

Culver CITY

GENERAL PLAN UPDATE

**LAND USE AND
COMMUNITY
DESIGN**

EXISTING CONDITIONS REPORT | OCTOBER 2020



COVID-19 and the Culver City General Plan Update Existing Conditions Reports

As part of the General Plan Update (GPU), the City of Culver City produced a series of stand-alone technical reports describing existing conditions and future trends for topics critical to the General Plan. Findings from these reports will inform future phases of the update process, including the creation of alternative land use and transportation scenarios, policy development, and environmental analysis. These reports represent conditions in Culver City that were current as of fall 2019 and early 2020 when most of the analysis was undertaken. The existing conditions reports are meant to reflect a snapshot in time and thus will not be updated throughout the rest of the GPU process.

Before publishing the existing conditions reports in spring 2020, COVID-19 emerged as a threat to global public health crisis that changed all aspects of daily life. Because most of the analysis in these reports had been completed before the pandemic, many important issues that have emerged in recent months are not covered in these reports. Nevertheless, the GPU Team is monitoring the crisis as it develops and is designing engagement opportunities to ensure it hears all stakeholders' experiences and needs, existing before and through this crisis, through the planning process.

The GPU is our opportunity to make Culver City a place where everyone thrives. The pandemic has shown us that everything and everyone—from housing to parks, from our cultural vibrancy to our bustling economy, to our natural assets and community residents, workers, and visitors—are critical to shaping and realizing this vision into the future.

As we continue to follow the Safer at Home Orders, many issues from the existing conditions reports have been magnified. The City, with support and leadership from community members, has begun to respond in ways that align with Culver City's vision for the future. These include but are not limited to:

- **Housing** – As economic activity has declined or shifted, unemployment rates have risen dramatically and more residents than before are in the economically precarious situation of being rent-burdened. Culver City has responded by extending temporary renter protection measures and creating several opportunities for community-wide conversations about long-term solutions. To address housing affordability during this economic downturn, the City has also been working on new affordable housing measures including an inclusionary ordinance, a linkage fee, rental assistance, and an affordable accessory dwelling unit program.
- **Economic Development** – Culver City created an Economic Recovery Task Force that applies an equity lens when developing opportunities for the business community to recover, ensuring that residents and visitors have equitable access to services. As part of the economic recovery effort, the City has been issuing temporary use permits to allow business expansions on private property and the public right of way, passed a commercial eviction moratorium, has relaxed parking standards and intensification of uses.
- **Mobility** – The City has been implementing lane closures in the Downtown area and the Arts District to accommodate outdoor dining and other activities; is reviewing the deployment of Slow Streets on

residential streets with low traffic volumes and speeds to provide for more outdoor space for residents while practicing social distancing; and is planning a pilot Downtown-E Line tactical mobility lane to accommodate the movement of transit buses, bicycles, scooters, and emergency vehicles.

- **Parks and Open Space Programming** – School closures and physical distancing rules for parks and open space have limited the number of recreational activities for families. To support those with young children through summer activity cancellations, the Parks, Recreation, and Community Services Department made summer camps virtual. To support seniors, meal delivery has changed from in-person pickup to a delivery service, that protects vulnerable residents. At the same time, food service provision extended to support more community members in need, regardless of age. From March 15 to May 15, 2020, 7,458 meals were delivered to seniors, 195+ grocery based were delivered, 9,542 community calls made, 6,000 senior Safer at Home Guides mails, 6,000 postcards sent, 106 links provided for the virtual recreation center, and 810 acres were mowed at our parks to allow for social distancing.

While these changes have been significant, at this moment it is not possible to fully predict COVID-19's impact over the next 25 years. Projections and trends described in these existing conditions reports may differ from future conditions if there are long-lasting fundamental shifts in the economy and society. Thus, the COVID-19 pandemic has sparked questions for the Culver City GPU, including:

- What innovative ways are there to maintain or stimulate the local economy when implementing new, possibly permanent restrictions on how business needs to be conducted?
- What are some creative solutions to deal with the potential impacts of changing demand for commercial space?
- What lessons can be learned from the safer at home orders on how the City addresses mobility?
- How should we design shared spaces, from affordable multifamily housing projects to the public realms, to allow for physical distancing?
- How does the City build resilient systems and protocols to ensure it can continue to provide essential services despite disruptions?
- How can the General Plan guide equitable recovery and resiliency efforts during and after crises?
- How can the General Plan define actionable steps to implement policies and programs while allowing for flexibility in an era of uncertainty and rapid change?

To answer these questions, we need everyone engaged in sharing their different perspectives and unique stories so that, together, we can plan and build a vibrant Culver City for all.

Contact City staff at Advance.Planning@culvercity.org or by calling <tel:1-310-253-5740> if you have any questions. Visit the GPU's [Picture Culver City project website](#) for more information about the project, where you can [find the existing conditions reports](#), [take surveys related to existing conditions](#), [watch summary videos of existing conditions](#), [send the GPU Team a message](#), [sign up for updates](#), [learn about upcoming events](#), and much more.

The City of Culver City continues to cooperate with the [Los Angeles County Department of Public Health](#) and the [Centers for Disease Control and Prevention \(CDC\)](#) to respond to the spread of the novel coronavirus (COVID-19) in Los Angeles County.

For updates on the City's response to COVID-19, please [visit the City's Coronavirus webpage](#).

Para leer esta información en español, por favor [visite la página web de Coronavirus de la ciudad](#).

INTRODUCTION

ISSUES AND OPPORTUNITIES

The following are issues and opportunities that will be expanded and further analyzed in later phases of the General Plan Update (GPU).

- **Jobs/housing balance.** Job growth in the city has outpaced residential growth since the General Plan was last updated. Since 1991, there has been a 34% increase in jobs and a 6% increase in population, creating a jobs/housing imbalance. Due to limited population growth, the character of residential neighborhoods has remained relatively consistent since 1991. The increase in jobs is associated with an increase in the population of daytime workers, development of non-residential buildings, and an increase in the amount of land used for employment uses.
- **Diversity of housing types.** A range of varying housing types are found throughout the city's residential neighborhoods. Few residential neighborhoods are entirely single-family with most neighborhoods are comprised of duplexes, townhomes, and multi-unit buildings in addition to single-family homes. The development patterns of most residential neighborhoods allow some measure of incremental growth and increased density. In fact, there are currently a significant number of medium-density redevelopment projects in residential neighborhoods that will result in a moderate increase in the number of units.
- **Scale of new development.** A number of new development projects are concentrated on a limited number of large sites. These developments accommodate significant density, but the scale of development on some of these large sites contrasts with the smaller scale of much of the surrounding area. Many of these large sites contain obsolete buildings and uses that should be redeveloped. As large sites are redeveloped, they will become an increasingly scarce resource.
- **Ballona Creek.** In Los Angeles, streams and washes have been channelized to prevent flooding and maximize developable land. This is also true for Ballona Creek, that in many ways has become a "backside" for homes and businesses in Culver City. In a region with limited open space resources, Ballona Creek is a community asset and an important cross-city connector for bicyclists and pedestrians.
- **Split parcels.** Various parcels are split between the cities of Los Angeles and Culver City (city), subjecting them to zoning requirements from both jurisdictions. The GPU should ensure that the City of Culver City (City) zoning regulations, and any other regulatory requirements, are compatible with those of the City of Los Angeles' regulations.
- **A small-parcel city.** Culver City is largely comprised of small parcels. Nearly 60% of city parcels are less than 6,000 square feet (SF) in size and results in development patterns within the low-density residential neighborhoods that contribute to a small-town feel.
- **Related planning documents.** The City has recently adopted several planning documents, including multi-family residential neighborhood design guidelines. The existing General Plan recommends adopting several other plans and guidelines that have not been prepared to date. The GPU process should involve an evaluation to determine if the existing plans and guidelines are still relevant and the proposed plans and guidelines are still needed.

REGIONAL LOCATION

Culver City is in the southern part of Los Angeles County in Southern California, as shown in Figure 1. The city is surrounded on three sides by the City of Los Angeles, with an unincorporated area of Los Angeles County (known as Ladera Heights) forming Culver City’s southeastern boundary. City Hall is about five miles east of the Pacific Ocean, five miles north of Los Angeles International Airport (LAX), and eight miles west of downtown Los Angeles.

Interstate 405 (I-405) runs in a north-south direction in the western part of the city, and Interstate 10 (I-10) runs in an east-west direction just outside the northern boundary of the city, providing connections to other cities throughout the region. State Route 90 (SR-90) intersects Culver City from the west and ends at Slauson Avenue in the Fox Hills neighborhood.

The Metro E (Expo) Line’s Culver City Station on National Boulevard connects Culver City residents west to Santa Monica and east to Downtown Los Angeles. Ballona Creek runs through Culver City in a south-westerly direction from its origin near Cochrane Avenue and Venice Boulevard in the City of Los Angeles ending at the Pacific Ocean.

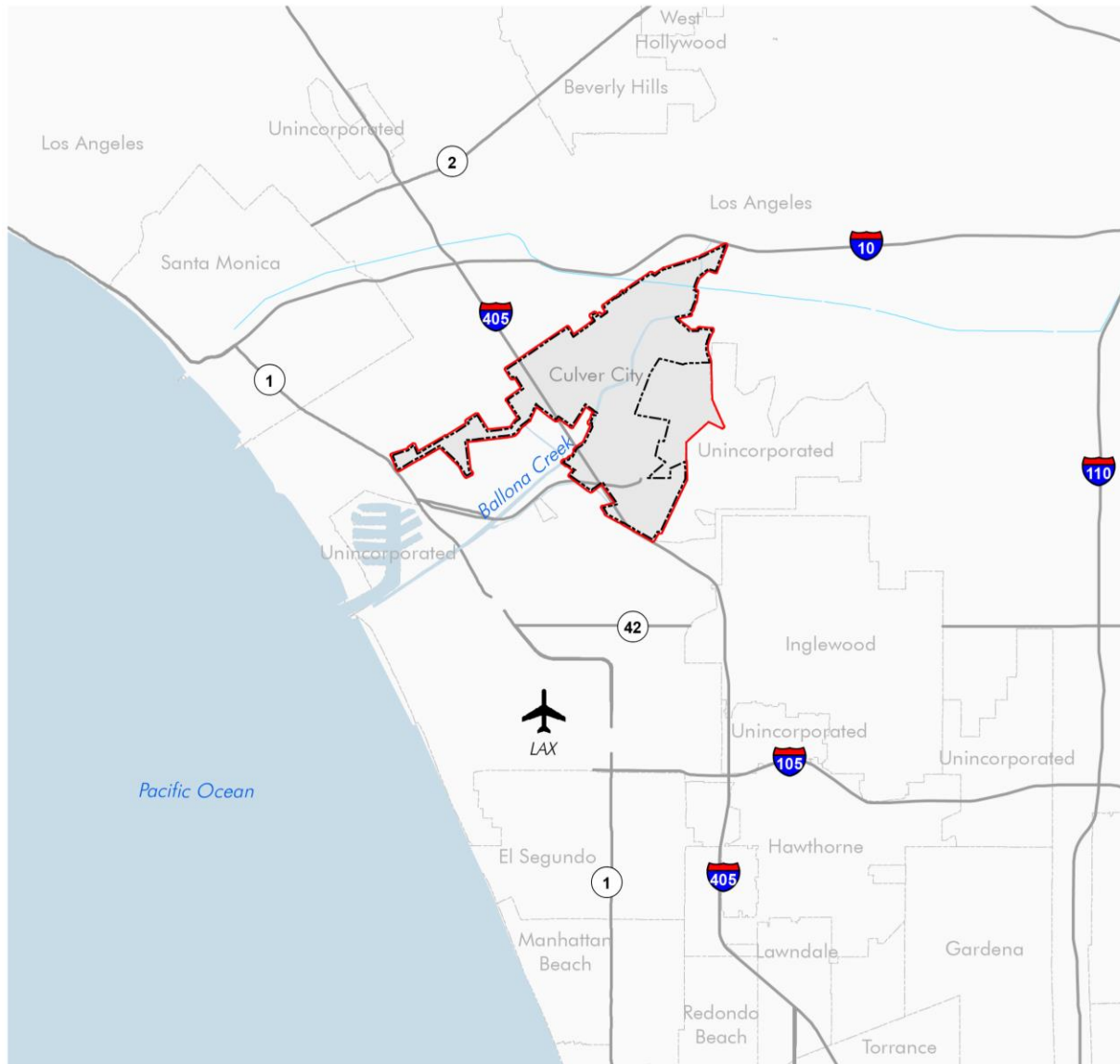
PLANNING BOUNDARY

The Planning Area for the GPU includes land within the City of Culver City’s Sphere of Influence (SOI), the “probable physical boundaries and service area” of the city. The SOI includes land within city limits and unincorporated portions of Los Angeles County. The unincorporated portion of the SOI is on the eastern side of the Planning Area to the west of La Cienega Boulevard. The Planning Area covers about 3,910 acres, of which about 3,280 acres (84%) are within city limits, and about 630 acres (16%) are in unincorporated Los Angeles County. Figure 2 maps the Planning Area’s boundaries.

PLANNING AREAS (NEIGHBORHOODS)

Culver City’s neighborhoods are shown in Figure 3. Characteristics of these neighborhoods, including boundaries, notable sites, and distinct development typologies in each neighborhood are described in detail in the “Neighborhoods” section later in this report.

Figure 1: Culver City's Regional Location



Sources: City of Culver City, 2019; County of Los Angeles, 2019; Metro, 2019.

Jurisdictional Boundaries

-  City of Culver City City Limits
-  City of Culver City Sphere of Influence
-  Other Jurisdictions

Transportation Features

-  Metro E (Expo) Line
-  Freeway

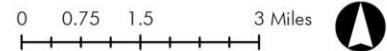
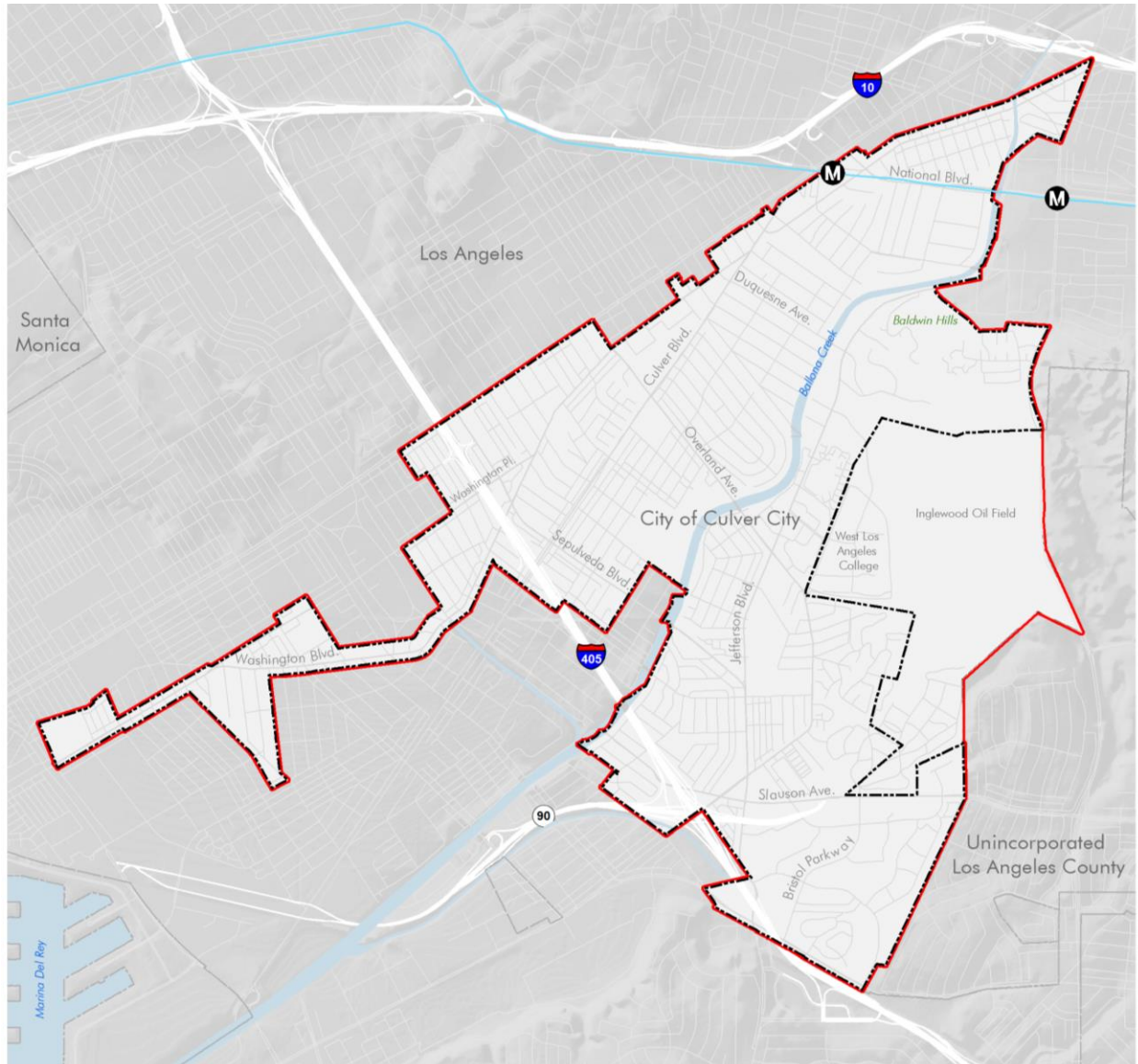



Figure 2: Culver City's Planning Area



Sources: City of Culver City, 2019; County of Los Angeles, 2019.

Jurisdictional Boundaries

-  City of Culver City City Limits
-  City of Culver City Sphere of Influence
-  Jurisdictional Boundaries

Transportation Features

-  Metro E (Expo) Line
-  Metro Station

Other Features

-  Water
-  Parks and Open Spaces

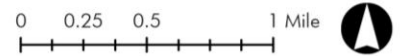
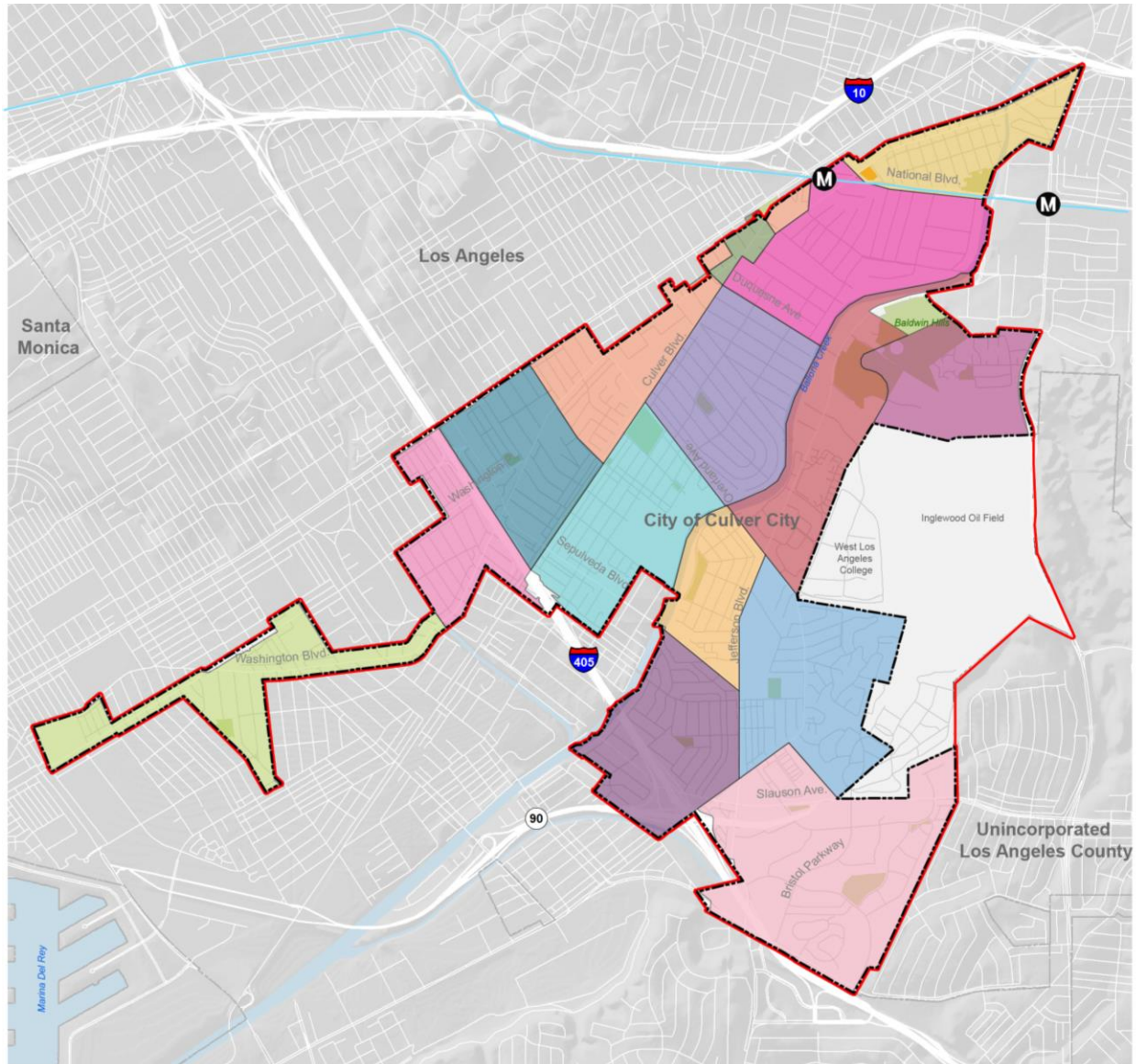


Figure 3: Culver City's Planning Areas/Neighborhoods



Jurisdictional Boundaries

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

Transportation Features

- Expo Line
- Metro Station

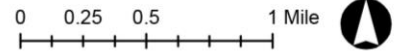
Other Features

- Water
- Parks and Open Spaces

Neighborhoods

- Fox Hills
- Sunkist Park
- Bianco/Culver Crest
- Studio Village
- Park West
- Culver West
- McLaughlin
- Clarkdale
- Washington Culver
- Downtown
- Lucerne/Higuera
- Jefferson
- Blair Hills
- McManus
- Park East

Sources: City of Culver City, 2019; County of Los Angeles, 2019.



DEVELOPMENT HISTORY

The Gabrielino Tongva Native Americans first inhabited the area now known as Culver City until the late eighteenth century when King Carlos III of Spain mandated colonization of Southern California.¹ The Spanish then built missions, settling in the Los Angeles area. The modern history of Culver City began in 1819 when brothers Agustín and Ygnacio Machado and their partners Felipe and Tomás Talamantes established the 14,000-acre Rancho La Ballona. They raised cattle and horses, grew grapes and barley, and built homes (including the historic Centinela Adobe in present-day Inglewood) on their land.²

The area remained as a ranch until 1913 when real estate developer Harry Culver announced plans to develop a city. Culver selected a 1.2 square mile area along present-day Main Street due to its proximity to a junction of three streetcar lines and its location between the growing resort town of Venice and downtown Los Angeles.³ Early marketing materials touted the city's strategic location, claiming, "all roads lead to Culver City." Culver City was incorporated in 1917. Within ten years, the City annexed land along Washington Boulevard to Lincoln Boulevard, built its first park (Carlson Park), and Harry Culver constructed the Culver Hotel.

Culver City quickly became a hub of the movie industry. Filmmaker Thomas Ince opened the city's first movie studio in 1916, which he eventually sold to Metro-Goldwyn-Mayer studios, which later became Sony Pictures Studios in 1990. Ince opened another studio in 1918, which was later owned by Cecil B. DeMille, RKO Pictures, and Desilu Productions at various points. These studios filmed several classic movies in Culver City, including *The Wizard of Oz*, *Singin' in the Rain*, *Ben Hur*, *Gone with the Wind*, and *Citizen Kane*. Fittingly, Culver City proudly declared itself the "Heart of Screenland."

Though movie studios formed the city's primary economic base, industry began to locate in Culver City starting in the 1920s with Western Stove (1922), Helms Bakeries (1930), and the Hayden Industrial Tract (1940s). With jobs came residents, and Culver City's residential neighborhoods grew. The city continued to grow throughout the mid-20th century, with a total of 42 annexations giving Culver City its shape.⁴ The City annexed the site of a former dog track (present-day Costco) and stretches of Washington Boulevard in 1924, and the Fox Hills area in the 1960s.

¹ City of Culver City. *About Culver City*. 2019. Retrieved from: <https://www.culvercity.org/enjoy/about-culver-city>

² Culver City Historical Society. *Culver City Timeline: A Work in Progress*. 2014. Retrieved from: <http://www.culvercityhistoricalsociety.org/about/culver-city-timeline/>

³ Masters, Nathan. *Culver City: From Barley Fields to the Heart of Screenland*. Public Media Group of Southern California. KECET. 2012. Retrieved from: kcet.org/shows/lost-la/culver-city-from-barley-fields-to-the-heart-of-screenland

⁴ Ibid 3.



Clockwise from top left: Barley fields in present-day Culver City (1913), Sony Pictures Studios (then Goldwyn studios) (1919), Culver Hotel (1924), and the intersection of Washington and Culver Boulevards (1963).⁵

⁵ Ibid 3.

EXISTING LAND USE AND OVERALL PATTERN

Existing land use patterns refers to the way land is currently being used in the Planning Area as of 2020. Per Table 1, the most prevalent land use in Culver City is single-family residential (covering 35.8% of land area),⁶ followed by retail and services (13.5% of land area), and civic and institutional, which includes government buildings, schools, healthcare facilities, and churches (9.5% of land area). In the Planning Area as a whole, the most prevalent land uses are single-family residential (28.8%), oil field (13.9%), retail and services (10.9%), and civic and institutional (10.5%). There are about 15.6 acres of vacant land in the Planning Area (0.5%). Existing land uses are mapped in Figure 4 and discussed throughout this section.



The most common land uses in the Planning Area include (clockwise from top left) single-family residential, oil field, retail, and services, and civic and institutional.

⁶ While single-family residential land use is the most prevalent in the city, there are slightly more multifamily housing units (54%) than single-family units (46%).

Table 1: Existing Land Uses in Culver City (2020)

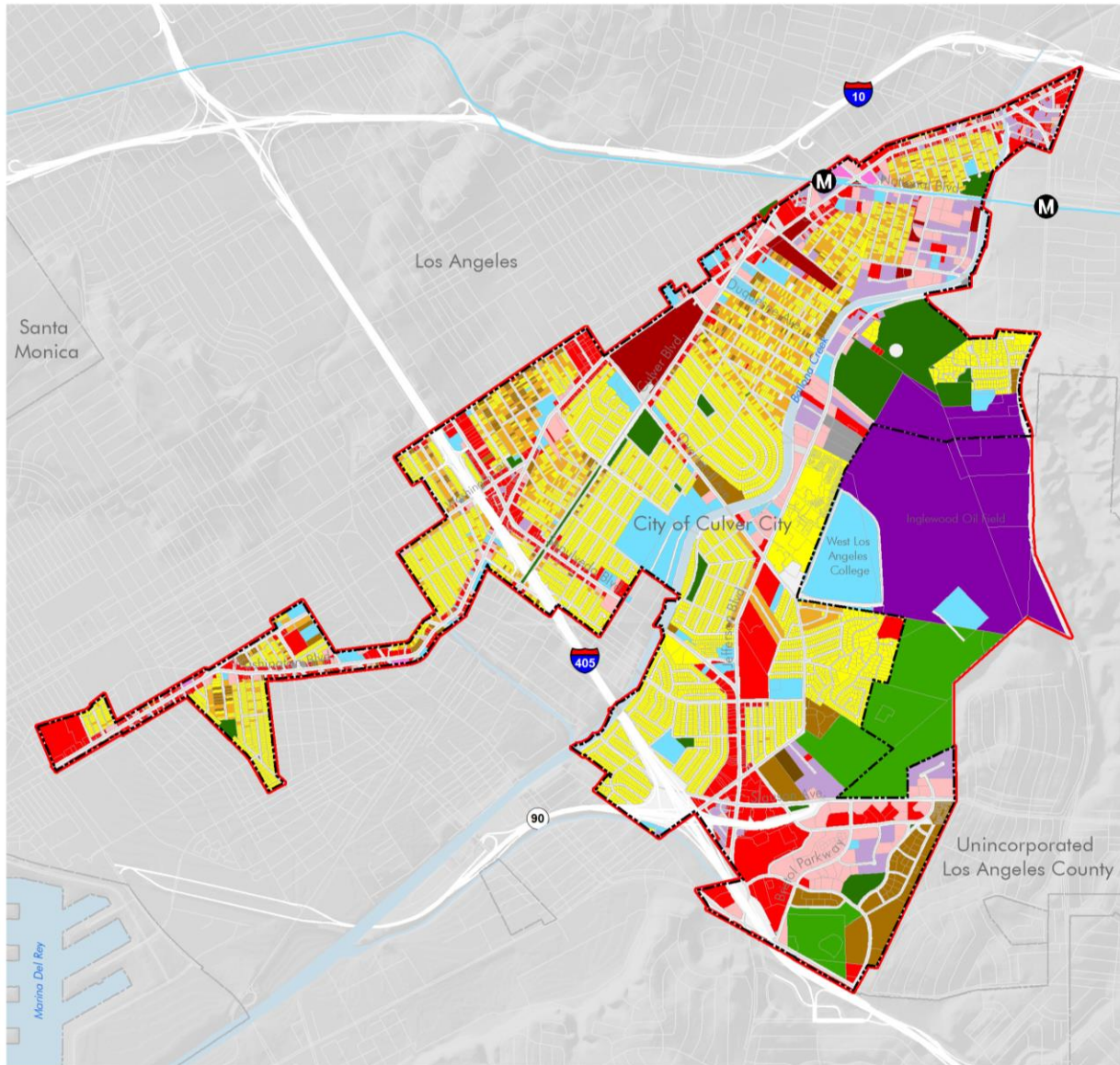
Type	City of Culver City		Sphere of Influence (SOI)		Total	
	Acres	City %	Acres	SOI %	Acres	Area %
Residential	1,233.8	49.2	0.0	0.0	1,233.8	39.6
Single-Family	898.4	35.8	0.0	0.0	898.4	28.8
Duplex, Triplex, Fourplex	185.5	7.4	0.0	0.0	185.5	6.0
Multi-Family (5+ units)	144.6	5.8	0.0	0.0	144.6	4.6
Mobile Homes	5.3	0.2	0.0	0.0	5.3	0.2
Commercial	594.0	23.7	0.0	0.0	594.0	19.1
Retail and Services	339.2	13.5	0.0	0.0	339.2	10.9
Office	186.5	7.4	0.0	0.0	186.5	6.0
Studios	68.3	2.7	0.0	0.0	68.3	2.2
Oil Field	68.0	2.7	363.9	59.8	431.8	13.9
Civic and Institutional	239.2	9.5	89.5	14.7	328.7	10.5
Parks, Recreation, Cemeteries, Open Space	153.6	6.1	154.8	25.5	308.4	9.9
Cemetery	0.1	0.0	154.8	25.5	154.9	5.0
Parks, Recreation, Open Space ³	153.5	6.1	0.0	0.0	153.5	4.9
Industrial	120.2	4.8	0.0	0.0	120.2	3.9
Waterway	74.6	3.0	0.0	0.0	74.6	2.4
Vacant, Utilities, Transportation	20.6	0.8	0.0	0.0	20.6	0.7
Vacant	15.6	0.6	0.0	0.0	15.6	0.5
Utilities, Transportation	5.0	0.2	0.0	0.0	5.0	0.2
Mixed Use	4.7	0.2	0.0	0.0	4.7	0.2
Total	2,508.6	100.0	608.2	100.0	3,116.8	100.0

Notes:

1. Acreage total does not include roadway rights-of-way.
2. Totals may not add due to rounding.
3. Includes acreage of open spaces that are not public parks, such as greenways.

Sources: City of Culver City, 2019; Raimi + Associates, 2019; Los Angeles County, 2019.

Figure 4: Existing Land Use in Culver City



Sources: City of Culver City, 2019; County of Los Angeles, 2019.

Jurisdictional Boundaries

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

Transportation Features

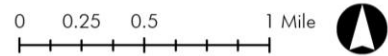
- Metro E (Expo) Line
- Metro Station

Other Features

- Water
- Parks and Open Spaces

Existing Land Use

- Single
- Duplex, Triplex, Fourplex
- Five or More Units
- Mobile Home Parks
- Industrial
- Oil Field
- Institutional
- Cemetery
- Parks, Recreation, and Open Spaces
- Vacant
- Utility
- Mixed Use
- Commercial
- Office
- Studios



RESIDENTIAL

Residential is the most prevalent land use in the Planning Area, occupying about 39.6% of the land. Of existing residential land area development, about 28.7% is single-family residential, and 10.6% is multi-family residential. Single-family residential uses are mostly situated on gridded neighborhood streets. Some neighborhoods, including Park West and Sunkist Park, are almost entirely comprised of single-family uses. Other neighborhoods, including Park East, Studio Village, Clarkdale, and Washington Culver, have a more even mix of single-family and multi-family housing. Multi-family housing in these neighborhoods is generally low density (fewer than about 20 dwelling units per acre).

The most common multi-family housing types in these neighborhoods are townhomes, duplexes, triplexes, and fourplexes or “dingbats” (2-3 story stucco apartment buildings with tuck-under parking. See an example in the top right photo below). Many single-family residences, particularly in the Park East and West neighborhoods, have either stand-alone or above-garage accessory dwelling units (ADUs). ADUs, also known as granny flats, are small housing units built on a property.

Housing is also located on regional arterials, including Washington, Venice, and Sepulveda Boulevards. Most of this housing stock is in the form of mixed use apartment or condominium buildings that are between two and five stories high. Some of these mixed use buildings have ground-floor commercial uses. The Fox Hills neighborhood has a significant amount of multi-family residential development, particularly along Green Valley Circle, Buckingham Parkway, and Canterbury Drive. Apartments and condominiums in this area are mostly garden or courtyard-style buildings and are usually at least three stories. Culver City’s residential neighborhoods are discussed in more detail later in the “Residential Neighborhoods” section.



Townhomes



Dingbats



Duplexes



Mixed uses

Multi-family housing in Culver City includes (clockwise from top left) townhomes, “dingbats,” apartment/condominium buildings with ground-floor commercial uses, and duplexes.

COMMERCIAL

Commercial development occupies 19.1% of the Planning Area. Most retail, restaurant, and personal service land uses are located along arterials, including Washington, Jefferson, and Culver Boulevards, and comprise about 10.9% of the Planning Area. Restaurants, bars, and small-scale retail are concentrated Downtown. Jefferson Boulevard, between Slauson and Overland Avenues, is lined mostly with strip malls and big-box stores set far back from the street. There are two car dealerships on Washington Boulevard near its intersection with Culver Boulevard. Regional destinations, including the Westfield Culver City shopping mall and hotels, are located near I-405 in the Fox Hills area. Culver City's Costco is another regional draw and is located on Washington Boulevard in the western-most extent of the Planning Area.

Office uses (6% of the Planning Area), and studio uses (2.2%) are spread throughout the Planning Area. The biggest concentration of office is in the Fox Hills business park. The most prominent studio use is Sony Pictures Studios, located at 10202 West Washington Boulevard. Amazon Studios will be another prominent studio use once the Culver Studios project has completed construction at 9336 Washington Boulevard.

Also, Apple, Amazon Studios, and HBO will have offices for their production headquarters in Culver City once construction, currently underway at their respective locations, is completed in the next year or two. Apple and HBO's headquarters will be in the transit-oriented development (TOD) District and Amazon Studios in Downtown. TikTok offices also recently located to Culver Pointe in the Fox Hills neighborhood. Key commercial corridors are discussed in more detail later in the "Commercial Corridors" section.



Sony Pictures Studios occupies about 46 acres just west of Downtown Culver City, in the Washington-Culver neighborhood.

INDUSTRIAL AND OIL FIELD

Industrial uses cover about 4% of the Planning Area and include warehouses, studios, offices, and manufacturing in buildings with large footprints. Creative companies, including those in film production, architecture, the arts, and fashion, use many warehouse-like industrial buildings. The city has a strip of small, industrial uses along Jefferson Boulevard between Overland Avenue and Hetzler Road. Many of these parcels face away from Ballona Creek. The McManus area has a concentration of industrial uses near the intersection of Washington and La Cienega Boulevards. The most notable industrial district is the Hayden Tract, though the district has been experiencing a conversion to more office/creative office uses in recent years. The Hayden Tract is home to various creative companies and is known for its contemporary industrial and office buildings designed by architect Eric Owen Moss.

About 13.9% of the Planning Area is used as an oil field (Inglewood Oil Field). Of the 432 acres of land operated as an oil field in the Planning Area, only about 68 acres (about 16%) are in Culver City.

CIVIC/INSTITUTIONAL

Civic and institutional uses are distributed evenly throughout the Planning Area. They include places of worship, public and private schools, libraries, City Hall, police and fire stations, and other public uses. West Los Angeles College is in the SOI in the unincorporated county. Civic and institutional uses comprise about 10.5% of the Planning Area.

PARKS, RECREATION, CEMETERIES, AND OPEN SPACE

Parks, recreational facilities, cemeteries, and open spaces occupy about 10% of the Planning Area. Cemeteries comprise about 5% and parks, recreational facilities, and open spaces comprise about 5%. 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. For more information about parks, refer to the “Parks, Public Facilities, and Public Services Existing Conditions Report.”

VACANT

Vacant land is distributed throughout the Planning Area. The largest cluster of vacant parcels is near the intersection of Jefferson Boulevard and College Boulevard, just south of Culver City Park. Overall, vacant land occupies about 0.7% of the Planning Area.

COMMUNITY DESIGN

Culver City is often described as having a village-like character. Many residents believe Culver City conveys a sense of belonging and knowing your neighbors—characteristics that are unique within the context of a dense and populous metropolitan region. These characteristics can be traced to Culver City’s community design—reflected in the physical arrangement of its streets, parcels, buildings, and open space are physically arranged.

The scale and quality of each place can vary from a small space to a couple of blocks to broader districts. There are “commercial/corner nodes,” which tend to be auto-oriented regional commercial centers, and “pedestrian-oriented places,” which can include a pedestrian-friendly neighborhood center. Both types of places must consider pedestrians and cars, but they serve two very different purposes. In each case, the challenge is to enhance the pedestrian experience, not simply facilitate the movement of traffic through these places.

Providing a mix of services that offer housing options will help to create livable communities that integrate strategies for mobility, density, and amenities. Selecting key focus areas within neighborhood centers will provide an example and a catalyst for how specific areas can evolve into vibrant activity centers for individual neighborhoods, similar in style and form found within the great cities around the world.

CITY SCALE – PARCELS

Parcel size drives the scale of development that occurs on it. It also determines a place’s scale and consequently, its character. For instance, a “village” character is typically associated with development on small parcels.

Although most parcels in the city are between 4,000 and 8,000 SF in size (see Figures 5 and 6), these relatively small parcels do not make up most of the total area of parcels. About 1,000 parcels that are larger than 10,000 SF make up most of the total parcel area. Parcels smaller than 6,000 SF comprise 59% of all parcels, parcels between 6,000 SF and 10,000 SF comprise 30%, and parcels larger than 10,000 SF comprise 11%. Although the number of parcels above 10,000 SF comprise only 11% of total parcels, they make up 1,457 acres out of the total 2,510 acres of parcels throughout Culver City.

The significant difference in average parcel size is the result of changing commercial development patterns and the presence of large industry, including film and former manufacturing. Planning for future development in the city will need to consider the scale of existing parcels and ensure that desirable development types are feasible on the sites that make up the city’s fabric.

Figure 5: Total Number and Area of Parcels in Culver City

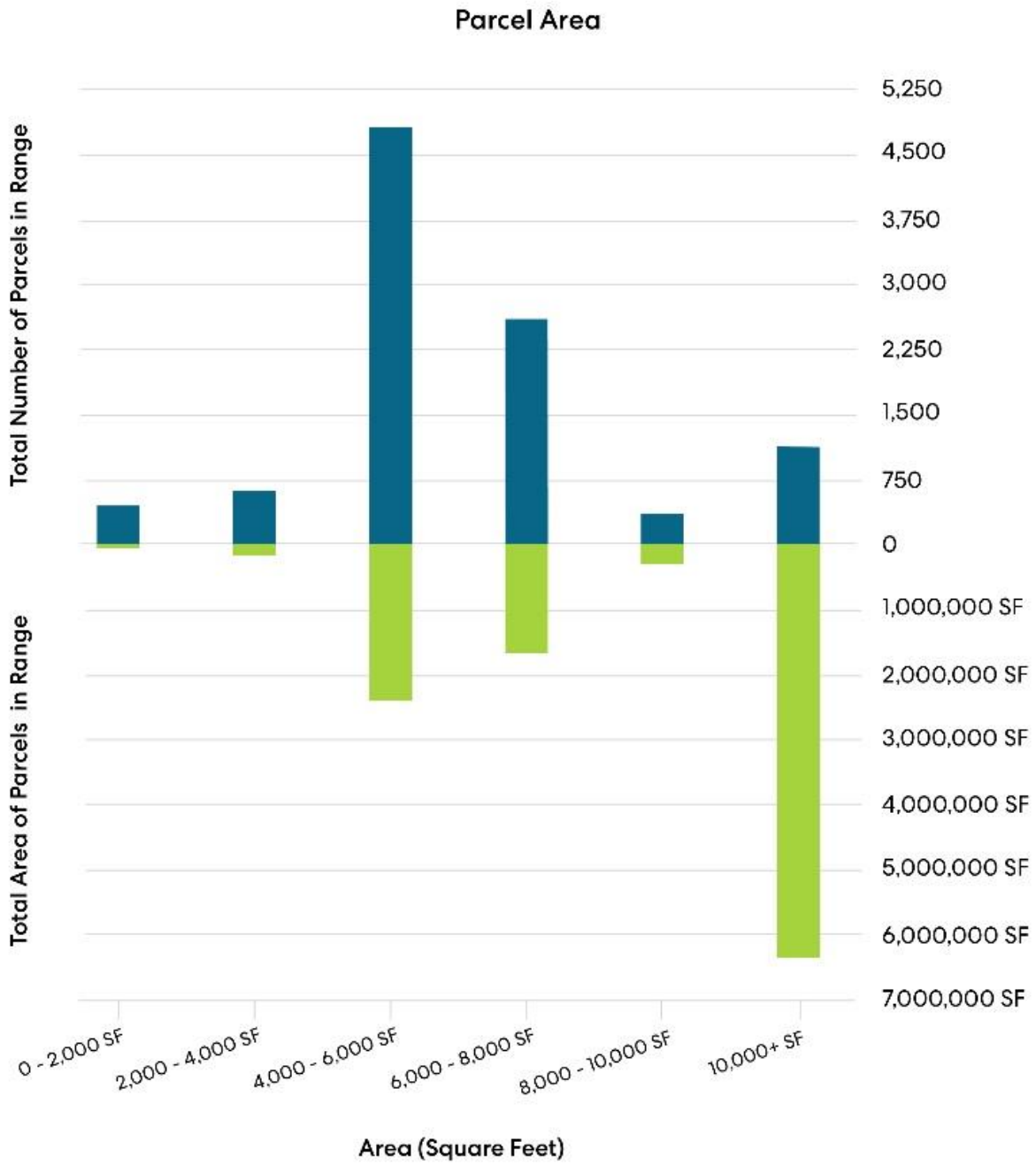
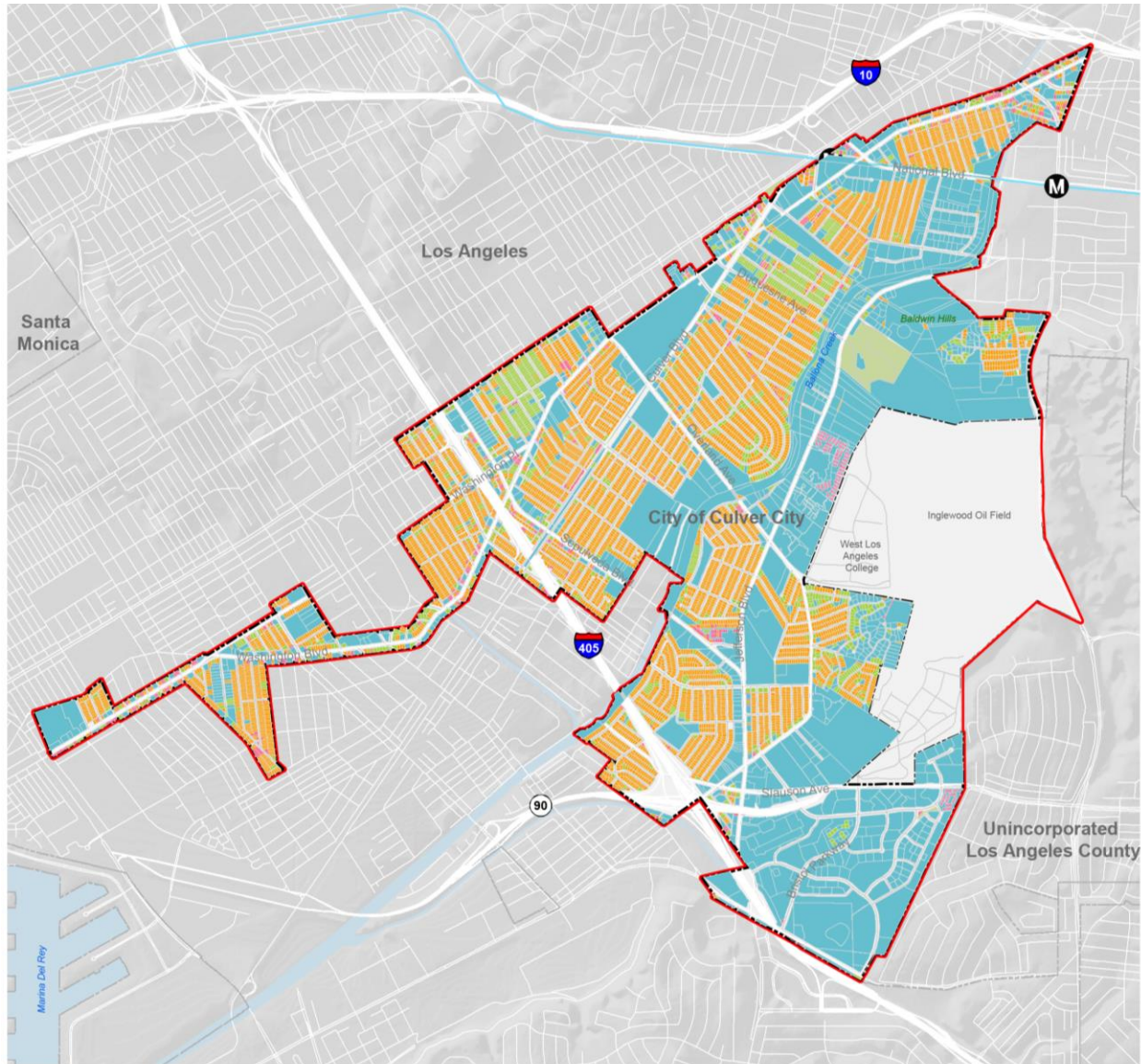


Figure 6: Parcel Sizes in Culver City



Jurisdictional Boundaries

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

Transportation Features

- Expo Line
- Metro Station

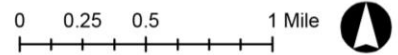
Other Features

- Water
- Parks and Open Spaces

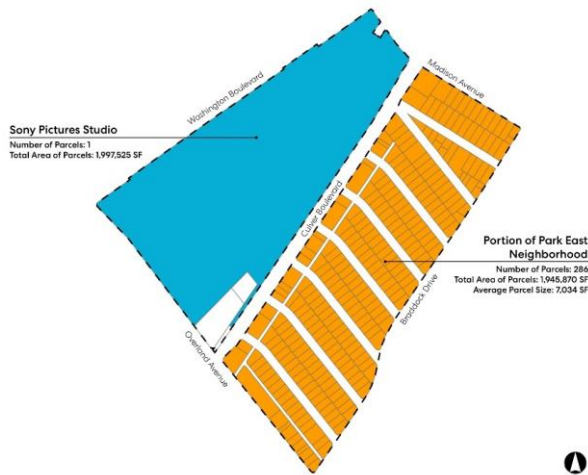
Parcel Size

- 0 - 4,000 SF
- 4,000 - 7,000 SF
- 7,000 - 10,000 SF
- Greater than 10,000 SF

Sources: City of Culver City, 2019; County of Los Angeles, 2019.



PARCEL SIZE AND COMMUNITY DESIGN



The figures to the left demonstrate how parcel and building size affect the urban design character of a corridor and an adjoining neighborhood. Parcels of different dimensions allow for or preclude certain development types. These development types shape a place’s community design character.

In the example to the left, the Sony Pictures Studio occupies one parcel. It hosts large studio buildings, parking garages, and office buildings.

Across Culver Boulevard, a portion of the Park East neighborhood occupies almost the same total parcel area but, instead of one parcel, the area is distributed across 286 parcels. The result is a pattern of small buildings grouped in blocks that adjoin a network of narrow streets. The tight network of streets that connect to Culver Boulevard makes Park East a neighborhood of short walks. It has more room for street trees and more building entrances that engage the public realm. These attributes make a neighborhood more walkable.



CITY SCALE – BUILDINGS

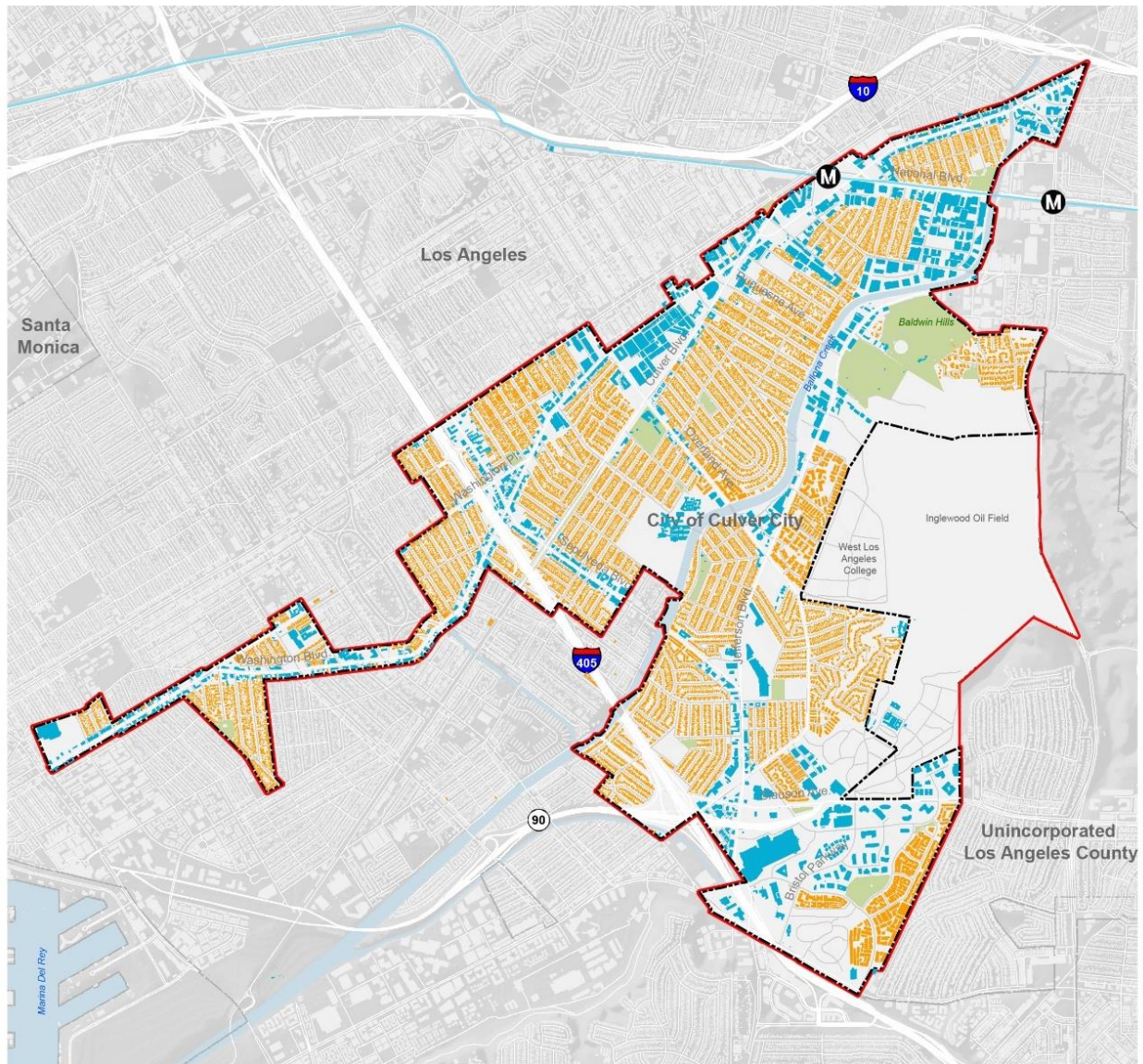
Analyzing Culver City’s building footprints provides further insight into the city’s scale and the perception of it having a “small-town feel.” Most buildings in Culver City are comparatively small, but a few very large buildings encompass significant building areas. Most city residents live in small and very small buildings. Much of the city’s economic activity occurs in large-footprint

buildings. Figure 7 shows the distribution of residential building footprints and non-residential building footprints.




Residential buildings comprise 90% of the total number of buildings in the city but only 63% of the total building footprint area. Non-residential buildings comprise 10% of the total number of buildings and 37% of the total footprint building area. This discrepancy exists because a typical residential building footprint is much smaller than that of a typical non-residential building.

When the parcels and buildings are very large, the environment can seem out of scale – the neighborhood components are far apart, and it is more tedious to walk between destinations because large buildings have fewer entrances and more blank solid walls. Neighborhoods with smaller parcels, frontage, and buildings tend to attract more pedestrian-oriented activity and create more opportunities for people to get to know their community.

Figure 7: Residential Versus Non-Residential Building Footprint (Size) in Culver City



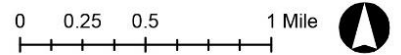
Jurisdictional Boundaries

-  City of Culver City City Limits
-  City of Culver City Sphere of Influence
-  Jurisdictional Boundaries

Building Use Type

-  Non-Residential
-  Residential



Sources: City of Culver City, 2019; County of Los Angeles, 2019.



Transportation Features

-  Expo Line
-  Metro Station

Other Features

-  Water
-  Parks and Open Spaces

Closely linked to the parcel size is the building footprint. Small parcels only accommodate small buildings while larger parcels accommodate both small and large buildings. For reference, a typical 3,000 SF building is a “Main Street” retailer versus a supermarket which averages around 40,000 SF in size.

Most residential building footprints in Culver City fall under 3,000 SF (see Figure 9). As shown in Figure 8, out of the 13,342 residential buildings in Culver City, only 13% have a building footprint area larger than 3,000 SF. The concentration of small building footprints in Culver City reinforces the characteristics of its single-family residential neighborhoods with concentrated commercial corridors.

Figure 8: Residential Building Footprint Size in Culver City

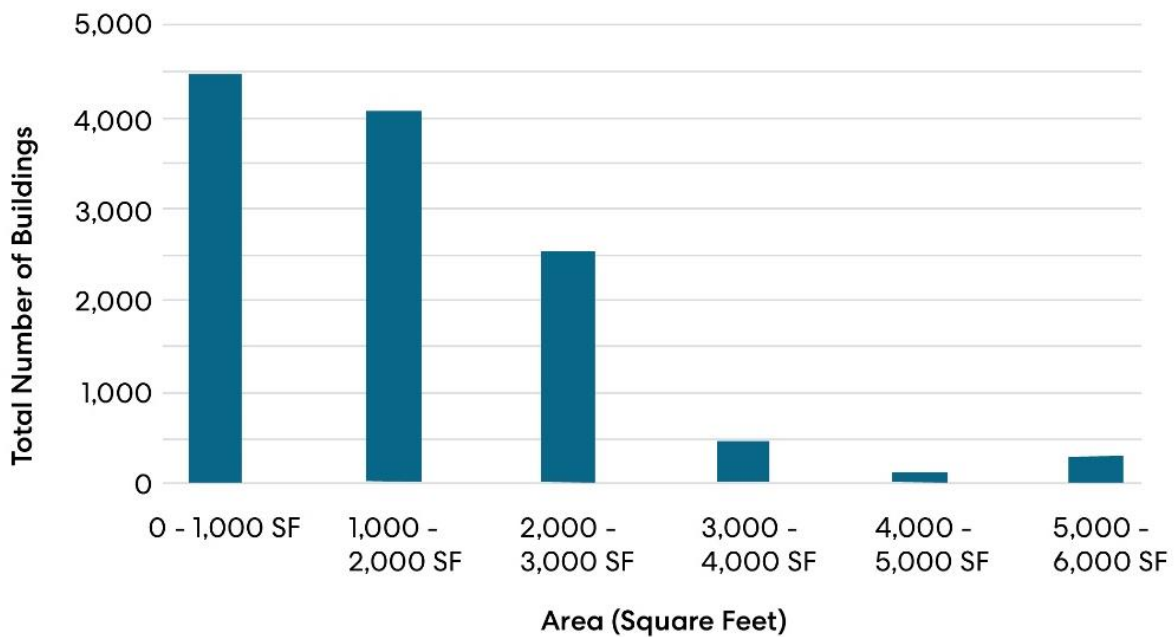
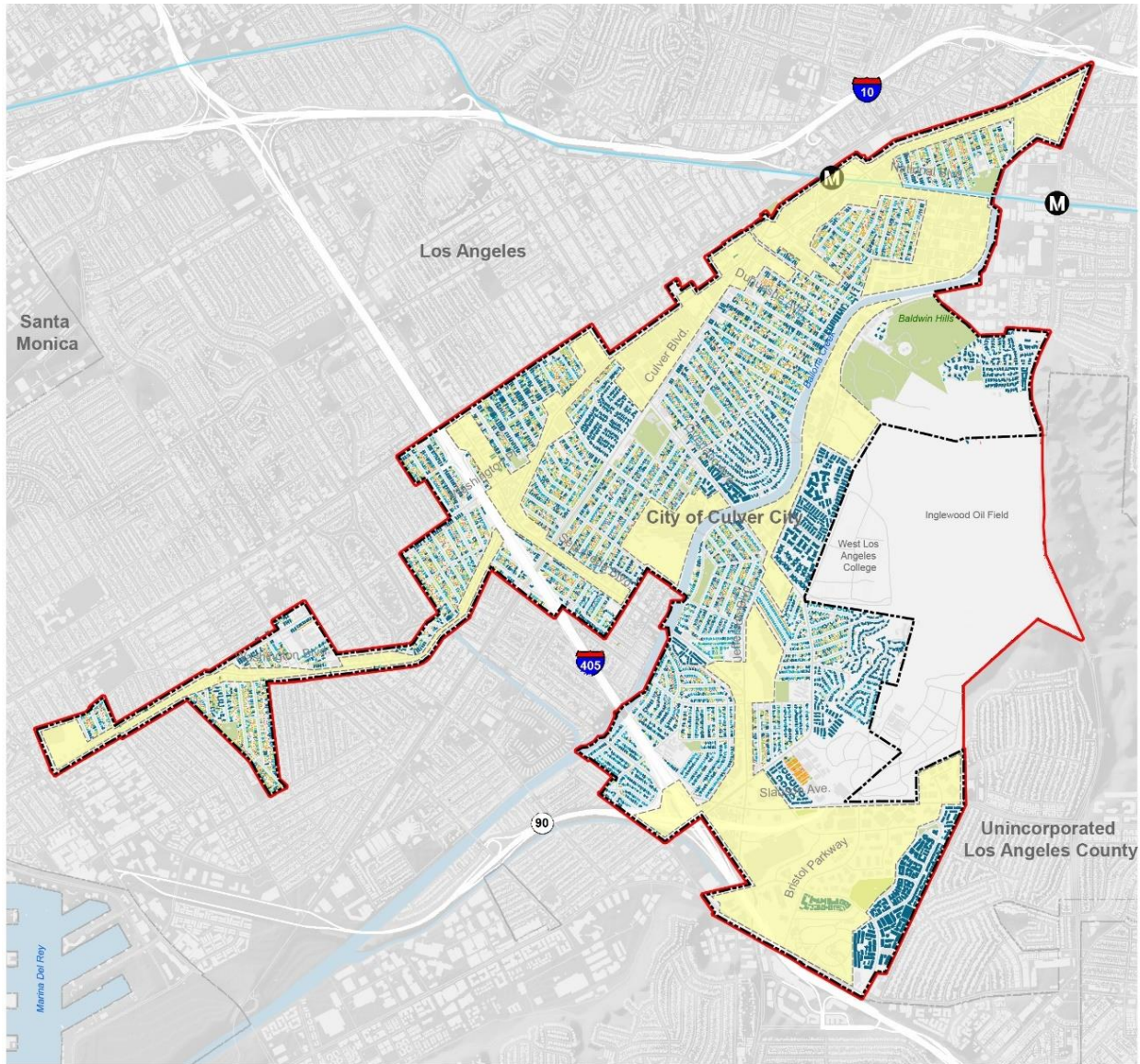


Figure 9: Residential Building Size in Culver City



Jurisdictional Boundaries

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

Transportation Features

- Expo Line
- Metro Station

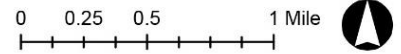
Other Features

- Water
- Parks and Open Spaces

Residential Building Size

- Greater than 2,122 SF
- 1,610 - 2,122 SF
- 975 - 1,610 SF
- 461 - 975 SF
- Less than 461 SF
- Commercial Areas

Sources: City of Culver City, 2019; County of Los Angeles, 2019.



RESIDENTIAL BUILDING TYPES⁷

In Figures 11 and 12, the residential building footprints are broken down into smaller categories to highlight the mix of scale versus homogeneity. In Figure 10, on the left an established neighborhood on Lincoln Avenue show a modern mix of residential housing types today. On the right, a neighborhood from the 1950s on Vinton Avenue shows solely a single-family housing type. In neighborhoods established in the 1930s and earlier, there is a mixture of building footprints and residential building types. However, in the neighborhoods built from the 1940s to 1980s, there is less mix in residential building type. There are not many large apartment buildings (apartment buildings with more than five rental units) in Culver City, except for a concentration in the Fox Hills neighborhood.

Figure 10: Residential Housing Types Examples

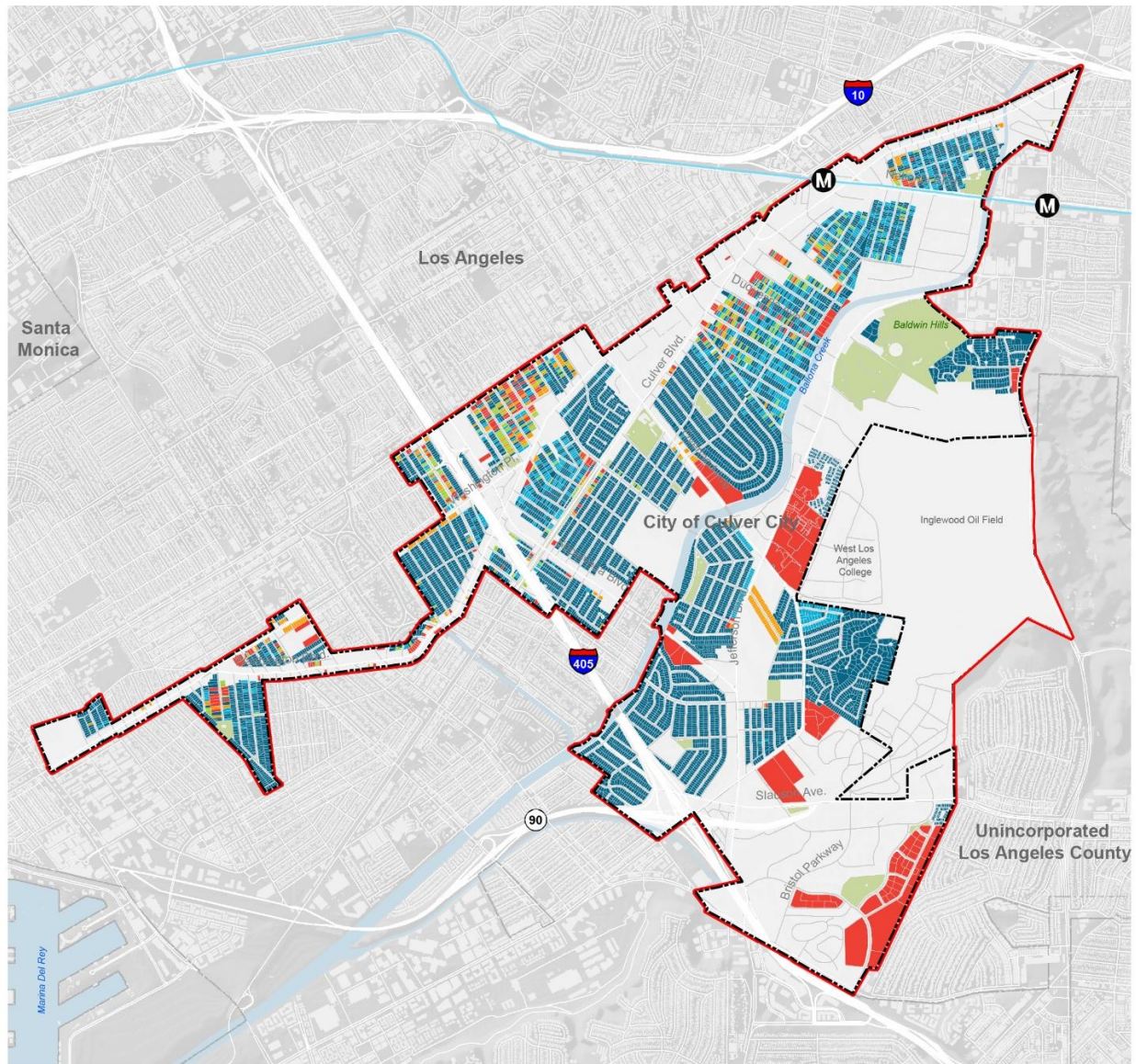


Figure 11: Culver City Residential Building Type Aerial



⁷ Commercial building types not discussed in this report due to variety of architectural styles and uses. Characteristics of commercial uses, including building scale and uses, are discussed later in the Community Design section of this report.

Figure 12: Residential Building Types in Culver City



Jurisdictional Boundaries

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

Transportation Features

- Expo Line
- Metro Station

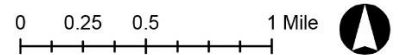
Other Features

- Water
- Parks and Open Spaces

Residential Building Type

- Single
- Two Units
- Three Units
- Four Units
- Five or More Apartments

Sources: City of Culver City, 2019; County of Los Angeles, 2019.



CITY STRUCTURE

Culver City's history is reflected in its built environment, which includes the city's boundaries and land uses, street configuration, and the quality of its public spaces. The built environment reflects evolving priorities, needs, and development models. In many ways, the city's community design reflects different economic eras and values.

Today, Culver City is comprised of various types and styles of buildings, open spaces, and streets. Differences are especially visible in the neighborhoods' infrastructure. For example, the narrow side streets and small blocks of Downtown are very walkable compared to the post-war pattern of wide streets and large blocks found in places like Fox Hills. Major streets throughout the city have been widened to move more automobiles more quickly, accommodating increasing amounts of vehicular traffic. As a result, arterial streets are characterized by wide roadways that fill with cars during rush hour. These streets' sidewalks are comparatively narrow and leave limited room for activities in the public realm.

Culver City is also shaped by significant natural terrain and human-made features. Ballona Creek runs down the middle of Culver City with very different development patterns on either side. Once a natural creek, Ballona Creek has been a cement flood control channel since the 1930s. The Inglewood Oil Field occupies the eastern edge of the city and significant hillside areas. They form a strong physical barrier to the neighborhoods to the east. These barriers limit connectivity and accessibility to adjoining neighborhoods. In their current forms, they also create unwelcoming environments.

F R E E W A Y S

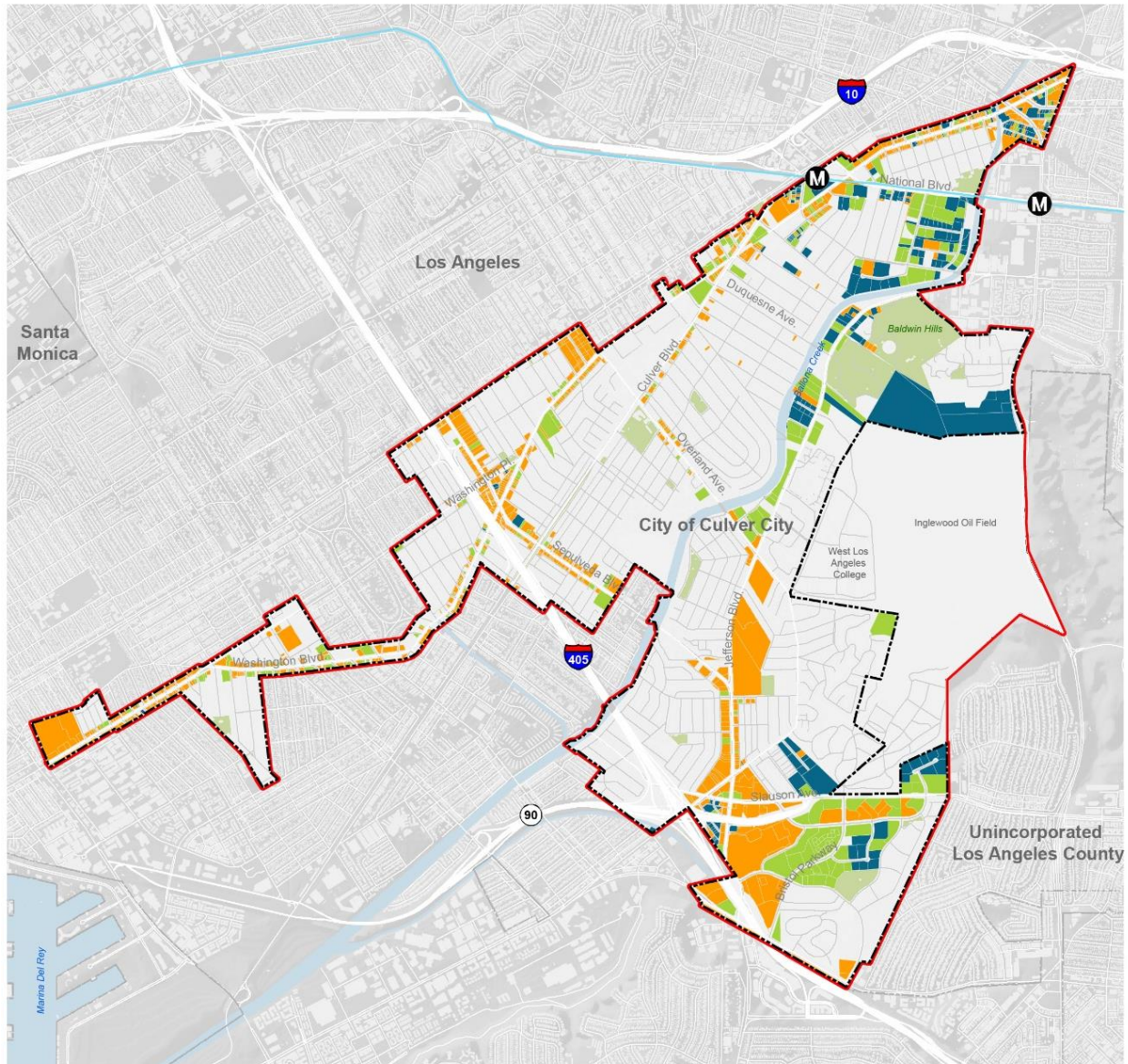
The Interstate 405 (I-405) freeway runs in a northwest-southwesterly direction through the western side of the city, separating the McLaughlin neighborhood on the west and Clarkdale on the east. I-405 also runs through the Sunkist Park and Fox Hills neighborhoods in the southern part of the city. The northern tip of the city limits in the McManus neighborhood falls just short of the I-10 freeway, which runs east-west. State Route 90 (SR-90) reaches into Culver City and, at its terminus, merges in with Slauson Avenue in the Fox Hills neighborhood. The freeways intersect with local roadways within the city limits at an elevated crossing. The SR-90 and I-405 cross each other on the west side of the Fox Hills neighborhood, which creates a complex interchange that is above grade, with multiple elevated ramps connecting the two highways and local roadways at grade.

C O M M E R C I A L C O R R I D O R S

The major boulevards and arterial streets that run through Culver City shape urban form and how people experience the city and include Slauson, Washington, Sepulveda, Jefferson, National, and Culver. These streets serve as the city's six predominantly commercial corridors with retail, mixed use, industrial, and other public uses. The parcels that line these corridors vary in size and use and almost all commercial buildings front one of these six corridors, as shown in Figures 13 and 14.

The corridors create a pattern of residential, non-residential, and mixed-use districts. How corridors and neighborhoods are physically designed and used can influence a person's experience of a city. For example, 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.

Figure 13: Parcel Types along Commercial Corridors in Culver City



Jurisdictional Boundaries

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

Parcel Type

- Industrial
- Commercial
- Office

Transportation Features

- Expo Line
- Metro Station

Other Features

- Water
- Parks and Open Spaces

Sources: City of Culver City, 2019; County of Los Angeles, 2019.

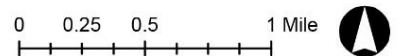
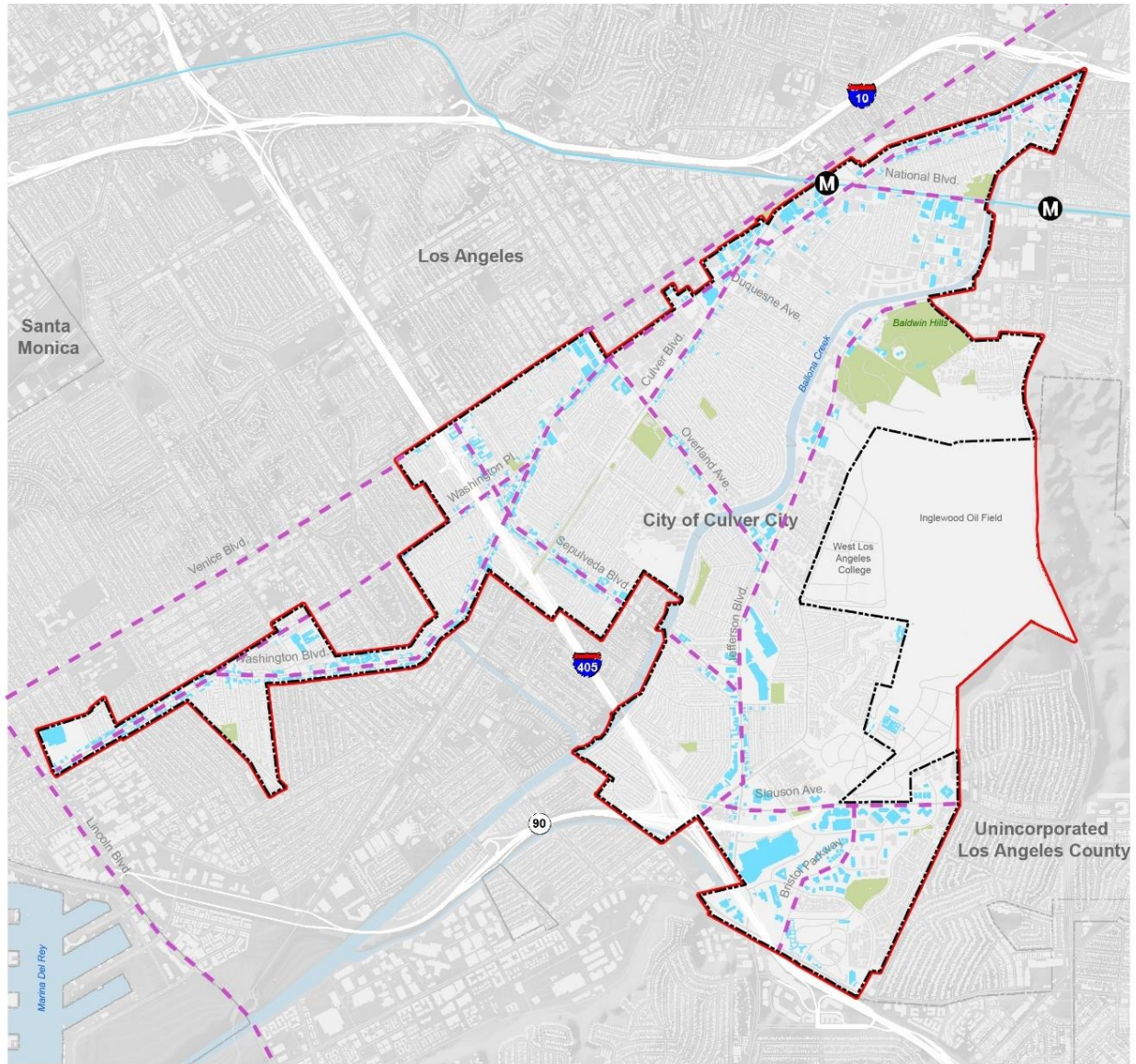






Figure 14: Commercial Corridors and Corridor-Fronting Commercial Buildings in Culver City





Jurisdictional Boundaries

-  City of Culver City City Limits
-  City of Culver City Sphere of Influence
-  Jurisdictional Boundaries

Transportation Features

-  Expo Line
-  Metro Station

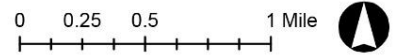
Other Features

-  Water
-  Parks and Open Spaces

Other Features

-  Commercial Buildings
-  Commercial Corridors

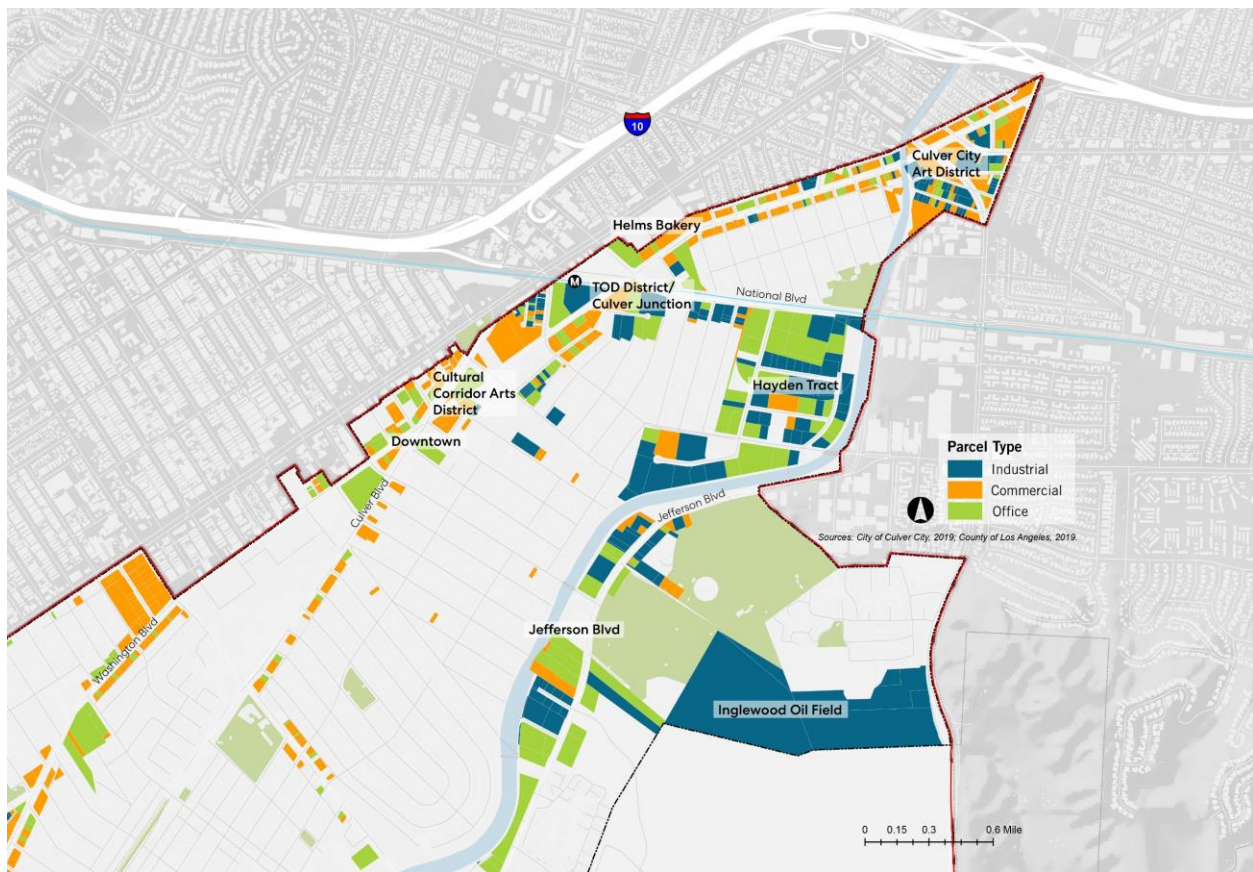
Sources: City of Culver City, 2019; County of Los Angeles, 2019.



WASHINGTON BOULEVARD COMMERCIAL CORRIDOR

In the northern area of Culver City, the Downtown, Rancho Higuera (including Culver Junction, the TOD District, and Hayden Tract), and McManus (including the official Culver City Arts District) neighborhoods, have a significant concentration of non-residential parcels and parcels that host mixed-use developments. Downtown hosts a mix of commercial and office uses. The northeast end of the unofficial Cultural Corridor Arts District begins Downtown and travels south around Culver Boulevard. Culver Junction is the core of the TOD District, with mixed-uses centered around crucial transit hubs like the Metro E Line Culver City Station. Hayden Tract, another unofficial Arts District, has a similar percentage of industrial and office uses (including many creative office uses like architecture and production and gaming studios, media, etc.) and has seen regular development over the past years. The Culver City Arts District hosts a blend of mainly commercial and industrial uses. Finally, the Helms Bakery Arts District, the City’s third unofficial Arts District, is made up of commercial uses. Figure 15 maps the extents of these areas.

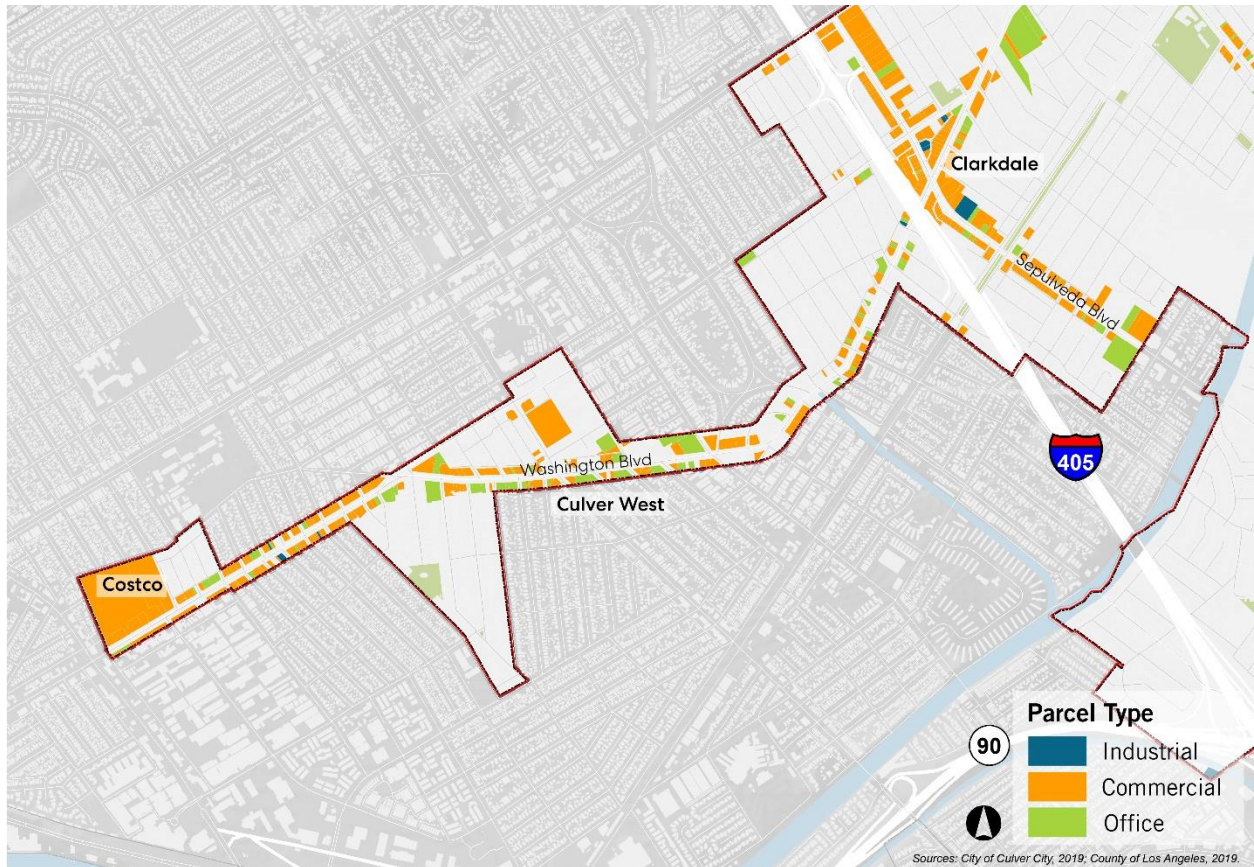
Figure 15: Washington Boulevard Commercial Corridor in Culver City



WEST WASHINGTON BOULEVARD COMMERCIAL CORRIDOR

Culver City extends along West Washington Boulevard through the Culver West and McLaughlin neighborhoods in the southwestern area of the city. Industrial uses are not present in this portion of the city. Instead, this corridor is lined mostly by office and commercial uses.⁸ West Washington Boulevard is a high traffic corridor that extends from downtown Los Angeles to Venice, terminating at the Venice Beach Pier, as shown below in Figure 16.

Figure 16: West Washington Boulevard Commercial Corridor in Culver City

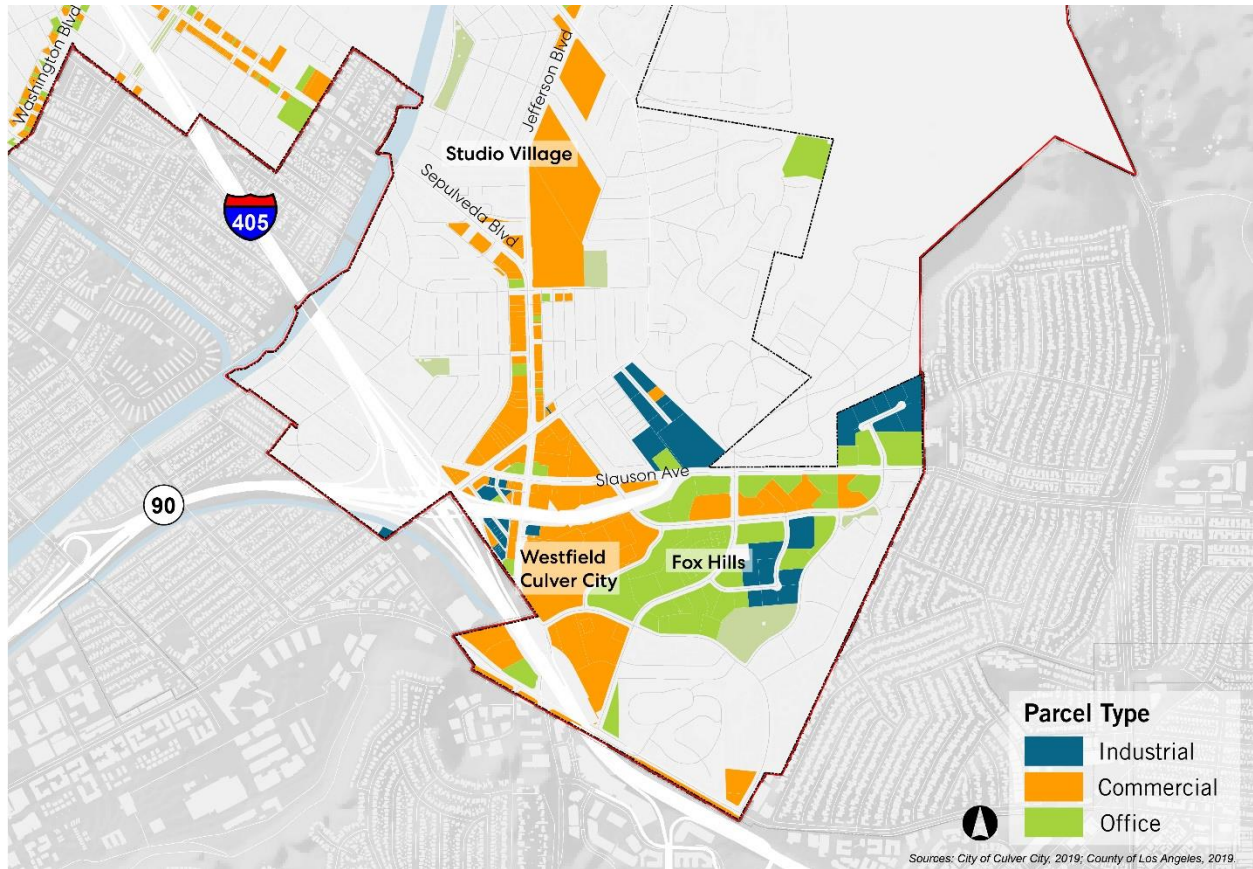


⁸ The portion of West Washington Boulevard that runs through the McLaughlin neighborhood also hosts a significant amount of multi-family residential uses.

JEFFERSON BOULEVARD COMMERCIAL CORRIDOR

The southeastern part of Culver City includes the community of Fox Hills. Sepulveda Boulevard and Slauson Avenue feed into Jefferson Boulevard and the parcels adjoining these streets are primarily commercial and office uses, as shown in Figure 17 below. The Westfield Culver City shopping mall attracts significant activity in this area. The Studio Village strip shopping center north on Jefferson Boulevard, which includes a Target and multiple grocery stores, is located on large, contiguous parcels.

Figure 17: Jefferson Boulevard Commercial Corridor in Culver City



SEPULVEDA BOULEVARD COMMERCIAL CORRIDOR

Sepulveda Boulevard runs adjacent along I-405 and then continues south and crosses under I-405 outside of Culver City. It is characterized by hotels, low and mid-density retail with adjoining surface parking lots. As shown in Figure 18, the intersection of Washington Boulevard and Sepulveda Boulevard has an active four corners of commercial frontage.

Figure 18: Sepulveda Boulevard Commercial Corridor in Culver City

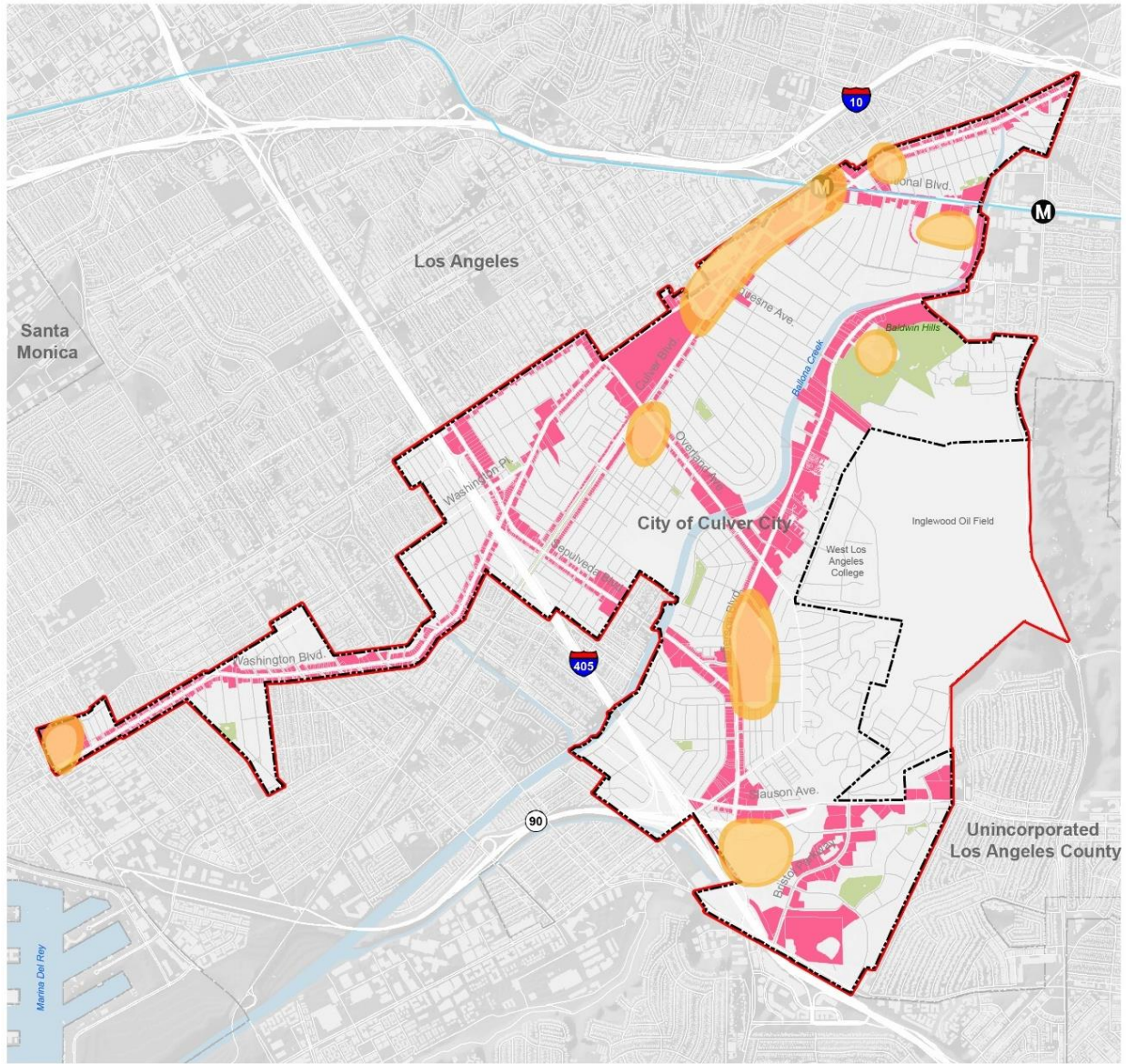


ACTIVITY CENTERS

Activity centers are places in a city where people and activities are clustered. A corner on Main Street or central shopping area that brings residents together constitutes a center of local activity. Figure 19 shows how centers 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 just 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 a civic, cultural, or commercial use. These areas help identify where further programming and area-specific plans should be implemented to help activate a street, making it more vibrant to attract people and activity.

Figure 19: Corridor-Fronting Parcels and Activity Centers in Culver City



Jurisdictional Boundaries

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

Parcels

- Corridor-Fronting Parcels
- Activity Centers

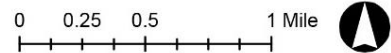
Sources: City of Culver City, 2019; County of Los Angeles, 2019.

Transportation Features

- Expo Line
- Metro Station

Other Features

- Water
- Parks and Open Spaces



NEIGHBORHOODS

NEIGHBORHOODS ARE EVOLVING

While Culver City's neighborhoods vary in size, typology, and the natural environment, they all play an important role in creating the intricate and connected fabric of the city. The neighborhood typologies matrix in Figure 20 highlights the most common development types found in the city. They have been grouped into residential and non-residential types. The matrix shows that each neighborhood is diverse, and no neighborhood is entirely homogeneous. Figure 3 in the "Planning Areas (Neighborhoods)" section previously showed the locations of the city's neighborhoods.

Analyzing the city's neighborhoods shows a very diverse urban fabric. While there is no apparent reason to change how the neighborhoods are geographically defined, neighborhood boundaries only loosely follow the development patterns of the city. Residential development has and will continue to blur the lines between adjoining neighborhoods. Providing and adapting opportunities for new residents and employees largely depends on the original layout of streets, blocks, and parcels. Throughout Culver City, opportunities for thoughtful infill development and redevelopment exist. They range from modest additions of individual housing units (e.g. accessory dwelling units) to the redevelopment of large aggregated sites.

RESIDENTIAL PORTIONS OF NEIGHBORHOODS

The residential portions of the city have varying development patterns. The Blair Hills, Studio Village, and McLaughlin neighborhoods largely consist of single-family homes. Throughout other neighborhoods, however, other development types are mixed. Often, there are significant areas of transition between adjoining neighborhoods with duplexes, triplexes, fourplexes, townhomes, and small apartments that challenge the assumption of a largely single-family community. Further challenging this notion, the Fox Hills and Jefferson neighborhoods host much denser multi-family residential development.

The neighborhood streets connect back to the boulevards and arterials. There is no unifying street grid. Instead, individual neighborhood street layouts respond to the adjacent arterial streets that are shaped by topography or other boundaries such as Ballona Creek. This organic approach to neighborhood layouts and the fact that the neighborhoods were built at different times and reflect changing values and city-building paradigms means each neighborhood has a unique character.

The scale of the city's neighborhoods is primarily determined by the scale of its parcels and buildings. Residential neighborhoods vary in building size and housing type but are largely 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. One distinction between older and newer neighborhoods is the relationship of building to parcel. In pre-World War II neighborhoods, small homes have large front and rear yards. These yards provide flexibility to add a bedroom or an additional unit to the property. In newer neighborhoods, homes fill out most of their parcels with tiny yards. These newer properties have minimal opportunities for incremental additions.

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 driveway aprons (the portion of the driveway

that connects to the street) 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.

Figure 20: Culver City Neighborhoods and Typologies/Descriptions⁹

	Residential					Non-Residential				
	Small building footprint with remaining lot space	Large building footprint with limited remaining lot space	Apartment	Townhouse/condominium	Mobile Home	Office/large studio buildings	Industrial Use	Significant parking associated with office/commercial building	Small scale corridor commercial	Small scale corridor commercial with parking
Bianco/Culver Crest	●	●	○	○		●		●	●	
Blair Hills	●	●	○				●			
Clarkdale	●	○	●					●	●	●
Culver West	●	○	●		○	●		●	●	○
Downtown						●			●	●
Fox Hills			●	●	○	●		●		
Jefferson			●	●		●	○	○		
Lucerne/Higuera	●	○	●			●	●	●	●	
McLaughlin	●	○	●			●				●
Park West	●	●		○		○			●	○
Studio Village	●	●	○							○
Sunkist Park	●	●		○				○	○	●
Washington Culver	○	●	●			●		●	●	

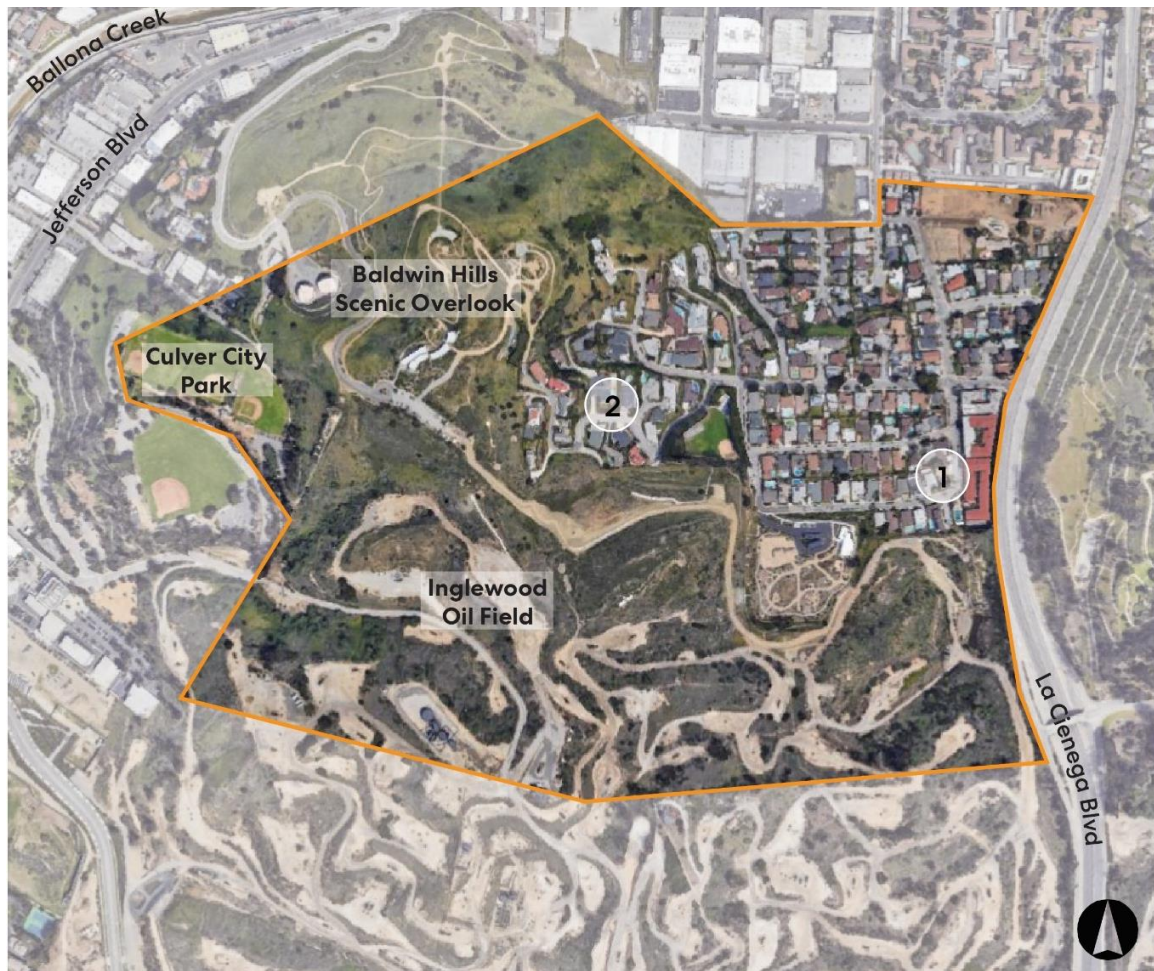
Key
 ○ Minorly Present
 ● Majorly Present

⁹ Minorly and majorly present are defined based on a cursory review and overall impressions of typologies in each neighborhood.

BLAIR HILLS NEIGHBORHOOD

Blair Hills is unique because much of its area is comprised of the Inglewood Oil Field, Baldwin Hills open space, and Culver City Park. In the northeast corner of the neighborhood, a cluster of single-family homes on small parcels is interspersed with several apartments (photo 1 in Figure 21). Street and block layout change dramatically from a regular grid layout to a curvilinear street network characteristic of hillside development (photo 2 in Figure 21). Blair Hills Park is in this neighborhood.

Figure 21: Culver City Neighborhoods: Blair Hills



BLANCO/CULVER CREST NEIGHBORHOOD

Blanco/Culver Crest is one of the larger neighborhoods in Culver City. It hosts a mix of commercial, civic, and residential uses. Single-family homes make up most of the residences (photo 3 in Figure 22), but several apartment complexes (photo 1 in Figure 22) and a senior living facility add a variety of housing choices. One of the city’s largest strip shopping centers is located on the western side of the neighborhood (photo 2 in Figure 22). The Holy Cross Catholic Cemetery separates Blanco/Culver Crest from Fox Hills to the south. Blanco Park is a neighborhood park that shares a site with El Rincon School.

Figure 22: Culver City Neighborhoods: Blanco/Culver Crest



CULVER WEST NEIGHBORHOOD

The Culver West neighborhood is unique in its linear arrangement along Washington Boulevard. Portions of it are only one parcel deep on either side of Washington Boulevard. Costco anchors the western end of the neighborhood (photo 1 in Figure 23). Although a commercial corridor, the area also includes some single-family homes (photo 2 in Figure 23), mobile homes, and apartments. Photo 3 in Figure 23 shows how extensively uses are mixed.

Figure 23: Culver City Neighborhoods: Culver West



CLARKDALE NEIGHBORHOOD

In the Clarkdale neighborhood, commercial uses, and hotels face Sepulveda Boulevard. A commercial node is located at the junction of Washington Boulevard and Washington Place (photo 1 in Figure 24). The remainder of the neighborhood is largely comprised of single-family homes and smaller apartment buildings (photo 2 in Figure 24). Tellefson Park and La Ballona Elementary School are important amenities to the residents. The I-405 freeway forms Clarkdale’s western border. As the only neighborhood that adjoins the Culver/West and McLaughlin neighborhoods, Clarkdale connects the city west of the I-405.

Figure 24: Culver City Neighborhoods: Clarkdale



DOWNTOWN NEIGHBORHOOD

Downtown is the only neighborhood in Culver City with all non-residential uses. There is a mix of retailers, restaurants, offices, and civic uses. While it is Culver City’s smallest neighborhood, it functions as the center for gathering, tourism, and commercial activity. Downtown’s pedestrian-oriented plaza was recently expanded with the Culver Steps development, which is located at the junction of Venice, Culver, and Washington Boulevards, all three major and wide arterial streets. Culver Steps is a four-story, mixed-use building that will serve as Amazon Studio’s office and include space for other retail and fitness business. Culver Steps Downtown is also home to three of the city’s landmark structures that are included in the National Register of Historic Places: Washington Building (9720-9730 Washington Blvd) (photo 2 in Figure 25), Citizen Building (9355 Culver Blvd), and the Culver Hotel (9400 Culver Blvd) (photo 1 in Figure 25). A significant portion of Downtown’s land area is made up of streets and parking.

Figure 25: Culver City Neighborhoods: Downtown



FOX HILLS NEIGHBORHOOD

Fox Hills is in the southern area of Culver City and is shaped by a series of huge blocks occupied by various development types: a regional mall, several office parks (photo 2 in Figure 26), and mobile home parks. Fox Hills also boasts the highest residential densities in the city with significant multi-family developments in several areas of the neighborhood (photo 1 in Figure 26). Fox Hills Park is a community gathering space in this neighborhood. With its exceptionally large block sizes and streets that are comparably wide to the rest of the city, Fox Hills can appear disconnected. The I-405 and SR-90 create physical separations to the remainder of the city to the north.

Figure 26: Culver City Neighborhoods: Fox Hills



LUCERNE HIGUERA NEIGHBORHOOD

The Lucerne-Higuera neighborhood is adjacent to the Downtown and McManus neighborhoods in the northeastern part of Culver City. It hosts a diverse mix of civic, office, commercial, studio, industrial, and residential uses. Hayden Tract, which abuts Ballona Creek, is a very active creative office district and features retrofitted industrial buildings (photo 1 in Figure 27). Two of the city’s main civic buildings, City Hall and Fire Station 1 are located here (photo 2 in Figure 27). It is the location of several significant recent developments, including Ivy Station, Culver Studios, and the Platform (photo 3 in Figure 27). Ivy Station and the Platform are both mixed-use buildings. The neighborhood’s Metro E Line (Expo) Culver City Station is in this neighborhood.

Figure 27: Culver City Neighborhoods: Lucerne-Higuera



MCLAUGHLIN NEIGHBORHOOD

The McLaughlin neighborhood is located west of the I-405 freeway and is predominately a residential neighborhood. Washington Place and Washington Boulevard divide McLaughlin into three separate but similar areas of residential blocks arranged in a largely regular street grid pattern. The northernmost part of this neighborhood shows how different lower-density residential building types mix (photo 2 in Figure 28). Photo 1 in Figure 28 shows a DMV property surrounded by residential.

Figure 28: Culver City Neighborhoods: McLaughlin



PARK WEST NEIGHBORHOOD

The Park West neighborhood is one of the larger neighborhoods in Culver City with a mix of civic, residential, and commercial uses. A small strip of commercial buildings with parking lots line Sepulveda Boulevard (photo 1 of Figure 29). Culver City High School and Middle School are in this neighborhood and abut Ballona Creek. Small, single-family homes characterize the residential portions of this neighborhood (photo 2 of Figure 29). Veterans Memorial Park is in this neighborhood, which is part of the Veterans Memorial Complex. Coombs Neighborhood park is also in this neighborhood. The sidewalks on these residential streets have large, shading street trees.

Figure 29: Culver City Neighborhoods: Park West



STUDIO VILLAGE NEIGHBORHOOD

The Studio Village neighborhood is located south of Ballona Creek. It is predominately a residential neighborhood. Most of the neighborhood’s collector streets lead to Lindberg Park. Local streets branch off the collector streets at an angle to create an unusual street pattern (photo 2 in Figure 30). Some apartments and retail uses are along Jefferson Boulevard. Toward the south, single-family homes follow a different development pattern. Homes that occupy very small sites line long streets with very few connections to the adjoining streets (photo 1 in Figure 30).

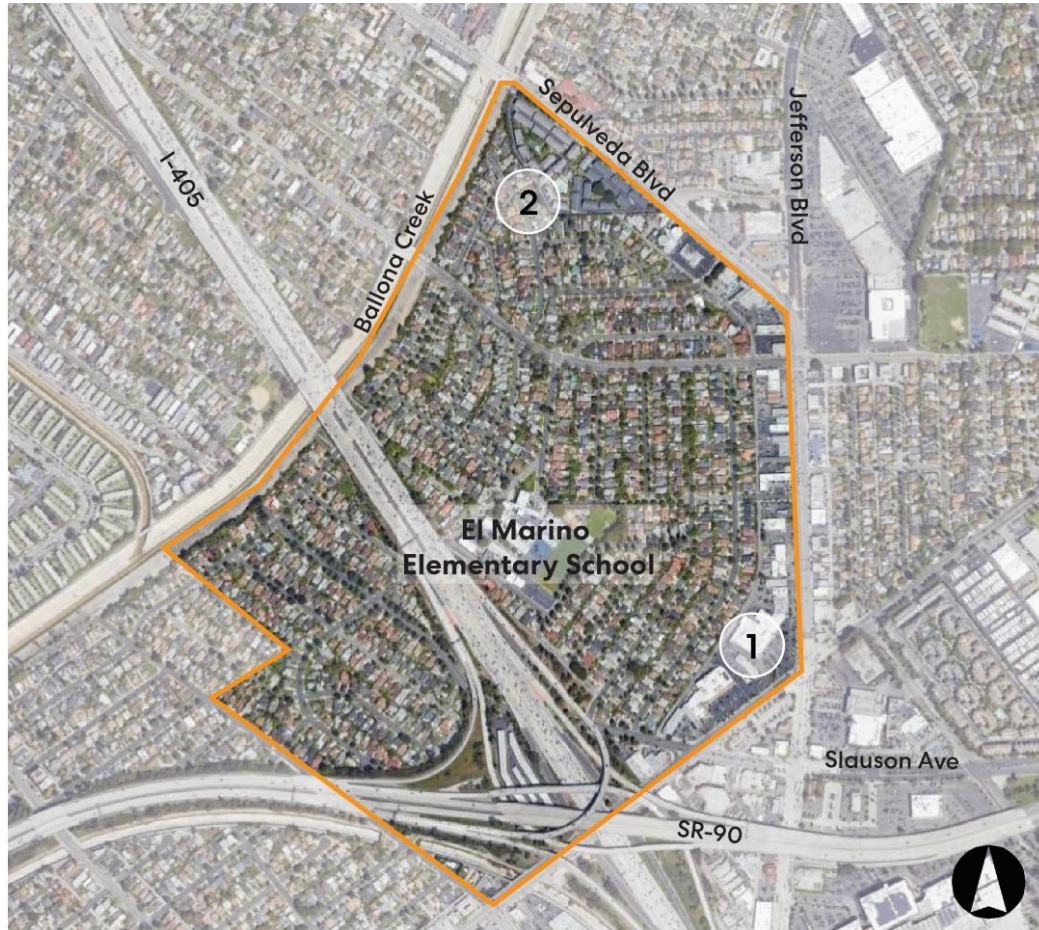
Figure 30: Culver City Neighborhoods: Studio Village



SUNKIST PARK NEIGHBORHOOD

Sunkist Park is the only Culver City neighborhood that straddles the I-405 freeway. Toward the south, the I-405 and SR-90 interchange between the freeways occupies a significant area of land. Along Sepulveda Boulevard, retail uses with surface parking line the street (photo 1 in Figure 31). A large apartment complex adjoins Sepulveda (photo 2 in Figure 31). Beyond the auto-oriented infrastructure lies a network of neighborhood streets lined with single-family homes. El Marino Elementary School and El Marino Park are situated near the neighborhood center.

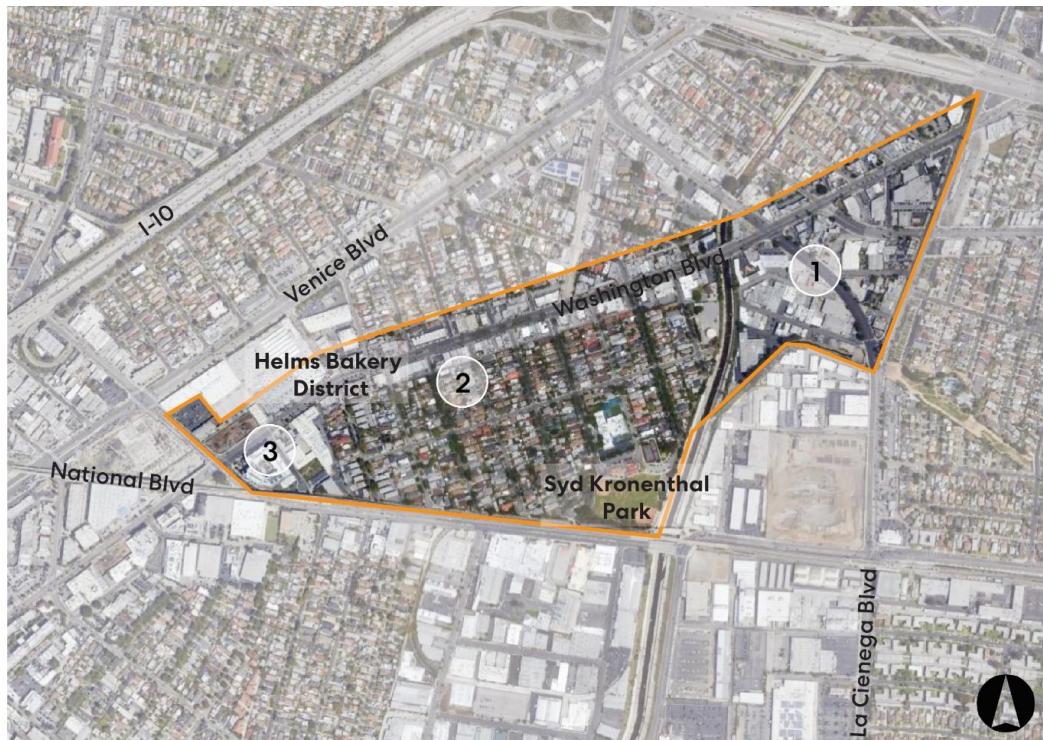
Figure 31: Culver City Neighborhood: Sunkist Park



MCMANUS NEIGHBORHOOD

The McManus neighborhood stretches from the I-10 freeway to Ivy Station. Washington Boulevard offers various small-scale commercial corridor uses. The Helms Bakery District is on the west side of the neighborhood, with commercial spaces mainly focused on design (photo 3 in Figure 32). It features Helms Walk, a pedestrian-only plaza. The residential neighborhood south of Washington Boulevard includes a mix of single and multi-family housing types (photo 2 in Figure 32). This neighborhood includes, and is adjacent to, several recent development projects. The mixed-use Access building and Apple’s new studio headquarters are located on the western boundary of the neighborhood in the TOD District, just east of Ivy Station and Platform which are located in the Lucerne Higuera neighborhood. Much of this neighborhood is considered Culver City’s Arts District, including Smiley-Blackwelder, named after its streets (photo 1 in Figure 32). The portion of the neighborhood east of Ballona Creek is mainly a mix of commercial and industrial uses. Syd Kronenthal Park is also located in this neighborhood, west of Ballona Creek and north of National Blvd.

Figure 32: Culver City Neighborhoods: McManus



WASHINGTON CULVER NEIGHBORHOOD

The Washington Culver neighborhood is a mix of commercial uses, Sony Studios, and various residential development types. Photo 1 in Figure 33 shows Sony Picture Studios, a collection of large, dense stages, warehouses, offices, and parking. A mix of retail and service businesses line Washington Boulevard. Photo 2 in Figure 33 shows a neighborhood comprised of large single-family homes organized around cul-de-sacs. Photo 3 in Figure 33 shows a different residential area, located across Washington Boulevard, that has a mix of residential building types ranging from single-family homes to small apartments with five or more units. The Senior Center is in this neighborhood.

Figure 33: Culver City Neighborhood: Washington Culver



JEFFERSON NEIGHBORHOOD

The Jefferson neighborhood follows the Jefferson Boulevard corridor north of Fox Hills and Studio Village (See Figure 34). It contains very few single-family homes and is prominently characterized by apartments and condominiums in planned communities. These developments are generally inward-looking (photo 2 in Figure 34). Creative office and industrial buildings adjoin Ballona Creek as shown in photo 1 in Figure 34. Culver City Park is located on the northern end of the neighborhood.

Figure 34: Culver City Neighborhoods: Jefferson



PARK EAST NEIGHBORHOOD

The Park East neighborhood, perhaps familiarly known as Carlson Park (Park East’s neighborhood park), includes a mixture of some of the oldest and newer homes in Culver City. Photo 1 in Figure 35 shows a dense apartment complex adjacent to a single-family home neighborhood organized in a horseshoe shape. In photo 2 (Figure 35), along Jasmine Avenue, newer single-family homes from the 1970s and 80s show front lawns, large street trees, and garages. This neighborhood borders Culver Boulevard and Ballona Creek. While most parcels are developed with single-family homes in the horseshoe shape area west of Jackson Avenue, the properties in the northern part of the neighborhood have a mix of mostly one to three-unit buildings, with higher density toward Culver Boulevard.

Figure 35: Culver City Neighborhoods: Park East



CURRENT LAND USE REGULATIONS

EXISTING GENERAL PLAN

The City's existing General Plan has been updated on a piecemeal basis from 1968 (the Recreation Element) through 2014 (the Housing Element). The City undertook the last major update to the General Plan in 1995 when it produced a General Plan Overview and updated the Land Use, Circulation, Noise, and Open Space Elements.¹⁰ The existing General Plan Land Use map is depicted in Figure 36.

The Land Use Element was adopted in 1996 and describes General Plan land use designations alongside a land use map, analyzes the city's urban design and visual character, discusses the city's history, and projects the city's development future over the 25-year planning horizon. As shown in Table 2 and Figure 36, land use designations comprising the most area in the city's Planning Area are Low Density Single Family (22.9%), Open Space (19.8%), and Low Density Two Family (7.3%). Policies, objectives, and implementation measures in the Land Use Element are structured around goals 1-6, as follows:

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



About 23% of Culver City is designated for Low Density Single Family uses, as shown in these images of single-family homes in Culver City.

¹⁰ The Land Use, Circulation, and Open Space elements were amended since they were adopted in 1996 as of 2004, some with multiple amendments between 1996 and 2004.

As the General Plan was updated nearly 25 years ago, many of the action items described in the Land Use Element have been implemented. The City updated the Zoning Ordinance to include new residential zones, developed the Urban Forest Master Plan, adopted streetscape design plans for key roadways, created a Cultural Affairs Commission, and developed residential design guidelines. For example, the City Council amended the zoning code's development guidelines for the Single-Family Residential zone in June 2020.

Actions that have not been implemented or that will need to be reconsidered during this GPU process include the following:

- Several policies in the Land Use Element pertain to producing various planning documents and studies that have never been produced, including Open Space Design Standards, a citywide Streetscape Master Plan, Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study, Hayden Tract Industrial Area Focused Special Study, Kinston Avenue Focused Special Study, Wade Street Focused Special Study, and Viewshed Guidelines.
- A few Land Use Element policies relate to producing citywide planning documents, including an urban design plan, a streetscape plan, residential design guidelines, and non-residential design guidelines. While the City has produced various planning documents covering smaller geographic subareas, including Gateway Neighborhood Design Guidelines, Gateway Adjacent Neighborhood Design Guidelines, R-1 Single-Family Residential Neighborhood Development Standards, and several streetscape plans for key corridors, these documents do not contain comprehensive guidance on a citywide basis.
- The Land Use Element establishes policies for the Culver City Redevelopment Agency, which has been dissolved as of 2012 per California Assembly Bill 26.



The existing General Plan establishes an action item to conduct a special study for the Hayden Tract. As of 2020, the City has not completed this action item.

Table 2: Culver City’s General Plan Land Uses

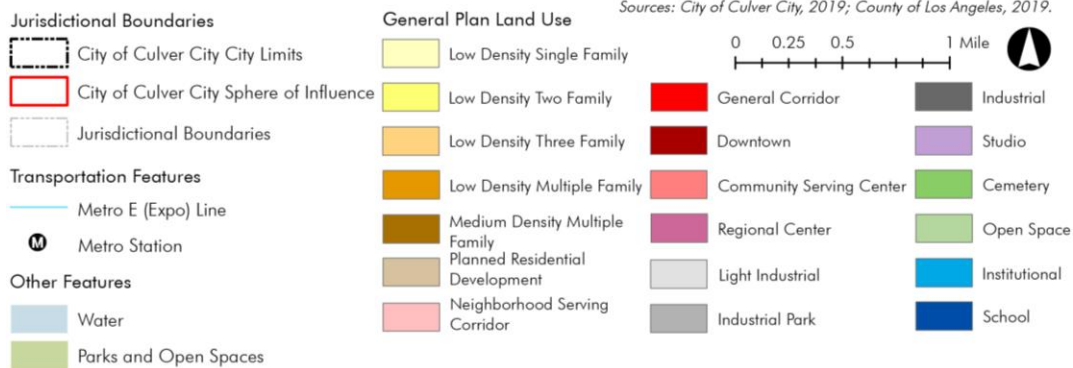
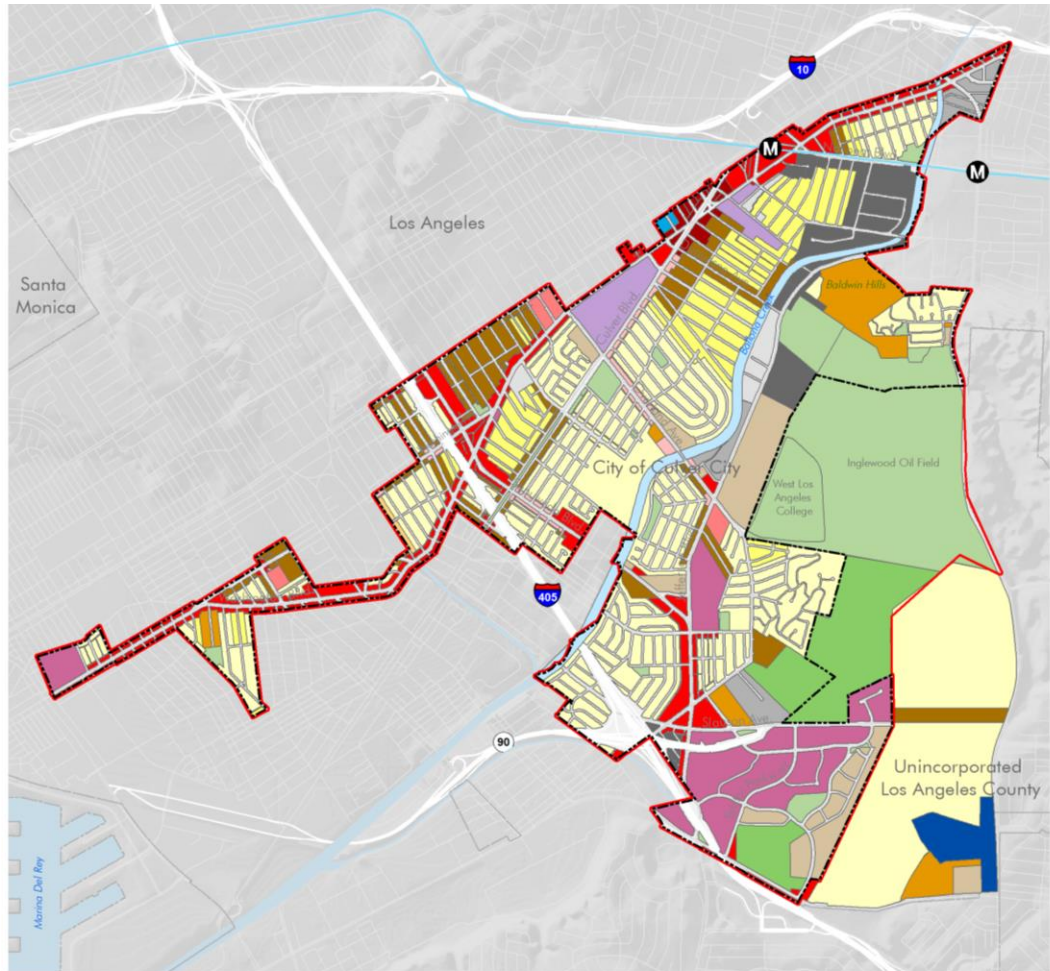
Designation	Development Type	Density/Intensity (dwelling units/acre)	Acres	Area % ¹
Residential			1,408.1	44.0
Low Density Single Family	Single family residential	8.7	733.6	22.9
Low Density Two Family	Duplex	17.4	233.3	7.3
Low Density Three Family	Triplex	29	4.3	0.1
Low Density Multiple Family	Apartments/condominiums	15	91.5	2.9
Medium Density Multiple Family		29	186.0	5.8
Planned Residential Development		43.5 to 82	159.5	5.0
Commercial			501.1	15.7
Neighborhood Serving Corridor	Small-scale retail, café, service, and residential uses	Not defined ²	23.2	0.7
General Corridor	Medium-scale commercial, automotive, hotel, restaurant, office, retail, and services		213.4	6.7
Downtown	Pedestrian-oriented/upscale retail		20.1	0.6
Community Serving Center	Medium office/retail centers with shared parking		21.8	0.7
Regional Center	Large office/shopping centers with shared parking		222.5	7.0
Industrial				226.6
Industrial	Industrial and commercial uses	Not defined ²	135.6	4.2
Industrial Park	Low parking demand, enclosed uses with shared parking		57.7	1.8
Light Industrial	Individual enclosed uses		33.4	1.0
Other			1,061.1	33.2
Open Space	Parks and recreational facilities	Not defined ²	633.0	19.8
Cemetery	Cemeteries		238.6	7.5
Studio	Office, storage, stage		113.2	3.5
Ballona Creek	Ballona Creek	N/A	72.8	2.3
Institutional	Civic center, schools, health centers	Not defined ²	3.5	0.1
Total³			3,196.9	100.0

Notes:

1. The area is calculated for land within the current Planning Area only.
2. Determined site by site based on adjacent uses and required setbacks.
3. Totals may not add due to rounding.

Sources: City of Culver City, 2019; Raimi + Associates, 2019.

Figure 36: Culver City's Existing General Plan Land Use Designation Map¹¹



¹¹ The SOI shown in the existing map extends into unincorporated Ladera Heights (southeastern area shown outside of red SOI boundary). Per the Local Agency Formation Commission for the County of Los Angeles (LAFCO), the SOI boundary was amended to remove that area since the General Plan was last updated in 1995 as shown in Figure 2, Planning Area.

EXISTING ZONING

Existing zoning designations are shown in Figure 37 and listed in Table 3, with a distribution of zones like the existing land use designations shown in Figure 36. The single largest zones within city limits are R1: Residential Single Family (comprising 25.5% of the Planning Area), R2: Residential Two Family (8.2%), and IG: General Commercial (8.0%), together accounting for almost 40% of the Planning Area. The City has three zoning overlay districts, including the Civic Center, East Washington, and Residential Zero Setback overlays. The purpose of these overlays is to harmoniously integrate proposed and existing Civic Center buildings with the surrounding building fabric, implement the East Washington Boulevard Revitalization program, and preserve and reinforce the residential city streetscape, respectively.

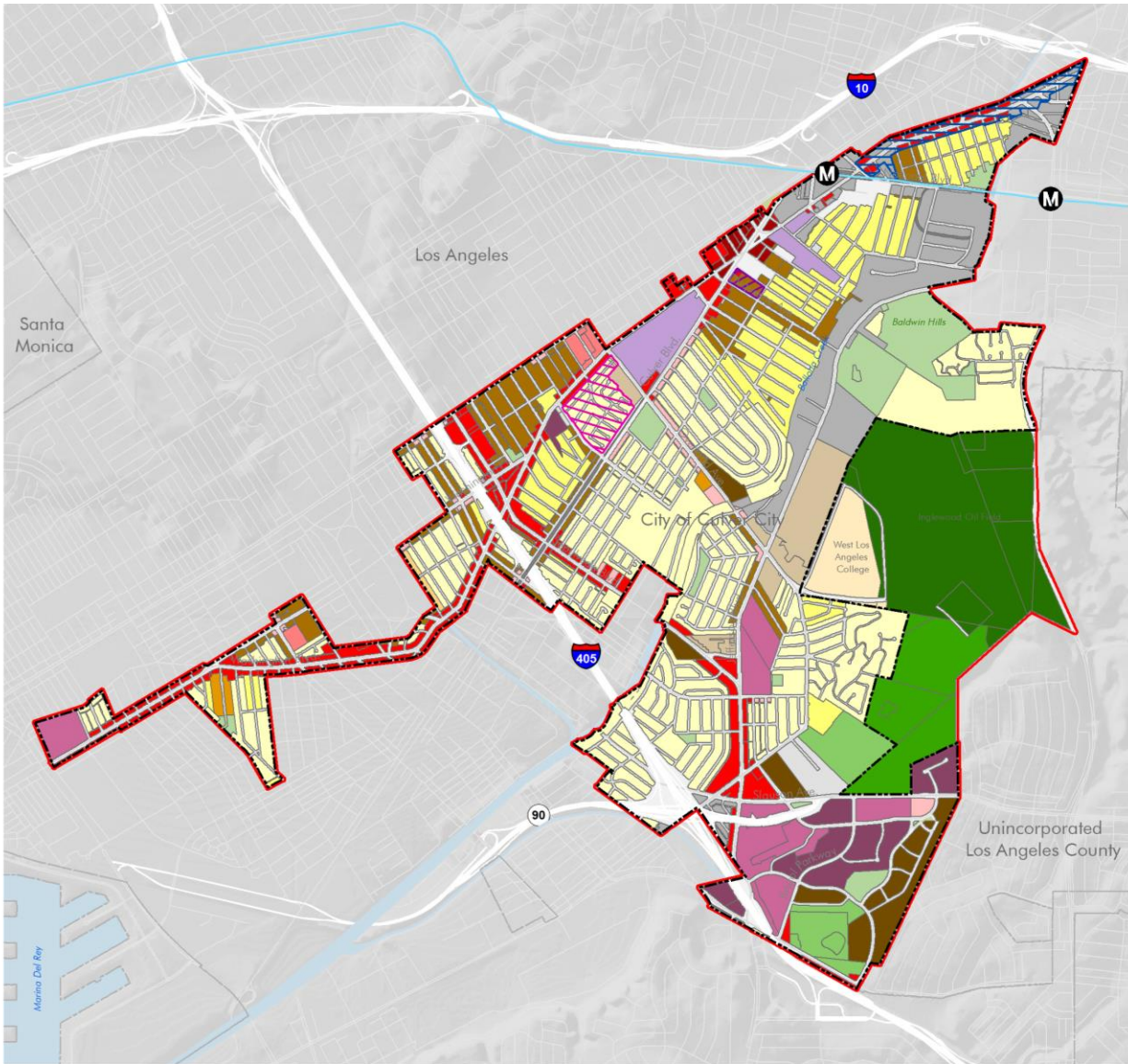
Most land in the unincorporated SOI, including the Inglewood Oil Field and the Holy Cross Cemetery and Mortuary, is zoned for agricultural use by Los Angeles County. Los Angeles County zoning regulations allow for oil wells and cemetery uses with conditional use and cemetery permits, respectively. West Los Angeles College is in the County's R-1 Single-Family Residence district. Los Angeles County zoning regulations do not allow college uses in the R-1 district, so the use is presumed to be legal nonconforming. Legal nonconforming uses are uses that were legal before the current Zoning Code was adopted and do not meet current standards.

Some parcels on the edges of the Planning Area straddle the city limits and are in both the cities of Los Angeles and Culver City. Parcel owners must follow the City of Culver City's zoning requirements for portions of their parcel falling under Culver City's jurisdiction and the City of Los Angeles's for portions falling under its jurisdiction. Most of these split parcels have similar designations in both jurisdictions, but some parcels have varying designations (such as R2 residential and CG commercial general), creating the potential for incompatible uses.

Table 3: Zoning Designations by Acre in Culver City SOI

Type	Acres ¹	Area % ²
City of Culver City (within city limits)	2,467.7	79.1
Residential	1,325.9	42.5
R1 Residential Single Family	792.6	25.5
R2 Residential Two Family	256.3	8.2
R3 Residential Three Family	4.3	0.1
RLD Residential Low-Density Multiple	10.7	0.3
RMD Residential Medium-Density Multiple	168.5	5.4
RHD Residential High-Density Multiple	93.5	3.0
Commercial	457.1	14.8
CN Commercial Neighborhood	28.0	0.9
CG Commercial General	177.4	5.7
CC Commercial Community	14.6	0.5
CD Commercial Downtown	14.2	0.5
CRR Commercial Regional Retail	124.5	4.0
CRB Commercial Regional Business Park	98.4	3.2
Industrial	276.0	8.8
IL Light Industrial	25.4	0.8
IG General Industrial	250.6	8.0
Other	408.7	13.0
PD Planned Development	91.6	2.9
S Studio	63.6	2.0
E Cemetery	85.5	2.7
T Transportation	14.9	0.5
OS Open Space	153.1	4.9
Overlays³	66.7	2.1
Civic Center	5.8	0.2
East Washington	29.3	0.9
Residential Zero Setback	31.6	1.0
Unincorporated Los Angeles County (within SOI)	645.9	20.7
A-1 Light Agricultural	186.7	6.0
A-2 Heavy Agricultural	393.0	12.6
R-1 Single-Family Residence	66.2	2.1
Total	3,113.6	100.0
<i>Notes:</i>		
1. Acreage total does not include roadway rights-of-way.		
2. Totals may not add due to rounding.		
3. Overlays not counted towards total city or Planning Area acreage.		
<i>Sources: City of Culver City, 2019; Raimi + Associates, 2019; Los Angeles County, 2019.</i>		

Figure 37: Culver City's Existing Zoning Map



Jurisdictional Boundaries

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

Transportation Features

- Metro E (Expo) Line
- Metro Station

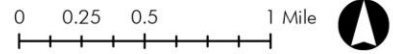
Los Angeles County Zoning

- A-1
- A-2
- R-1

City of Culver City Zoning

- | | | | | |
|----------------------------------|-----|----|-----|---|
| Civic Center Overlay | CG | IG | R2 | S |
| East Washington Overlay | CN | IL | R3 | T |
| Residential Zero Setback Overlay | CRB | OS | RHD | |
| CC | CRR | PD | RLD | |
| CD | E | R1 | RMD | |

Sources: City of Culver City, 2019; County of Los Angeles, 2019.



EXISTING PLANNING AND POLICY DOCUMENTS

The following documents are recent planning and policy documents that shape Culver City's urban form. This list includes only recent documents that may inform the GPU.

Design for Development for Exposition Light Rail Transit and Station Area (2005)

- **What it is:** Plan to provide guidelines for the development of the area around Metro E Line (Expo) Culver City Station.
- **What it does:** Encourages development concepts that promote mobility and connectivity while protecting existing neighborhoods and residents from adverse impacts.
- **Geographic range:** The planning extent is roughly Exposition Boulevard/National Boulevard corridor between Venice Boulevard and Ballona Creek.

Design for Development for Jefferson Boulevard Industrial Area (2006)

- **What it is:** Plan to provide guidelines for the development of the area around the Jefferson Boulevard industrial area.
- **What it does:** Provides guidelines and controls that encourage successful redevelopment of commercial and industrial sites in the area while limiting impacts adjacent to residential neighborhoods.
- **Geographic range:** Extent is the Jefferson Boulevard area, roughly from the Culver City Stairs to Raintree Circle.

Multi-Family Neighborhood Residential Design Guidelines Gateway Neighborhood (2010)

- **What it is:** Design guidelines that encourage the compatibility of new residential projects with existing features of the Gateway neighborhood.
- **What it does:** A public realm approach that fills a gap between zoning code standards and the "character of the streetscape that is seen at the block or neighborhood level."
- **Geographic range:** The planning extent is roughly the north side of Duquesne to the south side of Madison, from Ballona Creek to near Culver Boulevard.

Multi-Family Neighborhood Residential Design Guidelines Gateway Adjacent Neighborhood (2011)

- **What it is:** Design guidelines that encourage the compatibility of new residential projects with existing features of the Gateway Adjacent neighborhood.
- **What it does:** A public realm approach that fills a gap between zoning code standards and the "character of the streetscape that is seen at the block or neighborhood level."
- **Geographic range:** The planning extent is roughly from the north side of La Salle Avenue to the south side of Jasmine Avenue, from Ballona Creek to near Culver Boulevard.

Residential Parkway Guidelines (2016)

- **What it is:** Supports the creation and maintenance of parkways (public right of way between curb and sidewalk) in residential districts.
- **What it does:** Intended to inform residents about planting and other responsibilities (the City is only responsible for trees).
- **Geographic Range:** Standards apply to all changes made to residential parkways in the city.

GROWTH PROJECTIONS AND OPPORTUNITY SITES

GROWTH PROJECTIONS

Residential growth in Culver City has been modest over the past 30 years. The 1996 Land Use Element projected that by 2010, Culver City’s population would increase slightly from about 38,800 residents (in 1991) to about 41,300 residents in 2010, a growth rate of about 6%. Under the existing General Plan’s land use policies, which preserved a mostly low-density pattern of development, the population had grown to 40,200 residents in 2019, a growth rate of about 3%. The Southern California Association of Governments (SCAG) projects a population of about 41,600 residents in 2045, for a growth rate of about 3% from 2019 to 2045 (see Table 4).

Job growth has outpaced residential growth in the past 30 years. The 1996 Land Use Element projected job growth of about 12% from 1991 to 2010, with jobs expected to increase from 44,700 to about 56,700. In 2017, Culver City had 60,000 jobs, an increase of about 34% from 1991. SCAG projects a total of 64,100 jobs in Culver City in 2045, an increase of 6% between 2017 and 2045.

The steady pace of job growth and the relatively slow pace of residential growth since 1991 has impacted the land use and urban form of the city. 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 multi-family (5+ unit) developments.¹² With limited residential growth occurring in single-family residential neighborhoods, the urban design character (general walkability, building scale, height, etc.) of these neighborhoods has remained generally consistent since 2013, and even since 1991. However, some commercial areas, including the Hayden Tract, Downtown, TOD District, and to a lesser extent, the Fox Hills area, have experienced a considerable amount of change since 1991. Changes include greater daytime activity, more non-residential buildings, and the growth of employment-supporting land uses in nearby areas.

Table 4: City of Culver City Population, Household, and Job Growth Projections

	1991	2017 or 2019	2045
Population	38,800 ¹	40,200 (year 2019) ²	41,600 ³
Households	Not available	16,900 (year 2017) ²	18,000 ³
Jobs	44,700 ¹	60,000 (year 2017) ²	64,100 ³

Sources: 1. City of Culver City, General Plan Land Use Element, 1996. 2.HR&A, Socio-Economic Profile & Market Analysis Existing Conditions Report, 2019. 3. SCAG, Proposed Final Regional Transportation Plan/Sustainable Communities Strategy, 2020.

¹² California Department of Finance. E-5. January 2013, January 2019.

REGIONAL HOUSING NEED ALLOCATION (RHNA)

State housing law mandates the Regional Housing Need Allocation (RHNA) as part of the periodic process of updating local jurisdictions' General Plan Housing Elements. The RHNA calculates how much housing each jurisdiction needs during specified eight-year planning cycles to adequately meet everyone in the community's housing needs.¹³

Per the 2013 – 2021 RHNA, the City is required to ensure its land is zoned to accommodate 185 housing units at varying levels of affordability (very low, low, moderate, and above moderate) by 2021 (see Table 5). Very low income housing is considered affordable to those who earn 0 - 50% of the area median income (AMI).¹⁴ Low income housing is affordable to households that earn 51 - 80% of the AMI, moderate income housing is affordable to those who earn 81 - 120% of AMI, and above moderate housing is affordable to households that earn more than 120% of the AMI.

As of 2019, the City has permitted about 49% of its total RHNA-required units. However, about 85% of permitted units have been at the above moderate-income level, and the City has only met about 12.5% of its very low income, 12.9% of its low income, and 13.8% of its moderate-income housing requirements. As described in the “Development Projects” section, there are 424 housing units under construction, under review, or entitled in the city. Even if all 424 units are built by 2023, the City may not meet the 185-unit goal if the city continues its trend of building housing in the above moderate-income category. SCAG is finalizing RHNA allocations for the 2021-2029 cycle. Based on SCAG's final RHNA allocation plan, the City will have to zone enough land to permit 3,332 units, as shown in Table 6.¹⁵

¹³ Southern California Association of Governments. *What is RHNA?* 2020. Retrieved from <http://www.scag.ca.gov/programs/Pages/Housing.aspx>

¹⁴ The Department of Housing and Urban Development (HUD) calculates AMI, or the average of all incomes for a given area and sets the corresponding affordable limits for households.

¹⁵ Southern California Association of Governments. *SCAG 6th Cycle RHNA – Draft Allocation Methodology*. October 2019. Retrieved from: <http://www.scag.ca.gov/programs/Pages/Housing.aspx>

Table 5: Culver City’s 2013-2021 Regional Housing Need Allocation

Income Category ¹	RHNA Allocation	% of RHNA Total	Total # of Units the City of Culver City Has Permitted	% of RHNA Allocation Met
Very Low (0 – 50% of AMI) ²	48	26.0	6	12.5
Low (51 – 80% of AMI)	29	15.7	4	13.8
Moderate (81 – 120% of AMI)	31	16.8	4	12.9
Above Moderate (more than 120% of AMI)	77	41.5	354	460
Total	185	100.0	91 ³	49.2 ³

Notes:

- Income levels are based on area median income (AMI) in Culver City in 2010, \$67,736.
- The City divides the Very Low category into Extremely Low (0 – 30% of AMI) and Very Low (31 – 50%). The City targets 24 units in the Extremely Low category and 24 units in the Very Low category.
- For the above moderate-income category, the units permitted and % of allocation met totals only count the allocated 77 units.

Sources: California Department of Housing and Community Annual Progress Report Permit Summary Table, 2019; City of Culver City, Housing Element, 2014; Raimi + Associates, 2019

Table 6: Culver City’s 2021-2029 Regional Housing Need Allocation

Income Category	RHNA Allocation (Housing Units)	% of Culver City’s RHNA Total
Very Low (0 – 50% of AMI)	1,105	33.2
Low (51 – 80% of AMI)	603	18.1
Moderate (81 – 120% of AMI)	559	16.8
Above Moderate (more than 120% of AMI)	1,066	32.0
Total	3,333	100

Sources: SCAG, 6th Cycle Draft RHNA Allocation Based on Final RHNA Methodology & Final Connect SoCal, September 3, 2020. Retrieved from: <http://www.scag.ca.gov/programs/Documents/RHNA/RHNA-Draft-Allocations-090320-Updated.pdf>

DEVELOPMENT PROJECTS

As of December 2019, the city has about 1,550 housing units, 480 hotel rooms, about 190,000 square feet of retail, and about 1.5 million square feet of office in the development pipeline (see Table 7). As shown in Figure 38, many low density (fewer than about 12 units) residential projects are infill developments in existing residential neighborhoods. Higher density residential developments are developing along major roadways, Downtown, and in the TOD District near the Metro station. Examples of significant multi-family projects include Ivy Station (200 units), Jefferson Park (259 units), a senior housing development on Washington Boulevard (116 units), and 12717 Washington Boulevard (116 units). These projects are in the Lucerne Higuera, Studio Village, Clarkdale, and Culver West neighborhoods, respectively.

The most significant commercial developments are the Entrada office tower, Culver Crossroads, Culver Studios, and Ivy Station. Entrada, a 280,000 square foot office tower, is the most significant non-residential project in the Fox Hills area. Culver Studios will house Amazon Studios and consist of six new buildings containing studios and offices in the Downtown. Ivy Station will comprise of retail, restaurants, apartments, a hotel, and offices, including offices for HBO.

If all projects listed in Table 7 are constructed, the City could reasonably create about 6,500 jobs and 1,000 housing units. This means that current development projects may result in a jobs to housing ratio of about six, or about six times as many jobs as housing units.¹⁶

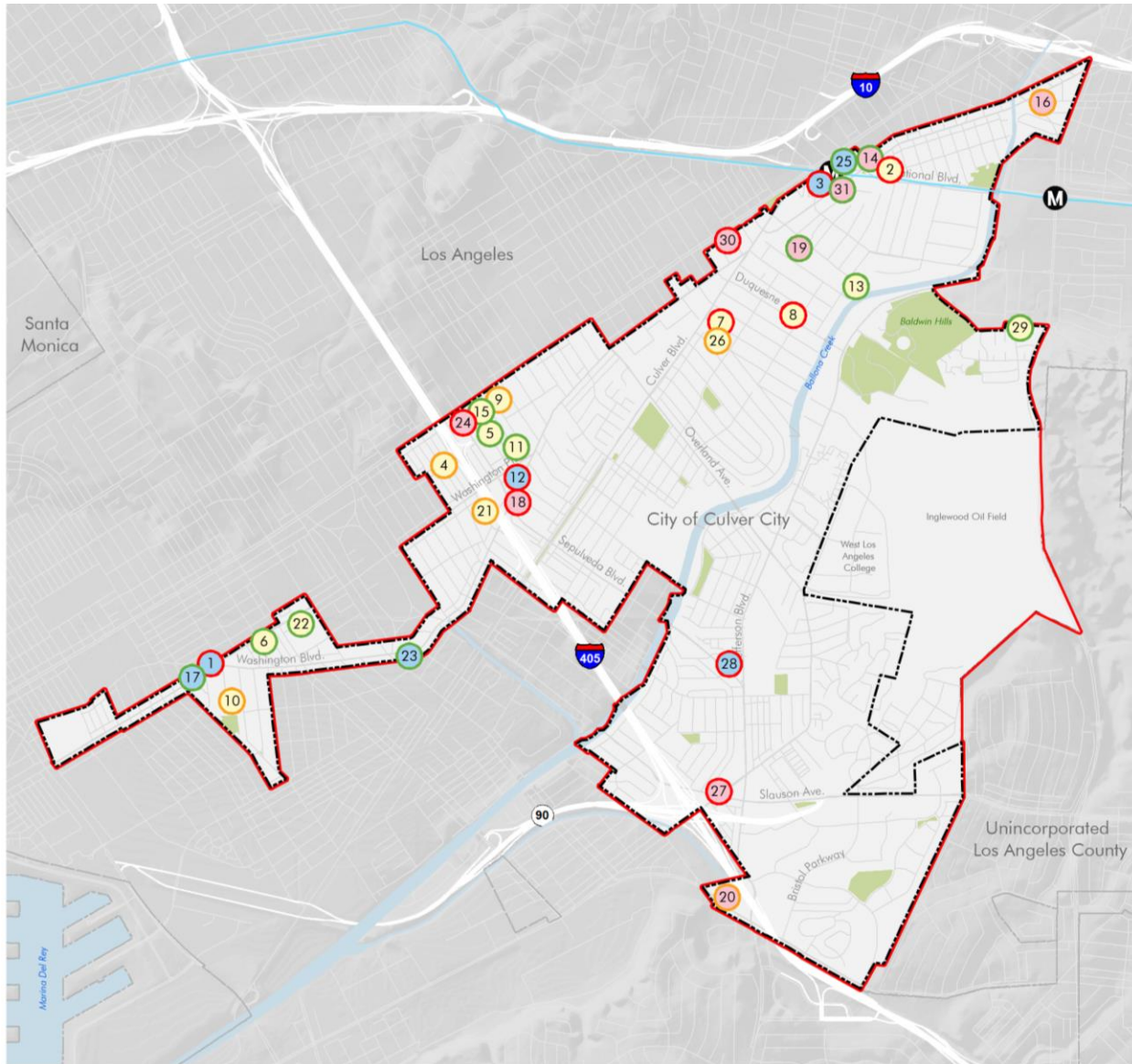
¹⁶ Calculated based on gross square feet/employee assumptions: a general office employs one person per 250 square feet and that general retail employs one person per 550 square feet. Source: US Green Building Council. *Appendix 2. Default Occupancy Counts*. 2019. Retrieved from: <https://www.usgbc.org/credits/new-construction-existing-buildings-commercial-interiors-core-and-shell-schools-new-constr-3>

Table 7: Development Projects in Culver City as of December 2019

#	Name/Address	# Housing Units	# Hotel Rooms	Retail SF	Office SF	Status
1	12717 Washington Blvd.	116	0	20,000	0	Proposed
2	3434 Wesley Street	15	0	0	0	Proposed
3	3725 Robertson Blvd.	12	0	4,000	5,500	Proposed
4	3906 Sawtelle Blvd.	1	0	0	0	Under review
5	3-unit condos, 3873 Bentley Ave.	3	0	0	0	Under construction
6	3-unit condos, 12464 Washington Pl.	3	0	0	0	Under construction
7	4034 LaSalle Avenue	4	0	0	0	Proposed
8	4180 Duquesne Ave.	4	0	0	0	Proposed
9	4-unit condos, 3832 Bentley Ave.	4	0	0	0	Under review
10	4-unit townhomes, 4118 Wade St	4	0	0	0	Under review
11	5-unit condos, 3961 Tilden Ave.	5	0	0	0	Under construction
12	Senior Housing on Washington Blvd.	116	0	5,000	0	Proposed
13	6-unit housing development, 4227 Ince Blvd.	6	0	0	0	Approved
14	8777 Washington Blvd.	0	0	0	128,000	Under construction
15	Arora condominiums	3	0	0	0	Under construction
16	Auto repair facility with office	0	0	0	2,000	Under review
17	Baldwin site mixed use	37	0	7,206	0	Under construction
18	Culver Crossroads	0	0	30,000	300,000	Proposed
19	Culver Studios	0	0	0	345,007	Approved
20	Entrada office tower	0	0	0	281,194	Under review
21	Globe housing	10	0	0	0	Under review
22	Grandview apartments	36	0	0	0	Under construction
23	Haven Apartments	97	0	15,000	0	Under construction
24	Hotel	0	156	0	0	Proposed
25	Ivy Station/National Blvd. TOD	200	148	57,742	196,333	Under construction
26	Jackson Condos	9	0	0	0	Under review
27	Jeff Hotel	0	175	0	0	Proposed
28	Jefferson Park	259	0	51,400	80,000	Proposed
29	Lenawee-Culver Place	103	0	0	0	Under construction
30	Lincoln	0	0	0	125,000	Proposed
31	Platform II	0	0	0	66,000	Under construction
	Total	1,047	479	190,948	1,529,034	

Note: Culver Studios square footage includes film studios.
Source: City of Culver City, 2019.

Figure 38: Development Projects in Culver City as of December 2019



Source: City of Culver City, 2019.

Jurisdictional Boundaries

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

Transportation Features

- Metro E (Expo) Line
- Metro Station

Development Projects

- Non-Residential
- Residential
- Mixed Use
- Proposed
- Under Review
- Approved/Under Construction

