they also provide a sense of neighborhood and community identity for the people of Culver City. Most of the City's residential areas contain a neighborhood park as a central component. For example, "Lindberg" and "Carlson" not only identify parks, but also the neighborhoods that surround them.

Culver City Parks		Park-Type Designation
Park	Acres	
Culver City Park .....	41.55	- Ci
Veteran's Memorial Park.....	10.95	- C
Fox Hills Park .....	10.00	- G/NN(C)
Syd Kronenthal Park.....	6.68	- G/NN(C)
Culver West Park.....	3.00	- N
Lindberg Park .....	4.39	- N
Carlson Park.....	2.66	- N
Blair Hills Park.....	1.62	- N
El Marino Park .....	1.60	- N
Tellefson Park .....	1.52	- N
Blanco Park .....	1.46	- N
Fox Hills Parkette.....	0.95	- P
Town Park.....	0.8261-	- P
Coombs Parkette.....	0.49	- P
Washington/National Parkette.....	0.10	- P
Maxella Parkette .....	0.05	- P
Herky-Shinmeto-Parkette.....	0.05-	- R
Media Park/Ivy Substation* .....	2.00	- SF
Paddle Tennis Park .....	0.44	- SF
Total acreage parks	<u>90.3307</u> acres	
Ci = City Park		
C = Community Park		
N = Neighborhood Park		
P = Parkette		
SF = Special Facility		
* Leased from the City of Los Angeles		

Table OS-1

Culver City Parks

Culver City Park, and Veteran's Memorial Park are City and community parks. The remaining parks serve as neighborhood parks, though some, such as Syd Kronenthal and Fox Hills Parks, provide limited community-wide facilities.



CULVER CITY  
GENERAL PLAN

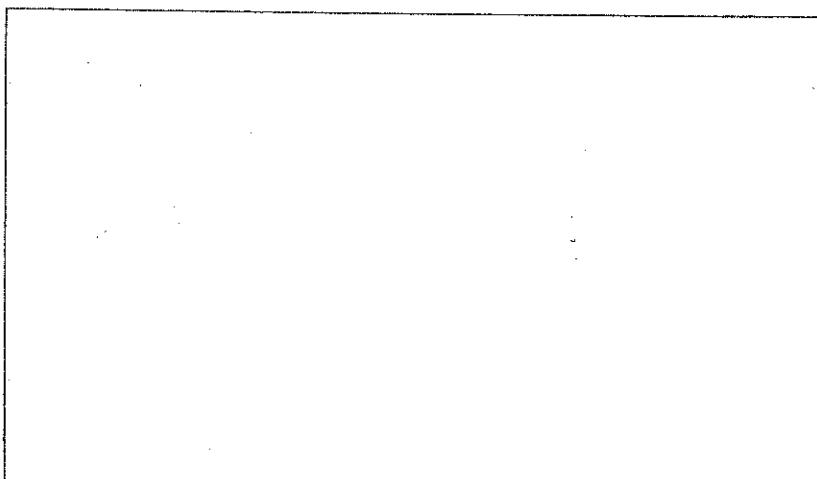
O P E N S P A C E L E M E N T

Date ..  
FIGURE OS-1  
Parks and Open Space

## OPEN SPACE ELEMENT

The total park acreage of 90 acres is deficient by nearly 267 acres relative to the City's established standard of 3 acres per 1,000 population. The calculation, in rounded figures, is based on a population of 39,000 residents ( $3 \times 39,000 = 117,000$ ,  $117,000 / 3 = 39,000$ ). While most areas of the City are well served by existing parks, some neighborhoods lack an open space focus and do not possess parks that are readily accessible to residents. The areas most in need of additional park space are the McLaughlin and Lucerne-Higuera neighborhoods.

Syd Kronenthal Park is a newly renovated park with modern facilities and good access for the disabled. However, many of the other parks are older, their facilities require upgrading, and access for the disabled needs to be improved. The parks that need renovation include: Culver City Park, Veteran's Memorial Park, Culver West Park, Tellefson Park, Coombs Parkette, Carlson Park, Lindberg Park, Blair Hills Park, El Marino Park, Blanco Park, and Fox Hills Park.



Syd Kronenthal Park

Media Park, though located outside of Culver City boundaries, functions as an entry point to the City and provides residents with open

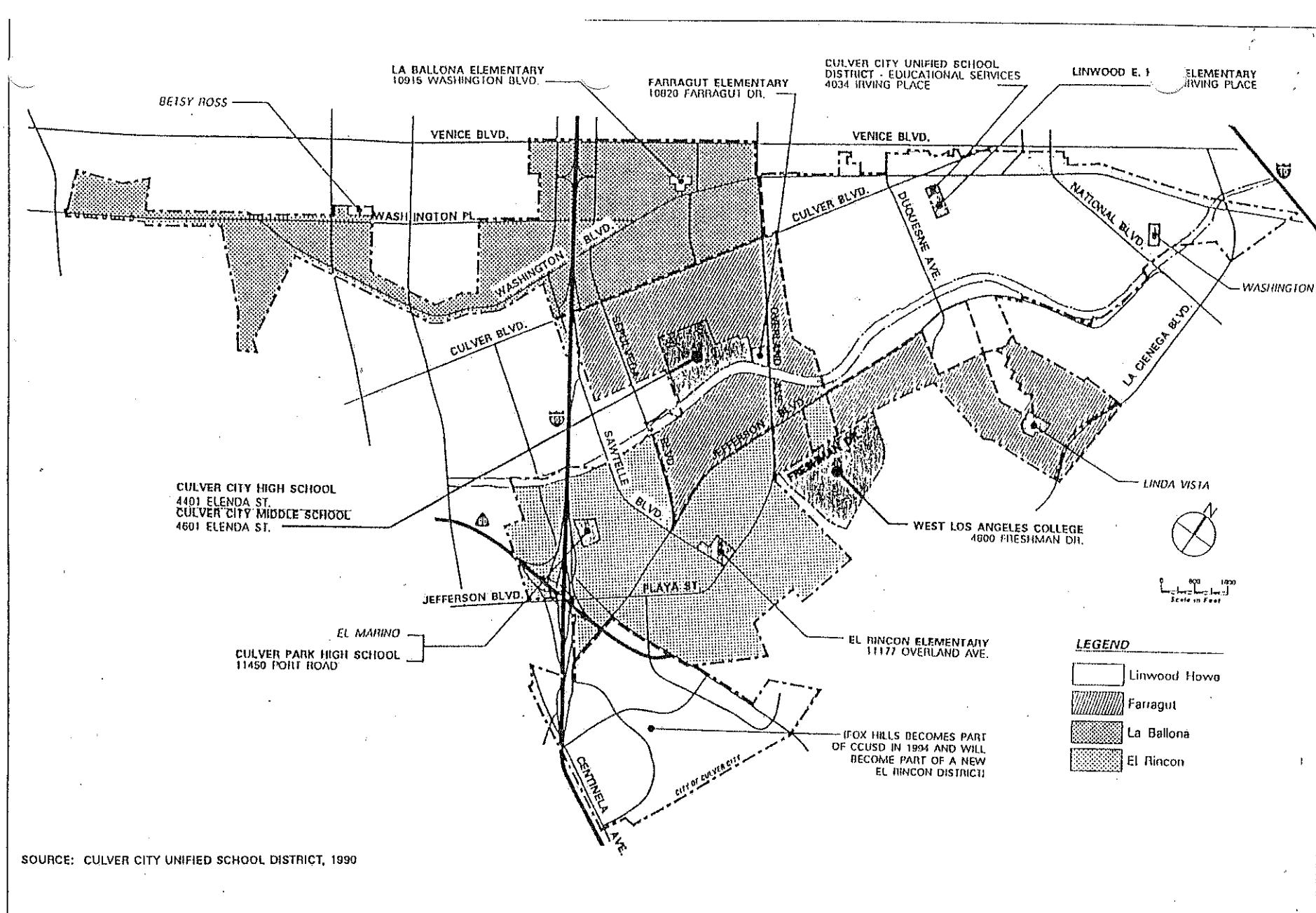
space benefits. Media Park is in the City of Los Angeles immediately adjacent to the jurisdictional boundary of Culver City, but is leased to the Culver City Redevelopment Agency with a 40 year lease agreement and 10 year option to the year 2037.

Other public lands which have the potential to be developed or enhanced as open space greenbelts include Exposition and Culver Boulevard rights-of-way. Both are discussed in the Land Use and Circulation Elements regarding potential greenbelt and bikeway development. Ultimate development within the Exposition right-of-way will be tied to decisions regarding regional transit. Potential open space development within the Culver Boulevard right-of-way will be investigated as part of a master plan effort to review traffic, land use and streetscape from Sawtelle Boulevard to Elenda Street.

Not all areas of existing park land are physically accessible. Portions of Fox Hills Park and Culver City Park are characterized by steep slopes. These slopes, although counted within active recreation, function more as visual open space and/or natural areas.

***Public Health and Safety.*** Ballona Creek Flood Control Channel is jointly owned and operated by the Los Angeles County Flood Control District (LACFCD) and the U.S. Army Corps of Engineers (COE). The channel's primary function is to protect the public from flood hazards. Its secondary purpose, consistent with COE policy (Public Law 89-72), is to provide outdoor recreation opportunities. To satisfy this, the Ballona Creek Channel includes a 12-foot wide Class I bike path from near Jacob Street to the beach. This special facility is not counted toward open space goals.

***School Playground Space.*** During non-school hours, school playground spaces provide additional outdoor recreation for Culver City. There are seven schools in the City that comprise about 32.5 acres of playground space (see Figure OS-2, School Districts).



## CULVER CITY GENERAL PLAN

O P E N S P A C E L E M E N T

FIGURE OS-2

## School Districts

## OPEN SPACE ELEMENT

Compared to the City's established standard for playground space of 1 acre per 1,000 residents, the 32.5 acres is deficient by 6.5 acres. With a population of approximately 39,000, the calculation is  $39 \div 32.5 = 6.5$ . However, only 3.5 acres of playgrounds are currently available (1995) through joint-use agreements with the School District, at La Ballona School and Linwood Howe School, during non-school hours. El Marino Elementary School's outdoor recreation facilities, consisting of a basketball court, soccer and softball playing area, are made available to the City's Recreation Division during the vacation and holiday seasons (see Table OS-2, Culver City School Playgrounds). Based on the 3.5 acres available through joint-use agreements, the mathematical deficiency is 35.5 acres.

The Culver City Unified School District (CCUSD) previously had three additional elementary schools; Betsy Ross, Washington, and Linda Vista. All two are currently under long term lease, agreements with private elementary schools. Betsy Ross and Washington, and one is being marketed for sale, Linda Vista. El Marino Elementary had been out of service as an elementary school site for several years, but is scheduled to reopen as an elementary school in September 1994, in part to provide for the incorporation of Fox Hills into the CCUSD. Additionally, Culver Park High School and Independent Study exist on the El Marino site. The leased sites are being used as private elementary schools, day care, and/or other social service functions.

The City is using 3.5 acres of playgrounds through joint-use agreements with the School District at La Ballona School and Linwood Howe School during non-school hours. El Marino Elementary School's outdoor recreation facilities, consisting of a basketball court, soccer and softball playing area, are made available to the City's Recreation Division during the vacation and holiday seasons (see Table OS-2, Culver City School Playgrounds).

Culver City School Playgrounds	
School	Acres
El Marino Elementary School	1.4
* La Ballona Elementary School	1.3
* Linwood Howe Elementary School	2.2
Farragut Elementary School	2.5
El Rincon Elementary School	3.1
Culver City Middle School	10.0
Culver City High School	12.0
<b>Total acreage</b>	<b>32.5</b>

\* Available for use during non-school hours

Table OS-2      Culver City School Playgrounds

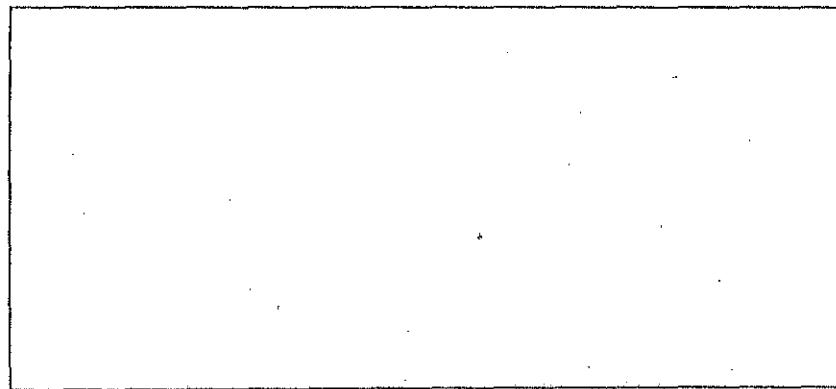
The remaining schools are potential resources for additional public open space use. Although outside of the City, the 22 acres of outdoor recreation facilities at the West Los Angeles College (WLAC) is another potential joint-use open space opportunity.

*Privately Owned Natural Areas and Visual Open Space.* Within Culver City there are approximately 190 acres of privately-owned large parcels of land that function as visual amenities. These include undeveloped areas of Blair Hills (103 acres) and two cemeteries which are partially (Holy Cross, 43 acres) or wholly (Hillside Memorial, 45 acres) in Culver City. The portion in Blair Hills is currently an operating oil field and at least one proposal for residential development is pending. The functional nature of the cemeteries is generally open and verdant. However, within their facilities plans, changes can be expected to occur over time to alter the open character.

*Natural Areas.* The undeveloped hillsides of Culver City contain substantial biological resources which include native plant, bird and mammal species. The coastal sage scrub vegetation, found mostly in

the canyon and ravine areas, support various forms of wildlife, the most significant of which is the Coastal Cactus Wren. The Opuntia cactus which occurs in these canyon areas provides nesting habitat for the Coastal Cactus Wren, recently de-listed (1995) as a candidate for inclusion on the California and federal endangered species list. Coastal populations of cactus wrens (Campylorhynchus brunneicapillus) are seriously declining and the subspecies sandiegensis, are especially endangered, though as yet have no official protective status. Development of these naturally vegetated areas could result in significant stress and possible elimination of the resident Cactus Wren population as well as other resident wildlife.

*Visual Open Space and Urban Design Character.* The hillsides and public rights-of-way contribute to the open space framework and visual character of the City. Sidewalks, medians, parkways and other areas that are seen by passers-by can affect their attitudes about, and images of, the City. The historic structures in Downtown, the heavily landscaped medians along portions of Jefferson Boulevard and the mature street trees throughout the residential neighborhoods are positive elements that enhance Culver City's sense of place. These open public access ways and visually accessible private lands provide a sense of open space that, although not quantifiable, is a valuable open space resource.

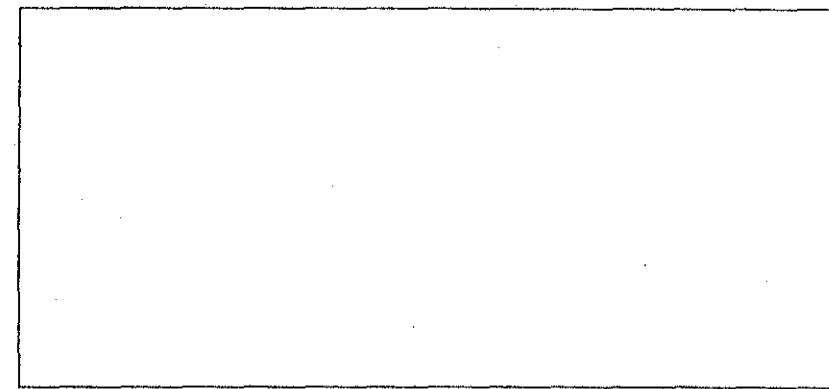


Visual Open Space in Culver City Park

**VISION FOR THE OPEN SPACE ELEMENT.** The vision of the Culver City General Plan Open Space Element is to protect and enhance existing open space and provide additional open space through land acquisition and expansion. The City's publicly owned open space resources are to be safe, aesthetically pleasing, and accessible to all.

To support this vision, the Open Space Element is built around the following goals:

- *An community that provides recreational opportunities.*
- *An open space-urban forest, urban design network that links neighborhoods and businesses, and instills civic pride.*



Media Park

**OPEN SPACE DESIGNATION.** The Land Use Element and Land Use Element Map identifies areas of the City designated as Open Space. The Open Space designation is established by the Land Use Element of the General Plan to protect Culver City's open space resources. It is designed and intended to preserve existing and encourage future parks, open space, and recreation opportunities.

**DEFINITIONS.** In addition to the Open Space designation, definitions are provided to identify types of open space resources and to assist in establishing specific open space goals within the Open Space Element. These definitions, identified in the Land Use Element, categorize open space resources based on their suitability for passive or active recreation, their visual quality, and their biological value. The specific definitions and their characteristics are as follows:

**Active Recreation Areas.** These are open spaces developed for formal recreation use such as sports fields, courts, facilities for organized play, and Class I bike paths. These areas may be a combination of open landscaped park land and recreation facility buildings. In Culver City, this definition applies to parts of Culver City Park, Veterans' Memorial Park, Fox Hills Park, Lindberg Park, Syd Kronenthal Park, and Culver West Park (which contain sports fields); the Paddle Tennis Park; and the bike path along Ballona Creek. The active recreation opportunities afforded by these areas bring both neighborhood and community members together to participate in group activities.

**Passive Recreation Areas.** These include landscaped open space used for passive activities such as sitting, picnicking, walking, informal gatherings, and let-out space for "exuberating". Tellefson Park, Carlson Park, Blair Hills Park, El Marino Park and Blanco Park, as well as the City's parkettes are examples of passive recreation open space. These smaller City parks provide their respective neighborhood residents the opportunity to enjoy being outdoors without the need to participate in group activities.

### Culver City Park - Babe Ruth Field

**Natural Areas.** These include valuable and sensitive natural resources, particularly biologically significant habitats within the Blair Hills area. These areas are either privately or publicly owned. For areas defined as natural, access is generally limited to unpaved pedestrian trails, and structural development, vehicular access and active recreation uses are not usually compatible.

**Visual Open Space.** This includes landscape areas within or adjacent to public rights-of-way, streetscape improvements and desirable urban design features which visually link neighborhoods and businesses throughout the City. This definition may be applied to setbacks, parkways, medians, and other land within the public view. Special use facilities, that by virtue of their function provide an open verdant character, may also fall within the definition of visual open space. Landscaped median and neighborhood street trees provide Culver City with visual relief as well as its small town character.

Culver City Municipal Plunge

**STANDARDS.** The National Park and Recreation Administration (NPRA) has long established minimum standards for park and recreation acreage. These standards include the goal of 10 acres per 1,000 people, of which six acres should be provided through regional park facilities within a 30-to-60 minute driving distance, and the remaining four acres to be local facilities and playgrounds available for public use. Culver City adopts and applies these standards with some modifications, as follows:

- 6 acres/1,000 people of regional park facilities located within a radius of a 30-to-60 minute drive for City residents.
- 3 acres/1,000 people of local park area.
- 1 acre/1,000 people of school playground space available for use under cooperative agreement with the school district.

Spatial standards are further established based on the types of open space and parks available to City residents.

**Regional Park.** A regional park serves the people of a large geographical area through the preservation of natural open space or provision of facilities which cannot feasibly be provided at the local level. As defined by NPRA, these areas offer nature-oriented opportunities such as hiking, camping, bridle paths, water resource activities, zoos or botanical gardens. The minimum recommended size is 250 acres, which is generally maintained at the county or regional level. The Kenneth Hahn State Recreation Area serves in this capacity and satisfies this criterion for Culver City.

**Local Parks.** Culver City defines six types of local parks, as represented by parks existing within the City: City Park, Community Park, Neighborhood Park, Linear Park, Parkette, and Special Facilities. Each has distinct standards for size and intended function with somewhat overlapping facilities; i.e., components appropriate to smaller park types also may be appropriate to larger park types.

**City Park.** A city park provides specialized facilities for use by a large segment of the population and for the preservation of unique features and facilities such as historical, cultural, or natural open spaces. The minimum recommended size is 25 acres. Culver City Park, which is 41.55 acres, serves in this capacity and satisfies this criterion.

**Community Park.** A community park provides facilities requiring substantial space, and serves three to six neighborhoods within approximately one-half to one mile. Typical community-wide facilities might include tennis courts, a swimming pool, regulation ball fields capable of supporting league play, a community center, or multi-purpose courts and fields. The minimum recommended size is ten acres. Veterans' Memorial Park and Fox Hills Park satisfy this criterion. While classified as neighborhood parks, Kronenthal Park and Fox Hills Park also serve a limited community park function.

## OPEN SPACE ELEMENT

*Neighborhood Park.* A neighborhood park is ideally associated with an elementary school, related in character and function to the neighborhood in which it is located and serves pedestrian users within one-fourth to one-half mile, or as limited by physical barriers. Desirable facilities include a tot-lot and/or children's playlot areas, soft and/or hard playing surfaces, picnicking, and other passive space. The minimum recommended size is five acres, separate and in addition to any school playground area available. Culver City has eight-nine parks which currently function in this capacity, yet only one-two (Syd Kronenthal Park and Fox Hills Park) satisfies the recommended standard for acreage, and half are only about one-and-one-half acres in size.

*Linear Park.* A linear park is a landscaped area that extends along public rights-of-way. Its intended function is to provide visual open space, and limited recreation opportunities, such as pedestrian and/or bikeway access. Linear parks can be formed from abandoned railroad rights-of-way, excess channel embankments or highway shoulders. This type of parkland was defined to address the potential uses and development of such properties as the Culver Boulevard and National Boulevard rights-of-way, as well as Ballona Creek channel. There are no formal area standards.

*Parkette.* A parkette is a small passive landscaped area which is generally located at the intersection of two streets and is landscaped and maintained by the City. Its intended function is to provide visual open space, and where area allows, limited passive recreation opportunities such as sitting and informal play. Parkettes are often formed from left-over pieces of land resulting from street improvements and, therefore, do not have formal area standards. The existing range, however, is between 0.05 and 0.95 acre. The City currently has six-five designated parkettes.

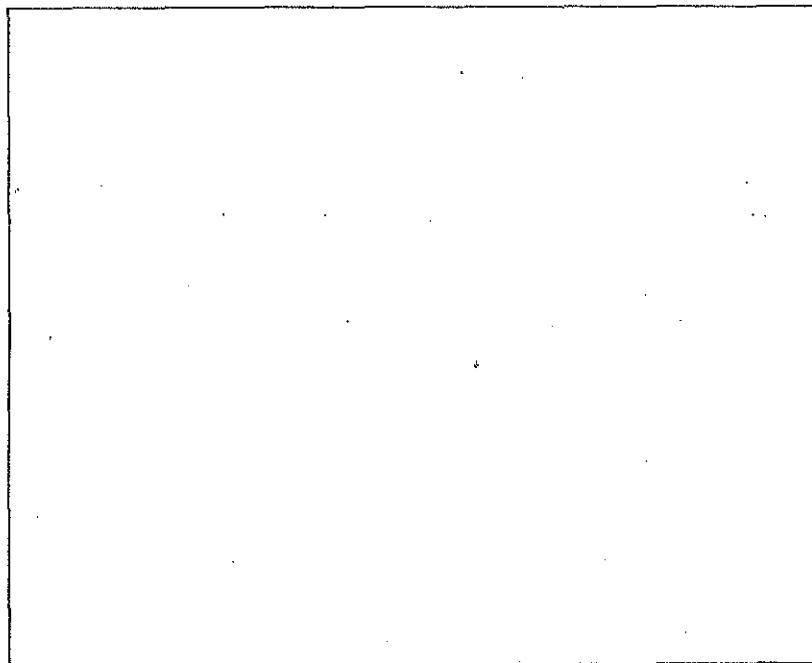
*Landscape Edges.* Publicly owned landscape edges are similar in visual character and formation to parkettes. However, they are more a

visual amenity to the passer-by than "usable," even if passively, and therefore, are not counted toward the 3-acres-per-1,000 people standard for local parkland. Their relationship to the City's open space network is described under Visual Open Space and Urban Design Character.

*Special Facilities.* Special facilities relate to a specific activity or orientation that does not formally fall within the standards set for various types of local parks, but does provide usable open space or recreation opportunity which is counted toward the local parkland standard of 3-acres-per-1,000 people. Paddle Tennis Park and Media Park/Ivy Substation currently hold Special Facilities status.

El Marino Park

*School Playgrounds.* School playgrounds provide additional open space and recreation opportunities when they are open or accessible to the public for recreation use, and are included in a joint-use agreement between the City and the CCUSD. When elementary schools and neighborhood parks exist adjacent to each other, as are the ideal conditions, the combined facilities can support a synergistic range of activities. School playgrounds can also provide neighborhood open space where neighborhood parks have yet to be developed. Playgrounds may be either paved or turfed, with turfed areas highly desirable. The existing school sites generally serve an area of approximately one square mile or less, with a service radius of one-fourth to one-half mile, and range in size from 1.3 to 12.0 acres.



La Ballona School Playground

*Urban Design.* Although not counted toward open space acreage, the Land Use Element of the General Plan identifies visual open space as a means of extending the City's park-like qualities into neighborhoods and business districts. Medians, parkways, sidewalks and setbacks have urban design and urban forest potential as enhanced streetscapes and/or landscape edges. Master plans, and urban design criteria, and an urban forest strategic plan should be developed as standards and guidelines to be applied to both lands within and private lands adjoining the public rights-of-way. The standards and guidelines serve a citywide urban design function, and would distinguish between a pedestrian and an automotive orientation.

*Citywide Urban Design, Urban Forest, and Streetscape.* General urban design, urban forest, and streetscape guidelines include elements that create a unified City appearance, but can also distinguish certain areas of the City by reinforcing special features. Elements common to all streets within the City can create a total framework to visually distinguish any area as being part of Culver City. All streets should have regularly spaced street trees along the curb side of the sidewalk and attractive, easily readable street signs. City entry/"gateway" signs should occur at all major entry points to the City. Uniform directional and information signs should occur at major City intersections and entry points that lead to major destinations, such as City Hall, Sony Pictures Studios, Brotman Medical Center, or Fox Hills Mall. Coordination of street furniture, including mail boxes, street lights, benches, trash receptacles, newspaper racks, would establish a visually appropriate rhythm and facilitate access to and from the street.

## OPEN SPACE ELEMENT

*Pedestrian Oriented Emphasis.* Areas intended for pedestrian orientation include Downtown and those designated for neighborhood serving emphasis by the Land Use Element. In these areas, where possible, buildings will establish a "streetwall" condition where facades of individual buildings within the same block form a continuous back-of-sidewalk line of facades along the street. The ground level facade should incorporate glass with a medium-to-high transmittance value. Facades should reflect a sense of human scale through cornice lines at single story height. Signage, as well as street and facade lighting, should be directed toward the pedestrian. Sidewalk dining areas or street vendors should be encouraged where sidewalk widths permit. Landscape should enhance, not inhibit, the pedestrian orientation. Parking would be located to the rear or under buildings where possible, minimizing curb cuts through rear and side street entrances.

Pedestrian Oriented Emphasis

*Automobile Oriented Emphasis.* Areas that are primarily accessed by and designed to accommodate automobiles include those designated for industrial, general corridor commercial, and regional center uses by the Land Use Element. Minimum landscape setbacks at property line are desirable to separate buildings and/or parking areas from the street. Landscape parkways, in addition to landscape setbacks, are also desirable in right-of-way conditions where the distance from back of curb to property line is sizable. Surface finishes and lighting that would create visual interference from glare and reflection should be minimized. Parking would be allowed in front or at the side of buildings with visibility angles maintained at intersections and driveway entrances.

Automobile Oriented Emphasis

### **GOAL:** *A community that provides recreational, historical, and cultural opportunities.*

In comparison to established standards, Culver City residents have more than adequate access to regional park resources. The City's local open space resources fall short, however, of the goal of 3-acres-per-1,000 people. The open space within Culver City defined as local parkland (90.33 acres) is deficient by 26.05-27 acres, as would be required to serve its 38,793-39,000 residents. Seven of the City's neighborhood parks also fall short of the desired minimum of five acres. The City's school playground space (32.5 acres) is deficient by 6.3 acres when compared to the goal of 1-acre-per-1,000 residents, if all school playground space were made a part of a Based on the current joint-use agreements. However, based on the current use of covering only 3.5 acres for joint-use, the deficiency is 35.35 acres.

Convenient pedestrian access to open space resources is also deficient in the Lucerne-Higuera and McLaughlin neighborhoods. These neighborhoods do not contain a park, and access barriers separate them from their nearest resources. The Lucerne-Higuera neighborhood is separated from Syd Kronenthal Park by National Boulevard and separated from Culver City Park by Jefferson Boulevard. The McLaughlin neighborhood is separated from Tellefson Park by the San Diego Freeway.

The Ballona Creek Bike Path has open space value both as active recreation and as a bikeway connection to regional beach resources. As a recreation feature of the Ballona Creek flood control channel, it has not been enhanced or maintained sufficiently to make it an attractive resource. Bicyclists and joggers do use the bikeway, although many have serious concerns regarding the safety and aesthetics of the channel. These concerns are echoed by those who live adjacent to Ballona Creek. To maximize its potential as a special facility these issues must be addressed.

The city park standard includes preservation of unique features and particularly natural open space areas for use and enjoyment as part of its purpose. There are, however, no specific City policies for the protection or development of the City's natural areas or for the hillsides where they occur. Federal and State agencies restrict development that would impact environmentally sensitive vegetation and land forms. Both to protect its natural resources and to provide for appropriate use of the hillside areas, Culver City must address the special needs of these areas.

**OBJECTIVE 1. Open Space Protection and Acquisition.** Protect and expand Culver City's open space resources by pursuing land acquisition and encouraging private land contributions to achieve, in the long term, the standard of 4 acres of local park land and school playground space per 1,000 residents.

*Policy (1.A)* Provide 3 acres of local park land per 1,000 residents.

*Policy (1.B)* Provide 1 acre of school playground space per 1,000 residents.

*Policy (1.C)* Encourage private contributions toward achieving open space goals.

*Policy (1.D)* Require contributions of park land from new private developments and/or in-lieu fees from projects which cannot provide actual park land on site.

*Policy (1.E)* Pursue opportunities to expand City parks when adjacent lands become available and it is deemed appropriate and feasible, especially for neighborhood parks that are less than the recommended 5-acre minimum size, and where irregular boundaries exist.

## OPEN SPACE ELEMENT

*Policy (1.F)* Pursue development of public open space within one-half mile or less from all City residences.

*Policy (1.G)* Develop parks within the Lucerne-Higuera and McLaughlin neighborhoods (for Lucerne-Higuera, see Implementation Measure 2.C, Hayden Tract Industrial Area Specific-Plan-Focused Special Study).

*Policy (1.H)* Pursue cooperative efforts with the City of Los Angeles and Los Angeles County for park development which would serve both Culver City and Los Angeles residents.

*Policy (1.I)* Coordinate open space opportunities with West Los Angeles College for potential joint use of facilities.

**OBJECTIVE 2. Active Recreation.** Provide a wide range of active recreational opportunities accessible to all City residents.

*Policy (2.A)* Establish area, quantity and development standards for active recreation facilities, such as game courts, play fields and children's play equipment areas (see Implementation Section).

*Policy (2.B)* Continue to seek joint use and joint development opportunities for playgrounds with the Culver City Unified School District.

*Policy (2.C)* Encourage private sponsorship of bikeway or public park land improvements in exchange for development incentives and/or off-site mitigation for new development.

*Policy (2.D)* Develop bikeways which will connect Downtown Culver City with the Ballona Creek bike path (see Circulation Element).

*Policy (2.E)* Develop bikeways along Overland Avenue and Culver Boulevard as part of a Citywide Bikeway Master-Plan (see Implementation Section and Circulation Element).

*Policy (2.F)* Develop a Class I bike path along National Boulevard in the Exposition Right-of-Way to connect to the Ballona Creek bike path (see Circulation Element).

*Policy (2.G)* Maintain and enhance the active recreation opportunities along the Ballona Creek bike path as part of the Ballona Creek Specific-Plan-Focused Special Study (see Land Use Element).

*Policy (2.H)* Provide a bikeway connection through Syd Kronenthal Park to the Ballona Creek bike path.

Entrance to Ballona Creek Bikeway at Overland Avenue

*Policy* (2.I) Encourage the preservation of family-oriented recreational uses such as the Culver-Palms YMCA and the Culver City Ice Arena.

*Policy* (2.J) Develop a safe and convenient pedestrian and bicycle link between the Lucerne-Higuera neighborhood, south of National Boulevard, and Syd Kronenthal Park.

**OBJECTIVE 3. Passive Recreation.** Provide passive recreational open space within walking distance of all City neighborhoods.

*Policy* (3.A) Protect existing open space resources in neighborhoods and pursue acquisition of additional passive open space resources in neighborhoods that are not provided with parks.

*Policy* (3.B) Develop standards for selected commercial center or industrial park developments to provide open space on-site that is physically-and-visually-accessible-visible to the public from the street-for-use-and-enjoyment-by employees, patrons and the public; consistent with urban design standards established as part of a Citywide Streetscape Master Plan (see Land Use Element, Policy 10.D).

*Policy* (3.C) Seek opportunities to develop landscaped "parkettes" or urban plazas in highly visible areas adjacent to major arterials that are not feasibly developed with other uses and that can provide sitting and eating areas for public use.

*Policy* (3.D) Provide a centrally located Town Park which will reinforce the existing view corridors and provide a space for community gatherings.

*Policy* (3.E) Provide seating, bike racks, and drinking fountains in passive recreation areas.

*Policy* (3.F) Provide barrier free access to passive recreation areas.

**OBJECTIVE 4. Natural Areas.** Protect and enhance valuable and sensitive cultural and natural resources, particularly biologically significant habitats within Blair Hills.

*Policy* (4.A) Establish hillside development guidelines for slope, preservation of topographic relief, and habitat preservation.

*Policy* (4.B) Allow transfer of development rights or potential from hillside areas with cultural and/or valuable biological resources to areas which are designated for commercial centers or industrial development.

*Policy* (4.C) Establish standards for buffers and access within areas to be preserved as natural areas.

*Policy* (4.D) Coordinate habitat preservation efforts with West Los Angeles College.

Natural Area in Blair Hills

## OPEN SPACE ELEMENT

*Policy* (4.E) Explore the possibility of making open space trail connections to the natural area of Blair Hills from Culver City Park and Blair Hills Park.

*Policy* (4.F) Protect open space and natural areas which contain or support rare, threatened or endangered species.

**GOAL:** *An open space, urban forest, urban design, network that links neighborhoods and businesses, and instills civic pride.*

Culver City's open, verdant character visually extends from its formal open spaces into its neighborhoods through its network of street trees. Other areas of the City, especially commercial corridors, have suffered from a loss of visual continuity and an identity confused by discontinuous street grids. An urban forest strategic plan would create the framework for the long range preservation and management of the City's tree resources. Urban design standards relating to streetscape, identity, and historic landmarks could be applied to business areas throughout the City to improve the user's enjoyment of the public rights-of-way and lands within the public view.

**OBJECTIVE 5. Visual Open Space and Urban Design.** Extend the City's park-like qualities into neighborhoods and business districts through streetscape and urban design improvements.

*Policy* (5.A) Provide urban design amenities such as plazas, courtyards, and extended sidewalks as part of new developments to visually enhance public accessways in commercial areas.

*Policy* (5.B) Create pedestrian districts in areas designated for neighborhood serving retail uses, mixed use, and in the Downtown area by providing pedestrian amenities such as continuous street trees, outdoor dining areas, and coordinated streetscape improvements.

*Policy* (5.C) Develop urban design criteria for commercial corridors, including guidelines for features within setbacks, parkways, medians and lands within the public view, as part of a Citywide Streetscape Master Plan (see Land Use Element).

*Policy* (5.D) Protect the visual identity of Culver City's low-density residential neighborhoods through tree planting and parkway improvements.

### Thalberg Building and Related Streetscape Improvements

*Policy* (5.E) Promote Main Street as the heart of Downtown Culver City by reinforcing its historic character, narrowing the street and providing urban design elements which enhance the existing uses.

*Policy* (5.F) Strengthen the City's identity by creating gateway design treatments for the major entry intersections.

*Policy* (5.G) Enhance the image of the City's business districts through streetscape improvements and urban design features along primary arteries.

*Policy* (5.H) Soften the appearance of areas designated for auto-oriented uses through use of visual buffers (see Implementation Section).

*Policy* (5.I) Underground utility lines as part of new developments, and as part of ongoing maintenance and upgrades to existing services whenever feasible.

*Policy* (5.J) Create an urban forest strategic plan that addresses the long range management and expansion of the City's tree resources (see Land Use Element).

*OBJECTIVE 6. Viewsheds and Scenic Vistas.* Protect view resources, view corridors and scenic viewpoints.

*Policy* (6.A) Establish viewshed guidelines which protect views of and from Culver City Park, Blair Hills and Culver Crest.

View from Culver City Park

## OPEN SPACE ELEMENT

**OBJECTIVE 7. Maintenance.** Protect open space resources and their users.

*Policy* (7.A) Establish programs to keep open space areas, facilities, and equipment clean and in good repair, particularly active recreation areas receiving heavy use.

*Policy* (7.B) Maintain facilities in safe and sanitary condition.

*Policy* (7.C) Reduce inappropriate use of open space areas through design and maintenance which facilitates law enforcement.

Media Park and Ivy Substation

This section presents implementation strategies for objectives and policies of the Open Space Element. Strategies include zoning ordinance revisions and zone changes, specific-plans, master-plans, Citywide and focused special studies, Quimby Act programs, Redevelopment Agency programs, design guidelines, current planning administration and coordination with other General Plan Elements, and maintenance and safety programs.

**MEASURE 1. REVISE THE ZONING ORDINANCE.** Zoning is the primary method used to implement land use policies. In support of the City's proactive approach to protection and development of open space resources, the Zoning Code Revision Study identified as an implementation strategy of the Land Use Element will include the creation of a new Open Space Zone. All existing City parks will be changed from their existing zone to the new open space zone designation.

**MEASURE 2. CREATE SPECIFIC PLANS FOCUSED SPECIAL STUDIES.** Specific-plans Focused Special Studies are identified within the Land Use and Circulation Elements for areas where special conditions or potential indicate a need for more detailed analysis and recommendations. This allows the flexibility to focus land use and development on the goals of the specific location.

Specific-plans Focused Special Studies identified for the Blair Hills/Baldwin Hills area and for Ballona Creek will include standards and guidelines for protection, development and enhancement of existing and potential open space resources. Each specific-plan study will describe the location and type of open space appropriate within the specific-plan focused study area and the relationship of open space resources to other identified land uses. The specific-plans will studies may also discuss subjects such as infrastructure requirements (including access, water, drainage, resource conservation and demand on City maintenance services) and funding strategies (see Land Use Element).

The Focused Special Study for Culver Boulevard will address open space potential in addition to the circulation issues.

**A. Blair Hills/Baldwin Hills Area Feasibility Study and Specific Plan Focused Special Study.** The undeveloped area within Blair Hills, the industrial properties between Culver City Park, the multiple family residential area southeasterly of Jefferson Boulevard, and the unincorporated Los Angeles County lands west of La Cienega Boulevard will be the subject of a feasibility study and subsequent Specific-Plan-Focused Special Study to address the potential for appropriate open space use, residential, industrial and commercial uses, and access. Most of this area has been designated open space on the Land Use Element Map of the General Plan, although the undeveloped area of Blair Hills has previously been zoned for single family residential. The following issues will all be investigated to determine the development capability and benefits to the City:

- Slope and soil stability.
- Soil contamination.
- Seismic/subsidence risks.
- Visual character and view sheds.
- Vehicle and pedestrian access.
- Cultural and Biological resources.
- Recreation opportunities.
- Protection of existing adjacent residential neighborhoods.
- Fiscal impacts.

The benefit and cost of annexing County land into Culver City and the potential development and control of open space resources will also be determined (see Figure OS-3, Blair Hills/Baldwin Hills Area Specific-Plan Focused Special Study).

## OPEN SPACE ELEMENT

**B. Ballona Creek Specific Plan Focused Special Study.** Ballona Creek will be studied for the primary purpose of determining whether there is potential for enhancing its use as a recreation resource. Possibilities for joint funding through using City, private and/or multi-agency programs will be included funding. Recognizing its primary purpose as a flood control channel, the Comprehensive Plan is expected to include as a technical basis of information the following: the definition of terms and uses; precise identification of the area that is used for function as, and is needed for flood control purposes; precise identification of the area designated as and functioning as the regional bike path; and identification of areas additional to and potentially in excess of the former two categories. Specific issues regarding its use and development are:

- Protection of the Adjacent Residents and Users from use of the Creek as a Crime Corridor.
- Buffering the Adjacent Residents from Noise Echoes.
- Coordination or Correction of Fragmentation of Jurisdictional Control.
- Improvement of the General Condition and Appearance of the Channel and Bicycle Trail.
- Increasing Access and Use Potential.
- Landscape Planting and Picnic Areas.
- Improvement of Water Quality and Air Quality.

A maintenance and safety program for Ballona Creek to assure the health and safety of users and adjacent residents will identify:

- Concrete block walls (where appropriate) for reducing freeway noise and providing protection from intruders
- Police bicycle or foot patrols
- Trash and debris removal
- Maintenance and repair of concrete trail and safety rails
- Erosion and weed control
- Graffiti control

Figure OS-3Blair Hills/Baldwin Hills Area Specific Plan Focused Special Study

**C. Hayden Tract Industrial Area Specific-Plan Focused Special Study.** This major industrial area borders on Ballona Creek, the eastern City boundary and the Lucerne-Higuera neighborhood. Although the quality of development is consistent with the nature of industrial use, the visual character of this area reflects on the image of the City and adversely affects the low-density neighborhoods adjacent to the north and west and the views from Blair Hills. These aesthetic qualities and the potential for park development adjacent to the residential neighborhood will be part of the plan.

**D. Culver Boulevard-Master-Plan Focused Special Study.** As the City's namesake street, Culver Boulevard has a key role in contributing to the image and character of the City. The intersection of Culver and Sawtelle Boulevards is a primary gateway to the City both from Culver Boulevard and the freeway off-ramp at Sawtelle Boulevard (see Figure OS-4, Culver Boulevard Master-Plan-Focused Special Study Area). The abandoned railroad right-of-way west of Elenda Street is designated as open space on the Land Use Element Map. As discussed in the Land Use and Circulation Elements, the Master-Plan-Focused Special Study will address the potential relocation of the I-405 interchange ramps at Braddock Drive and Culver Boulevard. Improvements to Culver Boulevard may result in excess right-of-way, which will be analyzed for its open space potential for a linear park, landscaped median and/or expanded parkways.

The overall right-of-way, comprising both roadways of Culver Boulevard and the former railroad median, will be addressed in the master-plan study. The alignment of the south and north roadways may-will be realigned further-away-from-the-southside-analyzed to consider future arterial traffic volumes and impacts and spillover effects on adjacent residences-and-may-be-widened-to-accommodate anticipated-future-arterial-traffic-volumes-The-width-of-the-north roadway-may-be-reduced-to-function-as-a-frontage-road-serving-just the-northside-residencies. The remaining corridor of land between

the two roadways may be improved as a linear park to provide such possible amenities as:

- Multiple rows of street trees, with complementary plantings of trees along the widened Culver Boulevard parkways.
- Ornamental landscaping and groundcover.
- Berms and rock features.
- Ornamental Street Lighting and Street Furniture.
- Undergrounded utilities.
- Sculpture and public artwork.
- Fountain(s).
- City gateway signs and monuments.
- Bike path.
- Jogging path (loop).

The Culver Boulevard Master-Plan-Focused Special Study is also discussed in the Land Use and Circulation Elements.

**MEASURE 3. CREATE MASTER PLANS CITYWIDE SPECIAL STUDIES.** The Land Use and Circulation Elements also identify Master Plans for areas which would benefit from detailed investigation; but-not-to-the-extent-that-would-warrant-a-Specific-Plan-Citywide Special Studies as policy tools to implement goals and policies of the General Plan that enhance the City's physical attributes and potential. Each identified Master-Plan-Citywide Special Study considers open space as a component of the plan, and will include, as applicable, design and development standards and implementation strategies. Two of-the-currently-identified-Master-Plans-address-open-space-uses-and visual-resources-as-a-primary-component:

## OPEN SPACE ELEMENT

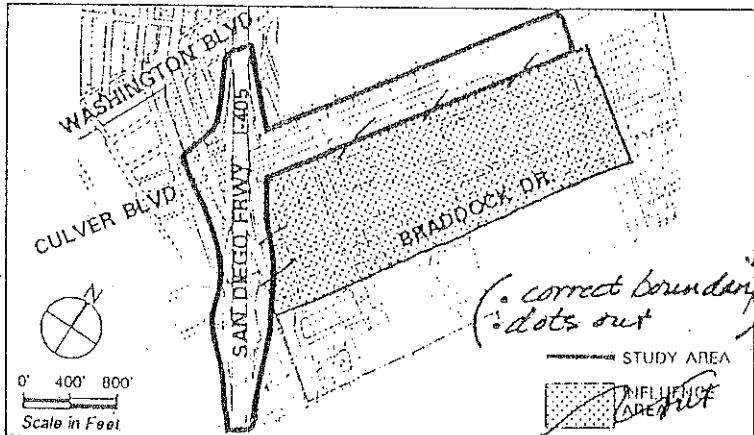


Figure OS-4 Culver Boulevard Master Plan- Focused Special Study Area

**BA. Citywide Streetscape Master Plan and Urban Forest Strategic Plan.** The Citywide Streetscape Master Plan and Urban Forest Strategic Plan identified in the Land Use Element are components of a broad-based Urban Design Plan. They will establish urban design criteria for parkways, medians, and land within the public view, to improve the visual environment and image of the corridors, and the City's neighborhoods. The approach to these plans shall be to provide an overall unified image to Culver City and to reflect the uniqueness of its neighborhoods and other special areas. These Master Plans should also include funding sources for improvements such as redevelopment funds, assessment districts, grants, and other special funding.

Streetscape improvements in non-residential areas will be coordinated with storefront revitalization programs. On residential streets that lack parkways, the City will consider planting street trees within the first five feet of the setback as part of an expanded City street tree program. Parkway development and the appropriateness of raised or landscaped medians will be determined based on traffic flow and access to mid-block driveways and parking lots. The Streetscape Master Plan will also identify an

implementation program and schedule to complete the streetscape improvements, including incentives for private landscaping on public streets. Components of the plan will include:

- Street tree species, size, location and pattern
- Street lighting including special-use lighting
- Parkway landscaping
- Landscaped medians
- Gateways and entry signage
- Street furniture (drinking fountains, benches, trash receptacles, bicycle racks, planters)
- Incentives for private landscaping on public streets
- Special sidewalk paving
- Pedestrian crosswalks and treatments
- Transit stops
- Underground utilities

The Urban Forest Strategic Plan will establish a long range management plan for a sustainable urban forest that will address components such as:

- Inventory
- Replacement policies
- Broad based community support and funding
- A sustainable ecosystem

**MEASURE 4. CONTINUE REDEVELOPMENT PLANS.** Culver City has three redevelopment project areas: Slauson-Sepulveda, Overland-Jefferson, and Washington-Culver. All three are active, with each including successfully completed commercial, residential and public improvement projects. With over 32% of the City located within these redevelopment project areas, the Culver City Redevelopment Agency will play a major role in enhancement of the City urban design character. Agency programs which can assist in the implementation of Open Space Element Policies include:

**A. Storefront Improvement Facade Grant Programs.** These programs provide guidelines for and assistance with improvements to commercial facades within areas identified as needing storefront improvements. Storefront Improvement Facade Grant Programs are currently in place for Downtown and East Washington Boulevard.

**B. Design for Development.** The Agency uses Designs for Development (DFDs) to guide potential redevelopment by describing the type of development and design standards which are acceptable for a given area, considering the known site and planning constraints. Design for Development standards can be extended and/or used as models for similar revitalization efforts.

**C. Disposition and Development Agreements (DDAs) and Owner Participation Agreements (OPAs).** The Agency can establish a contractual relationship with owners of projects to facilitate a more active role in development decisions.

**MEASURE 5. CONTINUE QUIMBY ACT PROGRAM.** The Quimby Act program will be one of the implementation tools for park land dedication, expansion, and/or improvements. In 1984, the California State Legislature adopted Section 66477 of the Subdivision Map Act, also known as the Quimby Act. The Quimby Act expressly empowers local governments to require a property owner or project developer to dedicate land for park or recreational use as a condition of a tentative map or parcel map for residential subdivisions, or pay an in-lieu park land fee. Culver City has adopted a Quimby Act ordinance for residential development in connection with subdivisions.

In 1990 the City adopted a park land dedication or in-lieu fee for two-family and multiple-family developments, which applies whenever additional dwelling units are added. The dedication requirements for each program are the same and are designed to add, through the private sector, three acres of park land for each 1,000 additional residents or

the payment of fees in lieu thereof at the fair market value of the land. All the funds or land provided to the City in accordance with these requirements must be dedicated to creating, expanding, or improving park and recreational resources.

**MEASURE 6. DEVELOP OPEN SPACE GUIDELINES.** Open space guidelines will complement recreation standards and will outline methods for achieving and protecting quality open space resources throughout the City. Suggested use and maintenance of plants, paving materials, accessways, physical and visual buffers, and special features will be addressed. Visual open space guidelines will include urban design standards such as a change of plane, material or finish (wall modulation), occurring at 25-foot minimum intervals at streetwalls, facades and any vertical barriers facing the street. In all cases, guidelines will encourage the retention and restoration of historic buildings and sensitivity to any nearby areas of established visual character. The purpose of open space guidelines is to foster environmental quality rather than to impose limits on use.

**MEASURE 7. CONTINUE CURRENT ADMINISTRATION.** In the day-to-day administration of the Open Space Element, City staff will be called upon to assist property owners and developers in understanding open space policies. Most answers will be found as part of the zoning regulations, or within the Open Space or Land Use Elements. However, several administrative measures are to be taken by the City staff to assist in implementation:

**A. Continue Coordination with Other Jurisdictions.** Culver City shall pursue and maintain open communication with local, regional and national jurisdictions that regulate open space resources. Keeping current with other agency standards can facilitate possible multi-agency projects and joint use agreements. Specific City actions should include:

## OPEN SPACE ELEMENT

- *Pursue-Initiate dialogue with City and County of Los Angeles regarding potential joint development and/or maintenance of parks common to both cities' and/or county's boundaries.*
- *Pursue-Initiate dialogue with City of Los Angeles regarding coordinating urban design standards for properties which face into the adjacent jurisdictions, such as along the north side of Washington Boulevard east of Overland Avenue.*
- *Coordinate with Los Angeles County regarding potential development on property west of La Cienega Boulevard.*
- *Coordinate with the Los Angeles County Flood Control District and the US Army Corps of Engineers regarding maintenance of Ballona Creek.*

**B. Coordinate Open Space Policies with Appropriate City Departments.** Existing and proposed open space areas will be reviewed by other City departments, including the Police and Fire Departments for potential risks of facility damage or user risks.

**C. Identify Open Space Incentives.** The City will provide an approved list of development incentives for contribution toward the acquisition and development of open space resources, such as a reduction in on-site parking or an increase in allowable square footage or volume. This list would be presented to property owners and developers at the time of their initial contact with the City regarding their potential project. The list would include City identified open space goals for acreage and facilities enhancement.

Tellefson Park

**MEASURE 8. ADMINISTER THE OPEN SPACE ELEMENT.**  
This section identifies checks and balances for administration of the Open Space Element relative to other General Plan Elements and other internal City policies.

- A. Review General Plan Amendments.** Ensure consistency of the Open Space Element with all other elements of the General Plan.
- B. Review Updates to Other City Programs.** Identify and address problem locations on an annual basis, through coordination between the Human Services, Municipal Services, Public Works, and Police Departments and CCUSD. Use this information to amend or update Open Space Element policies and programs priorities.

Fox Hills Park

**Table OS-3**  
**Open Space Implementation Measures**

Action	Priority	Responsibility
<b>1. REVISE ZONING ORDINANCE</b>		
A new Open Space Zone will be created and all areas designated as Open Space on the Land Use Policy Map will be rezoned as Open Space.		Planning
<b>2. CREATE SPECIFIC PLANS FOCUSED SPECIAL STUDIES</b>		
A. <b>Blair Hills/Baldwin Hills Area Feasibility Study and Specific Plan Focused Special Study</b> This feasibility study and Specific Plan will consider as part of its scope the potential for open space uses in the undeveloped Blair Hills and unincorporated Baldwin Hills areas between Jefferson and La Cienega Boulevards.		Planning
B. <b>Ballona Creek-Specific Plan Focused Special Study</b> This Specific Plan will investigate the potential for City, private and/or multi-agency development of Ballona Creek as a recreation resource.		Planning
C. <b>Hayden Tract Industrial Area-Specific Plan Focused Special Study</b> The Specific Plan for the Hayden Industrial Tract Area will recommend short-term and long-range land use objectives, including potential locations for open space.		Planning/ Redevelopment
D. <b>Culver Boulevard-Specific Plan Focused Special Study</b> The relationship and development of the full right-of-way west of Elenda Street will be studied for potential traffic, land use and open space improvements. The abandoned railroad right-of-way west of Elenda Street is designated as open space on the Land Use Element Map and will be developed as a public open space amenity.		Planning/ Engineering
<b>3. CREATE MASTER PLANS/CITYWIDE SPECIAL STUDIES</b>		
-BA. <b>Citywide Streetscape Master Plan and Urban Forest Strategic Plan</b> A Citywide Streetscape Master Plan and Urban Forest Strategic Plan for the City's residential and non-residential areas will be prepared to set urban design criteria for required setbacks, parkways, medians and land within the public view, and establish a long range management plan for a sustainable urban forest.		Interdepartmental

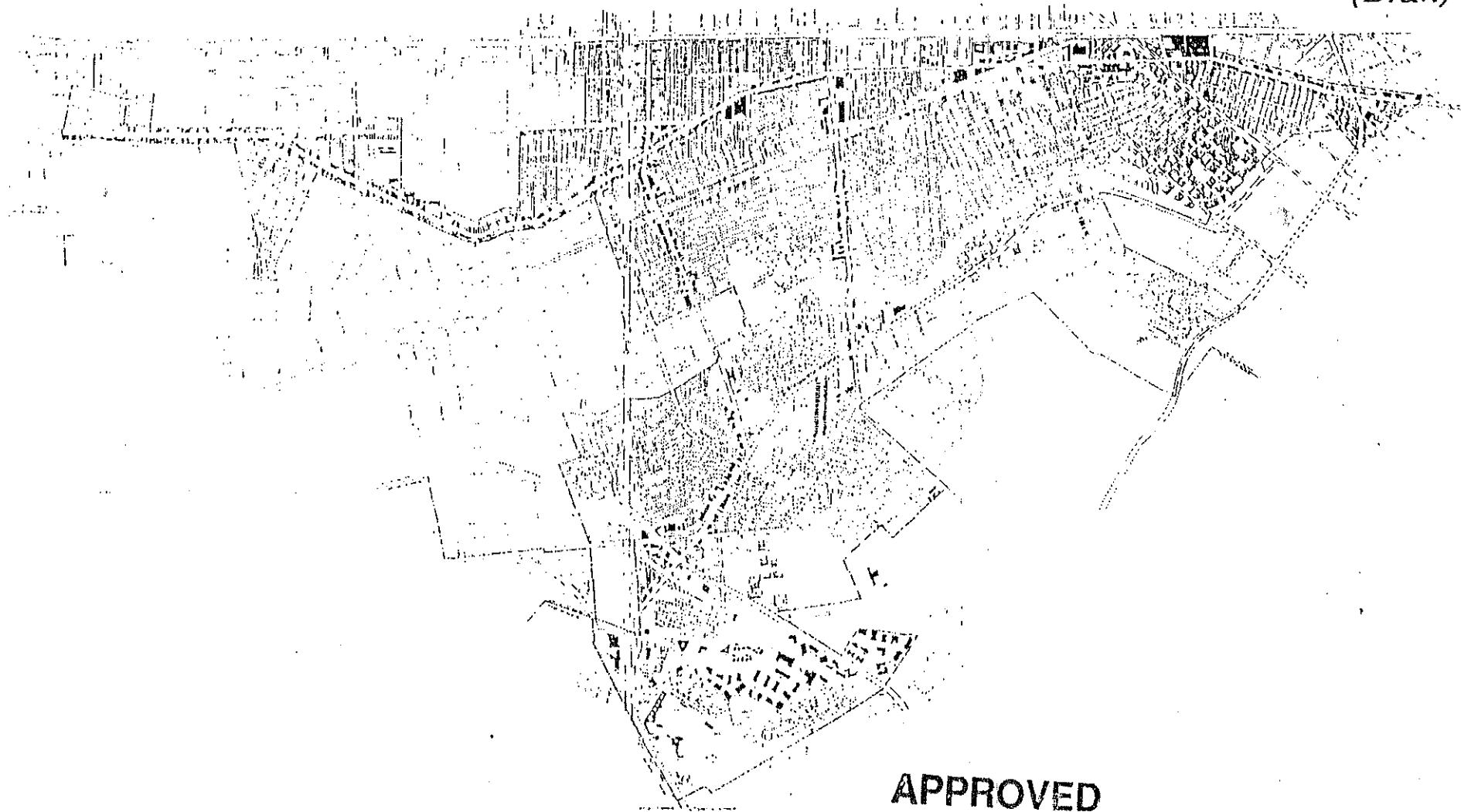
## OPEN SPACE ELEMENT

**Table OS-3**  
**Open Space Implementation Measures**

Action	Priority	Responsibility
<b>4. CONTINUE REDEVELOPMENT PLANS</b>		
A. Storefront Improvement Facade Grant Programs	ongoing	Redevelopment
B. Design for Development	ongoing	Redevelopment
C. Disposition and Development Agreements (DDAs) and Owner Participation Agreements (OPAs)	ongoing	Redevelopment
<b>5. CONTINUE QUIMBY ACT PROGRAM</b>	ongoing	Planning
<b>6. DEVELOP OPEN SPACE GUIDELINES</b>	ongoing	Interdepartmental
<b>7. CONTINUE CURRENT ADMINISTRATION</b>		
A. Continue Coordination with Adjacent Jurisdictions	ongoing	Planning
B. Coordinate Open Space Policies with Appropriate City Departments	ongoing	Planning
C. Identify Open Space Incentives		Planning
<b>8. ADMINISTER THE OPEN SPACE ELEMENT</b>		
A. Review General Plan Amendments		Interdepartmental
B. Review Updates to Other City Programs		Interdepartmental

# Culver City General Plan

(Draft)



**APPROVED**

JUL 22 1996

Culver City  
City Council

1994'5

*Noise Element*

9

RESOLUTION NO. 96-R102

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, ADOPTING THE UPDATE OF FOUR ELEMENTS OF THE CITY'S GENERAL PLAN, INCLUDING THE LAND USE, CIRCULATION, OPEN SPACE AND NOISE ELEMENTS

(General Plan Amendments, GPA Nos. 95-02, 95-03, 95-05 and 95-06)

WHEREAS, the City prepared the General Plan Update in conformance with State and local planning law and practices in order to update the Land Use, Circulation, Housing, Open Space and Noise Elements of the City's General Plan; and

WHEREAS, throughout 1992-1994 the City Council-appointed General Plan Advisory Committee met to identify issues, explore a range of policy options based upon land use development scenarios, and develop five Draft General Plan Elements; and

WHEREAS, on February 11, February 25, March 16, March 28, April 8, April 26, August 30, October 5 and November 1, 1995, the Planning Commission conducted duly noticed public hearings fully considering the draft elements, staff reports, environmental information and all testimony presented; and

WHEREAS, at the conclusion of the November 1, 1995, public hearing and thorough discussion of the matter, the Planning Commission recommend by Resolution No. 95-P020 that the November 1, 1995, draft, as amended by the Planning Commission (including final editing by staff for any technical, nonsubstantive changes necessary), of the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements should be approved and adopted by the City Council and that the Housing Element should be approved in concept by the City Council; and

WHEREAS, on May 2, 1996, the City Council held a special study session on the General Plan Update and Program Environmental Impact Report (EIR) to ask questions, discuss issues, and take public comment; and,

WHEREAS, on July 22, 1996, at a duly noticed public hearing, the City Council held a public hearing, discussed the merits of the General Plan Update and its associated Program EIR, and determined that the motions approving the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements, presented by staff should be approved and adopted as recommended, subject to certain revisions.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVES AS FOLLOWS:

SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby made:

1. That the Program Environmental Impact Report on the General Plan Update as recommended by Planning Commission Resolution No. 95-P019, has been certified by City Council Resolution No. 96-R101.
2. It is the continuing policy of the City to periodically initiate public hearings for the purpose of considering whether revisions to the General Plan are advisable based on dynamic community goals and needs.
3. The currently adopted Land Use, Circulation, Open Space and Noise Elements require updating and revision, to reflect the City evolving population and development patterns and related goals, objectives and policies.
4. That the draft Land Use, Circulation, Open Space and Noise Elements conform to State of California planning law.

SECTION 2. Pursuant to the foregoing recitations and findings, the City Council of the City of Culver City, California, hereby approves and adopts, with revisions (as specified in SECTION 3 below):

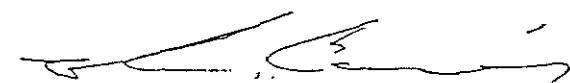
1. General Plan Amendment, GPA No. 95-02, Land Use Element.
2. General Plan Amendment, GPA No. 95-03, Circulation Element.
3. General Plan Amendment, GPA No. 95-05, Open Space Element.
4. General Plan Amendment, GPA No. 95-06, Noise Element.
5. General Plan Vision and Overview.

6. Replacing the 1978 Land Use Element (as amended), 1975 Circulation Element, 1973 Open Space Element, and 1974 Noise Element, and rescinding the 1975 Scenic Highways Element.

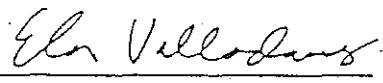
SECTION 3. Pursuant to the foregoing recitations and findings, and prior to finalizing, the Draft General Plan Elements shall be revised as follows:

1. The draft Elements shall be revised to provide for internal consistency with all elements of the Update, and to include final editing by staff for any technical, nonsubstantive changes to bring the Update current to July 1996.
2. The draft Elements shall be revised to provide for exploring the development of Mixed-Use projects in the nonresidential areas, through the drafting of development standards.
3. That the residentially designated areas on both sides of Culver Boulevard, between Elenda Street and Sepulveda Boulevard, shall be designated Medium Density Multiple Family on the 1996 Land Use Element Map, and that the appropriateness of this designation shall be considered within the scope of the Culver Boulevard Focused Special Study.
4. That the properties on both sides of west Washington Boulevard, between Redwood Avenue and Wade Street and Centinela Avenue and McLaughlin Avenue, shall be designated General Corridor on the 1996 Land Use Element Map.

APPROVED and ADOPTED this 24th day of September, 1996.

  
EDWARD M. WOLKOWITZ, MAYOR  
City of Culver City, California

ATTEST:

  
TOM CRUNK  
City Clerk BY:  
Ela Valladares, Deputy City Clerk

APPROVED AS TO FORM:

  
NORMAN Y. HERRING  
City Attorney

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## NOISE ELEMENT

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Main Street, Christmas 1945

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### APPENDIX

*Technical Appendix*  
(separate document)

## NOISE ELEMENT

This Noise Element is one of nine Elements of the Culver City General Plan. The complete list of General Plan documents includes:

General Plan Overview, 1994<sub>5</sub> +  
Land Use Element, 1994<sub>5</sub> +  
Circulation Element, 1994<sub>5</sub> +  
Housing Element, 1994<sub>5</sub> +  
Open Space Element, 1994<sub>5</sub> \*  
Noise Element, 1994<sub>5</sub> +\*  
Conservation Element, 1973  
Seismic Safety Element, 1974  
Public Safety Element, 1975  
Recreation Element, 1968  
Glossary, 1994<sub>5</sub>

Aerial View of Culver City, looking west, 19430's

- + Draft Elements Prepared by Gruen Associates;  
Final Elements prepared by City staff
- \* Draft Element Prepared by Gruen Associates  
and Takata Associates; Final Element prepared by City staff
- +\* Draft Element Prepared by Gruen Associates  
and Mestre Greve Associates; Final Element prepared by City staff

**PURPOSE OF THE NOISE ELEMENT:** Culver City, located on the west side of the Los Angeles basin, is subject to the variety of different types of noise typical of an urban area. The Noise Element of a General Plan is a comprehensive program for including noise control in the planning process. It is a tool for local decision makers to use in achieving and maintaining land uses that minimize the exposure of the community to excessive noises. The Noise Element identifies noise-sensitive land uses and noise sources, and defines areas of noise impact. The goal, objectives, policies and implementation measures are developed to ensure, to the greatest extent feasible, that all segments of the community will be protected from excessive noise intrusion.

ADT	Average Daily Traffic Volume
Ambient Noise	Common background noise
A-Weighting	Adjusted to how people perceive sound
CNEL	Community Noise Equivalent Level
dB	Decibel
dBA	A-Weighted Decibel
Leq	Equivalent Noise Level
Ldn	Day-Night Average Noise Level
Lmax	The Maximum Noise Level
Lmin	The Minimum Noise Level
L%	The Noise Level Exceeded X% of the Time
Noise	Unwanted Sound
Noise Contours	Lines showing where the noise is the same level
Noise Source	Mobile or stationary object which generates noise
OSHA	Occupational Safety and Health Administration
Receptor	Any person or place affected by noise

See Definitions and Standards section for additional terms and details.

The Noise Element follows recently revised State guidelines in the State Government Code, Section 65302(f) and Section 46050.1 of the Health and Safety Code. Because, generally, the major sources of noise in an urban environment are motor vehicles on local streets, the

Noise Element quantifies the community noise environment in terms of noise exposure contours for both near and long-term levels of growth and traffic activity. The information will become a guideline both for the development of policies to achieve compatible land uses and to provide baseline levels and noise source identification for local noise ordinance enforcement. The Noise Element must be consistent with other elements of the General Plan. Of particular relevance are the Land Use, Circulation, and Housing Elements. Of these, the Circulation Element has the most direct effect on community noise levels because the Circulation Element establishes policy for the flow of traffic throughout the City. Review of these elements indicates that adequate consideration for noise is included and that the Noise Element is consistent with these General Plan Elements.

**BACKGROUND.** Culver City first adopted a General Plan Noise Element in 1974. The document provided a comprehensive description of existing noise levels. This 1994<sup>5</sup> Noise Element is an update of the 1974 element, including updated noise measurements and noise contours. It also includes revised noise standards to better analyze and determine noise impacts and to better protect noise sensitive areas. It is important to note that Culver City is fully urbanized and thus experiences a set of noise problems unique to urbanized areas. In this update of the General Plan Noise Element, the technical description of noise in Culver City has been updated and a series of comprehensive goals, policies, and implementing actions have been developed. The process of updating the Noise Element included a review of existing City policies concerning environmental noise, a review of noise complaints, a review of City procedures for handling noise complaints, and community workshops to solicit citizen input on noise and other issues addressed in the 1994<sup>5</sup> comprehensive General Plan Update.

The major sections of the Noise Element provide background information, inventory noise conditions, identify noise issues, provide definitions and standards, and present goals, objectives, policies and

## NOISE ELEMENT

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implementation measures. The Environmental Impact Report (EIR), prepared as a part of the General Plan update, includes a Technical Appendix that provides more detailed information, and a glossary that defines a number of key terms used in noise assessments.

**Noise** is defined here as unwanted sound and it is known to have several adverse effects on people. Criteria have been established to help protect the public health and safety and to prevent disruption of certain human activities. These criteria are based on such known effects of noise on individuals as hearing loss (not generally a factor with community noise), communication interference, sleep interference, physiological responses, and annoyance. Each of these potential noise impacts on people are briefly discussed in subsequent sections. Examples of typical noise sources and their corresponding noise levels are listed in Table N-1, Examples of Typical Sound Levels.

**REGIONAL NOISE.** Culver City is located in an area of southern California that is saturated by regional noise sources, such as freeways and airports. These sources generate noise that can be heard in noise sensitive areas throughout the City. The City is bordered by three major freeways. The Marina (SR-90) Freeway is located in the southwest area of the City and terminates at Slauson Avenue. The San Diego (I-405) Freeway runs through the western half of the City, while the Santa Monica (I-10) Freeway, currently the busiest freeway in the state, runs adjacent to the northern City limits. Unlike the other two freeways, The Santa Monica (I-10)-Freeway is far enough from does not enter the City. However, Santa Monica Freeway noise does limit that there is no impact on the Culver City. The City is also located within a few miles of two busy southland airports.

Los Angeles International Airport, the busiest airport in southern California, is located approximately two miles to the southwest. Santa Monica Airport is located about two miles north of the western part of Culver City. As a result, the City is subject to both jet aircraft and helicopter noise events. Sports and other outdoor events at West Los Angeles College, located to the southeast of the City, and

Culver City High School are another source of noise for the local residents.

**EXISTING CITY NOISE LEVELS.** A complete description of the noise environment includes a community noise measurement survey, identification of noise sources and noise sensitive land uses, and noise contour maps.

**Noise Measurements.** A review of noise issues and identification of major noise sources in the community provided the initial base for development of the community noise survey. Twenty-eight (28) sites were selected for measurement of the noise environment in Culver City. The measurement locations were selected on the basis of proximity to major noise sources and noise sensitivity of the surrounding land uses. The measurement locations are shown in Figure N-1, Noise Measurement Locations. Sites 1 - 10 were at or near the same area as those measurement locations used in the 1974 Noise Element. A comparison of the data from these sites is under *Findings* (in this section), and reveals how the noise environment throughout the City has changed in the past 20 years.

In the noise measurement program, the quantities measured were the average or Equivalent Noise Level (L<sub>eq</sub>), the maximum noise level (L<sub>max</sub>) and the Percent Noise Levels (L%). Percent Noise Levels are a statistical method of characterizing the distribution of the measured noise levels. The designation L01 refers to the noise level exceeded 1% of the time and represents the peak noise level measured; L50 is the level exceeded 50% of the time and represents the median noise level; L99 is the noise level exceeded 99% of the time and represents the background or ambient noise level, and so on.

The noise measurement program was conducted in two segments. The short-term [15-minute L<sub>eq</sub> and percentile distribution] measurements were taken on July 21-22, 1993 during the day, at 22 locations throughout the City (numbers 1-22 on Figure N-1, Noise Measurement Locations). These measurements are taken in such areas as the west

Table N-1  
EXAMPLES OF TYPICAL SOUND LEVELS  
(A-Weighted Sound Levels)

dBA	OVER-ALL LEVEL Sound Pressure Level Approx. 0.0002 Microbar	COMMUNITY (Outdoor)	HOME OR INDUSTRY	LOUDNESS Human Judgement of Different Sound Levels relative to 70 dBA
130	UNCOMFORTABLY LOUD	Military Jet Take-Off with After-burner From Aircraft Carrier @ 50 ft. (130)	Oxygen Torch (121)	120 dBA - 32 times as loud
120	VERY LOUD	Turbo-Fan Aircraft at Take Off Power @ 200 ft. (110)	Riveting Machine (110) Rock-N-Roll Band (108-114)	110 dBA - 16 times as loud
110		Jet Flyover @ 1000 ft. (103)		100 dBA - 8 times as loud
100		Boeing 707, DC-8 @ 6080 ft. Before Landing (106)		
		Bell J-2A Helicopter @ 100 ft. (100)		
90	LOUD	Power Mower (96) Boeing 737, DC-9 @ 6080 ft. Before Landing (97)	Newspaper Press (97)	90 dBA - 4 times as loud
		Motorcycle @ 25 ft. (90)		
80	MODERATELY LOUD	Car Wash @ 20 ft. (89)	Food Blender (88) Milling Machine (85) Garbage Disposal (80)	80 dBA - 2 times as loud
70		Prop. Plane Flyover @ 1000 ft. (88) Diesel Truck, 40 MPH @ 50 ft. (84) Diesel Train, 45 MPH @ 100 ft. (83)		
		High Urban Ambient Sound (80)		
		Passenger Car, 65 MPH @ 25 ft. (77)		
		Freeway @ 50 ft. From Pavement Edge, 10:00 a.m. (76.6)	Living Room Music (76) TV-Audio, Vacuum Cleaner	70 dBA
60	MODERATELY QUIET	Air Conditioning Unit @ 100 ft. (60)	Cash Register @ 10 ft. (65-70) Electric Typewriter @ 10 ft. (64) Conversation (60)	60 dBA - 1/2 as loud
50		Largo Transformer @ 100 ft. (50)		

SOURCE: Modified from Melville C. Branch and R. Dale Beland, "Outdoor Noise in the Metropolitan Environment"  
Published by the City of Los Angeles, 1970, p.2.

Continuing search for more examples

## NOISE ELEMENT

end, Brotman Medical Center, Veterans Memorial Park, Fox Hills, and Syd Kronenthal Park. The long-term [24-hour Leq and Community Noise Equivalent Level (CNEL)] measurements were taken at six locations throughout the City (numbers 23-28 on Figure N-1, Noise Measurement Locations) were taken between July 28 and September 9, 1993. These measurements were taken in the areas of Blair Hills, Culver Crest, on Jefferson Boulevard near the Studio Drive-In, on the west side near Washington Boulevard, west of the intersection of the San Diego and Marina Freeways, and on the east side between Washington Boulevard and National Boulevard.

Table N-2, "Short Term Ambient Measurement Results", shows the location, start time of the measurement, and the primary noise source affecting the noise environment at each of the short-term noise measurement sites. All noise measurements were taken during the day between 9:00 A.M. and 4:00 P.M. When examining the short-term data in Table N-2, it is important to note that most of these sites were in the yards of homes that are close to a road. These data are intended to identify noise levels over a broad range of the City, and are not an assessment of impacts at these sites. In all cases the major sources of noise are motor vehicles on local streets. Table N-2 shows this very clearly. The maximum noise levels are usually owing to trucks or loud cars, with notable contributions from aircraft overflights and people (specifically children's activities near the microphone). The minimum noise levels occur when traffic is very light, when no cars or aircraft are passing by, and when child related activities are minimal.

Examples of various noise environments in terms of the Percent Noise Levels are shown in Figure N-2, "Examples of Daytime Outdoor Noise Levels". The results of the ambient long-term noise measurements are shown in Figures N-3, N-4, N-5, N-6, N-7, and N-8 (Long Term Measurement Result Sites 23 - 28, respectively). Shown in these figures are each measured one-hour Leq as well as the calculated CNEL for that 24-hour period. The first hour listed in Figures N-3

through N-8 is different because the measurements were started at different times of the day.

In Figures N-3 through N-8 the daily 24-hour variation in noise levels can be seen. The horizontal lines in this series are the CNEL (weighted 24-hour logarithmic average). The hours that have high peaks usually correspond to heavy traffic hours or some very loud peak noise event(s). Site 27 shows a very noisy one-hour period that corresponded to the gardener operating typical landscape maintenance equipment. There is a morning peak hour after which traffic noise remains somewhat consistent throughout the day. In the evening, traffic and noise decrease to very low levels in the middle of the night. This pattern is typical for an urban area.

*Sources of Noise.* Sources of noise in Culver City fall into two basic categories: transportation-related and stationary-related sources. Transportation-related noise sources can be categorized by freeways, aircraft overflights, and major and minor arterial roadways. These include noise from automobiles, trucks, motorcycles, and aircraft. Motor vehicle noise is of concern because it is characterized by a high number of individual events that often combine to create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. Aircraft operations, though infrequent, may generate high noise levels that can be disruptive to human activity.

Noise that falls into the stationary source category typically includes industrial and commercial noise, entertainment, sporting or other outdoor events at educational institutions, construction and maintenance noise, machinery noise, and passenger and delivery vehicle noise. Passenger and delivery vehicle noise is included with the stationary sources because the noise occurs at certain sites where the activity is generated. (Discussion continued on page N-15.)

*Note  
Not to scale.  
Narrow missing*

LEGEND

- (1) - (22) = 15 Minute Measurement  
[23] - [28] = 24 Hour Measurement

FIGURE N-1  
Noise Measurement Locations

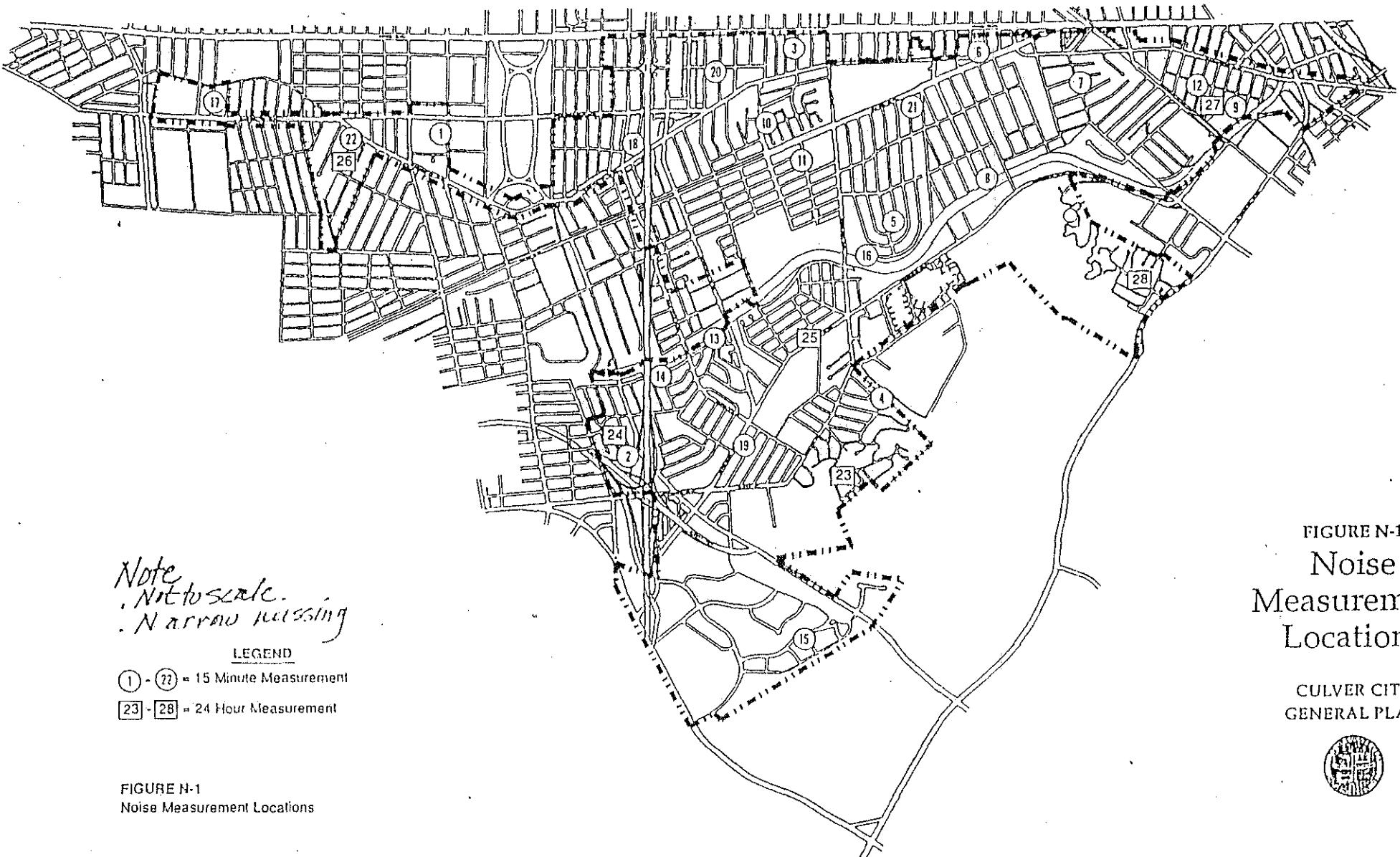
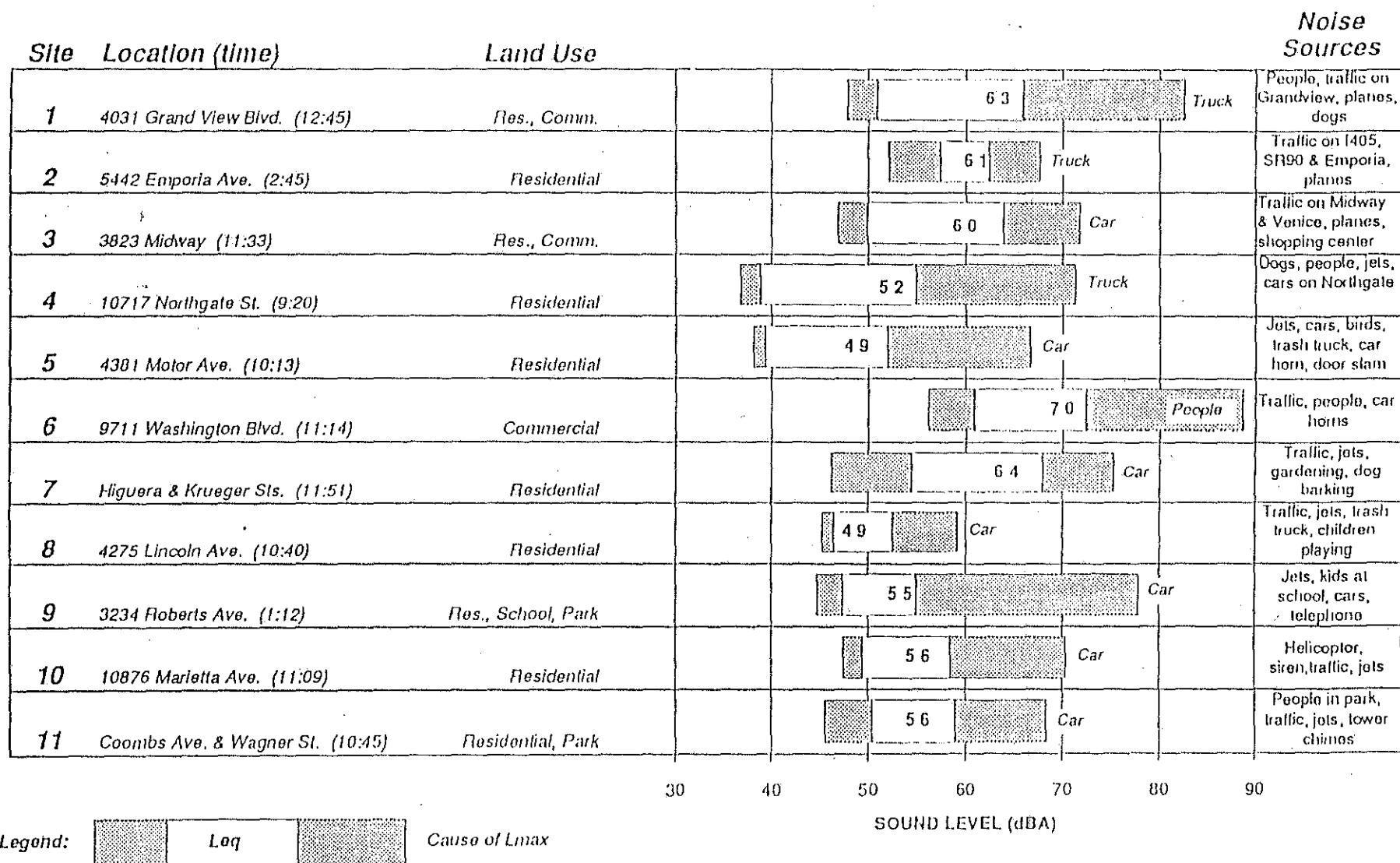


FIGURE N-1  
Noise  
Measurement  
Locations

CULVER CITY  
GENERAL PLAN

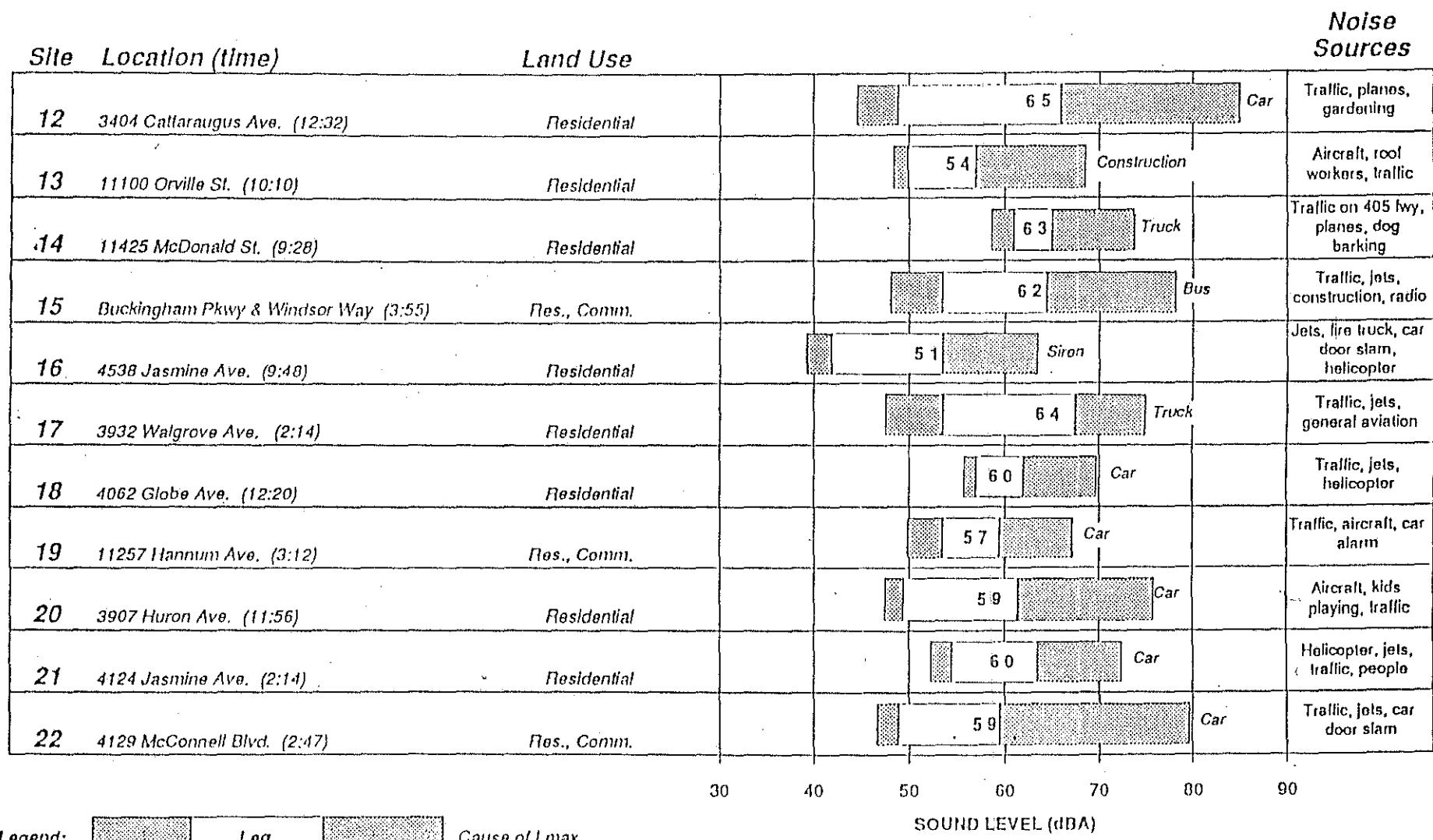


**NOISE ELEMENT**



**NOTE:** ALL NOISE MEASUREMENTS TAKEN DURING THE DAY  
BETWEEN 9:00 AM TO 4:00 PM

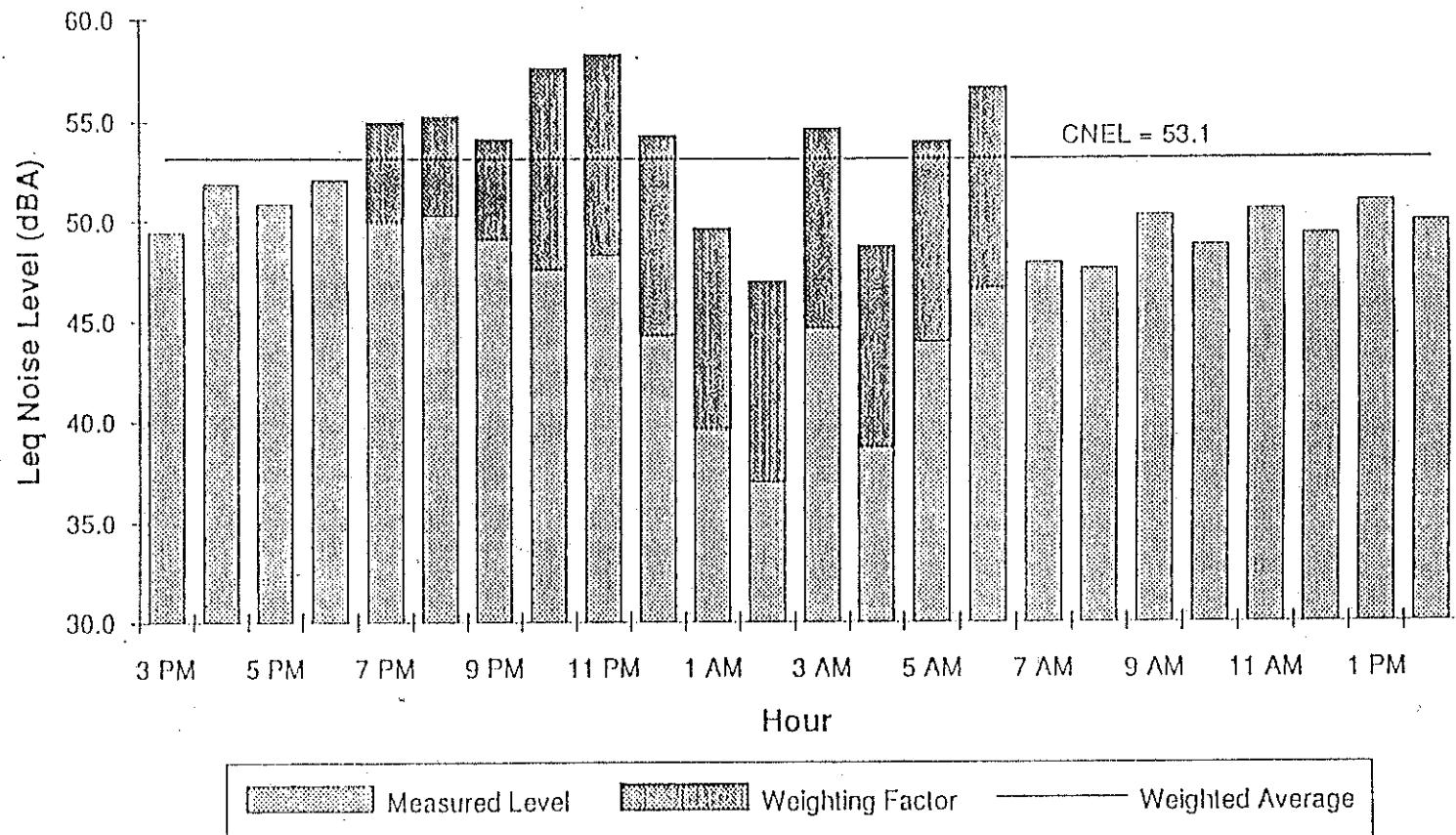
**TABLE N-2**  
**SHORT TERM AMBIENT MEASUREMENT RESULTS**



NOTE: ALL NOISE MEASUREMENTS TAKEN DURING THE DAY.  
BETWEEN 9:00 AM TO 4:00 PM

TABLE N-2 (Continued)  
SHORT TERM AMBIENT MEASUREMENT RESULTS

Hourly L<sub>eq</sub> Noise Levels and CNEL for Measurement Location 23  
10757 Stephon Terrace



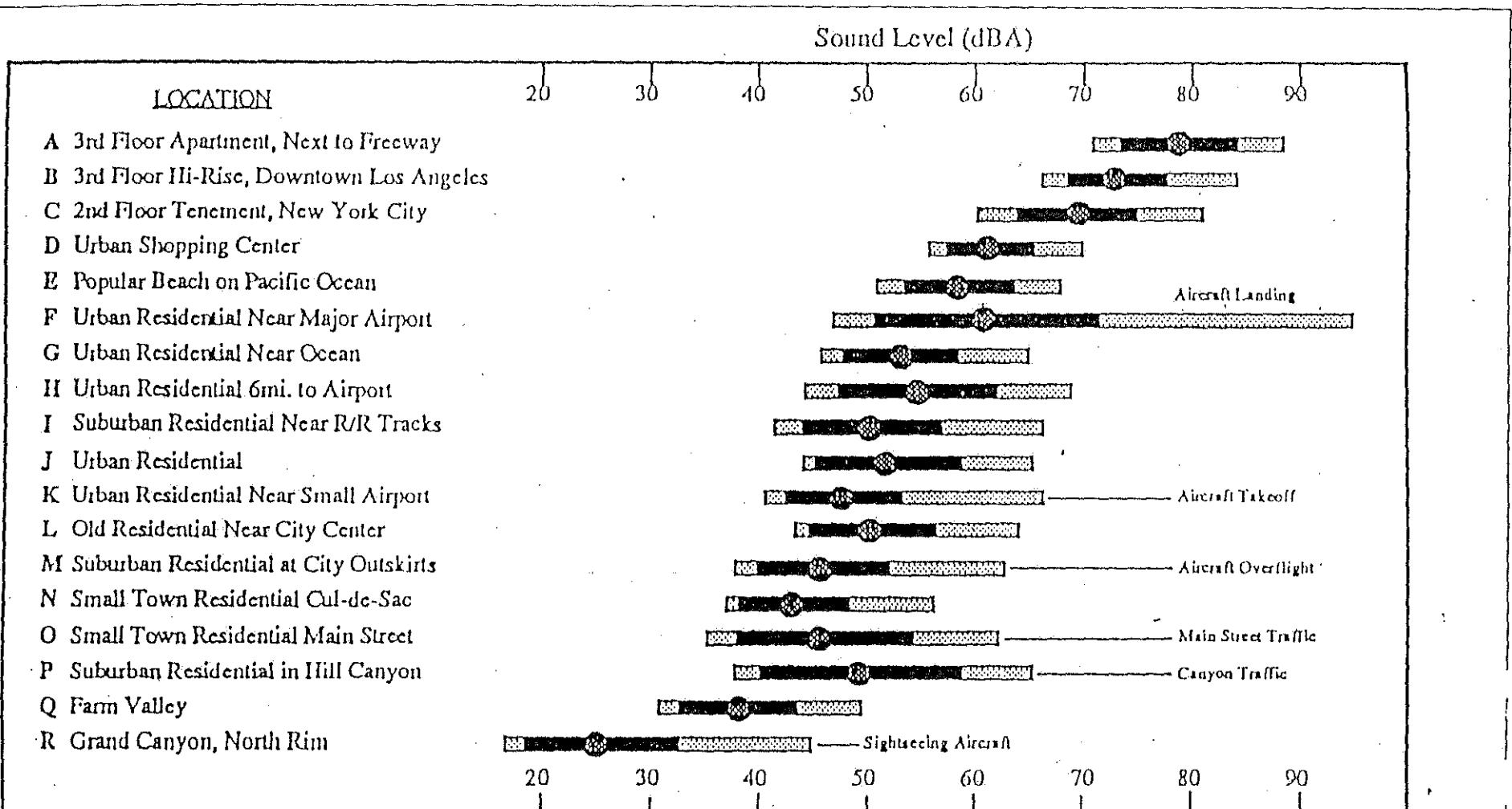
CULVER CITY  
GENERAL PLAN

N O I S E L O G I C M E T R Y E E L M E T R Y E E M E T R Y E

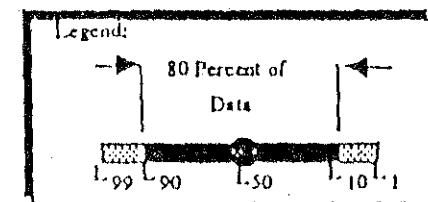
FIGURE 1

Long Term Measurement Results Site

8°N



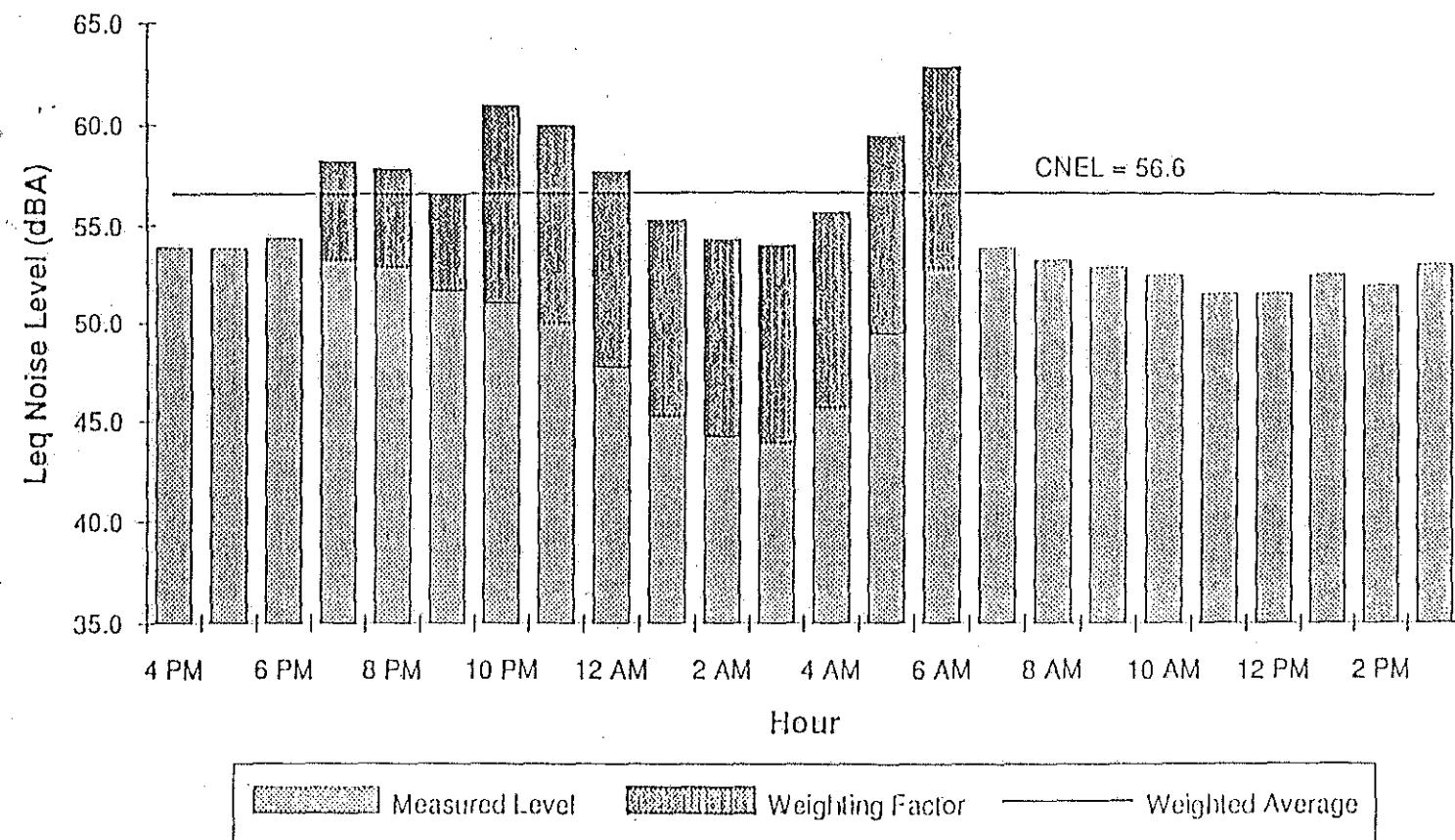
SOURCE: Community Noise, EPA, 1971



CULVER CITY  
GENERAL PLAN

FIGURE N-2  
Examples of Daytime Outdoor Noise Levels

Hourly Leq Noise Levels and CNEL for Measurement Location 24  
5408 Emporia Avenue

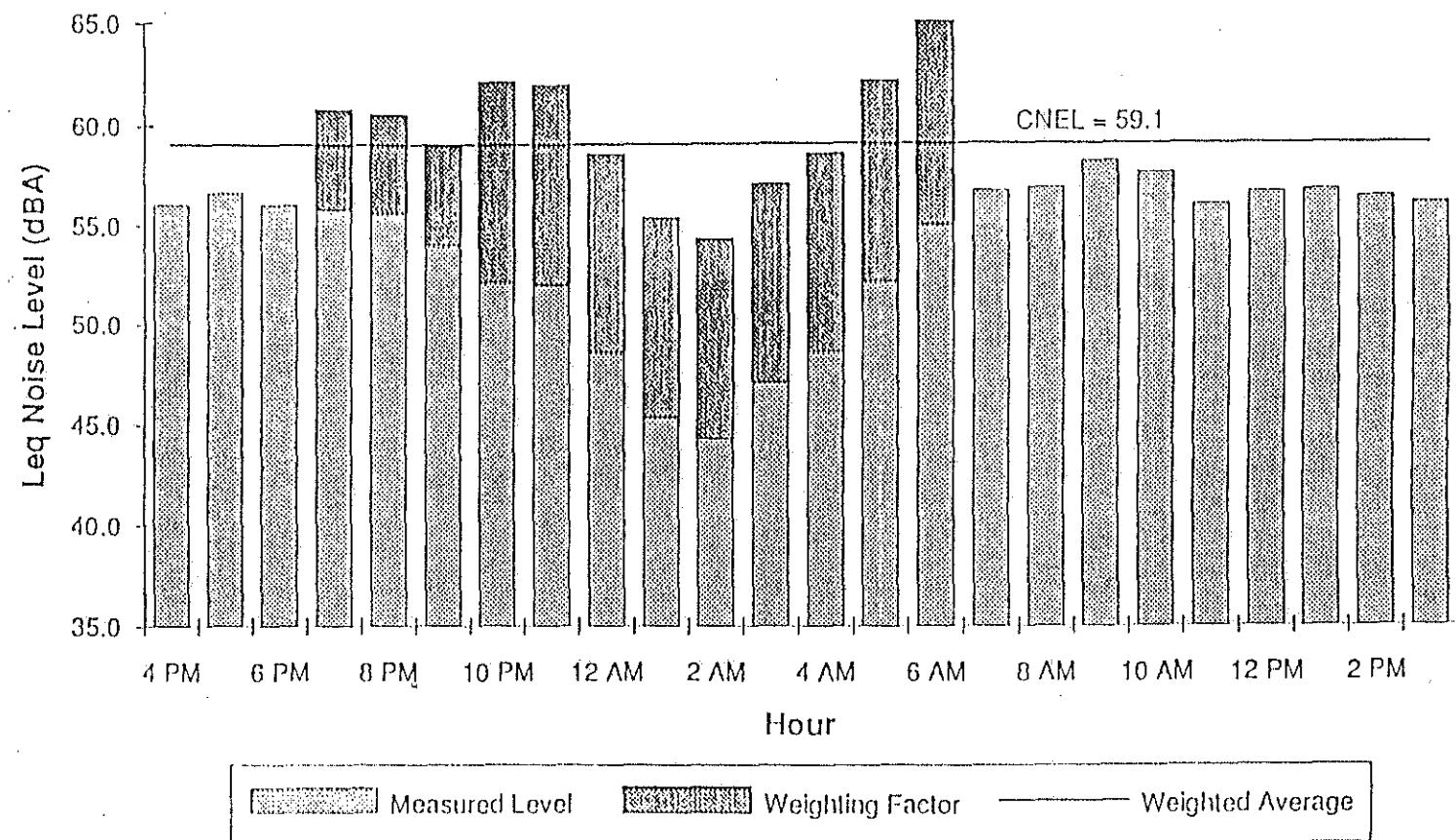


CULVER CITY  
GENERAL PLAN

FIGURE N-4

Long Term Measurement Results Site 24

**Hourly Leq Noise Levels and CNEL for Measurement Location 25  
10819 Jefferson Blvd.**



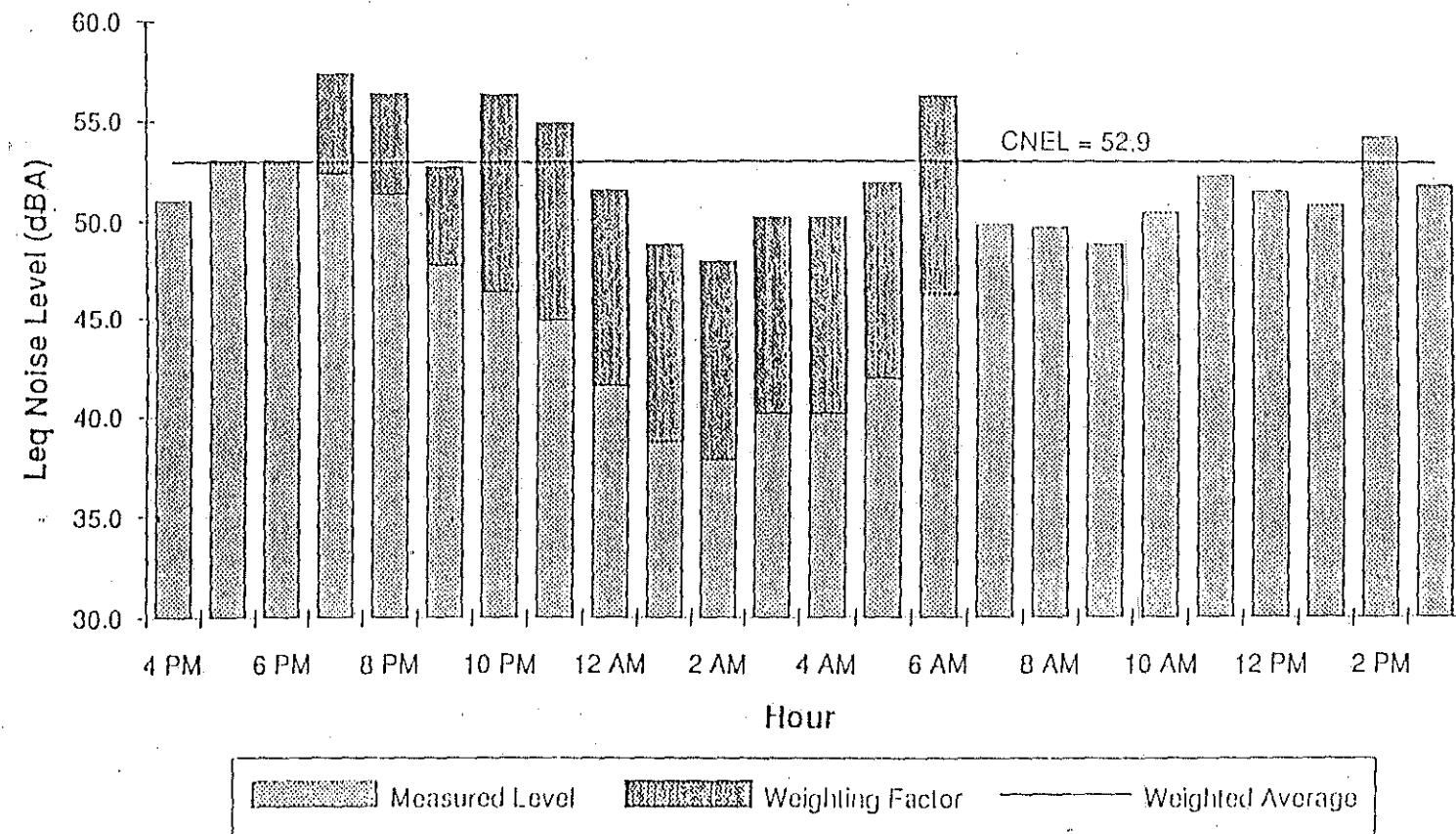
CULVER CITY  
GENERAL PLAN

FIGURE N

Long Term Measurement Results Site 2

N O I S E L E V E R G E N E R A L P L A N

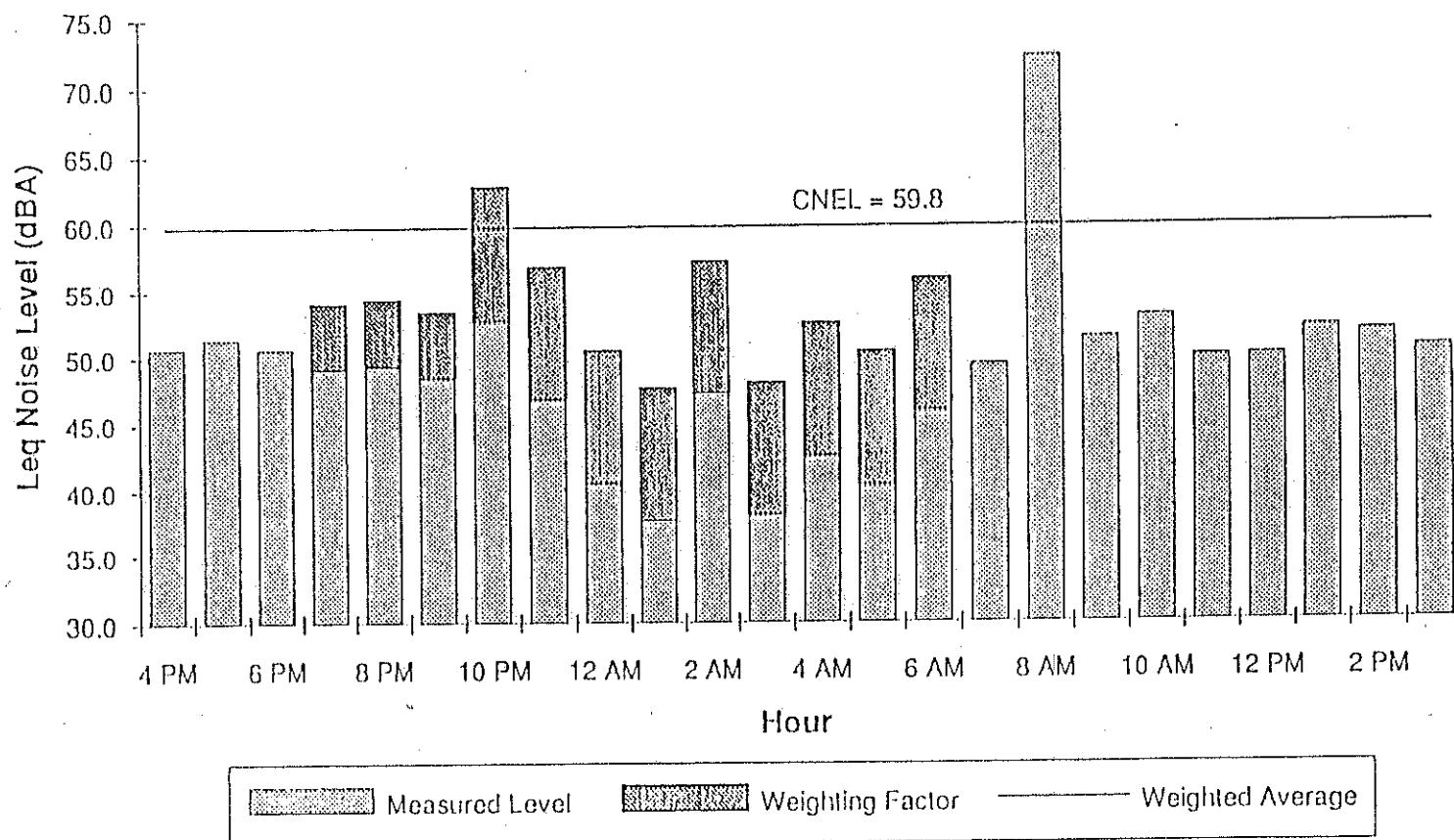
Hourly Leq Noise Levels and CNEL for Measurement Location 26  
4128 McConnell Blvd.



CULVER CITY  
GENERAL PLAN

FIGURE N-6  
Long Term Measurement Results Site 26

Hourly Leq Noise Levels and CNEL for Measurement Location 27  
3433 Fay Avenue



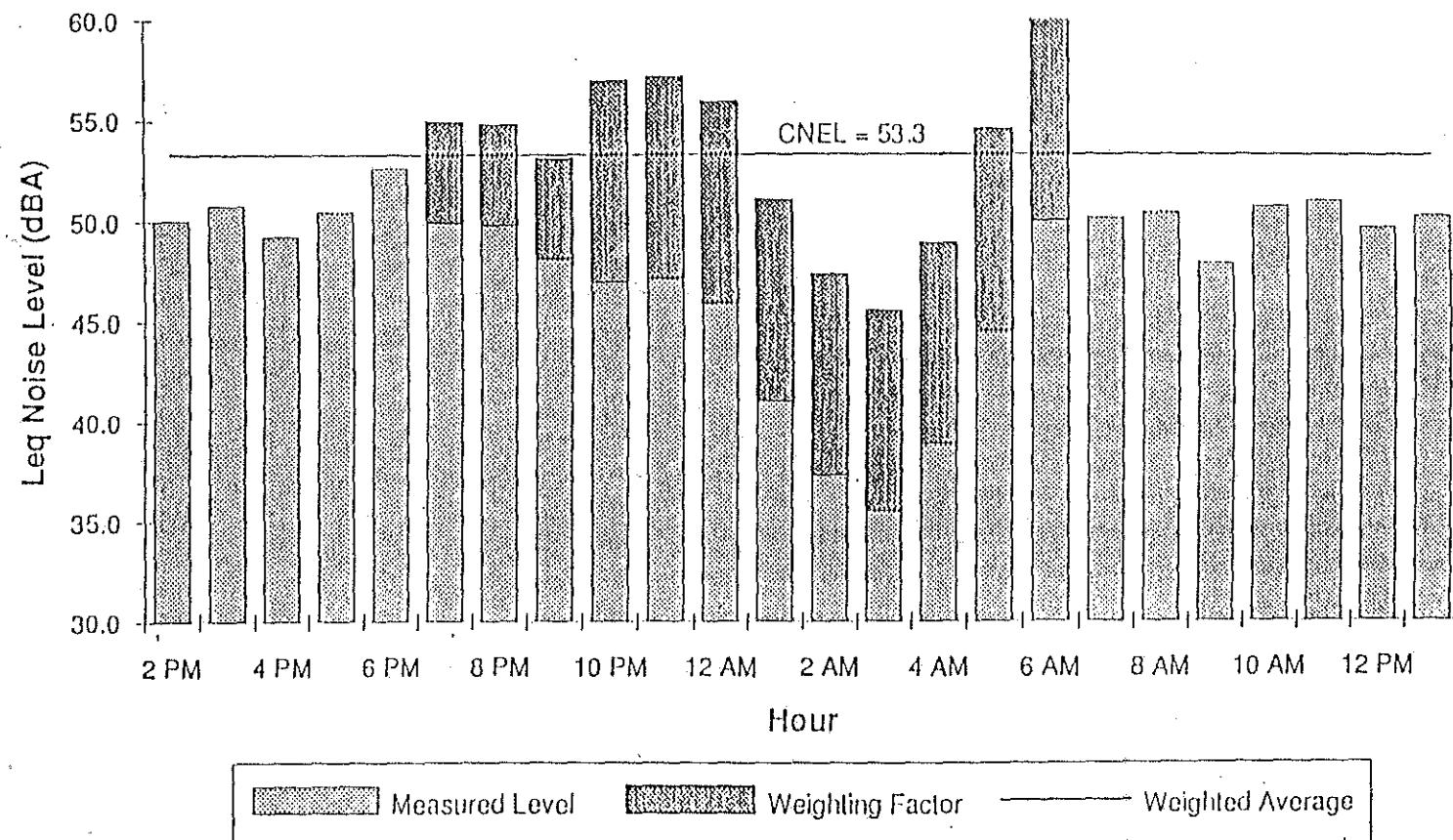
CULVER CITY  
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N O I S E L E V E R M E A S U R E M E N T S

FIGURE 1

Long Term Measurement Results Site N-12

Hourly Leq Noise Levels and CNEL for Measurement Location 28  
5922 Wrightcrest Drive



CULVER CITY  
GENERAL PLAN

FIGURE N-8  
Long Term Measurement Results Site 28.

In Culver City, these sources include business centers, such as Fox Hills Mall and Studio Village Shopping Center, employment centers that range in size from major movie studios, such as Sony Pictures Studios, to such small industrial operations as Westside Business Park; and institutional sources such as West Los Angeles College and the high school.—(Discussion continued on page N-15.)

Many of the smaller operations are located in strip-commercial zones along Washington and Sepulveda Boulevards adjacent to residential land use. The types of noise disturbance from stationary source activities can range from short-duration, loud events, such as trucks accessing the facility, as explained on page N-4, to continuous noise from mechanical sources, such as refrigeration units or compressors.

**Noise Problems.** Potential noise problems that are typically found in urbanized areas are grouped into five categories including late-night entertainment, construction and maintenance, machinery, vehicle noise (including aircraft), and general population noise.

*Late-night entertainment* (restaurants, bars, and clubs). The primary noise sources at venues supporting late-night entertainment are people and their automobiles at very late hours, and live or recorded music emanating from the establishments.

*Construction and maintenance noise.* The primary noise sources during construction and maintenance are excavating equipment, trucks traveling on and off site, and machinery and power tools required for the project. Although construction and maintenance activities may only occur from a few days to a couple of months, the noise levels from these activities can at times be quite high and very annoying to surrounding residents.

*Machinery noise.* The primary sources of machinery noise in residential areas include pumps from pools and spas, power tools in garages, gardening tools, and gasoline-powered leaf blowers. Specific

issues of concern are enforcing the noise ordinance, especially at night, and whether or not the ordinance is an effective means of controlling machinery noise.

*Vehicle noise.* This problem refers to night and early morning activity from passenger, and delivery and service vehicles including government vehicles, and aircraft and helicopter overflights of residential and/or commercial areas. The resulting noise from these activities is common and the adjacent neighbors are frequently disturbed.

*General population noise.* It is recognized that in a high-density urban area, the general population noise is higher than in low-density rural environments. The greater the number of persons who are placed closer together, the greater the overall noise level.

David O. Selznick Studio, 1930s (The Culver Studios), 1950s

## NOISE ELEMENT

**Noise Sensitive Receptors.** To assess completely the noise environment in the City, noise sensitive receptors must also be identified. Within Culver City, land uses that are sensitive to the noise environment include the following: residential neighborhoods, hotels and motels, trailer parks, long-term medical or mental care facilities, various public and private schools, libraries, business and professional office buildings, churches and other places of worship, concert halls and restaurants.

**Noise Measurement Survey Methodology.** Based upon the identification of major noise sources and the location of sensitive receptors, a noise measurement survey was conducted. The function of the survey was threefold: first, to determine the existing noise levels at noise-sensitive land uses; second, to provide empirical data for the correlation and validation of the computer-modeled noise environment; and third, to obtain an accurate description of the ambient noise levels in various neighborhoods throughout the City.

Noise contours for all of the major noise sources in Culver City were developed from the traffic levels for these sources. The contours are expressed in terms of the Community Noise Equivalent Level (CNEL). The existing conditions scenario is derived from 1991 traffic volumes and environmental conditions. The 1991 traffic volumes were used in the noise modeling because they represent the most recent comprehensive traffic survey conducted by the City.

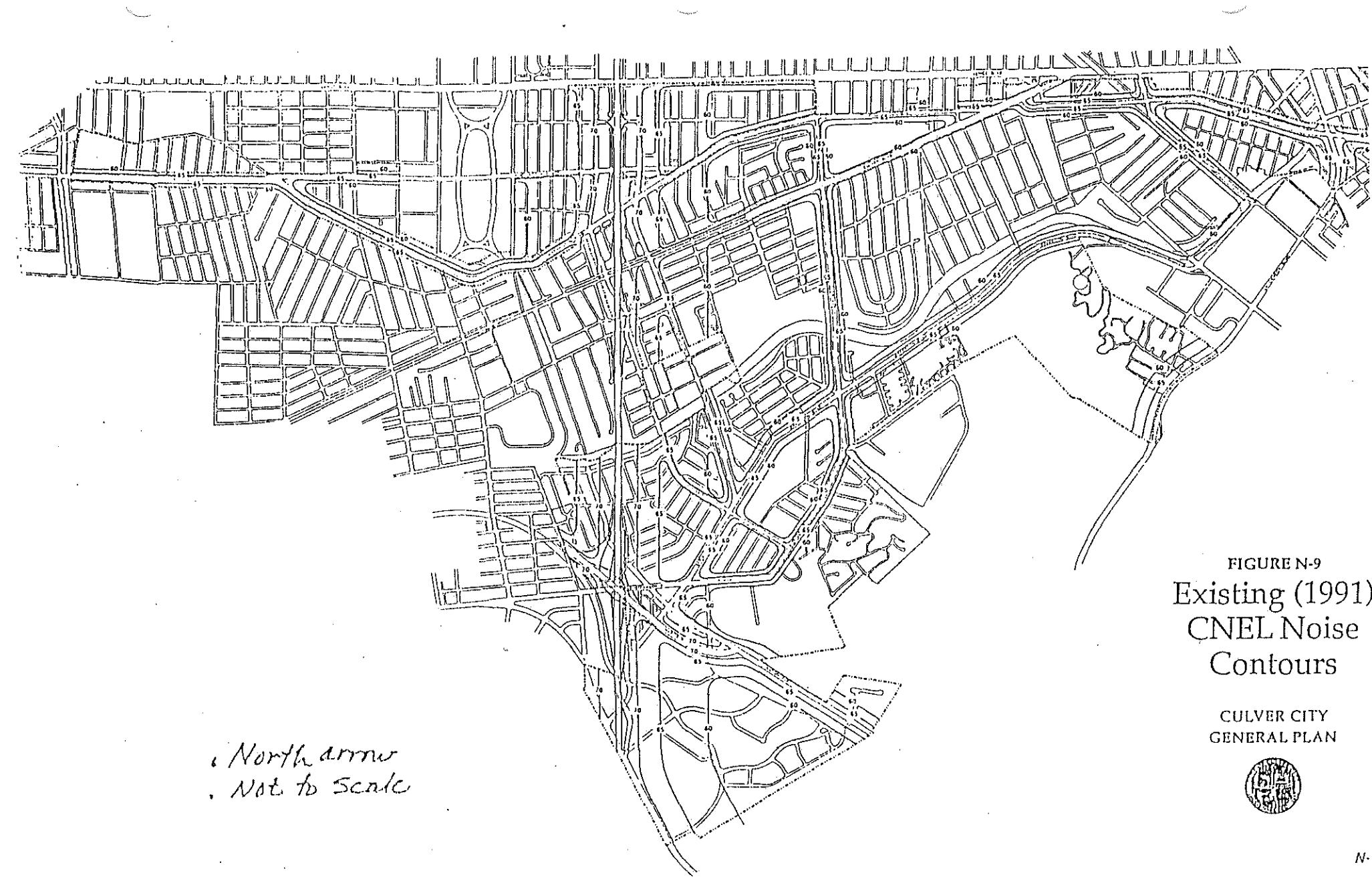
The noise environment in Culver City was modeled using a comprehensive noise measurement survey of existing noise sources and incorporating these results into computer noise models. Estimates of future noise levels were derived from computer noise models. The noise environment is commonly presented graphically in terms of lines of equal noise levels, or contours. The measurement and modeling are briefly described below.

**Community Noise Contours.** The existing and projected future noise contours for Culver City are presented in Figure N-9, "Existing (1991) Noise Contours" and Figure N-10, "Future (20010) Noise Contours" (Enlarged copies of these figures are provided in the pocket on the inside of the back cover). The contours are based on the existing and projected conditions of traffic within the City and reflect noise levels relative to the distance from major traffic corridors. The average daily traffic (ADT) volume, the traffic speed, and the percentage of automobiles and trucks are all factors that contribute to the calculation of the noise level for a given roadway. The methodology used for computing the noise contours is presented in the Culver City General Plan Noise Element Technical Appendix, in the EIR.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours shown on the map are the 60 and 65 decibels (dB) CNEL noise level for most roadways and 60, 65, and 70 dB CNEL contours for the San Diego (I-405)—and Marina (SR-90)—Freeways. Noise contours can be used as a guide for land use planning (see Findings discussion).

The contours presented in this report are a graphic representation of the noise environment. These distances to contour values are also shown in tabulated format in the General Plan Environmental Impact Report Technical Appendix. While topography and intervening buildings or barriers have a very complex effect on the propagation of noise, the topographic effect is not included in these contours, and therefore the contours represent a conservative result of the modeling information.

**Findings.** The predominate-predominant noise in Culver City, as in most other communities, comes from transportation-related noise sources, including motor vehicles. A number of freeways and arterial roadways are the source of significant noise levels for those



## NOISE ELEMENT

neighborhoods directly adjacent to them. Santa Monica Municipal Airport, located northwest of Culver City, and Los Angeles International Airport, located to the southwest, contribute to the noise environment. Additionally, helicopter operations result in some single-event disturbances from occasional overflights. The San Diego Freeway and Ballona Creek are established helicopter corridors with frequent operations.

Other noise within the City is from stationary-related sources, including industrial and commercial activities, site specific construction activities and site specific vehicular traffic. Construction traffic includes the movement of heavy equipment such as cranes, drilling rigs, earth movers and other equipment found primarily at construction sites and not generally on local arterials. The noise environment in Culver City is typical of what would be expected within a major urban area such as the Los Angeles Basin.

Noise measurement sites 1 - 10 were at or near locations used in the 1974 Noise Element. Seven sites were in areas that are primarily residential; and three sites were by the freeways, in a commercial area, and in a residential area adjacent to commercial development. The average noise level for the seven residential measurements made in 1974 was about 55 dBA Leq. The average noise level for these measurements in 1993 was about 56 dB Leq. This shows that growth throughout the City in the past 20 years has had a small effect on the ambient noise level in the residential areas in the City. One of the remaining sites, Site 2, was near the transition road from the southbound San Diego Freeway to the westbound Marina Freeway, and the 1993 measurement was about 6 dB quieter than in 1974. This change is due primarily to the construction of a wall along the transition road. The recent measurement at Site 7 was influenced by a gardener's power tools, subsequently the level was 10 dB higher than the previous measurement. The recent measurement at Site 6 picked up traffic on Washington Boulevard, and as a result was about 11 dB higher than previously.

The noise measurement sites and the levels measured in 1974 and in 1994 are listed below. Also listed are projected noise levels at these locations for the year 2010. Residential areas throughout the City may experience about the same increase as has been seen over the past twenty years. The areas located next to arterials and freeways will see an increase in noise level directly proportional to the traffic volume on the adjacent roadway.

SITE	dB LEVEL IN 1974	dB LEVEL IN 1994	dB LEVEL IN 2010
1	61	63	63
2	67	61	62
3	56	60	62
4	54	52	53
5	50	49	49
6	59	70	71
7	54	64	55
8	53	49	51
9	54	55	55
10	58	56	57

**VISION FOR THE NOISE ELEMENT.** The vision for the Culver City General Plan Noise Element is to protect and enhance the quality of life the residents enjoy by minimizing the impacts of any existing or future projects on those who live in the City. This may be accomplished by coordinating circulation and land usage for maximum protection against noise exposure from impacts of future projects (such as a light rail system, a major employment center or retail centers). Updating mitigation measures is important to ensure that future projects implement the latest proven technologies to reduce the generation of noise at the source. A local government has little direct control of certain transportation noise at the vehicle source because of preemption by the State and Federal Government. The City, however, can effectively mitigate transportation noise and reduce the impact of the noise onto the community through the use of noise barriers, land-use planning, site-design review, circulation improvements, truck access restrictions, and enforcement of a noise ordinance.

To support this vision for the Noise Element of the General Plan, the City has the following goal:

- *A peaceful community that minimizes noise disturbance.*

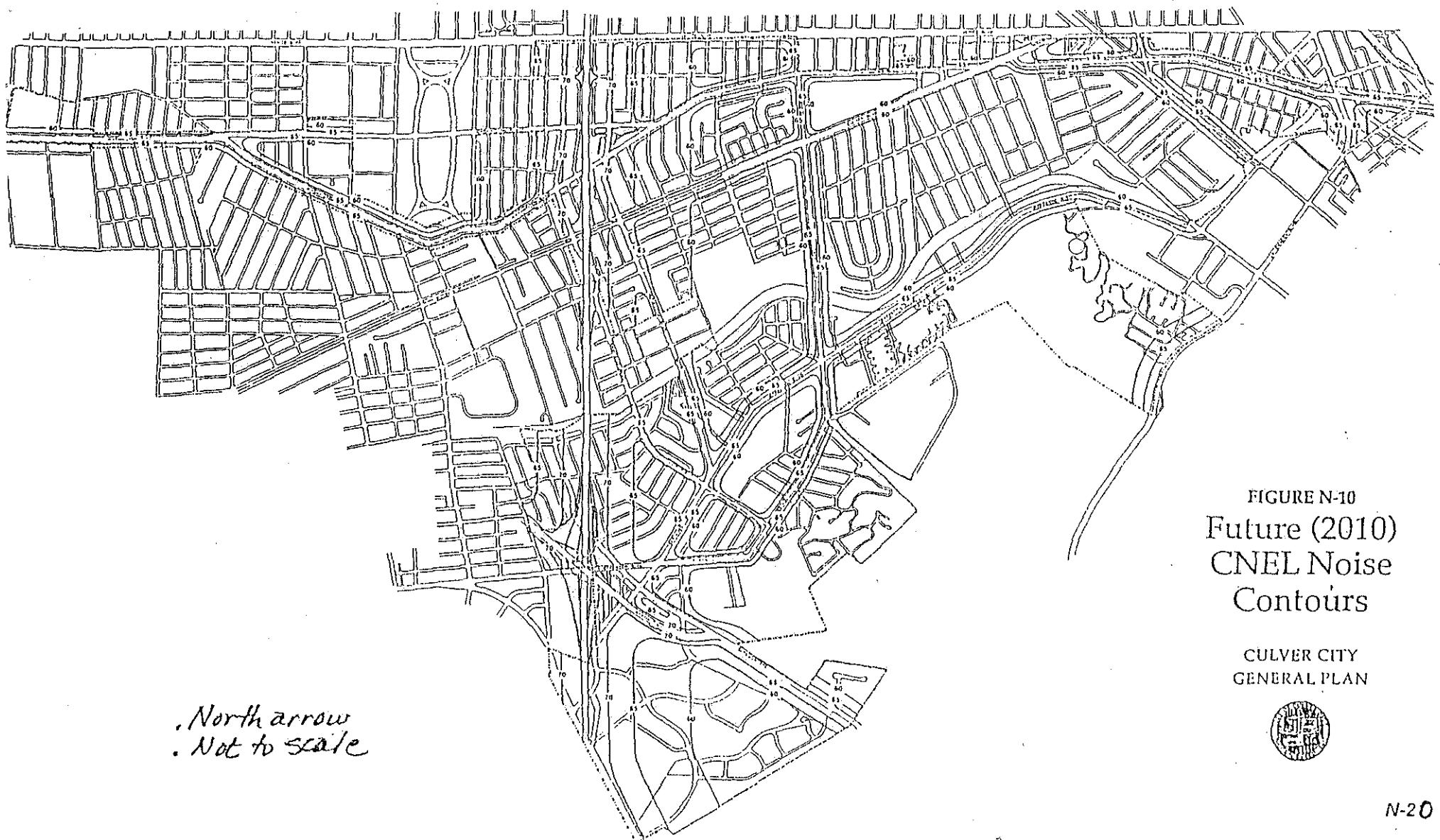


FIGURE N-10  
Future (2010)  
CNEL Noise  
Contours

CULVER CITY  
GENERAL PLAN



North arrow  
Not to scale

**STANDARDS.** The Culver City Noise Standards are developed from those of several Federal and State agencies including the Federal Highway Administration, the Environmental Protection Agency, the Department of Housing and Urban Development, the American National Standards Institute, and the State of California Department of Health Services. These standards set limits on the noise exposure level for various land uses. Table N-3, "Interior and Exterior Noise Standards," lists interior and exterior noise level standards and the type of occupancy to which they should be applied.

The San Diego, Freeway-(I-405)-and-the-Marina Freeway, (SR-90) and Santa Monica Freeways fall under the jurisdiction of the California Department of Transportation (Caltrans) (As indicated on page N-2, Santa-Monica-Freeway-noise-does-not-impact-Culver-City). In order to obtain mitigation measures from Caltrans, the noise from the freeway must exceed a peak-traffic-hour noise standard of 67 dB Leq. This standard applies to the first row of homes closest to the freeway. Mitigating the noise from any other arterial in the City is under the jurisdiction of Culver City. The standards adopted by the City are applied as evaluation criteria to control noise at various land uses from exterior sources. These standards are listed by land use below.

**Noise Sensitive Land Uses** include single family, multi-family and mobile homes, hotels and motels, long-term medical or mental care facilities, schools, libraries, business and professional office buildings, churches and other places of worship, concert halls and restaurants. The exterior living area of these uses includes single family private yards, and multi-family patios or balconies which are greater than six (6) feet in depth. The State of California currently makes no exterior or interior noise requirements with regard to single family detached homes. The City should consider setting the exterior and interior noise standards for single family detached homes to 65 dB CNEL exterior and 45 dB CNEL interior.

**Commercial Type Residential Land Uses** include hotels, motels and places for transient lodging. The exterior living area of these uses includes common use areas. The exterior and interior noise standard for these land uses is 65 dB CNEL exterior and 45 dB CNEL interior. The California Noise Insulation Standards (California Administrative Code, adopted February 22, 1974) requires that "Interior community noise levels (CNEL/LDN) attributable to exterior sources shall not exceed an annual CNEL or LDN of 45 dB in any habitable room, with windows closed." The requirements states that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The State also requires that residential buildings or structures proposed to be located within the 60 dB contour be flagged for a noise study. Any such buildings adjacent to thoroughfare, railroad or rapid-transit routes shall require an acoustical analysis showing that the proposed building has been designed to limit intruding noise to the allowable interior noise level of 45 dB CNEL.

**Commercial, Industrial and Institutional Land Uses** include retail stores, restaurants, office buildings auditoriums and movie theaters. These land uses are only subject to interior noise standards since normal business or these types of recreational activities generally are not conducted outside. The interior noise standard for amphitheaters, movie theaters, concert halls, auditoriums, meeting halls, movie theaters, hospitals, churches, school classrooms, day care facilities and libraries is 45 dB CNEL. The interior noise standard for gymnasiums, office buildings, research and development facilities, professional offices and City office buildings is 50 dB CNEL. The interior noise standard for commercial retail stores, banks, restaurants and sports clubs is 55 dB CNEL. The interior noise standard for manufacturing, warehousing, wholesaling and utilities is 65 dB CNEL.

PROPOSED LAND USE CATEGORIES		DESIGN STANDARD CNEL	
CATEGORIES	USES	INTERIOR	EXTERIOR
RESIDENTIAL	Single Family, Duplex Multiple Family	45*	65
	Mobile Home	---	65°
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Hotel, Motel, Transient Lodging	45	65†
	Commercial Retail, Bank Restaurant	55	---
	Office Building, Research and Development, Professional Offices, City Office Building	50	---
	Amphitheater, Concert Hall Auditorium, Meeting Hall	45	---
	Gymnasium (Multipurpose)	50	---
	Sports Club	55	---
	Manufacturing, Warehousing, Wholesale, Utilities	65	---
	Movie Theatres	45	---
INSTITUTIONAL	Hospital, Schools' Classroom	45	65
	Church, Library	45	---
OPEN SPACE	Parks	---	65

**INTERPRETATION**

INTERIOR NOISE ENVIRONMENT EXCLUDES:  
Balloons, toilets, closets and corridors.

EXTERIOR NOISE ENVIRONMENT LIMITED TO:  
Private yards of single family homes  
Multi-family private patio or balcony which is greater than  
6 feet in depth, and is not a required emergency fire exit  
as defined in the UBC.  
Mobile home parks  
Hospital patios  
Park's picnic area  
School's playground  
Hotel and motel recreation area

- Noise level requirement with closed windows. Mechanical ventilation system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of the 1974 UBC.

- Exterior noise levels should be such that interior noise level will not exceed 45 dB CNEL.

† Except those areas affected by aircraft noise.

--- No applicable standard

**TABLE N-3.**  
**INTERIOR AND EXTERIOR NOISE STANDARDS**

SOURCE: Mestre Greve Associates

**CRITERIA FOR DEVELOPING NOISE SOURCE REGULATIONS.** The underlying purpose of the Noise Element is to provide guidelines to limit community exposure to excessive noise levels, and to integrate this information into land use planning decisions. In addition to the standards previously discussed, criteria have been developed to establish the qualitative basis or ground rules for the City's noise regulations.

**Land Use Compatibility of Noise Sources and Receptors.** A primary means of protecting the quality of life within a community is through the distribution of land uses. Determining the compatibility of noise sources and receptors becomes one of the gauges for such decision making. This is achieved by establishing standards and criteria that specify acceptable limits of noise for various land uses throughout the City. The recommended criteria used to assess the compatibility of proposed land uses with the noise environment are presented in Table N-4, "Land Use/Noise Compatibility Matrix."

A complete list of noise levels generated from either stationary or transportation-related sources and land uses with which they are compatible is given in this table. Noise concerns are incorporated and addressed in Culver City's land use planning to reduce future noise and land use incompatibilities.

Table N-4 is used in the land planning stage of the development process. It is used to identify project opportunities and constraints. In conjunction with Figure N-9, "Existing (1991) CNEL Noise Contours," this matrix may be used to determine whether a certain type of land use is appropriate in a particular CNEL zone. For example, a residential use in a 60-70 CNEL zone would only be appropriate with certain mitigation. In locations where noise levels impact mixed-use areas, where some receptors are more sensitive to noise than others, the noise level should be mitigated to the more sensitive land use standard.

The Exterior/Interior Noise Standards shown in Table N-3 are the actual design standards that should be used in the project design stage of new projects in the City. Compliance with these standards should be required in the Conditions of Approval or other project requirements and evaluated as part of the City's development review and building permit plan check.

In conjunction with land use distribution decisions, the adoption of a comprehensive noise ordinance is a major tool in protecting the community from excessive noise. Such an ordinance would regulate stationary and transportation-related noise sources.

**Regulation of Stationary Noise Sources.** The primary goal in regulating stationary noise sources is to protect residential land uses and other identified noise sensitive uses. The impacts from these noise sources are most effectively controlled through the adoption and application of a City Noise Ordinance. The Noise Ordinance should include effective measures against noises like commercial and industrial activities, construction noise, late-night entertainment, spa and pool equipment, air-conditioners, or loud music from establishments; means to control the noise of persons leaving places of entertainment. In order to control noise generated from stationary sources, and single event noise, standards should place a limit on the noise level and the time that noise may occur during any hour of the day. A penalty of an appropriate amount, e.g., 5 dBA, should be incorporated for pure tone noise. Typical noise ordinance levels and durations are listed as follows:

DAYTIME LEVELS (7:00 a.m. - 10:00 p.m.)	NIGHTTIME LEVELS (10:00 p.m. - 7:00 a.m.)	DURATION
55 dBA-Leq	50 dBA-Leq	30 minutes
60 dBA-Leq	55 dBA-Leq	15 minutes
65 dBA-Leq	60 dBA-Leq	5 minutes
70 dBA-Leq	65 dBA-Leq	1 minute
75 dBA-Leq	70 dBA-Leq	NEVER

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This means that 55 dBA L<sub>eq</sub>-may not be exceeded for more than 30 minutes out of any hour between 7:00 a.m. and 10:00 p.m. These standards refer to the average noise levels (L<sub>eq</sub>)—of short term measurements (10-15-min.)—made at the property line of the noise sensitive receptor. They should not be confused with the long term CNEL measurement.

It is also important that the City develop procedures which enforce these standards. Mitigation of construction and maintenance noise is largely dependent upon enforcement of the noise ordinance and adequate consideration of construction noise impacts during the planning, review and approval of projects in or adjacent to established residential or other noise sensitive areas.

*Regulation of Transportation-Related Noise Sources.* Within Culver City there are a number of transportation-related noise sources, including freeways, aircraft overflight corridors, major arterials, and collector roadways, that are major contributors of noise. Policies to reduce their influence on the community noise environment are an essential part of the Noise Element. In brief, these policies include coordinating with the California Department of Transportation (Caltrans); to complete the installation of freeway noise barriers appropriate noise mitigation measures along I-405—the San Diego, Santa Monica, and Marina Freeways to effectively attenuate freeway noise for existing noise sensitive land uses. The City should shall coordinate with the Metropolitan Transportation Agency—Authority (MTA) to ensure that the noise mitigation measures are integrated into the design of future light-rail-projects near noise sensitive land uses. The City should encourage the use of equipment which includes the latest in noise reduction technology. Limit truck movements to those arterials designed to handle the traffic, and those located farther from noise sensitive areas. Coordinate with the Air Traffic Control Division of the FAA regarding any possible future changes in flight paths of helicopters and aircraft into and out of LAX and Santa Monica

Airport. Encourage new departure or arrival tracks be diverted away from the city to limit the exposure of aircraft noise. A complete list of the policies to help control transportation-related noise are listed in the subsequent section.

**NOISE ELEMENT**

PROPOSED LAND USE CATEGORIES		COMPATIBLE LAND USE ZONES						
CATEGORIES	USES	CNEL <55	55- 60	60- 65	65- 70	70- 75	75- 80	CNEL >80
RESIDENTIAL	Single Family, Duplex Multiple Family	A	A	B	B	C	D	D
RESIDENTIAL	Mobile Home	A	A	B	C	C	D	D
COMMERCIAL	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
COMMERCIAL	Commercial Retail, Bank Restaurant, Movie Theatres	A	A	A	A	B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
COMMERCIAL INSTITUTIONAL	Amphitheater, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
COMMERCIAL	Children's Amusement Park, Miniature Golf Course, Go-Cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
INSTITUTIONAL	Hospital, Church, Library Schools' Classroom, Day Care	A	A	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Courses, Country Clubs, Nature Centers, Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
AGRICULTURE	Agriculture	A	A	A	A	A	A	A

SOURCE: Mesta Grove Associates

**INTERPRETATION**

**ZONE A - CLEARLY COMPATIBLE**

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

**ZONE B - COMPATIBLE WITH MITIGATION**

New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction with closed windows and fresh air supply systems or air conditioning, will normally suffice. Note that residential uses are prohibited with Airport CNEL greater than 65 dB.

**ZONE C - NORMALLY INCOMPATIBLE**

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

**ZONE D - CLEARLY INCOMPATIBLE**

New construction or development should generally not be undertaken.

**TABLE N-4  
LAND USE/NOISE COMPATIBILITY MATRIX**

### ***GOAL:*** *A community that minimizes noise disturbance.*

Culver City is exposed to noise from a number of sources throughout the City. Most of the noise in the City is generated by traffic on the major and minor arterial roadways, with the San Diego Freeway (I-405)—being the largest single contributing noise source in the community. Aircraft overflights, including helicopters, from neighboring Los Angeles International and Santa Monica Municipal Airports also affect the residents of the City. Potential noise from future construction, maintenance, and possible rail-transit projects also are a concern to the residents.

### ***OBJECTIVE 1. Land Use Compatibility.*** Ensure the compatibility of adjacent land uses with regard to noise sources and receptors.

**Policy (1.A)** Ensure the consistent application of adopted noise standards and criteria in the review of all discretionary land use decisions.

**Policy (1.B)** Reexamine the City's noise regulations Ordinance on a regular basis to ensure its effectiveness.

**Policy (1.C)** Ensure the effective enforcement of the City, State and Federal noise levels by all appropriate City departments, and maintain coordination among the agencies involved in noise abatement.

**Policy (1.D)** Investigate the opportunity to construct barriers to mitigate sound emissions where necessary and where feasible.

**Policy (1.E)** Identify mediation techniques to help neighbors resolve their differences and be more considerate of the effects of noise.

### ***OBJECTIVE 2. Stationary Noise Sources.*** Protect those areas that are or may be subject to unacceptable noise from stationary noise sources.

**Policy (2.A)** Create a comprehensive ordinance establishing noise regulation criteria, and standards for noise sources and receptors to include but not be limited to the following: (see Implementation Measure 1):

- Standards for temporary and "event" noise sources, such as carnivals and entertainment productions.
- Noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses, such as schools, hospitals, convalescent homes, and libraries.
- State Uniform Building Code (UBC) standards for interior community noise levels applied to single-family dwellings.
- Standards for mechanical equipment such as fans, air conditioners, compressors, and exhaust vents.
- Temporary sound barrier installation at construction sites if construction noise is impacting nearby noise sensitive land uses.
- Noise abatement and acoustical design criteria for construction and operation of any new developments.

**Policy (2.B)** Require addition of noise reduction features to all existing and proposed stationary-related noise sources which exceed established noise standards to reduce impacts on noise sensitive land uses.

**Policy (2.C)** Coordinate standards and policies with sponsors of sporting events and other outdoor noise generating activities.

*Policy (2.D)* Pro-actively enforce noise amplification laws concerning nuisances such as car radios, garage bands, boom boxes, and car alarms.

image to be provided in final document

(transit image)

**OBJECTIVE 3. Transportation-Related Noise Sources.** Protect those areas that are or may be subjected to unacceptable noise from transportation noise sources.

*Policy (3.A)* Participate with regional transportation agencies in the planning and development of future transportation corridors, including mass transportation, to include noise abatement measures that comply with Culver City standards.

*Policy (3.B)* Coordinate with regional transportation agencies to—incorporate—sound—attenuation—the installation of appropriate noise mitigation measures, including sound walls, along existing freeways and roadways, to mitigate existing noise impacts and as a component in any improvements to existing freeway and roadway facilities.

*Policy (3.C)* Reduce transportation noise by including noise mitigation measures in the design of new roadway projects and through the coordination of routing.

*Policy (3.D)* Coordinate with the Air Traffic Control Division of the FAA regarding any future changes in flight paths of helicopters and jets.

*Policy (3.E)* Mitigate City-controlled transportation-related noise sources (vehicles, etc.) through a program of technological modifications (e.g. mufflers on buses).

*Policy (3.F)* Limit truck movements to those arterials designed to handle the traffic, and those located farther from noise sensitive areas.

## Implementation Measures

### NOISE ELEMENT

The following section lists the recommended implementation measures for objectives and policies in the Noise Element. Strategies include creation of a comprehensive noise ordinance, measures to address freeway noise, development of standards for land use compared with acceptable noise exposure levels, and reduction of construction noise.

**MEASURE 1. CREATE A COMPREHENSIVE NOISE ORDINANCE ESTABLISHING NOISE REGULATIONS AND STANDARDS.** The most effective method to control community noise impacts from stationary-related, or non-transportation, noise sources is through application of the City's noise regulations and standards. This revision should consider including, but not be limited to, the following concepts:

**A. Equivalent Noise Level (L<sub>eq</sub>).** Establish the noise ordinance metric as an "Equivalent Noise Level" (L<sub>eq</sub>) measurement to facilitate easier measurements. In some cases this will reduce the complexity of equipment needed to do the measurements and result in a clearer more readily usable measurement result.

**B. Consolidate Regulations** Consolidate noise and nuisance regulations found in various sections of the Culver City Municipal Code into one noise ordinance. Establish specific noise level limits that can be enforced by objective, scientific measurements. Consider adoption of a pure tone penalty of an appropriate amount.

**C. Ban Gasoline-Powered Leaf Blowers.** Enact a ban on gasoline powered leaf blowers.

**D. Annoyances.** Adopt guidelines for the regulation of annoying sounds, including:

- *Kennels* - should be subject to noise standards and compliance measurements.
- *Animals* - such as barking dogs.

- *Alarms* - including those for houses, cars and business.
- *Engines and motors* - including stationary operating vehicles.
- *Mechanical equipment on buildings* - such as fans, air conditioners, vents and compressors. Should be subject to noise standards and compliance measurements.
- *Amplified sounds* - including car radios, bands, boom boxes and home stereos.

**E. Human Noise.** Recognize that some neighborhood noise problems are best handled through action by public safety personnel (for example, loud parties) and some through enhanced communication between neighbors. This latter idea is meant to address the more human side of noise complaints between neighbors. The City should develop a mediation program to enhance communication between neighboring uses with noise complaint issues. To address the human side of some noise problems, particularly those between arguing or feuding neighbors (residential or commercial or mixed use), enhanced communication between neighbors may bring the best resolution to these types of problems. Develop and maintain dialogue with extended hour businesses as a means of controlling late night noise conflicts.

**F. Temporary and Special Events.** Establish noise level standards for temporary and "event" noise sources, such as carnivals and entertainment productions. Include in the City's regulations, standards for location criteria, and requirements for temporary noise barriers to protect sensitive receptors.

**MEASURE 2. COORDINATE WITH TRANSPORTATION AGENCIES AND DEPARTMENTS.** Coordinate with the California Department of Transportation (Caltrans); to complete the installation of freeway-appropriate noise barriers-mitigation measures along I-405 the San Diego, Santa Monica, and Marina Freeways to effectively attenuate existing freeway noise for existing noise sensitive land uses. The City should encourage the employment of noise mitigation measures in the improvement of freeways or arterial roadways and

support efforts by the transportation agencies to provide for acoustical protection for existing noise sensitive land uses affected by these projects. In particular, when Caltrans seeks environmental clearance for any freeway improvement projects (such as widening and/or HOV lanes), the City should seek to require Caltrans to complete appropriate noise barriers-mitigation measures as part of that project as such projects are likely to occur prior to other noise barrier-mitigation programs.

Coordinate with the Metropolitan Transportation Agency-Authority (MTA) to ensure that noise mitigation measures are integrated into the design of future light-rail projects near noise sensitive land uses. The City should encourage the use of equipment which includes the latest in proven noise reduction technology.

*A. Provide Noise Barriers.* Mitigate traffic noise through identifying locations for construction of a noise barrier (wall, berm, or combination wall/berm) and coordinate with related transportation agencies to encourage the development of such barriers. Identify specific locations where noise barrier can break the "line of sight" between the source and receiver. The greater the distance the noise must travel around the barrier to reach the receiver, the greater the noise reduction value of the barrier.

*B. Continued Evaluation of Truck Routes.* Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses. Limit truck movements to those arterials designed to handle the traffic, and those located further from noise sensitive areas.

*C. Coordination with State Agencies.* Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and Culver City Police Department.

*D. Coordinate with the FAA.* Coordinate with the Air Traffic Control Division of the FAA regarding any possible and future changes in flight paths of helicopters and other aircraft into and out of LAX and Santa Monica Airport. Encourage new departure or arrival tracts to diverted away from the City to limit the exposure of aircraft noise.

**MEASURE 3. CONTINUE TO ENFORCE NOISE REGULATIONS AND STANDARDS.** Continue to enforce the State of California Uniform Building Code that specifies that the indoor noise levels for residential living spaces not exceed 45 dB CNEL due to the combined effect of all noise sources. Continue to enforce the City's noise regulations.

*A. Single Family Home Standards.* Explore expanding the UBC Title 24 regulations and standards, with regard to interior noise, to single family dwellings.

*B. New Construction.* Require that new development projects, built near existing residential land use, demonstrate compliance with City noise regulations prior to approval of the project, through the use of design concepts and construction materials.

**MEASURE 4. DEVELOP LAND USE/NOISE COMPATIBILITY STANDARDS.** Use the standards, presented in Table N-3, "Exterior/Interior Design Standards," and the criteria established in Table N-4, "Land Use/Noise Compatibility Matrix" to assess the compatibility of proposed land uses with the noise environment. These tables are the primary tools that allow the City to ensure noise integrated planning for compatibility between land uses and outdoor noise.

*A. Flag Project for Building and Safety Review.* For any project in an area louder than 60 CNEL, the project should be flagged for

## NOISE ELEMENT

Building and Safety review for compliance with interior noise level standards.

**B. Include Appropriate Mitigation Measures.** New developments would be permitted only if appropriate mitigation measures are included such that the standards contained in this Element are met, to the extent feasible.

**C. Incorporate Noise Reduction Features.** Through the noise regulations and standards, incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses.

### **MEASURE 5. IMPROVE REGULATION OF CONSTRUCTION NOISE.**

**A. Limit Hours of Construction.** Clearly state in the Noise Ordinance the limitations on construction related noise.

**B. Identify Potential Impacts of Construction on Sensitive Receptors.** During the environmental review of all projects requiring extensive construction, determine the proximity of the site to the established residential areas. If the project will involve pile driving, night time truck hauling, blasting, 24 hour pumping (important in areas of high ground water), or any other very high noise equipment, the environmental review shall include a construction noise alternative analysis. From this analysis specific mitigation measures shall be developed to mitigate potential noise impacts. This may include but not be limited to:

- Establish standard noise abatement measures to reduce construction noise impacts, such as requiring temporary, movable noise barriers around the job site, and requiring mufflers on large pieces of grading and construction equipment.

- Requirements to use quieter albeit costlier construction techniques, such as non-squeal concrete finishes or asphalt/rubber paving material.
- Notification of residents (homeowner and renters) of time, duration, and location of construction.
- Relocation of residents to hotels during significantly noisy construction period.
- Developer reimbursement to City for 24 hour on-site inspection to verify compliance with required mitigation.
- Limit hours of operation of equipment which produces significant impact noise or levels noticeably above general construction noise to the hours consistent with those established for construction-related noise.
- Construction projects which require special circumstances or special equipment should be subject to an acoustical analysis by a certified acoustical consultant to determine the extent of possible impacts, and to make recommendations on necessary mitigation measures.

The selection of which of the above measures to include should be determined on a project by project basis depending on the type of equipment used and the proximity to established residential areas. It should also be recognized that during the early planning phases for a project, sufficient data may not be available to determine the extent of construction noise mitigation required. In such cases, the project should be required to prepare this analysis for review as part of the site design or building permit process.

TABLE N-5  
NOISE ELEMENT IMPLEMENTATION MEASURES

Action	Priority	Responsibility
<b>1. CREATE A COMPREHENSIVE NOISE ORDINANCE ESTABLISHING NOISE REGULATIONS AND STANDARDS.</b>		
A. Equivalent Noise Level (L <sub>eq</sub> ).		Interdepartmental
B. Consolidate Regulations.		Interdepartmental
C. Ban Gasoline-Powered Leaf Blowers.		Interdepartmental
D. Annoyances.		Interdepartmental
E. Human Noise.		Interdepartmental
F. Temporary and Special Events.		Interdepartmental
<b>2. COORDINATE WITH TRANSPORTATION AGENCIES AND DEPARTMENTS.</b>		
A. Provide Noise Barriers.		Interdepartmental
B. Continued Evaluation of Truck Routes.	ongoing	Interdepartmental
C. Coordination with State Agencies.		Interdepartmental
D. Coordinate with the FAA.	ongoing	Interdepartmental
<b>3. CONTINUE TO ENFORCE NOISE REGULATIONS AND STANDARDS.</b>		
A. Single Family Home Standards.		Interdepartmental
B. New Construction.		Interdepartmental
<b>4. DEVELOP LAND USE/NOISE COMPATIBILITY STANDARDS.</b>		
A. Flag Project for Building and Safety Review.	ongoing	Interdepartmental
B. Include Appropriate Mitigation Measures.	ongoing	Interdepartmental
C. Incorporate Noise Reduction Features.	ongoing	Interdepartmental
<b>5. IMPROVE REGULATION OF CONSTRUCTION NOISE.</b>		
A. Limit Hours of Construction.		Interdepartmental
B. Identify Potential Impacts of Consideration on Sensitive Receptors.		Interdepartmental

## Definitions

## NOISE ELEMENT

**Sound** is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the Decibel (dB). The standard unit of measure of frequency of a sound is Hertz (Hz) which is equivalent to cycles per second. The human ear is sensitive to frequencies ranging from 20 Hz (cycles per second) to 20,000 Hz. The human ear is not equally sensitive to sound at all frequencies, subsequently a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

**Decibels** are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound-pressure levels to a more usable range of numbers in a manner similar to the way that the Richter scale is used to measure earthquakes. A ten-fold increase in the acoustic energy produces an increase of 10 dB. A doubling of the acoustic energy increases the noise level by 3 dB. In terms of human response to noise, a sound 10 dBA higher than another is perceived to be twice as loud; and 20 dBA higher is perceived as four times as loud; and so forth. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud). Examples of various sound levels in different environments are shown in Table N-1, "Examples of Typical Sound Levels (dBA)".

**Noise** is defined as unwanted sound, and it is known to have several adverse effects on individuals. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities.

**Pure Tone, or Simple Tone Noise** is a noise characterized by a predominant frequency or frequencies so that other frequencies cannot be readily distinguished. If measured, Simple Tone Noise shall exist if the one-third octave band sound pressure level in the band with the tone exceeds the arithmetic average of the sound pressure levels of the two

contiguous one-third octave bands by: 5 dB for frequencies of 500 Hz and above; by 8 dB for frequencies between 160 and 400 Hz; and, by 15 dB for frequencies less than or equal to 125 Hz.

**Noise Sensitive Receptors:** Noise affects all types of land uses and activities, although some are more sensitive to high noise levels than others. A "Noise Sensitive Receptor" would be any location where excessive noise levels would interfere with an individual's normal sleeping activities, normal conversation, or ability to work. As mandated by the State, noise sensitive receptors include residential neighborhoods, hotels and motels, trailer parks, long-term medical or mental care facilities, various public and private schools, libraries, business and professional office buildings, churches and other places of worship, concert halls and restaurants. Culver City has a number of these noise-sensitive land uses including a number of public and private schools, day-care centers and rest homes. The distribution of these facilities varies from moderately quiet residential areas to major transportation corridors.

**Noise Impacts.** There area several potential noise impacts on individuals:

Annoyance is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capability. The level of annoyance, of course, depends on the characteristics of the noise (i.e., loudness, frequency spectra, time, and duration), and how much activity interference (e.g. speech interference or sleep interference) results from the noise. The level of annoyance, however, is also a function of the attitude of the receiver. Personal sensitivity to noise varies widely. It has been estimated that 2 to 10 percent of the population are highly susceptible to noise not of their own making, while approximately 20 percent are unaffected by noise. Attitudes are affected by the relationship between the person and the noise source.

When people believe that someone is trying to abate the noise, this will also affect their level of annoyance.

Communication Interference is one of the primary concerns in environmental noise problems. Communication interference includes speech interference and activities such as watching television. Normal conversational speech is in the range of 60 to 65 dBA and any noise in this range or louder may interfere with speech. There are specific methods of describing speech interference as a function of distance between speaker and listener and voice level.

*Hearing Loss* is, in general, not a concern in community noise problems. The potential for noise-induced hearing loss is more commonly associated with occupational noise exposures in heavy industry or very noisy work environments with long-term exposure. In order to protect an individual from potential hearing loss, the Occupational Safety and Health Administration (OSHA) identifies a maximum noise exposure limit of 90 dBA for eight hours per day. Noise levels in neighborhoods, even in very noisy environments near major international airports, are not sufficiently loud to cause hearing loss.

*Physiological Responses* are those measurable effects of noise on persons resulting in changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent to which these physiological responses cause harm or are signs of harm is not known. Generally, physiological responses are reactions to a loud, short-term noise, such as a rifle shot, or to a very loud jet overflight.

*Sleep Interference* is a major noise concern in noise assessment and, of course, is most critical during nighttime hours. Sleep disturbance is one of the major causes of annoyance due to community noise. Noise can make it difficult to fall asleep, create momentary disturbances of natural sleep patterns by causing shifts from deep sleep to lighter stages, and cause awakening. Noise may even cause awakening which a person may not be able to recall. Extensive research has been conducted on the effect of noise on sleep disturbance. Recommended values for desired sound levels in residential bedroom space range from

25 to 45 dBA, with 35 to 40 dBA being the norm. The National Association of Noise Control Officials has published data on the probability of sleep disturbance with various single-event noise levels. Based on experimental sleep data as related to noise exposure, a 75 dBA interior noise level event will cause noise induced awakening in 30 percent of the cases.

*Noise Scales.* Community noise is generally not a steady state and varies with time. Under conditions of non-steady state noise, some type of statistical measurement scale is necessary in order to quantify noise exposure over a long period of time. Several rating scales have been developed to account for the known effects of noise on individuals. These scales are the Equivalent Noise Level (Leq), the Day Night Noise Level (Ldn), and the Community Noise Equivalent Level (CNEL).

*Leq* is the "energy" average noise level during the time period of the sample. It is a number that represents a decibel sound level. This constant sound level would contain an equal amount of energy as a fluctuating sound level over a given period of time. Leq can be measured for any time period, but is typically measured for 15 minutes, 1 hour or 24 hours.

*Ldn* is a 24-hour, time-weighted annual-average noise level. Time-weighted means that noise that occurs during certain sensitive time periods is penalized for occurring at these times. In the LDN scale, those events that take place during the night (10 p.m. to 7 a.m.) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, when most persons are more likely to be sleeping.

*CNEL* is similar to the Ldn scale except that it includes an additional 5 dBA penalty for events that occur during the evening (7 p.m. to 10 p.m.) time period. CNEL can be calculated from 24 consecutive one-hour average noise levels. Either Ldn or CNEL may be used to identify community noise impacts within the Noise Element as the difference between the two measurement scales for a given period is

## NOISE ELEMENT

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about one to two decibels. Example noise environments in terms of the CNEL scale are shown in Table N-6, Examples of CNEL Noise Levels.

## CNEL      Outdoor Location

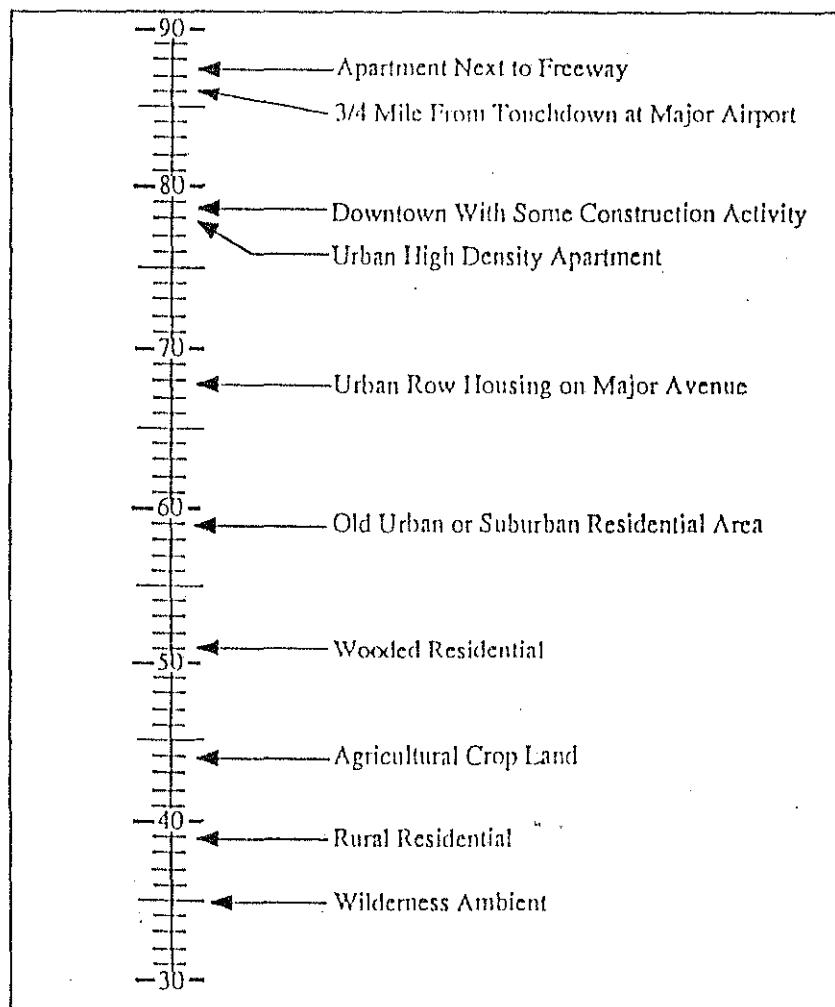


TABLE N-6  
EXAMPLES OF CNEL NOISE LEVELS

**Conservation Element  
1973**

RESOLUTION NO. CS-6851

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
CULVER CITY, CALIFORNIA, ADOPTING THE REVISED  
GENERAL PLAN OF THE CITY OF CULVER CITY, 1973.

WHEREAS, the Planning Commission of the City of Culver City has held duly noticed public hearings as required by law on the proposed Revised General Plan at which hearings all persons were given an opportunity to be heard; and

WHEREAS, the Planning Commission by its Resolution No. 1128,  
adopted December 13, 1972, has recommended to the City Council  
the adoption of the Revised General Plan; and

WHEREAS, the City Council of the City of Culver City has held duly noticed public hearings as required by law on the Revised General Plan, at which hearings all persons were given an opportunity to be heard,

16 NOW, THEREFORE, the City Council of the City of Culver City,  
17 California, DOES HEREBY RESOLVE as follows:

18       1. That the Revised General Plan of the City of Culver City,  
19       1973, as recommended by Planning Commission Resolution No. 1128,  
20       is hereby adopted by reference as though set forth herein in its  
21       entirety;

22           2. That a copy of the Revised General Plan of the City of  
23 Culver City, 1973, is on file in the offices of the City Clerk  
24 and Planning Division and may be inspected in either of said  
25 offices.

APPROVED and ADOPTED this 26th day of March, 1973

MARTIN A. LOTZ

MAYOR

City of Culver City, California.

CONSERVATION ELEMENT 1973

INTRODUCTION

STATE LAW: SECTION 65302(D) OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA REQUIRES A GENERAL PLAN TO INCLUDE:

"A CONSERVATION ELEMENT FOR THE CONSERVATION, DEVELOPMENT, AND UTILIZATION OF NATURAL RESOURCES INCLUDING WATER AND ITS HYDRAULIC FORCE, FORESTS, SOILS, RIVERS AND OTHER WATERS, HARBORS, FISHERIES, WILDLIFE, MINERALS, AND OTHER NATURAL RESOURCES. THAT PORTION OF THE CONSERVATION ELEMENT, INCLUDING WATERS, SHALL BE DEVELOPED IN COORDINATION WITH ANY COUNTY-WIDE WATER AGENCY AND WITH ALL DISTRICT AND CITY AGENCIES WHICH HAVE DEVELOPED, SERVED, CONTROLLED OR CONSERVED WATER FOR ANY PURPOSE FOR THE COUNTY OR THE CITY FOR WHICH THE PLAN IS PREPARED. THE CONSERVATION ELEMENT MAY ALSO COVER:

(1) THE RECLAMATION OF LAND AND WATERS.

- (2) FLOOD CONTROL.
- (3) PREVENTION AND CONTROL OF POLLUTION OF STREAMS AND OTHER WATERS.
- (4) REGULATION OF THE USE OF LAND IN STREAM CHANNELS AND OTHER AREAS REQUIRED FOR THE ACCOMPLISHMENT OF THE CONSERVATION PLAN.
- (5) PREVENTION, CONTROL, AND CORRECTION OF THE EROSION OF SOILS, BEACHES, AND SHORES.
- (6) PROTECTION OF WATER SHEDS.
- (7) THE LOCATION, QUANTITY, AND QUALITY OF THE ROCK SAND AND GRAVEL RESOURCES."

UNFORTUNATELY, AT THE PRESENT TIME CULVER CITY DOES NOT HAVE WITHIN ITS JURISDICTION HARBORS, FISHERIES, STREAMS, OR MANY OF THE OTHER FEATURES INCLUDED IN THE STATE LAW LISTING OF ITEMS FOR CONSERVATION. YET POTENTIAL FOR A

NATURAL WILDERNESS AREA DOES EXIST IN THE BALDWIN HILLS ABUTTING THE CITY BOUNDARY. IN ORDER TO FOSTER THIS TYPE OF AREA, THE BALDWIN HILLS MUST BE INCLUDED IN THE CONSERVATION ELEMENT.

#### SUPPLEMENTAL ITEMS FOR CONSERVATION

CONSERVATION USUALLY REFERS TO NATURAL AREAS, RATHER THAN MAN-MADE AREAS. YET CERTAIN FEATURES OF MAN-MADE AREAS, IF RECOGNIZED BY THE COMMUNITY AS DESIRABLE, SHOULD BE CONSERVED OR PRESERVED FOR FUTURE GENERATIONS. THIS COMMITMENT TO MAN-MADE AREAS BECOMES ESPECIALLY IMPORTANT AS THE PRESSURES FOR CHANGE IN DEVELOPMENT PATTERNS AND INTENSITIES INCREASE. THEREFORE, A SECTION OF THIS CONSERVATION ELEMENT DEALS WITH THOSE FEATURES OF MAN-MADE AREAS IN CULVER CITY FOR WHICH VARIOUS SEGMENTS OF THE COMMUNITY HAVE INDICATED PRESERVATION.

#### RELATIONSHIP TO RECREATION ELEMENT

IN TERMS OF SUBDIVISIONS AND BUILDING PERMITS,

THE PACE OF RESIDENTIAL DEVELOPMENT ACTIVITY BEGAN TO ACCELERATE RAPIDLY IN CULVER CITY IN 1966, AFTER HAVING BEEN DORMANT FOR FIVE YEARS. IN ORDER TO BE ABLE TO PLAN FOR FUTURE PARK AND RECREATIONAL AREAS TO MEET THE ANTICIPATED DEMAND, IN 1967 THE CITY UNDERTOOK A STUDY OF SUPPLY AND DEMAND FOR RECREATIONAL LAND WHICH CULMINATED IN 1968 WITH THE ADOPTION OF THE RECREATION ELEMENT OF THE GENERAL PLAN (COUNCIL RESOLUTION NO. CS-6034 AND PLANNING COMMISSION RESOLUTION NO. 800). DURING THIS PERIOD OF TIME, STUDIES FOR THE REVISION OF THE GENERAL PLAN HAD COMMENCED AND THE GOALS ASPECT WAS NEAR COMPLETION. AS A RESULT, THE RECREATION ELEMENT WAS PREPARED IN SUCH A MANNER AS TO CONFORM TO THE EXISTING 1961 GENERAL PLAN AND RELATE TO THE GOALS OF THE 1971 PROPOSED REVISION.

IN A SENSE, THE CONSERVATION ELEMENT SUPPLEMENTS THE RECREATION ELEMENT AS THE FORMER RELATES TO THE BALDWIN HILLS AREA. THE

CONSERVATION ELEMENT DOES NOT REPEAL, INVALIDATE, OR AMEND THE RECREATION ELEMENT.

AREAS OF CONSERVATION FOR FUTURE PUBLIC USE

BALDWIN HILLS: THE PERIMETER OF THE BALDWIN HILLS IS DIFFICULT TO REDUCE TO WRITING, SINCE THE BOUNDARIES HAVE CHANGED OVER THE YEARS, WITH INCREASING DEVELOPMENT ALONG THE FRINGES. ORIGINALLY, THE AREA OF THE BALDWIN HILLS INCLUDED ALL OF THE HILLSIDE LAND SEPARATING THE LA BALLONA VALLEY (IN WHICH CULVER CITY IS PRESENTLY SITUATED) FROM THE CENTINELA VALLEY (IN WHICH INGLEWOOD IS PRESENTLY SITUATED). SUBSEQUENTLY, BOTH CITIES DEVELOPED INTO THE FRINGE AREAS OF THE HILLS, AND LOS ANGELES DEVELOPED ALONG THE NORTHERLY CREST. THE BLAIR HILLS AREA OF CULVER CITY IS LOCATED WITHIN THE ORIGINAL CONFINES OF THE HILLS, AS IS THE LOS ANGELES CITY RESIDENTIAL AREA OF BALDWIN HILLS AND LEIMERT PARK. THE TERM "BALDWIN HILLS" TODAY GENERALLY REFERS TO THE SAME MARGINALLY DEVELOPED

HILLSIDE AREA BETWEEN CULVER CITY AND INGLEWOOD, AND LOS ANGELES CITY AND LADERA HEIGHTS, AS THE STATE DIVISION OF OIL AND GAS LEASES CALLS THE INGLEWOOD OIL FIELDS.

ALTHOUGH MANY NATURAL FEATURES OF THE AREA, PRIMARILY WILDLIFE, REMAIN, OIL WELLS PREDOMINATE. OIL DRILLING BEGAN IN THE HILLS MANY YEARS AGO AND HAS CONTINUED TO EXIST AS THE PREDOMINANT ACTIVITY. SINCE THE SUPPLY OF OIL IS NOT UNLIMITED, THE TIME WILL COME WHEN THIS USE OF LAND WILL CEASE TO BE ECONOMICAL, AND OTHER USES OF THE LAND WILL BE EXPLORED.

ALTHOUGH THE BALDWIN HILLS SPAN LA CIENEGA BOULEVARD, DISCUSSION OF THE HILLS IN THIS ELEMENT IS LIMITED TO THE AREA WEST OF LA CIENEGA PARTIALLY UNDER THE JURISDICTION OF LOS ANGELES COUNTY AND PARTIALLY CULVER CITY, AND WHICH MAY BE ENTIRELY WITHIN THE JURISDICTION OF THE LATTER IN THE FORESEEABLE FUTURE. ALTHOUGH THE OIL DERRICKS ARE THE MOST VISIBLE FEATURES OF THE

HILLS, THE HILLS ABOUND WITH WILDLIFE. A FORMAL WILDLIFE INVENTORY HAS NOT BEEN MADE, BUT ONE CAN WALK THE HILLS QUIETLY IN THE EARLY MORNING AND SEE RACOONS, WEASELS, SKUNKS, RABBITS (JACK AND COTTONTAIL), GROUND OWLS, GOPHER SNAKES (AND GOPHERS), OPOSSUM, AND SQUIRRELS. QUAIL, DOVES, AND MEADOWLARKS POPULATE THE AIR. THESE ANIMALS AND BIRDS HAVE LIVED IN THE HILLS MANY YEARS AND ARE INCREASING IN NUMBER WITH THE PACE OF DEVELOPMENT OF OTHER AREAS OF HABITAT (PRIMARILY FOX HILLS). THIS REDUCTION OF NATURAL AREAS HAS CREATED AN IN-MIGRATION OF MANY ANIMALS, MOST NOTICEABLY RABBITS AND SKUNKS. FOLLOWING A GRADING PROJECT IN FOX HILLS, ONE CAN WATCH THE ANIMALS CROSS SLAUSON AVENUE EARLY IN THE MORNING AND TRAVEL NORTH THROUGH THE CEMETERY TO BALDWIN HILLS.

SOME OF THE ANIMALS (PRIMARILY SKUNKS) HAVE MADE THEIR PRESENCE KNOWN TO MAN. YET ALTHOUGH THEIR DEFENSE MECHANISM IS GENERALLY DISAGREEABLE, SKUNKS HAVE CONTRIBUTED THEIR PART (JUST AS ALL

OF THE ANIMALS HAVE) TO THE ECOLOGICAL BALANCE IN THE HILLS, THROUGH THEIR KILLING OF THE OVER SUPPLY OF RODENTS WHICH WOULD OTHERWISE TAKE OVER THE AREA.

THE ANIMALS AND BIRDS OF THE HILLS CAN COEXIST WITH MAN IN SOME SETTINGS. IF THE HILLS ARE DEVELOPED FOR PERMANENT USE BY MAN (SUCH AS A RESIDENTIAL AREA), NO ROOM WOULD REMAIN FOR THE ANIMALS AND BIRDS. THE WILDLIFE WOULD THEN EITHER HAVE TO FIND ANOTHER HABITAT (ASSUMING UNDEVELOPED AREAS OF SUFFICIENT SIZE IN CLOSE PROXIMITY REMAINED), OR THEY WOULD QUICKLY BECOME EXTINCT IN THIS AREA.

IF, HOWEVER, THE HILLS ARE SCHEDULED FOR INTERMITTENT USE BY MAN AS A MULTI-PURPOSE REGIONAL RECREATION AREA ALONG THE LINES OF GRIFFITH PARK, THE WILDLIFE COULD REMAIN, PROVIDING THE NATURAL TOPOGRAPHY REMAINED AS UNDISTURBED AS POSSIBLE.

AT PRESENT THE BALDWIN HILLS REMAIN PREDOMINANTLY OIL FIELDS. PRESSURES FOR MORE INTENSIVE DEVELOPMENT INCREASE STEADILY AS THE WELLS BECOME LESS PRODUCTIVE AND THE SCARCITY OF LAND IN THE WESTERN SECTION OF LOS ANGELES COUNTY INCREASES. THE TIME TO PLAN THE FUTURE OF THE BALDWIN HILLS IS THE PRESENT. THE METHOD MUST BE COORDINATED ACTION BETWEEN CULVER CITY, LOS ANGELES COUNTY, AND THE STATE OF CALIFORNIA. ONLY THROUGH A COORDINATED PROGRAM, BEGINNING TODAY, CAN THIS LAST REMAINING NATURAL AREA BE PRESERVED FOR ALL TO ENJOY TOMORROW.

#### SURPLUS PUBLIC LANDS

LIMITED TO 4.8 SQUARE MILES OF AREA, THE AMOUNT OF SURPLUS PUBLIC LAND WITHIN CULVER CITY IS RELATIVELY SMALL AT PRESENT. THIS LAND INVENTORY IS ANTICIPATED TO INCREASE IN THE FUTURE WITH THE COMPLETION OF THE MARINA-SLAUSON FREEWAY THROUGH FOX HILLS AND THE SUBSEQUENT DECLARATION BY THE DIVISION OF HIGHWAYS OF SEVERAL

LARGE PARCELS AS SURPLUS LAND. FIRST RIGHT OF REFUSAL ON SURPLUS PUBLIC LANDS, IF ANY. ABUTTING PRIVATE PROPERTY OWNER DOES NOT EXERCISE HIS OPTION TO PURCHASE THE PARCEL, IS GIVEN TO THE CITY IN WHICH THE LAND IS LOCATED. IN ORDER THAT DECISIONS BY THE CITY ON SURPLUS LAND CAN BE GUIDED BY AN ESTABLISHED POLICY, IT IS NECESSARY THAT SUCH A POLICY BE ADOPTED.

AT THE PRESENT TIME, THE CITY IS IN THE PROCESS OF NEGOTIATING A LEASE WITH THE DIVISION OF HIGHWAYS ON A SMALL PARCEL OF LAND WHICH IS WITHIN THE BOUNDARIES OF THE SAN DIEGO-MARINA FREEWAY INTERCHANGE, YET IS SURPLUS IN TERMS OF THE NEED TO USE THE PARCEL FOR FREEWAY PURPOSES. THE DECISION BY THE CITY TO BEGIN NEGOTIATIONS WITH THE STATE ON THE PROPERTY FOR ULTIMATE UTILIZATION BY THE CITY AS A PARK UNDER THE MAHLER-JOHNSON PARK ACT IS A POSITIVE STEP IN RESERVING SURPLUS PUBLIC LAND FOR FUTURE PUBLIC USE.

THE FREEWAY PARK, AS THE PARCEL IS CALLED, REMAINS AN ISOLATED EXAMPLE. FROM THIS EXAMPLE, A POLICY TO INSURE COMPATIBLE DECISION-MAKING IN THE FUTURE MUST BE DRAWN. VARIOUS STUDIES OF THE CITY WHICH HAVE BEEN INCORPORATED IN THE ELEMENTS OF THIS PLAN INDICATE AREAS OF THE CITY WHERE CERTAIN LAND USES ARE LACKING. AS SURPLUS LANDS BECOME AVAILABLE TO THE CITY IN THE FUTURE, IN TERMS OF EITHER LEASE OR SALE, THE PARCELS INVOLVED SHOULD, IN EACH CASE, BE ANALYZED TO DETERMINE WHETHER OR NOT USE OF THE PARCEL BY THE CITY WOULD SERVE TO IMPLEMENT THE PLAN.

#### AIRSPACE

MOST USES OF LAND BY PUBLIC AGENCIES RELATE TO THE USE OF THE SURFACE OR SUB-SURFACE OF THE LAND. THE AIRSPACE ABOVE THE LAND REMAINS UNUSED. IN AN AREA WHERE THE SCARCITY OF LAND IS INCREASING, THOSE AVENUES, SUCH AS AIRSPACE ABOVE LAND, MUST BE EXPLORED IN AN

ATTEMPT TO MAXIMIZE THE PRODUCTIVITY OF AN AREA.

THE POSSIBILITIES OF AIRSPACE UTILIZATION DEPEND TO A DEGREE ON THE TYPE OF SURFACE USE TO WHICH THE LAND BELOW IS BEING DEVOTED. THE AIRSPACE ABOVE ELEVATED FREEWAYS MAY BE UTILIZED FOR RAPID TRANSIT ROUTES, BUT NOT NECESSARILY FOR RECREATIONAL USE. YET THE AIRSPACE ABOVE DEPRESSED FREEWAYS MAY BE ABLE TO BE COVERED WITH A PLATFORM RESULTING IN A TUNNEL FOR THE FREEWAY BELOW THE PLATFORM AND PARK LAND FOR THE COMMUNITY ON THE SURFACE OF THE PLATFORM. THE SAME CONCEPT MAY BE APPLICABLE TO THE BALLONA CREEK AIRSPACE.

PRIOR TO AUTHORIZING ANY NEGOTIATIONS BETWEEN CULVER CITY AND THE OTHER GOVERNMENT JURISDICTIONS INVOLVED FOR AIRSPACE UTILIZATION, DETAILED STUDIES ON THE PRACTICALITY OF SUCH A USE MUST BE UNDERTAKEN. THE STUDIES MUST INCLUDE THE NEED FOR THE PROPOSED FACILITY AT THE DESIGNATED

LOCATION, THE TECHNICAL ENGINEERING PROBLEMS WHICH MUST BE OVERCOME, THE ECONOMICS INVOLVED, AND THE LEGAL IMPLICATIONS OF SUCH A USE.

#### PREVENTION OF POLLUTION

POLLUTION TAKES MANY FORMS AND INVOLVES MANY AGENCIES IN TERMS OF PREVENTION AND REGULATION. POLLUTION IN TERMS OF OVERCROWDING THE LAND OR BUILDINGS, AND POLLUTION IN TERMS OF ECONOMICALLY UNPRODUCTIVE NONRESIDENTIAL AREAS HAVE BEEN DISCUSSED THROUGH SEVERAL OF THE PRECEDING SECTIONS OF THE PLAN. THERE REMAINS THOUGH, THE POLLUTION MOST THOUGHT OF WHEN THE MATTER IS DISCUSSED: POLLUTION OF THE AIR, LAND AND WATER FROM THE BY-PRODUCTS OF MAN'S ACTIVITIES. ONE MEANS BY WHICH THE CONSERVATION GOALS CAN BE ACHIEVED IS THROUGH POLLUTION PREVENTION AND CONTROL.

#### AIR POLLUTION AND THE APCD

THE QUALITY OF THE AIR IS THE RESPONSIBILITY OF THE AIR POLLUTION CONTROL DISTRICT. THE DISTRICT IS A CREATION OF THE COUNTY IN WHICH IT IS LOCATED WITH BOUNDARIES COTERMINOUS WITH THOSE OF THE COUNTY. SECTIONS 24198 - 24214 OF THE STATE HEALTH AND SAFETY CODE PERMITS EACH COUNTY IN THE STATE TO CREATE SUCH A DISTRICT. LOS ANGELES COUNTY CREATED THEIR AIR POLLUTION CONTROL DISTRICT MANY YEARS AGO IN AN ATTEMPT TO HALT THE EROSION OF AIR QUALITY.

RECENT POLLUTION CONTROL BY THE AIR POLLUTION CONTROL DISTRICT BEGAN IN 1957. THAT YEAR THE DEATH BLOW WAS DEALT TO PRIVATE REFUSE INCINERATORS ON A COUNTY-WIDE BASIS. ONLY CERTAIN SPECIALIZED ACTIVITIES WERE PERMITTED TO INCINERATE SOLID WASTE, SUCH AS HOSPITALS WHICH ARE REQUIRED TO DO SO TO PREVENT CONTAMINATION AND

THE SPREAD OF COMMUNICABLE DISEASE. SINCE 1957 THE QUALITY OF THE AIR HAS CONTINUED TO DETERIORATE, ALTHOUGH THE PACE OF DETERIORATION HAS BEEN MUCH SLOWER THAN WOULD HAVE BEEN THE CASE IF INCINERATION REGULATIONS HAD NOT BEEN ENACTED.

ALTHOUGH THE AIR POLLUTION CONTROL DISTRICT CANNOT ENACT LEGISLATION REQUIRING REDUCED AUTO EMISSIONS, THE ROLE OF THE DISTRICT IN PUBLIC INFORMATION AND LEGISLATIVE SUPPORT HAS SERVED TO INCREASE PRESSURE ON THE STATE AND NATIONAL LEGISLATURES TO ENACT MORE STRINGENT REGULATIONS.

THE AIR POLLUTION CONTROL DISTRICT ALSO PLAYS AN IMPORTANT ROLE IN REGULATING INDUSTRIAL AIR EMISSIONS. THE NATURE OF CERTAIN OPERATIONS PRESENTLY NECESSITATES UNDESIRABLE BY-PRODUCTS WHICH CONTRIBUTE TO AIR POLLUTION. HOWEVER, FACILITIES USING THESE PROCESSES (SUCH AS ELECTRICAL POWER GENERATING PLANTS) ARE NO LONGER BEING PERMITTED TO OPERATE ADDITIONAL PLANTS IN THE LOS ANGELES COUNTY AREA WHEN THE PROPOSED OPERATION WILL USE

TECHNOLOGICAL SYSTEMS WHICH PRODUCE AIR POLLUTANTS.

IN TERMS OF PUBLIC AWARENESS, THE NIGHTLY SMOG FORECASTS BY THE AIR POLLUTION CONTROL DISTRICT, WHICH ARE INCREASING IN DEFINITIVENESS AS WELL AS IN IMPENDING DOOM, HAVE MADE THIS DISTRICT A FAMILIAR WORD IN MANY HOUSEHOLDS. BY BECOMING FAMILIAR TO THE PUBLIC, THE ABILITY OF THE DISTRICT TO ACQUIRE A BROAD BASE OF SUPPORT FOR FUTURE ACTIONS AND POSITIONS INCREASES.

#### WATER AND THE REGIONAL WATER QUALITY CONTROL BOARD

POLLUTION OF THE WATER, IN TERMS OF THE WATER TABLE BELOW THE GROUND AND THE WATER-CARRYING CHANNELS WHICH FEED THE OCEAN, IS BECOMING AN INCREASING MENACE TO THE ENVIRONMENT. WHEREAS STATE LEGISLATION FOR AIR POLLUTION CONTROL DISTRICTS IS PERMISSIVE, LEGISLATION ESTABLISHING REGIONAL WATER QUALITY CONTROL BOARDS IS MANDATORY (SECTIONS 13201 - 13225 OF THE HEALTH

AND SAFETY CODE). CULVER CITY IS LOCATED IN THE LOS ANGELES REGION (REGION NO. 4).

ALTHOUGH WATER POLLUTION HAS BEEN CONTINUING FOR MANY YEARS, THE ESTABLISHMENT OF CONTROL BOARDS BY THE STATE TO MEET THIS CHALLENGE IS A RECENT ACTION. YET THE POWERS GIVEN THE BOARDS, SUCH AS THE ABILITY OF THE ENFORCEMENT OFFICERS TO ISSUE CITATIONS DIRECTLY TO PERSONS OR COMPANIES VIOLATING THE REGULATIONS, ARE SIGNIFICANT IN TERMS OF COMPELLING COMPLIANCE.

THROUGH THE INDUSTRIAL WASTE INSPECTION SERVICE, FOR WHICH CULVER CITY CONTRACTS WITH LOS ANGELES COUNTY, A COORDINATION BETWEEN LOCAL MATTERS AND THE WATER QUALITY CONTROL BOARD IS MAINTAINED.

THE EXISTING STATE-WIDE REGULATIONS IN THIS AREA ARE DESIGNED TO DIRECTLY PREVENT FURTHER WATER POLLUTION. LOCAL REGULATIONS IN THE AREA OF SEWAGE DISPOSAL, IN CONJUNCTION WITH LOS ANGELES (WHICH OPERATES THE TREATMENT PLANT), SERVE TO

FURTHER THE PURPOSES OF THE STATE-WIDE REGULATIONS.

#### HEALTH PROBLEMS AND THE HEALTH DEPARTMENT

ALTHOUGH ALL FORMS OF POLLUTION, IF UNCHECKED, USUALLY RESULT IN HEALTH PROBLEMS, THE CONTROL OF CERTAIN ASPECTS OF POLLUTION ARE THE DIRECT RESPONSIBILITY OF THE HEALTH DEPARTMENT. CULVER CITY, AS IS THE CASE WITH MOST CITIES IN THE COUNTY, USES ON A CONTRACT BASIS THE SERVICES OF THE LOS ANGELES COUNTY HEALTH DEPARTMENT. THE DEPARTMENT HAS FACILITIES FOR THE MEASUREMENT AND CONTROL OF NOISE AS A POLLUTANT. THIS ASPECT OF OPERATIONS BEGAN WITH A TIGHTENING OF INDUSTRIAL SAFETY LAWS AND HAS RECENTLY BECOME AN IMPORTANT TOOL AVAILABLE TO CONTRACTING JURISDICTIONS IN TERMS OF PERFORMANCE STANDARDS IN ZONING.

ALTHOUGH NOT GENERALLY THOUGHT OF AS A POLLUTANT, COMMUNICABLE DISEASE LEFT UNCHECKED CAN DRastically

ALTER THE ECOLOGICAL BALANCE OF A COMMUNITY, THE COMMUNICABLE DISEASE CONTROL DIVISION OF THE HEALTH DEPARTMENT PROVIDES CONTROLS FOR THIS ASPECT OF POLLUTION.

THE TOTAL SCOPE OF DUTIES OF THE HEALTH DEPARTMENT IS BEYOND THE PERIMETERS OF A CONSERVATION ELEMENT. HOWEVER, THE TOTAL EFFECT OF A HEALTH DEPARTMENT WHICH ENFORCES HEALTH STANDARDS IN A COMMUNITY IS A POSITIVE STEP TOWARD POLLUTION CONTROL.

#### ROLE OF THE CITY-NEEDED ACTIONS

THE CITY HAS TWO INTERRELATED ROLES IN POLLUTION CONTROL: A COORDINATING ROLE IN TERMS OF THE MULTITUDE OF REGULATORY JURISDICTIONS IN THIS FIELD AND A POLICY ROLE IN TERMS OF DECISIONS OF THE CITY WHICH MAY AFFECT POLLUTION CONTROL. COORDINATION IS A TWO-WAY PROCESS BY WHICH THE REQUIREMENTS IN THE VARIOUS ASPECTS OF POLLUTION CONTROL ARE RELATED TOGETHER BY THE CITY WITH

FUTURE CITY PLANS, AND LOCAL INFORMATION ON FUTURE PLANS IS MADE AVAILABLE TO THE REGULATORY AGENCIES. THE KEY TO THIS COORDINATION IS INFORMATION.

IN ORDER TO IMPROVE THE INFORMATION FLOW, AND AS A RESULT, COORDINATION IN THE FUTURE, STAFF LEVEL MEETINGS BETWEEN THE DIVISIONS INVOLVED IN THIS AREA SHOULD COMMENCE, WITH THE PURPOSE OF ESTABLISHING A WORKABLE FRAMEWORK TO IMPROVE THIS INFORMATION FLOW.

THE POLICY FUNCTION OF THE CITY IN THIS AREA CAN BEST BE EXPRESSED IN TERMS OF A CONTINUING AWARENESS ON THE PART OF DECISION MAKERS OF THE ENVIRONMENTAL CONSEQUENCES OF DECISIONS.

#### OTHER ITEMS FOR CONSERVATION

MAN-MADE AREAS FOR PRESERVATION: AS ALLUDED TO PREVIOUSLY, CERTAIN MAN-MADE FEATURES OF THE CITY EXIST WHICH, ACCORDING TO THE PLANNING

COMMISSION AND VARIOUS GOALS COMMITTEES, SHOULD BE PRESERVED AND PROTECTED. DETAILED DISCUSSION OF THESE ITEMS HAS BEEN INCLUDED IN OTHER ELEMENTS OF THE PLAN. WITHIN THE CONSERVATION ELEMENT, IT IS SUFFICIENT TO STRESS THE POINT THAT LOGICAL DECISIONS ABOUT THE FUTURE OF A CITY MUST BEGIN WITH DECISIONS ON WHICH MAN-MADE FEATURES SHOULD BE PRESERVED AND WHICH NATURAL FEATURES SHOULD BE CONSERVED.

SINCE THE COMMUNITY AS A WHOLE CHANGES WITH THE PASSAGE OF TIME, THESE PRESERVATION AND CONSERVATION DECISIONS MUST BE REGULARLY REVIEWED IN TERMS OF RELEVANCY. HOWEVER, AS A RESULT OF THE REVIEW, IF THEY BECOME FREQUENTLY CHANGED, THE BASIS OF THE DECISIONS THEMSELVES IN TERMS OF GOALS MUST BE RE-EVALUATED.

#### METHODS TO ACCOMPLISH PRESERVATION

A THREE-STEP PROGRAM IS NEEDED TO ACCOMPLISH THE PRESERVATION OF THOSE MAN-MADE FEATURES DESIRABLE

FOR THE FUTURE OF THE CITY:

1. THE GENERAL PLAN MUST BE ADOPTED.
2. THE POLICIES OF THE PLAN MUST BE USED TO GUIDE FUTURE DECISION MAKING.
3. NECESSARY LEGISLATION TO IMPLEMENT THE PLAN MUST BE ENACTED AND ENFORCED.

#### SUMMARY

THROUGHOUT THE FOREGOING, CONSERVATION AND ITS VARIOUS ASPECTS AS IT RELATES TO CULVER CITY HAVE BEEN DISCUSSED. IN SUMMARY, THE CITY SITS IN THE PIVOTAL SEAT OF GUIDING FUTURE DEVELOPMENT OF THE REMAINDER OF THE BALDWIN HILLS. ALTHOUGH LOCATED IN THE JURISDICTION OF THE COUNTY, THE EFFECT OF ANY ACTIONS IN THE HILLS, ON CULVER CITY, EXCEEDS ANY COUNTY-WIDE EFFECT, AND AS SUCH THE RESPONSIBILITY FOR CATALYST ACTIONS RESTS WITH THE CITY.

# **CULVER CITY SEISMIC SAFETY**

**THE SEISMIC SAFETY ELEMENT OF THE REVISED GENERAL PLAN**

**MAY 1974**

**Planning Division  
Culver City, California**

RESOLUTION NO. CS-7008

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
CULVER CITY, CALIFORNIA, ADOPTING THE SEISMIC  
SAFETY ELEMENT OF THE REVISED GENERAL PLAN OF  
THE CITY OF CULVER CITY, 1973.

6           WHEREAS, the Planning Commission of the City of Culver City  
7 has conducted duly noticed public hearings as required by law on  
8 the proposed Seismic Safety Element of the Revised General Plan  
9 and the Negative Environmental Impact Declaration relating there-  
10 to; and

WHEREAS, the Planning Commission by its Resolution No. 1198  
has recommended to the City Council the adoption of the Seismic  
Safety Element of the Revised General Plan; and

WHEREAS, the City Council of the City of Culver City on April 22, 1974, conducted a public hearing as required by law on the Seismic Safety Element of the Revised General Plan and the Negative Environmental Impact Declaration relating thereto,

18 NOW, THEREFORE, the City Council of the City of Culver City,  
19 California, DOES HEREBY RESOLVE as follows:

20        1. That the Seismic Safety Element of the Revised General  
21 Plan of the City of Culver City, 1973, as recommended by Planning  
22 Commission Resolution No. 1198 is hereby adopted by reference as  
23 though set forth herein in its entirety.

24       2. That a copy of the Seismic Safety Element of the Revised  
25 General Plan of the City of Culver City, 1973, is on file in the  
26 offices of the City Clerk and the Planning Division and may be  
27 inspected in either of said offices.

APPROVED and ADOPTED this 13th day of May , 1974.

DR. JAMES L. BOULANGER

MAYOR

City of Culver City, California

ATTEST:

APPROVED AS TO FORM:

Eugene L. -

EUGENE L. DAVIS

**Acting City Attorney**

dfs  
4/25/74

AGNES V. CHRISTENSEN  
*Citizen, Cleveland*

City Clerk

By: Virginia J. Slaby, Deputy City Clerk

Martin A. Lotz, Mayor  
John Carl Brogdon, Mayor Pro Tem  
James Astle, Jr., Councilman  
Richard E. Pachtman, Councilman  
James D. Boulgarides, Councilman

H. Dale Jones, Chief Administrative Officer

PLANNING COMMISSION

Kenneth D. Smith, Chairman  
Charles Biuw  
Paul A. Jacobs  
Dr. Jack R. Hedges  
William D. Robertson, M.D.

DIVISION OF PLANNING AND COMMUNITY DEVELOPMENT

PLANNING DIVISION

William Phelps, Director  
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### BEACH LEIGHTON STUDY

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## INTRODUCTION

Section 65302(f) of the Government Code of the State of California requires a General Plan to include, "A Seismic Safety element consisting of an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to the effects of seismically induced waves such as tsunamis and seiche. The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure and seismically induced waves."

The technical and very specialized scientific nature of the information necessary to comprise a seismic safety element is such that the services of a geologic professional were necessary in order that this element be accurate and meaningful in terms of complying with the intent of above mentioned state requirements. Consequently, in the fall of 1971, the City contracted with F. Beach Leighton & Associates, Inc., an engineering and geology firm, for the preparation of a Seismic Study and Report of the Culver City Planning Area (see map, page 3).

The study and report were conducted and prepared under the general supervision of the Planning Director as required under Sections 37-124, 125, and 126 of the Culver City Municipal Code. This was achieved through numerous telephone conversations and discussions at meetings between representatives of Beach Leighton and the Culver City Planning Division. These conversations and discussions normally involved directional and supervisory input from staff and explanations of scientific matters in layman's terms on the part of the geologists. As a result, the completed report, presented to the City in the spring of 1972, was prepared in such a manner so as to be virtually ready for adoption as the Seismic Safety Element of the General Plan in terms of its contents either meeting or exceeding applicable State government Code requirements.

Prior to submission of the final report, Dr. Leighton gave a progress report to the Planning Commission on the seismic study (March, 1972). However, this introductory report did not involve Planning Commission consideration of the matter in terms of arriving at a recommendation to Council regarding its adoption as a Revised General Plan Element. Such consideration, and subsequent recommendation, can only be reached through the public hearing process. Even though there will have lapsed almost two years between submission of the report to the City and its consideration during the public hearing process, a review of the geologic and seismic material contained therein reveals that it is as accurate and up to date now as it was when compiled in 1972.

Staff review of this Geologic-Seismic Report, which report constitutes the scientific data portion of the Seismic Safety Element, resulted in a determination that its adoption and implementation would have no significant adverse environmental impact. Consequently, a Negative Declaration for this project was prepared and filed with the Los Angeles County Recorder in accordance with the requirements

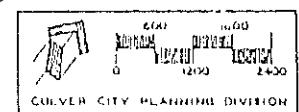
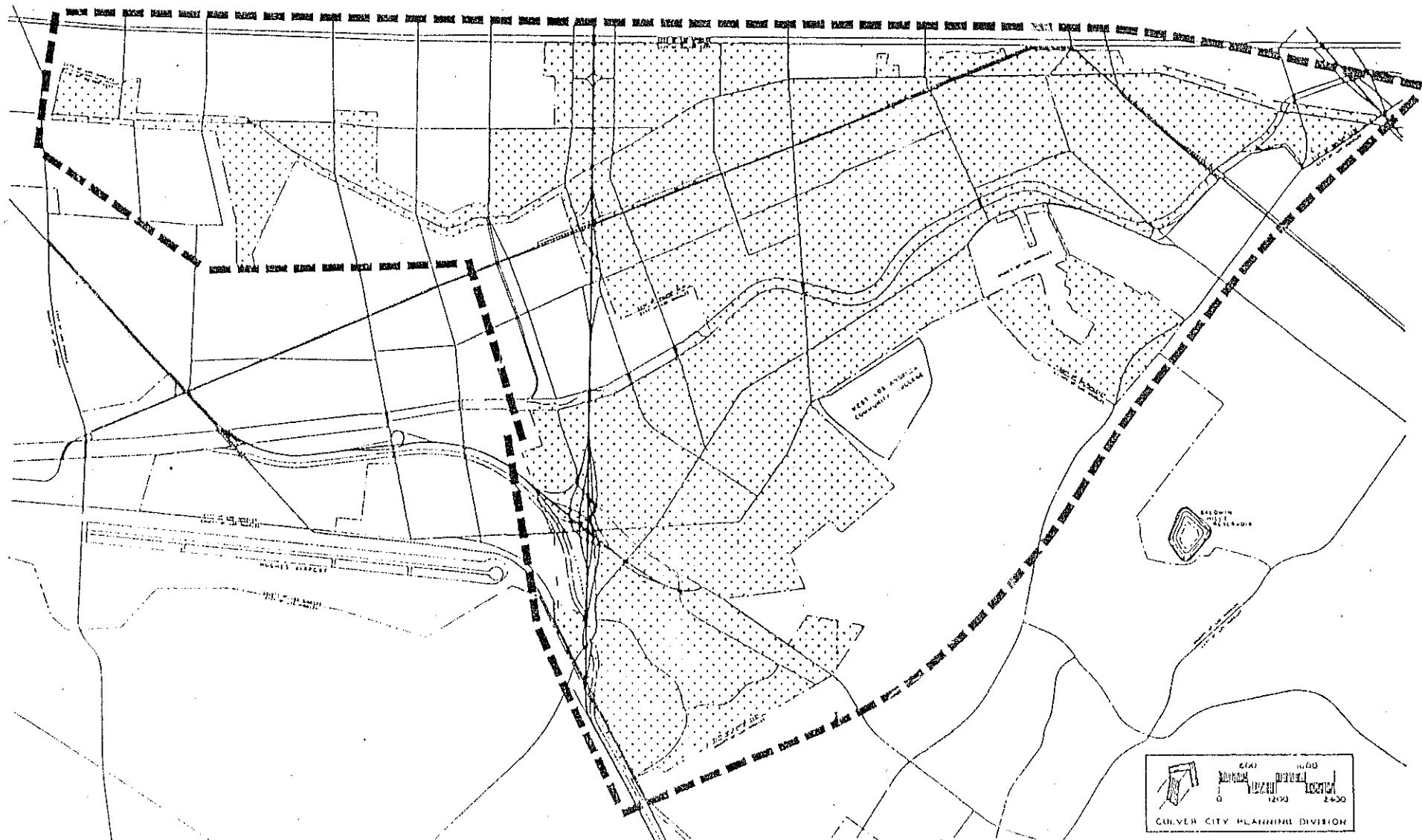
of the CEQA of 1970. A copy of the recorded document has been attached following this section, and thereby becomes a part of this document.

It should also be mentioned here that emergency preparedness, response, and recovery plans, which some sources feel should constitute a part of a community's Seismic Safety Element, have not been specifically included herein because it is believed they can more appropriately be dealt with in Culver City's future Public Safety Element of the Revised General Plan.

In March, 1973, the City adopted its Revised General Plan, consisting of Land Use, Circulation, Housing and Conservation Elements. Three months later the City adopted its Open Space Element, and three months thereafter the City adopted its revised Recreation Element. The Seismic Safety Element contained herein is correlated to the adopted General Elements of the City, and in turn will, following adoption, become part of the basic material to which the remaining general plan elements will be coordinated.

Finally, as a general statement of policy, it should be made clear that the primary intent and purpose of adopting a Seismic Safety Element into Culver City's General Plan, aside from complying with State Laws relative thereto, is to reduce as much as possible, given the present state of technology, the harmful effects to life and property which can result from geologic, seismic, and/or tectonic occurrences within the Culver City Planning Area. To achieve this end, active implementation of the policies and guidelines set forth in the Seismic Safety Element is imperative.

# Culver City Planning Area





# CITY OF CULVER CITY

9770 CULVER BLVD. • CULVER CITY, CALIFORNIA 90230

**DOCUMENT FILED**

DOS ANGELES COUNTY

JAN 21 1974

te: January 9, 1974

County Clerk  
Corporations Division -- Room 106  
1st Office Box 151  
Los Angeles, California 90053

OFFICE OF COUNTY CLERK  
CORPORATION DIV

RE: NEGATIVE DECLARATION

For: Seismic Safety Element of the Revised General  
(project) Plan, File No. 006.PL-902.

gentlemen:

accordance with the requirements of Section 65302(f) of the Government Code of the State of California, the City of Culver City has prepared a Seismic Safety Element for adoption as an additional element to its Revised General Plan.

The project is briefly described as:

document, to be adopted by resolution of the City Council, which is designed of scientifically meaningful yet readily understandable geologic seismic information on the Culver City Planning area, which information to be utilized primarily through application to future public and private developments within said area in terms of the land use decision-making process, and through future adoption of new, and/or amendments to existing, pertinent provisions in the Municipal Code.

accordance with the authority and criteria contained in the California Environmental Quality Act, State Guidelines, and Culver City Guidelines for the Implementation of the California Environmental Quality Act, the Division of Planning and Community Development of the City of Culver City analyzed the project and determined that the project will not have a significant impact on the environment. Based on this finding the Division prepared and hereby files this NEGATIVE DECLARATION.

Period of ten (10) working days from the date of filing of this NEGATIVE DECLARATION will be provided to enable public review of the project specifications and this document prior to action on the project by the City of Culver City. A copy of the project specifications is on file in the Offices of the Division of Planning and Community Development, City Hall, Culver City.

This document is being filed in duplicate. Please acknowledge filing date and return the acknowledged copy in the enclosed stamped self-addressed envelope.

Red and filed by:  
Division of Planning and Community Development

Jay B. Cunningham

Jay B. Cunningham, Associate Planner

### PURPOSE AND SCOPE OF INVESTIGATION

This report presents an analysis of seismic and terrain parameters as related directly to future land planning in the City of Culver City. Guidelines have been developed for each of the following contract items: (1) building and grading codes, (2) municipal projects, such as new road alignments, water storage tank sites and recreation areas, (3) type and scope of geologic-soils reports to be required of private consultants for City review, (4) review of construction and grading plans received by the City for potentially problematic areas, (5) review of land use variances where geologic-soils hazards might be involved, (6) preparation of storm damage and other reports related to geologic hazards, and (7) legal matters involving the City and geology-soils.

The following steps have been taken in this investigation:

1. Review of all available geologic-soils data.
2. Stereoscopic examination of aerial photos covering each decade from 1928 in order to decipher man-made changes in terrain conditions.
3. Field reconnaissance surveys of pertinent and problematic areas.
4. Preparation of maps and tables showing the known seismic, geologic and soils conditions pertinent to future land use planning.
5. Analysis of geologic-soils parameters in light of existing codes and regulations.
6. Development of guidelines for future geologic-soils work in the City.

This study has resulted in certain findings, conclusions, and recommendations as enumerated hereinbelow.

Three major geologic-seismic risks exist within the study area of Culver City: (1) potential future fault movements, (2) the probability of continued significant subsidence in the Baldwin Hills, and (3) instability resulting from development of hillside areas, particularly those coincident with the Inglewood Oil Field.

The potential is high for future earthquakes along the Newport-Inglewood Zone. Within the next 50 years it is likely that an earthquake with a Richter Magnitude of 6.0 to 7.0 will occur along this zone. Fault rupture within five miles of Culver City is expected to produce ground accelerations of up to 0.4g.

The other most likely earthquake source would be the San Andreas Fault Zone, 45 miles away at its closest point. Ground accelerations of 0.2g. to 0.35g. should be expected from this source with the duration of shaking of about one minute.

Recent studies based on Los Angeles County and City survey data show that subsidence movements are concentrated in an elliptically shaped subsidence bowl which generally coincides with the outline of the Inglewood Oil Field. Areas containing subsidence rates within the critical area range of .05 to .20 feet per year are shown on two newly-prepared subsidence maps.

Subsidence has been attributed to (1) oil production (withdrawal of fluids and consequent decrease in pressure), and/or (2) water injection (with consequent increase in pressure). This subsidence is anticipated to continue in the near future at about the same rate as it has over the last 10 years, producing possible surface cracks and shallow displacement on known faults within the planning area. However, continued water injection in the Inglewood Oil Field may slow the rate in the future, as has been demonstrated by injection in the Wilmington Oil Field.

Hillside areas are divided into two major geologic zones based on the number and types of constraints to future development. Major restraints in these areas are (1) steep natural and man-made slopes, (2) active subsidence, (3) proximity to the Inglewood Fault, (4) oil field operations, and (5) potentially expansive soil.

Six different geologic zones within the planning area have been designated on the geologic-seismic summary map. The map is accompanied by a table listing these six zones with recommended type of geologic-soils investigations needed, including the problems requiring special emphasis.

## TERRAIN CONDITIONS

### Topographic Setting

The City consists of an old floodplain and a portion of the Baldwin Hills. The central lowland portion occupies the floodplain of an ancestral westward flowing Los Angeles River, now known as Ballona Creek. This plain slopes gently upward to the north and northeast and is bounded on the south by stream cut bluffs. The narrowest section of the floodplain lies between the Baldwin Hills and Beverly Hills and is referred to as Ballona Gap. At Ballona Gap the floodplain is underlain by up to 80 feet of recent alluvial deposits. This thickness decreases downstream to the southwest, being approximately 50 feet thick near the coast.

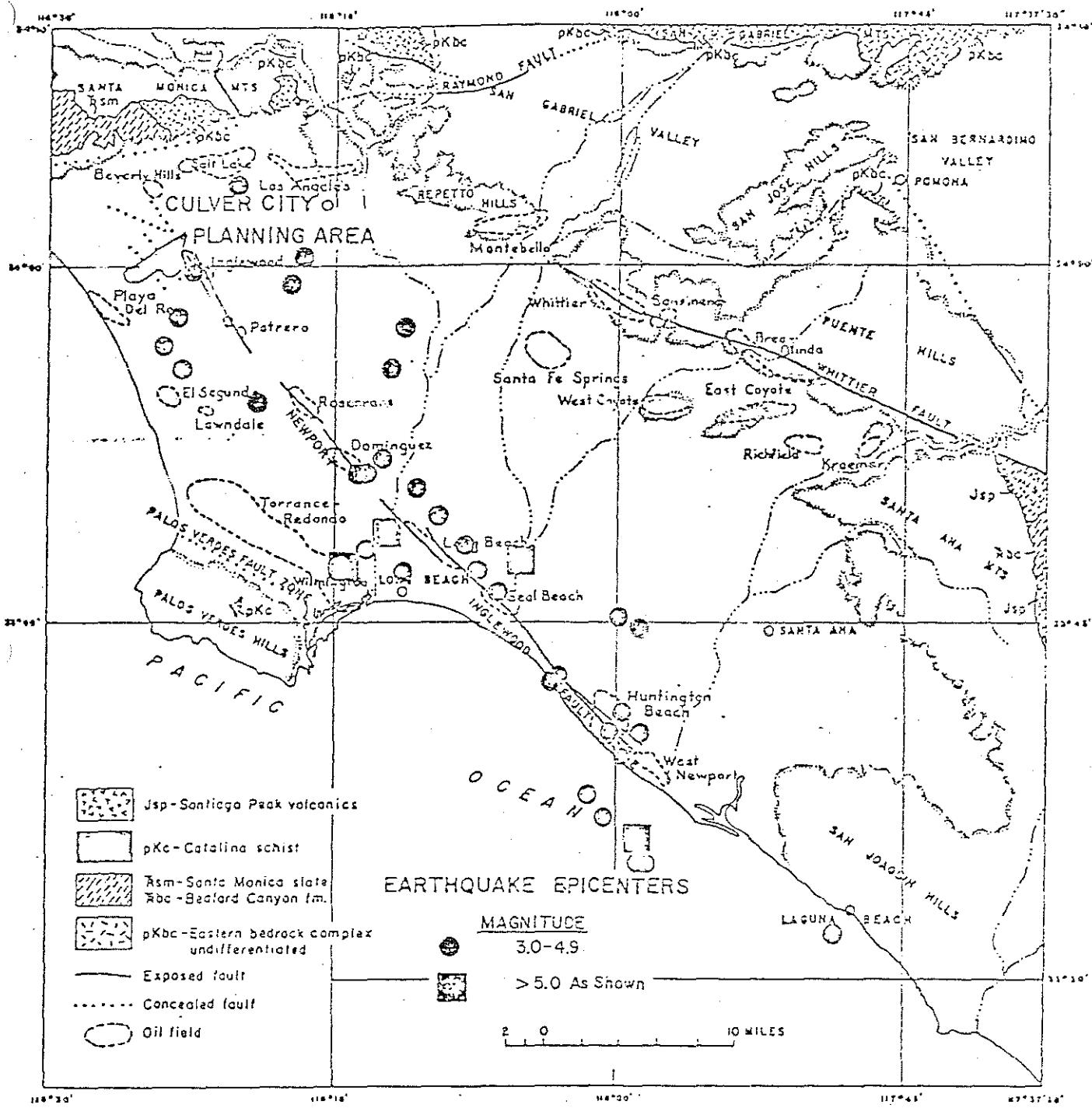
The Baldwin Hills include the southeastern portion of the planning area. As a zone of discontinuous low hills, its continuation extends from the Santa Monica Mountains southeastward to just north of Newport Beach. The hills are the result of geologically recent deformation along the Newport-Inglewood zone, a geologic structural feature composed of faults and folds that control associated oil fields (see Index Map, Fig. 1).

The most rugged and steep portion, designated Zone "C" on the Geologic-Seismic Summary Map, includes a major portion of the Inglewood Oil Field. This area has been highly modified over the years by construction of well and tank pads, access roads, treatment plants and oil, water and waste sumps. Coincident with the general limits of oil production is an area experiencing ground subsidence at a continuing rate of from .05 to .20 feet per year (see section entitled "Subsidence"). The combination of the steep slopes, cut, fill and sump operations of the oil field and land subsidence make this area highly problematic with relation to future development irrespective of other underlying geologic conditions.

The southwestern portion of the hills that lies within the planning area, designated Zone "D", exhibits much gentler slopes and is predominantly outside of the oil field and major area of ground subsidence. From a terrain point of view, this area is much better suited to development than Zone "C".

### Surface Runoff - Flood Control

The planning area is drained by the main Ballona Creek flood control channel and its two major contributors, Centinela Creek Channel and Sawtelle-Westwood Storm Drain Channel. All three are improved concrete channels and appear to afford the City adequate major flood facilities. Future development in the hills lying southeast of Ballona Creek and east of Centinela Creek will not add appreciably to the runoff in this area, but continued surveillance of new flood facilities by the City will be necessary in this area.



Index map of the Los Angeles basin showing approximate location of earthquake epicenters along the Newport-Inglewood Zone, 1953-1970 (Base Map after Woodford, et al - 1954)  
Data from Table II

## GENERAL GEOLOGY

The Newport-Inglewood zone of deformation is responsible for the formation of the Baldwin Hills in geologically recent times and remains a zone of potentially active geologic and seismic processes. The youthfulness of this structure is exemplified by (1) the young age of sedimentary rocks involved in the deformation, (2) observed regional and local changes in surface elevation along and across the zone, and (3) the abundance of earthquake epicenters over the last 40± years that appear to be closely associated with this zone at depth. (see section on "Seismicity").

The geology of the Baldwin Hills has been mapped in detail by R. O. Castle for the U.S.G.S. (1959). A copy of the open file map has been furnished by Culver City and has been reproduced for this report at the scale of 1" = 800'. (see Appendix VII). Within the Baldwin Hills several major faults and numerous smaller faults have been mapped by Castle. The Inglewood Fault represents the major fault within the planning area. It is well exposed in the hills and trends northward across the Ballona Gap area. Two other faults which may be associated with the Newport-Inglewood Zone are buried under the recent floodplain alluvium and have been mapped by discontinuities in the ground-water regime (Poland, et al, 1959). These faults are shown on the Geologic-Seismic Summary Map (Appendix VIII) and are discussed in more detail in the following section under "Faulting".

The hills and related upland plain to the southwest are underlain at depths ranging up to 30 feet by a surface of marine erosion developed in late Pleistocene time. This surface is covered by a thin layer of beach and near-shore sands and represents the latest position of the sea prior to its final withdrawal. Locally, surface material consisting of stream deposits and wind-blown sand covers the marine units.

The older geologic units which make up the bulk of the hills are composed of interbedded marine sandstone and siltstone of upper Pliocene and lower Pleistocene age. These units have been locally faulted and deformed during formation of the hills in late Pleistocene to recent times.

Surficial units cover the entire lowlands north and northwest of the hills. These surficial units can be divided into (1) the most recent stream deposits that underlie the floodplain surrounding Ballona Creek, and (2) the older alluvium lying at slightly higher elevations which was deposited by ancestral streams and by side drainages to Ballona Creek.

### Faulting

The Inglewood Fault and associated faults of the Newport-Inglewood Zone represent the most likely faults to experience surface displacement during the next 50 years. Small surface displacement of these faults within the main subsidence area of the Baldwin Hills appears very probable if the current

ate of subsidence continues. These displacements, however, would be as a direct result of continued subsidence and would not be due to deepseated movement on the Newport-Inglewood Zone. Significant surface displacement along the Inglewood Fault due to tectonic movement associated with a possible earthquake is a possibility although no surface displacements resulting from earthquakes have been observed since significant settlement of the greater Los Angeles area during at least the last 100 years.

The northern extension of the Inglewood Fault can be projected beneath the recent stream deposits in the Ballona Gap area based on (1) its established trend through the Baldwin Hills, (2) the existence of a hydraulic barrier in the water-bearing deposits of Pleistocene age underlying the recent gravels, and (3) evidence from well logs that these sediments have been down-faulted on the east side of the fault (Poland, et al, 1959).

There is no evidence which would suggest that the recent stream gravels have been faulted in the area of Ballona Gap; however, Mendenhall (1905) shows that prior to development of the area and channeling of Ballona Creek, a substantial artesian area existed east of the projected trace of the Inglewood Fault north of Baldwin Hills. This area also shows evidence of ponded, organically rich, fine-grained sediments which locally approach peat bog conditions. It is possible that contemporaneous faulting or warping and sedimentation along the projected fault trace could have caused these ponding conditions.

Two other faults have been mapped across the planning area through the interpretation of well log and ground-water data (Poland, et al, 1959). These faults - the Overland and Charnock - are also buried beneath the recent alluvial gravels but appear to offset the underlying lower Pleistocene marine sediments. They have not been mapped in the youngest marine sediments (presumably of late Pleistocene) in the hills and stream cut bluff south of the alluvial and floodplain sediments. The lack of mappable observations of the faults may be due to either: (1) poor natural exposures of the poorly consolidated sediments in the low hills and bluff, or (2) the absence of faulting in these young sediments. Additional information from man-made cuts in these areas is required to resolve this problem. The only evidence of their existence comes from water well data and not from direct observation. At the present time, there is no evidence at either of these faults cuts beds younger than the lower Pleistocene and, thus, their exact location is unknown.

The trend of the Overland and Charnock faults parallels that of the Inglewood Fault. Thus, they may be related to this zone, but this relationship requires substantiation. Because these faults could be more recent than lower Pleistocene, reactivation cannot be precluded at this time.

## SEISMICITY

### Past History of Earthquakes

Several significant earthquakes and numerous smaller shocks have occurred in proximity to the Newport-Inglewood Zone and may have originated on the deeper faults within the zone. Earthquake epicenters recorded since 1933 fall along the Newport-Inglewood Zone or close to it; these have been plotted on Figure 1 and are also tabulated in Table II.

Table I lists six significant earthquakes which occurred in the same general area prior to 1933 and which could have originated on the Newport-Inglewood Zone.

The two most significant earthquakes to occur in the area were the Inglewood earthquake of 1920 (see description in Table I) and the Long Beach earthquake of 1933 (see description in Table III). Since 1933, four quakes have been recorded with magnitudes of 5 or greater on the Richter Scale with the Long Beach earthquake recording 6.3.

Although the history of recorded earthquakes occurring along the Newport-Inglewood trend is very short, it serves to indicate that an earthquake of Magnitude 5 or greater has occurred on the average of once per decade with numerous smaller quakes occurring every year or two. The close proximity of many of the recorded epicenters to the Newport-Inglewood Zone strongly suggests their origin within the zone. On the basis of this evidence, the Newport-Inglewood Zone must be considered a potentially active zone at least at depth and, therefore, capable of producing future earthquakes at the approximate regularity and of the same magnitude as those previously recorded.

No surface displacements have been recorded on the known faults along the zone which could be directly related to seismic activity. Surface movements recorded along faults in the Baldwin Hills have been attributed to subsidence associated with oil field production and to repressuring operations (see section entitled "Subsidence"). The only faulting which appears to be directly related to seismic activity along the zone occurred at shallow depth in the West Dominguez oil field during the earthquake of October 21, 1941. The faulting was inferred from damage to tubing in several wells.

### Future Seismic Activity

In order to establish criteria for future seismic design, it is necessary to estimate the maximum likely seismicity that will be recorded in the Culver City area and its source. For Culver City, the two most probable major earthquake sources are the San Andreas Fault Zone approximately 45-50 miles distant and the Newport-Inglewood Zone close by.

TABLE I

SIGNIFICANT EARTHQUAKES POSSIBLY ORIGINATING ON THE NEWPORT-INGLEWOOD ZONE  
PRIOR TO 1933 (SOURCE: WOOD, ET AL - 1966)

Date	Locality	Intensity (Modified Mercalli)	Estimated Epicenter	
			N. Lat.	W. Long.
769 7/28	L. A. Region		34°	118°
827 9/23	L. A.		34°	118°
855 7/10	L. A. County	VIII	34°	118.5°
878 Late Summer	Inglewood		34°	118.5°
918 11/19	Santa Monica Bay	VI	34°	118.5°
920 6/21	Inglewood	VIII	34°	118.5°

DESCRIPTION

769. July 28. Los Angeles region. Four violent shocks were felt in camp near the present site of Olive on the Santa Ana River; many more shocks were experienced during the next several days as the Portola Expedition marched northwestward. The incomplete record strongly suggests a major earthquake with numerous strong aftershocks, possibly continuing into 1770.
827. September 23. (?) Los Angeles. People ran outdoors in panic.
855. July 10 or 11. Los Angeles County. Four shocks felt in about 12 seconds. Bells in San Gabriel Mission Church thrown down. Twenty-six buildings damaged in Los Angeles (almost every structure, according to Harris Newmark); the walls of the Star Hotel were cracked, and the west wall of the church was cracked in several places. Submarine origin suggested by sea waves.
878. Late Summer At the present site of Inglewood, kiln under construction was knocked down.
918. November 19. Santa Monica Bay. Two shocks, total duration 30 seconds. At Venice, plaster brought down. At Santa Monica, pedestrians thrown off balance and chimneys cracked.
920. June 21. Inglewood. This shock was highly localized in and just west of Inglewood. Typical damage was the wrecking of a two-story school building which had to be rebuilt. Walls of a hotel and of an electric substation fell, cemetery monuments were upset, and telephone service was interrupted. In a sparsely settled region, this shock might have passed unnoticed. It was highly selective in its effects, damaging only poorly built structures.

SIGNIFICANT LOCAL EARTHQUAKES POSSIBLY ORIGINATING ON THE NEWPORT-INGLEWOOD ZONE, MARCH 1933 THROUGH 1970

Date	Locality	Intensity (Modified Mercalli)	Magnitude	Epicenter	
				N. Lat.	W. Long
1933 3/11	Long Beach-Newport Beach (off shore)	IX	6.3	33° 36'	118°
1933 10/02	Signal Hill (Long Beach, Los Angeles, Compton, Bell)	VI	5.4	33° 48'	118° 06'
1934 4/17	Newport Beach (off shore)		4.0	33° 34'	117° 59'
1934 11/16	Midway City		4.0	33° 45'	118° 0'
1935 12/25	Newport Beach (off shore)		4.5	33° 36'	118° 01'
1937 7/07	Newport Beach (off shore)		4.0	33° 34'	117° 59'
1938 5/21	Huntington Beach (off shore)		4.0	33° 37'	118° 02'
1938 8/31	Dominguez Hills		4.5	33° 48'	118° 14'
1938 12/07	Culver City-Venice		4.0	34° 00'	118° 25'
1939 12/27	Long Beach (Huntington Park, and Long Beach damaged)	VI	4.5	33° 47'	118° 12'
1940 1/13	Seal Beach		4.0	33° 47'	118° 08'
1940 2/08	Sunset Beach (off shore)		4.0	33° 42'	118° 04'
1940 2/11	Inglewood-Huntington Park		4.0	33° 39'	118° 18'
1940 7/18	Sunset Beach (off shore)		4.0	33° 42'	118° 04'
1941 10/21	Gardena (damage in West Dominguez oil field)	VII	4.9	33° 49'	118° 13'

LE II  
(continued)

1941	10/22			3.8	33° 52'	118° 13'
1941	11/14	Torrance		5.5	33° 47'	118° 15'
1944	6/18	Dominguez Hills 16:03:33 PST	VI	4.5	33° 52'	118° 13'
1944	6/18	Dominguez Hills 19:06:07 PST		4.4	33° 52'	118° 13'
1961	10/20	Orange County (4 larger shocks out of 8 tremors)		3.9	33.7°	117.9°
1961	10/20	"		4.6	33.6°	118.0°
1961	10/20	"		4.2	33.7°	118.0°
1961	10/20	"		4.2	33.7°	118.0°
1961	11/20	Orange County (with 3 aftershocks)		4.0	33.7°	117.9°
1963	2/18	Torrance		3.4	33° 55.4'	118° 22.5'
1963	8/09	Downey		3.2	33° 51.1'	118° 10.8'
1963	11/28	Downey		3.0	33° 49.7'	118° 9.5'
1964	2/20	Downey		3.2	33° 48.1'	118° 8'
1964	3/21	Torrance		3.0	33° 56.2'	118° 24'
1965	11/12	Santa Monica-Inglewood (felt over 800 Sq. Mi. of SW L.A. County - most sharply in Santa Monica-Inglewood).		3.0	33° 58.8'	118° 23.5'

TABLE II  
(continued)

1966	6/13	Midway City		3.5	33° 44.8'	117° 59.5'
1966	10/02	Los Angeles (felt over SW L.A. County; felt sharply in Los Angeles)		3.8	34°	118° 18°
1967	5/12	South Gate- Lynwood; felt in Pasadena		2.9	33° 55.8'	118° 13.2'
1969	10/27	Laguna Beach (off shore)		4.3	33° 32.7'	117° 48.4'
1970	9/14	West Los Angeles area		3.0	34° 3.7'	118° 21.0'
1970	9/22	West Los Angeles area		4.2	34° 00'	118° 17'
1970	9/23	Inglewood-Torrance area		3.3	33° 54'	118° 20'
1970	9/23	Inglewood-Torrance area		3.2	33° 54'	118° 20'

Sources:

1. Calif. Dept. Water Resources, Bull. No. 116-2, 1964
2. Seismological Notes, Bull. Seismol. Soc. America.
3. Richter, Nord, ist, Taylor (1967).
4. Allen, Brune, Nordquist, Richter, Taylor (1968)

TABLE III

DESCRIPTION OF SOME SIGNIFICANT EARTHQUAKES POSSIBLY ORIGINATING  
ON THE NEWPORT-INGLEWOOD ZONE, 1933 TO 1963. (SOURCE: WOOD, ET AL, 1966)

1933. March 10. Long Beach. This shock was not of major magnitude from the seismological point of view, but because of its location near a thickly settled district with many poorly constructed buildings, it ranks as the second most destructive shock of the United States history. About 115 lives were lost and hundreds were injured. Damage of about \$40,000,000 resulted. The fire loss was small while the main damage was due to the earthquake, an opposite condition to that which prevailed in 1906.

The epicenter was located just offshore near Newport Beach. The major destruction, however, was in the more thickly settled district from Long Beach to the industrial section, south of Los Angeles, where watersoaked alluvium and other unfavorable geological conditions combined with the presence of much poor structural work to increase the damage. The strongly shaken area was bounded by a line from southern Los Angeles southwest to Manhattan Beach and by another from southern Los Angeles to Anaheim and thence to Laguna Beach. At Compton there was wholesale destruction of buildings over a limited area on very bad ground. At Long Beach, buildings collapsed, tanks fell through roofs, houses were displaced from foundations, and there was serious structural damage to buildings left standing. In factories, in addition to other damage, delicate machinery was thrown out of alignment.

There was little evidence of ground movement, and no fault displacement visible. Slight slumps and distortion of made and unconsolidated ground took place in the region from Compton to Long Beach. Places where damage was exceptionally severe included Compton, Long Beach, and Huntington Park. Many structures including water tanks, suffered. School buildings were among those most generally and severely damaged due largely to unsuitable design to resist shaking, and had the shock taken place during school hours great loss of life would have occurred. Magnitude 6.3. It is difficult to give an adequate condensed description. Reference is made to United States Earthquakes, 1933, which in turn gives other references. There were numerous aftershocks, but no important ones.

933. October 2. Signal Hill. Moderately strong earthquake near Long Beach, possibly not a true aftershock of the March 10 shock. Considerable minor damage at Long Beach, Los Angeles, Compton, Bell, and other towns, chiefly to structures weakened in previous shocks. Felt as far as San Diego and Santa Barbara. Magnitude 5.4.

939. December 27. Long Beach. Walls cracked and street lights damaged at Huntington Park and Long Beach. Magnitude 4.5.

941. October 21. Gardena Area. Greatest damage was in the West Dominguez oil field east of Gardena where well tubing was damaged and almost all wells went off production temporarily. In surrounding towns many walls and plaster cracked, many windows broke, and some chimneys twisted. Store stocks suffered considerable damage. Damage in Gardena was about \$10,000. In Moneta, a fire wall was thrown down. Magnitude 4.9.

TABLE III  
(continued)

1941. November 14. Torrance-Gardena Area. Damage was approximately \$1 million. At least 50 buildings were severely damaged. Suburban areas were darkened for 30 seconds to 5 minutes as power lines fell, and in some places telephone service was disrupted. Two oil tanks were demolished, two buckled severely, a 6-inch pipeline broke in four places, and a natural gas pipeline burst.
- In Torrance, about 50 percent of all brick chimneys and fireplaces were either twisted, broken loose, or thrown down. One of two schools suffering structural damage was condemned. Several houses moved off their foundations. In Gardena, the elementary school building was condemned and the Bank of America building was severely damaged. Some fire walls and many chimneys were thrown down or damaged. A collapsing wall of a two-story building broke through the roof of a low adjoining building practically destroying its contents. Magnitude 5.4.
1944. June 18. Near Dominguez Junction. Two shocks caused minor property damage and jangled nerves in the Los Angeles area. At Long Beach, the shock was the heaviest since 1933. Dishes crashed to the floor, burglar alarms clattered, and many persons fled to the streets. A 4-foot marble slab toppled 12 feet from the front of a shop at Redondo Beach. Minor damage in the Compton-Torrance area. Magnitudes 4.5 and 4.4, respectively.
1961. October 20. Near Huntington Beach. A series of nine sharp shocks were felt over an area of about 1,200 square miles of southern California, principally in Orange County. Slight damage, consisting mainly of cracked plaster, broken windows, and fallen merchandise in stores, was reported from a number of towns. Magnitude 4.3.

The intensity of ground shaking at any one place is measured on the Modified Mercalli Intensity Scale and is a function of (1) the magnitude of the earthquake(amount of energy released), (2) the distance from the epicenter of the earthquake, and (3) the nature of earth material underlying the site. This intensity scale measures the amount of shaking damage on a scale of I to XII and is determined by observation of the damage done.

A comparison of earthquake magnitude as measured on the Richter Scale and earthquake intensity as measured on the Modified Mercalli Intensity Scale is shown in Figure 2. This comparison assumes the intensity is calculated on a bedrock site near the earthquake epicenter. For the same magnitude shock, the intensity will decrease with distance from the epicenter and will vary with the nature of the underlying earth units.

At the present time, there is insufficient history of recorded major earthquakes in Southern California to ascertain with any degree of certainty the most probable maximum earthquake that could occur along the Newport-Inglewood Zone and what acceleration forces and intensities of damage would affect the Culver City area. However, based on available data given in Tables I and II, and recent experiences on other Southern California fault movements, such as the San Fernando Earthquake of February 9, 1971 and historic movements on the San Andreas Fault Zone throughout California, the probable ranges of maximum quakes which might occur during the next 50-year period are given in Table IV, below.

TABLE IV

Causitive Fault and Distance (Miles)	Expected Magnitude (Richter)	Expected Intensity Range (Mercalli)	Expected Ground Acceleration (Gravity)	Probability of Occurrence
Newport-Inglewood 0 - 5	6.0-7.0	VIII - X	.15 - .40	Likely
Newport-Inglewood 0 - 5	7.0-7.5	X - XI	.40 - .60	Low
San Andreas 45 - 50	7.0-7.5	VII - VIII	.10 - .20	Likely
San Andreas 45 - 50	8.0-8.5	VIII - IX	.15 - .35	Intermediate

NOTE: Recorded data on major earthquakes is not sufficient to statistically define precise probabilities of occurrence; therefore, the generalized ranges included above are estimated to have the following probabilities: Low - less than 10%; intermediate - 10-50%; likely - greater than 50%.

## EARTHQUAKE SCALES

MAGNITUDE ON RICHTER SCALE	INTENSITY ON MERCALLI SCALE
1	I DETECTED ONLY BY INSTRUMENTS
2	II BARELY FELT NEAR EPICENTER
4.5	VII DAMAGE SLIGHT
6-7	VIII-X MODERATELY DESTRUCTIVE (1933, 1971)
7-7.7	X-XII MAJOR EARTHQUAKE (1952)
7.7-8.9+	XI-XII GREAT EARTHQUAKE (1906, 1964)

Figure 2

Earthquake intensities of VIII - X accompanied by ground accelerations of 0.2g. to 0.4g. are considered likely to occur sometime during the next 50 years. The more severe events with accelerations in excess of 0.5g. cannot be completely discounted but they are considered to have a "low" probability of occurrence over this length period.

The actual accelerations and duration of shaking experienced at any site will depend not only on the magnitude and location of the event causing the shaking but, also, on the particular properties of the earth units underlying the site and, also, on their degree of saturation, i. e., the ground-water level. Given sufficient geologic and soils data for a specific site, it is possible to estimate the approximate ground response spectra at that site for each separate seismic event. These response spectra would obviously vary from site to site as the soils and geologic conditions vary. Response spectra calculated for a specific site can be used to establish suitable seismic design factors for any new structure at that site.

Ground failure such as differential settlement or liquefaction may occur during periods of severe ground shaking due to the presence of semiconsolidated earth materials and/or shallow ground-water conditions. These conditions can be established through geologic-soils site investigations prior to construction.

## EARTH MOVEMENTS - SUBSIDENCE

### Earth Movements

Growing emphasis has been placed on continuing earth movements in certain areas of the Baldwin Hills following the failure of the Baldwin Hills reservoir in 1963. Leveling surveys begun as early as 1910 have shown continuing earth movements and subsidence and these movements had been detected prior to construction and failure of the reservoir.

Evidence of continuing deformation includes surface displacement along known fault lines, regional and local elevation changes and recorded seismic events; the latter are discussed in the section on "Seismicity". Leveling in and around the Baldwin Hills by Los Angeles County and City of Los Angeles surveyors has shown that the lowland stations within the planning area north and west of the hills have been subsiding consistently at a slow rate of .02 - .03 feet per year, while a prominent elliptical-shaped subsidence "bowl" located in the northwest portion of the hills has been subsiding at a maximum rate of approximately 0.20 feet per year, as measured near the center of the bowl.

Earth cracks and surficial fault displacements have been recognized in the hills since 1957. These earth cracks are almost completely confined to the eastern and southeastern portion of the above mentioned subsidence bowl and appear to be associated with preexisting faults. The major movements have occurred in the area of the Baldwin Hills reservoir and near the intersection of Stocker Street and La Brea Avenue. They are believed to be in direct response to the continuing subsidence and are not thought to represent tectonic movement (Castle and Yerkes, 1969). However, several known faults including the Inglewood Fault traverse the subsidence bowl in the eastern portion of the planning area and continued subsidence could possibly cause surface displacements along these fault traces (see fault lines on Subsidence Maps 1 and 2, Appendixes IX and X).

### Subsidence

The subsidence rate of .02 to .03 feet per year in the lowland portion of the planning area appears to be rather consistent and is not considered significant for planning or design purposes as long as it continues at or below the previously recorded rate. However, the main subsidence bowl within the Baldwin Hills is significant. Maximum measurements made near the center of subsidence indicate a total elevation change of 5.67 feet during the period 1911 to 1963.

The accompanying Subsidence Map (Subsidence Map 1, Appendix IX) was prepared by the Los Angeles County Survey Division. It shows the configuration of the subsidence area and the average annual rate of subsidence through 1961. The subsidence area is an elliptical-shaped bowl that trends northwest-southeast and overlies the Inglewood Oil Field. In fact, the subsidence in this area has been attributed to (1) oil production from the field, and (2) water injection operations associated with the fields operation (Castle and Yerkes, 1969 and Hamilton and Mechan, 1971).

Recent survey data obtained from Los Angeles County and City surveyors and Subsidence Map 2 (Appendix X) show the average annual subsidence rate from 1960 to 1970. The rate of subsidence does not appear to have changed much over the last decade; however, continued water injection into the oil reservoirs may slow the subsidence rate with time as has been accomplished in the Wilmington Oil Field.

Some lateral movements are associated with the main area of subsidence. Survey markers have generally shown a small shift towards the center of the subsidence.

Surficial cracks and fault displacements are also associated with the subsidence and are discussed in the previous section on "Earth Movements".

Future movements, at least for the next decade, are expected to continue at approximately the same rate as during the last decade (see Subsidence Map 2).

The rate may slow slightly and, in fact, may already be slowing. Comparison of surveys made by Los Angeles County Survey Division show that in some areas the rate has dropped by about 20 percent between the periods 1960-65 and 1965-70. However, additional survey data will be necessary over the next five to 10 years to confirm these rate changes.

#### Landslides and Slope Stability

Natural slope failures are rare in the Baldwin Hills primarily due to the generally low slope angles, seldom exceeding 2:1 (horizontal to vertical), and the predominance of nearly horizontal bedding within the sedimentary units making up the hills. The areas most prone to failure are those where the underlying strata has been tilted and folded due to faulting and related tectonic activity.

For the purpose of this report and future planning, the hills within the study area have been divided into two major geologic zones designated "C" and "D" on the Geologic-Seismic Summary Map (Appendix VIII).

Zone "C" covers that portion of the hills where the slopes are steepest and the bedrock is tilted, folded and faulted and represents that area of maximum potential instability. Within this zone, one possible landslide has been mapped (see Summary Map). The existence of this slide has not been confirmed by subsurface investigation but the slide is highly suspect due to its topographic configuration as revealed by photogeologic and field investigations.

This zone also includes the Inglewood Oil Field and its associated problematic conditions, such as: (1) old oil, mud and waste water sumps, (2) uncontrolled ill placed for access road and well and tank sites, (3) oversteepened cut-slopes, and (4) old dump sites. This area also includes the area of maximum ground subsidence.

Zone "D" covers the western portion of the hills where slopes are flatter and the underlying sedimentary units have shallow dips. Natural slope stability is high and problematic conditions should generally be restricted to the steeper portions of the natural drainages and to oversteepened man-made slopes.

In both zones, slope stability is dependent upon (1) nature of bedrock underlying the site, (2) proximity to faulting and degree of folding and fracturing, (3) structural dip of the sedimentary bedding planes in relation to direction of natural or man-made slopes, (4) slope angle, (5) presence or absence of ancestral slope failures, and (6) presence or absence of shallow or problematic ground-water conditions.

Evaluation of slope stability for natural, man-made or proposed slopes must include geologic-soils evaluation of these factors which, in turn, must be based on detailed field and laboratory observations by the geologist and soils engineer.

## GROUND WATER

It is essential that seismic parameters for a site include water table and saturation data as well as the nature of underlying materials. For example, where silts or sands are loosely consolidated and are saturated at or close to the surface, seismic shaking can produce "liquefaction". This is a condition where the grain-to-grain support provided by the sediment grains is temporarily destroyed and the water between the grains suddenly assumes the weight of the overlying materials. Because the grain-to-grain friction is eliminated, the sediment assumes the frictionless properties of a liquid that fails to support overlying structures.

In Culver City, problematic shallow ground-water conditions are generally confined to the floodplain and adjacent areas surrounding Ballona Creek. Two major water-bearing zones exist in this area: (1) a deep zone that consists of Lower Pleistocene sediments of sandstone and siltstone ranging in thickness from 50 to 400 feet within the planning area, and (2) a shallow zone composed of recent stream deposits of loose, unconsolidated sand, silt and gravel which ranges in thickness from approximately 80 feet in the Ballona Gap area north of Baldwin Hills to approximately 50 feet to the west near the coast.

Water levels in the deep zone are controlled by domestic water production and by the location of ground-water barriers such as the Inglewood, Overland and Charnock faults. The depth of this zone, as a result of pumping operations, is generally below 50 to 80 feet. The great depth of the water level minimizes its potential for liquefaction from seismic shaking.

Table V, below, summarizes the most recent water levels in the shallow zone for the six wells monitored in the planning area. Well locations are shown on the Geologic-Seismic Summary Map. The data are gathered from Los Angeles County Flood Control records. These records indicate that little, if any, domestic water is being pumped from shallow sand and gravel beds within the planning area.

TABLE V  
WATER LEVELS IN SHALLOW ZONE

Well Number	Date Measured	Depth to Water Table	Elevation of Water Table
2626DD	6-4-71	36 feet	56 feet
2609H	4-7-71	71 feet	-17 feet
2609J	4-7-71	78 feet	-21 feet
2598	6 - 71	68 feet	17 feet
1281C	4-6-71	18 feet	0 (Sea Level)
1271T	4-5-71	7 feet	3 feet

Water levels vary within the upper water-bearing zone but a general drop occurs to the south and west. Owing to the westward slope of the ground surface, the shallowest water occurs in the western portion of the planning area.

Areas of shallow ground water (less than 50 feet in depth) should be considered potentially problematic in terms of liquefaction and, therefore, should be evaluated in terms of seismic design. There is no evidence that the Inglewood, Overland and Charnock faults cut this shallow zone or affect the water table as they do the lower zone.

## SOIL CONDITIONS

Little data based on soils sampling and laboratory testing are available in the Culver City area. However, for the purpose of this report, the soils conditions which are relevant to seismic analysis and city planning can be divided into two major areas of concern: (1) those in the hillside areas, and (2) those in lowland alluvial areas.

### Lowland Alluvial Areas

In lowland alluvial areas there are several areas within the City that show distress in the form of sunken, cracked and buckled curbs, cracked and sunken sidewalks, disparities in road pavement, driveway and curb elevations and general random cracking of pavement. These areas of distress are indicative of unstable surficial soil conditions, i. e., expansive clayey soil or organic-rich "boggy" soil conditions.

The area shown by stippling on the Geologic-Seismic Summary Map in the Ballona Gap area east of the Inglewood Fault is reportedly underlain by organically-rich soils associated with a former marsh or boggy area. This is one of the areas experiencing severe distress at this time.

Two other areas experiencing distress are also shown by stippling. These areas lie north of the floodplain sediments and are underlain by older alluvium. Again, the settlement and associated problems appear to be the result of expansive and possibly organically-rich clays and silts. Present soils technology can resolve these problematic conditions through the collected and laboratory analysis of subsurface samples. Due to the highly variable nature of these alluvial soils, this is generally best accomplished on a site-by-site basis.

### Hillside Areas

The soils conditions in the Baldwin Hills area are directly related to the underlying geologic units. The soil profile is generated by in-place weathering of the native units and by slow downhill creep of surficial materials on the steeper slopes, resulting in local thick buildups of thick soil (colluvium) in swales and at the heads of shallow reentrants. In the hills, these soils are predominantly sandy loam but locally become clayey where underlain by clayey silt. Where clayey, these soils are potentially expansive, necessitating detailed soils analysis for foundation design.

### Land Fills

Over the years, numerous land fills have been placed adjacent to Ballona Creek either to reclaim lowlands along the old creek bed, or in connection with flood control improvements. These fills have been delineated by aerial photo analysis from photos flown in 1928, 1937, 1951 and 1952. By 1952, the Ballona Creek Channel had been completed and all significant fill operations were also completed. Fills placed during these periods are shown on the

Summary Map. During the time that these fills were placed, few controls were generally placed on the compaction of the materials and no records are available covering these fill areas. Therefore, the suitability or stability of the fill areas cannot be attested to.

No dump sites other than those possibly associated with uncontrolled fills along Ballona Creek, and shown on the map, are known to exist other than in the area now being used as "little league" ball diamonds in the hills south of Jefferson Boulevard. Prior to construction of the ball diamonds this area was a dump site and prior to that it was a sand quarry.

A minimum of 85 oil, mud and waste water sumps have been identified by aerial photo inspection in the Inglewood Oil Field within the planning area. Numerous uncontrolled fills have also been placed in connection with grading operations within the field. Many of the major fills are shown on the geologic map by R. O. Castle (Appendix VII).

## CONCLUSIONS

### Seismicity

Culver City, as well as other cities in Southern California, will be subjected to future seismic shaking from movements along the active fault zones in Southern California. For Culver City, the two most probable major earthquake sources are the San Andreas Fault Zone and the Newport-Inglewood Zone and future seismic planning should include the following specific considerations.

1. One of the two most likely earthquake events to severely affect Culver City during the next 50 years could occur at depth on the Newport-Inglewood Zone. Should the fault rupture occur within five miles of Culver City, ground accelerations of up to 0.4g. should be expected.
2. The other most likely earthquake could occur on the San Andreas Fault Zone, 45 miles away at its closest point. Ground accelerations of 0.2 to 0.35 should be expected and the duration of shaking could last as long as one minute.
3. The ranges for ground accelerations given above are taken from Table IV and are for bedrock areas. Accelerations in alluvial areas would probably be higher.
4. Movements on the Newport-Inglewood Fault could be accompanied by ground rupture along its mapped surface trace. There is no evidence of recent ground displacements due to recorded earthquakes possibly originating along the Newport-Inglewood Zone and, therefore, the amount of surface displacement that could occur is unknown.
5. Movement on the Overland and Charnock faults is not anticipated because evidence suggests that these faults are no longer active. However, more geologic data are needed on these faults before their state of activity can be definitely established.

### Earth Movements and Subsidence

Leveling surveys begun as early as 1910 have shown continuing earth movements and subsidence in the Baldwin Hills area. Recent studies, based on Los Angeles County and City survey data, give the following results:

1. Earth cracks and surficial fault displacements have been mapped since 1957 and are confined to the east side of the subsidence area which is outside of the Culver City planning area.

2. Maximum subsidence is occurring in an elliptical-shaped area overlying the Inglewood Oil Field. Subsidence Map I shows subsidence rates to 1961. Subsidence Map II shows subsidence rates during the period 1960 to 1970.
3. Subsidence has been attributed to the oil production and water injection in the Inglewood Oil Field.
4. Subsidence is anticipated to continue in the near future at about the same rate as it did over the last ten years. However, continued water injection may slow the rate in the future as has been demonstrated by injections in the Wilmington Oil Field.
5. Continued subsidence within the main subsidence bowl could possibly cause surface cracks and/or shallow displacement on known faults within the planning area similar to those now experiencing displacement on the eastern side of the subsidence bowl.

#### Hillside Areas

For the purpose of this report and future planning, the hills within the study area have been divided into two major geologic zones and the constraints to development within each zone are as follows:

1. Zone "C" includes the higher and more rugged portions of the Baldwin Hills west of La Cienega Boulevard. Constraints to development in this zone are (1) steep natural and man-made slopes, (2) existence of active subsidence including area of maximum subsidence, (3) proximity to Inglewood Fault, (4) oil field operations including presence of oil, drilling mud and waste water sumps and uncontrolled cuts and fills, and (5) potentially expansive soil conditions in areas of thick soil or clayey bedrock.
2. Zone "D" includes the lower portions of the hills west of Zone "C" and contains fewer restraints to development than Zone "C". The major problems are: (1) significant subsidence, though on the edge of the main subsidence bowl, (2) easily erodible earth units, and (3) potentially expansive soil conditions in areas of thick soil and clayey bedrock.

### Lowland Alluvial Areas

The lowland area of Culver City is located on a floodplain of an ancestral westward flowing Los Angeles River now represented by Ballona Creek. The area is underlain by recent alluvium along the creek and older alluvium on the higher ground both to the north and south. In these areas the major problems associated with development are:

1. The presence of locally severe expansive and boggy soil conditions.
2. The presence of the buried and little-known Overland and Charnock faults whose state of activity has not been definitely established.

### Ground Water

In the planning area potentially problematic ground-water conditions are generally confined to the floodplain and adjacent areas surrounding Ballona Creek. Even here, domestic water production, though generally from the deeper measure, has lowered the water level in the upper alluvial zone to 50 - 80 feet below the surface. This depth of the water level greatly reduces the potential for liquefaction of the soils from seismic shaking. However, should the water level rise to near the surface, through either reduced withdrawals or increased recharge, the hazard of liquefaction would arise.

## ROLE OF THE CITY

Future land use planning by Culver City and land development or re-development whether by municipal or private sources can benefit from geologic-soils study and interpretation. Small cities like Culver City generally cannot justify having experienced engineering geologists and soils engineers on their permanent payrolls. However, these professionals are needed to review and evaluate soils and geologic studies within the City. In order to fulfill these important needs, a certified engineering geologist and a qualified soils engineer should be retained by the City of Culver City to assist them in developing, interpreting and enforcing the codes and in reviewing the work of the private consultants.

As an alternative to the City retaining consultants, these services also can be contracted through the Los Angeles County Engineer. Although many small cities do contract with the County and do receive satisfactory service from the County, they do not have the local control that can be obtained by retaining experienced consultants to add to their own engineering and planning capabilities.

In regard to the City requirements for geologic-soils investigations, the following procedures are recommended:

1. Geologic investigations should be required in the hillside areas and along the Inglewood, Overland and Charnock faults. These areas designated A, B, C and D are shown on the Geologic-Seismic Summary Map. A table which lists the recommended geologic and soils reports for each area or zone is also shown on the Summary Map and is included as Appendix VI. Major considerations in the hillside areas will be cut-slope stabilities, subsidence, possible surface cracking and faulting related to subsidence, oil field operations and related waste sums, uncontrolled fills and over-steepened cut-slopes. The principal considerations along the fault zones will be their exact location and state of activity.
2. Soils investigations should be required for all developments within the City. Problems of expansive and boggy soil conditions will be particularly important considerations by the soils engineer. Potentially high ground-water conditions could result in the future and should receive the attention of the soils engineer.
3. The above investigations should be required prior to City approval of the following three stages of development: (1) tentative tract design, (2) the final grading plan, and (3) following rough grading but prior to issuing building permits. Guidelines for geologic-soils investigation and report requirements for strengthening geologic-soils building and grading codes are given in Appendices I and II.

4. Guidelines for municipal projects, geologic services and legal matters and for preparation of storm damage and other geologic hazards reports are given in Appendixes III, IV and V, respectively.
5. Specific studies that the City should consider making at this time are: (1) the monitoring of continued rate of subsidence based on continued survey data available from City and County engineering and survey divisions, and (2) investigation of the Inglewood, Overland and Charnock faults in the subsurface.

The fault investigation can be considered a City-wide problem since the critical relationships necessary to establish the state of activity of a fault normally occur only at scattered localities that are not necessarily within the bounds of a tract or development. This study should include a continuing program of geologically inspecting any roadcuts or excavations being made along any of the fault alignments, and the monitoring of ground-water levels in the lowland areas to establish current levels and trends.

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## APPENDIX I

### GUIDELINES FOR GEOLOGIC AND SOIL INVESTIGATION AND REPORT REQUIREMENTS BY THE CITY

#### Definition of Purview of Engineering Geologist and Soils Engineer

A registered geologist certified by the State of California as an engineering geologist and a qualified soils engineer experienced in hillside subdivision must be retained by the developer and be responsible for geologic-soils aspects relevant to the project. The consultants will be concerned with such terrain problems as landslides and erosion, delineating widths and state of activity of faults, ground-water circulation problems, expansive earth materials, loose foundation materials, and subsidence.

#### Preliminary Geologic-Soils Reports

The pre-grading investigation by the engineering geologist and soils engineer must be sufficient to outline geologic-soils problems and provide solutions to these problems. This pre-grading work should include: (1) subsurface exploration, (2) sampling, (3) construction of suitable map(s) and cross section(s), and (4) comprehensive geologic-soils reports. The professional's opinion should be sought in the form of a letter-report wherever it appears that no potential hazards are present, rather than waiving a professional report statement.

#### Geologic-Soils Inspections

Geologic-soils inspections shall be conducted during all significant hillside grading operations and sufficient remapping, data collection and analysis shall be done to assess the as-graded plan. This inspection work shall be sufficient to document and certify that (a) all geologic-soils recommendations have been followed during rough grading operations, (b) that all adverse geologic-soils conditions have been corrected or taken into account, and (c) that all lots or sites are suitable and safe for construction from the viewpoints of geology and soils engineering.

#### As-Graded Engineering Geologic Map

An as-graded geologic map should be required for sites having problematic geologic conditions. This map should summarize relevant geologic information obtained prior to, during, and at the termination of rough grading. It shall define the limits and geometry of geologic problems and their treatment, including the position of earth buttresses and other retaining devices for geologic purposes, impermeable blankets, subdrains, graded slope angles in cuts, conditional use areas and measurements in areas now buried by fill or subsiding. Geologic cross sections through the chief problem areas should be included.

APPENDIX III  
GUIDELINE FOR MUNICIPAL PROJECTS

Site Selection

The selection of a site for a particular land use benefits from geologic study and interpretation, particularly in hillside areas. For example, the location of a municipal water tank requires (1) a hillside site to provide the necessary hydraulic head to service the project area, and (2) a hillside site with geologic stability. Additional considerations include the economics of the construction, aesthetics of the site and ready access to the site. All of these factors relate to a greater or lesser extent to the geology of the site: economics depends on the amount of material to be removed which, in turn, depends on the rippability or degree of hardness of the material and the extent of blasting that will be necessary. By minimizing the height of excavation and the total yardage excavated, an unsightly location can be prevented as well as artificial instability. On the other hand, in some locations a deeper excavation might serve the multiple purpose of hiding a tank site, removing an unstable surficial deposit, and acquiring valuable borrow material for a road or other engineering project.

The concept of multiple purpose planning and multiple use planning in land use deserves extension to many other projects. For example, borrow areas might be planned as future parking areas for parks or picnic spots, or as observation points. Other knolls reduced to a level for borrow purposes might serve as recreational centers or nature centers.

Geologic conditions and features should be considered early in the planning process. The earlier terrain factors are applied, the more design will benefit from the geology by both avoiding geologic pitfalls and capitalizing on numerous savings related to the use of resource materials and more imaginative and creative designs.

Site Development

Because of the wide variation in the character of earth materials and the geometric arrangement of these materials, and because very subtle geologic features can significantly influence the overall performance of a slope, individual site analysis is necessary. Intensive engineering geologic studies must be made of individual properties prior to their development. On an individual site, subsurface exploration in the form of backhoe trenches, dozer pits or drill holes may be necessary to define such features and conditions as the width of a fault zone, the orientation of a thin clay seam of montmorillonite that can render a slope potentially unstable, the depth of the overburden or the configuration of a landslide that may be too thick to economically stabilize. The degree of subsurface exploration will be dependent upon the complexity of the geology, the abundance and magnitude of natural terrain problems and the relationship of the geology to design.

## APPENDIX IV

### GUIDELINES FOR GEOLOGIC SERVICE ON LEGAL MATTERS FOR CULVER CITY

Claims against the City involving soils and geology can be reduced in several ways: (1) reduce the area of City liability, (2) avoid geologic-soils pitfalls that can lead to claims, (3) enforce present and future building and grading codes and ordinances.

Legal research has shown that there is no real duty on the part of the City to carry out extensive and detailed investigations on lands that are suspect of having geologic and soils problems except as required in connection with general planning for the City. The duty is that of the landowners. It is the duty of the landowner to employ competent geologists, soils engineers, and other private consultants in order to supply the necessary technical information related to stability of the land and its future safety for building purposes. Therefore, in order to reduce the area of liability, it is important to extend responsibility wherever possible to private consultants and the private sector. This commonly can be done by requiring consulting reports and signed building and grading plans that include acceptance of responsibility for each phase of construction, as well as completed construction.

There is growing emphasis on contract specifications, but in geology and soils this source of lawsuit is not nearly as important as claims arising from instability and the following subject categories.

Surface Runoff - Promoting changes in drainage patterns that will concentrate drainage in certain areas where damage can be done and failure to provide for the collection and control of surface runoff and deposition of sediment and failure to provide for repair and maintenance of existing flood control facilities.

Ground Water - Ground water barriers can result in surface seepages during wet seasons, as can lithologic changes in the sediments at depth. Perched or shallow ground water can add to natural or cut-slope instabilities.

Public Health - Safety - Pollution of ground water or surface waters; vibrations from blasting; protection of workers in trenches and other excavations; provisions for tunneling; etc.

Natural Slopes and Cut-Slopes - Failure to recognize potential slide conditions which generally can be deciphered in advance of development.

Most pitfalls can be avoided by requiring that facts are obtained in advance of construction and insisting on completion of "state-of-the-art" professional geologic and soils reports. Subsurface interpretations are important and, as a result, subsurface exploration and an in-depth study should be required wherever this information does not already exist. Pre-grading meetings should be held, during which the City serves as a coordinator for various consultants on the project and assures itself that one of them will serve as the chief coordinator from that time on.

(continued)

The real key to reducing the claims is enforcement of present and future building and grading codes and ordinances. It is deemed advantageous to the City of Culver City to rely upon the services of a certified engineering geologist for third-party reviews of engineering geological reports inasmuch as engineering geologists employed full time by the City are not feasible at this time.

A review of a consultant's report by the City of Culver City is probably one of the most critical steps in analysis of a proposed development. These reviews are needed in order to see (1) that provisions of the ordinance are enforced, (2) that the private consultant's findings have been fully expounded and considered and that his recommendations are taken into account by the designers and developers, and (3) that the investigators advance safe solutions to all geologic-soils problems.

Ideally, the consulting engineering geologist for the City should be well acquainted with the actual and potential geologic-soils problems in the area, and yet, should be removed from conflicts of interest by practice in the area. This relationship will help to achieve an atmosphere of mutual respect and cooperation, essential for effective implementation of this recommendation. The use of a third-party reviewer will help to assure that a detailed and full geologic investigation is made and will help to avoid City liability.

#### Creation of a Geologic-Soils Advisory Review Board

This board would serve in an advisory capacity to the City of Culver City in evaluating controversial matters appealed by landowners and developers. The board would review these matters and make recommendations to the City Planning Commission. It should be in a position to determine from data submitted and from on-site observation whether a proposed development meets the requirements of the "state-of-the-art" and state and local ordinances.

Membership should include a certified engineering geologist, an architect, a landscape architect, a seismologist and a civil engineer who practices in soil mechanics and is familiar with the methods of stability analysis.

Members should be rotated on a 2-3 year basis. The flexibility of its composition should permit that two engineering geologists be present when the problem is largely geologic and two soils engineers when the problem is chiefly soils engineering in nature.

## APPENDIX V

### GUIDELINES FOR PREPARATION OF STORM DAMAGE AND OTHER GEOLOGIC HAZARD REPORTS

1. The City should maintain a file of all published information on storm damage and geologic-soils hazard damage. This should include meteorologic data, descriptions of site damage, photographs of damage, and drainage area parameters.
2. The City should maintain an inspection file of photographs (Polaroid, etc.) that show unsatisfactory completion of construction elements, code violations, and damaged areas both before and after the storm seasons.
3. The City should maintain maps that show locations of significant storm damage and other terrain problems.
4. All stability control and erosional control devices should be shown on the City map, in relationship to the problem areas defined in this study.
5. The City should require, at the first signs of a potential hazard to public safety involving geologic hazards, an engineering geologic report.

## RECOMMENDED DISTRIBUTION - SOILS AND GEOLOGIC INVESTIGATIONS

Type of Investigations  
and  
Problems of Special Emphasis

Zone Symbol	Soils		Geology			Subsidence where rate > 0.05 ft/yr
	General	High Groundwater & Liquefaction	General	Cut-Slope Stability	Seismic	
A	X	X	X		X	X
B	X	X	X		X	
C	X		X	X	X	X
D	X		X	X	X	X
E	X	X				
F	X	X				X

PUBLIC SAFETY ELEMENT  
of the  
GENERAL PLAN

CITY OF CULVER CITY  
CALIFORNIA

July, 1975

1                   RESOLUTION NO. CS-7229

2                   A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
3                   CULVER CITY, CALIFORNIA, APPROVING AND ADOPTING  
4                   A "PUBLIC SAFETY ELEMENT OF THE GENERAL PLAN."

5                   WHEREAS, Section 65302.1 of the Government Code of the State  
6                   of California requires a General Plan to include a Public Safety  
7                   Element; and

8                   WHEREAS, the City of Culver City, California, has an adopted  
9                   Revised General Plan; and

10                  WHEREAS, in order to comply with the above-referenced section  
11                  of State law, the Division of Planning prepared a Public Safety  
12                  Element for the Revised General Plan of the City and submitted said  
13                  element to the Planning Commission for public hearing; and

14                  WHEREAS, on July 23, 1975, the Planning Commission conducted  
15                  a duly noticed public hearing on the Public Safety Element, includ-  
16                  ing the Negative Declaration prepared in connection therewith and  
17                  comprising a part thereof; and

18                  WHEREAS, after consideration of the testimony and materials  
19                  presented at said hearing, the Planning Commission by Resolution  
20                  No. 1267 recommended to the City Council for adoption "Public  
21                  Safety Element of the General Plan City of Culver City July, 1975",  
22                  including the addition of Section VIII.C.2.a.6. which reads as  
23                  follows:

24                  "The City Council consider appropriate legislation to  
25                  result in a prohibition of the sale of fireworks in  
26                  the City."

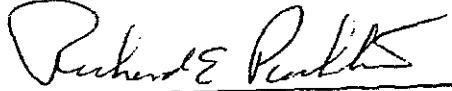
27                  and

28                  WHEREAS, a hearing was held before the City Council on  
29                  August 25, 1975, at which time all interested persons were given  
30                  an opportunity to be heard,

31                  NOW, THEREFORE, the City Council of the City of Culver City,  
32                  California, DOES HEREBY RESOLVE that,

1. The "Public Safety Element of the General Plan City of  
2      Culver City July, 1975", recommended to the City Council for  
3      adoption, together with Section VIII.C.2.a.6: "The City Council  
4      consider appropriate legislation to result in a prohibition of  
5      the sale of fireworks in the City", is hereby approved and adopted.  
6. A copy of the "Public Safety Element of the General Plan  
7      City of Culver City July, 1975" is on file in the office of the  
8      City Clerk.

9 APPROVED and ADOPTED this 25th day of August, 1975.



10  
11 RICHARD E. PACTMAN  
12 MAYOR  
13 City of Culver City, California.

14 ATTEST:

15   
16 AGNES V. CHRISTENSEN  
17 City Clerk

18   
19 ROBERT D. OGLE  
20 City Attorney

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## I. INTRODUCTION

Culver City has a resident population of 37,900 and a daytime population in excess of 100,000. Within the 4.8 square mile area urban growth has created pressure on natural as well as manmade physical environments. Urban expansion, the spread of blight in central city areas, and trends toward intensification of land use throughout the urban area, have all contributed to safety problems.

Government Code Section 65302.1 requires a safety element of all city and county general plans, as follows:

A safety element for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazard.

The Safety Element is intended to identify and define programs to protect the community from fire and geologic hazards. As directed by Section 65302.1 of the California State Government code, it recognizes and defines substantive problem areas of urban fire hazards and geologic hazards.

Urban Fire Hazard - Predominantly characterized by structural fire hazards affecting residential, commercial, and industrial activities.

Geologic Hazards - Geologic activity, other than seismic events, creating an impact on the safety and welfare of Los Angeles County citizens, such as slope instability, general subsidence, differential settling, erosion, and other associated problems.

## II. ASSETS

Although the city's propensity for suffering major fire and geologic damage cannot be minimized, the community does have a number of assets in its favor. Foremost among these assets may be the relatively low density character of major portions of the residential areas of the city. Thus, chances are slight that any one fire or landslide in such an area would affect large numbers of people.

Another asset is the quality of the city's fire department. The department is generally well rated and willing to take advantage of new methods and equipment. The regular use of its fire training facility contributes to this rating. The department is also tied into a mutual response program with the abutting jurisdictions of Los Angeles City and Los Angeles County which allows handling of most emergencies.

Culver City is also fortunate in having a number of ordinances, programs, and requirements already in existence pertaining to fire and geologic hazards. Requirements exist as part of subdivision ordinances that establish standards for access and minimum water fire flow requirements. Automatic fire alarm systems tied through radio wave to the Fire Communications Center have been required for residential complexes for several years prior to the recent Uniform Building Code requirements.

Public awareness of our fire and geologic hazards is another important asset. The citizenry is generally cooperative in adhering to fire regulations. This awareness also contributes to understanding and cooperation during an actual emergency.

The city is located in the western section of Los Angeles County. As such, the city has access to the county data base on geologic conditions and hazards. Due to previous experience with geologic hazards the region also has access to an impressive data base regarding these hazards, and to persons well versed in dealing with these problems. While most of this data is extremely detailed and applicable only to small areas, it is, nevertheless, a valuable resource.

### III. PROBLEMS AND ISSUES

#### A. URBAN FIRE HAZARDS

All of Culver City, an area of 4.8 square miles, has been committed to urban uses. Local development patterns have historically consisted of continuous outward expansion, accompanied by gradual aging and deterioration of the central city area. More recently, use intensification trends have occurred in selected districts. This trend is demonstrated by the fact that all of the total net additions to the city's housing inventory since the 1970 Census have been multiple units. The urban form that is evolving is susceptible to a variety of fire related hazards.

##### 1. Fire Hazardous Buildings

In recent years, two major hotel fires in Los Angeles County which claimed dozens of lives have served to focus attention on the problem of fire hazardous buildings. These are buildings which upon ignition permit rapid internal spread of fire and are frequently characterized by open stairwells, sub-standard electrical wiring, and obsolete heating facilities. Combined with human carelessness or maliciousness, these deteriorated conditions provide a potential for disaster.

Many fire hazardous structures are older, multi-storied hotels that have been converted to permanent residential use. Such buildings commonly provide low cost housing for the poor and the elderly. Older buildings also house a variety of commercial and light industrial enterprises. Major clusters of these buildings in or near the downtown area pose a serious threat to life and property. The social and economic ramifications attendant to mitigating the potential threat of fire hazardous structures are enormous. Complex issues remain concerning occupant safety and welfare, equitable treatment of building owners, relocation of existing occupants, minimization of adverse effects on the general business community, and preservation of an adequate community tax base.

##### 2. Residential Fires

During 1974, more than 30 percent of all fires served by the Culver City Fire Department occurred in residential dwellings. The estimated losses to these dwellings were nearly one-fourth of a million dollars. In the City of Los Angeles, more than 25 percent of all fires during 1971-72 involved private residences and accounted for a greater number of deaths and injuries than any other single type of fire. Such fires occur for a variety of reasons and no geographical or causitive pattern is apparent. Although such fires typically involve single dwellings

or buildings, the danger is always present that residential areas utilizing untreated wood shingle roofs, when in the path of a wind driven fire, could easily spread out of control over a large area.

### 3. Multi-Story Buildings

There has been a major change in the Culver City skyline in recent years. The number of hotel buildings with eight stories or more has increased from one in 1960 to four in 1972. The concentration of large numbers of occupants inside these structures intensifies the disaster potential. In addition, use and structural characteristics combined with difficulties related to emergency response and disaster control procedures make medium and highrise development particularly susceptible to fire hazards.

Dependency on internal support systems, including ventilation, water availability and pressure, and elevator systems, increases the sensitivity of multi-story structures to fire hazard. Such systems may fail during a fire when they are most critically needed.

Emergency response and disaster control procedures become increasingly difficult with taller buildings. Access of personnel and equipment to upper story fires is a major problem. Evacuation of building occupants is another. Helicopter lift-offs or aerial ladder evaluation may be required if smoke or mechanical failures block normal exit routes. Inadequate or inoperable internal communication systems hinder efforts to locate and evacuate trapped occupants.

### 4. Hospitals and Medical Facilities

Culver City residents are served by two private hospitals, with a maximum bed capacity approaching 700. In addition, 5 nursing care facilities provide beds and medical services for more than 375 chronically ill or convalescent patients. The activities and populations associated with these facilities are particularly sensitive to fire hazard.

General hospitals offering a wide array of medical services rely on highly sophisticated and sensitive equipment for a number of life maintenance functions. Fire damage to such equipment would directly affect the safety and well being of present and future patient populations.

Patient populations are commonly characterized by physical or mental disabilities. Such disabilities inhibit the patient's capacity to react during a crisis. In instances where there is a large population of dependent individuals, the number of supervisory or custodial personnel is usually inadequate to provide sufficient aid and guidance in times of emergency.

Even if adequate aid were provided, many ailments would be seriously aggravated by stress situations.

#### 5. Indoor Public Assembly Facilities

Several structures can be categorized as indoor public assembly facilities. In this element, these refer to all indoor facilities where large groups of people are gathered in generally unfamiliar surroundings. Such facilities include entertainment and recreational establishments, as well as public and semi-public institutions which include churches, temples, and schools. Many of these facilities are existing non-conforming buildings either built prior to present day codes or not covered by the retroactive requirements of state codes. Some have substandard electrical wiring, and many of them do not comply with existing state laws and county codes concerning building design and construction features.

The one characteristic shared commonly by all public assembly facilities is the concentration of large numbers of people. This condition provides the potential for mass panic response to a crisis situation. A mass response of this nature can ultimately cause more casualties than the originating event. Factors including unfamiliar surroundings, lack of knowledge concerning exit routes, and loss of orientation heighten the fire disaster potential. Additional problems stem from intense concentrations of people--should a fire occur in a crowded facility, causing extensive damage and injury, provision of the required medical aid is difficult. This problem has been generally recognized by many emergency response agencies and mock disaster games have been carried out in an attempt to familiarize and to train response personnel.

#### 6. Industrial Fire Hazards

Nearly all of the urban industrial development in the city is located in the older areas of the community. The variety of industrial fire hazards is as diverse as the city's industrial base. Of particular concern, however, is the potential fire hazard resulting from the production of petroleum, chemical, and explosive products.

Oil extraction represents a significant industry. Numerous oil wells are located in the southeastern areas. The occasional close proximity of other industrial, commercial, and residential land uses increases public exposure to potential fire hazards.

Hazards of transportation, manufacturing, and storage of volatile products present additional fire potential. New industrial processes and the development of new fuels, plastics, and chemicals have required continuous upgrading of fire control technology and contingency planning. These efforts are directly related to the physical and economic well being of the industries, industrial employees, and the general public.

## B. GEOLOGIC HAZARDS

Culver City is located near the coast of Southern California and encompasses nearly 4.8 square miles of land area. Some of this area is hilly or mountainous terrain and the remaining areas are relatively flat, thickly alluviated valleys and coast plains. (see Generalized Geology Map)

### 1. Slope Instability

Slope instability in the region is affected by three inter-related factors. These include surface and subsurface waters, geologic structure and rock types, and the degree of slope (see Slope Stability Map ). Water moving over or under the land surface erodes, steepens, and undercuts slopes, thus removing lateral support and decreasing stability. Stability is also dependent on the specific properties and combinations of materials forming the slope. Moderate to steep slopes are most likely to have stability problems.

Slope failures such as landslides, rockslides, and mudflows are common in the county. Exposure to such hazards has increased with the urbanization of hilly areas. As a result, slope failures have caused millions of dollars of property damage in past years. These losses include both damage to structures as well as damage to the land itself. Slide areas are often rendered unusable without costly soil engineering correcting measures. Examples of economic loss due to slope failure are plentiful. The City of Los Angeles sustained nearly 7.5 million dollars in damages during 1959-62. Subsequently, ordinances were passed requiring soils engineering and some geologic investigations prior to new residential development.

In the early 1960's, landslide disasters in the county took two lives and forced the evacuation of over 100 hillside homes. In addition, 1700 hillside residences were damaged. The estimated cost of repairs totalled nearly 5.5 million dollars. This caused the grading ordinance to require engineering geology through all design and construction stages.

The Portuguese Bend landslide is located on the southerly oceanfacing slopes of Palos Verdes Peninsula. This ancient slide mass had reached a point of at least temporary stability but was reactivated during the 1950's. Los Angeles County engineers have continuously monitored the rate of sliding. At one point during February 1957, the maximum average rate of movement was nearly 1.5 inches per day and even now moves at a rate of about one foot a month. During the past 25 years, this slide has caused extensive damage to homes, roadways, and utilities, requiring that millions of dollars be expended on road and utility repairs.

A final example of losses incurred due to slope failure is

provided by the coastal bluffs of the Santa Monica and Pacific Palisades. Slides in this area are common and often result in property damage and the closure of Pacific Coast Highway.

## 2. Subsidence

Subsidence is the gradual sinking of an area due to a decrease in subsurface pressures. Subsidence in Los Angeles County can be divided, on the basis of the mechanism causing it, into three types: ground water withdrawal, oil or gas withdrawal, and hydrocompaction.

Ground surface effects related to subsidence are generally restricted to long surface structures such as canals, drains, and sewers, which are sensitive to slight changes in elevation. Since the mid-1930's, the Los Angeles County Engineer has monitored the changes in elevation due to subsidence, for more than 9,000 locations. Over the past several decades, widespread subsidence of the coastal plain has amounted to a few inches. This may have been caused primarily by a reduction in subterranean water pressures due to excessive well pumping. However, the most common cause of subsidence within the county is the removal of natural gas and petroleum deposits from unconsolidated or partially consolidated sedimentary materials. Such subsidence has occurred in the areas of Inglewood, Torrance, Baldwin Hills, and Long Beach-Wilmington oil fields.

The subsidence of the Wilmington oil field has been widely publicized for two reasons. It is located in the center of a highly industrialized area, and has affected the Port of Long Beach and the Long Beach Naval Shipyard. Vertical movement has now reached 29 feet at the center of the subsiding area, and horizontal movements of nearly 10 feet have been measured. These movements have caused extensive damage to wharves, pipelines, buildings, streets, and bridges necessitating costly repairs and surface filling.

Hydrocompaction is a phenomenon most common in desert environments, but it has been noticed in such semi-arid regions as the Antelope Valley and upper Santa Clara Valley. It usually occurs when man first applies large amounts of water, causing certain open-textured soils to lose their strength and consolidate under their own weight. Hydrocompaction is a problem to the works of man because of the abruptness and short distances over which subsidence occurs.

## 3. Erosion Activity

Land erosion is the process by which soil is removed from one area and transported to other areas largely by means of wind and moving water. If water moves over level area, little physical damage occurs to structures. However, if the flow of water is constricted or the slope steepened, the velocity

increases and deep gullies may result. Erosion activity within an urban area can cause damage by undermining structures, blocking storm sewers, and depositing silt, sand, or mud in roads, basements, and tunnels.

#### IV. OPPORTUNITIES

This document so far has presented a variety of fire and geologic hazards and problems which pose potential threats to the safety and well being of Culver City's citizens. It is the responsibility of government to reduce or avoid such hazards wherever possible. Many of the means for accomplishing this have been mentioned in the "assets" section which began this chapter. There are, however, additional factors which provide opportunities to reduce public exposure to fire and geologic hazards.

It is anticipated that the city as a whole will experience physical, social, and economic growth during the next several decades. Much of this growth will be in the form of renovation and redevelopment of the existing older portions of the urban area. Culver City is, therefore, presented with the opportunity to guide and direct the energies and interests of private industry toward the reduction of existing safety hazards. Continued economic growth and accompanying increases in tax revenue will provide government with the fiscal means to strengthen hazard abatement programs.

Each year the city government expends thousands of dollars on programs directed toward the betterment of the quality of life of its citizens. Many existing programs deal directly with public safety concerns. The existence of these programs and the ever increasing knowledge derived from them provides city government with continuous opportunities to reduce unacceptable levels of risk associated with the various safety hazards.

## V. STATEMENT OF GOALS

The goals of the Safety Element link the assets, problems, issues, and opportunities identified previously, with the policies and programs which follow. Goals reflect broad aims and basic values. They establish emphasis and tone for policy and program formulation. The decisions and activities of city government pertaining to safety should be guided by the intent of the goals set forth.

The purpose of the Safety Element is to strive toward achievement of the following major goals:

- Protection of Life and Property
- Reduction of Adverse Economic, Environmental, and Social Conditions Resulting from Fires and Geologic Hazards

The policies and programs which follow are offered as a means of realizing these goals.

## VI. STATEMENT OF POLICIES

This section contains the policies of the Safety Element. These policies provide direction for achievement of goals. They will be carried out by the implementation of programs which utilize organized governmental resources for the mitigation or elimination of safety hazards. Safety Element policy consists of a written statement which addresses housing problems and issues.

1. Establish and enforce standards and criteria to reduce unacceptable levels of fire and geologic risk.
2. Reduce fire hazards associated with older buildings.
3. Reduce the impact of fires in hospitals, other medical facilities, and indoor public assembly facilities.
4. Encourage improved fire protection for multi-story structures and high-hazard industrial facilities.
5. Develop stringent site criteria for construction in areas with fire and/or geologic problems and prohibit construction if these criteria are not met.
6. Encourage continued research in the fields of geologic and fire safety.
7. Strengthen existing codes and ordinances pertaining to fire and geologic hazards.
8. Develop and support the use of new technology in the suppression and prevention of fires.
9. Require all new development and selected existing development to comply with established fire and geologic safety standards.
10. Improve programs and practices for dealing with land subsidence and erosion.
11. Expand public education programs pertaining to fires and geologic problems.
12. Encourage improved fire and geologic hazard insurance programs.
13. Review and improve disaster preparedness and emergency response capabilities.
14. Increase cooperation and coordination between the various jurisdictions and agencies involved in fire protection and the mitigation of geologic problems.

## VII. STANDARDS AND CRITERIA

Safety standards and criteria are rules established for use as a basis for comparison in measuring unacceptable levels of risk.

The responsibility for establishing criteria and standards rests primarily with local jurisdictions. The State has established some standards but has left local government the task of enforcing them.

### Standards

Although there is no single unified set of safety standards, Culver City has evolved a series of standards, specifications, and regulations that apply to safety. These are incorporated into various codes and ordinances, the primary ones applicable to the scope of this element being the Building Code, Fire Code, Grading Ordinance, Zoning Ordinance, Subdivision Ordinance, and State Health and Safety Code.

The Building and Fire Codes contain building standards. Land development standards are in the Grading, Zoning, and Subdivision Ordinances.

## VIII. IMPLEMENTATION PROGRAM

The critical factor in any planning effort is its implementation. This process, achieved through budgeted, manned programs, developed in response to adopted policies, ultimately brings about realization of the plan.

The current level of activity concentrates primarily on local programs. In future reviews and revisions of the element, the intention is to broaden and intensify investigation and analysis of these and other programs in coordination with other agencies and the general public.

### A. IDENTIFICATION OF EXISTING PROGRAMS

This section contains a listing of programs and activities having significant actual or potential capability for implementing the Safety Element.

#### 1. County Programs

- Disaster Preparedness
- Fire Protection
- Geologic Mapping
- Taxation

#### 2. Special District Programs

- Flood Control

#### 3. City Programs

- Building Regulation
- Disaster Preparedness
- Fire Protection
- Grading Regulation
- Land Division Regulation
- Zoning Regulation

#### 4. State Programs

- Fire and Rescue Emergency Plan
- Geologic Research and Mapping
- Taxation
- Water Supply Management

## 5. Federal Programs

FIRESCOPE  
Forrest Service  
Geologic Survey and Research  
Taxation

## 6. Other Implementation Activities and Processes

Community Relations  
Coordination and Reviews  
Legislation  
Long Range Planning  
Mutual Assistance  
Public Education  
Research and Monitoring

In addition to the programs listed above, selected programs contained in the Seismic Safety Element contribute to the implementation of the Safety policies.

## B. EVALUATION OF EXISTING PROGRAMS

This element deals specifically with fire and non-seismic geologic hazards. Efforts at improving fire safety have been divided traditionally into the areas of fire prevention and fire suppression. While it is primarily through the Building Regulation and Fire Protection Programs that fire safety problems are addressed, several programs concentrating primarily on avoidance or impact reduction strategies have been developed which address non-seismic geologic hazards.

Yet, despite these efforts, problems within this element's two major areas of concern--urban fires, and geologic hazards--still remain, and it is the purpose of this section to evaluate the effectiveness of the existing programs and their potential for improvement in dealing with these problems.

### 1. Urban Fire Hazards

The major urban fire hazard problem areas are: 1) fire hazardous buildings, 2) residential fires, 3) multi-story buildings, 4) hospitals and medical facilities, 5) indoor public assembly facilities, and 6) industrial fire hazards. Because each of these categories presents unique problems requiring that different emphases be placed on the combined programs, this section will consider those programs that have specific impacts on each of the major problems areas.

#### a. Fire Hazardous Buildings

Fire hazardous buildings are by their existence a continuing

threat to the safety of their occupants. Several factors have contributed to the perpetuation of this condition.

The current Building Regulation Programs do not require periodic inspection of older areas. The provisions of the Building and Safety Code specify the degree of deterioration that must be reached before a building is classified as unsafe. Consequently, building owners suffer no penalty by failing to improve those buildings which have not reached the specified degree of deterioration. Tax laws also have contributed to the continuing existence of hazardous buildings. Zoning regulations have a very limited effect on fire hazardous buildings, the non-conforming use provisions being essentially the only tool that can be utilized in addressing the problem.

b. Residential Fires

Fire protection agencies are inhibited by legal restrictions and manpower limitations from making inspections of single family residences except under special circumstances. While the impact of these limitations can be mitigated by improving current standards and practices, the inherent problems have made it necessary to concentrate on facilitating response activities.

As a result of state laws which extended and expanded insurance coverage for agencies responding to calls in other jurisdictions, the jurisdictional disputes that once impeded quick response have been effectively reduced. In addition, Mutual Assistance Zones have been effective means of providing support when the city has required assistance in maintaining its fire protection capability.

The Land Division Regulations address two major impediments to adequate response by requiring proof of availability of water and a report from the Fire Chief requiring that the water mains are of sufficient size to supply the required amount of water and by requiring proper access roads.

c. Multi-Story Buildings

Multi-story buildings, by their nature, have created unique problems in fire protection. A recently adopted Los Angeles County ordinance amending the Building Code requires that buildings over three stories tall have automatic sprinkler systems. In addition, buildings over 75 feet tall must have standby power systems, central control stations, and modified elevator systems. While this ordinance is expected to greatly alleviate the problems faced by fire suppression crews in this type of structure in the county, it does not apply to already existing structures. However, pending state legislation would correct this deficiency. Internal disaster preparedness programs should be given greater emphasis, particularly in those structures that do not conform with current standards.

d. Hospitals and Medical Facilities

Hospitals and medical facilities, through state mandated but locally enforced requirements, have received special attention due to their large life loss potential. For example, all institutional occupancies with dependent populations must have monthly fire safety training of their staffs. In addition, sprinkler systems are now required in all convalescent hospitals. Large hospitals generally have auxiliary support systems which permit continued operation of life maintenance functions in case of emergency; however, they are not required by law to have them.

e. Indoor Public Assembly Facilities

Indoor public assembly areas, by their nature, have dictated that emphasis be placed on fire prevention and impact reduction. Because the surroundings are generally unfamiliar to the occupants and the employees don't normally comprise a viable response force, measures have been taken through the Building Regulation Program which are designed to provide a high degree of fire resistance and to facilitate evacuation.

f. Industrial Fire Hazards

The Building Regulation and Fire Protection programs have been generally effective in reducing industrial fire hazards. However, there is some threat to those areas surrounding particularly hazardous uses. Because the Zoning Regulations specify the uses permitted for each zone, it is possible to restrict hazardous uses, such as explosive plants, to areas where the surrounding properties are not highly endangered. In specified cases the Zoning Regulations require a Conditional Use Permit, a device through which conditions are established in order to protect surrounding life and property before the applicant is permitted a use determined to be potentially hazardous.

2. Geologic Hazards

The three most significant non-seismic geologic hazards in Culver City are slope instability, erosion, and subsidence. Before these hazards can be adequately mitigated, it is essential that basic geologic data be mapped. This information is necessary because, supported by adequate subsurface investigation, the geologist can locate potential geologic hazard areas.

The County Engineer has investigated areas subject to hazard from landslide, settlement, or slippage based on the review and analysis of geological reports throughout the county for the past 15 years. The deficiencies of this program and its potential for improvement through a continued combined effort with the Division of Mines and Geology and the U.S. Geologic

Survey are discussed in the County's Seismic Safety Element. The City's Seismic Safety Element, adopted in 1974, is consistent with the County Element.

Slope instability and erosion problems have been addressed primarily through the Building Regulations which require that persons applying for building or grading permits in areas delineated as geologic hazard areas must submit a geological and/or engineering report demonstrating that the hazard will be eliminated or is not a danger for the intended use. In some cases it is necessary for the applicant to legally record the findings of such reports along with a waiver of liability. These Building and Grading Regulations have been successful in reducing geologic hazards. However, they have no application in those areas developed prior to the inception of the codes. In addition, there have been complaints that these regulations ignore environmental considerations.

Subsidence, with a few notable exceptions, is not considered a major problem by technical experts. The exception is the Baldwin Hills where subsidence has occurred through oil and gas withdrawal. There are some possible solutions to these problems. For example, in Long Beach subsidence has been effectively arrested by the Flood Control and Water Conservation Program through salt water repressurizing of underground aquifers and oil shales. The Baldwin Hills ten years ago began a similar program which, to date, appears to be successful.

Provided an adequate base of geologic data is developed, the Zoning Program could play a significant role in regulating the type and intensity of development in hazard areas. Until recently, however, the existence of geologic hazards, unless extreme, have not weighed heavily in making land use determinations. The Land Division Program, on the other hand, requires, where necessary, geologic reports on proposed subdivisions.

### 3. Evaluation Summary

Generally the quality of fire protection services in Culver City is quite good.

While fire hazardous buildings bring the problem into its sharpest focus, the one overriding area of concern that underlies this entire discussion is that of non-conforming uses or conditions. The Building Codes have generally applied only to those structures built after its adoption. There have been some cases, however, where the codes have been made retroactive. Uses with high hazard and/or large life loss potential, particularly require uniform application of the codes.

Non-seismic geologic hazards have influenced the development of several programs such as the Grading Regulations. Subsequent revisions to these regulations as a result of the Seismic Safety Element are anticipated.

## C. ACTION PROGRAM

This section outlines first and second priority action areas and the short and medium and long range action necessary to implement the policies of the element.

### 1. Priority Action Areas

This section established first and second priority action areas based on criteria developed from consideration of currently identified problems and existing programs. They are designed to have the greatest positive impact on safety problems while taking advantage of existing assets and opportunities.

#### a. Criteria for Establishing Priorities

Priorities must be developed because the City has limited resources to devote to all of the problems discussed in the plan. Therefore, it is necessary to concentrate available resources on the most critical problems. The following criteria were used to identify the problems and determine their priority.

- 1) Significant threat to life and property.
- 2) Major threat to dependent populations or large concentrations of people.
- 3) Desirability for taking advantage of an opportunity before it is lost.

Problems discussed earlier in this element were reviewed against the above criteria. The problems meeting any of these criteria were included in the first priority concerns. All other areas were designated as second priorities.

#### b. First Priority Action Areas

The following have been identified and are recommended as first priority action areas:

- 1) Fire Hazardous Buildings
- 2) High Occupancy Structures
- 3) Dependent Populations
- 4) Industrial Fire Hazards
- 5) Emergency Response

#### c. Second Priority Action Areas

The following areas are identified and recommended as second priority action areas:

- 1) Geologic Hazards
- 2) Residential Fires
- 3) Coordination
- 4) Public Information

## 2. Action Recommendations

This section presents those recommendations necessary to initiate action to implement the policies of the element and contribute to the achievement of goals. They are divided into two sections: short range, and medium and long range. Short range actions are those which should be initiated within five years but their duration may extend beyond that period. Medium and long range actions are those that will occur from five to 15 years in the future, some of which may require initial activity that must be taken in the immediate future. In addition to the following recommendations, some of the Seismic Safety Element recommendations may have some application. The numbering of recommendations does not imply any priority ordering.

### a. Short Range Action Recommendations

- 1) Adopt a City ordinance defining fire hazardous buildings.
- 2) Following authorization from the City Council,
  - a) Conduct an inventory and evaluation of fire hazardous buildings.
  - b) Identify building occupancy type, value, and age, social and economic characteristics of occupants.
  - c) Establish priorities for the renovation, demolition, or occupancy reduction of identified fire hazardous buildings.
- 3) By City Council resolution, join with the County in supporting efforts at the federal level to revise Internal Revenue Service regulations to limit utilization of accelerated depreciation schedules, particularly as they apply to substandard buildings.
- 4) By City Council resolution, join with the County in supporting efforts at the state level to provide tax incentives to encourage the repair or demolition of fire hazardous buildings.
- 5) Following a review of the effectiveness of the present regulations regarding fire suppression installations in buildings, adopt appropriate regulations to correct the deficiencies.

### b. Medium and Long Range Action Recommendations

- 1) Continue to monitor the relationship between regulations and fire prevention.
- 2) Commence a program of geologic mapping for the City.

#### D. GOVERNMENTAL ROLES AND RESPONSIBILITIES

The following are desirable roles to be assumed by each level of jurisdiction in order to more effectively achieve the safety goals of this element.

##### City

It is at the municipal level that the greatest effort can be exerted because the City is most aware of its own safety problems and the viable alternatives to cope with them. Charged with the responsibility for the public's safety within its boundaries, the City should enforce strong fire prevention programs, have adequate fire response capabilities, and develop programs which will mitigate non-seismic geologic hazards.

##### County

Culver City maintains its own fire department. Los Angeles County provides fire protection for 35 cities within the County as well as for the unincorporated County areas. Additionally, the County provides a major part of the protection for the brush fire areas in the Los Angeles basin and is committed to assist the state and federal governments in the event of a major brush fire.

The County is also committed to assist Culver City, as well as other cities, through mutual aid agreements. The County, through contractual arrangements, is also involved in providing protection from geologic hazards to many jurisdictions.

##### State

The state has assumed a strong role in establishing fire prevention and impact reduction standards in high hazard-large loss categories. It has maintained a coordinative role in establishing policies and guidelines by which local jurisdictions may sign mutual aid agreements to supplement each other's capabilities in the event of a major disaster. In areas of statewide problems, it must always be ready to respond through a quick response structured organization which can be activated throughout the state. In areas where local governments cannot adequately respond to disasters within their jurisdictional boundaries, the state should be ready to assist with both finances and manpower.

##### Federal

The federal government is able to assume a strong support and guidance role through legislation, funding activities, and research. The federal government should assist in the development of model regulatory measures and administrative processes. It should also function as a data bank and actively disseminate information to local governments. With a revised Federal Disaster Preparedness and Assistance Program and by removing incentives for ignoring the risks associated with fire and geologic hazards, the federal government could do much to promote disaster preparedness and

enhance public safety. It may play a vital role in implementing safety policies through funding, especially in the fire hazardous building problem area which may require substantial assistance for relocation programs.

#### E. CONSTRAINTS AND CAPABILITIES

To assist in organizing for efficient and effective implementation of recommended safety actions, this identification of existing constraints and capabilities has been made.

##### Constraints

- Legal limitations on the authority to implement some safety policies.
- Limited public funding available to subsidize corrective measures.
- Opposition to new regulations which might adversely affect property values.
- Diverse opinions concerning unacceptable levels of risk.

##### Capabilities

- A high level of technical knowledge to solve hazard problems.
- Well organized, highly trained personnel and sophisticated equipment for fire protection and rescue.
- Public awareness of disasters which have taken many lives and destroyed much property.

#### F. COSTS AND FUNDING

The programs presented in this element are the concern of both the public and private sectors. With the existing framework and minor alterations of funds, most of the programs could be improved. Funds for the programs can be secured through a readjustment of priorities or from new sources of revenue.

Major private costs would be borne by owners of fire hazardous buildings which would require either renovation or demolition and relocation. A shift in federal programs and priorities to permit funding for this purpose would serve to implement fire prevention programs and thus reduce the potential life and property loss.

#### G. IMPLEMENTATION STRATEGY

Strategies are the general courses of action that are selected upon consideration of the roles, capabilities, constraints, and goals. Key safety strategies are to:

- Concentrate available resources on the most critical problems.
- Maintain flexibility in implementing programs to reflect changing levels of unacceptable risk.
- Place greater emphasis on preventative measures.
- Encourage abatement strategies for dealing with critical existing hazards.

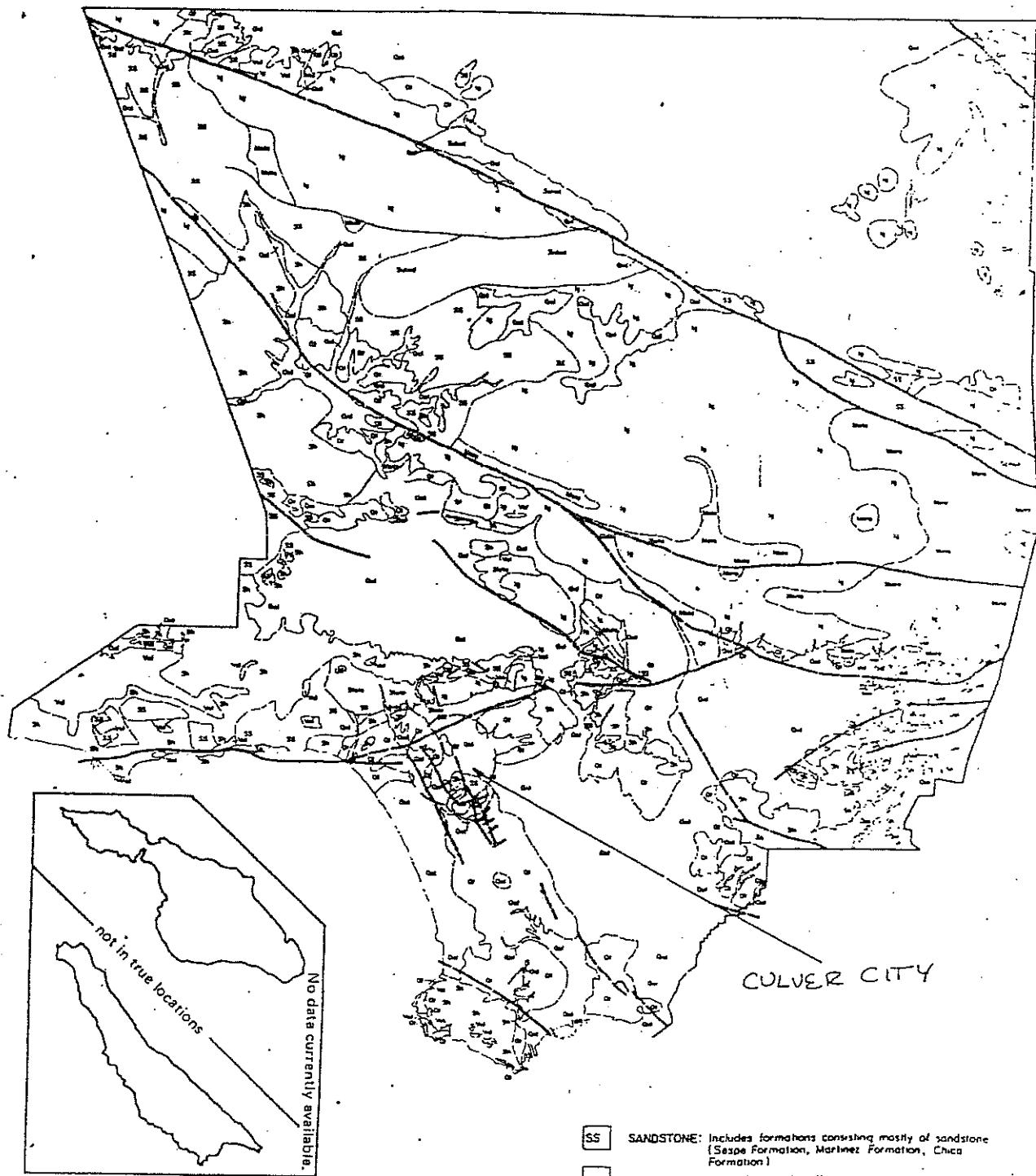
#### H. USE OF THE SAFETY ELEMENT IN DECISION MAKING

This element is specifically designed to assist officials in making decisions regarding the use of regulations and programs to meet public safety needs through capital programming, land use allocation, building and development code revision, and general revenue expenditures. The element should also be used as a guide to developing new programs where required and in influencing other governments as well as activities within the private sector.

#### I. CONCLUSION

The opportunity to attain the goals of this element has never been greater. Increased public awareness, a declining growth rate, and expanding technical expertise can be merged to form both a receptive climate and in institutional framework to implement the proposals contained herein.

It is essential that government at all levels take advantage of these opportunities and provide vigorous and imaginative leadership in the field of public safety.



## GENERALIZED GEOLOGY

- [Cal] **ALLUVIUM:** Includes recent stream and flood plain deposits, sand dunes, and beach deposits.
- [Tr] **TERRACE:** Includes Pleistocene Marine and Non-Marine deposits (Lomita Marl, Timm's Point Silt, San Pedro Sand, Palos Verdes Sand, Saugus Formation and La Habra Formation).
- [Sh] **SHALE:** Includes formations consisting mostly of shale Pliocene to Eocene in age (Pico Formation, Repetto Formation, Santa Margarita Formation, Modelo Formation, Vaqueros Formation, Tejon Formation, Los Lajes Formation, Santa Susana Formation).

- [Ss] **SANDSTONE:** Includes formations consisting mostly of sandstone (Sepulchre Formation, Martinez Formation, Chico Formation)
- [Vol] **VOLCANIC:** Includes Tertiary Undifferentiated Volcanic Rocks
- [Met] **METAMORPHIC:** Undifferentiated Metamorphic Rocks (Meld)
- [Ig] **IGNEOUS:** Undifferentiated granite rocks, serpentine, anorthosite, and related gabbroic rocks

— Geologic contacts

— Faults (active & potentially active) dated where concealed

### NOTE

The purpose of this map is to present a broad picture of the generalized surface patterns within Los Angeles County for purposes of land-use planning. The map presents a generalized grouping of geologic units based on their surface expression. Its preparation could readily be updated from the Geologic Map of Los Angeles County by the California Division of Mines and Geology.

Use of this map should be for land-use planning purposes only and should not be used for design or project development.

### SOURCE:

Department of County Engineer  
Design Division — Engineering Geology Section





**CITY OF CULVER CITY**  
JULY 11, 1975  
9770 CULVER BLVD., CULVER CITY, CALIFORNIA 90230

P.O. BOX 507

JUN 30 1975

**ORIGINAL FILED**Date: June 23, 1975

JUN 27 1975

Clarence E. Cabell, County Clerk

County Clerk  
 Corporations Division -- Room 106  
 Post Office Box 151  
 Los Angeles, California 90053

RE: NEGATIVE DECLARATION  
 For: Public Safety Element of the General Plan  
 (project)

Gentlemen:

Application has been filed with the City of Culver City for approval of the project known as Public Safety Element of the General Plan. The project is briefly described as: The project is one of nine required general plan elements. The public safety element of the plan identifies hazardous areas based on geologic and other conditions and proposes means on which these hazards to life and property can be minimized. The general public of the City will be the beneficiaries of the element.

In accordance with the authority and criteria contained in the California Environmental Quality Act, State Guidelines, and Culver City Guidelines for the Implementation of the California Environmental Quality Act, the Division of Planning and Community Development of the City of Culver City analyzed the project and determined that the project will not have a significant impact on the environment. Based on this finding the Division prepared and hereby files this NEGATIVE DECLARATION.

A period of thirty working days from the date of filing of this NEGATIVE DECLARATION will be provided to enable public review of the project specifications and this document prior to action on the project by the City of Culver City. A copy of the project specifications is on file in the Offices of the Division of Planning and Community Development, City Hall, Culver City.

This document is being filed in duplicate. Please acknowledge filing date and return the acknowledged copy in the enclosed stamped self-addressed envelope.

Prepared and filed by:  
 The Division of Planning and Community Development

By: Susan Berg  
 Susan Berg, City Planner

**RESOLUTION NO. 1267**

A RESOLUTION OF THE PLANNING COMMISSION OF THE  
CITY OF CULVER CITY, CALIFORNIA, APPROVING AND  
RECOMMENDING TO THE CITY COUNCIL FOR ADOPTION  
THE PUBLIC SAFETY ELEMENT OF THE REVISED GENERAL  
PLAN.

**(Public Safety Element)**

6 . . WHEREAS, Section 65302.1 of the Government Code of the Sta  
7 of California requires a General Plan to include a Public Safety  
8 Element; and.

9 WHEREAS, the City of Culver City, California, has an adopt  
10 Revised General Plan; and

WHEREAS, in order to comply with the above-referenced section of State law, the Division of Planning prepared a Public Safety Element for the Revised General Plan of the City and submitted said element to the Planning Commission for public hearing; and

15 WHEREAS, on July 23, 1975, the Planning Commission conduct  
16 a duly noticed public hearing on the Public Safety Element, includ  
17 the Negative Declaration prepared in connection therewith and com-  
18 prising a part thereof; and

19 WHEREAS, after consideration of the testimony and material  
20 presented at said hearing, it appeared to the members of the Plann  
21 Commission by unanimous vote of four members present (one member  
22 being absent) that the Public Safety Element as modified herein,  
23 should be approved and recommended to the City Council for adoptio

24 NOW, THEREFORE, THE PLANNING COMMISSION OF THE  
25 CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY  
RESOLVE AS FOLLOWS:

26 SECTION 1. That during consideration of this matter the  
27 following findings are made:

28       1. The City in 1973 adopted a Revised General Plan,  
29 including the following elements: Land Use, Circulation, Housing,  
30 and Conservation. Subsequently, the following additional elements  
were each adopted: Open Space, Seismic Safety, Noise, and revision  
to Recreation. In 1974 the Land Use and Circulation Elements were  
amended.

31           2. The Public Safety Element as submitted and approved is  
32 consistant with and complementary to the adopted General Plan and  
elements thereof.

1       3. The Public Safety Element has been prepared in accordance  
2       with the requirements of Section 65302.1 of the Government Code  
3       of the State of California and the Guidelines promulgated by the  
4       Council on Intergovernmental Relations.

5       4. In accordance with the requirements of the California  
6       Environmental Quality Act of 1970, as amended in 1972, and the  
7       applicable state and local guidelines for the implementation  
8       thereof, an initial environmental study of the project resulted  
9       in the conclusion that the project will not have a significant  
10      adverse impact on the environment. As a result, a Negative  
11      Declaration to this effect has been prepared and filed with the  
12      County Clerk.

13      5. The following information from the City Fire Department  
14      furnished upon request of this Commission, regarding fireworks-  
15      related incidents during July, 1975, is pertinent to this element

- 16       a. A total of 14 fireworks-related fires occurred  
17       within the City. The fires consisted of three  
18       roof fires, one car fire, and ten grass fires.
- 19       b. The overtime cost to the City for fire department  
20       required inspections of fireworks sales stands was  
21       \$1,898.
- 22       c. Three known hospital-required injuries resulted  
23       from fireworks.
- 24       d. The problems related to the sale of illegal  
25       fireworks imported from out-of-state continue.
- 26       e. Traffic and enforcement problems at the fire-  
27       works stands continue.

28      SECTION 2. That the following provision be added to the  
29      Public Safety Element as prepared by the Planning Division and  
30      considered during the public hearing:

31      "SECTION VIII. Implementation Program, Subsection C.  
32      Action Program:

33      2. Action Recommendations

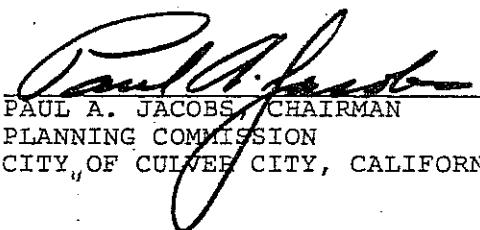
34      a. Short Range Action

35      Recommendations, be amended to include the followin-

36      6) The City Council consider appropriate  
37      legislation to result in a prohibition of  
38      the sale of fireworks in the City."

39      SECTION 3. That the Planning Commission of the City of  
40      Culver City, California, hereby approves the Public Safety Elemen-  
41      of the Revised General Plan and recommends to the City Council  
42      that said element be adopted, as presented to the Commission and  
43      amended herein.

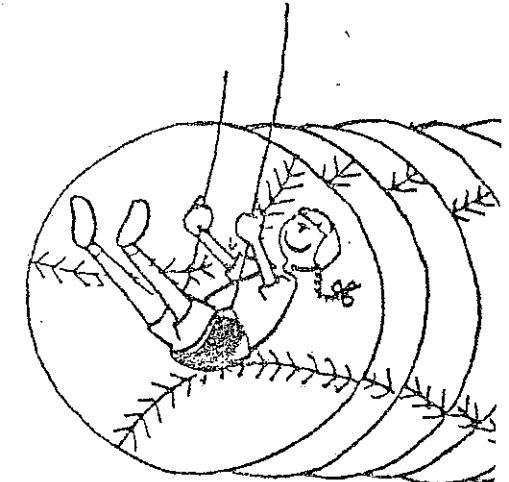
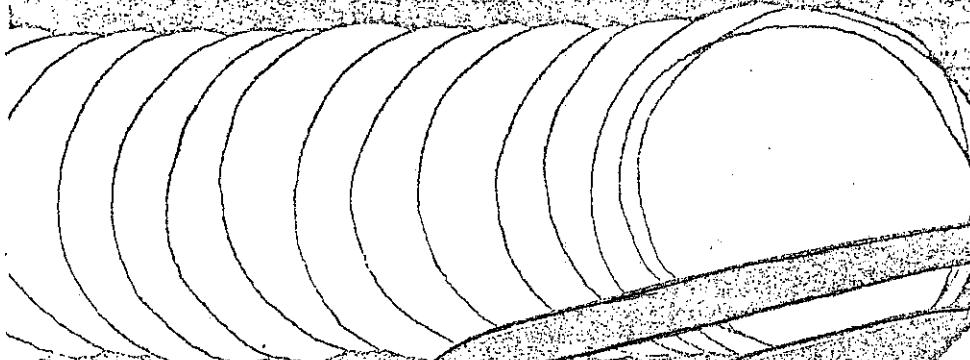
1 APPROVED and ADOPTED this 23rd day of July, 1975.  
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6 PAUL A. JACOBS, CHAIRMAN  
7 PLANNING COMMISSION  
8 CITY OF CULVER CITY, CALIFORNIA

9 ATTEST:  
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Denise A. Travis  
Denise A. Travis, Secretary

(006.PL-959)



CULVER CITY RECREATION ELEMENT  
OF THE GENERAL PLAN



1                   RESOLUTION NO. CS- 6034

2     A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY,  
3     CALIFORNIA, APPROVING AND ADOPTING A RECREATION ELEMENT,  
4     TO BE ADDED TO THE GENERAL PLAN OF THE CITY OF CULVER CITY.

5                 WHEREAS, pursuant to the provisions of Section 65351 of the Govern-  
6     ment Code of the State of California, the Planning Commission of the City of  
7     Culver City, California, conducted a public hearing on the matter of a proposed  
8     Recreation Element to be added to the General Plan of this City; and

9                 WHEREAS, at the conclusion of said public hearing, the Planning Com-  
10   mission adopted its Resolution No. 800 approving and recommending to the City  
11   Council for adoption, the said Recreation Element; and

12                WHEREAS, the City Council has caused to be published in a newspaper  
13   of general circulation, notice of a public hearing on the adoption of said Recre-  
14   ation Element, pursuant to Section 65503 of the Government Code of the State of  
15   California; and

16                WHEREAS, said matter came on for hearing before the City Council at  
17   its regular meeting of February 13, 1968, at which time all persons then and  
18   there present were given an opportunity to be heard; and

19                WHEREAS, after considering all of the testimony presented, it appears  
20   that it would be in the public interest to adopt said proposed Recreation Element;

21                NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY,  
22                    CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

23                SECTION 1. That pursuant to the foregoing recitations, the City  
24   Council does hereby find and determine that the Planning Commission has held  
25   a public hearing, noticed in the manner required by Section 65351 of the Govern-  
26   ment Code of the State of California, on the adoption of a proposed Recreation  
27   Element for the City of Culver City, to be added to the General Plan heretofore  
28   adopted by this City Council; that the City Council has held a hearing following  
29   notice as required by Section 65503 of the said Government Code; that all per-  
30   sons interested in said matter have had an opportunity to be heard at said hear-  
31   ings; and that the adoption of said Recreation Element is in the public interest.

32                SECTION 2. That pursuant to the findings set forth in Section 1 hereof,  
33   the said City Council does hereby approve and adopt that certain text with maps,

1       entitled "Recreation Element of the General Plan", which is to be added to the  
2       General Plan of the City of Culver City, as heretofore approved and adopted by  
3       Council Resolution No. CS-4575, and incorporates the said Recreation Element  
4       in said General Plan by reference as though fully set forth therein.

5       SECTION 3. That a copy of said text with maps, entitled "Recreation  
6       Element of the General Plan", is hereby ordered to be placed on file in the  
7       office of the City Clerk, as part of the official records of this City.

8       APPROVED and ADOPTED this 26th day of February, 1968.

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*Dan Patacchia*  
DAN PATACCIA  
MAYOR of the City of Culver City, California

13 ATTEST:

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*Agnes V. Christensen*  
AGNES V. CHRISTENSEN  
CITY CLERK  
*by Estelle C. Brown*  
Estelle C. Brown  
DEPUTY CITY CLERK

**APPROVED**

*[Signature]*  
CITY ATTORNEY

CITY OF CULVER CITY  
CALIFORNIA

CITY COUNCIL

DAN PATACHIA, MAYOR  
JOSEPH H. LAWLESS  
EDWARD C. LITTLE  
G. WILLIAM BOTTS  
JAMES ASTLE, JR.

PLANNING COMMISSION

MAX PASTER, CHAIRMAN  
DAN CAVANAUGH, VICE-CHAIRMAN  
OTICE GALLMAN  
ANDREW E. DARLING  
WILLIAM RAYMOND  
CARL BERRY  
ERWIN H. COOPER

PARK AND RECREATION COMMISSION

MARTIN LOTZ, CHAIRMAN  
STUART HAGGART  
DOROTHY HARRINGTON  
EARL ESKRIDGE  
JOHN MC NALLY, JR.  
WILLIAM WRIGHT, SR.  
ZELMA ZAMORA  
SYD KRONENTHAL, PARK AND RECREATION DIRECTOR

DIVISION OF PLANNING AND COMMUNITY DEVELOPMENT

GARY Y. THOMPSON, CITY PLANNER

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RESOLUTION NO. CS-6034

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING AND ADOPTING A RECREATION ELEMENT TO BE ADDED TO THE GENERAL PLAN OF THE CITY OF CULVER CITY.

WHEREAS, pursuant to the provisions of Section 65351 of the Government Code of the State of California, the Planning Commission of the City of Culver City, California, conducted a public hearing on the matter of a proposed Recreation Element to be added to the General Plan of this City; and

WHEREAS, at the conclusion of said public hearing, the Planning Commission adopted its Resolution No. 800 approving and recommending to the City Council for adoption, the said Recreation Element; and

WHEREAS, the City Council has caused to be published in a newspaper of general circulation, notice of a public hearing on the adoption of said Recreation Element, pursuant to Section 65503 of the Government Code of the State of California; and

WHEREAS, said matter came on for hearing before the City Council at its regular meeting of February 13, 1968, at which time all persons then and there present were given an opportunity to be heard; and

WHEREAS, after considering all of the testimony presented, it appears that it would be in the public interest to adopt said proposed Recreation Element;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION I. That pursuant to the foregoing recitations, the City Council does hereby find and determine that the Planning Commission has held a public hearing, noticed in the manner required by Section 65351 of the Government Code of the State of California, on the adoption of a proposed Recreation Element for the City of Culver City, to be added to the General Plan heretofore adopted by this City Council; that the City Council has held a hearing following notice as required by Section 65503 of the said Government Code; that all persons interested in said matter have had an opportunity to be heard at said hearings; and that the adoption of said Recreation Element is in the public interest.

SECTION 2. That pursuant to the findings set forth in Section 1 hereof, the said City Council does hereby approve and adopt that certain text with maps, entitled "Recreation Element of the General Plan", which is to be added to the General Plan of the City of Culver City, as heretofore approved and adopted by Council Resolution No. CS-4575, and incorporates the said Recreation Element in said General Plan by reference as though fully set forth therein.

SECTION 3. That a copy of said text with maps, entitled "Recreation Element of the General Plan," is hereby ordered to be placed on file in the office of the City Clerk, as part of the official records of this City.

APPROVED and ADOPTED this 13th day of February, 1968.

DAN PATACCIA, MAYOR  
CITY OF CULVER CITY, CALIFORNIA

AGNES V. CHRISTENSEN  
CITY CLERK

RESOLUTION NO. 800

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING AND RECOMMENDING TO THE CITY COUNCIL FOR ADOPTION THE RECREATION ELEMENT FOR THE MASTER PLAN OF CULVER CITY AS PRESENTED AND INCLUDING IN SAID RECOMMENDATION AN ALTERNATIVE AS MORE PARTICULARLY SET FORTH HEREINBELLOW.

WHEREAS, pursuant to the provisions of Section 65351 of the Government Code of the State of California, the Planning Commission of the City of Culver City, California conducted a public hearing on the matter of a proposed Recreation Element for the Master Plan of Culver City; and

WHEREAS, all parties expressing an interest in the matter were given an opportunity to be heard; and

WHEREAS, after a thorough discussion of the subject matter, it appeared to the Planning Commission by a unanimous vote of the five (5) members present (two (2) absent) that the Recreation Element as presented should be approved and recommended to the City Council for adoption, including in said recommendation one alternative as more particularly set forth hereinbelow:

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That pursuant to the foregoing recitations and the facts presented at the public hearing, the said Planning Commission of the City of Culver City, pursuant to Section 65352 of the Government Code of the State

of California, does hereby approve the Recreation Element for the Master Plan of Culver City as presented by the Planning Division and does hereby recommend it to the City Council for adoption.

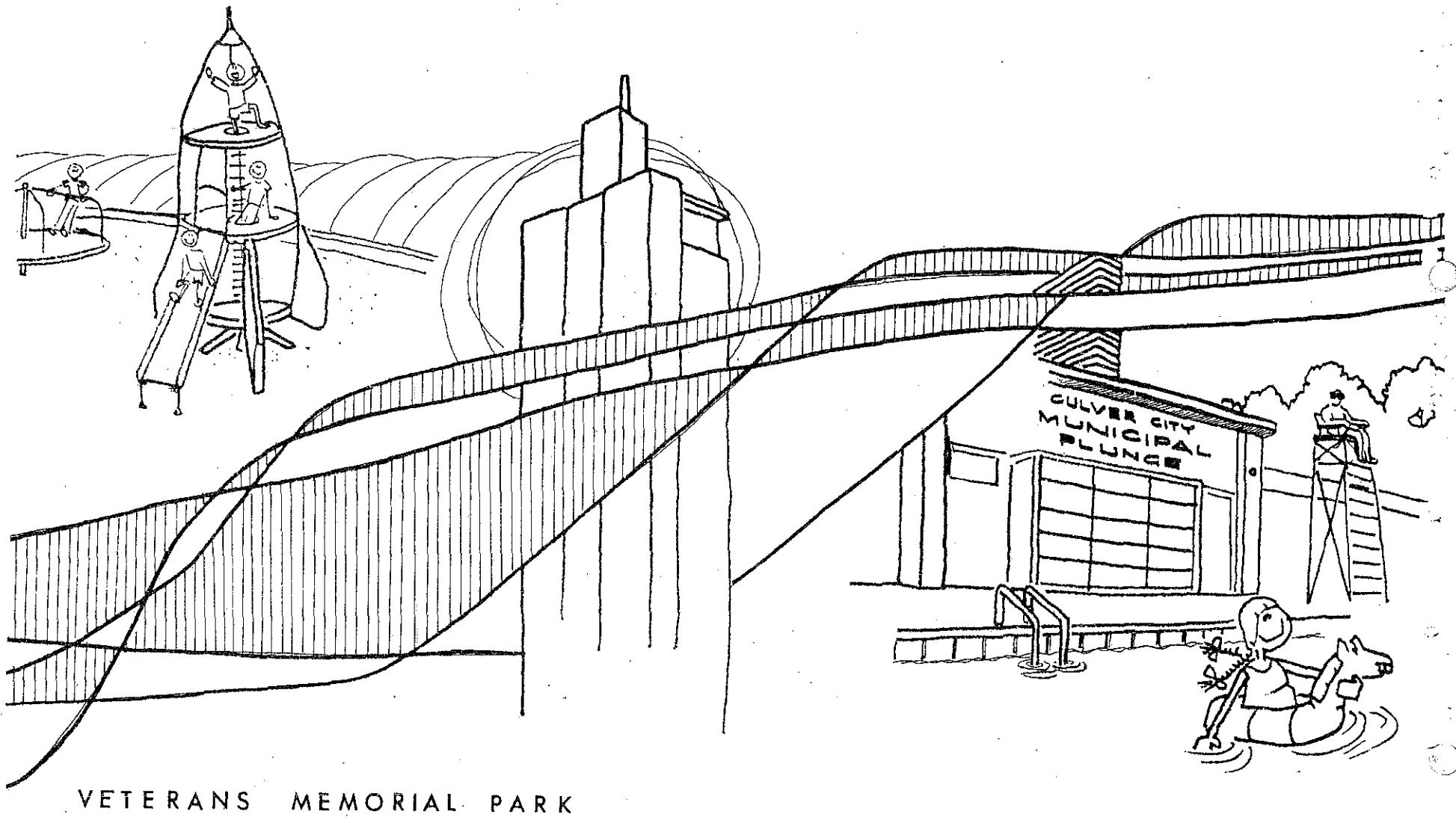
SECTION 2. That an alternative is hereby offered to the City Council for its consideration, relating to Table I, "Summary of Recommendations," Section 2, of the Recreation Element, said alternative being that school playgrounds be excluded from the ratio of ten acres per 1,000 persons and additional lands be acquired in order that the ten-acre/1,000-person ratio not be decreased.

APPROVED and ADOPTED this 24th day of January, 1968.

MAX PASTER, CHAIRMAN  
PLANNING COMMISSION  
CITY OF CULVER CITY, CALIFORNIA

ATTEST:

SECRETARY



VETERANS MEMORIAL PARK

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PART ONE      INTRODUCTION

RECREATION ELEMENT OF THE GENERAL PLAN

CITY OF CULVER CITY, CALIFORNIA

RECREATION ELEMENT OF THE GENERAL PLAN

THE PARK AND RECREATION ELEMENT OF THE CITY MASTER PLAN SERVES AS A POLICY GUIDE -- NOT AS A LAW OR ORDINANCE -- DESCRIBING THE FUTURE RELATIONSHIPS BETWEEN PEOPLE IN THE COMMUNITY AND THEIR NEEDS FOR PARK AND RECREATION AREAS, FACILITIES, AND PROGRAMS. THIS PARTICULAR DOCUMENT, COMPRISED OF A TEXT WITH SUPPORTING MAPS AND TABLES, IS VIEWED AS A SUPPLEMENTARY ADDITION TO THE COMPREHENSIVE GENERAL PLAN ADOPTED BY THE CITY COUNCIL OF CULVER CITY OCTOBER 10, 1961.

IT IS ASSUMED THAT CITY GOVERNMENT SHALL BE RESPONSIBLE FOR THE PORTION OF THE RECREATION DEVELOPMENT WITHIN THE INCORPORATED AREA IN COOPERATION WITH THE SCHOOL DISTRICT AND APPROPRIATE COUNTY AND STATE AGENCIES SERVING THE COMMUNITY THAT ARE CONCERNED WITH THE SUBJECT OF PUBLIC RECREATION. CULVER CITY HAS A LONG TRADITION OF BEING A "RECREATION-MINDED" COMMUNITY. IN RECENT YEARS, HOWEVER, INCREASING

POPULATION DENSITIES AND GROWING DEMAND FOR CULVER CITY LAND HAS SOMEWHAT WEAKENED THE STRONG AND IMPORTANT POSITION HELD BY RECREATION WITHIN OUR COMMUNITY. FOR THIS REASON THE RECREATION ELEMENT OF THE GENERAL PLAN HAS BEEN DRAWN. IT IS HOPED THAT THE ADOPTION OF THIS DOCUMENT WILL FOCUS THE NECESSARY RESOURCES AS WELL AS THE ATTENTION OF COMMUNITY RESIDENTS UPON THE PROVISION OF PARK AND RECREATION FACILITIES OF A QUANTITY AND QUALITY TO WHICH THE COMMUNITY MAY POINT WITH PRIDE. THE BASIC OBJECTIVES OF THIS PLAN ARE:

- (1) TO ESTABLISH A SET OF RECREATION AND PARK PLANNING GUIDES WHICH WILL SERVE AS MINIMUM GOALS FOR 1980 AND FOR NECESSARY ADJUSTMENTS IN THE FUTURE;
- (2) TO ANALYSE THE CITY OF CULVER CITY, NEIGHBORHOOD BY NEIGHBORHOOD AND AREA BY AREA, TO DETERMINE RECREATION SPACE NEEDS IN LIGHT OF EXISTING AND FUTURE DEMANDS; AND
- (3) TO PRESENT A BALANCED, COMPREHENSIVE PLAN

OF EXISTING AND FUTURE PARK AND RECREATION AREAS AS A GOAL FOR 1980.

IN THE FORMULATION OF THE RECREATION ELEMENT OF THE CITY GENERAL PLAN, IT IS NOT THE PRIMARY PURPOSE TO INVESTIGATE HOW EXTENSIVE A RECREATION SYSTEM THE CITY CAN AFFORD, OR EXACTLY WHAT AGENCY SHALL IMPLEMENT THE PLAN AND BRING ITS GOALS TO FRUITION. HOWEVER, THESE SIGNIFICANT FACTORS HAVE NOT BEEN NEGLECTED, AND CONSIDERABLE DISCUSSION IS OFFERED IN THEIR BEHALF. BUT THE OVERRIDING PURPOSE OF THIS PLAN IS TO PROVIDE RECOMMENDATIONS FOR A SYSTEM OF HIGH QUALITY PARKS AND RECREATION FACILITIES DESERVING OF THIS FINE AND EXCELLENTLY LOCATED COMMUNITY IN THE WESTERN LOS ANGELES METROPOLITAN AREA.

THERE ARE MANY FACETS TO RECREATION PLANNING, ALL OF WHICH ARE BASED ON A COMMON SET OF PREMISES FOR THE COMMUNITY INVOLVED. THIS RECREATION ELEMENT, WHILE DESIGNED TO SERVE AS AN OVERALL COMPREHENSIVE RECREATION PLAN

FOR THE CITY OF CULVER CITY, HAS, OF NECESSITY, BEEN SPECIFICALLY DIRECTED TO THE MOST GENERAL OF RECREATION GOALS: IT RELATES SPECIFICALLY AND MAINLY TO THE INCORPORATED LIMITS OF THE COMMUNITY. ALTHOUGH THIS COMMUNITY IS LOCATED IN A SOMEWHAT CONGLOMERATE REGION OF METROPOLITAN DEVELOPMENT, THIS RECREATION ELEMENT REFERS FOR THE MOST PART TO THE REGIONAL RECREATION PLAN FOR LOS ANGELES COUNTY FOR DISCUSSION CONCERNING THE REGIONAL RECREATION NEEDS OF THE RESIDENTS OF CULVER CITY. IT IS FELT BY THE CITY OF CULVER CITY THAT SUCH REGIONAL RECREATIONAL NEEDS CAN AND WILL ONLY BE FULFILLED THROUGH JOINT POWER ARRANGEMENTS INVOLVING SEVERAL MUNICIPAL JURISDICTIONS. THIS RECREATIONAL ELEMENT HAS, THEREFORE, BEEN LIMITED TO DETAILED CONSIDERATION OF THREE BASIC TYPES OF RECREATION FACILITIES CLASSIFIED BY FACILITY SIZE: (1) NEIGHBORHOOD AND RECREATION FACILITIES, (2) COMMUNITY PARK AND RECREATION FACILITIES, (3) URBAN PARK AND RECREATION FA-

CILITIES.

THIS RECREATION ELEMENT IS DRAFTED UNDER THE AUTHORITY OF SECTION 653 03 OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA, AND THUS MAKES ITS RECOMMENDATIONS ONLY IN TERMS OF AREA SIZES TO BE ACQUIRED AND BASIC USES OF ACQUIRED RECREATION FACILITIES. NO ATTEMPT IS MADE IN THIS DOCUMENT TO DIRECT OR ELABORATE UPON SPECIFIC FACILITIES TO BE INCLUDED ON ANY EXISTING OR PROPOSED PARK SITE. THESE CHOICES WILL BE MADE BY THE CITY COUNCIL WITH THE ADVICE OF ITS PARK AND RECREATION COMMISSION AS EACH SITE IS DEVELOPED OR AUGMENTED, AND SUCH DECISIONS WILL HAVE THE OVERALL GOAL OF SATISFYING THE RECREATION AND LEISURE-TIME APPETITES OF THE POTENTIAL CLIENTS OF EACH FACILITY.

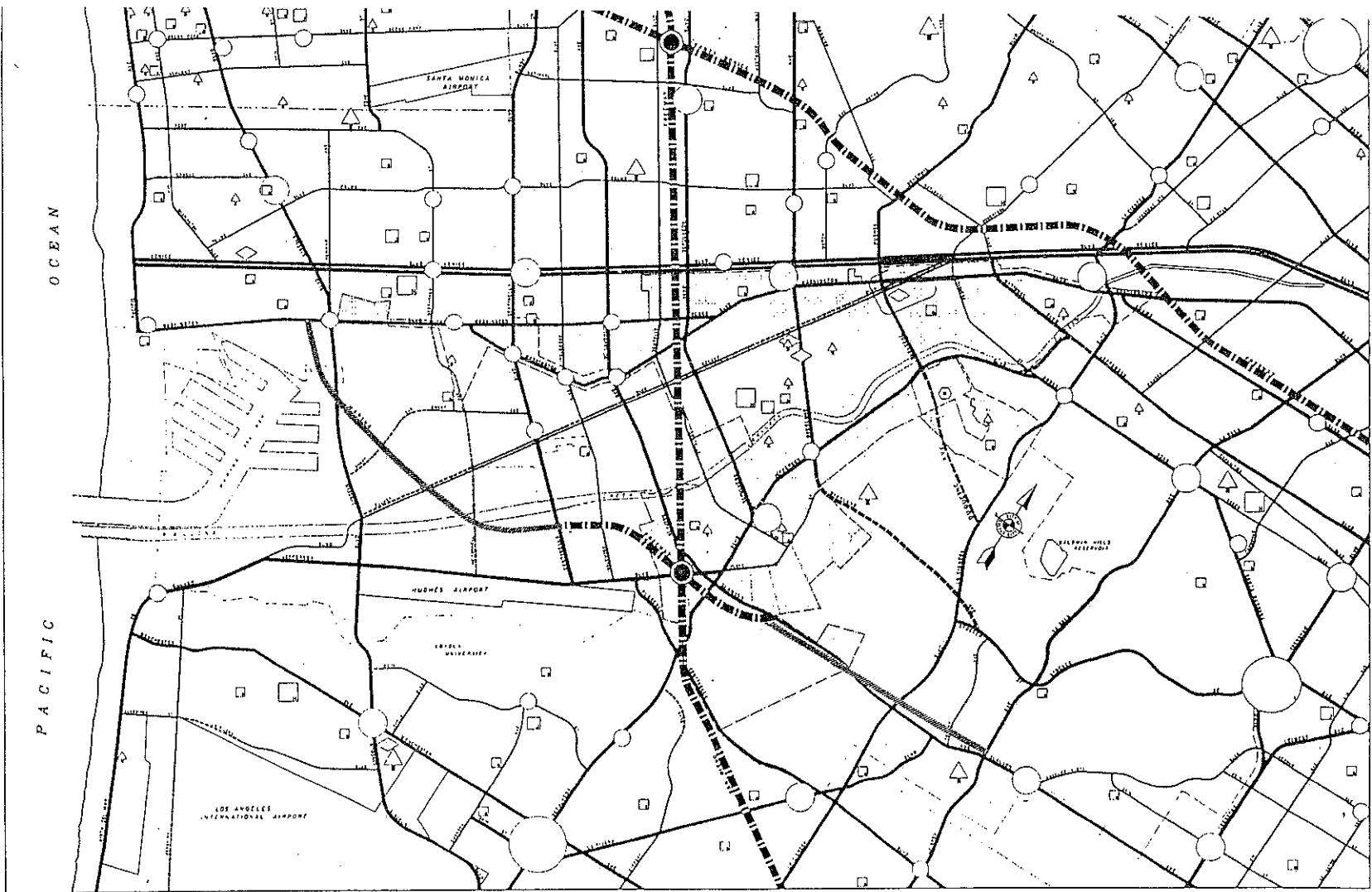
COMMENTS ON THE EXISTING GENERAL PLAN

THE GENERAL OR MASTER PLAN OF THE CITY OF CULVER CITY WAS ADOPTED IN OCTOBER, 1961. DURING THE SIX YEARS THAT HAVE ELAPSED SINCE THE ADOPTION OF THIS PLAN, THE COMMUNITY HAS SIGNIFICANTLY CHANGED IN SEVERAL WAYS. FOR EXAMPLE, THE SIZE OF THE CITY HAS INCREASED FROM 4.1 SQUARE MILES TO 4.8 SQUARE MILES; OUR POPULATION HAS INCREASED FROM 32,400 TO 33,650 AS OF JANUARY, 1967. IN ADDITION TO AREA AND POPULATION INCREASES, MAJOR ALTERATIONS IN TRAFFIC CIRCULATION HAVE BEEN EFFECTED IN THE COMMUNITY IN THE FORM OF COMPLETION OF CERTAIN SEGMENTS OF THE FREEWAY SYSTEM AND THE CONSTRUCTION OF A NEW, SIGNIFICANT MAJOR STREET EXTENSION.

THE ORIGINAL MASTER PLAN MADE GENERAL REFERENCES TO THE AREA OF PARK AND RECREATION PLANNING. IT IS THE PURPOSE OF THIS DOCUMENT TO UPDATE AND SUPPLEMENT THE PROVISIONS ENACTED IN 1961. TO RELATE AN ACCURATE PROJECTION OF PARK

PARK NEEDS, HOWEVER, IT HAS BEEN NECESSARY TO GO BEYOND THE PREDICTIONS OF THE 1961 GENERAL PLAN IN TERMS OF POPULATION DENSITIES, OVERALL POPULATION PROJECTIONS, AND THE FUTURE PATTERN OF RESIDENTIAL DEVELOPMENT THAT IS NOW EVIDENT IN CULVER CITY. LET IT BE THE FIRST RECOMMENDATION OF THIS RECREATION ELEMENT THAT, AS A TOP PRIORITY GENERAL PLANNING GOAL, THE RESIDENTIAL CONSIDERATIONS OF THE 1961 GENERAL PLAN SHOULD BE RESTUDIED, UPDATED, AND RE-ADOPTED BY THE CITY COUNCIL OF CULVER CITY, AND THAT THIS UPDATING IN CONJUNCTION WITH THE ADOPTION OF THIS RECREATION ELEMENT MAY SERVE AS A FIRM BASIS UPON WHICH FURTHER STRIDES TOWARD COMMUNITY BETTERMENT CAN BE MADE.

IT IS MOST IMPORTANT FOR THE CITY NOT ONLY TO INTENSIFY ITS PLANNING EFFORTS WITHIN THE PRESENT INCORPORATED LIMITS OF THE CITY, BUT TO GIVE RENEWED AND INCREASED ATTENTION TO UNINCORPORATED AREAS BORDERING THE CITY TO THE SOUTH, TO THE EAST, AND TO THE WEST STRETCHING



# THE GENERAL PLAN

for the CITY OF CULVER CITY - CALIFORNIA

- CULVER CITY
- MAJOR STREETS
- PARKS
- FREWAYS
- PROPOSED MAJOR STS.
- SCHOOLS
- PROPOSED FWYS.
- SHOPPING AREAS
- PUBLIC BEDDS.

TO THE MARINA DEL REY. IT WOULD APPEAR THAT,  
THROUGH AN AGGRESSIVE ANNEXATION POLICY, THESE  
AFOREMENTIONED AREAS MAY BE INCLUDED WITHIN  
CULVER CITY BY 1980; IT IS STRONGLY SUGGESTED  
THAT IN ALL AREAS OF PLANNING, IN ADDITION TO  
RECREATION PLANNING CONTAINED HEREIN, THAT DUE  
CONSIDERATION BE DIRECTED TOWARD THESE VALUABLE  
POTENTIAL CULVER CITY LAND RESOURCES.

SUMMARY OF RECOMMENDATIONS

1. NEW PARK FACILITIES.

THE FOLLOWING NEW PARK FACILITIES ARE NEEDED TO ADEQUATELY SERVE THE ANTICIPATED POPULATION OF CULVER CITY BY 1980:

- A) TWO NEIGHBORHOOD PARKS, MINIMUM SIZE OF 4.00 ACRES, MUST BE ACQUIRED AND DEVELOPED IN AND FOR THE RESIDENTS OF DEFICIENCY AREAS "B" AND "E." \*
- B) TWO COMMUNITY PARKS, MINIMUM SIZE OF 10 ACRES, MUST BE ACQUIRED BY ACQUISITION, DEDICATION OF LAND, IN-LIEU FEE PAYMENTS, OR COMBINED METHODS. THE LOCATION OF THESE TWO NEW FACILITIES SHALL BE DEFICIENCY AREA "C" AND THE PROPERTY IN THE UNINCORPORATED L. A. COUNTY ISLAND KNOWN PRESENTLY AS RON SMITH FIELD WILL RESULT IN A SPECIAL-FACILITY 22.3 ACRE COMMUNITY PARK.
- C) AN URBAN PARK, APPROXIMATELY 50 ACRES IN SIZE, SHALL BE ACQUIRED BY THE CITY

AFTER FEASIBILITY STUDIES HAVE BEEN COMPLETED AS TO THE BEST METHOD OF ACQUISITION. SAID URBAN PARK SHALL BE LOCATED IN THE BALDWIN HILLS, NEAR OR ADJACENT TO THE SOUTHERLY BOUNDARY OF THE PROPOSED WEST LOS ANGELES JUNIOR COLLEGE.

D) A REGIONAL PARK FACILITY, PROPOSED TO SERVE THE WEST-CENTRAL AREA OF LOS ANGELES, IS CURRENTLY UNDER STUDY BY THE COUNTY AND CITY OF LOS ANGELES. PRESENT PLANS INDICATE A SIZE OF APPROXIMATELY 250 ACRES, AT OR NEAR THE INTERSECTION OF STOCKER AND LA CIENEGA IN L. A. COUNTY. GIVEN THE GREAT NEED OF REGIONAL RECREATION FACILITIES, IT IS RECOMMENDED THAT THE CITY OF CULVER CITY COOPERATE AND PARTICIPATE IN ANY AND ALL POSSIBLE WAYS TO FACILITATE AND EXPEDITE THIS PROPOSAL.

\* See pages 29, 30, and Map Page 31.

TABLE 1.  
SUMMARY OF RECOMMENDATIONS

EXISTING FACILITIES--1967: RECREATION GOAL--1980

	EXISTING 1967	PROJECTED 1980	ACTION NEEDED TO ACHIEVE
POPULATION	33,528	53,000	INCREASED DENSITY; ANNEXATION AND DEVELOPMENT
RATIO: PARK ACRES PER 1,000 POPULATION	LOCAL PARK 1/1000 URBAN PARK - - - REGIONAL PARK 4/1000 TOTAL 5 AC./1000 PERSONS	LOCAL PARK 3/1000 URBAN PARK 1/1000 REGIONAL PARK 6/1000 TOTAL 10 AC./1000 PERSONS	(DETAILED BELOW)
ACREAGE (NOT INCLUDING REGIONAL)			
1. NEIGHBORHOOD PARKS	CULVER WEST 2.52 CULVER 1.60 BLANCO 1.46 LINDBERG 4.39 CARLSON 2.66 BLAIR HILLS 1.80 MC MANUS 5.87  CLARKDALE NONE VAN BUREN NONE	4.00 ACRES 1.60 ACRES 4.00 ACRES 4.39 ACRES 2.66 ACRES 4.00 ACRES 5.87 ACRES  4.00 ACRES 4.00 ACRES	EXPAND WHEN FEASIBLE NONE RELOCATE AND EXPAND NONE NONE EXPAND WHEN FEASIBLE NONE  CREATE INITIALLY CREATE INITIALLY
2. SCHOOL PLAYGROUNDS	ELEMENTARY)) NO AGREEMENT TO JUNIOR HIGH)) USE FOR MUNICIPAL HIGH SCHOOL)) RECREATION	33.44 ACRES 10.50 ACRES 13.50 ACRES	ESTABLISH FORMAL JOINT-USE AGREEMENT BETWEEN C.C.U.SCHOOLS AND THE CITY OF CULVER CITY
3. COMMUNITY PARKS	VETS 10.95 ACRES FOX HILLS NONE HETZLER NONE	10.95 ACRES 10.00 ACRES 22.00 ACRES	NONE CREATE BY ACQUISITION/DEDICATION CREATE BY ACQUISITION/DEDICATION MUNICIPAL ACQUISITION OF RON SMITH FIELD
4. URBAN PARK	BALDWIN HILLS NONE	50.00 ACRES	CREATE AFTER IMPLEMENTATION AND FEASIBILITY STUDY
TOTALS	31.25 ACRES	184.91 ACRES	

2. EXPANSION OF EXISTING FACILITIES.

THE FOLLOWING NEIGHBORHOOD PARKS MUST BE EXPANDED, WHEN FEASIBLE FROM THE VIEW OF SURROUNDING LAND USE. EXPANSION MUST BE BY MUNICIPAL ACQUISITION.

- A) CULVER WEST PARK: EXPAND FROM EXISTING 2.52 ACRES TO 4.00 ACRES, WITH RECOMMENDED JOINT PARTICIPATION BY THE CITY OF LOS ANGELES.
- B) BLANCO PARK: THIS PARK SHOULD BE RELOCATED TO A MORE ACCESSIBLE SITE AND SHOULD BE ENLARGED FROM ITS PRESENT 1.46 ACRES TO 4.00 ACRES.
- C) BLAIR HILLS PARK: SHOULD BE EXPANDED FROM ITS EXISTING 1.80 ACRES TO 4.00 ACRES.

3. INTER-AGENCY AGREEMENTS.

ADEQUATE PROVISION OF COMMUNITY PARK AND RECREATION FACILITIES COULD BE CONSIDERABLY AUGMENTED BY THE SIGNING OF INTER-AGENCY COOPERATIVE AGREEMENTS BETWEEN THE

CULVER CITY UNIFIED SCHOOL DISTRICT AND THE CITY OF CULVER CITY. THE FOLLOWING ACREAGE COULD THEN BE ADDED TO OUR RECREATION INVENTORY:

- A) 26.1 ACRES OF PLAYGROUND AREA NOW SERVING CULVER CITY ELEMENTARY SCHOOLS.
- B) 10.5 ACRES OF PLAYGROUND AREA NOW SERVING THE JUNIOR HIGH SCHOOL.
- C) 13.5 ACRES OF PLAYGROUND NOW SERVING THE SENIOR HIGH SCHOOL.

PART TWO PRINCIPALS AND STANDARDS

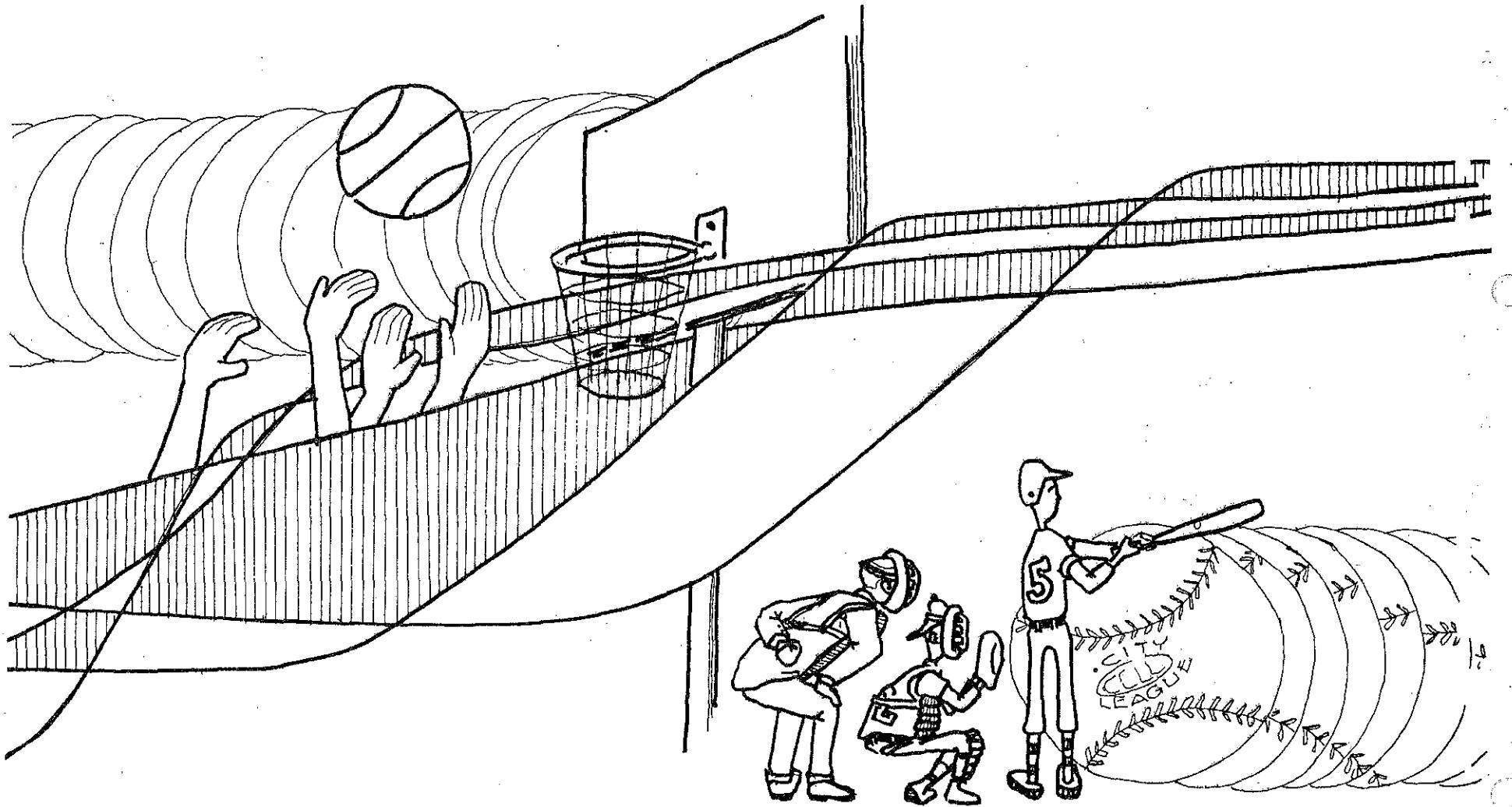
#### TERMS AND DEFINITIONS

IN CONFORMANCE WITH THE STANDARDS ADOPTED BY THE STATE OF CALIFORNIA RECREATION COMMISSION, THIS DOCUMENT UTILIZES TERMS AND DEFINITIONS SPECIFIED BELOW. PARKS AND RECREATION FACILITIES HAVE BEEN DIVIDED INTO FIVE CATEGORIES ACCORDING TO SIZE OF FACILITY AND AGE GROUP OF POTENTIAL CLIENTELE.

1.) COMMUNITY PARK: A RECREATION FACILITY OF A MINIMUM TEN ACRES IN SIZE, DESIGNED TO FULFILL THE RECREATION NEEDS OF SEVENTH THROUGH TWELFTH GRADE CHILDREN AND YOUNG ADULTS, AS WELL AS FACILITIES FOR MATURE ADULTS. THE FACILITY IS DESIGNED TO SERVE AN AREA OF FROM THREE TO FIVE NEIGHBORHOODS. THE COMMUNITY PARK DOUBLES AS A NEIGHBORHOOD PARK FOR THE IMMEDIATE AREA. IDEAL TRAVELING DISTANCE, MAXIMUM, TO THE COMMUNITY PARK IS ONE MILE. SATURATION RATIO OF THE COMMUNITY PARK IS ONE AND ONE-HALF ACRES PER 1,000

#### PERSONS SERVED

- 2.) IN LIEU: THE PAYMENT OF MONEY IN LIEU OF PARK DEDICATION, PURSUANT TO THE PROVISIONS OF SECTION 66 OF THE SUBDIVISION ORDINANCE.
- 3.) LOCAL PARK: USED TO DESIGNATE EITHER A NEIGHBORHOOD OR A COMMUNITY PARK.
- 4.) NEIGHBORHOOD RECREATION PARK: IDEAL SIZE OF FROM THREE AND ONE-HALF TO SIX ACRES OF THE FACILITY IS DESIGNED TO PROVIDE FOR IMMEDIATE RECREATION NEEDS OF THE KINDERGARTEN THROUGH SIXTH GRADE AGE GROUP. IDEAL MAXIMUM TRAVELING DISTANCE IS ONE-HALF MILE. SATURATION RATIO IS ONE AND ONE-HALF ACRES PER 1,000 PERSONS.
- 5.) OPEN SPACES: PASSIVE, GREEN AREAS REQUIRED BY THE CITY TO PROVIDE A HIGHER LEVEL OF ENVIRONMENT IN RESIDENTIAL AREAS.
- 6.) PLAYGROUND SCHOOL: THE GROSS ACREAGE OF USABLE RECREATION AREA LOCATED ON PUBLIC SCHOOL GROUNDS.



Mc MANUS PARK

7.) PLAY LOT: A ONE-TO THREE-AND-ONE-HALF-ACRE PARCEL DESIGNED TO PROVIDE A PASSIVE RECREATION AREA FOR PRE-SCHOOL CHILDREN AND MOTHERS. EFFECTIVE SERVICE RADII DOES NOT EXCEED ONE-QUARTER MILE.

8.) URBAN PARK: AN AREA RANGING FROM 30 TO 90 ACRES IN SIZE, DESIGNED TO SUPPLEMENT OTHER RECREATION FACILITIES AND PROVIDE LARGE OPEN AREAS FOR GROUP ACTIVITIES. IDEAL MAXIMUM TRAVELING DISTANCE IS THREE MILES. SATURATION RATIO RANGES BETWEEN 50,000 TO 100,000 PERSONS, DEPENDING ON THE SIZE OF THE FACILITY. IDEALLY, FIVE ACRES OF URBAN PARK SHOULD BE PROVIDED FOR EVERY 1,000 PERSONS.

## RECREATION PLANNING GUIDELINES

-IN ORDER TO ANALYZE THE EXISTING AND ANTICIPATED RECREATION NEEDS OF AN AREA AND SUBSEQUENTLY DETERMINE DESIRABLE LOCATIONS FOR ADDITIONAL RECREATION FACILITIES, IT IS NECESSARY THAT A SET OF PRINCIPLES BE ESTABLISHED AT THE OUTSET TO SERVE AS A GUIDE FOR DECISION-MAKING. THE FOLLOWING PRINCIPLES, WHICH HAVE BEEN RECOMMENDED BY THE STATE OF CALIFORNIA RECREATION COMMISSION FOR ADOPTION BY THE VARIOUS JURISDICTIONS WITHIN THE STATE, HAVE BEEN USED TO GUIDE THE DEVELOPMENT OF THIS RECREATION ELEMENT:

1.) OVERALL PRINCIPLES TO APPLY IN THE EARLY STAGES OF PLANNING.

- A) A RECREATION PARK SYSTEM SHOULD PROVIDE RECREATION OPPORTUNITIES FOR ALL, REGARDLESS OF RACE, CREED, COLOR, AGE, OR ECONOMIC STATUS.
- B) PLANNING FOR RECREATION PARKS AND FACILITIES SHOULD BE BASED INITIALLY

UPON COMPREHENSIVE AND THOROUGH EVALUATION OF EXISTING PUBLIC FACILITIES, PRESENT AND FUTURE NEEDS, AND TRENDS: THEREAFTER PERIODIC REVIEW, RE-EVALUATION, AND REVISION OF LONG-RANGE PLANS SHOULD FOLLOW.

- C) PRIVATE RECREATION FACILITIES AND SERVICES SHOULD BE EVALUATED BY THE LOCAL JURISDICTION IN ORDER TO DERIVE A PROPER RELATIONSHIP BETWEEN PRIVATE AND PUBLIC FACILITIES AND ELIMINATE UNNECESSARY DUPLICATION.
- D) PLANNING FOR RECREATION PARKS AND FACILITIES SHOULD BE UNDERTAKEN WITH FULL PARTICIPATION AND COOPERATION OF THE CITIZENS TO INSURE THAT THE RECREATION SYSTEM WILL REFLECT THE NEEDS AND INTERESTS OF ALL GROUPS.

2.) PRINCIPLES TO APPLY IN PLANNING THE OVERALL SYSTEM.

- A) RECREATION AND PARK FACILITIES OF

LOCAL JURISDICTIONS SHOULD BE COORDINATED WITH FACILITIES SURROUNDING AREAS TO PROVIDE A UNIFIED, WELL-BALANCED SYSTEM TO SUPPLY THE ENTIRE POPULATION AREA.

- B) THE RECREATION PLAN SHOWING BOTH EXISTING AND PROPOSED FACILITIES SHOULD BE INTEGRATED WITH ALL OTHER SECTIONS OF THE MASTER PLAN.
- C) RECREATION PLANNING SHOULD ENCOMPASS AREAS BEYOND THE POLITICAL JURISDICTIONAL BOUNDARIES.
- 3.) PRINCIPLES TO APPLY IN PLANNING INDIVIDUAL RECREATION PARKS.
  - A) EACH RECREATION PARK SHOULD BE CENTRALLY LOCATED WITHIN THE PLANNED SERVICE AREA AND BE PROVIDED WITH SAFE AND CONVENIENT ACCESS FOR ALL RESIDENTS OF THE AREA.
  - B) THE LOCATION, SIZE, AND DESIGN OF ACTIVITY AREAS AND FACILITIES WITHIN

A PARTICULAR RECREATION PARK SHOULD BE FLEXIBLE AND, HENCE, ADAPTABLE TO CHANGES IN THE POPULATION SERVED.

- C) BEAUTY AND FUNCTIONAL EFFICIENCY SHOULD COMPLEMENT EACH OTHER IN RECREATION PARKS; BOTH SHOULD BE EQUALLY IMPORTANT GOALS OF PLANNING.

4.) PRINCIPLES TO APPLY IN PLAN IMPLEMENTATION:

- A) LAND FOR RECREATION PARKS AND FACILITIES SHOULD BE ACQUIRED OR RESERVED WELL IN ADVANCE OF THE DEVELOPMENT OF AN AREA, IN THE SAME MANNER AS IT IS RESERVED FOR OTHER PUBLIC PURPOSES.
- B) SPACE STANDARDS FOR RECREATION PARKS SHOULD BE MET, AND LAND SHOULD BE ACQUIRED EVEN IF LIMITED FINANCIAL RESOURCES OF THE LOCAL JURISDICTION OBLIGE DELAY IN THE COMPLETE DEVELOPMENT OF THE PROJECT.
- C) SITE ACCEPTANCE OR SELECTION SHOULD BE BASED ON SUITABILITY FOR THE INTENDED

PURPOSE AS INDICATED IN THE OVERALL  
RECREATION ELEMENT.

- D) RECREATION PARKS SHOULD BE LANDS  
DEDICATED AND HELD INVOLATE IN  
PERPETUITY, PROTECTED BY LAW AGAINST  
DIVERSION TO NON-RECREATION PURPOSES  
AND AGAINST INVASION BY INAPPROPRI-  
ATE USES.

PARK AND RECREATION STANDARDS  
FOR CULVER CITY

BOTH THE NATIONAL RECREATION ASSOCIATION AND THE CALIFORNIA RECREATION COMMISSION RECOMMEND A GOAL OF TEN ACRES OF PARK AND RECREATION AREA PER 1,000 PERSONS IN AND FOR A GIVEN AREA. IN ORDER THAT THE CULVER CITY RECREATION PROGRAM CONFORM TO STATE AND NATIONAL POLICIES, THIS GOAL OF A RATIO OF TEN ACRES PER 1,000 PERSONS HAS BEEN ADOPTED IN THIS RECREATION ELEMENT.

OF THE TEN ACRES TOTAL RECREATION AREA, SIX ACRES SHOULD BE PROVIDED THROUGH THE FACILITIES OF A REGIONAL PARK PROGRAM. THESE REGIONAL FACILITIES TO BE INCLUDED IN THE SIX ACRES FOR THE POPULATION AREA SHOULD BE WITHIN ONE-HALF HOUR DRIVING TIME FROM THE POPULATION SERVED.

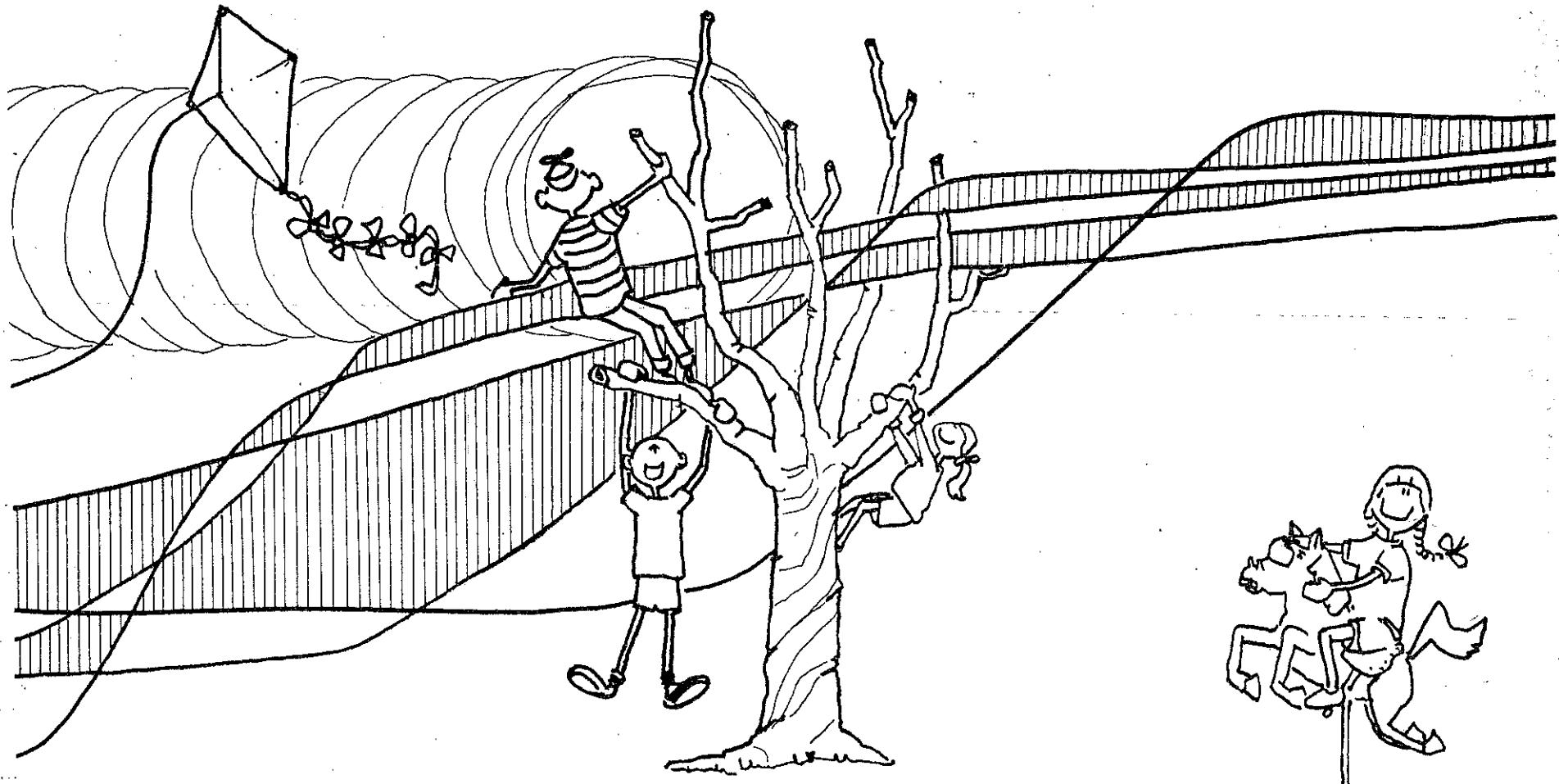
THE REMAINING FOUR ACRES PER 1,000 PERSONS SHALL BE COMPOSED OF LOCAL AND URBAN PARK RECREATION FACILITIES. INCLUDED IN THE FOUR ACRES MAY BE USE OF PLAYGROUND AREAS OF

PUBLIC SCHOOLS, PROVIDING FORMALIZED AGREEMENTS REGARDING MUNICIPAL USE OF THESE FACILITIES HAVE BEEN ADOPTED. URBAN PARKS MAY BE INCLUDED IN THE FOUR ACRES, PROVIDING THAT THE URBAN PARK SHALL PROVIDE A TOTAL OF ONE ACRE PER 1,000 PERSON POPULATION OF THE COMMUNITY. COMMUNITY PARKS OF AT LEAST TEN ACRES IN SIZE MAY BE INCLUDED IN THIS CATEGORY, AS WELL AS NEIGHBORHOOD PARKS OF AT LEAST FOUR ACRES IN SIZE.

IN ACCORDANCE WITH THE STANDARDS PROPOSED BY LOS ANGELES COUNTY, THE SATURATION LEVEL OF NEIGHBORHOOD PARK AND RECREATION FACILITIES IS BASED ON ONE AND ONE-HALF ACRES OF SUCH PARK LAND PER 1,000 PERSONS. BY RELATING THIS SATURATION LEVEL TO THE PARK SIZE, THE EFFECTIVE SERVICE RADIUS OF THE PARK MAY BE DRAWN. APPLYING THIS PRINCIPLE TO THE EXISTING NEIGHBORHOOD PARKS WITHIN THE CITY, THE RESULTING EFFECTIVE SERVICE RADIUS FOR EACH PARK IS APPROXIMATELY ONE-HALF MILE FROM

THE CENTER OF THE PARK. AS THE POPULATION DENSITY OF AN AREA INCREASES, THE RESULTING SATURATION OF A PARK DECREASES THE EFFECTIVE SERVICE RADIUS. FOR THIS REASON, IN MEDIUM AND LOW DENSITY RESIDENTIAL AREAS, ALTHOUGH THE RATIO OF PARK ACREAGE PER POPULATION REMAINS APPROXIMATELY THE SAME, THE RATIO OF PARK ACREAGE TO USABLE RESIDENTIAL ACREAGE INCREASES DUE TO THE INCREASED RESIDENTIAL DENSITIES.

THE EFFECTIVE SERVICE RADIUS OF A COMMUNITY PARK AND RECREATION FACILITY IS GENERALLY ONE MILE, PROVIDING THE COMMUNITY FACILITY IS AT LEAST TEN ACRES IN SIZE. AN URBAN PARK, DUE TO THE DIVERSIFIED NATURE OF ACTIVITIES TO BE PROVIDED AT SUCH A FACILITY, DOES NOT HAVE A SPECIFIC SERVICE RADIUS BUT HAS A SPHERE OF INFLUENCE WHICH PERMEATES THE ENTIRE JURISDICTIONAL AREA TO BE SERVED.



LINDBERG PARK

PART THREE : ANALYSIS OF EXISTING PARK FACILITIES

ANALYSIS OF EXISTING PARK FACILITIES

AS DELINEATED ON MAP 27-A, CULVER CITY AT PRESENT HAS EIGHT LOCAL PARKS. THESE PARKS RANGE IN SIZE FROM 1.46 ACRES TO 10.95 ACRES. EACH EXISTING PARK HAS AN APPROXIMATE NEIGHBORHOOD SERVICE RADIUS OF ONE-HALF MILE. THIS RADIUS IS BASED ON THE PARK SATURATION LEVEL OF ONE AND ONE-HALF ACRES OF PARK BEING CAPABLE OF ABSORBING 1,000 PERSONS. THE POPULATION OF THE AREA SERVED IS BASED ON AN AVERAGE OF 3.1 PERSONS PER DWELLING UNIT IN SINGLE-FAMILY AND DUPLEX RESIDENTIAL AREAS AND 2.1 PERSONS PER DWELLING UNIT IN APARTMENT RESIDENTIAL AREAS.

THE POPULATION DISTRICT MAP AND THE CENSUS TABLES\* LOCATED IN THE APPENDIX OF THIS REPORT INDICATE THE EXISTING AND FUTURE POPULATION OF THE VARIOUS AREAS OF THE CITY. WORKING FROM WEST TO EAST THROUGH THE CITY, CORRESPONDING TO THE NUMBER DESIGNATIONS ON MAP 27-A, THE EXISTING PARKS ARE AS FOLLOWS:

- 1.) CULVER WEST PARK. CONTAINING 2.52 ACRES,

CULVER WEST PARK IS THE SECOND MOST HEAVILY UTILIZED PARK WITHIN THE CITY. LOCATED ON THE CITY BOUNDARY LINE AT THE END OF WADE STREET, IN POPULATION DISTRICT "A,"\* THE PARK PROVIDES A RECREATION AREA FOR BOTH SINGLE-FAMILY AND APARTMENT DWELLERS WITHIN THE CITY, AS WELL AS A RECREATION AREA FOR THE SURROUNDING RESIDENTS IN THE CITY OF LOS ANGELES. EXPANSION OF THIS PARK TO THE MINIMUM DESIRABLE SIZE OF FOUR ACRES FOR A NEIGHBORHOOD PARK HAS BEEN DEEMED DESIRABLE BY THE PARKS AND RECREATION COMMISSION. THE UNIQUE LOCATIONAL PROBLEMS OF THIS PARK, WITH ADJACENT LOTS ALREADY DEVELOPED WITH HOMES ON TWO SIDES AND THE CITY BOUNDARY ON THE THIRD, TEND TO RESTRICT ACTIVE PURSUIT OF THE EXPANSION AT THIS TIME. POPULATION PROJECTIONS FOR THIS GENERAL AREA FOR 1980 DO NOT INDICATE ANY SIGNIFICANT INCREASE IN THE TOTAL NUMBER OF

\* See Appendix pages 54, 55 and 57

PERSONS. POSSIBLE REZONING OF THE PERMITTED LAND USE IN THE AREA FROM SINGLE-FAMILY TO MEDIUM-DENSITY MULTIPLE WOULD RESULT IN A DECREASE IN THE NUMBER OF PERSONS PER DWELLING UNIT AND, HENCE, ONLY A SLIGHT INCREASE IN POPULATION WOULD BE REALIZED. FOR THESE REASONS, IT IS FELT THIS PARK EXPANSION SHOULD BE CONSIDERED AS A LOW PRIORITY ITEM.

- 2.) CULVER PARK, CONTAINING 1.60 ACRES, CULVER PARK IS LOCATED ADJACENT TO EL MARINO ELEMENTARY SCHOOL IN POPULATION DISTRICT "D." THE ADJACENT ELEMENTARY SCHOOL CONTAINS A SIX-ACRE PLAYGROUND WHICH PROVIDES A TOTAL USABLE RECREATION AREA EXCEEDING THE FOUR-ACRE MINIMUM. BOTH PARK AND SCHOOL ARE CENTRALLY LOCATED WITHIN A SINGLE-FAMILY RESIDENTIAL AREA AND ARE ACCESSIBLE FROM ALL PARTS OF THE AREA, WITH THE EXCEPTION OF THE NORTHWEST SEGMENT OF POPULATION DISTRICT "D," WHICH HAS BEEN VIRTUALLY

SEPARATED FROM THE MAIN PORTION OF THE AREA BY THE CONSTRUCTION OF THE SAN DIEGO FREEWAY. SINCE EXPANSION OF THE EXISTING PARK IS UNDESIRABLE DUE TO THE PRESENCE OF DEVELOPED ABUTTING LAND, AN ALTERNATIVE TO PROVIDE A PERMANENT INCREASED RECREATION AREA WOULD BE A FORMALIZED AGREEMENT BETWEEN THE SCHOOL DISTRICT AND THE CITY RECREATION DEPARTMENT CONCERNING JOINT USE OF THE SCHOOL PLAYGROUND AND THE PARK FACILITY.

1980 POPULATION PROJECTIONS DO NOT INDICATE A SIGNIFICANT INCREASE IN THE NUMBER OF PERSONS IN THIS AREA. REZONING PERMITTED LAND USES IS NOT ANTICIPATED FOR THIS AREA IN THE NEAR FUTURE. DURING THE NEXT 15 YEARS, THIS AREA WILL SEE A GENERAL INCREASE IN THE AGE LEVEL OF THE POPULATION. FOR THIS REASON, THE FACILITIES OF CULVER PARK SHOULD BE FLEXIBLE ENOUGH TO ADAPT TO THE CHANGING NEEDS, IF

SUCH ADAPTATION PROVES NECESSARY.

3.) BLANCO PARK. CONTAINING 1.46 ACRES, BLANCO PARK IS THE SMALLEST NEIGHBORHOOD PARK IN CULVER CITY AT THE PRESENT TIME. THE PARK IS LOCATED ADJACENT TO EL RINCON ELEMENTARY SCHOOL AND HAS BEEN PROVIDED WITH ONE MEANS OF DIRECT ACCESS, FROM A PUBLIC ALLEY. AS A RESULT, THE LOCATION OF THE PARK IS NOT CONVENIENTLY ACCESSIBLE TO THE ENTIRE AREA SERVED. AS WITH CULVER PARK, BLANCO PARK SERVES FOR THE MOST PART THE RESIDENTS OF POPULATION DISTRICT "D." THE POPULATION PROJECTIONS FOR THE CULVER PARK AREA ALSO HOLD TRUE FOR THE AREA SURROUNDING BLANCO PARK. ALTHOUGH EXPANSION OF THE PARK TO THE FOUR-ACRE MINIMUM NEIGHBORHOOD RECREATION STANDARD MIGHT BE DESIRABLE, RELOCATION OF THE PARK TO A DIFFERENT SITE WITHIN THE SAME AREA WOULD BETTER SERVE THE INTERESTS OF THE ENTIRE COMMUNITY. AT PRESENT, BLANCO PARK IS OPERATED IN CONNECTION WITH

THE 6.2 ACRE PLAYGROUND OF EL RINCON SCHOOL, AND BOTH ARE SUPERVISED BY THE CITY RECREATION DEPARTMENT. THIS ARRANGEMENT IS ON A TRIAL BASIS ON THE PART OF THE SCHOOL DISTRICT AND THE CITY, AND DUE TO THE LOCATIONAL PROBLEMS OF THE PARTICULAR PARK, CERTAIN SUPERVISOR PROBLEMS HAVE ARisen. ANY RELOCATION OF THE PARK WOULD REQUIRE A COMPLETE STUDY, IN AND OF ITS OWN, TO DETERMINE THE SITE BEST SUITED FOR THE RELOCATION. ALTHOUGH THIS RELOCATION IS NOT OF TOP PRIORITY BASED ON THE TOTAL COMMUNITY NEEDS AT PRESENT, THE PROPOSAL SHOULD BE CONSIDERED IF A SUITABLE ALTERNATIVE SITE BECOMES AVAILABLE.

4.) LINDBERG PARK. CONTAINING 4.39 ACRES, LINDBERG PARK EFFECTIVELY SERVES A WELL-DEFINED RESIDENTIAL AREA OF CULVER CITY. THIS AREA, WHICH IS LOCATED PARTIALLY IN POPULATION DISTRICT "C" AND PARTIALLY IN POPULATION DISTRICT "D," CONTAINS SINGLE-

FAMILY HOMES OF APPROXIMATELY 20 YEARS OF AGE. ALTHOUGH NOT ADJACENT TO CULVER HIGH SCHOOL, THE PARK IS UTILIZED FOR SCHOOL-RELATED ACTIVITIES DUE TO ITS PROXIMITY. EXPANSION OF THE PARK SITE IS NOT NECESSARY TO MEET THE FUTURE NEEDS OF THE RESIDENTS IN THE SERVICE AREA, AND BASED ON THE LACK OF SIGNIFICANT POPULATION INCREASE IN THE AREA BY 1980. RECENT PHYSICAL IMPROVEMENTS OF THE FACILITIES OF LINDBERG PARK HAVE ADDED TO ITS EFFECTIVENESS WITHIN THE AREA.

5.) VETS PARK. ALTHOUGH THIS 10.95 ACRE PARK IS ACTUALLY A COMMUNITY RECREATION CENTER FOR THE ENTIRE CITY, THE FACILITY ALSO SERVES AS A NEIGHBORHOOD RECREATION PARK FOR THE HALF MILE SURROUNDING SERVICE RADIUS. SURROUNDED PRIMARILY BY SINGLE-FAMILY HOMES, THE FACILITY PROVIDES A VARIETY OF RECREATION ACTIVITIES FOR ALL AGE GROUPS. CONVENIENT ACCESS TO THE PARK

IS PROVIDED BY SIGNALIZED CROSSINGS OF ADJACENT MAJOR ARTERIES. FROM A NEIGHBORHOOD STANDPOINT, EXPANSION OF THE PARK IS NOT NECESSARY AT PRESENT AND NOT ANTICIPATED TO BE NECESSARY IN THE FUTURE. WITH THE POSSIBLE RELOCATION OF M.G.M. WHICH IS ADJACENT TO THE NORTHWEST OF THE PARK (ACROSS CULVER BOULEVARD), AN INCREASE IN POPULATION MAY RESULT IN THIS AREA. THIS POPULATION INCREASE, THOUGH, WOULD NECESSARILY FOLLOW A RESIDENTIAL SUBDIVISION OF THE M.G.M. PROPERTY, WITH A POTENTIAL OF PARK DEDICATION PURSUANT TO THE PROVISIONS OF THE SUBDIVISION ORDINANCE. FOR THIS REASON, AN INCREASED PARK SATURATION FOR THE NEIGHBORHOOD RECREATION PURPOSES OF THIS FACILITY IS NOT ANTICIPATED BY 1980.

6.) CARLSON PARK. FORMERLY KNOWN AS "VICTORY PARK," THIS 2.66 ACRE LANDSCAPED ISLAND PROVIDES FOR PASSIVE RECREATION ACTIVITIES

WITHIN A SINGLE-FAMILY RESIDENTIAL AREA. WITH THE EXCEPTION OF OUTDOOR EATING TABLES, ACTIVE RECREATION FACILITIES ARE NOT PROVIDED ON THIS SITE. ALTHOUGH EXPANSION OF THE PARK TO THE FOUR-ACRE MINIMUM IS A DESIRABLE GOAL, THE PHYSICAL LOCATION OF THE PARK, BOUNDED ON ALL SIDES BY DEDICATED STREETS, RENDERS THIS GOAL AN UNREALISTIC OBJECTIVE FOR THE NEAR FUTURE.

LOCATED IN POPULATION DISTRICT "H," THE ANTICIPATED 1980 POPULATION OF THE AREA WILL NOT RESULT IN A NET INCREASE OF SUFFICIENT MAGNITUDE TO OVERLY SATURATE THE PARK. LAND USE INTENSITY INCREASES IN THE AREA WOULD RESULT IN A LOW-MEDIUM DENSITY AREA WITH FEWER CHILDREN, RATHER THAN AN ACTUAL APARTMENT COMMUNITY.

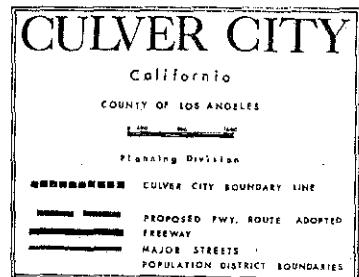
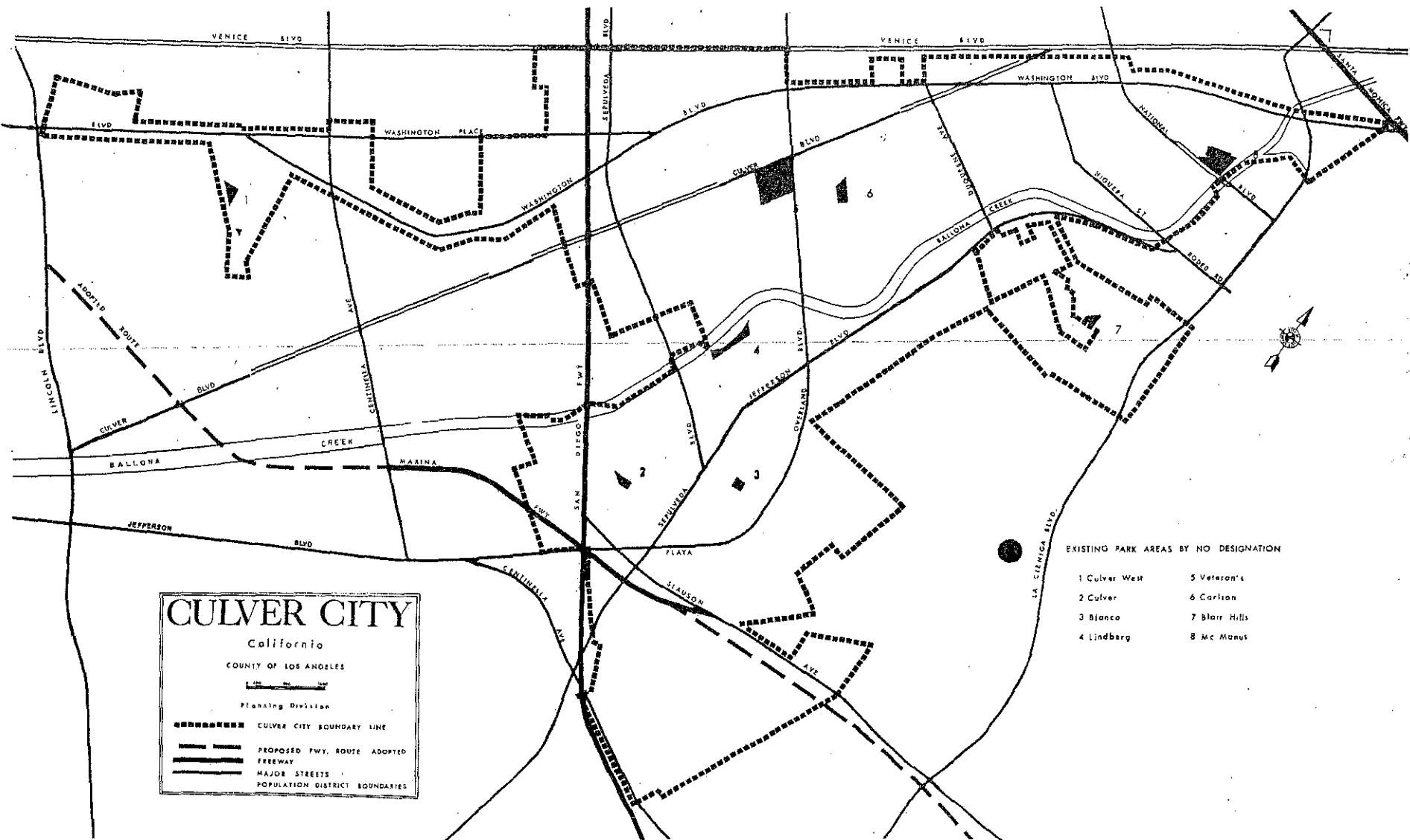
- 7.) BLAIR HILLS PARK. CONTAINING ONLY 1.80 ACRES OF LAND, BLAIR HILLS PARK SERVES THE NEIGHBORHOOD OF BLAIR HILLS. WITH THE EXCEPTION OF THREE APARTMENT BUILDINGS,

THE NEIGHBORHOOD IS EXCLUSIVELY SINGLE-FAMILY RESIDENTIAL AND SEEKS DESTINED TO REMAIN AS SUCH FOR AT LEAST THE NEXT 15 YEARS. ACCESS TO THE PARK FROM ALL PARTS OF THE NEIGHBORHOOD, WITH THE EXCEPTION OF A FIVE-ACRE VACANT PARCEL LOCATED EAST OF LA CIENEGA, IS CONVENIENTLY DESIGNED WITHOUT INTERSECTING MAJOR ARTERIES, ALTHOUGH THE HILLY TOPOGRAPHY RENDERS PEDESTRIAN TRAVEL DIFFICULT FOR SMALL CHILDREN. EXPANSION OF THE PARK IS DESIRABLE, ALTHOUGH UNREALISTIC AT PRESENT DUE TO THE PRESENCE OF THE COUNTY BOUNDARY ON ONE SIDE OF THE PARK AND THE SINGLE-FAMILY HOMES ON THE REMAINING SIDES. WITH THE POSSIBLE FUTURE DEVELOPMENT OF THE OIL FIELDS IN THE BALDWIN HILLS AREA FOR SINGLE-FAMILY RESIDENTIAL USE, PARK DEDICATIONS WOULD POTENTIALLY BE FORTHCOMING, PROVIDING FOR THE NEEDS OF THE FUTURE RESIDENTS. AT PRESENT, NO SIGNIFI-

CANT INCREASE IN POPULATION IS ANTICIPATED FOR THE AREA, A PORTION OF POPULATION DISTRICT "H," FOR THE NEXT 15 YEARS.

- 8.) MC MANUS PARK. CONTAINING 5.87 ACRES, THIS PARK IS THE LARGEST ACTUAL NEIGHBORHOOD PARK WITHIN CULVER CITY. THE PARK IS ADJACENT TO WASHINGTON ELEMENTARY SCHOOL AND SERVES THE LOW-MEDIUM DENSITY RESIDENTIAL AREAS ADJACENT TO THE PARK, BEING A MAJOR SEGMENT OF POPULATION DISTRICT "I." WITHIN THE NEXT 15 YEARS A POPULATION INCREASE IN DISTRICT "I" IS ANTICIPATED. THIS INCREASE COULD RESULT IN A DOUBLING OF THE EXISTING POPULATION, DEPENDING UPON THE TYPE AND EXTENT OF REZONINGS AND THE RESULTING INCREASE IN LAND USE INTENSITY. FORTUNATELY, THE EXISTING SIZE OF MC MANUS PARK IS SUFFICIENT TO ABSORB THIS POPULATION INCREASE. UNIQUELY LOCATED ALONG THE PROPOSED EXTENSION OF EXPOSITION BOULEVARD, THIS PARK IS

USED NOT ONLY BY THE SURROUNDING RESIDENTIAL AREAS, BUT ALSO BY THE INDUSTRIAL WORKERS IN THE ADJACENT HAYDEN INDUSTRIAL TRACT FOR THEIR RECREATION ACTIVITIES. SUCH INDUSTRIAL RECREATION ACTIVITIES HAVE INTERMITTENTLY BEEN PROPOSED ON A REGULAR BASIS IN THE PARK FOR COMPANY WORKERS AND HAVE MET, IN GENERAL, WITH SUCCESS. WITH THE EXTENSION OF EXPOSITION BOULEVARD, ACCESS TO THE PARK FROM THE WESTERN PORTION OF POPULATION DISTRICT "I" WILL BECOME MORE HAZARDOUS DUE TO THE NECESSITY OF CROSSING A MAJOR ARTERY. SOLUTIONS TO THIS PROBLEM ARE IN THE WORKING STAGES AT PRESENT TO PROVIDE SAFE AND CONVENIENT ACCESS BETWEEN THE TWO NEIGHBORHOODS. THIS ACCESS IS, AND IN THE FUTURE WILL BE, NEEDED NOT ONLY FOR UTILIZATION OF THE PARK BUT ALSO FOR ACCESS TO WASHINGTON SCHOOL, LOCATED IN THE MC MANUS AREA.



PART FOUR NEIGHBORHOOD PARK-DEFICIENT AREAS

MAP #31-A, DELINEATING THE PARK DEFICIENT AREAS OF CULVER CITY, INDICATES THOSE AREAS OF THIS CITY WHICH FALL WITHOUT A ONE-HALF MILE SERVICE RADIUS OF AN EXISTING PARK. EACH OF THESE AREAS WILL BE ANALYZED BELOW, WITH SUGGESTED SOLUTIONS TO MEET THE EXISTING AND ANTICIPATING FUTURE DEFICIENCIES.

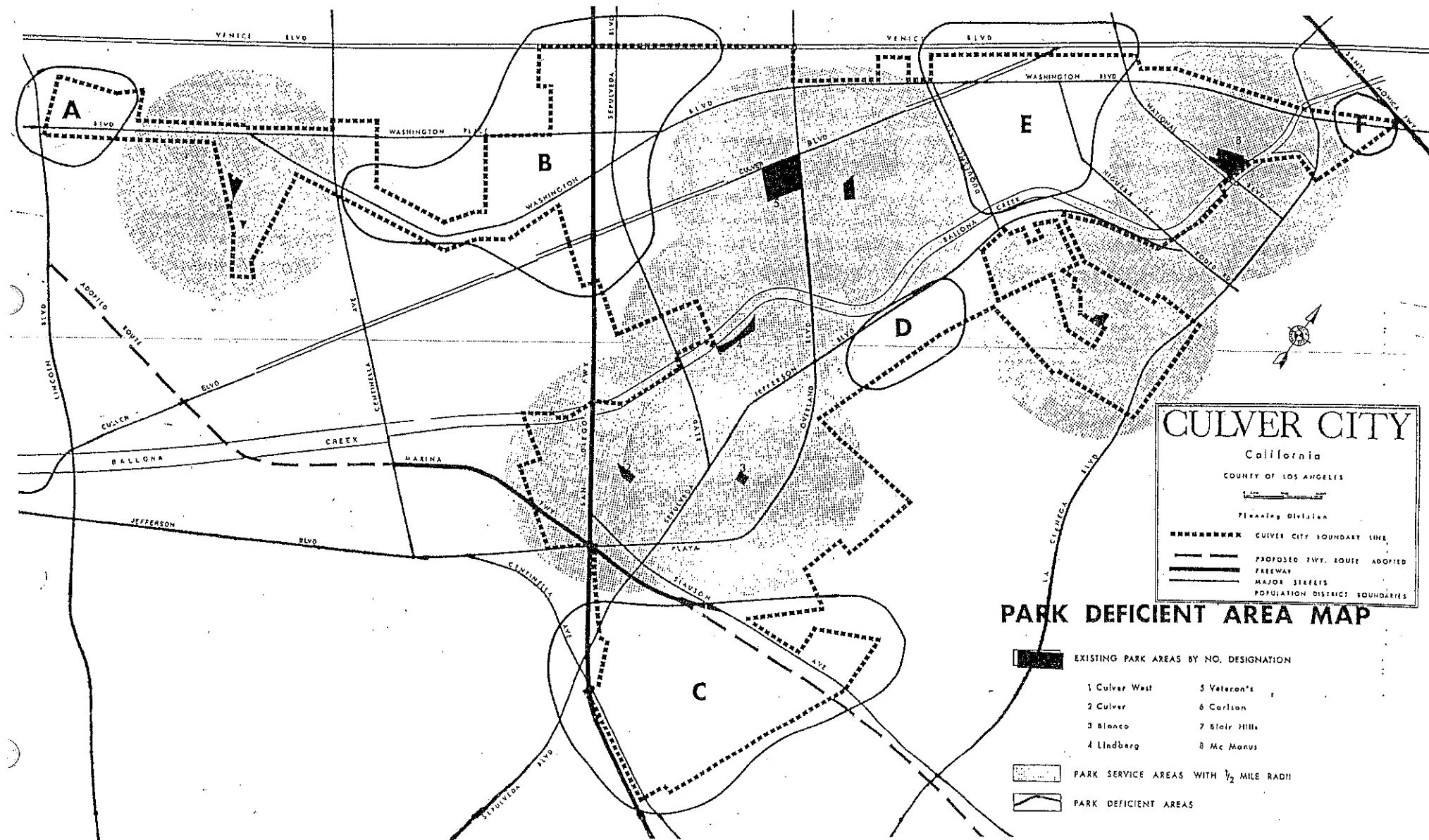
1.) AREA "A." CONTAINING THE DOUGLAS AIRCRAFT PLANT AT THE FAR WESTERN END OF THIS CITY AND THE ADJACENT FOUR RESIDENTIAL BLOCKS EASTERLY, COMPLETELY LACKS ANY PARK OR RECREATION FACILITIES. THE RESIDENTIAL AREA IS WITHIN THREE-QUARTERS OF A MILE OF CULVER WEST PARK, AND ACCESS TO THE PARK IS DIFFICULT DUE TO THE INTERVENING MAJOR ARTERY OF WASHINGTON BOULEVARD. LACK OF AVAILABLE LAND IN THE AREA RENDERS ACQUISITION OF A PARK BY THE CITY UNREALISTIC. RECREATION FACILITIES ARE PROVIDED FOR THE AREA INFORMALLY BY THE PLAYGROUND OF VENICE HIGH SCHOOL, A LOS ANGELES CITY

HIGH SCHOOL LOCATED ADJACENT TO THE NORTHERLY BOUNDARY OF THIS AREA. ALTHOUGH THIS SOLUTION IS NOT IDEAL AND IS NOT OFFICIAL-LY CONDONED BY EITHER CITY OR SCHOOL BOARD, IT DOES PROVIDE FOR SOME RECREATION FACILITIES. IT MIGHT FURTHER BE NOTED THAT THIS AREA IS LOCATED AT THE PERIMETER OF MARINA DEL REY, AND HENCE ADDITIONAL RECREATION FACILITIES ARE AVAILABLE.

2.) AREA "B." BOUNDED ON THE WEST BY CENTINELA, ON THE SOUTH BY CULVER BOULEVARD, AND ON THE EAST BY OVERLAND AVENUE, THIS AREA CONTAINS A MIXTURE OF RESIDENTIAL DENSITIES AND LAND USES. AS INDICATED ON THE POPULATION CHART IN THE APPENDIX, THIS AREA, WHICH ENCOMPASSES SLIGHTLY MORE THAN THE ENTIRE POPULATION DISTRICT "B," CONTAINS AT PRESENT IN EXCESS OF 6,000 PERSONS. AN INCREASE OF ALMOST 2,000 PERSONS ABOVE THIS FIGURE IS ANTICIPATED FOR THE AREA BY 1980. THIS INCREASE DOES NOT ENCOMPASS

ANY POSSIBLE REZONINGS OF THE LAND USE TO INCLUDE A GREATER DENSITY. IF SUCH REZONINGS OCCUR, OR IF A MAJOR REVISION OF THE EXISTING LIMITED MULTIPLE-FAMILY ZONING OF THE CLARKDALE PORTION OF THIS AREA OCCURS, THE INCREASE WILL EXCEED THE 2,000 PERSONS ANTICIPATED. BISECTED BY THE SAN DIEGO FREEWAY, CIRCULATION WITHIN THE AREA IS, AT BEST, POOR. THE AREA AT PRESENT IS IN DIRE NEED OF A NEIGHBORHOOD PARK WITH RECREATION FACILITIES, AND THIS NEED WILL INCREASE IN INTENSITY AS THE POPULATION INCREASES. THE PRESENT RECONSTRUCTION OF LA BALLONA SCHOOL WILL PROVIDE FOR A BETTER ENVIRONMENT FOR THE ELEMENTARY SCHOOL CHILDREN WITH RESPECT TO THEIR SCHOOL ACTIVITIES. IN CONNECTION WITH THIS SCHOOL, IT IS PROPOSED THAT A PARK SITE OF NOT LESS THAN FOUR ACRES, IN ONE PARCEL, BE ACQUIRED BY THE CITY AND BE DEVELOPED AND OPERATED FOR THE BENEFIT OF THE RESIDENTS IN THE

AREA. AT THE PRESENT TIME DISCUSSIONS ARE UNDER WAY BETWEEN THE CITY AND THE METROPOLITAN WATER DISTRICT RELATING TO THE POSSIBLE USE OF THE SURFACE AREA ABOVE THE PROPOSED M.W.D. PUMP PLANT, TO BE LOCATED WITHIN THE AREA, FOR RECREATION PURPOSES. IT SHOULD BE NOTED THAT ANY RECREATION FACILITY SO LOCATED WOULD BE OF A SPECIAL-PURPOSE NATURE AND WOULD NOT BE SUITABLE AS A SUBSTITUTE FOR THE PROVISION OF RECREATION FACILITIES FOR SMALL CHILDREN. IF PENDING NEGOTIATIONS RESULT IN A FRUITFUL PROPOSAL, THIS SHOULD IN NO WAY DIMINISH THE URGENT NECESSITY OF ACQUISITION AND DEVELOPMENT OF A NEIGHBORHOOD PARK. ALTHOUGH A SPECIFIC SITE HAS NOT YET BEEN CHOSEN IN THIS AREA, THE CHOSEN SITE SHOULD BE SO LOCATED AS TO BE EASILY ACCESSIBLE TO THE MAJORITY OF THE RESIDENTS IN THE AREA.



3.) AREA "C." AREA "C" ENCOMPASSES THAT WHICH IS GENERALLY REFERRED TO AS FOX HILLS GOLF COURSE. THE AREA IS ZONED FOR APARTMENTS, COMMERCIAL ACTIVITIES, AND MANUFACTURING. ESTIMATED POPULATION WITHIN THE APPROXIMATE 300 ACRES RANGES FROM 10,000 PERSONS TO 20,000 PERSONS BY 1980, DEPENDING ON THE POSSIBILITIES OF REZONING SOME OF THE EXISTING MANUFACTURING ZONED LAND. AT THE PRESENT TIME, THE AREA IS GREATER THAN ONE-HALF MILE FROM ANY EXISTING NEIGHBORHOOD PARK. THE EXISTING NET RESIDENTIAL DENSITY OF THE AREA, OF 50 UNITS PER NET ACRE, RENDERS THE AREA OF A MEDIUM-TO-HIGH-DENSITY DEVELOPMENT. THIS DENSITY, UNDER THE EXISTING ZONING REGULATIONS, COULD INCREASE AT THE DISCRETION OF THE DEVELOPER. IN EITHER CASE, THE ANTICIPATED NET DENSITY IS SUCH THAT THE SATURATION POINT OF A PARK WITHIN THE AREA (ONE AND A-HALF ACRES OF PARK PER 1,000 PERSONS)

WOULD RENDER A MINIMUM REQUIREMENT OF TEN ACRES OF PARK LANDS SERVING BOTH NEIGHBORHOOD AND COMMUNITY PARK FUNCTIONS FOR THE ANTICIPATED 15,000 PERSONS. LAND CURRENTLY UNDER SUBDIVISION CONTAINS A POTENTIAL POPULATION OF APPROXIMATELY 7,500 PERSONS, WITH NO PARK LAND CURRENTLY DEDICATED. ALTHOUGH THE TOTAL POTENTIAL POPULATION OF THIS AREA COULD OVERSATURATE THE PROPOSED TEN-ACRE COMMUNITY PARK, THE EXISTENCE OF RECREATION FACILITIES RESTRICTED TO THE TENANTS OF EACH APARTMENT BUILDING AT PRESENT WOULD TEND TO AMELIORATE THIS DISCREPANCY. ALTHOUGH THE TEN ACRES OF PARK COULD BE PROVIDED THROUGH THE ESTABLISHMENT OF TWO FIVE-ACRE PARKS, THE AGE LEVEL OF THE PERSONS ANTICIPATED TO BE RESIDING IN THE AREA, THAT OF MATURE ADULTS, WOULD BE BETTER SERVED BY ONE FACILITY WHICH WOULD BE ABLE TO PROVIDE ADULT RECREATION ACTIVITIES, NOT BY TWO NEIGHBORHOOD FACILI-

TIES DESIGNED EXCLUSIVELY FOR SMALL CHILDREN.

- 4.) AREA "D." GENERALLY KNOWN AS M.G.M. LOT 3, THIS AREA IS PRESENTLY DEVELOPED BY THE OUTDOOR MOVIE SETS OF THE BACK LOT OF METRO-GOLDWYN-MAYER. THE PENDING POSSIBILITY OF A MOVE OF M.G.M. FROM THIS CITY WOULD RENDER THIS APPROXIMATELY 80-ACRE PARCEL AVAILABLE FOR RESIDENTIAL OR COMMERCIAL RE-USE.

THE POPULATION PROJECTIONS LISTED IN THE APPENDIX DO NOT INCLUDE THE RE-USE OF M.G.M. LAND IN THE PROJECTIONS BY 1980, SINCE THE ACTUAL POPULATION INCREASE WOULD NOT BE FELT UNTIL AFTER THAT DATE. THE AREA IS STRATEGICALLY LOCATED ON THE BOUNDARY OF THE NORTHWESTERLY SIDE OF THE PROPOSED WEST LOS ANGELES JUNIOR COLLEGE. IF THE PENDING MOVE OF THE STUDIO IS COMPLETED AND THE COLLEGE IS CONSTRUCTED IN ACCORDANCE WITH THE PLANS OF THE LOS

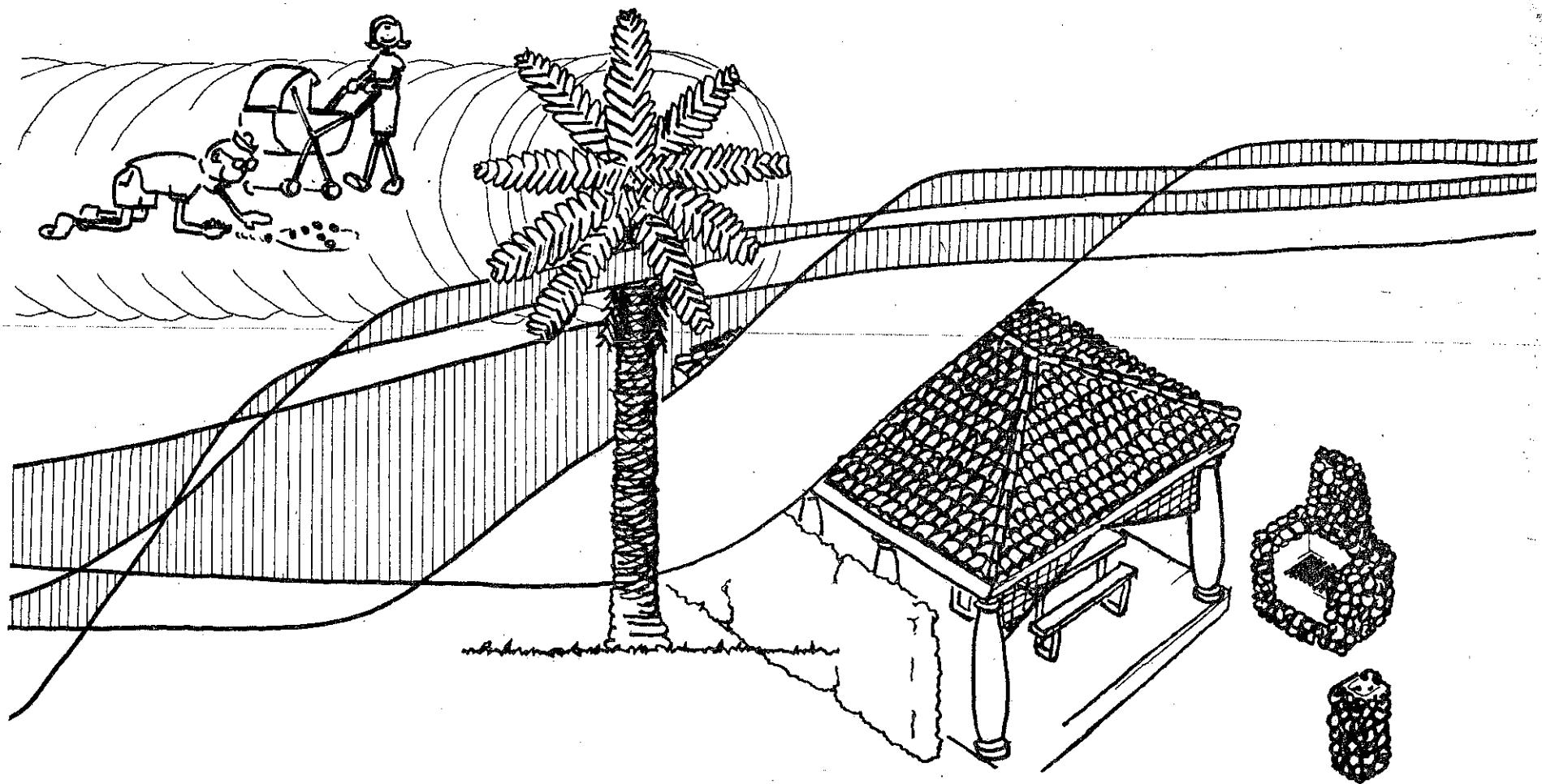
ANGELES CITY BOARD OF EDUCATION, THE RESULTING LAND USE OF AREA "D" WILL OF NECESSITY BE INTERRELATED TO THE PROPOSED COLLEGE. FOR THIS REASON, ANY POSSIBILITY OF RECREATION FACILITIES OF AREA "D" SHOULD BE FLEXIBLE ENOUGH TO BE GEARED TO THE NEEDS OF A POSSIBLE COLLEGE-ORIENTED POPULATION IN THE AREA.

- 5.) AREA "E." ENCOMPASSING ONE-HALF OF POPULATION "I," THIS AREA IS LOCATED IN THE HEART OF THE CENTRAL CITY OF CULVER CITY. BOUNDED, ROUGHLY, BY DUQUESNE ON THE WEST, THE HAYDEN TRACT AND EXPOSITION BOULEVARD ON THE EAST, THE NORTHERN CITY LIMITS ON THE NORTH, AND THE NORTHERN PORTION OF BLAIR HILLS ON THE SOUTH, THIS AREA CONTAINS A MIXTURE OF LAND USES AND RESIDENTIAL DENSITIES WHICH IS PERENIALLY SUBJECT TO REZONING STUDIES. TWO MAJOR REZONING ATTEMPTS WITHIN THE AREA HAVE OCCURRED DURING THE LAST FIVE YEARS.

WITH THE GRADUAL AGING OF THE POPULATION AND ULTIMATE OBSOLESENCE OF MANY RESIDENTIAL STRUCTURES IN THE AREA, THE DESIRE FOR RESIDENTIAL REZONING TO A MORE DENSE LAND USE IS SLOWLY GAINING MOMENTUM. THE POPULATION OF THE AREA COULD EASILY DOUBLE BY 1980 IF A LIMITED REZONING WERE TO OCCUR. EVEN WITHOUT ANY REZONING, THE POPULATION WILL INCREASE SIGNIFICANTLY.

AT PRESENT NO RECREATION FACILITIES ARE PROVIDED FOR THE RESIDENTS IN THE AREA. THE CHILDREN UTILIZE THE PLAYGROUND FACILITIES OF CULVER ELEMENTARY SCHOOL, WHICH ENCOMPASSES ONLY TWO ACRES, FOR RECREATION PURPOSES. THE SCHOOL IS IDEALLY LOCATED CENTRALLY IN THE AREA, AND PRESENT RECONSTRUCTION OF CERTAIN BUILDINGS RENDERS THE FACILITY MORE ATTRACTIVE, AND THE SPACE ALLOCATION RESULTING, MORE USABLE. IN ORDER TO ALLEVIATE THE RECREATION PROBLEMS WHICH PRESENTLY PLAGUE THE AREA, AND TO

HALT THE INCREASING NEED FOR AN ADEQUATE RECREATION AREA, A MINIMUM FOUR-ACRE NEIGHBORHOOD PARK SHOULD BE ACQUIRED, IN ONE PARCEL, BY THE CITY AND DEVELOPED FOR USE BY THE RESIDENTS IN THE AREA. IDEALLY, THE PARK SHOULD BE LOCATED ADJACENT OR IN CLOSE PROXIMITY TO CULVER SCHOOL, PROVIDING A CENTRALIZED LOCATION OF SCHOOL AND RECREATION FACILITIES. THE MAJOR BOULEVARDS OF WASHINGTON AND HIGUERA TRAVERSE THE AREA, ALTHOUGH CROSSING OF HIGUERA ONLY IS NECESSARY BY THE RESIDENTS TO REACH THE CENTER. THE EXISTING FRONT LOT OF DESILU STUDIOS, WHICH ALSO TRAVERSES THE AREA, SERVES FOR THE PRESENT TIME AS A PHYSICAL BARRIER TO ADEQUATE EAST-WEST CIRCULATION. IT IS ANTICIPATED THAT BY 1980 THIS BARRIER MAY EITHER BE BROKEN BY THE INSTALLATION OF A CONNECTING STREET OR BY THE DEPARTURE OF THE STUDIOS FROM THE PRESENT SITE. IF THIS OCCURS,



CARLSON MEMORIAL PARK

AND SUBSEQUENTLY THE STUDIO LAND IS RESIDENTIALLY DEVELOPED, THE CITY AT THAT TIME SHOULD ACQUIRE FOUR ACRES ADJACENT TO THE DEDICATED PARK TO CREATE ONE UNIFIED PARK TO SERVE THE RESIDENTS OF THE ENTIRE AREA. SINCE THE AREA AT PRESENT IS DEVELOPED FOR THE MOST PART WITH RESIDENTIAL STRUCTURES, THE REMAINING LARGER PARCELS WHICH ARE PRESENTLY RE-USABLE FOR THIS PURPOSE INCLUDE THE FRONT DESILU LOT AND THE NORTHWESTERLY TIP OF THE BACK DESILU LOT. EITHER LOCATION WOULD PROVIDE A PARK CONVENIENTLY LOCATED AND WITHIN ONE-HALF MILE OF THE RESIDENTIAL AREA TO BE SERVED.

6.) AREA "F." LOCATED AT THE MOST EASTERLY END OF CULVER CITY, AREA "F" IS BOUNDED ON THE WEST BY LA CIENEGA BOULEVARD AND ON THE OTHER TWO SIDES BY THE CITY BOUNDARIES ENDING AT THE EAST AT THE INTERSECTION OF WASHINGTON AND FAIRFAX. THE

AREA IS PRESENTLY ZONED ENTIRELY FOR MANUFACTURING PURPOSES, WITH THE EXCEPTION OF SMALL PORTIONS OF RESIDENTIAL LOTS WHICH ARE LOCATED PRIMARILY IN THE CITY OF LOS ANGELES NORTH OF WASHINGTON BOULEVARD. ALTHOUGH THERE DOES NOT EXIST A NEIGHBORHOOD RECREATION FACILITY WITHIN THE AREA, THE EXISTING LAND USE AND ZONING AND THE ANTICIPATED LAND USE AND ZONING DO NOT WARRANT CONSIDERATION OF THE ESTABLISHMENT OF SUCH A FACILITY.

7.) SUMMARY: TO REPEAT THE BASICS OF THE PROPOSALS IN THE FOREGOING, IT IS RECOMMENDED THAT: 1.) A FOUR-ACRE NEIGHBORHOOD RECREATION FACILITY BE ACQUIRED BY THE CITY AND DEVELOPED FOR USE BY THE RESIDENTS IN AND FOR AREA "B." 2.) IT IS RECOMMENDED THAT A FOUR-ACRE FACILITY BE ACQUIRED BY THE CITY AND POSSIBLY COMBINED WITH AN ADDITIONAL DEDICATED AREA TO BE DEVELOPED IN AND FOR THE RESIDENTS OF AREA "E."

3.) IT IS RECOMMENDED THAT IF AREA "D"  
OR IF ANY OTHER STUDIO LAND RESULTS IN  
RE-USE FOR RESIDENTIAL PURPOSES, THE CITY  
MUST ACQUIRE PARK LAND PURSUANT TO THE  
STANDARDS ADOPTED HEREIN TO INSURE ADE-  
QUATE RECREATION AREAS FOR THE ANTICIPATED  
FUTURE POPULATION OF THE AREA. 4.) IT IS  
RECOMMENDED THAT A TEN-ACRE COMMUNITY PARK  
BE ESTABLISHED IN THE FOX HILLS (AREA "C"),  
THE IMPROVEMENTS TO BE PROVIDED AND PAID  
FOR BY THE CITY; SUCH TEN-ACRE FACILITY  
SHALL BE LOCATED IN ONE PARCEL.

PART FIVE      COMMUNITY, URBAN, AND REGIONAL PARK DEFICIENCIES

IN ADDITION TO THE FOREGOING SECTION ON NEIGHBORHOOD PARK DEFICIENCIES, IT IS EVIDENT FROM OUR COMMUNITY RECREATION ANALYSIS THAT CULVER CITY IS IN DIRE NEED OF MAJOR PARK FACILITIES PROVIDING SPECIALIZED FUNCTIONS. MAP #41-A ON THE FOLLOWING PAGE ILLUSTRATES THE TYPE AND APPROXIMATE LOCATIONS OF THESE FACILITIES, BOTH AS EXISTING THROUGHOUT THE GENERAL PLAN STUDY AREA, AND AS PROPOSED HEREIN.

A. COMMUNITY PARK NEEDS--RON SMITH FIELD.

TWO PARKS WITHIN CULVER CITY WILL FILL A DUAL PURPOSE: BOTH THE EXISTING VETERANS PARK AND THE PROPOSED FOX HILLS PARK, AS PREVIOUSLY DISCUSSED, WILL PROVIDE NEIGHBORHOOD AND COMMUNITY PARK FACILITIES. THE REMAINING COMMUNITY PARK NEEDED PURSUANT TO THE STANDARDS ADOPTED HEREIN IS THE ACQUISITION OF RON SMITH FIELD AND ITS ENVIRON.

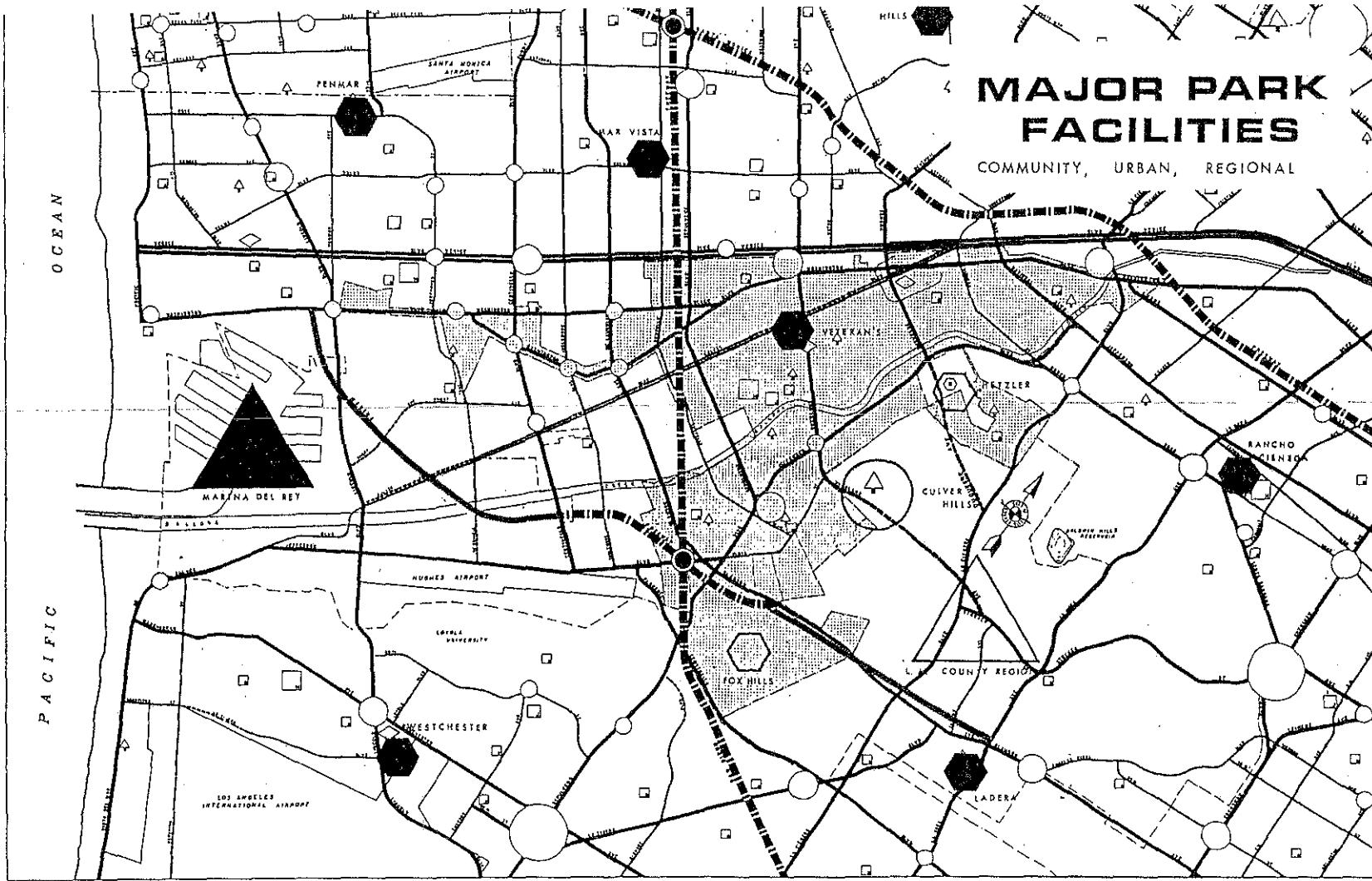
CULVER CITY HAS, FOR SOME TIME, UTILIZED RON SMITH FIELD, ON A LEASE BASIS,

AS A SUPPLEMENTAL LITTLE LEAGUE SPORTS FACILITY. JURISDICTIONALLY, THE FIELD IS LOCATED IN A PORTION OF THE UNINCORPORATED TERRITORY OF LOS ANGELES COUNTY COMMONLY REFERRED TO AS THE "COUNTY ISLAND." SINCE RECREATIONAL FACILITIES SHOULD BE DESIGNED TO MEET A VARIETY OF NEEDS IN THE COMMUNITY, THE NEEDS OF THE SCHOOL-AGE CHILDREN ENJOYING AMERICA'S MOST POPULAR SPORT SHOULD ALSO BE CONSIDERED. RECENT STATE LEGISLATION (GOVERNMENT CODE SECTION 38791) ENABLES A MUNICIPALITY TO CONDEMN AND ACQUIRE LAND WITHIN THE COUNTY UNINCORPORATED AREA ADJACENT TO THE BOUNDARIES OF THE MUNICIPALITY PROVIDING SUCH ACQUISITIONS FOR A MUNICIPAL PURPOSE. RON SMITH FIELD IS OF APPROPRIATE SIZE, BEING IN EXCESS OF TEN ACRES, PLUS CERTAIN ADJACENT AREAS, TO SERVE AS A COMMUNITY FACILITY OF A SPECIAL-PURPOSE NATURE. THIS GIVES IT AN APPROXIMATE ONE MILE

SERVICE RADIUS AND PROVIDES A LARGE COMMUNITY AREA FOR THE EASTERN PORTION OF THIS CITY, WHICH IS LOCATED AT A DISTANCE GREATER THAN ONE MILE FROM VETS PARK.

ALTHOUGH FOR THE PRESENT TIME, THE UTILIZATION OF THE LAND FOR LITTLE LEAGUE PURPOSES IS SATISFACTORY, THERE IS NO PERMANENCE TO THIS ARRANGEMENT, AND THE LITTLE LEAGUE CLUBS COULD EASILY BE DISPLACED TO ANOTHER LOCATION AS HAS HAPPENED IN THE PAST ON OTHER SITES. A FEASIBILITY STUDY ON SITE ACQUISITION ON THIS PARCEL WAS COMPLETED IN JULY OF 1966 AT THE REQUEST OF THE CITY COUNCIL TO DETERMINE THE COSTS INVOLVED AND THE RESULTING PROBLEMS, IF ANY. THE CHART IN THE APPENDIX INDICATING THE COSTS, SEVERANCE DAMAGES, ETC., INVOLVING SUCH A PROPOSAL ARE RELEVANT TO CONSIDERATION OF THIS MATTER. IT IS RECOMMENDED THAT ACQUISITION OF RON SMITH FIELD AND ITS ENVIRONS BE PURSUED BY THE CITY AT

THIS TIME TO PROVIDE A MUCH NEEDED FACILITY OF THIS TYPE FOR THE CENTRAL AND EASTERN PORTIONS OF THE CITY. THE MAP SHOWS THE EXISTING SITE OF RON SMITH FIELD DESIGNATED AS "HETZLER PARK" FOR THE PURPOSE OF CONVENIENT, INTERIM NOMENCLATURE.



# **THE GENERAL PLAN**

for the CITY OF CULVER CITY - CALIFORNIA

**EXISTING & PROPOSED**

-  Community Park
-  Urban Park
-  Regional Park

 CULVER CITY       MAJOR STREETS       PARKS  
 FREEWAYS       PROP. MAJOR STS.       SCHOOLS  
 PROPOSED FWYS.       SHOPPING AREAS       PUBLIC BDGS.

B. URBAN PARK

ALTHOUGH THE FACILITIES EXISTING IN SURROUNDING JURISDICTIONS (INDICATED ON MAP PAGE 41) ARE DESIGNATED AS COMMUNITY FACILITIES, IT SHOULD BE NOTED THAT THEIR SIZE RANGES IN AREA BETWEEN 12 ACRES AND 50 ACRES, DEPENDING UPON THE FACILITY. THE ONLY EXISTING COMMUNITY FACILITY IN CULVER CITY, VETS PARK, SLIGHTLY EXCEEDS TEN ACRES. THE FOREGOING SECTION RECOMMENDS ESTABLISHMENT OF A SPECIAL-PURPOSE 22-ACRE COMMUNITY PARK FACILITY. IN LIGHT OF THIS, IT IS FELT THAT A FACILITY OF LARGER SIZE, TO PROVIDE A MORE DIVERSIFIED TYPE OF ACTIVITIES, IS BADLY NEEDED. SUFFICIENT LAND WITHIN THE EXISTING JURISDICTIONAL BOUNDARIES OF THE CITY IS LACKING FOR SUCH A FACILITY UNLESS CONDEMNATION IS ANTICIPATED OF EXISTING Viable STRUCTURES AND USES. SINCE THIS ALTERNATIVE IS NEITHER DESIRABLE NOR PRACTICAL

FROM ANY STANDPOINT, WE MUST LOOK TO LAND ADJACENT TO BUT PRESENTLY OUTSIDE OUR JURISDICTIONAL BOUNDARIES FOR A LARGE, DIVERSIFIED PARK. WITH THE PROPOSED WEST LOS ANGELES JUNIOR COLLEGE TO BE LOCATED ADJACENT TO THE CITY BOUNDARY ABUTTING THE REAR LOT OF M.G.M., AT THE INTERSECTION OF THE PROPOSED EXTENSION OF STOCKER STREET AND OVERLAND AVENUE, THE LOCATION OF A LARGE DIVERSIFIED RECREATION PARK FACILITY IN THE IMMEDIATE AREA LOOMS DESIRABLE. THE SPECIFIC LOCATION WITHIN THE BALDWIN HILLS HAS NOT BEEN DETERMINED, AND FACTORS SUCH AS THE PRESENCE OF TOPOGRAPHIC FEATURES, OIL WELLS, AND POSSIBLE ACCESS ROUTES MUST BE TAKEN INTO CONSIDERATION. THE RECOMMENDED SIZE FOR THE URBAN PARK IS 50 ACRES. THIS SIZE IS BASED ON THE STANDARD OF ONE ACRE PER 1,000 PERSONS ANTICIPATED POPULATION BY 1980. A WIDE RANGE OF FACILITIES AND ACTIVITIES CAN BE PROVIDED AT THE PARK AT THE

DISCRETION OF THE CITY COUNCIL. ALTHOUGH THE LAND LIES WITHOUT THE JURISDICTIONAL BOUNDARIES OF THE CITY, CONDEMNATION FOR A MUNICIPAL PURPOSE ENABLES MUNICIPAL ANNEXATION OF THE LAND FOR A PARK WITHOUT ENGAGING IN ADDITIONAL USES TO BE MADE OF THE LAND IN THE INTERVENING TIME. VARIOUS POSSIBILITIES ON SITE ACQUISITION ON THIS LAND EXIST. THESE POSSIBILITIES RANGE FROM A FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT TO ENTERING INTO BONDED INDEBTEDNESS FOR SUCH ACQUISITION. IT SHOULD BE NOTED THAT THE ACQUISITION OF VETS PARK WAS BY MEANS OF BONDED INDEBTEDNESS, ONE OF THE FIRST SUCH PARK BONDS EVER FLOATED IN A MUNICIPALITY IN SOUTHERN CALIFORNIA.

THE ACTUAL INTERNAL DEVELOPMENT OF THE URBAN PARK, THE SUGGESTED NAME OF WHICH IS BALDWIN HILLS, SHOULD BE LEFT TO THE DISCRETION OF THE CITY COUNCIL AND THE PARKS

AND RECREATION COMMISSION. THE FACILITY SHOULD BE DESIGNED TO SERVE A TOTAL CITY-WIDE PURPOSE AND TO PROVIDE SUPPLEMENTAL FORMS OF RECREATION.

AT PRESENT THERE DOES EXIST A 50-ACRE PARCEL LOCATED WITHIN A CANYON IN THE BALDWIN HILLS IN THIS COUNTY UNINCORPORATED AREA. THIS SITE SEEMS ACCEPTABLE FOR A MUNICIPAL URBAN PARK LOCATION. AT THE PRESENT TIME, THE LAND IS WITHIN LOS ANGELES COUNTY AND IS ZONED FOR AGRICULTURAL USES. UNLESS THE DECISION IS MADE TO ACQUIRE THIS SITE FOR AN URBAN PARK AND THE RESULTING RIGHT OF FIRST REFUSAL IS LEGALLY ESTABLISHED, CULVER CITY MAY LOSE A DESIRABLE PARK SITE. IT IS RECOMMENDED THAT STUDIES BE AUTHORIZED TO DETERMINE THE FEASIBILITY AND MEANS FOR SUCH ACQUISITION, INCLUDING COSTS AND SEVERANCE DAMAGES INVOLVED, FOR AN URBAN PARK IN THE AFOREMENTIONED GENERAL AREA.

C. REGIONAL PARK DEFICIENCY.

REGIONAL RECREATION FACILITIES ARE DECREASING IN NUMBER AND EFFECTIVE SERVICE RADII AS THE WEST-CENTRAL AREA OF LOS ANGELES COUNTY BECOMES INCREASINGLY URBANIZED. REGIONAL RECREATION AREAS, USUALLY THOUGHT OF AS SITES CONTAINING A MINIMUM 150 ACRES, ARE DESIGNED TO SUPPLEMENT THE VARIOUS LOCAL FACILITIES IN THE SURROUNDING AREA. DESIGNED TO APPEAL TO A BROAD SEGMENT OF THE POPULATION, SUCH FACILITIES MAY BE SINGLE-PURPOSE, SUCH AS A GOLF COURSE, OR MULTI-PURPOSE, SUCH AS A PARK-AUDITORIUM-SPORTS FIELD COMBINATION. WHEN LOCATED ADJACENT TO WATERWAYS, THE REGIONAL FACILITIES MAY BECOME SPECIALIZED IN PURPOSE, SUCH AS THE MARINA DEL REY. IF LOCATED IN MOUNTAIN AREAS, WITHIN ONE-HALF HOUR DRIVING TIME FROM THE CENTER OF THE POPULATION TO BE SERVED, THE REGIONAL FACILITY MAY PROVIDE THE IDEAL FAMILY-

OUTING AREA FOR DAY-LONG ACTIVITIES.

WITH THE PRESENT DEVELOPMENT OF FOX HILLS 36-HOLE GOLF COURSE FOR RESIDENTIAL PURPOSES, ONE OF THE FEW REGIONAL RECREATION FACILITIES IS BEING ELIMINATED FROM THE WEST-CENTRAL LOS ANGELES COUNTY AREA. ALTHOUGH ONCE RUN UNDER A "PRIVATE CLUB" STATUS, THE COUNTY HAS CURRENTLY CONSIDERED THE EXISTENCE OF THE COURSE AS A PUBLIC RECREATION FACILITY OF REGIONAL SCOPE. SEVERAL PROPOSALS FOR THE CREATION OF A NEW REGIONAL PARK TO SERVE THE WEST-CENTRAL AREA HAVE BEEN ADVANCED BY LOS ANGELES COUNTY AND LOS ANGELES CITY. PRESENT PLANS FOR EACH JURISDICTION INDICATE THE APPROXIMATE LOCATION OF SUCH A FACILITY, ABOUT 250 ACRES IN AREA, TO BE EAST OF LA CIENEGA BOULEVARD AND NORTH OF STOCKER STREET AT THE LA CIENEGA INTERSECTION. ALTHOUGH THE NEED IS APPARENT, THE LEGAL AND FINANCIAL STEPS INVOLVED IN THE

ACQUISITION OF SUCH A SITE, BY ANY JURISDICTION, ARE EXTREMELY COMPLEX. NO ACQUISITION DATE HAS BEEN SET BY EITHER JURISDICTION FOR A REGIONAL RECREATION AREA IN THIS LOCATION, ALTHOUGH STUDIES ARE UNDER WAY TO DETERMINE RELATIVE FEASIBILITIES OF VARIOUS SITES. THE TWO SITES PRESENTLY BEING CONSIDERED ARE ABOUT ONE MILE APART, WITH THE LOS ANGELES CITY PREFERENCE CLOSER TO LA BREA AVENUE, AND THE LOS ANGELES COUNTY PREFERENCE CLOSER TO LA CIENEGA BOULEVARD.

FOR THE COUNTY OF LOS ANGELES AS A WHOLE, THE PROJECTED 1975 POPULATION OF NINE MILLION PERSONS WILL CREATE A DEMAND FOR 54,000 ACRES DEVOTED TO REGIONAL RECREATION AREA. AT PRESENT, 33,000 ACRES OF REGIONAL RECREATION AREA ARE DEVELOPED IN THE COUNTY, NOT INCLUDING FLOOD CONTROL "OPEN SPACES," RESERVATIONS, OR ANGELES NATIONAL FOREST.

IT IS RECOMMENDED THAT THE CITY OF CULVER

CITY COOPERATE IN EVERY FEASIBLE MANNER TO EXPEDITE THE CREATION OF A REGIONAL PARK FACILITY AT THE APPROXIMATE LOCATION INDICATED ON MAP #41-A.

PART SIX           IMPLEMENTATION AND REVIEW

A. IMPLEMENTATION PLAN.

AN IMPORTANT STEP TOWARD BRINGING THE RECOMMENDATIONS OF THIS DOCUMENT TO FRUITION IS THE ADOPTION OF AN IMPLEMENTATION PLAN WITH A GOAL OF 1980 FOR TOTAL IMPLEMENTATION. EVEN THOUGH A CERTAIN URGENCY HAS BEEN COMMUNICATED IN REFERENCE TO SPECIFIC RECOMMENDATIONS CONTAINED HEREIN, THE GENERAL ADOPTION OF A SPECIFIC IMPLEMENTATION SCHEDULE IS HEREBY LEFT TO THE CITY COUNCIL, UTILIZING THE PARK AND RECREATION COMMISSION AND THE PLANNING COMMISSION IN AN ADVISORY ROLE. IT IS URGENTLY REITERATED, HOWEVER, THAT THE PRIMARY STEP SHOULD BE THE ADOPTION OF A MODERN AND COMPLETE SUBDIVISION ORDINANCE BASED UPON THE MANY NEW AREAS OF LEGISLATION RECENTLY INCORPORATED INTO THE STATE MAP ACT.

B. SUMMARY OF AVAILABLE GRANTS.

A VARIETY OF FEDERAL AND STATE GRANTS AND/OR LOANS ARE AVAILABLE TO LOCAL JURIS-

DICTIONS TO ASSIST IN THE ACQUISITION AND/OR DEVELOPMENT OF PUBLIC RECREATION FACILITIES. THE SUMMARY WHICH FOLLOWS INDICATES BRIEFLY THE SCOPE OF AVAILABLE FUNDS FOR WHICH CULVER CITY QUALIFIES:

I. FEDERAL GRANTS:

A) OPEN SPACE LAND PROGRAM:

THIS PROGRAM IS DESIGNED TO AID LOCAL JURISDICTIONS IN THE ACQUISITION AND DEVELOPMENT OF LAND SUITABLE FOR PERMANENT OPEN SPACE USE.

A 50 PER CENT GRANT IS AVAILABLE FOR SITE ACQUISITION, WITH AN ADDITIONAL 50 PER CENT GRANT AVAILABLE FOR IMPROVEMENT AND DEVELOPMENT OF SUCH ACQUIRED LAND. IN ADDITION TO THE UNIFORM REQUIREMENTS FOR APPLICATIONS, THE PROGRAM REQUIRES THAT, FOR EACH APPLICATION, THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT MUST DETERMINE THE AVAILABILITY OF

AN AREA-WIDE COMPREHENSIVE PLANNING PROGRAM FOR THE URBAN AREA SURROUNDING THE PROPOSED SITE. THIS REQUIREMENT IS FULFILLED PARTIALLY BY THE ADOPTION OF THE LOS ANGELES COUNTY REGIONAL RECREATION ELEMENT AND PARTIALLY BY THE CULVER CITY RECREATION ELEMENT. APPLICATION FOR THIS GRANT MUST ALSO CONFORM TO THE DEMONSTRATION CITIES REFERRAL PROCEDURES.

(HOUSING ACT OF 1961 -- TITLE 7.)

B) GRANTS FOR ADVANCE ACQUISITION OF LAND.

DESIGNED TO AID LOCAL JURISDICTIONS IN ACQUIRING OPEN SPACE LANDS AT CURRENT PRICES TO FULFILL ANTICIPATED FUTURE COMMUNITY-WIDE NEEDS, THIS PROGRAM ENABLES FEDERAL GRANTS TO BE AVAILABLE TO COVER THE INTEREST COST OF A LOAN INCURRED SINCE SUCH LAND ACQUISITION. THE GRANT

CARRIES THE STIPULATION THAT CONSTRUCTION OF THE SITE IMPROVEMENTS MUST BEGIN WITHIN FIVE YEARS OF THE ACQUISITION-LOAN DATE. THE FACILITY MUST BE CONSISTENT WITH THE COMPREHENSIVE PLANNED DEVELOPMENT OF THE AREA, AS WELL AS WITH A COMMUNITY OR AREA-WIDE SYSTEM OF SUCH FACILITIES. (HOUSING AND URBAN DEVELOPMENT ACT OF 1965. SEC. 704)

C) GRANTS FOR NEIGHBORHOOD FACILITIES.

DESIGNED TO GIVE PRIORITIES TO PROJECTS BENEFITING LOW-INCOME FAMILIES, THIS PROGRAM PROVIDES GRANTS FOR TWO-THIRDS OF THE ELIGIBLE DEVELOPMENT COSTS FOR DEVELOPING A FACILITY TO BE USED FOR NEIGHBORHOOD RECREATION OR SIMILAR COMMUNITY SERVICE ACTIVITIES. (HOUSING AND URBAN DEVELOPMENT ACT OF 1965. SEC. 703)

2. FEDERAL LOANS: PUBLIC FACILITY LOANS

FULL COST, LOW INTEREST, FORTY-YEAR LOANS ARE AVAILABLE FOR A VARIETY OF PUBLIC WORKS PROJECTS, INCLUDING RECREATION FACILITIES BUT NOT INCLUDING SCHOOLS. THE LOANS ARE AVAILABLE FOR THOSE PORTIONS OF A PROJECT NOT COVERED BY OTHER FEDERAL PROGRAMS. HOUSING AMENDMENTS OF 1955.

3. STATE GRANT PROGRAMS.

THE STATE BEACH, PARK, RECREATIONAL AND HISTORICAL FACILITIES BOND ACT OF 1964 PROVIDES A MEANS BY WHICH GRANTS ARE AVAILABLE FROM THE STATE (THROUGH THE COUNTIES) TO CITIES. THE ALLOCATION OF MONIES IS BASED ON THE ESTIMATED 1975 COUNTY POPULATION. APPLICATIONS FROM LOCAL JURISDICTIONS MUST BE APPROVED BY THEIR RESPECTIVE COUNTIES PRIOR TO SUBMISSION. DESIGNED TO AID IN ACQUISITION OF REGIONAL RECREATION FACILITIES IN OR

CLOSE TO URBAN AREAS, THE GRANT REQUIRES A MINIMUM 50-ACRE SITE FOR ACQUISITION, AS WELL AS AN ADOPTED COUNTY MASTER PLAN AND RECREATION ELEMENT INCLUDING THE SITE DESIGNATION. PRIORITIES WITHIN EACH COUNTY ARE ESTABLISHED BY THE COUNTY PRIOR TO SUBMISSION OF APPLICATIONS TO THE STATE. ALL APPLICATIONS UNDER THIS PROGRAM MUST BE SUBMITTED TO THE STATE BY OCTOBER, 1969.

AS INDICATED ON THE PREDEDING PAGES, A VARIETY OF GRANTS AND LOANS ARE AVAILABLE FOR RECREATION SITE ACQUISITION AND DEVELOPMENT. THE CHOICE OF GRANT APPLICATIONS IS A MATTER PROPERLY WITHIN THE SCOPE OF CITY COUNCIL POLICY.

D. SCHEDULE FOR PERIODIC REVIEW.

WITH THE ADOPTION OF THIS DOCUMENT, THE CITY OF CULVER CITY NOW HAS A SOLID BASIS ON WHICH TO AUGMENT AND AMELIORATE ITS

EXISTING RECREATION INVENTORY. IT IS, HOWEVER, HIGHLY NECESSARY THAT A SCHEDULE FOR PERIODIC REVIEW OF THIS GENERAL PLAN ELEMENT BE ESTABLISHED TO KEEP THE DOCUMENT Viable AND MEANINGFUL IN THE LOCAL ENVIRONMENT OF RAPID URBAN CHANGE. IT IS, THEREFORE, RECOMMENDED THAT THE PLANNING COMMISSION AND THE PARK AND RECREATION COMMISSION, UNDER THE GUIDANCE OF THEIR RESPECTIVE STAFFS, ESTABLISH IMMEDIATELY THE POLICY OF A BI-YEARLY REVIEW OF THIS DOCUMENT. THIS BI-YEARLY REVIEW SHOULD BE AIMED AT THE ADVANCEMENT OF THE 1980 GOAL DATE ESTABLISHED HEREIN, SO THAT SAID GOAL DATE SHALL PERPETUALLY BE A MINIMUM OF TEN YEARS AHEAD OF ANY REVIEW PERIOD.

PART SEVEN APPENDIX

A. REFERENCES.

- LOCAL PLANNING ADMINISTRATION  
International City Managers' Association  
(1959 edition)
- RECREATION AND PARKS IN LOS ANGELES  
Public Relations Division, Dept. of Parks  
and Recreation, City of Los Angeles (1966)
- REVIEW OF THE CALIFORNIA COMPREHENSIVE  
STATEWIDE OUTDOOR RECREATION PLAN  
The Resources Agency, Dept. of Parks and  
Recreation, State of California (1966)
- THE SOUTHWEST AREA  
The Regional Planning Commission,  
County of Los Angeles, (1961)
- SOUTHERN CALIFORNIA REGIONAL RECREATION  
AREA STUDY  
The Inter-County Recreation Planning  
Committee (1962)
- PLANNING THE NEIGHBORHOOD  
Committee on the Hygiene of Housing,  
American Public Health Association,  
Public Administration Service (1960)
- GUIDE FOR PLANNING RECREATION PARKS IN  
CALIFORNIA  
California Committee on Planning for Recre-  
ation, Park Areas, and Facilities, State of  
California Recreation Commission (1956)
- L.A. COUNTY REGIONAL RECREATION AREAS PLAN  
A part of the Recreation Element of the  
General Plan as amended July 29, 1965  
L.A. County Regional Planning (1965)
- RECREATION ELEMENT REVISION STUDY  
L.A. City Plan Case #19700 (1967)

B. POPULATION DENSITY AND DWELLING UNIT  
INTENSITY.

ON THE FOLLOWING PAGES THE EXISTING AND  
PROJECTED POPULATION AND DWELLING UNIT IN-  
TENSITY FIGURES FOR CULVER CITY ARE LISTED  
IN TABULAR FORM. FOLLOWING THE TABLES, THE  
POPULATION DISTRICT MAP GRAPHICALLY PRESENTS  
THE DISTRICT BOUNDARIES.

PROJECTIONS OF POPULATION AND DWELLING  
UNIT INTENSITY ARE OF NECESSITY BASED ON A  
SET OF ASSUMPTIONS REGARDING FUTURE LAND USE.  
FOR THE PURPOSE OF THESE TABLES, THE FOLLOW-  
ING ASSUMPTIONS HAVE BEEN MADE:

- 1.) NEITHER MGM NOR DESILU STUDIOS REDEVEL-  
OP RESIDENTIALLY BEFORE 1980.
- 2.) A GRADUAL REDEVELOPMENT OCCURS IN POP-  
ULATION DISTRICT I FROM AN EXISTING  
AVERAGE DENSITY OF 14 UNITS PER NET  
ACRE TO AN EVENTUAL 38 UNITS PER NET A  
CRE.
- 3.) THAT SMALL-LOT R-4 DEVELOPMENT (LOT  
SIZE LESS THAN 15,000 SQ. FT.) YIELDS

38 UNITS PER NET ACRE, AND LARGE-LOT  
R-4 DEVELOPMENT (OVER 15,000 SQ. FT.)  
YIELDS 50 UNITS PER NET ACRE.

4.) THAT 3.1 PERSONS PER SINGLE-FAMILY  
AND DUPLEX UNIT PREVAIL, AND THAT 2.1  
PERSONS PER MULTIPLE UNIT PREVAIL.  
THE POPULATION DISTRICT LETTERS CON-  
FORM TO 1960 CENSUS TRACT BOUNDARIES  
AS FOLLOWS:

<u>POPULATION DISTRICT</u>	<u>CENSUS TRACT</u>
A	7,028.2
B	7,028.1
C	7,027
D	7,026
H	7,025
I	7,024

POPULATION DISTRICT "E" REFERS TO THE  
SLAUSON-SEPULVEDA INDUSTRIAL AREA, DISTRICT  
"G" REFERS TO FOX HILLS, AND DISTRICT "F"  
REFERS TO OVERLAND-PLAYA ANNEXATION #6  
(SEE MAP #55-A, PAGE FOLLOWING).

TABLE II

1980 POPULATION PROJECTIONS FOR CULVER CITY

<u>POPULATION DISTRICT</u>	<u>1960 CENSUS</u>	<u>1965 ESTIMATE</u>	<u>1980 PROJECTION</u>
A	3482	3513	3600
B	6300	6802	7600
C	4157	4175	5000
I	8100	8266	8350
E	N.A.	N.A.	N.A.
F	N.A.	N.A.	485
G	N.A.	N.A.	11,301
H	5571	6046	7400
I	4588	4754	9638
	32,198	33,556	53,274

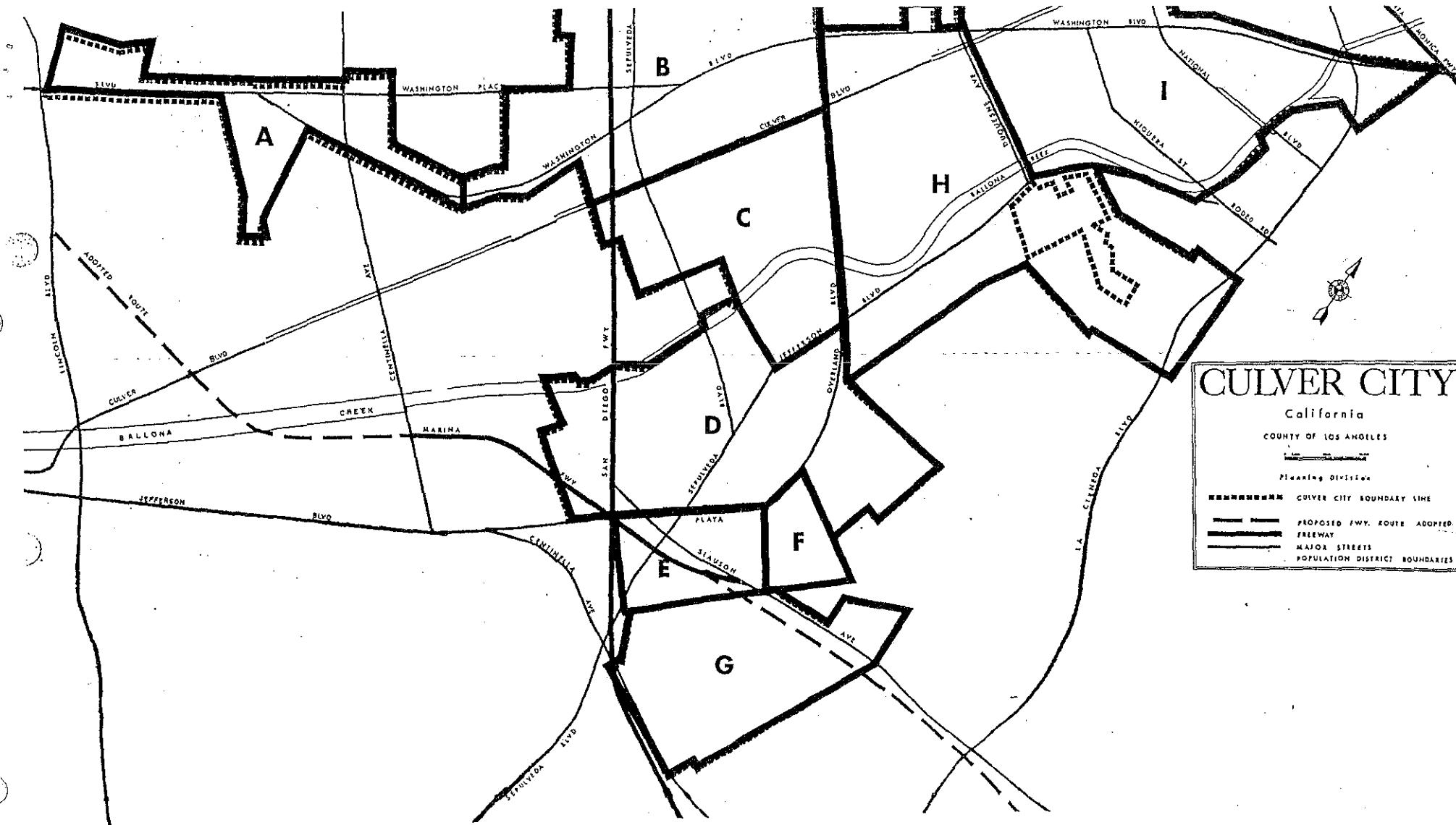
# CULVER CITY

California

COUNTY OF LOS ANGELES

Planning Division

- CCCCCCCC CULVER CITY BOUNDARY LINE
- PROPOSED FWY. ROUTE ADOPTED
- FREEWAY
- MAJOR STREETS
- POPULATION DISTRICT BOUNDARIES



C. SUMMARY OF THE VALUATION REPORT ON RON SMITH FIELD.

THE DETAILS ENUMERATED IN THE APPENDIX RELATE TO THE DISCUSSION OF ACQUISITION OF RON SMITH FIELD AND ITS ENVIRONS FOR A 22.5 ACRE SPECIAL-PURPOSE COMMUNITY FACILITY IN SECTION VI.A OF THIS ELEMENT. THE APPRAISAL OF THIS PROPERTY WAS CONDUCTED PURSUANT TO CITY COUNCIL AUTHORIZATION BY THE FIRM OF DAVIS BRABANT AND COMPLETED ON JULY 15, 1966.

FOLLOWING ARE DEFINITIONS WHICH ARE STANDARD IN APPRAISAL WORK FOR USE IN THE VALUATION REPORT:

MARKET VALUE -- THE HIGHEST PRICE ESTIMATED IN TERMS OF MONEY THAT A PROPERTY WILL BRING IF EXPOSED FOR SALE IN THE OPEN MARKET, ALLOWING A REASONABLE TIME TO FIND A PURCHASER WHO BUYS WITH FULL KNOWLEDGE OF ALL THE USES TO WHICH IT MAY BE ADAPTED AND FOR WHICH IT IS CAPABLE OF BEING USED.

SEVERANCE DAMAGE -- A LOSS IN VALUE OF THE PART REMAINING AFTER THE TAKING, AS COMPARED WITH THE VALUE OF THE REMAINDER BEFORE THE TAKING WHEN CONSIDERED AS A PART OF THE WHOLE.

SPECIAL BENEFITS -- THOSE THAT ARE DIRECT, THAT ARE PECULIAR TO THE LAND IN QUESTION THAT RESULT FROM THE CONSTRUCTION OF THE PROPOSED IMPROVEMENT, AND THAT ARE MANIFEST IN AN INCREASE IN THE UTILITY AND VALUE OF THE PARTICULAR PROPERTY.

THE ACREAGE FIGURES ON THE TOTAL PROPERTY LISTED BELOW HAVE BEEN DIVIDED ACCORDING TO THE OWNERSHIP NAME ASSOCIATED WITH THE SEGMENTS OF THE PROPERTY.

	<u>HETZLER</u>	<u>CRAWFORD</u>	<u>SMITH</u>
TOTAL ACREAGE	19.91	307.91	41.32
IN C. C.	1.07	35.50	1.06
IN COUNTY	18.84	275.41	40.26
TOTAL TAKE	1.6	10.2	10.5
IN C. C.	NONE	9.4	NONE
IN COUNTY	1.6	.8	10.5

TABLE III

1980 DWELLING UNIT INTENSITY PROJECTIONS FOR CULVER CITY

<u>POPULATION DISTRICT</u>	<u>1960</u>	<u>SINGLE-DUP.</u>	<u>MULTIPLE</u>	<u>1965</u>	<u>SINGLE-DUP.</u>	<u>MULTIPLE</u>	<u>1980</u>	<u>SINGLE-DUP.</u>	<u>MULTIPLE</u>
A		551	245		551	245		661	275
B		1532	1170		1559	1326		1441	1876
C		1207	77		1211	90		1245	380
D		1808	277		1834	327		1990	325
E		N.A.	N.A.		N.A.	N.A.		N.A.	N.A.
F		N.A.	N.A.		N.A.	N.A.		256	-
G		N.A.	N.A.		N.A.	N.A.		-	5382
H		1528	410		1574	543		1535	1250
I		1354	615		1371	658		1347	2648
SUB-TOTALS		7429	2794		8100	3189		8378	12,076
TOTALS		10,223			11,289			20,454	

UTILITIES AVAILABLE TO THE PROPERTIES INVOLVED:

GAS: PROVIDED BY SOUTHERN COUNTIES GAS CO.

ELECTRIC: PROVIDED BY SO. CALIF. EDISON CO.

WATER: PROVIDED BY SO. CALIF. WATER CO.

SEWER: EXISTING COUNTY FACILITIES WILL NOT HANDLE PUBLIC SEWAGE.

SOIL CONDITIONS ON THE PROPERTY AS FOLLOWS:

ALL HETZLER PROPERTY IS LAND FILL.

PORTION OF SMITH PROPERTY IS LAND FILL.

PORTION OF SMITH PROPERTY AND ALL OF CRAWFORD PROPERTY RANGES FROM SANDY LOAM TO CLAY.

IN THE OPINION OF THE VALUATION APPRAISER, THE EFFECT OF THE TAKE ON THE REMAINING PROPERTIES BY OWNERSHIP IS AS FOLLOWS:

NEITHER HETZLER NOR CRAWFORD PROPERTIES WILL BE ADVERSELY AFFECTED BY THE TAKE. ON THE SMITH PROPERTY THE REMAINING 4.7 ACRES WEST OF THE TAKE WOULD BE SUBSTANTIALLY

REDUCED IN VALUE BY THE TAKE. SHAPE OF THE REMAINING PORTION WOULD BE UNDESIRABLE AND DEVELOPMENT AS A SEPARATE ENTITY WOULD BE CONSIDERABLY HAMPERED AND LIMITED. REDUCTION AMOUNTS TO APPROXIMATELY 80 PER CENT PER FOOT VALUE OF THIS PORTION PRIOR TO THE TAKE WOULD REQUIRE SEVERANCE DAMAGES.

VALUATION OF THE PROPERTY INVOLVED.

BASED ON COMPARATIVE RECENT SALES AS DETERMINED BY THE APPRAISER, THE INDICATED PRESENT MARKET VALUE OF LEVEL, UNFILLED INDUSTRIAL LAND IN THE TAKE AREA IS \$2 PER SQUARE FOOT. IF A PORTION OF THE TAKE IS TO ULTIMATELY BE USED FOR CUT AND FILL OPERATION, THE RATE OF VALUE OF THE DUMPING CAPACITY IS ESTIMATED AT 30¢ PER CUBIC YARD. BASED ON THE VARIOUS FACTORS INVOLVED, IT WOULD REQUIRE THREE YEARS TO CREATE A LEVEL PAD FROM THE CUT AND FILL OPERATION.

VALUATION SUMMARY

<u>OWNER</u>	<u>TAKE ACREAGE</u>	<u>TOTAL VALUATION</u>
HETZLER	1.6	\$, 35,650
CRAWFORD	10.2	245,000
SMITH	<u>10.5</u>	<u>356,300</u>
TOTAL	22.3 ACR.	\$ 636,950

AVERAGE: \$28,562 PER ACRE