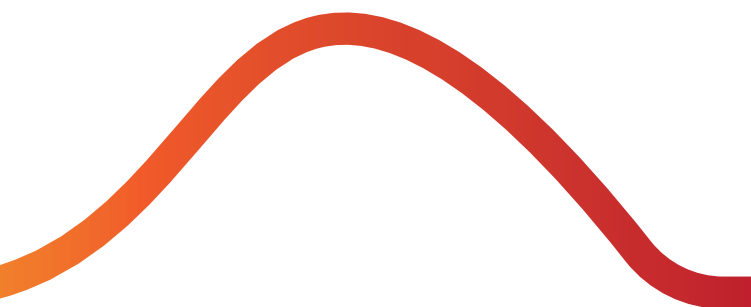




# PICTURE OUR COMMUNITY



## **ELEMENT 4**

# **LAND USE AND COMMUNITY DESIGN**

This Element designates the proposed distribution, location, and extent of different uses of land, and expresses community intentions regarding urban form and design.

# INTRODUCTION

The Land Use and Community Design Element guides the evolution of urban form and land use patterns in Culver City through the 2045 General Plan horizon. It establishes a vision for the built environment which defines the pattern, scale, organization, and character of development for the city's various land uses, including residential, mixed use, office, retail, light industrial, and civic and public spaces. It includes the Land Use Designations Map (Figure 16), which shows the location and intensity of land uses envisioned for the future and identifies the areas of Culver City where change will be encouraged and where existing uses will be maintained and enhanced.

Having a clear vision for the city's physical fabric ensures that the City can adequately respond to future population and job growth, while enhancing the quality of life for existing residents and businesses. Through targeted strategies that enhance the city's urban form and preserve its unique assets, the Land Use and Community Design Element encourages the provision of diverse housing choices, enhances existing neighborhood character, advances sustainable construction and development standards, and supports the creation of a well-designed, pedestrian-friendly public realm. In addition to citywide goals and policies, this Element also provides area-specific guidance for unique parts of the city, such as Downtown, the Transit Oriented Development (TOD) District, the Hayden Tract, Fox Hills, and Ballona Creek.

## What We are Trying to Achieve

- A walkable, pedestrian-oriented urban environment that supports a vibrant mix of well-designed transit-oriented development, public spaces, housing, neighborhood-serving businesses, community services, and mobility options.
- Healthy, safe, and complete residential neighborhoods where all residents can thrive and meet their basic needs.
- A diverse, expanded range of housing types that are affordable for different income levels and meet the needs of various household compositions and stages of life.
- An expanded and supportive environment for the creative economy and businesses.
- A sustainable and resilient built environment that preserves urban land resources, enhances habitat quality, and improves community health outcomes.
- A collaborative relationship between the City and its business and development stakeholders, which include private developers, businesses, institutions, nonprofits, landlords, and all others that make up the city's vibrant economy.

# KEY ISSUES AND OPPORTUNITIES

Culver City’s built environment is comprised of diverse development patterns, building styles, and street designs which reflect different economic eras throughout its history. In the future, the city’s urban form will continue to evolve, signifying new priorities, needs, and values. This section sets the current context by describing the city’s existing pattern of land use and urban design, needs, and values, and identifies opportunities for preservation and future growth through the General Plan horizon.

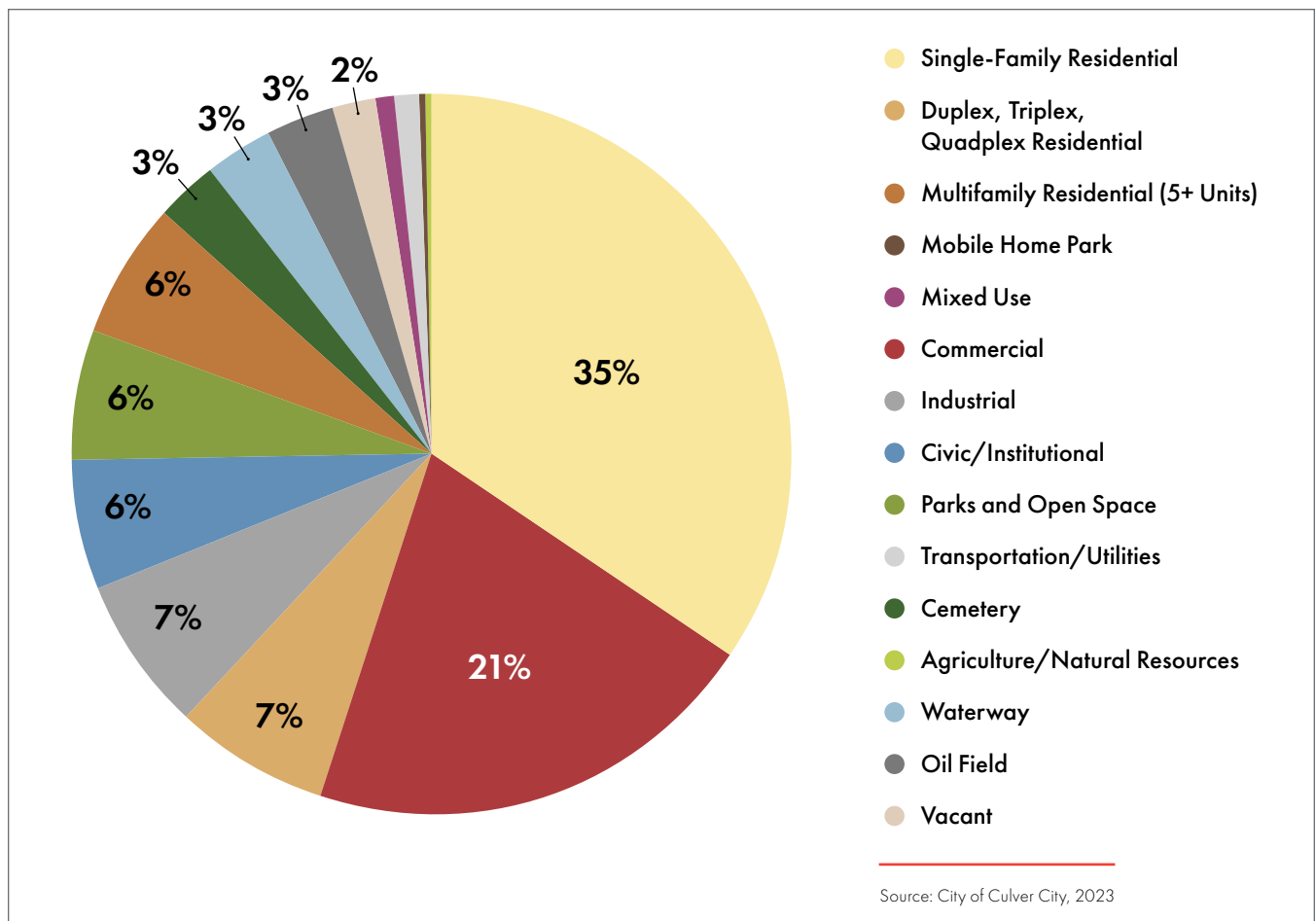
## Existing Land Uses

Existing land use patterns refer to the way land is currently being used in the city as of 2023. The distribution of existing land uses is summarized in Figure 11 and mapped in Figure 12. As of 2023, the most prevalent land

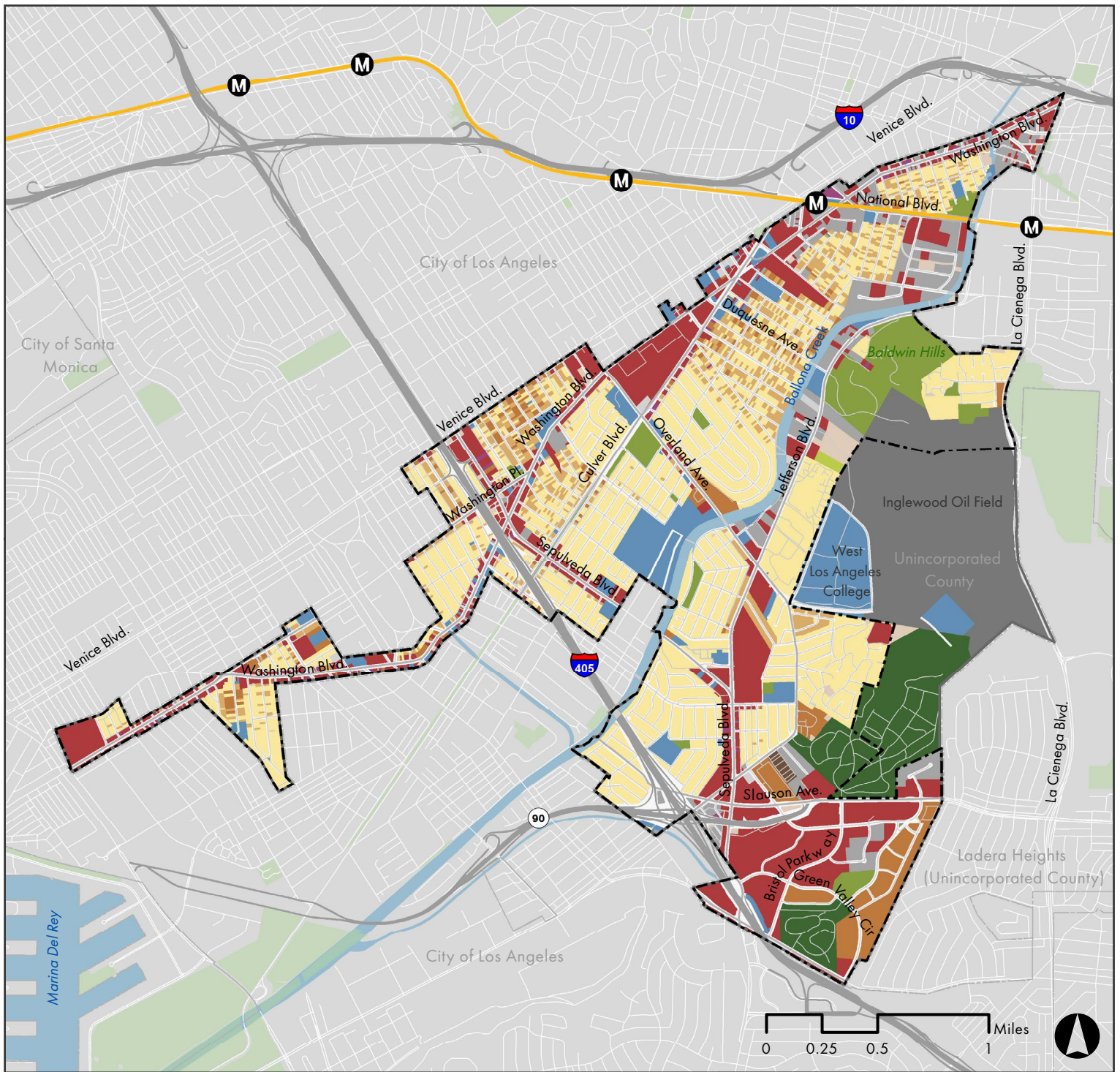
use in Culver City is single-family residential (covering 35 percent of land area),<sup>37</sup> followed by commercial (21 percent of land area). There are about 39 acres of vacant land in Culver City (2 percent).

The following sub-sections describe some of the key issues and opportunities associated with land use.

**FIGURE 11** Existing Land Use in Culver City



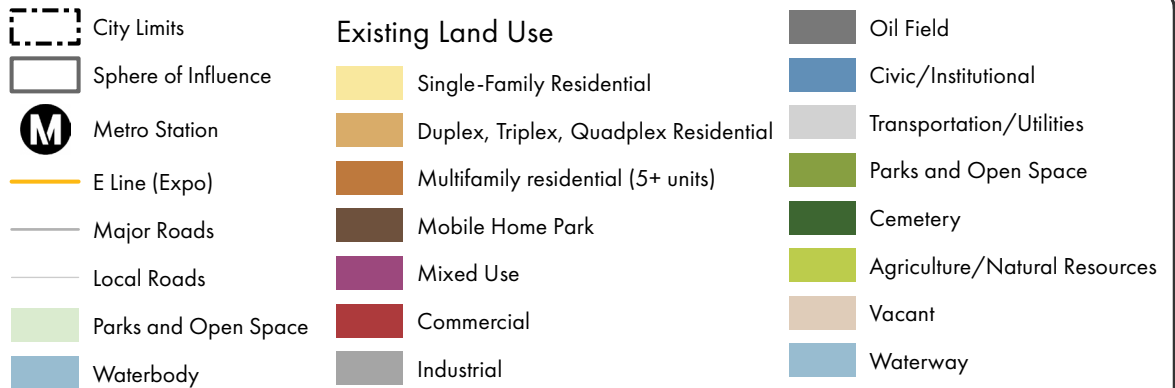
<sup>37</sup> While single-family residential land use is the most prevalent in the city, there are slightly more multifamily housing units (54 percent) than single-family units (46 percent).



**FIGURE 12**

## Existing Land Use

Sources:  
 City of Culver City (2023);  
 County of Los Angeles (2021);  
 ESRI (2021).



## Rising Housing Costs and Diversifying Housing Needs

Housing prices across the region have risen in recent years, making it more challenging for people across income levels, but particularly those earning at or below the County's median household income, to establish and retain residency in the city. Culver City's southwest neighborhoods (West Washington, McLaughlin, Washington/Culver, and Sunkist Park) are particularly vulnerable to gentrification and displacement due to their high concentration of multifamily housing, cost-burdened tenants, and lower property values. The City is committed to providing a range of housing types for different income levels and household types and complying with State Regional Housing Needs Assessment (RHNA) requirements. Per the RHNA and 6<sup>th</sup> Cycle Housing Element, the City aims to meet the community housing need at varying levels of affordability and continue permitting new housing to comply future RHNA cycles through the General Plan horizon year.

To achieve these objectives, the General Plan advances strategies for thoughtful infill development and redevelopment that range from modest additions of individual housing units to the redevelopment of large, aggregated sites within opportunity sites located in transit-oriented communities and community centers and along commercial corridors as described in the land use vision and defined in the Land Use Designations.



Housing in Culver City

## Growing Creative Economy

Culver City has a high concentration of digital media, entertainment, and design firms, as well as technology start-ups. These include prominent studio uses, such as Sony Pictures Studios and Amazon Studios and offices for Apple, HQ, and TikTok. Outside of digital media and technology businesses, new projects such as the Access, Platform, Ivy Station, and Culver Steps are also positioning Culver City to capture a growing share of the hospitality market.

Creative companies, including those in film production, architecture, the arts, and fashion, are located throughout the city. In recent years, the Hayden Tract has experienced a conversion to more office/creative office uses and creative companies. The area is known for its contemporary industrial and office buildings designed by architect Eric Owen Moss. Considering that creative companies are central to Culver City's growing economy, the General Plan promotes the retention

and expansion of creative economy businesses and other emerging technologies in these industrial mixed use areas, centers, and mixed use corridors.

## Stagnating Retail Sector

National trends for big box and shopping center retail could impact retail performance in the city, as well as impact the City's long-term financial sustainability. Already, the city's commercial corridors and regional shopping centers are showing some weakness, evidenced by stagnating shopping center rents since the last recession. The rise of e-commerce, along with the COVID-19 pandemic, have also exacerbated challenges for brick-and-mortar retail. The General Plan responds to these related challenges through flexible design and land use regulations that support the needs of neighborhood-serving retail and encourages commercial and experiential opportunities, particularly in the Downtown area.

## Phasing Out the Oil Field

About 3 percent (68 acres) of Culver City is part of the Inglewood Oil Field (IOF). The City is taking steps to phase out oil extraction activities at the IOF. The General Plan advances strategies that ensure a safe and effective phase out of the IOF. See the Conservation and Community Health and Environmental Justice Elements for more information.



Inglewood Oil Field

## Past and Future Growth

Over the past 30 years, residential growth in Culver City has been modest. Under the last General Plan’s land use policies, which preserved a mostly low-density pattern of development, the city’s population has grown about 5 percent between 1991 and 2020 (from about 38,793 to 40,799 residents).<sup>38</sup> In contrast, job growth has outpaced residential growth in that same period, growing by about 66 percent (from 44,700 to 74,373 jobs in 2019).<sup>39</sup>

This discrepancy has contributed to an imbalance between jobs and housing. Since the 2013-2021 Housing Element was adopted in 2014, Culver City’s housing stock has grown by only about 246 units, mostly in the form of multifamily (5+ unit) developments.<sup>40</sup> While there has been limited residential growth in single-family residential neighborhoods, some commercial areas, including the Hayden Tract, Downtown, the Culver City Metro E Line station area, and to a lesser extent, the Fox Hills area, have experienced a considerable amount of change since the General Plan was last updated. These changes include greater daytime activity, more non-residential buildings, and an increase in employment-supporting land uses in nearby areas. The General Plan is an opportunity to consider how to strategically locate different types of



Illustration of Culver Studios

growth throughout the city to effectively accommodate changes in the population and economy. Matching job growth with residential development will be critical to ensuring that a housing shortage does not impede Culver City’s economic development priorities, that Culver City is providing its fair share of housing within the region, and that employees are able to live near where they work.

In addition to housing impacts, future population and employment growth will affect the distribution of services and amenities across the city. To maintain its high quality of life, the City of Culver City needs to plan for and respond to these changes through the General Plan horizon.

Although actual growth of the city will be dependent on a variety of factors, including economic and demographic trends and developer interest, the City will use growth projections to help guide future land use decisions and strategies towards equitable outcomes. The growth projections described are based on an understanding of historic, current, and projected demographic and economic conditions in the city through 2045 as shown in Table 1.

**TABLE 1** General Plan 2045 Population, Household, and Job Growth Projections

	Existing	General Plan 2045 Growth Projections	Net Change (General Plan 2045 Growth Projections – Existing)
Population	40,640 (2021)	62,400	21,760
Households	17,000 (2019)	28,310	11,310
Jobs	68,040 (2019)	84,300	16,260

Sources: Raimi + Associates, Preferred Plan Growth Projections, May 2023; U.S. Census Bureau American Community Survey 5-Year Estimates, 2017-2021; City of Culver City, existing land use data, 2019.

<sup>38</sup> U.S. Census Bureau, Decennial Census 2020.

<sup>39</sup> U.S. Census Bureau, American Community Survey (ACS) 2015-2019.

<sup>40</sup> California Department of Finance. E-5. January 2013, January 2019.

# CITY STRUCTURE

Culver City's corridors, activity centers, districts, and neighborhoods, shown in the illustrative city structure diagrams on the following pages, shape the city's urban form and how people experience the public realm. Collectively, these components of the built environment reflect the city's history and evolving priorities, needs, and development models. For a map of exact General Plan Land Use designations, see Figure 16.

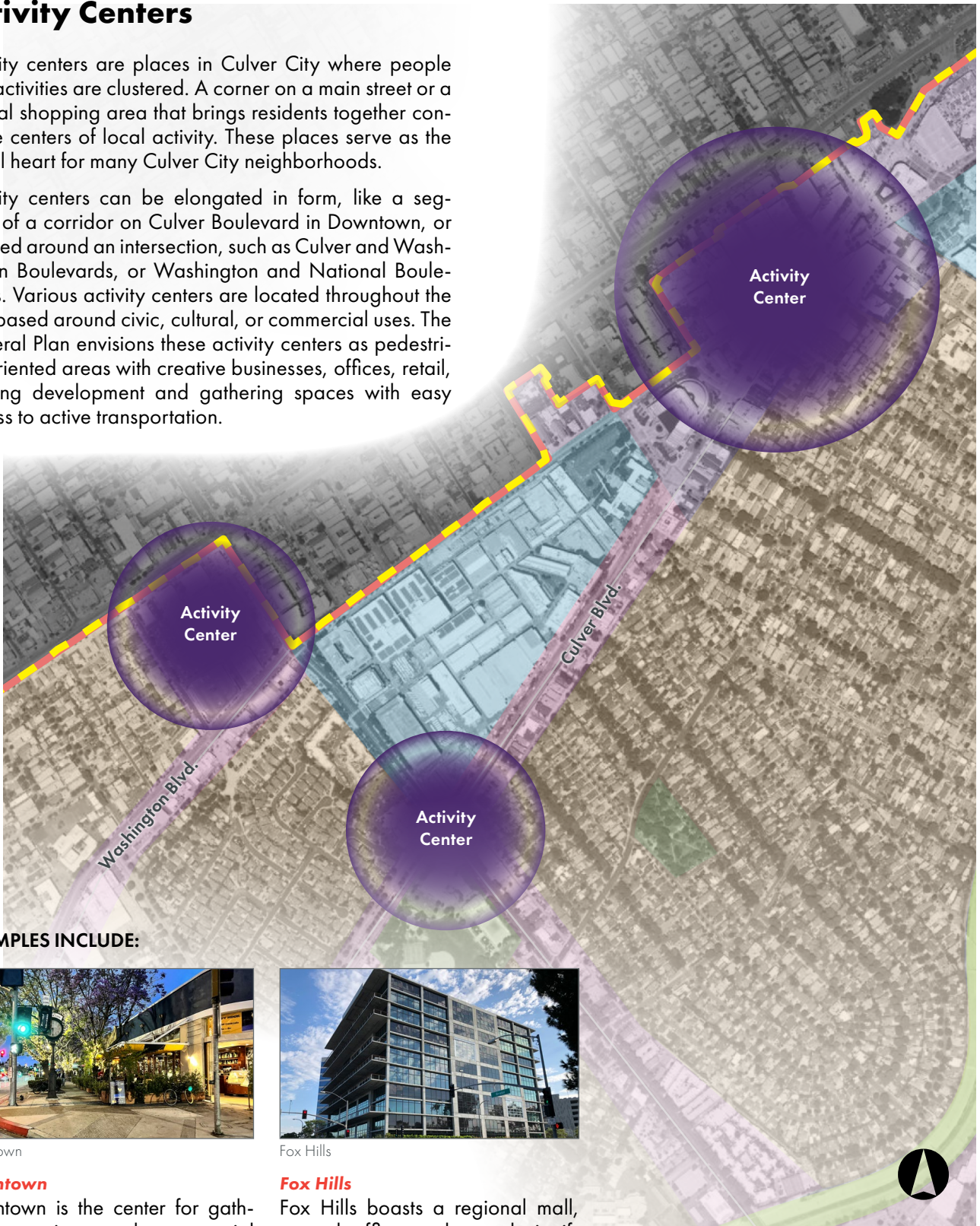




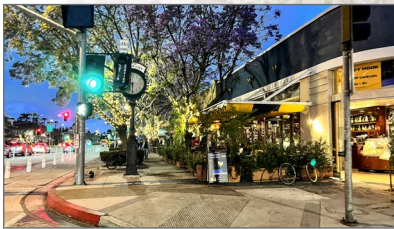
## Activity Centers

Activity centers are places in Culver City where people and activities are clustered. A corner on a main street or a central shopping area that brings residents together constitute centers of local activity. These places serve as the social heart for many Culver City neighborhoods.

Activity centers can be elongated in form, like a segment of a corridor on Culver Boulevard in Downtown, or focused around an intersection, such as Culver and Washington Boulevards, or Washington and National Boulevards. Various activity centers are located throughout the city, based around civic, cultural, or commercial uses. The General Plan envisions these activity centers as pedestrian-oriented areas with creative businesses, offices, retail, housing development and gathering spaces with easy access to active transportation.



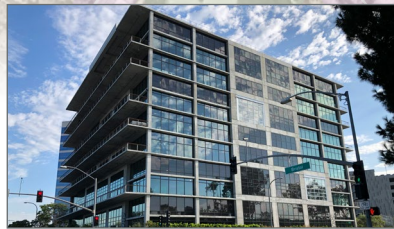
### EXAMPLES INCLUDE:



Downtown

#### **Downtown**

Downtown is the center for gathering, tourism, and commercial activity, including a mix of retailers, restaurants, offices, and civic uses. While it is Culver City's smallest neighborhood, it functions as the city's pedestrian-oriented heart.



Fox Hills

#### **Fox Hills**

Fox Hills boasts a regional mall, several office parks, and significant multifamily developments. Fox Hills Park is a community gathering space in this neighborhood.

Source: National Agriculture Imagery Program (NAIP) imagery from the USDA Farm Services Agency, 2019-2021. ESRI 2023.

## Mixed Use Corridors

The major boulevards and arterial streets that run through Culver City create a pattern of residential, nonresidential, and mixed use districts and include Slauson, Washington, Sepulveda, Jefferson, National, and Culver. The parcels that line these corridors vary in size and use and almost all commercial buildings front one of these six corridors.

How corridors and neighborhoods are physically designed and used can influence a person's experience of a city. The ratio of pavement to landscaping, the number and speed of vehicles on the street, parcel sizes, the scale of buildings, and how the public and private realm interact all change a person's relationship with a city and how they move through it. The General Plan seeks to intensify and mix land uses on key segments of the commercial corridors, and to improve pedestrian experiences along the city's commercial corridors through various parking management strategies, active street frontage guidelines, public realm improvements, and more.



Mixed use along Washington Boulevard



Source: National Agriculture Imagery Program (NAIP) imagery from the USDA Farm Services Agency, 2019-2021. ESRI 2023.

## Mixed Use Neighborhoods

Culver City's mixed use neighborhoods are places where residences and employment opportunities are clustered. Mixed use neighborhoods should be compact and pedestrian friendly, connected to activity centers and neighborhoods by the city's mixed use corridors.

Within mixed use neighborhoods, a broad range of uses are allowed to encourage walking and biking, minimize auto travel, and support greenhouse gas reduction goals. In Fox Hills, housing, office, and hospitality uses are mixed with neighborhood-supporting commercial and open space. In the Hayden Tract, housing, industrial, and creative industries can harmoniously co-exist.



Hayden Tract



Source: National Agriculture Imagery Program (NAIP) imagery from the USDA Farm Services Agency, 2019-2021. ESRI 2023.

## Districts

Culver City's districts play an important role in supporting the creative economy and educational uses. These districts vary in size and type, but the districts generally emphasize a special single use, such as studio spaces. The scale of these districts tends to be larger scale than neighborhoods and are developed through a master planning process. As each district evolves over time, the City should encourage principles of walkable neighborhood design and sustainable development.



Sony Pictures Studios



Source: National Agriculture Imagery Program (NAIP) imagery from the USDA Farm Services Agency, 2019-2021. ESRI 2023.

## Residential Neighborhoods

While Culver City's neighborhoods vary in size, layout, typology, and the natural environment, they all play an important role in creating the intricate and connected fabric of the city. Residential neighborhoods vary in building size and housing type but are characterized by small parcels that front smaller neighborhood streets. With few exceptions, the neighborhood scale is smaller than the scale of development found on the corridors. In addition to the development scale, the design of building street fronts has changed over time. Homes in older neighborhoods typically have large street-facing windows, porches, or stoops, and prominent front doors. In newer neighborhoods, wide driveways and street-facing garage doors contrast with older homes, where garages

were typically set back from, or behind, the house with much narrower driveway aprons. These differences create notably different public realm experiences in the streets of different neighborhoods.

The emphasis of General Plan policy is to enhance the quality of these areas. This will be done by beautifying city streets and the public realm and enhancing local parks, while supporting additional gentle density to help meet the community's housing needs.

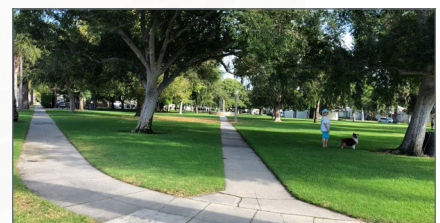


Single family home in Culver City

## Parks and Open Space

Parks, recreational facilities, and open spaces occupy about 4 percent of the city. Parks are distributed throughout the city and are more commonly located in residential neighborhoods, with convenient access to Culver City residents. The biggest park facility is Baldwin Hills, which is owned and managed by the State of California through the Baldwin Hills Conservancy. Ballona Creek, a flood control channel with a bicycle path, runs about nine miles from Mid City Los Angeles through the city and out to the Pacific Ocean but provides a unique opportunity to mitigate flooding, restore native ecologies, and become a scenic multi-purpose open space and recreational corridor.

The General Plan seeks to maintain its existing parks and open space resources while continuing to expand its breadth of service in an equitable manner. Improving the quality of, and expanding access to, Culver City's parks, recreational facilities, and public facilities will improve the community's ecology and make Culver City a more equitable, attractive, sustainable, and healthy community for all.



Carlson Park

Source: National Agriculture Imagery Program (NAIP) imagery from the USDA Farm Services Agency, 2019-2021. ESRI 2023.

# LAND USE AND COMMUNITY DESIGN VISION

This section describes the key concepts and strategies developed during the General Plan visioning stage and implemented through the General Plan Land Use Designations Map and policies.



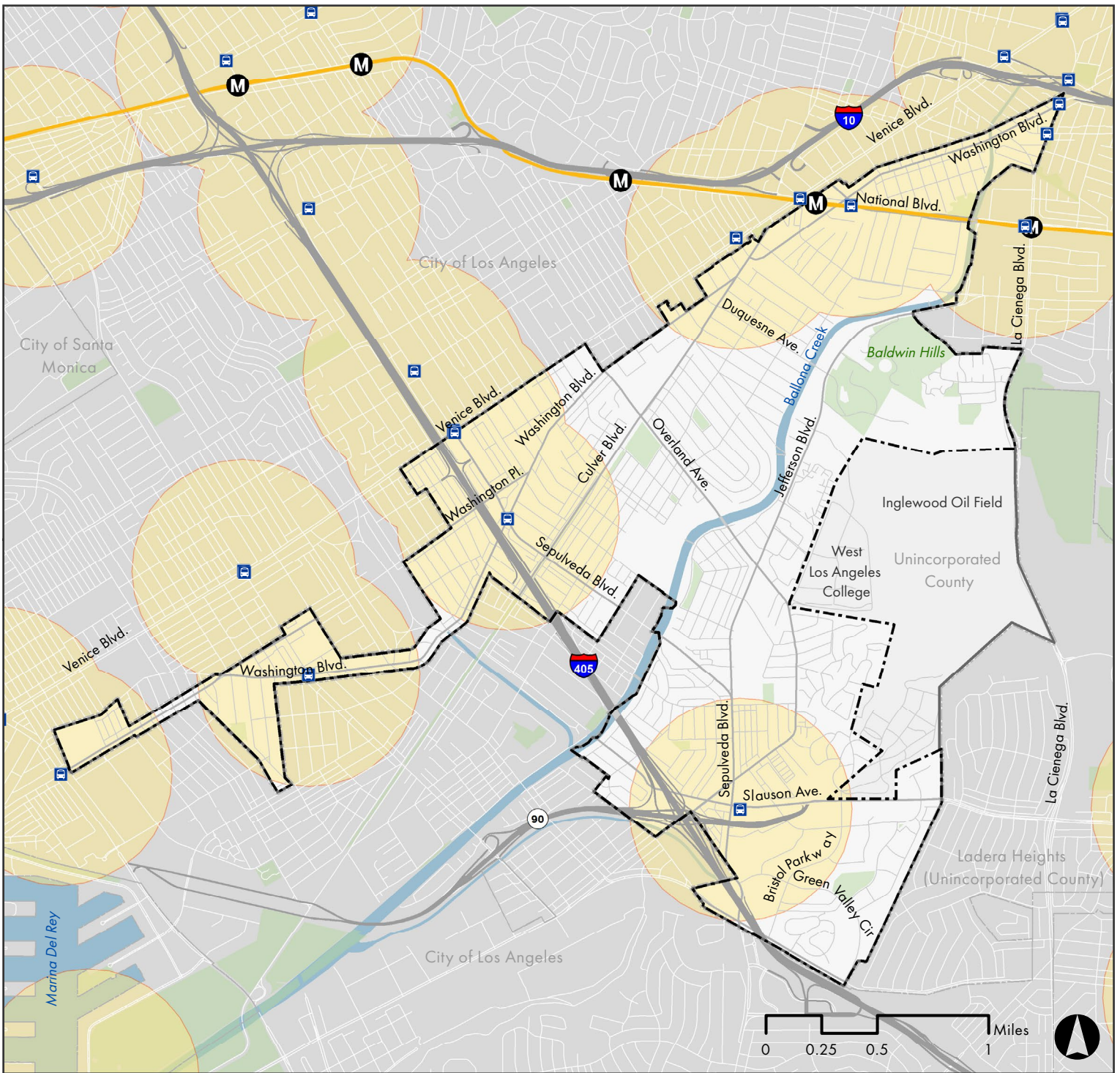
From left to right, top to bottom: Metro E Line, Technicolor Creative Studios, Culver Hotel, and community visioning

## Supporting Transit-Oriented Communities

Transit Oriented Communities (TOCs) are places designed to allow people to drive less and more easily access public transit. TOCs offer a mix of uses that support public transit ridership of all income levels, ensure appropriate building densities, parking policies, and urban design that support accessible neighborhoods connected to public transit, and support safety in design, and are shown in Figure 13.

The Metro E Line and transit priority corridors like Washington Boulevard, Sepulveda Boulevard, and Jefferson Boulevard provide frequent, high-quality public transit services. The General Plan encourages development within a short walk (half mile) of bus and train stations by establishing Land Use Designations that encourage a mix of uses and housing, and incorporating goals, policies, and programs to incentivize




land use, mobility, open space, and housing within station areas. This vision is consistent with the City's TOD Visioning Study, expanding the recommendations to other high-quality transit areas in the city, and aligning with Metro's TOC policy and implementation programs.





**FIGURE 13**

## Transit-Oriented Communities

Sources:  
 City of Culver City (2024);  
 County of Los Angeles (2021);  
 SCAG (2015); ESRI (2021).

-  City Limits
-  Sphere of Influence
-  Metro Station
-  E Line (Expo)
-  Major Roads
-  Local Roads
-  Parks and Open Space
-  Waterbody

-  Major Transit Stop (SCAG)\*
-  Area Within 1/2-Mile of a Major Transit Stop

\* A Major Transit Stop is defined as:  
 (a) An existing rail or bus rapid transit station  
 (b) A ferry terminal served by either a bus or rail transit service.  
 (c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning an afternoon peak commute periods.

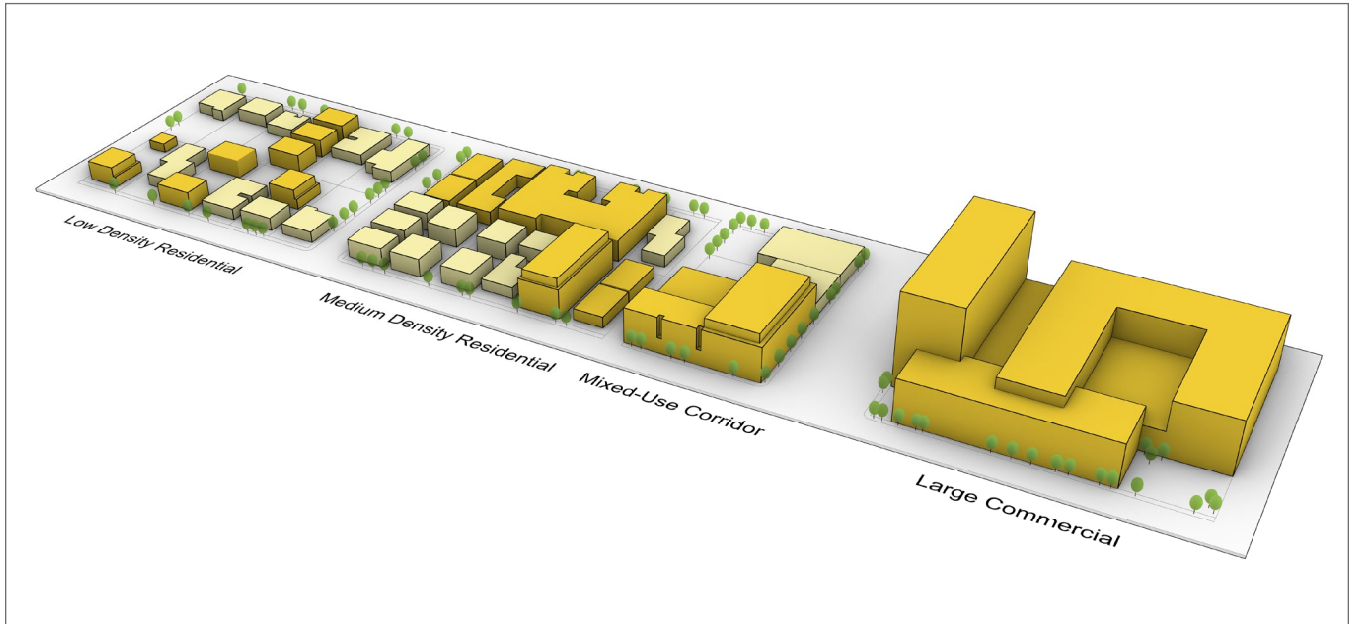
## Managing Neighborhood Evolution

Key to meeting the city's future housing and employment needs, the Land Use and Community Design Element advances strategies for thoughtful infill development and redevelopment that range from modest additions of individual housing units to the redevelopment of large, aggregated

sites within activity centers and along commercial corridors. Higher-density activation with commercial and residential infill may occur on larger opportunity sites and in transit-oriented communities, like the Culver City Metro E Line station area. Incremental densification may occur along

commercial corridors, like Sepulveda and Venice and in existing multifamily neighborhoods. Lower-density, more incremental growth is allowed within the existing residential neighborhoods consistent with State laws. This approach to infill and redevelopment is illustrated in Figure 14.

**FIGURE 14** Illustrative Approach to Infill



## Activating Commercial Corridors and Centers



Washington Boulevard in the Arts District

The land use vision aims to activate and intensify larger commercial and mixed use sites in Culver City. These areas will accommodate a significant amount of future growth, while creating vibrant, mixed use places that allow a mix of office, residential, and commercial uses. Centers can also accommodate neighborhood-serving commercial uses, community services, and entertainment in ground floor storefronts facing public streets, parks, and/or open spaces. These sites are designated Mixed Use High or Mixed Use Medium, and in many cases, these areas overlap with the TOC areas.

Mixed use corridors provide land use flexibility for property owners. These designations support existing desirable uses and provide opportunities for mixed use as well as stand-alone residential and commercial development. Corridors include small to medium scale developments that occur individually along major streets. These corridors are designated Corridor Mixed Use 1 and 2.

Both corridors and centers play an important role in enabling residents to meet their daily needs within a short walk, bike ride, or public transit trip.



## Allowing Residential into Industrial Neighborhoods



Hayden Tract

To support the community’s housing vision, the land use vision allows for new residential and mixed use development within the city’s industrial areas, which have transitioned away from heavier industrial uses toward office and light manufacturing uses. These industrial mixed use districts will continue to serve as a creative anchor in the city, providing opportunities for legacy and new creative businesses, fostering architectural

and arts innovation, and accommodating new residential uses. The Mixed Use Industrial designation is primarily located in the Hayden Tract and areas near high-quality transit.

## Supporting Residential Neighborhood Infill



New residential

The land use vision allows Culver City to continue to evolve its residential neighborhoods while preserving their charm. This growth facilitates smaller-scale multi-unit and workforce housing to encourage and promote a mix of dwelling types and sizes in lower- and medium-density neighborhoods. Commonly referred to as “missing middle housing,” these include accessory dwelling units (ADUs), duplexes, and triplex housing and support diverse housing opportunities. Smaller homes cost less to rent or purchase, and these neighborhoods are located near mixed use corridors and activity centers that provide services and amenities within walking distance. These strategies are intended to provide more choice to individual homeowners to convert their homes to different housing types, create new opportunities for homeownership and wealth building, and expand residential choices to ensure a more inclusive and diverse neighborhood.

This is accomplished by strategically increasing the density in many neighborhoods, while focusing on building design compatible with the existing development. General Plan land uses allow higher-density residential in existing multifamily neighborhoods. These well-designed multifamily neighborhoods provide opportunities for housing, social gathering, and amenities for residents in Tellefson Park, Downtown, and West Washington within a short distance of the mixed use corridors. These sites are generally designated Multifamily.

Consistent with State law, low-density single-family areas will continue to change over time. As required by State law, single-family parcels in the city may add up to two ADUs and one junior accessory dwelling unit (JADU). Senate Bill 9 also allows homeowners to divide their property into two lots and allows two homes to be built on each of those lots, increasing opportunities for homeownership.



Existing residential uses

# LAND USE DESIGNATIONS

General Plan Land Use Designations implement the land use vision for the city, as illustrated in Figure 16 and defined in Table 2. The Land Use Designations, along with the Zoning Districts, identify allowed uses and development intensity for each parcel of land.

## Allowed Uses and Intensity Calculations

The General Plan Land Use Designations provide general intended uses and development intensities. Other uses that are allowed through zoning may be deemed compatible with the general intended uses. Culver City's Zoning Code establishes additional parameters for building size and

massing. For specific use types, permitting procedures, and development standards, refer to the Zoning Code.

When specified, and under limited circumstances, the General Plan permits deviations to the Land Use Designations Map and table, such as an

increase above the maximum allowable density and floor area ratio. Examples include the allowance of density bonuses for affordable housing, as well as other incentive-based local ordinances that implement the goals of the General Plan.

### Residential Density

Dwelling units per acre (du/ac) shall be used to calculate the maximum number of primary dwelling units. Refer to the zoning code for instructions on calculating residential density.

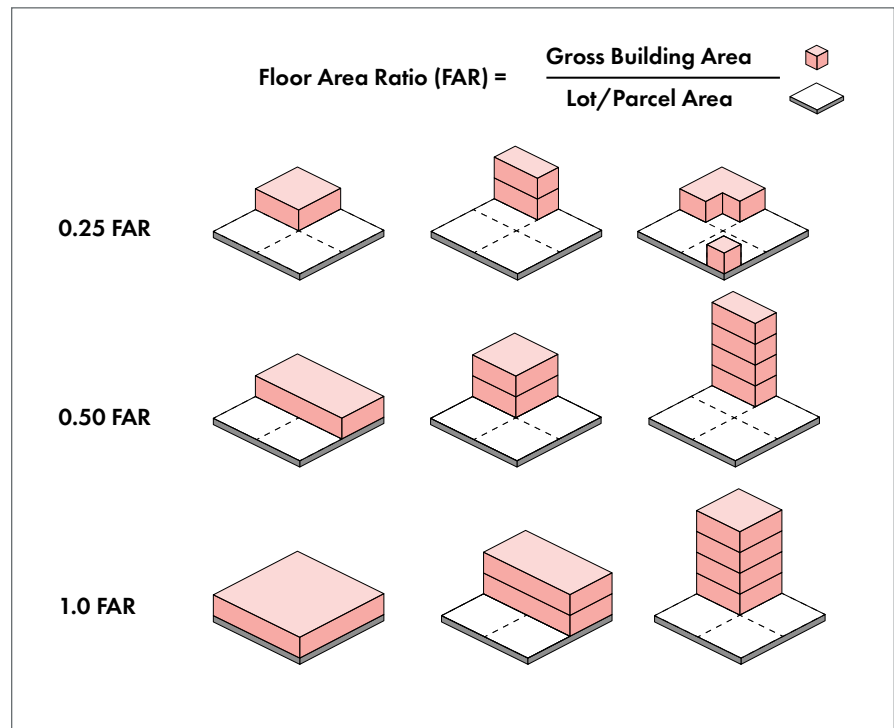
### Nonresidential Intensity

General Plans are meant to specify the intensity of development. Floor Area Ratio (FAR) is the industry standard for defining nonresidential development intensity. Therefore, this General Plan establishes FAR to calculate the maximum nonresidential intensity. FAR is generally calculated using the total above-ground nonresidential floor area, divided by the net area of the project site. Refer to the zoning code for instructions on calculating nonresidential FAR.

### Mixed Use Intensity

Mixed use projects shall utilize dwelling units per acre to calculate the maximum residential portion of the project and FAR to calculate the maximum nonresidential portion of the project.

**FIGURE 15 FAR Diagram**



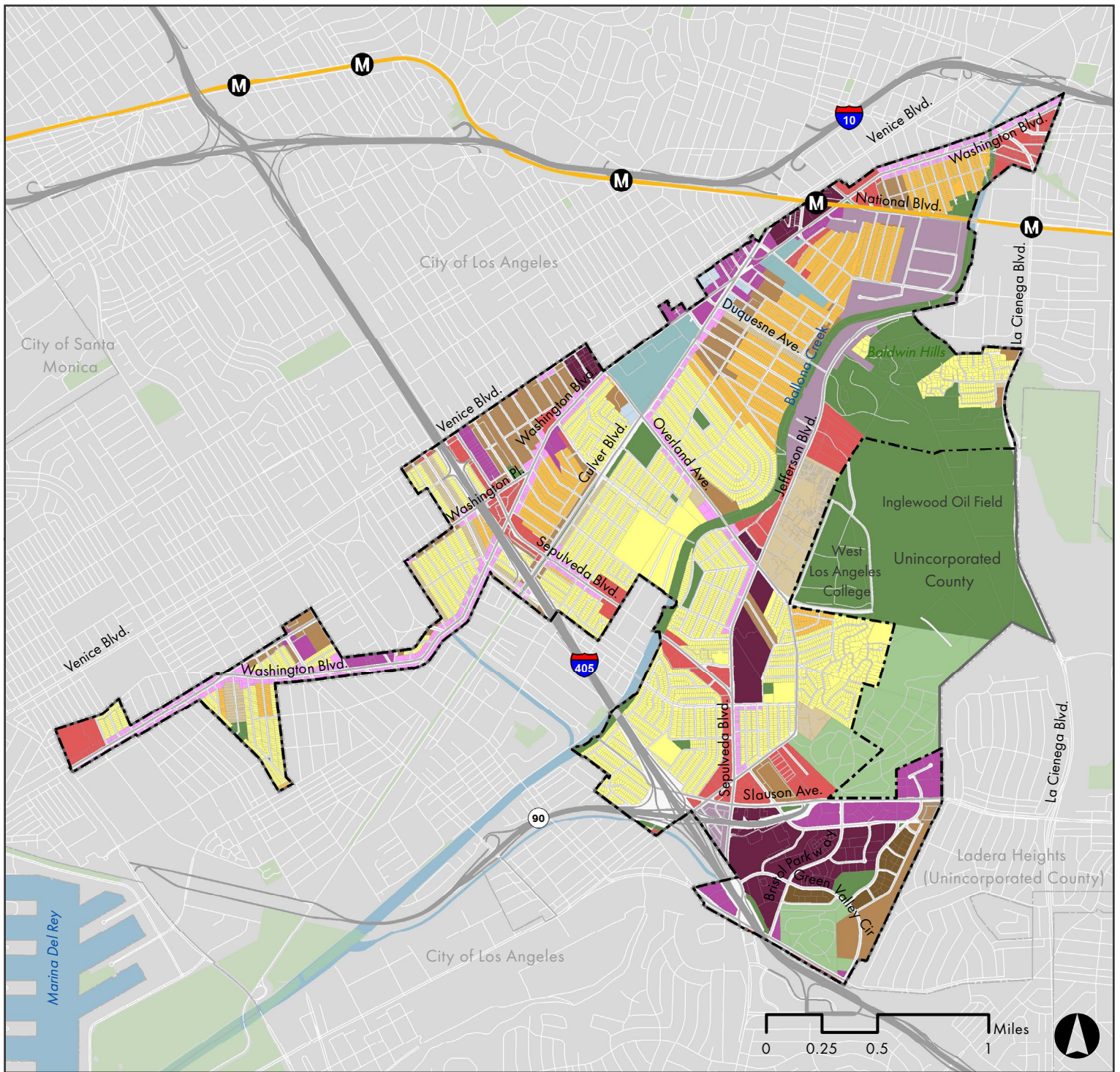
### Project Specific

#### Development Intensities

The Studio Land Use Designation uses project-specific development intensities or residential densities. These are established through development agreements, comprehensive plans, and similar regulatory documents.

**TABLE 2 General Plan Land Use Designations**

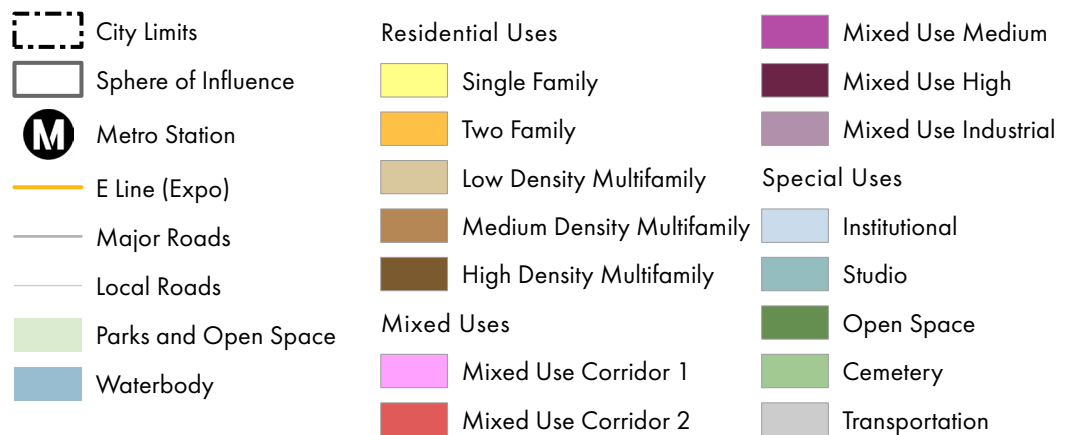
<b>Land Use Designation</b>	<b>Maximum Residential Density</b>	<b>Maximum Nonresidential FAR</b>	<b>Description</b>
<b>Residential Uses</b>			
Single Family	8.7 du/ac	N/A	Single family
Two Family	17.4 du/ac	N/A	Single family and duplexes
Low Density Multifamily	35 du/ac	N/A	Single family, duplexes, multifamily residential
Medium Density Multifamily	50 du/ac	N/A	Multifamily residential
High Density Multifamily	70 du/ac	N/A	Multifamily residential
<b>Mixed Uses</b>			
Mixed Use Corridor 1	35 du/ac	2.0	Lower-scale mixed use, residential, and neighborhood serving commercial
Mixed Use Corridor 2	50 du/ac	3.0	Moderate-scale mixed use, residential, and neighborhood serving commercial
Mixed Use Industrial	65 du/ac	3.0	A broad range of mixed use, residential, commercial, and industrial
Mixed Use Medium	65 du/ac	3.0	A broad range of mixed use, residential, and commercial
Mixed Use High	100 du/ac	4.0	Large-scale mixed use, residential, and commercial
<b>Special Uses</b>			
Studio	N/A	Varies, maximum established by project	Private studio campus with corporate headquarters, offices, facilities, and sets
Institutional	N/A	4.0	Public facilities, including but not limited to government offices, community facilities, and hospital uses
Open Space	N/A	0.5	Parks and recreation complexes
Cemetery	N/A	0.5	Cemeteries
Transportation	N/A	0.5	Transportation, transition, and buffer uses



**FIGURE 16**

## General Plan Land Use

Sources:  
City of Culver City (2024);  
County of Los Angeles (2021);  
ESRI (2021).



# SPECIAL STUDY AREAS

Special Study Areas are intended to identify areas of the city that have unique opportunities or constraints and will benefit from a closer analysis and specific policies and programs. Special studies for these areas may include background and analysis, policies, programs, and implementation. Special studies may be implemented through specific plans, comprehensive plans, Zoning Code updates, and other regulations that address land use, development standards, policies. The General Plan Land Use Designations apply to these areas.

Special Study Areas include and are shown in Figure 17:

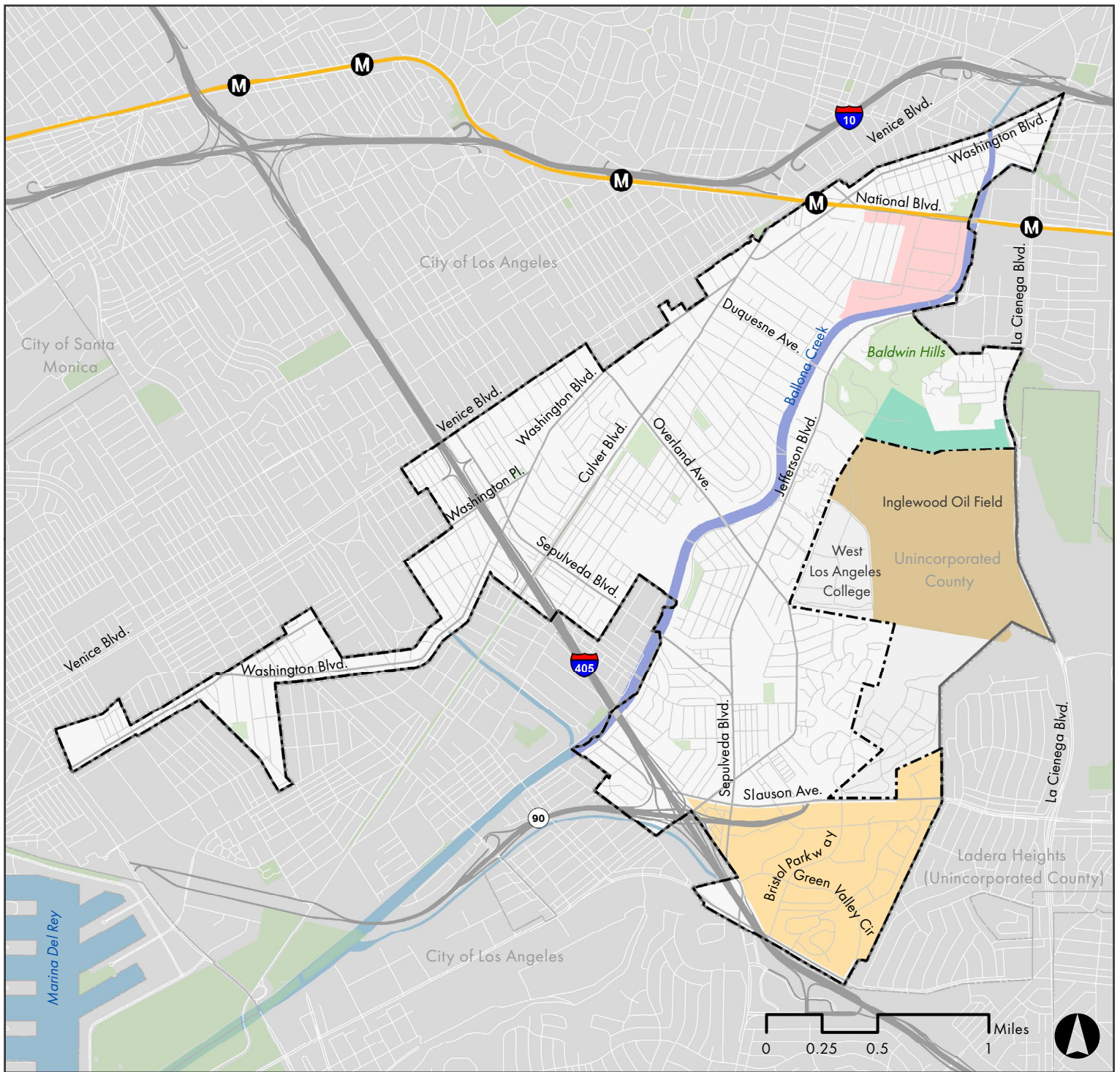


The higher densities and mix of businesses allowed under the mixed use designations provide an opportunity for certain areas of Culver City to evolve over time. For example, the Fox Hills neighborhood has potential for new business campuses, high and medium density housing, mixed use developments, and community amenities. Developments in the Fox Hills area can provide opportunities for improved mobility, connectivity, streetscapes, and parks. Similarly, the Hayden Tract industrial area has an opportunity to provide higher density housing and businesses within access to the Culver City and La Cienega/Jefferson Stations.

In contrast to the new higher density mixed use areas, Ballona Creek, Baldwin Hills, and Inglewood Oil Field are areas for preservation, open space, and public amenities. The City has completed numerous studies on Ballona Creek and can shift the focus onto implementation to revitalize the Creek. The Baldwin Hills and Inglewood Oil Fields will phase out oil production and explore new opportunities.

With this General Plan establishing higher density mixed use in both Fox Hills and the Hayden Tract, it is anticipated that planning efforts for these expanding neighborhoods will launch









immediately after the General Plan is adopted. The Baldwin Hills, Inglewood Oil Field, and Ballona Creek have all benefited from previous planning efforts and studies. Additional planning for these areas will progress throughout the life of this General Plan.



**FIGURE 17**

## Special Study Areas

Sources:  
 City of Culver City (2024);  
 County of Los Angeles (2021);  
 ESRI (2021).

-  City Limits
-  Sphere of Influence
-  Metro Station
-  E Line (Expo)
-  Major Roads
-  Local Roads
-  Parks and Open Space
-  Waterbody

### Special Study Areas

-  Ballona Creek
-  Baldwin Hills
-  Fox Hills
-  Hayden Tract
-  Inglewood Oil Field

# POLICY FRAMEWORK

Key: Goal attributes.

Equity & Inclusion

Innovation & Creativity

Sustainability

Compassion & Community

## Citywide Growth Management

### GOAL LU-1

**Transit-oriented communities.** Transit-oriented communities within a half mile of high-quality transit mix well-designed development, affordable housing, community services, and improved mobility options.



For related policies and implementation actions connected to transit-oriented communities, see [Mobility Goal 5](#).

**LU-1.1: Higher densities near transit.** Allow higher residential density and intensity in mixed use developments to support walkability and transit use.

**LU-1.2: Mix of uses.** Encourage more mixed use and affordable housing to support a regional jobs and housing balance, to promote walk-to-work options, and to incorporate public- and neighborhood-serving uses.

**LU-1.3: Development near transit stations.** Incentivize jobs and housing growth around high-quality transit stops and along transit corridors to reduce reliance on personal automobiles. Incentivize affordable housing as standalone projects and mixed-income projects within transit-oriented communities.

**LU-1.4: Connected transit-oriented communities.** Develop strong pedestrian, Culver CityBus, other public transit, and bicycle connections to and from transit stops via pedestrian-oriented building design, safe and convenient road crossings, and street furniture and amenities.

**LU-1.5: Mobility hubs at transit stations.** Create mobility hubs at the Metro rail stops.

**LU-1.6: Parking innovation.** Encourage shared parking, unbundled parking, and park once strategies to minimize parking demand, reduce vehicle trips, and capitalize on mobility investments. Locate parking behind buildings and minimize visibility from the public rights-of-way.

**LU-1.7: Gathering spaces near mobility hubs and transit stations.** Partner with project developers to create community gathering spaces, including plazas and pocket parks, near transit stations and mobility hubs.

**LU-1.8: Development standards near transit stations.** Allow relaxed development standards within half mile of high-quality transit, such as reduced setbacks and greater building height.

### GOAL LU-2

**Housing opportunity and equality.** A diverse range of housing options create equitable opportunity for people of all ages, races/ethnicities, abilities, socio-economic status, genders, and family types to live in Culver City.



For related policies and implementation actions connected to Housing, see [Housing Element Goals 1 and 2](#).

**LU-2.1: Inclusionary housing provisions.** Expand the City's Mixed Use Ordinance incentive program to all mixed use and multifamily residential General Plan Land Use Designations and Zoning Districts.

**LU-2.2: Special needs and supportive housing.** Support special needs and supportive housing through development incentives and development fee deferrals.

**LU-2.3: Workforce housing program.** Partner with large employers, residential developers, and/or the Culver City Unified School District to create housing opportunities via the development of housing units, contribution of land, or provision of funding for workforce housing.

**LU-2.4: Equity homeownership models.** Explore expanded use of shared equity homeownership models, including a community land trust, to increase home ownership.

**LU-2.5: Amenity space for physical activity / healthy living in multifamily development.** Encourage new multifamily housing development to provide amenity spaces (e.g., gyms, active spaces, outdoor open space, flex working spaces, etc.) which promote physical activity and healthy living options. Create incentives for developments to make such amenities available to the public so that they can benefit the neighborhood.

**LU-2.6: Walkable connections in multifamily development.** Encourage new multifamily developers to provide convenient, walkable connections to nearby trails, transit, and open space to promote active lifestyles.

- Place building lobbies adjacent to sidewalks and encourage multiple lobbies in larger projects.
- Locate required bicycle parking at the ground floor and convenient to sidewalk entrances.

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### GOAL LU-3

**Walkable development. Small-scale development, building reuse, and efficient parking on small sites encourage a walkable urban environment.**



For related policies and implementation actions connected to parking strategies, see *Mobility Goals 5 and 7*.

**LU-3.1: Support reduced parking.** Support low parking ratios or zero parking for individual sites to encourage small-scale infill developments.

**LU-3.2: Area-reducing parking technology and operations.** Encourage parking technology and operations that increase parking efficiency, e.g., mechanical parking, technology-driven parking, valet operations, tandem, and other measures that decrease the floor area per parking stall.

**LU-3.3: Development standards review program.** Evaluate and modify existing development standards that prevent development on small sites, e.g., setbacks and height transitions.

Create project thresholds based on parcel size bands for which simplified development standards apply.

**LU-3.4: Small parcel housing development.** Support housing development on small mixed use lots.

**LU-3.5: Building reuse.** Evaluate development standard, process, and fee changes to ease reuse of office or commercial buildings for residential uses.

- Support building reuse by exempting projects from certain impact fees or allowing deferment of fee payment over 10 years.
- Exempt projects from on-site open space requirements.
- Approve projects ministerially.

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### GOAL LU-4

**Large opportunity sites. Limited, large opportunity sites are maximized to create a mix of uses and support existing neighborhoods.**



**LU-4.1: Height limitations.** Study increasing the height limit in certain areas of the city to support housing, affordable housing, and publicly accessible open space provision. Study the introduction of additional development standards that provide clear guidance of bulk and massing controls. Standards could include floor plate limits, maximum façade lengths, step backs, or similar.

**LU-4.2: Development standards.** Allow creativity and flexibility for development standards on opportunity

sites to facilitate a mix of uses and to support complimentary, community-serving uses like gathering spaces.

**LU-4.3: Mixed use development.** On large nonresidential sites, study relaxing of development standards and raising of height limits to allow concentrated, new vertical residential development to maintain existing commercial, industrial, and studio uses, and to create horizontal mixed use development on the site.



## District Designation Goals

### GOAL LU-5

**Downtown.** *Downtown Culver City is a regional job, dining, entertainment, residential, and cultural arts destination.*



**LU-5.1: Mix of uses.** Promote a mix of uses in Downtown to support social interaction, gathering, and maintain downtown as a focal point of the community. Promote residential and residential mixed use projects with ground-floor pedestrian oriented uses.

**LU-5.2: Arts and culture.** Maintain Downtown as an arts, cultural, and entertainment center.

**LU-5.3: Support small locally owned businesses.** Continue to provide assistance to support small locally owned businesses and develop a mechanism to support building upkeep and maintenance, signage, and façade improvements for Downtown businesses.

**LU-5.4: Support community-based organizations.** Support community-based organizations in Downtown and directly engage with these groups during planning and development processes.

**LU-5.5: Downtown parking.** Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit-oriented urban environment. Encourage the replacement of surface parking lots with structured parking.

**LU-5.6: Auto-oriented uses.** Discourage auto-oriented uses (e.g., drive-through windows, car washes, and service stations) in Downtown.

**LU-5.7: Protect historic buildings.** Protect historic buildings and the local building fabric in the Downtown through adaptive reuse and other strategies.

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### GOAL LU-6

**Studio Districts.** *Culver City continues to be the center of the creative economy.*



**LU-6.1: Studio comprehensive planning.** Continue to support comprehensive and integrated studio growth through implementation of comprehensive plans.

**LU-6.2: Studio land uses allowed.** Continue to allow a variety of land uses within studios, including uses associated with the production or distribution of motion picture and other forms of audiovisual products, stage, production office, office, and retail.

**LU-6.3: Studio edges and entries.** Enhance edges and entries to studios to improve site appearance and function.

**LU-6.4: Studio compatibility.** Continue to implement design standards for neighborhood compatibility that regulate height, circulation, sound, and lighting.

**LU-6.5: Studio circulation.** Support and integrate multi-modal transportation systems to and within studios.

## GOAL LU-7

**Fox Hills.** A vibrant, mixed use Fox Hills area supports the redevelopment of surface parking, introduction of mixed use, and activation of streets and open spaces, establishing a cohesive, walkable center that is well-connected to its surrounding neighborhoods.



### LU-7.1: Mix of uses in Fox Hills.

Allow a variety of uses to provide opportunities for innovation, institutional and community-serving uses, and housing. Expand creative office uses to accommodate creative, tech, and health-related uses.

### LU-7.2: Walkable streets in Fox Hills.

Require new development to break up large blocks and prioritize pedestrian, bicycle, and emergency vehicle access with complete streets improvements.

### LU-7.3: Fox Hills main streets.

Develop new retail and restaurant opportunities to create a vibrant “main street” along Bristol Parkway and potentially other streets in Fox Hills with daytime and evening uses serving employees and residents. Ensure that buildings front onto the main street and provide sidewalk-oriented entries and facades.

### LU-7.4: Park and open space.

Require new publicly accessible parks and open spaces, and complete streets connections to these spaces, to support business and residential communities.

### LU-7.5: Surface parking reuse.

Develop new parking strategies to encourage mixed use development, to replace surface parking, and to develop new open space in Fox Hills. Facilitate redevelopment of surface parking areas by allowing transportation demand management, shared parking, and technological solutions that make parking more efficient to reduce parking needs.

### LU-7.6: Shared parking districts.

Implement shared parking districts for office/commercial parking

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## Mixed Use Designation Goals

## GOAL LU-8

**Mixed use centers.** Mixed use centers maintain a diversity of neighborhood-commercial serving uses, publicly accessible open space, and housing to create vibrant, walkable places.



**LU-8.1: Mix of uses.** Encourage more variety of public- and neighborhood-serving uses and affordable housing.

**LU-8.2: Gathering spaces.** Partner with project developers to create community gathering spaces, including plazas and pocket parks, in mixed use districts. Work with development projects to provide publicly accessible, centrally-located private open space with amenities as part of their site plans.

**LU-8.3: Development standards.** Maintain high-quality design and development standards.

**LU-8.4: Zone to attract emerging technology businesses.** Allow and attract innovative and emerging technology businesses to Culver City through flexible use and zoning requirements.

## GOAL LU-9

**Mixed use corridors.** A network of mixed use corridors accommodate a diverse range of businesses, neighborhood-serving uses, and housing.



### LU-9.1: Complete neighborhoods.

Promote new commercial uses and revitalize existing commercial areas in locations that provide convenient access to a range of goods and services for Culver City's residential neighborhoods.

### LU-9.2: Neighborhood-serving commercial location.

Encourage existing strip commercial corridors like Washington Boulevard, Sepulveda Boulevard, and Jefferson Boulevard to intensify with standalone uses, concentrating neighborhood-serving commercial uses into mixed use activity centers.

### LU-9.3: Incentives to create community facilities and cultural arts spaces.

Support development incentives to encourage the creation of early childhood education, community space, artist space, and workforce training centers. Potential incentives could include waiving fees, providing density bonuses, or similar provisions.

**LU-9.4: Active frontages.** Require the first floor street frontage of buildings, including parking structures, to incorporate commercial or other active public uses to enhance pedestrian orientation along commercial and mixed use corridors.

**LU-9.5: Pedestrian and bicycle access to the corridor.** Require new project applications to foster pedestrian and bicycle access by providing safe, accessible pedestrian connections and creating secure and convenient bike storage.

**LU-9.6: Shared parking.** Encourage shared parking and park once strategies to minimize parking demand and reduce vehicle trips. Locate parking behind commercial buildings when feasible.

**LU-9.7: Temporary vendors.** Support pop-up stores and cafes to be located in public and private spaces that are empty or underutilized to create an amenities-rich environment that attracts residents and visitors.

**LU-9.8: Encourage parcel aggregation.** Encourage flexibility and allow incentives to aggregate parcels.

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## GOAL LU-10

**Hayden Tract and Industrial Districts.** An industrial mixed use district serves as a creative anchor in the Hayden Tract, provides opportunities for legacy and new creative businesses, encourages new multifamily housing development, and continues to foster architectural and arts innovation.



### LU-10.1: La Cienega and Jefferson transit-oriented community.

Encourage connected, high-density, mixed use development within a half mile of the La Cienega and Jefferson Metro Station.

### LU-10.2: Creative economy businesses.

Promote the retention and expansion of creative economy businesses in the industrial mixed use area.

### LU-10.3: Redevelopment of older or marginal industrial buildings.

Encourage the redevelopment of existing older or marginal industrial buildings. Facilitate creative and innovative building and space design to support emerging creative economy uses and housing.

**LU-10.4: Design innovation.** To continue to facilitate the Hayden Tract's eclectic character, encourage building architectural innovation with a focus on character and materials to preserve and foster a creative and dynamic aesthetic environment.

**LU-10.5: Public realm.** Require new development in the Hayden Tract and other former industrial areas, to dedicate to and improve the public right of way, as determined by Public Works, to provide a public realm that supports active mobility and social gathering.

**LU-10.6: Non-polluting industries.** Prohibit new polluting industries that are major sources of air, water, or noise pollution.

# Residential Designation Goals

## GOAL LU-11

**Residential neighborhoods.** Complete, walkable single, two-family, and three-family residential neighborhoods provide a variety of housing types and forms and allow neighborhood supportive uses that sustain the needs of residents.



**LU-11.1: Affordable and workforce housing.** Actively facilitate adding affordable and workforce housing in all Culver City neighborhoods equitably.

**LU-11.2: Diversity of housing types.** Encourage a variety of housing types to equitably serve varying household types, including, but not limited to, single-family attached and detached units, accessory dwelling units, duplexes, and triplexes.

**LU-11.3: Small-scale infill and duplex development.** Encourage small-scale infill and duplex development (SB 9) in existing residential neighborhoods.

**LU-11.4: Multi-generational housing.** Encourage development of housing that supports multi-generational households and opportunities to age in place.

**LU-11.5: Housing for all needs.** Facilitate housing for seniors, special needs groups, including the developmentally disabled, and non-traditional family groups by requiring a diverse range of housing configurations that are Americans with Disabilities Act compliant and flexible.

**LU-11.6: Commercial uses in residential neighborhoods.** Allow limited neighborhood-supportive retail and service uses in existing residential neighborhoods on collector and arterial street types to promote complete, walkable neighborhoods.

**LU-11.7: Neighborhood compatibility.** Require new development to be compatible and well-integrated with existing residential neighborhoods, maintaining smooth transitions in scale, form, and character through building setbacks, step backs, and rear landscaping.

**LU-11.8: Neighborhood compatible uses.** Encourage compatible uses like schools, parks, recreation and community centers, art studios, and childcare facilities in residential neighborhoods.

**LU-11.9: Pedestrian and bicycle connectivity in residential neighborhoods.** Link existing residential neighborhoods by providing pedestrian and bicycle connections.

**LU-11.10: Alleys.** Maintain and improve existing neighborhood alleys to improve vehicle access to homes and reduce curb cuts and potential conflicts with pedestrians and cyclists.

**LU-11.11: Neighborhood associations.** Work with neighborhood associations throughout Culver City to facilitate community building and neighborhood identity.

**LU-11.12: At-home business opportunities.** Support local business incubation and economic opportunity in residential neighborhoods. Study allowing limited employee presence in residential neighborhoods. Evaluate and expand business uses that may be conducted at home, while preserving residences, e.g., through floor area limits for at-home commercial uses. Limit or disallow employees who do not live in the house where the home occupation is occurring.

## GOAL LU-12

*Residential hillside neighborhoods. High-quality single family residential neighborhoods in Blair Hills and Blanco/Culver Crest.*



**LU-12.1: Neighborhood compatibility.** Require new development to be compatible and well-integrated with existing residential neighborhoods, maintaining smooth transitions in scale, form, and character through building setbacks, step backs, and rear landscaping through the implementation of the Residential Hillside Overlay and the Recommendations for R-1 Neighborhood Hillside Development Standards.

**LU-12.2: Hillside safety measures.** Incorporate additional safety measures for grading design into the Municipal Code/ Building Code, including

- Adopting a cumulative grading maximum;

- Incorporating additional safety measures for grading design into the Municipal Code/ Building Code;
- Establishing criterion for appropriate and adequate protective devices; and
- Employing the use of landscaping as a method of erosion control.

**LU-12.3: Views.** Implement the City View Preservation Ordinance.

**LU-12.4: Hillside development.** Limit density in hillside areas to support public safety where not in conflict with State law.

## GOAL LU-13

*Neighborhood multifamily areas. Well-designed neighborhood multifamily areas that provide opportunities for social gathering and amenities for residents in Tellefson Park, Downtown, and West Washington.*



**LU-13.1: Multifamily housing.** Encourage multifamily housing development within neighborhoods designated for higher-density residential

**LU-13.2: Multifamily design.** Maintain multifamily objective design standards that transition in scale between areas planned for multifamily housing and areas planned for single-unit and duplex.

**LU-13.3: Multifamily capability.** Strive for active building frontage, landscaping, and parking design for new and existing development to support pedestrian-orientated streets and neighborhood character.

**LU-13.4: Housing for all needs.** Facilitate housing for seniors, special needs groups, including the developmentally disabled, and non-traditional family groups by requiring a diverse range of housing configurations that are Americans with Disabilities Act compliant and flexible.

**LU-13.5: Neighborhood compatible uses.** Encourage compatible uses like schools, parks, recreation and community centers, art studios, and childcare facilities in multifamily residential neighborhoods. Allow limited neighborhood-supportive retail and service uses in existing residential neighborhoods on collector and arterial street types to promote complete, walkable neighborhoods.

**LU-13.6: Pedestrian and bicycle connectivity in residential neighborhoods.** Link existing residential neighborhoods by providing pedestrian and bicycle connections.

# Community and Site Design Goals

## GOAL LU-14

**Public realm design.** A network of attractive, pedestrian-oriented, human-scale and well-landscaped streets and civic spaces throughout the city for all ages and abilities.



For related policies and implementation actions connected to streetscape design, see *Mobility Goal 2*.

For related policies and implementation actions connected to urban street trees, see *Conservation Goal 2*.

For related policies and implementation actions connected to stormwater management, water reuse, and landscape irrigation see *Infrastructure Goals 2, 4, 5 and 6*.

**LU-14.1: Arts and cultural programming in public spaces.** Expand arts and cultural programming in public spaces.

**LU-14.2: Create an attractive pedestrian environment.** Facilitate a diverse and attractive pedestrian environment through the provision of street furniture, lighting, and other amenities.

**LU-14.3: Pedestrian connections and sidewalks.** Improve pedestrian connections and sidewalk infrastructure across the city, especially between residential and commercial areas, keeping in mind mobility needs of children, families, seniors, and people with disabilities.

**LU-14.4: Street trees.** Require new development to add street trees along streets and public spaces that provide shade, attractive landscaping, and contribute positively towards public health outcomes and climate mitigation and adaptation.

**LU-14.5: Plazas and gathering places.** Improve existing and create new plazas and public gathering places throughout the city.

**LU-14.6: Sustainable design in the public realm.** Encourage use of sustainable design features in the public realm, including sustainable building and construction materials, permeable paving, drought-tolerant landscaping, and green infrastructure.

**LU-14.7: Improved micro-climate.** As temperatures are expected to rise due to climate change, reduce paved areas that contribute to the urban heat island effect. Increase permeable and landscaped areas.

**LU-14.8: Improved street tree canopy.** Increase the size and extent of the urban street tree canopy to help shade streets and sidewalks. Review approved street trees and study inclusion of larger tree choices that provide more shade. Review and modify street tree placement and tree well standards to ensure long-term success of street trees.

**LU-14.9: Stormwater retention.** Design landscape areas, parkways, and tree wells to capture and infiltrate stormwater runoff. At key locations consider installation of stormwater retention and infiltration pits to prevent flooding.

**LU-14.10: Water reuse for irrigation.** Study use of graywater for landscape irrigation.

## GOAL LU-15

**Architecture and site design.** High level of quality in architecture and site design in all renovation and construction of buildings.



For related policies and implementation actions connected to streetscape design, see *Mobility Goal 2*.

**LU-15.1: Walkable and inviting buildings and spaces.** Require building design that creates walkable and inviting spaces, such as locating parking behind buildings, allowing for outdoor plazas and dining, and locating building frontages in close proximity to the sidewalk edge, where appropriate.

**LU-15.2: Active street frontages.** Require active street frontages, including the following:

- Locating uses that engage the street on the ground floor;

- Creating comfortable transitions between the ground floor of a building and the street;
- Using taller floor to floor heights, greater articulation, and finer details at ground floors;
- Creating enhanced entrances; and
- Encouraging ground-floor residential units with stoops, dooryards, or similar features on major corridors outside core business areas.

**LU-15.3: Architectural and visual interest in new development.**

Encourage distinctive architecture and elements that add visual interest to buildings to enhance people’s perceptions of Culver City as an interesting and inviting place.

**LU-15.4: Quality building materials.** Require high-quality, long-lasting building materials on all new development projects in the city. Consider embodied carbon when reviewing building material choices.

**LU-15.5: Utility location.** Minimize the detrimental appearance of accessory utility equipment (e.g., transformers, cable cabinets, utility meters, and utility lines) by integrating them into less prominent areas of the site or by screening them with landscaping,

artistic features, or architectural materials compatible with the primary structures. Ensure that such facilities are sited so as not to impede pedestrian access.

**LU-15.6: Design standards.** Regularly review and update the City’s objective design standards to allow for new and innovative design techniques and evolving technologies.

**LU-15.7: Street design integration.** Ensure new street frontage designs are integrated with street design standards for the immediate vicinity or neighborhood.

**LU-15.8: Location-specific design guidelines.** Develop location-specific design guidelines that help to reinforce the character of a neighborhood, such as the Hayden Tract and Downtown.

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**GOAL LU-16**

**Landscape design for resilience. Landscape design standards for new development enhance habitat quality, reduce water use, support a diverse ecosystem, and increase resilience to a changing climate.**



For related policies and implementation actions connected to sustainable landscaping, see [Conservation Goal 2](#).

**LU-16.1: Invasive species.** Prohibit invasive species identified on the California Invasive Plant Council list in new construction and landscape renovations.

**LU-16.2: Waterwise planting palette during new construction.** During new construction and landscape renovations, prioritize xeriscaping, low-water-use plants, and native plants, minimizing the total area of high-water-use plants (e.g., turf and water features).

**LU-16.3: Multi-layered cluster to support wildlife.** Design plantings in multi-layered clusters, placing ground-cover, shrub, and tree canopy layers in the same area to support wildlife.

**LU-16.4: Pollinator habitats in medians and landscapes.** Create pollinator habitats in medians and landscapes to act as pollinator islands and support pollinators through provision of floral resources, host plants and other elements of suitable habitat.

**LU-16.5: Irrigation systems for water conservation.** Install weather- or soil moisture-based irrigation controllers in all new development. Cluster plants together with similar water requirements to conserve water. Use the Water Use Classification of Landscape Species (WUCOLS) ratings to establish watering needs.

**LU-16.6: Water reuse.** Encourage on-site water reuse for landscape and ornamental water applications for new and renovation projects.

## GOAL LU-17

**Ballona Creek.** Ballona Creek is an ecological corridor that supports community resilience and livability without effecting its ability to reduce occurrences of flooding.



For related policies and implementation actions connected to Ballona Creek, see *Parks, Recreation, and Public Facilities Goal 1, Conservation Goal 6, Infrastructure Goal 6, and Mobility Goal 9.*

**LU-17.1: Ballona Creek as an ecological corridor.** In partnership with other government agencies, enhance Ballona Creek as an ecological corridor, restoring creek ecologies and creating transitional habitat zones to build resilience and ecosystem services.

**LU-17.2: Park and open space patches along Ballona Creek.** Co-locate park and open space features along Ballona Creek to create opportunities for green infrastructure and patches for natural habitat.

**LU-17.3: Development standards along Ballona Creek to support habitat.** Maintain development standards and guidelines for new construction within 50 feet of top of bank that support urban ecology and ecosystem resilience. Provide project applicants with a process for exemptions and/or offsets under limited circumstances. Standards include:

- Maintaining (or increasing) building setbacks to support habitat areas.
- Encouraging new construction to construct bioswales or similar features to treat runoff before it enters the Creek.
- Using a planting palette consisting of native species and species that provide valuable resources for native wildlife.

**LU-17.4: Stormwater management throughout the Ballona Creek watershed.** Continue to implement stormwater management practices across the Ballona Creek watershed to capture, treat, and store greywater to irrigate nearby landscapes, to improve water quality, and to increase trash capture.

**LU-17.5: Stormwater management partnerships.** Continue to develop public and private partnerships with agencies, developers, and nonprofits to fund Ballona Creek transformation.



## GOAL LU-18

**Collaboration with private developers. Collaboration with new private development to take collective action to achieve plan goals and to ensure new development contributes its appropriate share toward the provision of parks, public facilities, and schools.**



For related policies and implementation actions connected to community benefits, see [Economic Development Goal 5](#).

For related policies and implementation actions connected to green building and energy use, see [Infrastructure Goal 7](#) and [Greenhouse Gas Reduction Goals 2 and 3](#).

**LU-18.1: Adequate infrastructure and utilities.** Ensure adequate infrastructure and utility services (electricity, water, internet) for all future development and when feasible, underground utilities (new and existing) to enhance the public realm.

**LU-18.2: Fair share.** Require new development to pay its fair share of the cost of capital improvements needed to serve that development. Regularly reevaluate the City's impact fees.

**LU-18.3: Public benefits.** Continue to support and expand a public benefit framework that requires project developers to contribute to community goals and amenities, including parks and public spaces, affordable and workforce housing, and transportation demand management.

**LU-18.4: Green building.** Continually update new construction and retrofit guidelines for green buildings.

**LU-18.5: Encourage publicly accessible, private open space.** Work with nonresidential development projects in Downtown, the Hayden Tract, Fox Hills, and other areas to provide publicly accessible private maintained open space as part of a development agreement, memorandum of understanding, or similar legally binding agreement with the City. Establish standards for private parks so that their quality is on par with public parks. Require the identification of an entity responsible for park maintenance, adoption of maintenance standards and guarantees of a funding source for long-term maintenance.

**LU-18.6: By-right development for small projects.** Develop thresholds for small development projects with by right approval. Encourage desired development outcomes by providing clear, objective standards. Study preparation of "pattern books" or similar design guides to encourage high-quality outcomes for small developments that may have limited design resources.

**LU-18.7: Public-private partnership program.** Identify City-owned facilities that could accommodate additional uses or facilities that could be redeveloped as mixed use projects with affordable housing components. Create a joint development program that identifies these opportunities, solicits community and industry input on development goals, and procures private partners to execute projects.

**LU-18.8: Neighboring jurisdiction coordination.** Continue coordinating with the City of Los Angeles, County of Los Angeles, and other jurisdictions on development applications near the city boundary.

# IMPLEMENTATION ACTIONS

**Key:** Types of actions may include partnership, program, study, plan, physical improvements, and more.

**Key:** Timeframe icons for implementation actions table.

●  
Short-term  
1-5 Years

● ●  
Medium-term  
5-10 Years

● ● ●  
Long-term  
10+ Years

➡➡➡➡  
Ongoing

Implementation Action	Associated Goal(s)	Timeframe	Type of Action	Primary Responsibility	Secondary Responsibility
<b>IA.LU-1: Zoning Code update.</b> Adopt an updated Zoning Code for consistency with the General Plan and Housing Element.	All LU and HE	●	Ordinance / Code Amendment	Planning and Development	Housing and Human Services
<b>IA.LU-2: Wayfinding signage.</b> Incorporate wayfinding strategies near and around transit to guide people to local destinations, including Downtown, schools, parks, shopping, healthcare, and public facilities	LU-1	●	Physical Improvement	Transportation	Public Works, Planning and Development; Cultural Affairs
<b>IA.LU-3: Visual design elements near transit stations.</b> Incorporate local art and landscaping near major transit stations to welcome people to Culver City and establish local identity.	LU-1	● ●	Physical Improvement	Cultural Affairs	
<b>IA.LU-4: Mixed Use Ordinance revision.</b> Revise the Mixed Use Ordinance to: <ul style="list-style-type: none"> <li>• Apply to all mixed use General Plan Land Use Designations and Zoning Districts.</li> <li>• Reflect any changes to the State Density Bonus law, including to transit proximity, exceptions, and bonuses</li> <li>• Consider additional incentives within transit-oriented communities.</li> </ul>	LU-2	●	Ordinance / Code Amendment	Planning and Development	Housing and Human Services

Implementation Action	Associated Goal(s)	Timeframe	Type of Action	Primary Responsibility	Secondary Responsibility
<b>IA.LU-5: Transit-oriented communities affordable housing incentives.</b> Evaluate a transit-oriented communities affordable housing incentive area within half mile of a high-quality transit stop that incentivizes affordable housing beyond the State Density Bonus, and/or Community Benefit Program. Incentives include an increase in the number of dwelling units per acre, greater in building height, open space reductions, and other development standard incentives.	LU-2	●	Ordinance / Code Amendment	Planning and Development	Housing and Human Services
<b>IA.LU-6: Objective design standards.</b> Adopt and implement objective design standards to manage new residential and mixed use development.	LU-2	●	Ordinance / Code Amendment	Planning and Development	
<b>IA.LU-7: Housing on sites with institutional uses.</b> Revise the Zoning Code to allow housing development on sites used for institutional purposes, such as educational facilities and churches. Allow for joint uses in either a side-by-side or vertically stacked arrangement. Provide shared parking incentives to reduce the parking burdens on such projects.	LU-2	●	Ordinance / Code Amendment	Planning and Development	
<b>IA.LU-8: Increased housing on smaller mixed use sites.</b> Study updating the Zoning Code to allow up to 10 units per parcel on smaller mixed use sites, consistent with SB 10.	LU-3	●	Study	Planning and Development	
<b>IA.LU-9: Density bonuses for assembled parcels.</b> Develop density bonus program for assembled parcels and/or master planned parcels of nonresidential parcels transitioning to residential uses. Carefully calibrate bonuses so that they do not disincentivize redevelopment of individual smaller lots.	LU-3	●	Ordinance / Code Amendment	Planning and Development	
<b>IA.LU-10: Height limits.</b> Evaluate whether to change City height limits.	LU-6	● ●	Study	Planning and Development	City Manager

Implementation Action	Associated Goal(s)	Timeframe	Type of Action	Primary Responsibility	Secondary Responsibility
<p><b>IA.LU-11: Street specific requirements.</b> Develop a plan for all streets or alleys in the Hayden Tract and other former industrial areas. Establish public realm standards, including but not limited to right of way width, sidewalk width, planter area width, landscaping and street trees, lighting, street furniture, and crossings.</p>	LU-12	● ●	Plan	Public Works	Planning and Development; Transportation
<p><b>IA.LU-12: Street corridor design standards.</b> Building on the TOD Streetscape Plan, identify corridors of visual significance in the city and develop a set of cohesive standards for landscaping, lighting, street furniture, sidewalk and crosswalk design, utility placement and treatment, and other elements for the respective corridors. This action is related to the street typology concept presented in the Mobility Element.</p>	LU-12	●	Plan	Public Works	Planning and Development; Transportation
<p><b>IA.LU-13: Street design for climate change.</b> Review and revise street design standards to reduce the urban heat island effect, reduce embodied carbon, and lower long-term maintenance costs. Review City departmental policies for any adverse effects on street design.</p>	LU-12	● ●	Plan	Public Works	Planning and Development; Transportation