

Areas of Change

9.10.20 General Plan Advisory Committee

Agenda

- Introduction
- The “usual approach”
- Menu of strategies
- Models for change

Introduction

We heard that Culver City...



...has a village or town feel and is a place where you know your neighbors



...is looking for opportunities to grow the community with a focus on equity, diversity, and inclusion

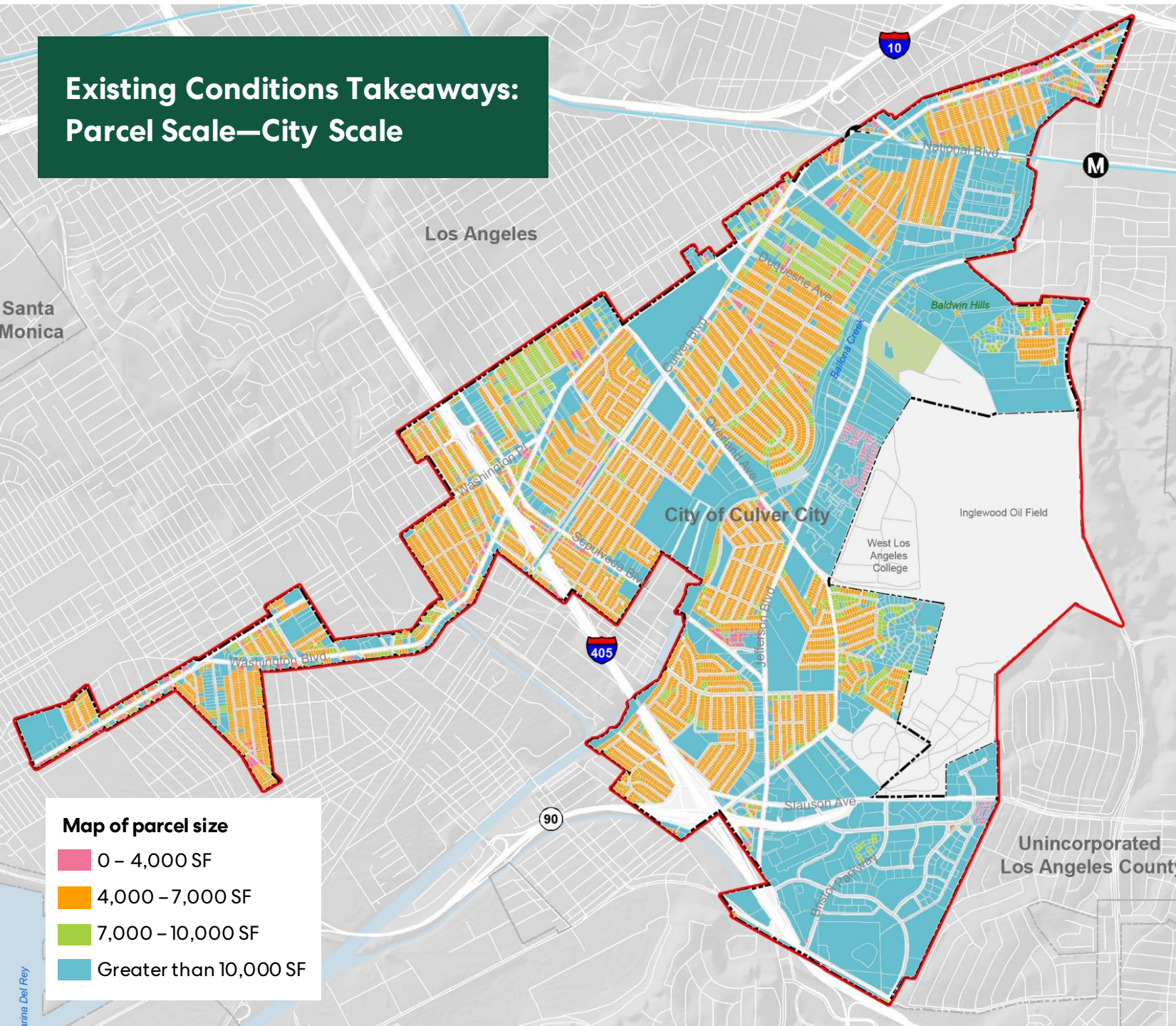


...desires an innovative approach that positively addresses community concerns about growth

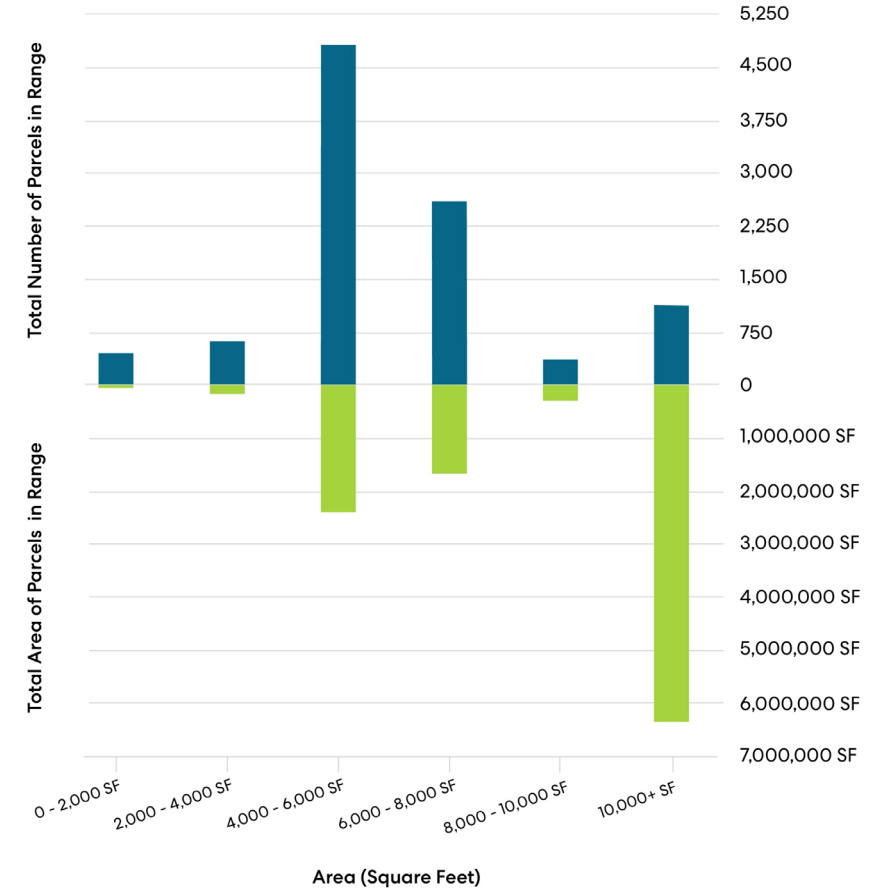
Desired General Plan Outcomes

1. **Healthy and safe neighborhoods** where all people can thrive, strengthen connections with neighbors, and meet their basic needs
2. A **diverse and expanded range of housing types** for different income levels, household compositions, stages of life, and marginalized populations
3. A culturally, racially, and economically diverse community that **manages growth to prevent displacement, provide affordable housing**
4. A vibrant economy that supports **small, local businesses**
5. A vibrant **arts and cultural sector** with a diverse range of affordable spaces
6. An active and revitalized **Ballona Creek**
7. A reimagined **Baldwin Hills open space**
8. A **connected network of parks and open spaces**
9. A high-quality and **connected public realm**
10. A **safe, accessible, and connected transportation network**

Existing Conditions Takeaways: Parcel Scale—City Scale



Number and Area of Culver City Parcels



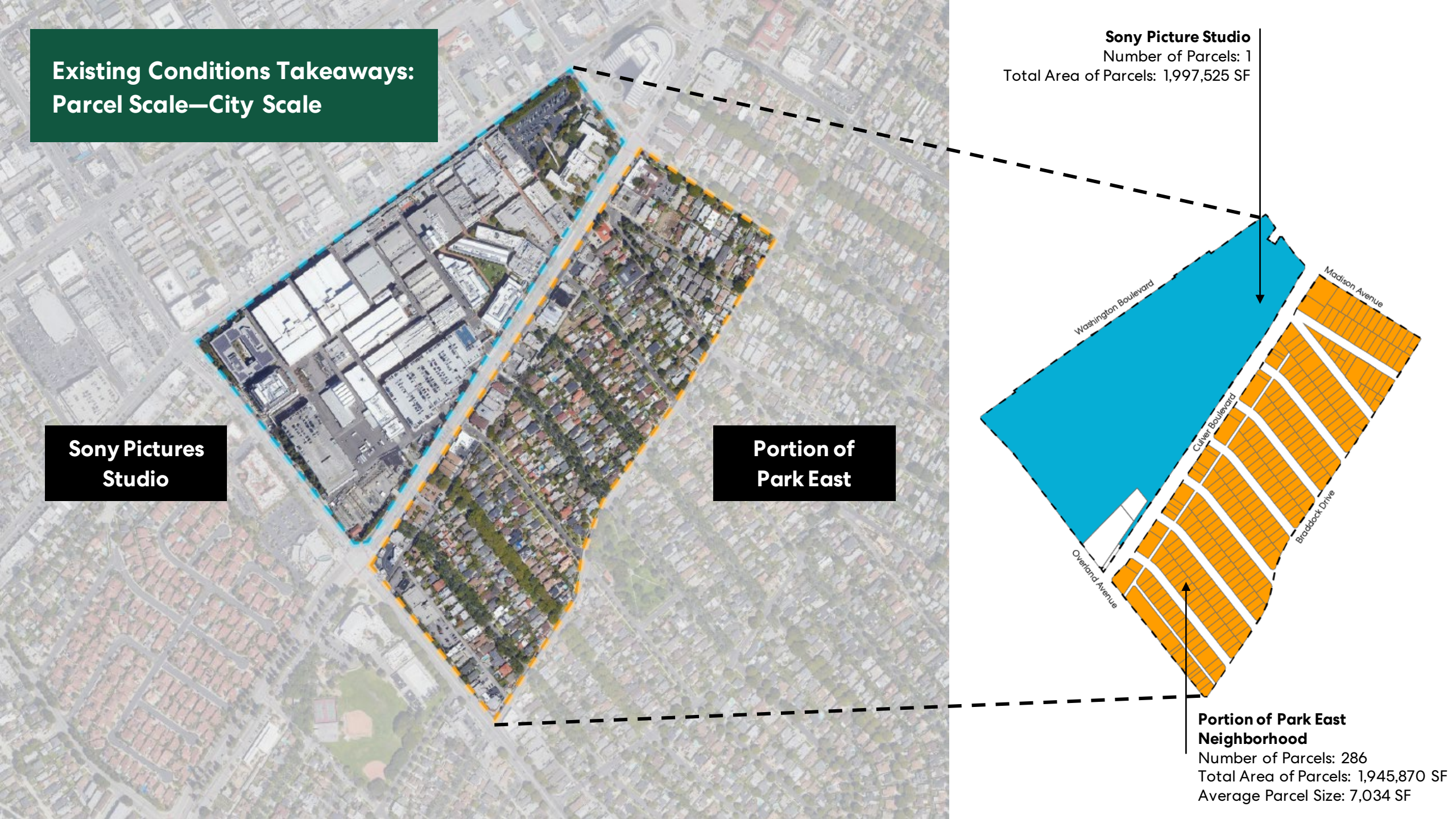
**Existing Conditions Takeaways:
Parcel Scale—City Scale**

**Sony Pictures
Studio**

**Portion of
Park East**

Sony Picture Studio
Number of Parcels: 1
Total Area of Parcels: 1,997,525 SF

**Portion of Park East
Neighborhood**
Number of Parcels: 286
Total Area of Parcels: 1,945,870 SF
Average Parcel Size: 7,034 SF



The “Usual Approach”

Focus future growth around transit stations

Concentrating new growth onto limited land resources

A common model for growth revolves around two key tenets

- Designating areas for no growth, e.g. preservation
- Concentrating growth onto a limited number of opportunity sites

City of Los Angeles Land Use
and Transportation Policy
July 29, 1993

CITY OF LOS ANGELES/PLANNING DEPARTMENT

LAND USE/ TRANSPORTATION POLICY

FOR THE CITY OF LOS ANGELES & THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

**Approved by the City Planning Commission
July 29 , 1993**

**Adopted by the City Council
November 2, 1993**

Council File No. 93-0478
City Plan Case No. 93-0257 MSC

**Protect and preserve
single family
neighborhoods**

The “Usual Approach”

Why is it important to reconsider the *usual approach*?

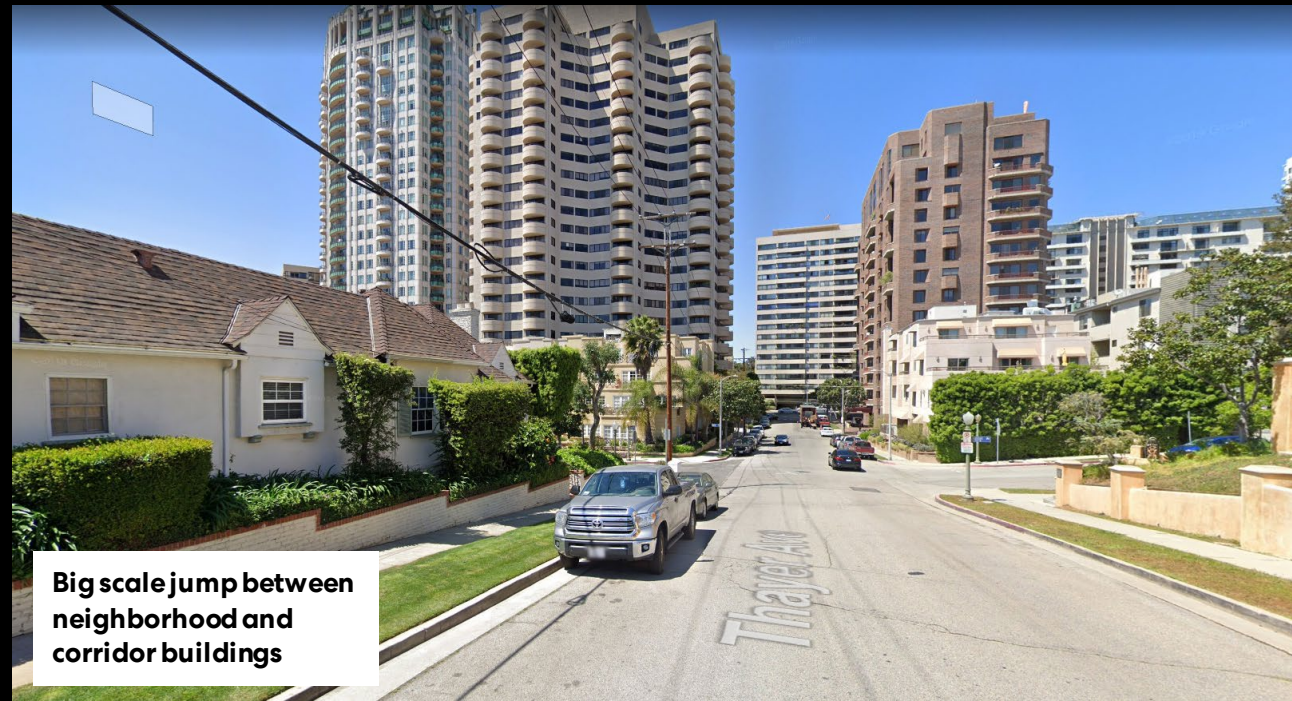
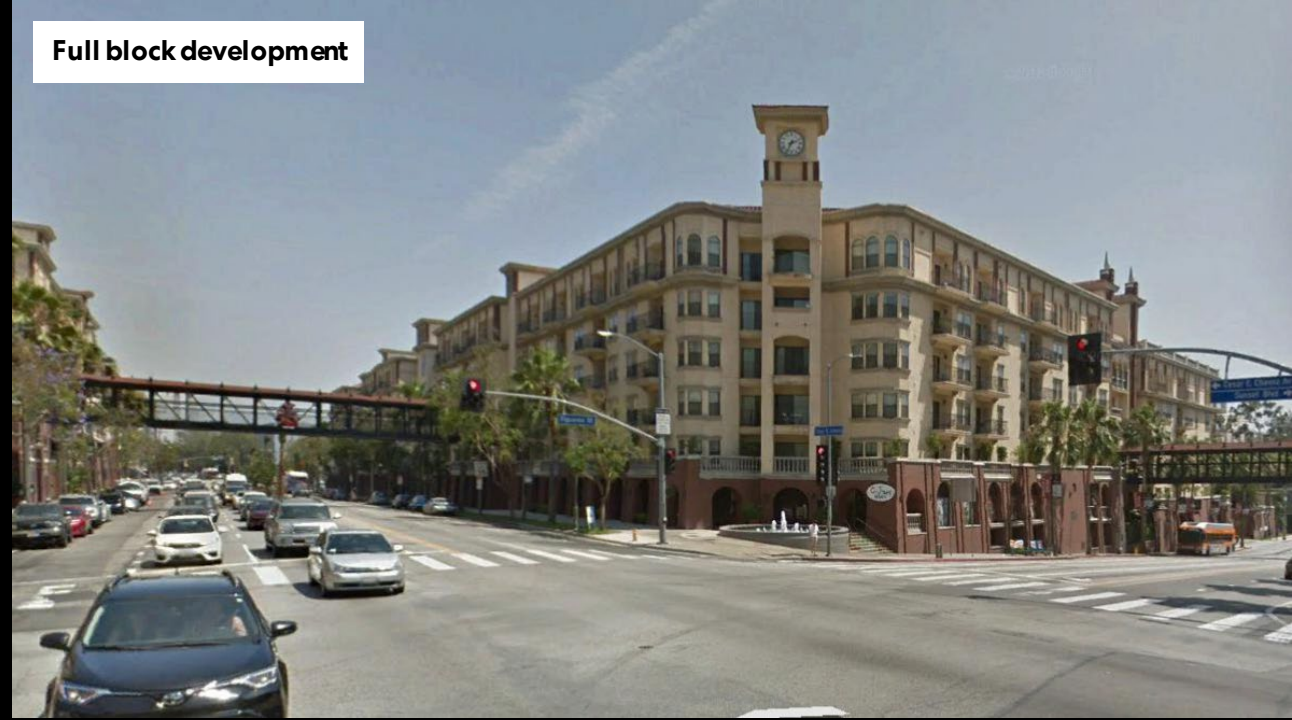
Large portions of the city are “off limits” for growth and redevelopment

- Focuses more growth onto limited number of sites
- Necessitates large, dense projects

Concentrated development generates conflict

- Economics, parking requirements drive predictable development outcomes
- Resulting projects are considered “out of scale” and “out of character”
- Large projects become flashpoints for opposition to growth
- Plan goals are challenged or reversed

Full block development



Big scale jump between neighborhood and corridor buildings

Missing Middle Housing



Missing middle housings comes in many shapes and styles



Densification



Menu of strategies

Development strategies

Preservation

- Single-family preservation
- Industrial/manufacturing preservation
- Preservation of commercial zoning

Incremental growth

- Missing middle housing
- Densification or “up-zoning”

Significant growth

- Opportunity site development
- Transit-corridor strategies
- Suburban retrofit
- Densification or “up-zoning”

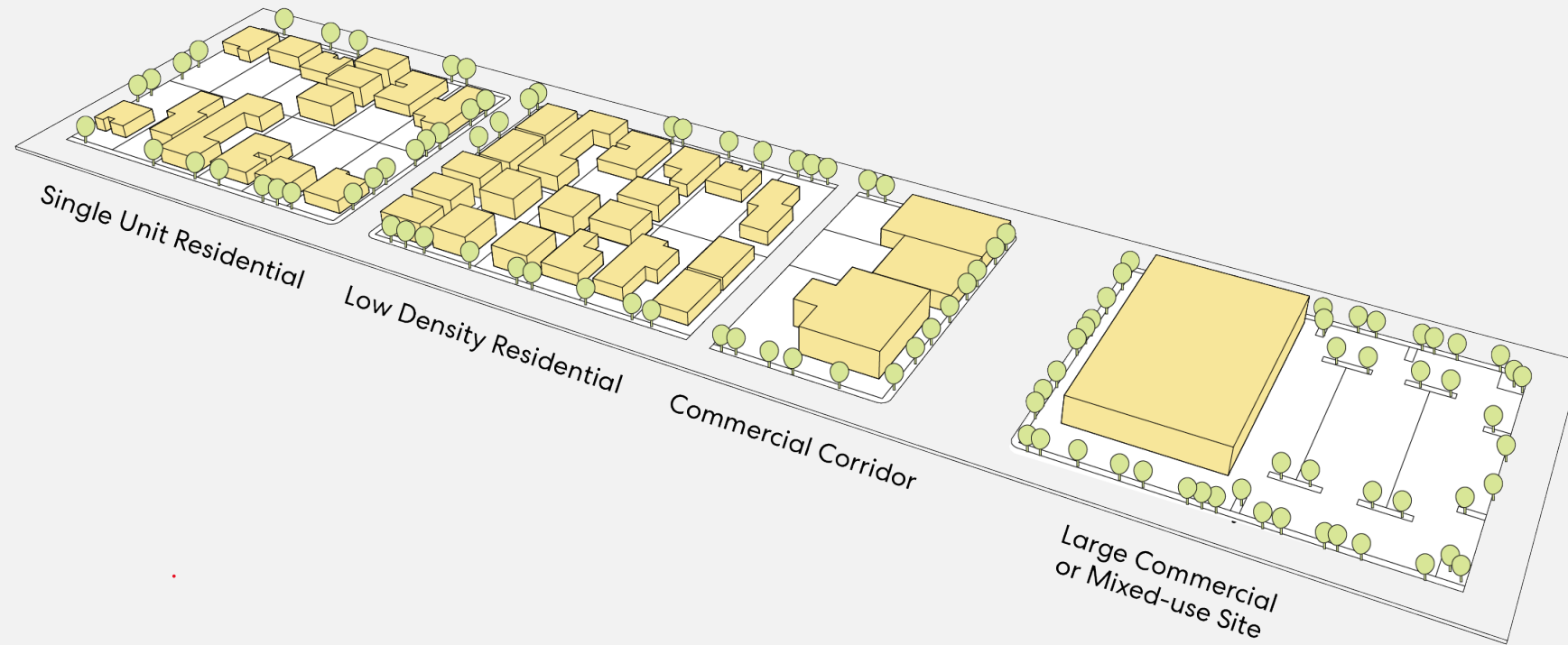


**View of Ivy Station
looking southwest
Culver City, California**



Menu of strategies

Prototypical place types*



* Place types are a simplification and generally representative of areas that could accommodate housing growth

Single-Unit Residential Strategies

Single-family preservation*



Opportunities

- Popular policy

Challenges

- Removes significant portions of city from consideration for growth
- Requires higher densities on other parcels to compensate

Incremental growth

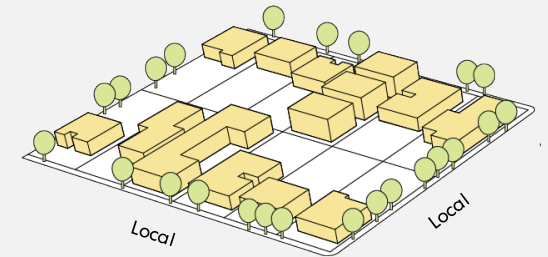


Opportunities

- Allows for incremental densification
- Addresses the community scale issue head on
- Well-suited to address affordability

Challenges

- Can require extensive code changes/updates



Single-unit residential

Corresponding general plan designations (existing general plan)

Low density single family

Typical existing characteristics

Narrow streets, consistent sidewalks

Ample street trees and plantings

Buildings oriented to street

Consistent building scale

Relatively little public space allocated to cars

* Accessory dwelling units allowed per state law

Low Density Residential Strategies

Low density preservation



Incremental growth
Missing middle housing



Densification
Transition to denser housing typologies



Opportunities

- Popular policy

Challenges

- Removes significant portions of city from consideration for growth
- Requires higher densities on other parcels to compensate

Opportunities

- Allows for incremental densification
- Addresses the community scale issue head on
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Challenges

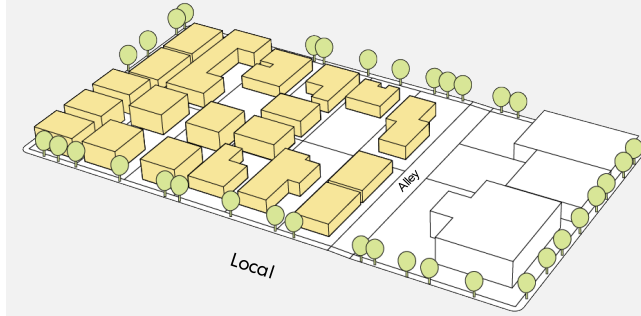
- Can require extensive code changes/updates

Opportunities

- Allows for moderate densification
- Addresses the community scale issue
- Address affordability

Challenges

- Can require extensive code changes/updates
- Relationship to existing scale requires significant attention
- Full neighborhood transformation is slow



Low density residential

Corresponding general plan designations (existing general plan)

Low density two, three, and multiple family

Typical existing characteristics

Narrow streets, consistent sidewalks

Ample street trees and plantings

Buildings oriented to street or inward on lot

Varying building scales

Relatively little public space allocated to cars

Commercial Corridor Strategies

Mixed-use low



Opportunities

- Limited concern about scale incompatibility
- Revitalize commercial corridors
- Add housing

Challenges

- Scale transitions can be challenging, esp. when corridor lots are shallow
- Transit access may not provide the needed connections to reduce car dependence

Mixed-use medium

*Transit corridors
strategy*

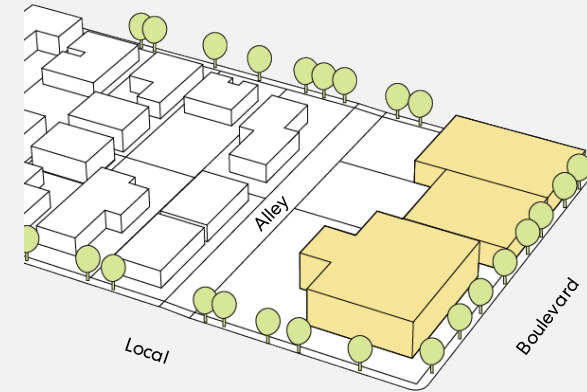


Opportunities

- Intensifying parcels fronting major arterials with transit access
- Significant housing growth

Challenges

- Typically relies on larger, consolidated sites
- Expensive developments challenge affordability
- Generally difficult to accommodate parking



Commercial Corridor

Corresponding general plan designations (existing general plan)

Neighborhood serving and general corridor and downtown

Typical existing characteristics

Wide streets, narrow sidewalks

Inconsistent street trees and plantings

Buildings oriented to street or parking lot

Variety of building scales

Majority of public space allocated to cars

Large Commercial or Mixed-Use Site Strategies

Mixed-use low

Suburban retrofit
Mixed use

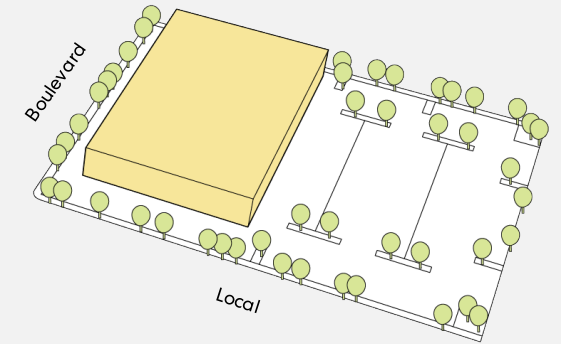


Opportunities

- Makes greater use of land, existing infrastructure
- Activate and revitalize suburban areas

Challenges

- Timing of these developments is critical
- Need to replace surface parking in structure adds significant cost
- Beware of “product” that may become obsolete in the future, e.g. lifestyle center



Large Commercial or Mixed-Use Site

Mixed-use medium/high

Opportunity site



Opportunities

- Accommodate significant density
- Economics for redevelopment work

Challenges

- Development doesn't match surrounding context and scale
- Long entitlement timeline
- Projects can generate significant community opposition

Corresponding general plan designations (existing general plan)

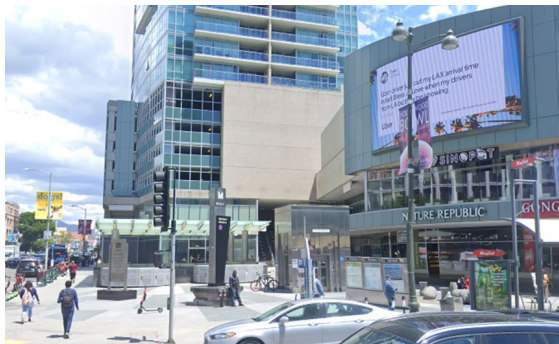
Varies

Typical existing characteristics

- Wide streets, narrow sidewalks
- Inconsistent street trees and plantings
- Buildings oriented toward surface parking
- Large footprint buildings with surface parking lots
- Majority of public space allocated to cars

Mixed-use high

Transit-oriented development



Opportunities

- Ability to locate significant housing in proximity to transit
- Address the traffic concern

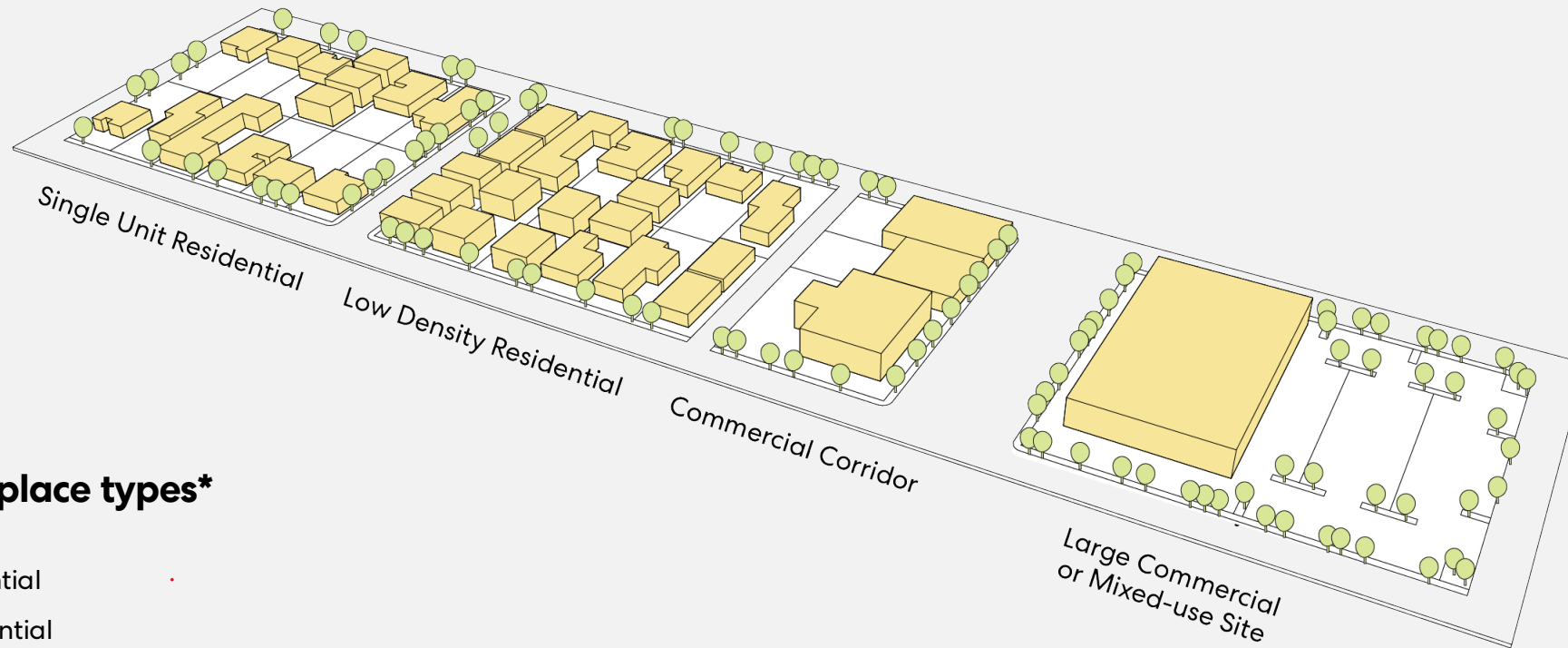
Challenges

- Typically relies on large, consolidated sites
- Expensive developments challenge affordability
- TOD developments commonly conceived as “insular” projects

An aerial photograph of a city, showing a mix of residential areas, commercial buildings, and green spaces. A large, semi-transparent green rectangle is overlaid on the center of the image. The word "Discussion" is written in white, bold, sans-serif font across the middle of this green area.

Discussion

Development scenarios



Prototypical place types*

Single-unit residential

Low density residential

Commercial corridor

Large commercial or mixed-use site

* Place types are a simplification and generally representative of areas that could accommodate housing growth

Calculation: Land area required to accommodate residential units



Missing middle



Dense townhomes



Mixed-use low



Mixed-use med

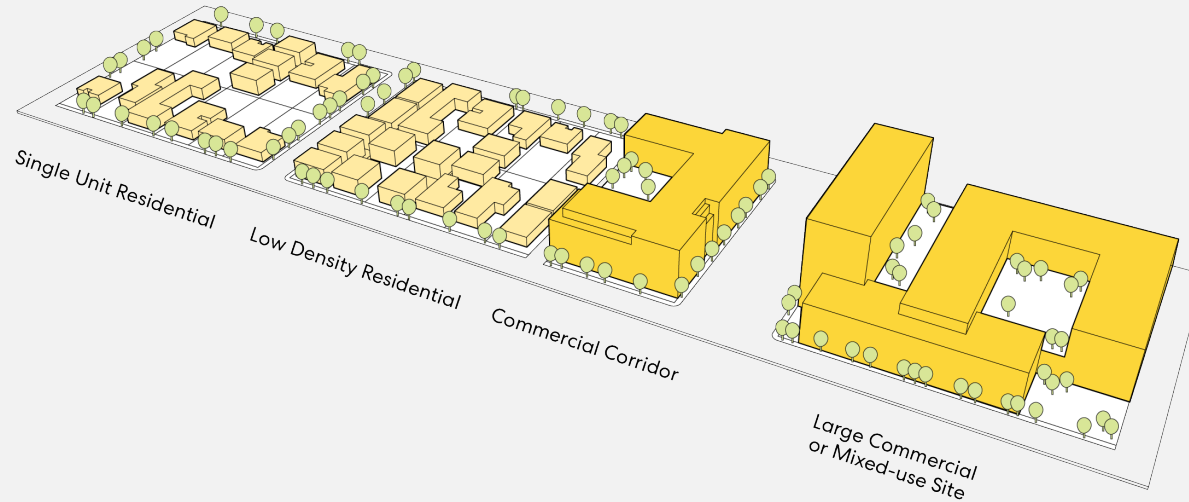


Mixed-use high

Density	22 DU/ac	36 DU/ac	42 DU/ac	55 DU/ac	90 DU/ac
50 units	2.3 acres	1.4 acres	1.2 acres	0.9 acres	0.6 acres
RHNA 3,332 units	151.5 acres	92.5 acres	79.3 acres	60.5 acres	37.0 acres
3x RHNA 10,000 units	454.5 acres	277 acres	238.1 acres	181.8 acres	111.1 acres

Models for Change

1. Concentrated growth ("usual approach")



Concentrate growth in non-residential areas and around transit

Single-unit and low-density residential areas don't see additional growth other than ADUs

Commercial corridors maximize mixed-use development potential

Opportunity sites accommodate significant density

Single-family
and
low-density
preservation



Mixed-use
medium
*Transit corridors
strategy*

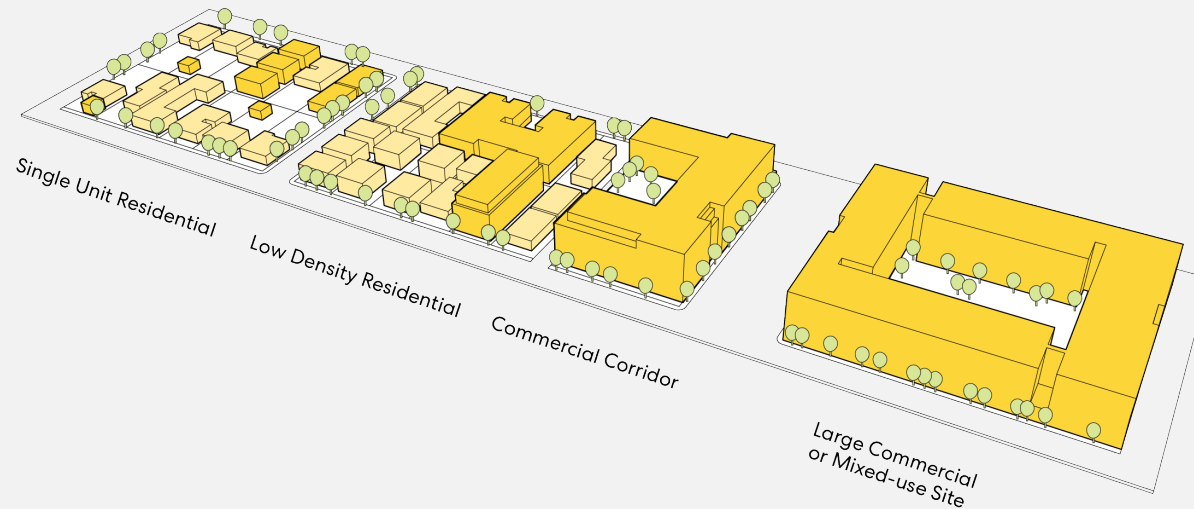


Mixed-use
high
Opportunity site/ TOD



Models for Change

2. City-wide incremental growth



Distribute growth moderately through all block types

Single-unit and low-density residential areas see incremental growth

Commercial corridors maximize mixed-use development potential

Opportunity sites accommodate medium density

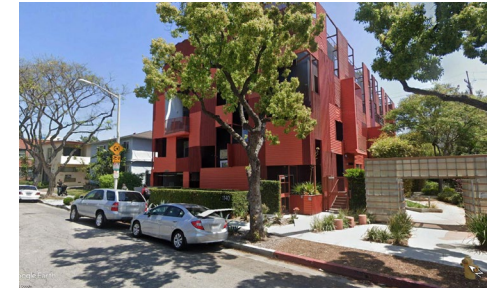
Incremental growth

Missing middle housing



Densification

Missing middle housing



Mixed-use Medium

Transit corridors strategy



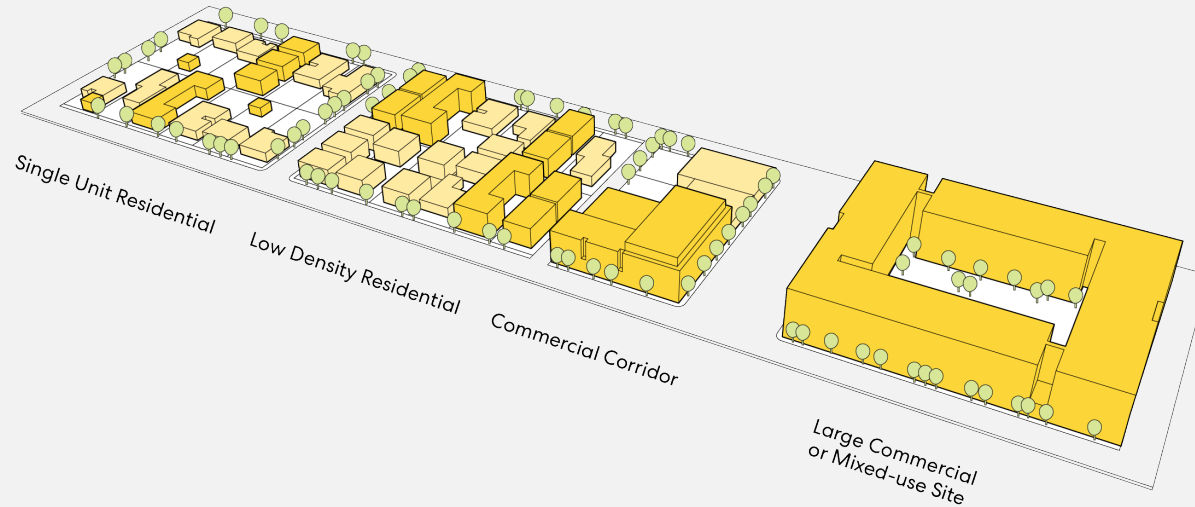
Mixed-use medium

*Opportunity site/
TOD*



Models for Change

3. Opportunity sites + city-wide low



Distribute growth moderately through all block types

Single-unit and low-density residential areas see incremental growth

Commercial corridors maximize mixed-use development potential

Opportunity sites accommodate medium density

Incremental growth

Missing middle housing



Densification

Missing middle housing



Mixed-use Low

Transit corridors strategy



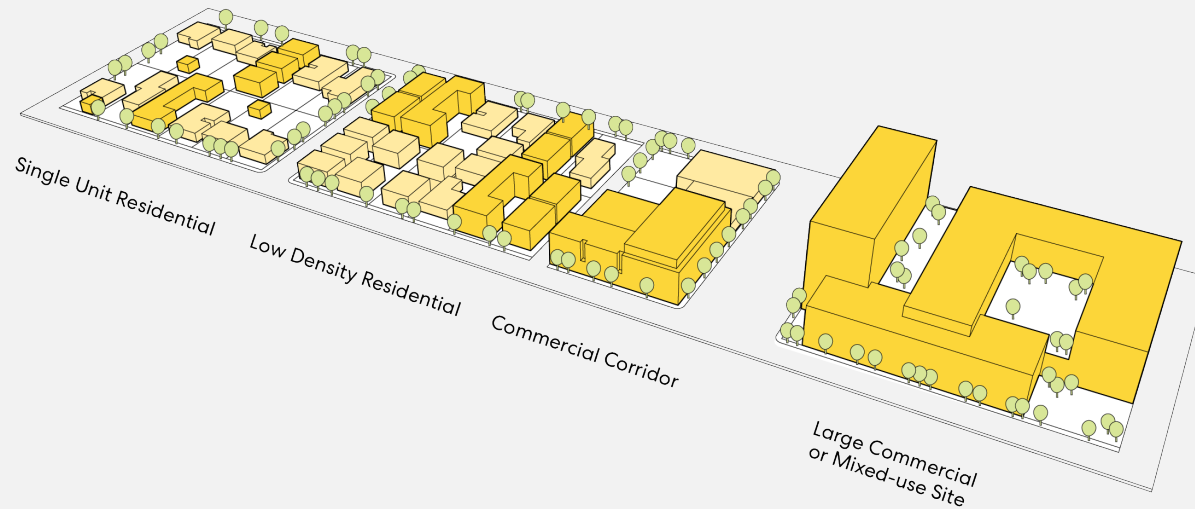
Mixed-use medium

*Opportunity site/
TOD*



Models for Change

4. Opportunity sites + city-wide med



Concentrate growth in all residential areas and around transit

Single-unit and low-density residential see incremental growth and densification

Commercial corridors have moderate mixed-use development potential

Opportunity sites accommodate significant density

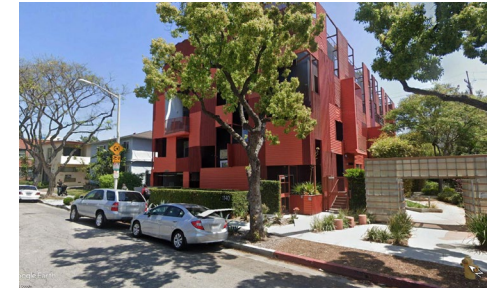
Incremental growth

Missing middle housing



Densification

Missing middle housing



Mixed-use Medium

Transit corridors strategy



Mixed-use medium

*Opportunity site/
TOD*



An aerial photograph of a city, showing a mix of residential areas, commercial buildings, and green spaces. A large, semi-transparent green rectangle is overlaid on the center of the image, containing the word "Discussion" in white text. The background shows a dense urban layout with streets, buildings, and some open areas like parks or sports fields.

Discussion