

General Plan 2045

Culver CITY



**City of Culver City, California
Final General Plan**



GENERAL PLAN

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USER GUIDE

The User Guide explains the purpose of this General Plan, legal requirements, its jurisdiction, and how to use this Plan.

GENERAL PLAN OVERVIEW

A general plan documents a city’s long-range vision and establishes clear goals, policies, and actions to help the community navigate its evolution. The City of Culver City must update its General Plan periodically to respond to changing needs and conditions, to integrate recent planning efforts, and to reflect new local, regional, and State laws.

Statutory Requirements

California Government Code requires that each local jurisdiction “adopt a comprehensive, long-term general plan for the physical development of the county or city.” This document must contain an “integrated, internally consistent and compatible statement of policies” which appropriately responds to local conditions and circumstances (§65300, 65300.5, 65300.7). State laws require that general plans include the following eight topics: land use, circulation, housing, conservation, open space, noise, safety, and environmental justice. However, jurisdictions can choose to address any other subjects that they determine are important to the local context (§65302, 65303).

This General Plan meets the legal requirements of California Government Code and introduces additional Elements that the City has deemed appropriate: Governance and Leadership; Arts, Culture, and Creative Economy; Economic Development; Parks, Recreation, and Public Facilities; Infrastructure; and Greenhouse Gas Reduction.

Planning Area

This General Plan, titled Picture Culver City 2045, covers land within the City of Culver City’s Sphere of Influence (SOI), or the “probable physical boundaries and service area” of the city. The SOI includes land within City limits and unincorporated portions of Los Angeles County to the west of La Cienega Boulevard (Figure 1). Collectively, this area is referred to throughout the General Plan as the “Planning Area.” The Planning Area covers about 3,910 acres, of which about 3,280 acres (84 percent) are within City limits, and about 630 acres (16 percent) are in unincorporated Los Angeles County.



Ballona Creek trail



Aerial view of Culver City from Baldwin Hills

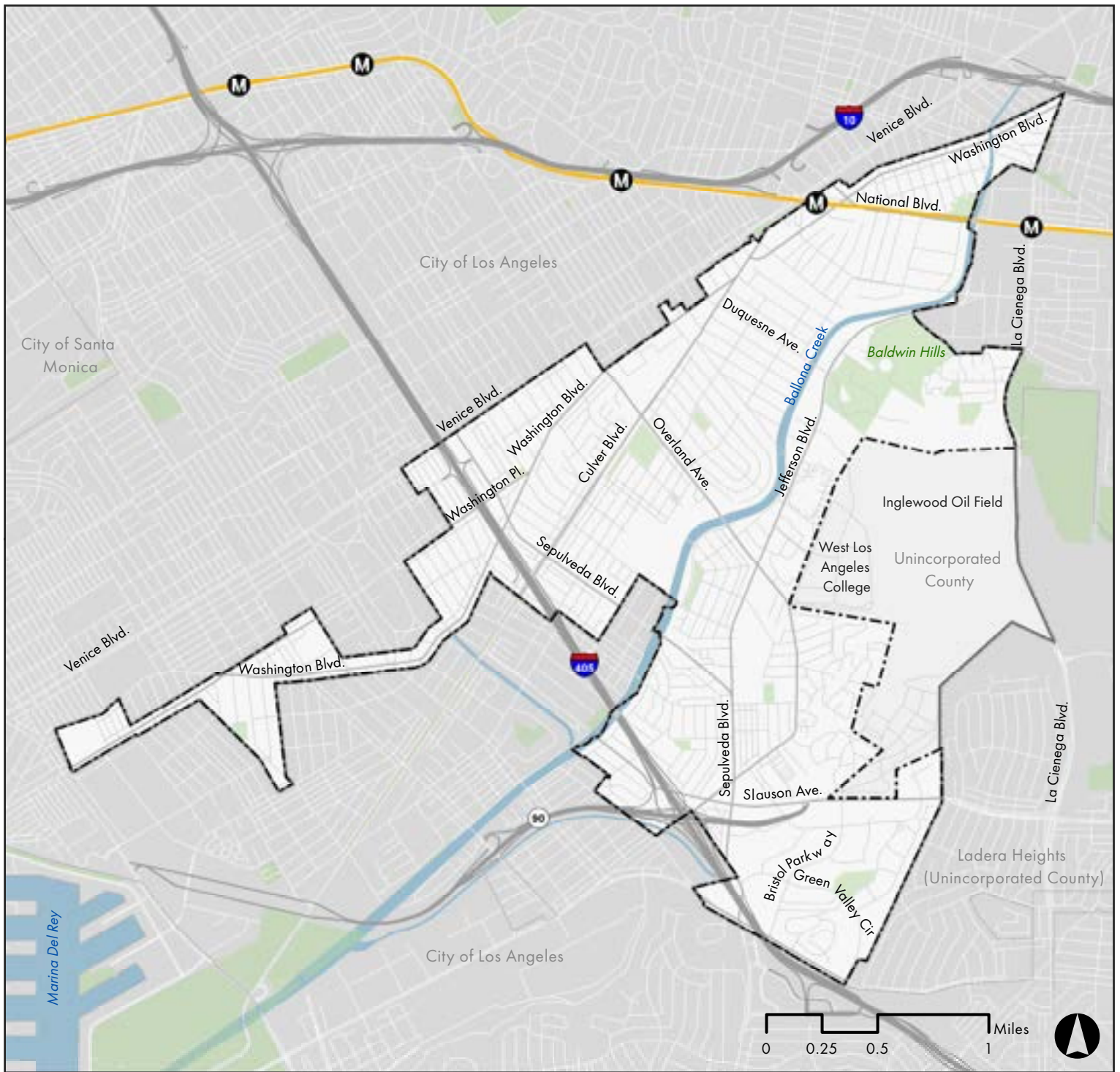










FIGURE 1

Planning Area

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

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

PLAN ORGANIZATION

Culver City's General Plan Elements are grouped into four overarching sections which focus on different ways people interact with each other and their city. Each section contains State-required Elements and additional optional Elements.



Culver City Music Festival

Picture Our People

This section focuses on the well-being, safety, and civic empowerment of the people of Culver City.

ELEMENT 1: COMMUNITY HEALTH AND ENVIRONMENTAL JUSTICE

This Element identifies disadvantaged communities in the city and addresses the unique and compounded health risks in these communities.

ELEMENT 2: GOVERNANCE AND LEADERSHIP

This Element addresses how the City of Culver City can increase transparency, broaden engagement and digital services with the community, center equity in local decision-making, and serve as a proactive regional leader.

ELEMENT 3: ARTS, CULTURE, AND THE CREATIVE ECONOMY

This Element addresses how the City can focus its investments in and partnerships with the arts, culture, and the creative economy and innovate in civic issues.



Downtown Culver City

Picture Our Community

This section focuses on structural Elements that broadly impact the quality of life for people in Culver City.

ELEMENT 4: LAND USE AND COMMUNITY DESIGN

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

ELEMENT 5: PARKS, RECREATION, AND PUBLIC FACILITIES

This Element addresses preserving, expanding, and improving parks and open spaces, encouraging healthy and active lifestyles, and maintaining and upgrading public facilities.

ELEMENT 6: ECONOMIC DEVELOPMENT

This Element addresses sustainable economic growth, community benefits from development, a balanced housing supply, and equitable opportunity for wealth creation.

ELEMENT 7: INFRASTRUCTURE

This Element addresses the equitable distribution and resiliency of water and energy infrastructure, including potable water, wastewater, and stormwater, electricity, and natural gas.



Culver City Transit

Picture How We Move

This section focuses on the movements of people, goods, and services throughout the community.

ELEMENT 8: MOBILITY

This Element establishes a zero-emission transit system that better supports safe active transportation such as cycling, walking, and other forms of modes of travel utilizing emerging technology.



Former oil field

Picture Our Environment

This section focuses on the city's natural environment and on addressing the multidimensional hazards of climate change.

ELEMENT 9: GREENHOUSE GAS REDUCTION

This Element addresses sustainability and the environmental, social equity, and economic impacts from climate change.

ELEMENT 11: SAFETY

This Element evaluates and mitigates the risk of climate change and natural hazards such as seismic and geologic activity, wildfires, and flooding.

ELEMENT 10: CONSERVATION

This Element addresses the stewardship and conservation of cultural and natural resources.

ELEMENT 12: NOISE

This Element identifies and evaluates noise in the community from sources like highways, arterial streets, rail operations, aviation, and industrial plants.

Implementation

This chapter includes all actions needed to implement the goals and policies of this General Plan.

Other Resources

This section includes resources to help readers better understand General Plan context and terminology.

- **Appendices** – includes additional technical information for the Arts, Culture, and Creative Economy Element, the Mobility Element, and the Safety Element.
- **Glossary** – defines key terms used in the General Plan.
- **Housing Element (under Separate Cover)** – addresses the preservation of existing housing and provision of new housing, including affordable housing.

HOW TO USE THIS GENERAL PLAN

Each Element of the General Plan contains goals, policies, and implementation actions that provide the City a clear direction for implementing the community's vision.

Goals

Broad expressions of community values that describe where Culver City wants to be by 2045.

Example: GOAL AC-1

Affordable working and living spaces.

Affordable work and living spaces to meet the diverse needs of Culver City's creative sector including commercial, nonprofit and individual.

Policies

Specific statements that support the achievement of goals by mandating, encouraging, or permitting certain actions; many of the policies in this General Plan are supported by complementary policies across different Elements.

Example: AC-2.1: Convening and activating creatives.

Convene and activate Culver City's creatives to address community and civic needs through creative sector involvement.

POLICY FRAMEWORK

Key: Goal attributes.

- Equity & Inclusion
- Sustainability
- Innovation & Creativity
- Compassion & Community

GOAL AC-1
Affordable working and living spaces. Affordable work and living spaces to meet the diverse needs of Culver City's creative sector, including commercial, nonprofit and individual.

AC-1.1: Creative sector space needs. Research, analyze, and identify the creative sector's space needs and solutions throughout the city. Such needs include affordable work, studio, exhibition, sales, rehearsal, performance, and living space for all income levels.

AC-1.2: Public/private partnerships for facility and space needs. Foster public/private partnership opportunities to meet identified facility and space needs, including through Community Benefit Agreements and Art in Public Places Program requirements with developers.

AC-1.3: Artist and creative spaces in affordable housing policy. Incorporate affordable live/workspaces for artists and creatives in the City's Community Benefit Incentive Program.

AC-1.4: Arts and cultural events. Support and permit small, inexpensive, or free informal events in partnership with arts and cultural organizations in public and private spaces.

AC-1.5: Gentrification's impacts on affordable space. Acknowledge and address the challenges of gentrification in efforts to meet affordable space needs.

GOAL AC-2
Connected creatives. Culver City's creatives are well-connected and are actively contributing to the community's civic welfare and economic prosperity.

AC-2.1: Convening and activating creatives. Convene and activate Culver City's creatives to address community and civic needs through creative sector involvement.

AC-2.2: Empowering creatives. Empower creatives to network and define their own objectives and methods for action. Examples include producing artistic projects, addressing societal problems, improving City functions, and demonstrating innovation.

AC-2.3: City support for actions led by creatives. Provide City support and seek partnerships with local creative businesses and organizations.

AC-2.4: Recognition of creatives. Recognize and celebrate leadership accomplishments of Culver City creatives.

AC-2.5: Artist engagement efforts. Expand the City's artist engagement efforts.

GOAL AC-3
Thriving creative sector. All industries in Culver City's creative sector – nonprofit and for-profit – are thriving.

AC-3.1: Creative sector and the city's economic success. Focus on the creative sector's needs, including for-profit and nonprofit, as an essential element of Culver City's economic success.

AC-3.2: Small- and mid-sized creative businesses. Support Culver City's small and mid-sized creative businesses, both for profit and nonprofit.

AC-3.3: Arts districts. Promote and facilitate the sustainability of Culver City arts districts (Arts District, Hayden Tract, Helms Bakery and Cultural Corridor).

Arts, Culture, and the Creative Economy 89

Implementation Actions

Activities such as physical improvements, partnerships, and programs that carry out a policy.

Example: IA.AC-1: Citywide creative facilities and space inventory.

Develop a comprehensive, city-wide creative facilities and space inventory, directory, needs assessment and master plan.

IMPLEMENTATION ACTIONS

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

Key: Timeframe icons for implementation actions table.

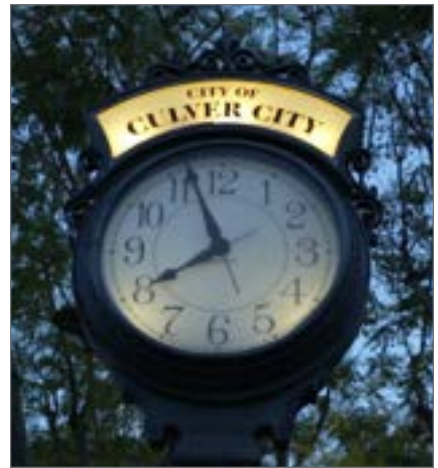
- Short-term 1-5 Years
- Medium-term 5-10 Years
- Long-term 10+ Years
- Ongoing

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|-----------------------|------------------------|--------------------------|
| IA.AC-1: Citywide creative facilities and space inventory. Develop a comprehensive, city-wide creative facilities and space inventory, directory, needs assessment, and master plan. | AC-1 | ● ● | Study and Master Plan | Cultural Affairs | Economic Development |
| IA.AC-2: Community exhibition space. Develop a community exhibition space. | AC-1 | ● ● | Physical improvements | Cultural Affairs | Economic Development |

HOW WE PICTURE CULVER CITY IN 2045

Picture Culver City 2045 articulates a community vision for Culver City in the next 25 years. This comprehensive update to the General Plan is a long-range planning document that serves as a roadmap for future decisions concerning a variety of issues, including land use, economic growth, transportation, housing, climate change, and more. Today, the city faces unprecedented challenges and rapidly changing circumstances. As it addresses public health, housing, and economic challenges in the wake of the COVID-19 pandemic and adapts to increased risks from climate change, there is a clear opportunity to reassess the city's strengths while rethinking approaches and assumptions that have guided the city to its current point.

The development of this forward-thinking plan was shaped by continuous dialogue and partnership between City government and members of the community. Throughout the General Plan Update process, the community explored their visions for the future of Culver City, identified unique and special characteristics of the city they would like to preserve, and imagined things they would like to change. The community aspirations and priorities that came out of this process are summarized into three components: an overarching vision statement which describes where the city aspires to be in 2045, a set of core values that define Culver City's culture and priorities, and key guiding principles that provide specific and objective benchmarks for implementing the General Plan. Together, the Community Vision for the Future, Core Values, and Guiding Principles lead Culver City towards a more equitable, resilient, healthy, and compassionate future.



Historic Culver City clock in Downtown



The Lion's Fountain

COMMUNITY VISION FOR THE FUTURE

Culver City in 2045 continues to be a vibrant, unique, and diverse community with a strong social and economic fabric stitched together by its arts and cultural assets, creative enterprises, high-quality services, and inclusiveness. It is a progressive and bold city leading the region to address complex challenges in housing, transportation, public health, public safety, and the environment.

Its residents, workers, businesses, and visitors enjoy smart and modern infrastructure and fiscal sustainability. The City is stewarded by a commitment to equitable planning for the future generations who will inherit Culver City as a home, as their neighbor, or as a cultural and economic destination.

Core Values

Throughout the General Plan process, community members identified many shared values and beliefs. These community values include:



GUIDING PRINCIPLES

The following Guiding Principles are benchmarks that guided the development of the General Plan and communicate the community's priorities for Culver City's progression into the future.

Public Services. Diversity and Housing. Climate Action. Ecology. Leader/Model City. Urban Design. Community Health. Arts and Culture. Creative Economy. Infrastructure and Technology. Mobility. Diversified and Circular Economy.



From left to right: Culver City PRIDE light display; Trail in Baldwin Hills; Art in Public Places 30th year anniversary banner; Bus lane in Culver City; Training for Culver City Fire Department; City bike ride

PUBLIC SERVICES

Provide high-quality public services through an equitable, adaptive, transparent, accessible, and fiscally sustainable governing structure with intentional investments and regulatory measures.

DIVERSITY AND HOUSING

Advance racial, demographic, and socioeconomic diversity by supporting a range of housing types for different income levels, household compositions, stages of life, and disadvantaged populations, including persons experiencing homelessness, the elderly, and persons with disabilities.

CIVIC ENGAGEMENT

Create more opportunities to broaden and deepen civic engagement that bring more of Culver City's diverse voices to the decision-making table.

CLIMATE ACTION

Adopt innovative and equitable policies to eliminate greenhouse gas emissions (decarbonize buildings and industry), reduce energy and water use, encourage the purchase of 100 percent renewable, carbon-free electricity, foster the transition to zero-emission vehicles, and adapt to climate disruption, ensuring all residents, are resilient to climate hazards.

ECOLOGY

Foster harmony between people and the environment through continued sustainability efforts, urban ecology, and stewardship of natural resources, like the Ballona Creek and Baldwin Hills, for the benefit of future generations.

LEADER/MODEL CITY

Be a creative and proactive leader in solving regional, state, and national challenges around issues like housing, mobility, public safety, equity, climate change, and environmental pollution and disruption.

URBAN DESIGN

Cultivate social connections between residents, workers, businesses, and visitors through urban design that sustains and revitalizes the public realm, creates great places to gather, adapts to a changing climate, and promotes public safety.

COMMUNITY HEALTH

Elevate community health and health equity through new, improved, and well-maintained public amenities that are accessible to all—like parks, sport courts and fields, gathering places, healthy and affordable food, natural resources, and community services—that allow people of all ages and abilities to thrive physically, socially, and mentally.

ARTS AND CULTURE

Sustain arts and culture in Culver City, including visual, performing, literary, and culinary arts. Support the continued preservation of historic and cultural resources in Culver City.

CREATIVE ECONOMY

Support the continued growth of creative industries as the cornerstone of the renowned arts and cultural identity and unique regional economic role of Culver City, including digital media, architecture and interior design, and visual and performing arts.

INFRASTRUCTURE AND TECHNOLOGY

Practice resilient and sustainable solutions to maintain and improve infrastructure, including water, road infrastructure, and broadband. Ensure these solutions are implemented equitably throughout the city. Embrace innovative and responsible use of technology to improve City operations, enhance public participation, and build smart, secure, and adaptable infrastructure systems.

MOBILITY

Build more active and shared modes of getting to, from, and through Culver City by providing more reliable, safe, affordable, clean, and connected carbon-free transportation and mobility options for people of all ages and abilities.

DIVERSIFIED AND CIRCULAR ECONOMY

Support a diversified, adaptable, and sustainable economy with a balance of small and large businesses across a range of industries that provide employment, commercial, and experiential opportunities. Ensure the economy is resilient to shocks and stresses, like pandemics, seismic events, flooding, wildfires and other natural and human made disasters.



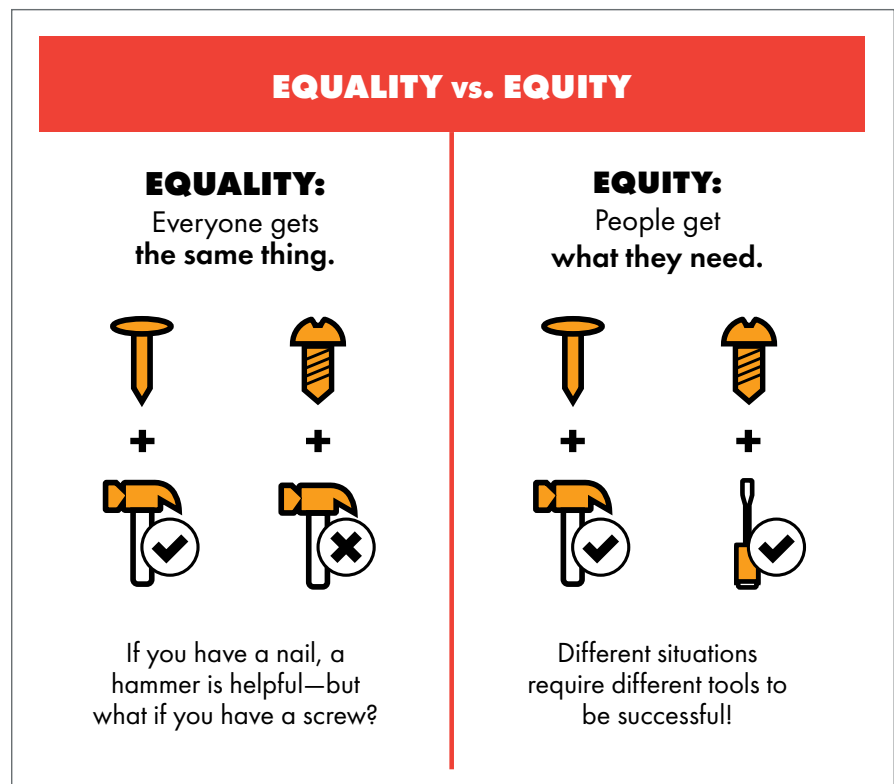
Kirk Douglas Theatre

EQUITY AND SB 1000 FRAMEWORK

Picture Culver City 2045 applies a holistic equity lens to every aspect of the General Plan Update effort. Each Element of the General Plan intentionally integrates equity, inclusion, and related concepts of health and environmental justice into its goals, policies, and actions. Specifically, all Elements strive to promote equitable outcomes in accordance with the Equity and Inclusion Core Value, advance community health and environmental justice goals, and prioritize the needs of disadvantaged communities. These goals are tied to Senate Bill 1000, the Planning for Health Communities Act, which requires jurisdictions to identify and address environmental injustices and health disparities. For the purposes of this General Plan, “disadvantaged communities” are referred to as “SB 1000 Priority Neighborhoods.”¹

Present-day environmental, economic, housing, and health disparities relate directly to historic policies and practices. Culver City Resolution 2021-RO66 acknowledged that discrimination, segregation, and police abuse have existed in the United States and within Culver City for many years. Historically neighborhoods with a higher concentration of low-income households and racial minority groups have faced unequal opportunities for homeownership and wealth accumulation, and disproportionate environmental burdens. Racially restrictive covenants, deed restrictions, and lending practices limited African American, other people of color, and those of non-Christian faiths from housing and land ownership within Culver City.

The City, through its General Plan, commits to develop and enforce policies and practices that create more equitable outcomes for residents, especially through the Community Health and Environmental Justice Element, as well as through the implementation of other Elements.



¹ Refer to the Community Health and Environmental Justice Element for more information on this bill and how disadvantaged communities were identified.





GENERAL PLAN BACKGROUND

Culver City's regional location, history, and community context are important factors that have shaped what the city is today. Together, these contextual features set the stage for how the City will respond to future challenges and opportunities throughout the General Plan horizon.

REGIONAL LOCATION

Culver City is in the southern part of Los Angeles County in Southern California (Figure 2). 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.

The city is served by three major freeways. 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. In addition to these major corridors, 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.

Local Context

Culver City is distinguished by its unique natural resources, landmarks, and places, shown in Figure 3. Culver City's distinct neighborhoods are depicted in Figure 4.

- Downtown Culver City is the vibrant center of the city, home to a vast array of entrepreneurial businesses, creative enterprises, cultural organizations, and resident-serving retail.
- Westfield Culver City is a shopping center conveniently located at the junction of the 405 and 10 freeways. This shopping center has become a popular attraction, serving the region and providing a tax revenue source for Culver City.
- Culver City is home to multiple arts districts (Culver City Arts District, Cultural Corridor, Hayden Tract, and Helms Bakery) that are thriving hubs of creative activity. The Cultural Corridor has a cluster of creative sector businesses, cultural institutions, and historic architecture. The Cultural Corridor includes landmarks such as the Ivy Substation at its northern terminus, the Culver Steps, Kirk Douglas Theatre, Sony Pictures Studio, and the Wendt Museum at its southern end.
- "Creative Tech" companies such as Sony Picture Studios, Amazon Studios, and Apple are a primary economic driver in Culver City.
- Ballona Creek is an 8.8-mile waterway that runs through Culver City and empties into Santa Monica Bay, providing flood protection and important recreational, aesthetic, and ecological benefits to the community. It has a multi-use bicycle and pedestrian path that connects residents to the Park to Playa Trail.
- Once a large oil drilling site, Baldwin Hills Scenic Overlook is a major regional hiking destination with 58 acres of restored native habitat and a panoramic view of the Los Angeles Basin, the Pacific Ocean, and surrounding mountains.
- Culver City Transit Center, Robertson Transit Hub, and West Los Angeles Transit Center are key transportation hubs in and near the city, connecting multiple bus and rail services from Culver City-Bus, LA Metro, LA Department of Transportation, and Santa Monica Big Blue Bus.
- Opened in 2012, the Metro E Line has provided a catalytic boost to the city's transit accessibility and viability as a location for transit-oriented development.



Kirk Douglas Theatre



Downtown Culver City



Culver City street festival



Hayden Tract

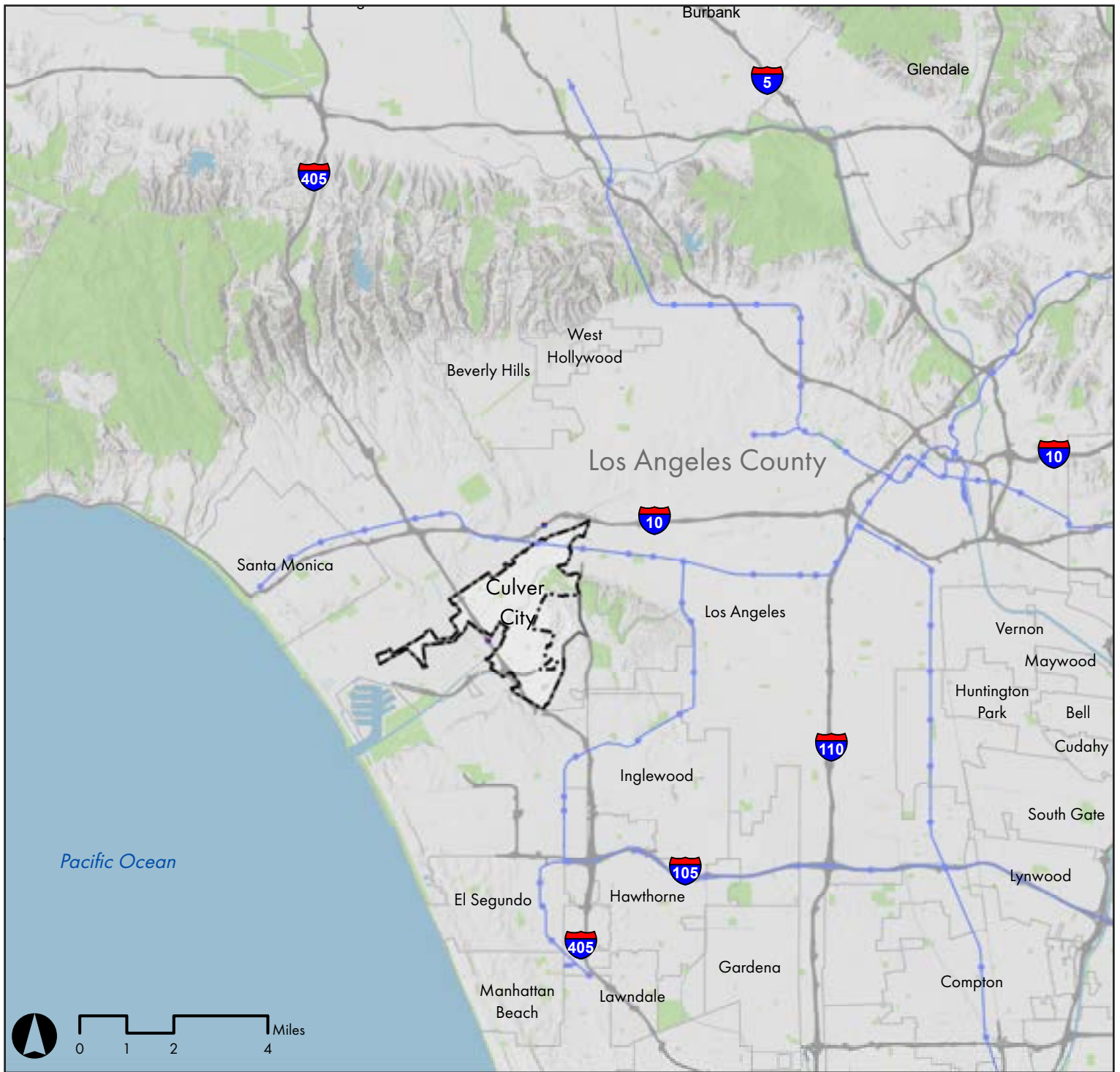


FIGURE 2

Regional Context

- City Limits
- Sphere of Influence
- Metro Stations
- Metro Lines
- Freeway/Highway
- Regional Parks and Open Space
- Waterbody

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



FIGURE 3

Local Features Map

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

- City Limits
 - Sphere of Influence
 - M Metro Station
 - E Line (Expo)
 - Major Roads
 - Local Roads
 - Parks and Open Space
 - Waterbody
 - * Local Featured Places
 - Ballona Creek
- Featured Districts**
- Cultural Corridor
 - Culver City Arts District
 - Downtown Culver City
 - Hayden Tract
 - Helms Bakery District

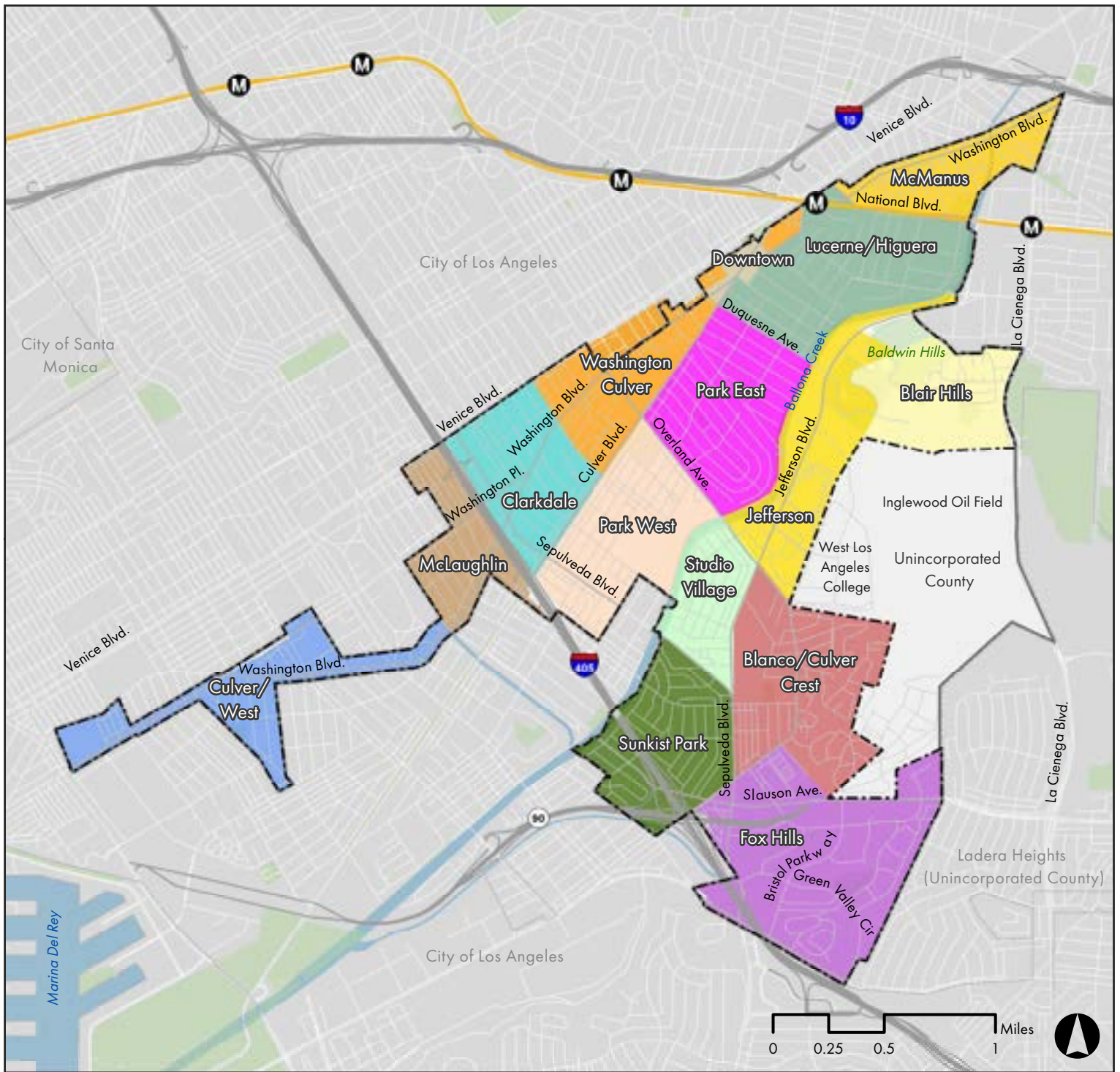
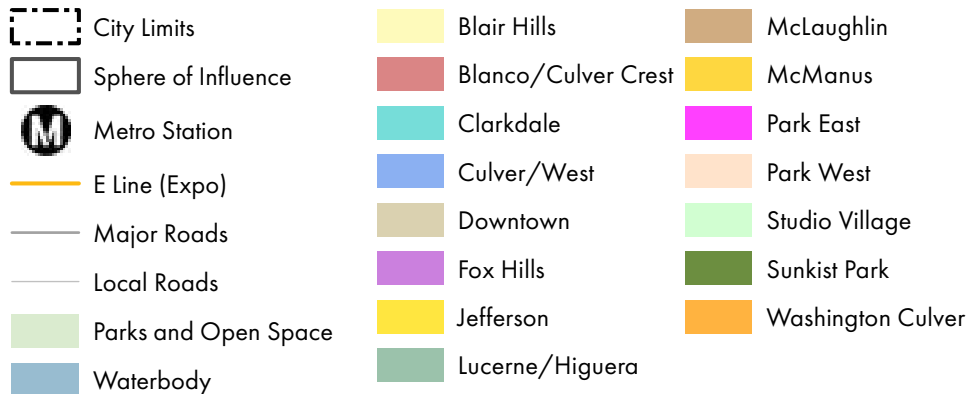


FIGURE 4

Culver City Neighborhoods

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



HISTORICAL CONTEXT

The historical context of Culver City includes both the history of the land that became Culver City and the development of the City of Culver City as an incorporated agency in the greater metropolitan region of Los Angeles.

Indigenous Peoples

The area now called Culver City was originally inhabited by Indigenous peoples who lived here for several thousand years and had their own unique and complex social and economic systems of relationships prior to contact with Europeans. Known as the Gabrielino-Tongva, the Indigenous peoples in this region, as in other parts of the continent, were removed from their ancestral lands through the processes of Spanish colonization and mission-building, Mexican nation-forming, United States westward expansion, and other practices of dispossession that occurred from the 1500s through the early 1900s.

Founding of Culver City

2. Culver City Historical Society. *Culver City Timeline: A Work in Progress*. 2014.
3. Masters, Nathan. *Culver City: From Barley Fields to the Heart of Screenland*. Public Media Group of Southern California. KCET. 2012.

Gabrielino-Tongva woman gathering acorns



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 street-car 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.

Growth of Culver City

After Filmmaker Thomas Ince opened the city's first movie studio in 1916 (which later became Sony Pictures Studios), Culver City quickly became a hub of the movie industry. Major 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*. As the epicenter of Southern California film production, 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, supported by the creation of a Unified School District in 1949. The city continued to expand throughout the mid-20th century, with a total of 42 annexations giving Culver City its current shape today.⁴

Historic Culver Boulevard



Redevelopment & Modernization

Starting in the 1970s, ambitious redevelopment plans substantially transformed the look, layout, and feel of Culver City. Major projects include the construction of Fox Hills Mall (now Westfield Culver City) in 1975, which became a major source of sales tax revenue for the City. In 1996, the City completed redevelopment of its Downtown area, which included the construction of a new City Hall.⁵

Today, the city has quadrupled in size with a community of over 40,000 residents. Staying true to its "Heart of Screenland" roots, the city has evolved to support a host of creative economy stakeholders in film, the visual arts, theatre, architecture, and design.

4. Culver City Historical Society. *Culver City Timeline: A Work in Progress*. 2014.

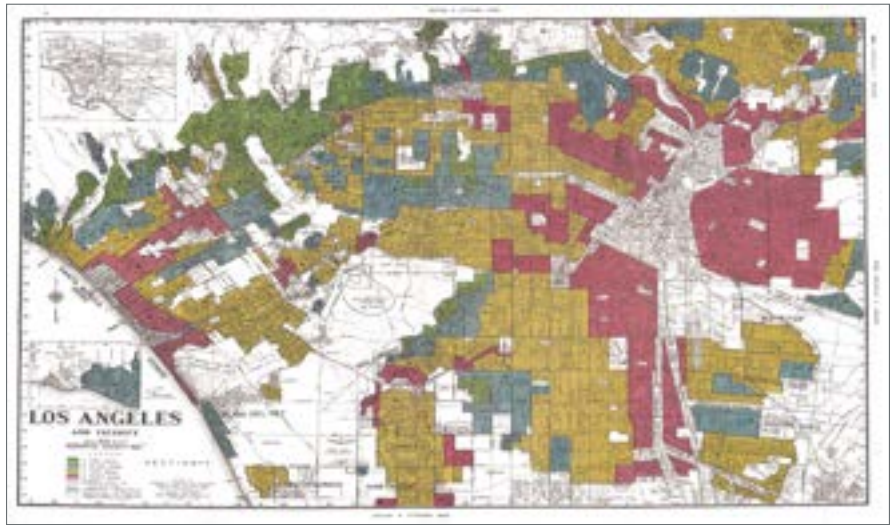
5. Culver City Historical Society. *Culver City Timeline: A Work in Progress*. 2014.

History of Exclusionary Policies and Practices

Like many new suburban towns in the early twentieth century, Culver City was marketed as an opportunity for upwardly mobile workers to seek leisure and entertainment away from the nuisances of industry. Prior to the automobile, electric streetcars made it possible for prospective home buyers and businesses to move. Newspaper advertisements of the time show the roots of racially exclusionary development policies in Culver City.

As a powerful appointed leader of the real estate industry lobby in Los Angeles and California, Harry H. Culver advocated for various practices that boosted property values in Culver City and communities like it. These practices excluded or were financially burdensome for poor, working class, and non-white population groups. For example, low-income minority groups were economically excluded from Culver City through mandatory zoning requirements for large lot developments, which made land unaffordable. These exclusions were legalized through “deed restrictions” which included language like “these premises shall not ever be conveyed, transferred, leased or demised to any person other than of the White or Caucasian race” and were not unique to Culver City.⁶ In the early decades of the city’s founding, when marketing, zoning policy, and deed restrictions were insufficient in excluding “unwanted” prospective residents, formal City entities, such as the police and attorneys, and informal city actors, such as the Ku Klux Klan, enforced racial exclusion.⁷

Like most American cities, redlining



Robert K. Nelson, LaDale Winling, Richard Marciano, Nathan Connolly, et al., “Mapping Inequality,” *American Panorama*, ed.

further reinforced racial segregation and inequities in Culver City. Redlining began in 1934, when the Federal Government-sponsored Home Owners Loan Corporation (HOLC) produced maps of cities nationwide that rated neighborhoods from “A,” which represented the “best” areas for banks to invest and distribute loans, to “D,” areas considered “hazardous.”⁸ Areas graded as “A” were depicted in green and areas graded as “D” were depicted in red—thus the origin of the term redlining. Places that received poor grades were typically where Black or African American, Mexican or Mexican American, and other racial minority or immigrant groups lived. In these places, it was difficult for homeowners to secure federally backed loans or favorable private sector loans. In combination with racially restrictive real estate policies, redlining replicated and, in some cases, exacerbated racial segregation and the wealth gap between Black and White Americans. Culver

City’s redlined neighborhoods are shown in Figure 5.

The legacy of redlining in Culver City can still be observed today, including:

- Areas west of the 405, in the Culver/West neighborhood, which received a “C” grade in the HOLC map. Today, those areas are in an Senate Bill (SB) 1000 Priority Neighborhood and have higher concentrations of Latino residents, low-income households, and lower access to parks.
- Areas east of the 405, in the Clarkdale neighborhood, which received a “D” grade in the HOLC map. Today, those areas are also in an SB 1000 Priority Neighborhood and have a higher concentration of low-income households. Additionally, the area has a higher concentration of both existing multifamily rental units and proposed or in-development projects for new, market rate multifamily rental units.

⁶ Kent, John. General Plan Update Speaker Series. Culver City: From Whites Only to National Model of Diversity and Inclusion? 2019.

⁷ Ibid.

⁸ Reft, Ryan. Segregation in the City of Angels: A 1939 Map of Housing Inequality in LA. KCET. 2017.

For more information on the SB 1000 Priority Neighborhoods, see Element 1: Community Health and Environmental Justice

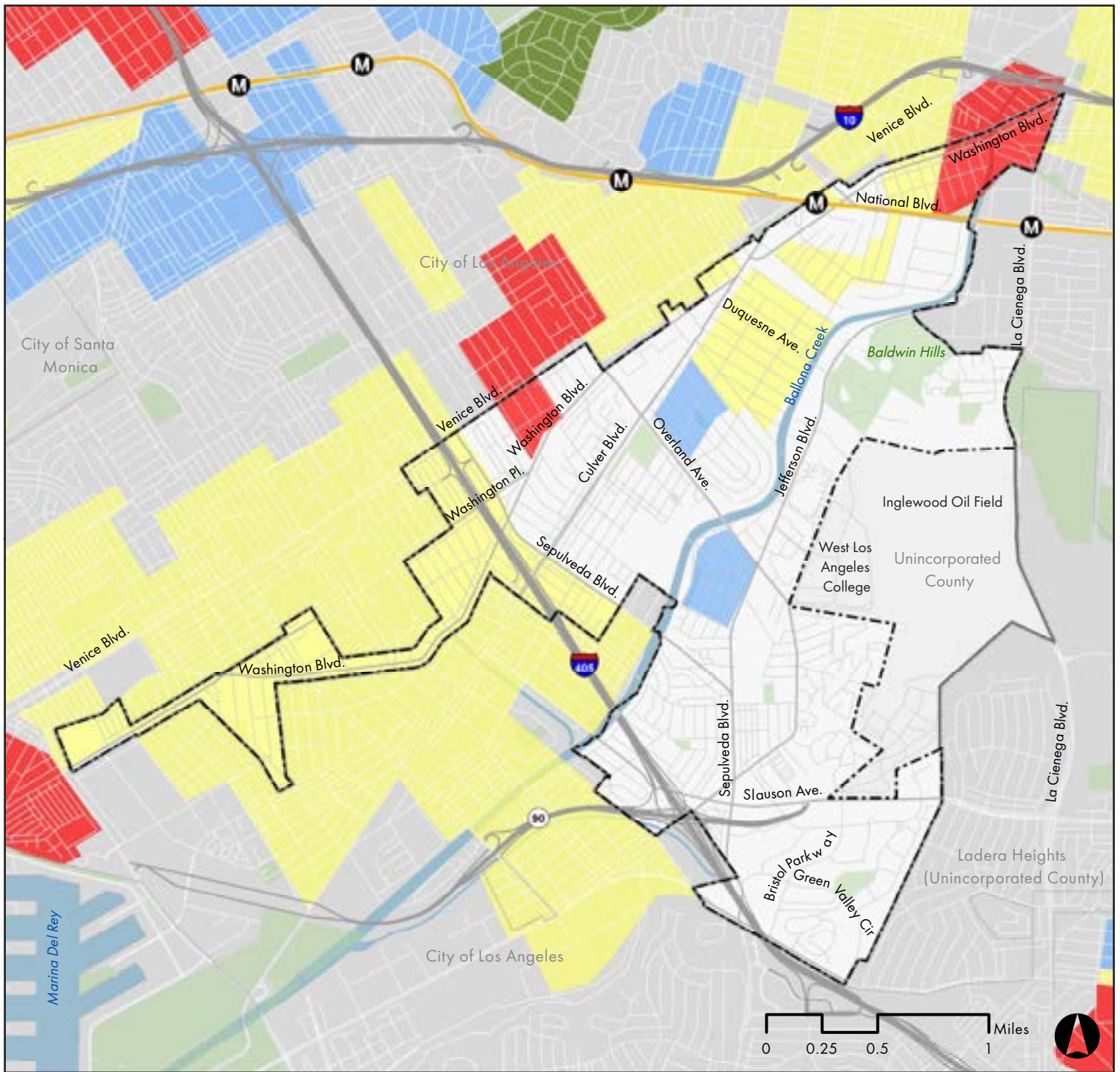


FIGURE 5

Home Owners Loan Corporation Redlining

Sources:
 City of Culver City (2024);
 County of Los Angeles (2021);
 HOLC (1939); ESRI (2021).

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

HOLC Grade

- A
- B
- C
- D

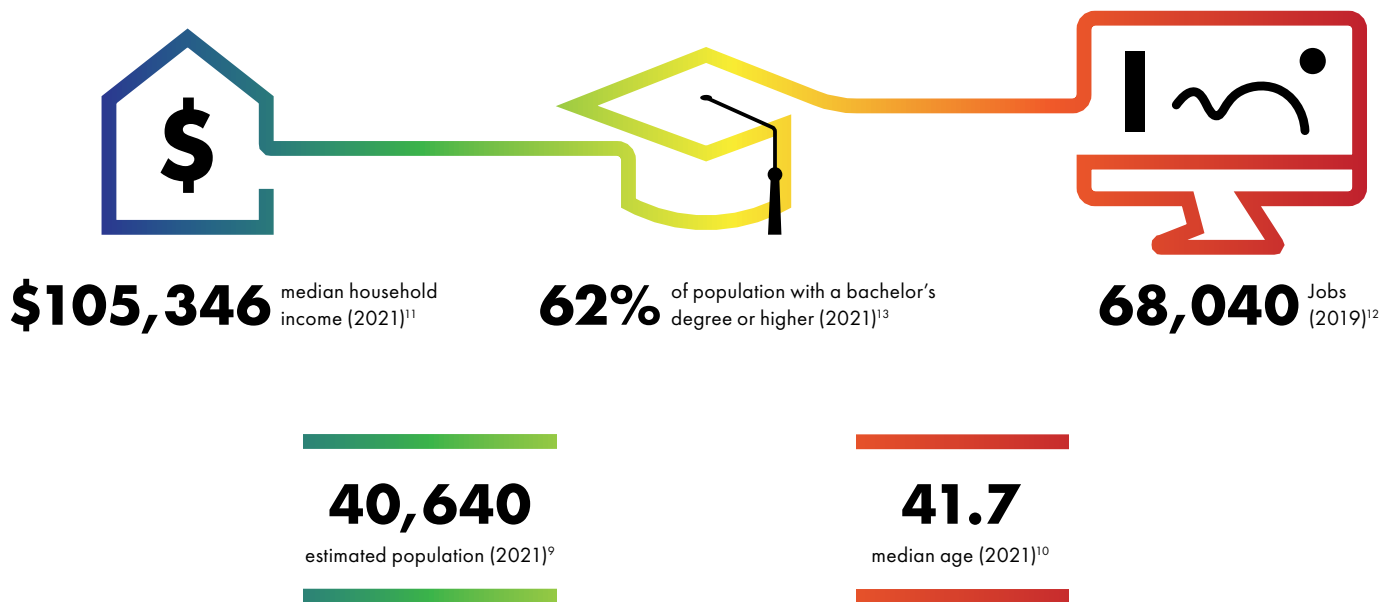
Home Owners Loan Corporation (HOLC) produced maps of cities (1939) nationwide that rated neighborhoods from "A," which represented the "best" areas for banks to invest and distribute loans, to "D," areas considered "hazardous." Areas graded as "A" were depicted in green and areas graded as "D" were depicted in red—thus the origin of the term redlining.

COMMUNITY PROFILE AND TRENDS

Culver City is a vibrant, highly educated, and healthy community that offers a high quality of life to its residents. The city is experiencing a period of substantial job growth and economic vitality, particularly within its creative economy and entertainment industry. Combined with its central regional location, these strong assets make Culver City a desirable location to live in, work, and visit and indicate the city is well-positioned to attract additional employment and housing growth.

Over the last two decades, Culver City has experienced significant structural changes in its population and economy. Its most vulnerable residents face increasing risk of displacement and disproportionate health burdens, and these issues have been magnified by the COVID-19 pandemic. While it is not possible at this moment to fully predict COVID-19's impact on Culver City's growth over the next 25 years, it is important to keep in mind that the General Plan is meant to be a decades-spanning document that serves the current and future residents of Culver City, regardless of temporary or long-lasting disruptions.

BY THE NUMBERS



Demographic and Community Health Trends

Stagnant population growth. Culver City's population has only increased by 5 percent since 2000, and its household and population share of the region is shrinking. Its slow population growth is largely attributable to a lack of residential development over the past 20 years.

Aging population. Culver City's population skews older, with almost a third of residents over the age of 55.¹⁴ Combined with stagnant population growth, this has significant implications for future economic growth and existing social support systems.

Health outcome disparities. While Culver City has a population that is generally healthier than Los Angeles County or the State of California, there are still discrepancies in health outcomes between neighborhoods which reflect underlying and enduring social inequities.

9. U.S. Census Bureau. Table S0101: "Age and Sex." 2017-2021 American Community Survey 5-Year Estimates.
 10. U.S. Census Bureau. Table S0101: "Age and Sex." 2017-2021 American Community Survey 5-Year Estimates.
 11. U.S. Census Bureau. Table S1903: "Median Income in the Past 12 Months (In 2021 Inflation-Adjusted Dollars)." 2017-2021 American Community Survey 5-Year Estimates.
 12. Longitudinal Employer-Household Dynamics (LEHD On the Map). 2019.
 13. U.S. Census Bureau. Table S1501: "Educational Attainment." 2017-2021 American Community Survey 5-Year Estimates.
 14. U.S. Census Bureau. Table S0101: "Age and Sex." 2017-2021 American Community Survey 5-Year Estimates.

For example, there is a 7-year difference in life expectancy between the Blair Hills and Jefferson neighborhoods, which have the longest life expectancies across the city at 85 years, and the Culver/West neighborhood, which has the shortest life expectancy at 78 years.¹⁵ Discrepancies in life expectancy across racial groups has been exacerbated by the COVID-19 pandemic. Although demographic and socio-economic data is not yet available for Culver City, in Los Angeles County, Native Hawaiian or Other Pacific Islander, Hispanic/Latino, and Black residents are experiencing a disproportionate rate of incidences and deaths from COVID-19.¹⁶



Culver City street fair

Economic Trends

Changing income distribution. In the last two decades, there has been an outflow of lower-income households and inflow of higher-income households in Culver City. Between 2000 and 2021, the share of households earning more than \$150,000 in the city has increased by over five times, while the city has lost more than half of its share of households earning between \$25,000 and \$50,000.¹⁷ This increasing income inequality heightens displacement pressures for existing low-income renters. Black and Hispanic households, which respectively earn 22 percent and 20 percent less than the city’s median household income, are at particular risk of displacement.¹⁸

Job growth. Prior to the pandemic, Culver City was experiencing a period of substantial job growth and increasing its share of regional jobs. Between 2002 and 2019, Culver City’s annual job growth was more than 2.5 times higher than LA County.¹⁹ Although



Culver Studios

there is no employment data available for Culver City since the onset of the COVID-19 pandemic, the unprecedented economic and employment impacts are clear. In May 2020, the City formed an Economic Recovery Task Force (ERTF) to develop a comprehensive Recovery Action Plan and focus on rebuilding the economy through an equity lens. Throughout this effort, it will be important to consider the impact that employment changes will have on City resources and infrastructure.

Strong creative economy. Culver City is experiencing a boom in high-earning tech and professional service employers and is home to large anchor corporations like Sony Pictures Entertainment, Home Box Office, Amazon Studios, and Apple. The sustainability of these industry sectors will require more support services, such as childcare, adequate transportation infrastructure, and housing for employees.

15. U.S. Small-Area Life Expectancy Estimates Project (USALEEP): Life Expectancy Estimates File for Culver City, California. 2010-2015; National Center for Health Statistics. 2018.

16. County of Los Angeles Public Health COVID-19 Surveillance Dashboard.

17. U.S. Census Bureau. Table S1901: “Income in the Past 12 Months (In 2021 Inflation-Adjusted Dollars) 2017-2021 American Community Survey 5-Year Estimates; U.S. Census Bureau. Table DP3: “Profile of Selected Economic Characteristics.” 2000 Decennial Census.

18. U.S. Census Bureau. Table S1903: “Median Income in the Past 12 Months (In 2021 Inflation-Adjusted Dollars).” 2017-2021 American Community Survey 5-Year Estimates.

19. Longitudinal Employer-Household Dynamics (LEHD On the Map). 2019.

Housing Trends

Jobs to housing imbalance. Job growth has far outpaced housing production in Culver City. Between 2002 and 2019, the city has only added one housing unit for every 43 jobs created.²⁰ This not only has an adverse impact on housing affordability, but also poses significant transportation challenges associated with increased regional congestion and greenhouse gas emissions. The city's job to housing imbalance is part of a larger, regional housing issue that must be addressed in collaboration with other jurisdictions.

Rising housing costs and displacement risk. Since 2010, average apartment rents in the city have increased by 65 percent or more than 7 percent annually.²¹ This has resulted in 54 percent of Culver City renter households being cost-burdened, meaning they spend more than 30 percent of their monthly income on rent.²² These racial inequities manifest spatially and indicate areas where the City can prioritize future investment and resources: the core of Culver City (Downtown, Blair Hills, and Park West) are the least

rent-burdened neighborhoods of the City, while southwest neighborhoods (West Washington, McLaughlin, Washington Culver, and Sunkist Park) show the highest displacement risk, with a disproportionate population of rent-burdened, lower-income households of color. As of September 2020, City Council adopted a permanent Rent Control Ordinance and a permanent Tenant Protections Ordinance to help mitigate displacement risk across the city.

Mobility Trends

Growing commuter population. Prior to the pandemic, a majority of Culver City residents worked in neighboring cities, such as Los Angeles, Inglewood, and Santa Monica. At the same time, 97 percent of workers employed in Culver City commuted from outside City limits (most driving alone), with almost one third of all workers commuting from cities more than 10 miles away.²³ The City will need to carefully consider strategies to address congestion and regional air quality management while anticipating the implications of new remote work models on citywide commuting patterns.

Pedestrian and cyclist safety. Local congestion and speeding have significant consequences for the safety of pedestrians, cyclists, and other vulnerable travelers. Between 2014 and 2018, a total of 1,811 vehicle-involved collisions occurred in Culver City. 5 percent of these collisions resulted in a fatal or severe injury and 14 percent specifically involved pedestrians or cyclists.²⁴ These trends indicate the importance for the City to prioritize vulnerable road users and decrease reliance on single occupancy vehicles.

Emerging technology in transportation. Micromobility, autonomous vehicles, ridehailing apps, and other shared mobility services are becoming increasingly common on the public right of way. In recent years, the City has also experimented with deploying Slow Streets in residential neighborhoods and closing lanes in the Downtown area and the Arts District to accommodate outdoor dining and other community activities. These emerging technologies and new policies present an opportunity for the City to expand its multimodal perspective and create innovative mobility solutions and partnerships.

Climate Change Trends

Flooding hazards. Climate change is expected to increase intense storm events and drought conditions throughout the region. In particular, the northern part of the city is at an elevated risk for flooding.

Fire hazards. The number, frequency, and duration of wildfires are expected to increase significantly throughout California. The Blair Hills and Culver Crest neighborhoods, which are located directly adjacent

to wildlands in Los Angeles County, need to address the increased risk of fire hazards.

20. Ibid; California Department of Finance E-5: Population and Housing Estimates for Cities, Counties, and the State. 2011-2021 with 2010 Census Benchmark.

21. CoStar Group.

22. U.S. Census Bureau. Table DP04: "Selected Housing Characteristics." 2017-2021 American Community Survey 5-Year Estimates.

23. Longitudinal Employer-Household Dynamics 2019 (LEHD On the Map)

24. Statewide Integrated Traffic Records System (SWITRS) collision data. 2014-2018.

GENERAL PLAN UPDATE PROCESS

The General Plan process was comprised of five stages that began in 2019 and ended in 2024.

EXISTING CONDITIONS

(2019-2020)

A series of fourteen reports were published which reviewed existing policies, technical reports, and planning documents, including the existing General Plan and zoning ordinance, regional planning documents, and other plans, studies, reports, and regulations. These reports identified key issues and opportunities for the city and analyzed existing conditions in the city across a range of topics.



The urban design analysis in the Land Use and Community Design Existing Conditions Report informed General Plan policy related to neighborhood design and scale.

LISTENING AND VISIONING

(FALL 2020-WINTER 2021)

Following significant public engagement, a long-term vision and guiding principles for the General Plan were prepared, summarizing how community members envision the future of their city and their most important core values. The vision and guiding principles were presented to City Council for review prior to moving forward into more detailed alternatives and policy development.



General Plan Visioning Festival



Walk & Roll pop-up

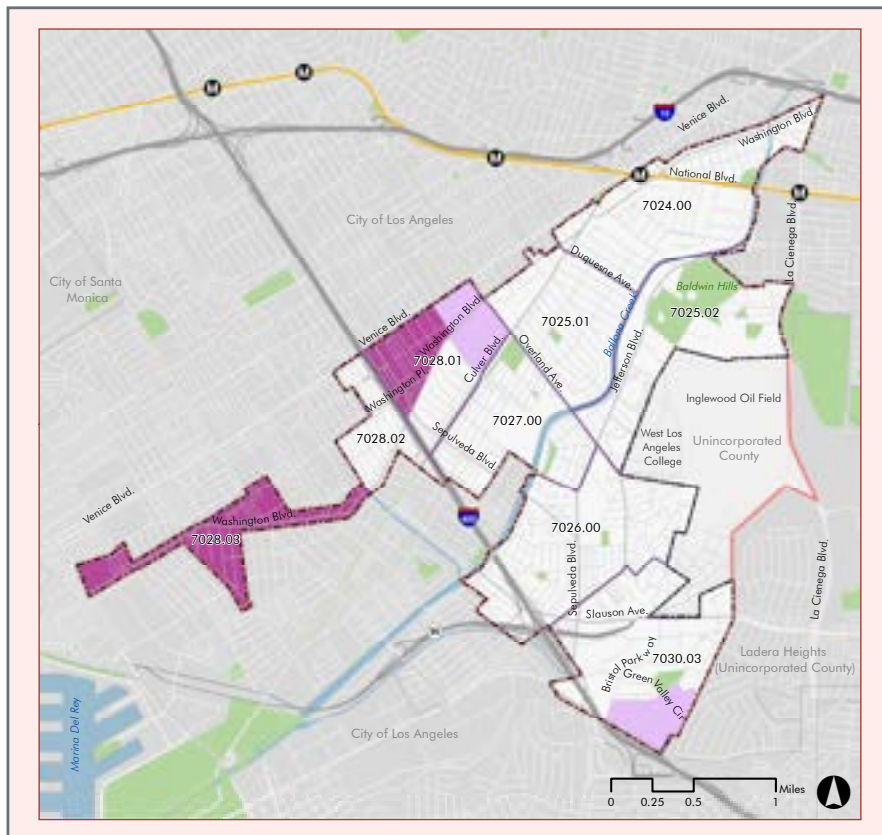
PLAN ALTERNATIVES

(WINTER-SUMMER 2021)

During this stage of the process, three different land use and transportation alternatives were created for the city. The alternatives illustrated tradeoffs and were presented and discussed with the General Plan Advisory Committee (GPAC), community members, Planning Commission, and City Council prior to selecting a preferred direction for the General Plan that best aligned with the community's vision.



The Dispersed Infill Land Use Alternative formed the basis of the Preferred Land Use Alternative



SB 1000 Priority Neighborhoods in Culver City. (Find the full map with legend in the Community Health and Environmental Justice Element on page 45)

POLICY AND PLAN DEVELOPMENT

(SUMMER 2021-SUMMER 2023)

Key outcomes, performance metrics, goals, and policies for each General Plan element were drafted as a series of eleven policy frameworks. These policy frameworks received input from the community, GPAC, the Technical Advisory Committees (TACs), City staff, Planning Commission, Cultural Affairs Commission, and City Council and were then refined as individual General Plan elements.

REVIEW AND ADOPTION

(SUMMER 2023-SUMMER 2024)

A Public Draft General Plan and Environmental Impact Report (EIR) were released for community, Planning Commission, and City Council review. The EIR evaluates potential environmental impacts of the General Plan. The Final EIR and General Plan were adopted by City Council in 2024.

WHO WE HEARD FROM

The engagement effort for the General Plan was systematic, far-reaching, and inclusive. Throughout the process, the City listened, informed, and collaborated with the community to develop a shared vision for the future, to stimulate and capture community conversation around plan topics, and to foster public ownership of the General Plan. With the COVID-19 pandemic occurring midway through the planning process, the City adapted quickly and shifted community engagement events to online meeting platforms. When possible, engagement materials were provided in both English and Spanish. Residents, businesses and employees, community groups and nonprofits, neighborhood organizations, developers, institutions, regional agencies and partners, schools, and other stakeholders who had an interest and stake in the General Plan were invited to participate in the process through a variety of engagement activities, which are detailed below.



Project website pictureculvercity.com



GPAC meeting #1 orientation

Speaker Series

From the fall of 2019 to spring 2020, the City hosted a Speaker Series to inform, educate, and discuss issues that are important to all community members. Topics included equity and inclusivity, mobility innovation, emergency preparedness, housing affordability, urban design, discriminatory land use policies, healthy communities, and regional economics.

Interactive Project Website

The regularly updated website contained project updates, reference documents, meeting summaries, and meeting announcements, among other materials. It included multiple interactive components, including comment features and online surveys. The website was revamped during the COVID-19 pandemic to include more resources, videos, and learning materials.

Stakeholder Interviews

From September to December 2019, twenty-two stakeholder interviews were held to explore different aspects of Culver City's character, vision, and key assets. There were also an additional fourteen specialized stakeholder discussions that focused on arts, culture, and the creative economy. These interviews were conducted with representatives from community groups, business leaders, advocacy organizations, and community leaders.

General Plan Advisory

Committee (GPAC) Meetings

The City formed a GPAC that is advisory and non-voting which met as frequently as every other month during the General Plan Update process. The GPAC provided high-level feedback on a range of project

issues, including the vision and guiding principles, land use and transportation alternatives, health, economic development, and other key policy topics. A total of eighteen meetings were held, and all meetings were open to community members with opportunity for public comment.

Technical Advisory

Committee (TAC) Meetings

Along with the GPAC, six different TACs were formed to explore specific General Plan topics in detail throughout the General Plan Update process. Similar to GPAC, all TAC meetings were open to community members with opportunity for public comment. Each TAC was comprised of approximately five people who have expertise in the topics listed below.

- Arts and Culture (3 total meetings)
- Economic Development (3 total meetings)
- Housing (4 total meetings)
- Policing and Public Safety (4 total meetings)
- Sustainability, Health, Parks, and Public Spaces (3 total meetings)
- Transportation and Mobility (3 total meetings)

Community Workshops and Festivals

The City hosted 14 community meetings and festivals that included interactive components such as mapping exercises, real-time balloting, and arts-based engagement to gather input from participants. These events were planned around key phases of the General Plan Update process, primarily the visioning, alternatives, policy frameworks, and General Plan review phases.

Pop-Up Workshops and Community Events

To meet people where they are, rather than only asking them to come to a community workshop, the General Plan Update included “pop-up” events or “intercept” meetings at existing, well-attended events in Culver City during key junctures in

the planning process. These pop-up events helped raise awareness about the General Plan and reach a cross-section of the community who might not otherwise attend a community workshop. This included the following:

- Abilities Carnival and Resources Fair
- Art Walk & Roll Festival
- Culver City’s Farmers Market
- Culver City Pride Rally
- Culver City’s Speaker Series
- Fiesta La Ballona
- Juneteenth Celebration and Resource Fair
- Summer Sunset Concert Series



From left to right, top to bottom: General Plan Visioning Fest; Walk & Roll Festival pop-up; Visioning community workshop; Visioning pop-up

Online Engagement

+ Surveys

As a parallel process to the workshops, the City used online surveys and tools to obtain feedback on the General Plan.

- **Visioning Survey.** From February to July 2020, community members were invited to share their input on what is unique and special about Culver City, key issues and challenges facing the city today and in the future, and what they envision for the city in 2045.
- **Alternatives Surveys.** From April to June 2021, community members were invited to share their input on land use alternatives and priorities for the city as a whole, residential neighborhoods, commercial corridors, industrial areas, and building heights.
- **Public Safety Survey.** This survey was completed as part of a 90-day Public Safety Review process initiated by City Council. A non-randomized sample of people who live, work, go to school, or spend time in Culver City shared their thoughts about public safety services and responses, as well as perceptions of the Culver City Police Department (CCPD).
- **Existing Conditions Video Series and Microsurveys.** Throughout the summer of 2020, the City released a series of 10 educational videos which informed the community, the GPAC, and decision-makers about existing conditions in Culver City. The series covered a range of topics, including climate change, environmental justice, mobility, open space, and market conditions. In conjunction with each educational video, the City launched brief micro-surveys that asked residents to share their experiences, thoughts, and ideas on each existing conditions topic.

- **Online Storybank.** Using an interactive online mapping tool, City asked community members to share personally meaningful stories about the places, events, and people that make Culver City a special place. The City also engaged with facilities like the Culver City Senior Center to collect paper story submissions.
- **Public Draft General Plan Online Comment Form.** Following the release of the Public Draft General Plan, the City posted a feedback form on General Plan project website to obtain comments from members of the community on the Public Draft General Plan. The feedback form was open from September through November 2023.

City Council and Planning Commission Meetings

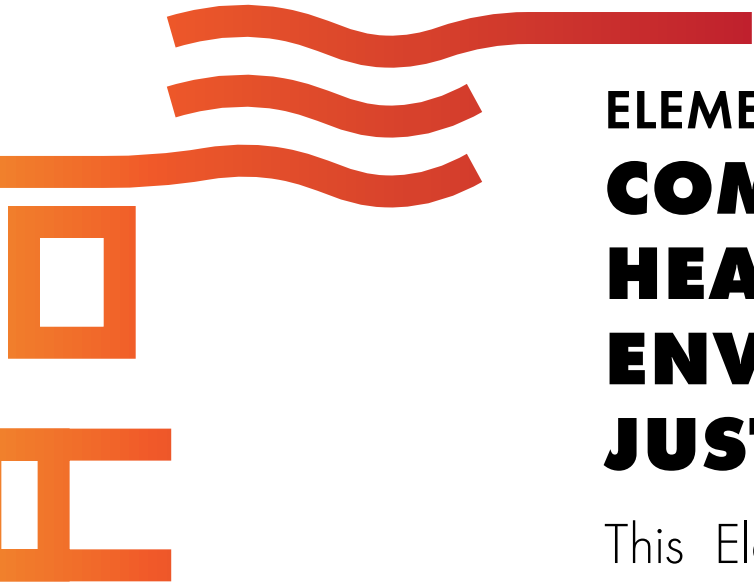
The City Council and Planning Commission received periodic updates on the General Plan Update. Additionally, meetings and joint study sessions were held with the City Council, the Planning Commission, and various Committees (including the Cultural Affairs Commission and the Advisory Committee on Housing and Homelessness) throughout the planning process at key phases to gather input and provide direction. Residents and other stakeholders also attended and provided public comments at these meetings.

The image shows a screenshot of a digital feedback form. At the top right, it says 'General Plan 2045'. The main heading is 'What stories need telling in Culver City?'. Below this is a paragraph: 'A key purpose of the General Plan is to protect and enhance the things that make Culver City unique and special. We want to preserve and share your stories about the places, events, and people that are important to you to build connections across the community and into the future. What places and events are important to you?'. There are two sections for input: 'Your Story:' and 'Where did it happen?'. The 'Your Story:' section contains handwritten text: 'EACH YEAR A PARADE HAS BEEN HELD IN LINDBERG PARK ON 4TH OF JULY. ALTHOUGH I DON'T HAVE KIDS IT WAS THE CENTER OF COMMUNITY FOR ALL OF THE AREA TO PARTICIPATE'. The 'Where did it happen?' section is empty. At the bottom, there is a red banner that reads '4TH OF JULY COMMUNITY PARADE @ LINDBERG PARK' and a small note: 'What: Each year a parade has been held in Lindberg Park on 4th of July. Although I don't have kids, it was the center of community for all of the area to participate.'

Story from community member who participated in online storybank activity



PICTURE OUR PEOPLE



ELEMENT 1

COMMUNITY HEALTH AND ENVIRONMENTAL JUSTICE

This Element identifies disadvantaged communities in the city and addresses the unique and compounded health risks in these communities.

INTRODUCTION

The Community Health and Environmental Justice Element includes goals and policies that address existing community health concerns and approaches to managing new development to prevent future health and environmental justice issues. The topics covered include safe housing, equitable engagement, preventive healthcare, pollution exposure, racial equity, food access, and physical activity. Other identified topics related to community health and environmental justice, such as economic development and mobility are addressed in other General Plan Elements.

What We are Trying to Achieve

- All residents in Culver City, and particularly SB 1000 Priority Neighborhoods, have an opportunity to thrive in neighborhoods that provide a high quality of life and physical, mental, and socioemotional wellbeing.
- Residents and workers breathe clean air and are not exposed to hazardous materials.
- All residents, and particularly SB 1000 Priority Neighborhoods, have convenient and safe access to opportunities in their neighborhoods to be physically active.
- All residents, and particularly SB 1000 Priority Neighborhoods, have access to fresh, affordable produce.
- Residents and workers from low-income households are protected from displacement through a range of housing solutions and policies.



Access Culver City LEED-Silver Apartments

DEFINITIONS

The Community Health and Environmental Justice Element uses the following terms throughout.

Environmental Justice.
Healthy Communities.
SB 1000 Priority Neighborhoods.

ENVIRONMENTAL JUSTICE

Environmental justice is defined in California Government Code Section 65040.12(e) as “the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” For decades, many low-income communities and communities of color in the United States have experienced a disproportionate burden of environmental pollution because of past and lingering discriminatory land use and environmental policies. Environmental justice seeks to rectify these past injustices by protecting all people from exposure to pollution, toxins, hazardous wastes, radioactive materials, and other environmental harms that threaten the fundamental right to clean air, land, water, and food.

HEALTHY COMMUNITIES

Healthy communities are places that foster positive health outcomes for all who live, work, and play in them. Good nutrition, physical activity, and access to healthcare all influence health. However, health is also influenced by many other factors, including access to economic opportunities, safe and sanitary housing, high-quality education, and low exposure to pollution (see Figure 6). A city’s physical, social, and economic environments combine to make residents healthier and more resilient. Culver City is working toward becoming a healthy community through the policy, program, and design interventions in the physical environment outlined in the General Plan.

FIGURE 6 *Healthy Communities Framework*



SB 1000 PRIORITY NEIGHBORHOODS

According to California Health and Safety Code Section 39711, a disadvantaged community is defined as “a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.” For the purposes of the Culver City General Plan, “disadvantaged communities” are referred to as “SB 1000 Priority Neighborhoods.” The California Communities Environmental Health Screening Tool (CalEnviroScreen) is a screening methodology that can be used to identify SB 1000 Priority Neighborhoods burdened by multiple sources of pollution. These neighborhoods are defined as: (1) census tracts that score in the top quartile of the CalEnviroScreen 4.0 tool; or, (2) census tracts or block groups that are low-income and disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. Low-income areas are defined as census tracts or block groups where the median household income falls below \$72,080, which represents 80 percent of the State median income for fiscal year 2021.



Smog over Culver City

KEY ISSUES AND OPPORTUNITIES



Fresh produce at the Culver City Farmer's Market

Health Status

Culver City is a healthy community overall with equal or better health outcomes than most other communities in Los Angeles County and the State of California. For example, according to the 2020 California Health Interview Survey, Culver City has a lower rate of children with asthma than the countywide and statewide rates. However, there are disparities in health outcomes across neighborhoods within the city, such as the 7-year gap in life expectancy, which is an overarching health indicator for any population. The Blair Hills and Jefferson neighborhoods have the longest life expectancies

across the city, at over 85 years, while the Culver/West (West Washington) neighborhood has the shortest life expectancy at 78 years.

As a result of the city's longer life expectancy, and with an aging and older population, there is a growing concern for Alzheimer's Disease as a leading cause of death. Over time, the health, social, and economic costs of Alzheimer's Disease will increasingly impact the population. Therefore, integrating policies and actions into the General Plan that promote aging in place will help prepare Culver City for this demographic transition.

Although adult obesity is less prevalent in Culver City, the obesity rate among Culver City youth (ages 12-17) is slightly higher (35.6 percent) than the rest of Los Angeles County (34.4 percent) and the State of California (33.4 percent). This trend may indicate a need to improve the quantity and quality of parks and recreational facilities, safe routes to school, access to healthy food options, including in schools, and/or access to mental health resources to help youth cope with stress and support wellbeing.



El Marino School in Culver City

Pollution Burden and SB 1000 Priority Neighborhoods

In Culver City, areas within the Clarkdale and Culver/West neighborhoods are identified as SB 1000 Priority Neighborhoods, which means there is a high proportion of low-income households exposed to high pollution burdens compared to the rest of the state (see dark purple areas in Figure 7). Culver/West is designated as an SB 1000 Priority Neighborhood because its census tract (tract 28.03) falls in the top quartile of CalEnviroScreen 4.0. Additionally, one block group in the Clarkdale neighborhood (tract 28.01) is low-income and has a high potential pollution burden for diesel particulate matter, and traffic-related air pollution. Moreover, two additional block groups in Clarkdale and Fox Hills were identified as Threshold SB 1000 Priority Neighborhoods (see light purple areas in Figure 1). These areas had a high pollution burden and, although they are not considered low-income based on American Community Survey data, they are within the margin of error to be considered low-income

within the State's established low-income threshold. Therefore, this Element prioritizes improvements that address the needs of these identified SB 1000 Priority Neighborhoods by reducing disproportionate pollution burden and promoting public health.

Nearly all of Culver City's census tracts fall in the top 10 to 15 percent of the worst-scoring census tracts in the state for overall pollution burden in CalEnviroScreen. Many indicators of concern are related to air quality, which are connected to the regionally-significant transportation infrastructure in Culver City, including I-10, I-405, and SR-90. The General Plan can address these issues through policies and actions. Although most areas of the city may have a high pollution burden, they also have relatively lower CalEnviroScreen 4.0 scores because Culver City's population overall has higher levels of household income, educational attainment, and employment than in neighboring communities and the rest of the state. The California

Office of Environmental Health Hazard Assessment considers these socioeconomic factors as protective and helpful in mitigating the health impacts of potential pollution exposure. For example, higher income households can afford to plant mature trees and install home air filtration systems to minimize exposure to air pollution. Therefore, higher socioeconomic areas are not considered SB 1000 Priority Neighborhoods.

Moreover, many households and recreational amenities are near the Inglewood Oil Field (IOF), a large active urban oil field located partially within the eastern portions of the city and unincorporated Los Angeles County. Production, distribution, and repair activities associated with the IOF may include above-average exposure to more diesel trucks, hazardous material storage, and/or contaminated land. There may be an opportunity to meet multiple goals of the City and other regional stakeholders by transitioning away from oil extraction in the IOF.

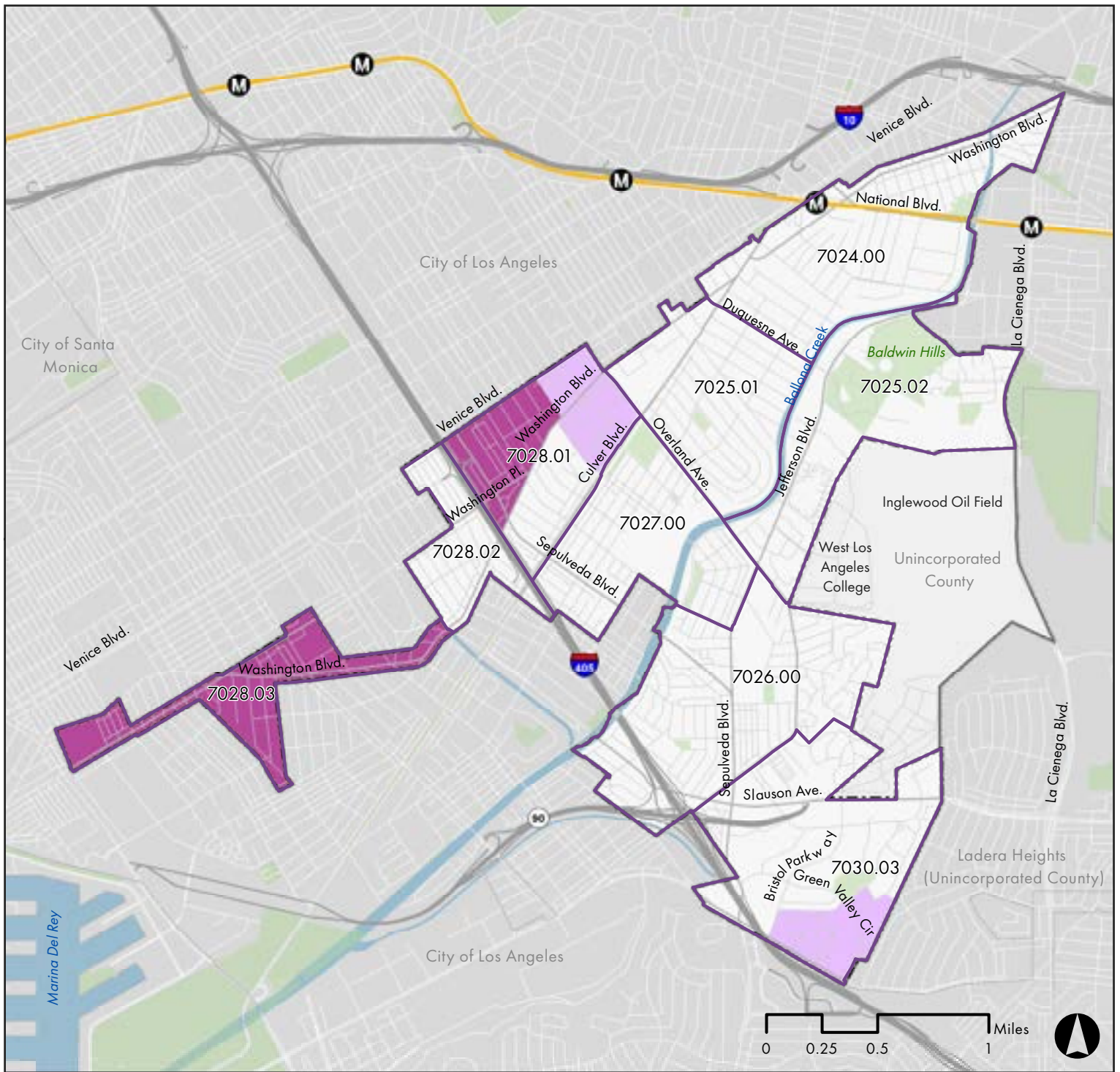













FIGURE 7

SB 1000 Priority Neighborhoods

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

- | | | | |
|---|----------------------|---|--|
|  | City Limits |  | Census Tract |
|  | Sphere of Influence |  | SB 1000 Priority Neighborhoods |
|  | Metro Station |  | Threshold SB 1000 Priority Neighborhoods |
|  | E Line (Expo) | | |
|  | Major Roads | | |
|  | Local Roads | | |
|  | Parks and Open Space | | |
|  | Waterbody | | |



Courtyard housing

Housing Security

The City has several existing policies, programs, and facilities to promote housing security by preserving, protecting, and building affordable housing and providing shelter. This set of policies and programs include, but are not limited to, rent stabilization, tenant protection, parking lot and motel conversions, Landlord Tenant Mediation Board, a family shelter, a forthcoming interim supporting housing project and permanent supportive housing project, and a safe sleep program. The City is working to identify solutions to address affordability, quality, and quantity of housing. For households not in economically precarious situations, citywide housing solutions are focused on health. For example, increasing access to parks and healthy food can provide more quality-of-life amenities.

Despite these policies and efforts, many households are at heightened risk of housing displacement. According to the U.S. Department of Housing and Urban Development, 33 percent of homeowner households with a mortgage and 43 percent of renters are cost-burdened in Culver City, paying more than 30 percent of their income on housing. Housing burden impacts the ability of households to pay for basic needs, including food, transportation, and medical care. Moreover, homelessness, a related impact of housing cost-burden, is on the rise in the region.

In 2022, the Los Angeles Homeless Services Authority (LAHSA) reported a total population of 350 persons experiencing homelessness in Culver City, which is a significant increase from the 216 counted in 2020 and

236 counted in 2019. Although LAHSA, which organizes the Homeless Counts, suspended the 2021 Homeless Count due to the COVID-19 pandemic, Culver City moved forward with an internal count and identified 291 persons experiencing homelessness. While it is a regional and citywide issue, in recent years, the highest concentration of people experiencing homelessness continued to be near the Culver/West, Clarkdale, and McLaughlin neighborhoods.

POLICY FRAMEWORK

Key: Goal attributes.

● Equity & Inclusion

● Innovation & Creativity

● Sustainability

● Compassion & Community

GOAL CHEJ-1

Health equity. *Culver City proactively partners with agencies, jurisdictions, healthcare providers, and other organizations and stakeholders to reduce disparities in health and wellbeing to advance environmental justice.*



Refer to the *Parks, Recreation, and Public Facilities Element* for more goals, policies, and actions related to public facilities.

CHEJ-1.1: Inclusive engagement.

Engage residents across the city, including SB 1000 Priority Neighborhoods, on community health, planning, and environmental justice efforts. Provide education on this topic through programs like the General Plan Speaker Series and Educational Forum and other public education and programming about planning issues and opportunities.

CHEJ-1.2: City programs for health equity.

Promote access to health-promoting amenities and services across the city.

CHEJ-1.3: Health in All Policies.

Integrate a Health in All Policies approach across City departments to improve health and advance environmental justice, including close collaboration with Los Angeles County agencies.

CHEJ-1.4: Community health centers.

Partner with nonprofit and community clinics to provide free or low-cost access to low-income families with young children.

CHEJ-1.5: County Department of Public Health.

Expand partnerships with Los Angeles County's Department of Public Health to provide more mental health and social services.

CHEJ-1.6: School-based health centers.

Continue to partner with the Culver City Unified School District to promote the flexible use of community spaces (e.g., community centers, libraries, schools) to provide preventive health services for children, youth, and families.

CHEJ-1.7: Healthcare public-private partnerships.

Explore innovative public and private partnerships to provide pharmacies and medical, dental, and mental health services in SB 1000 Priority Neighborhoods.

CHEJ-1.8: Disability and health inclusion.

Work to eliminate barriers for individuals with disabilities to access health care and health resources.

CHEJ-1.9: Tree canopy.

Increase the tree canopy in residential neighborhoods, particularly in SB 1000 Priority Neighborhoods, with native and low-maintenance, spreading canopy street trees.

GOAL CHEJ-2

Exposure to pollutants. *All Culver City occupants and visitors enjoy clean air, water, and soil within residential and commercial neighborhoods, work and education centers, and recreational facilities.*



CHEJ-2.1: Air quality monitoring.

Monitor and improve poor air quality related to stationary and mobile sources of pollution.

CHEJ-2.2: Inglewood Oil Field.

Reduce existing and future pollution burden from oil and gas facilities. Support implementation of an amortization program (such as the Oil Termination Ordinance, or equivalent) for

portions of the IOF located within the City limit and further encourage completion of potential amortization program for portions of the IOF outside of, but adjacent to, Culver City.

CHEJ-2.3: Mobile source pollution.

Reduce air pollution and vehicle-related emissions, especially from diesel-based trucks, that travel in Culver City.

Refer to the **Conservation Goal 4** for more policies and actions related to air quality.

CHEJ-2.4: Truck route coordination. Coordinate with the City of Los Angeles and Los Angeles County to ensure that Culver City’s truck routes do not negatively impact neighboring sensitive land uses in their jurisdictions.

CHEJ-2.5: Regional partnerships to eliminate vehicle emissions. Partner with local jurisdictions and agencies, such as the City of Los Angeles’s Transportation Electrification Partnership, to develop plans and advance strategies that foster the transition of the transportation sector from fossil-fueled powered vehicles to zero emission vehicles such as battery-electric or hydrogen fuel-cell electric.

CHEJ-2.6: Minimizing pollution exposure. Support all residents, particularly SB 1000 Priority Neighborhoods, in minimizing their exposure to harmful air pollutants.

CHEJ-2.7: Sensitive land uses. Limit siting new sensitive land uses, such as schools, daycare centers, and playgrounds within 500 feet of freeways and the IOF. For sensitive land uses that cannot be sited at least 500 feet away, require design mitigations including but not limited to:

- Locate air intake systems for HVAC systems as far away from existing air pollution sources as possible.
- Use HEPA filters in the heating, ventilation, and air conditioning systems and develop a maintenance plan to ensure the filtering system is properly maintained.
- For nonresidential buildings, consider using only fixed windows next to any existing sources of pollution.
- Plant landscape barriers between highways and residential areas to reduce noise and air pollution for residents.

CHEJ-2.8: Legacy pollutants. Continue to work with State, federal, and regional agencies to eliminate concentrations of regulated legacy pollutants.

CHEJ-2.9: Climate justice. Ensure SB 1000 Priority Neighborhoods are considered in all future programs related to sustainable development, greenhouse gas mitigation, and climate adaptation.

GOAL CHEJ-3

Food access. All low-income residents in the city have access to healthy food options that are affordable.



CHEJ-3.1: Access to health-promoting food. Ensure convenient access to affordable, fresh produce and healthy foods in all neighborhoods, by encouraging grocery stores, farmers’ markets, and community gardens, particularly in SB 1000 Priority Neighborhoods.

CHEJ-3.2: Accessible farmers’ markets. Encourage grocery stores, farmers’ markets, and other healthy food retailers to accept CalFresh Electronic Benefit Transfer (EBT) cards; Women, Infants, and Children (WIC) benefits; and Senior Farmer’s Market Nutrition Program benefits.

CHEJ-3.3: Local food businesses. Reduce the high turnover of small, local restaurants and food businesses.

CHEJ-3.4: Promote good nutrition. Promote healthy eating habits and good nutrition among Culver City residents.

GOAL CHEJ-4

Physical activity. Residents of all incomes, ages, and abilities have opportunities to lead active lifestyles.



Refer to the *Parks, Recreation, and Public Facilities Element* for more goals, policies, and actions related to physical activity.

CHEJ-4.1: Recreational programs.

Provide safe and convenient opportunities for recreational physical activity. Prioritize investments in City recreational programs that focus on physical activity and that promote active lifestyles.

CHEJ-4.2: Open space partnerships.

Create public, private, and nonprofit partnerships to develop and maintain parks, recreational facilities, and publicly-accessible private open spaces, particularly in SB 1000 Priority Neighborhoods.

CHEJ-4.3: Ballona Creek. Continue to revitalize Ballona Creek to keep improving it as a community asset for physical activity.

CHEJ-4.4: Active transportation.

Prioritize transportation system funding and safety improvements that encourage walking, bicycling, and transit use in SB 1000 Priority Neighborhoods.

CHEJ-4.5: Age Friendly Streets.

Develop safe routes for aging adults, particularly routes to transit and shopping centers.

GOAL CHEJ-5

Quality housing. Culver City maintains a supply of safe and quality housing.



Refer to the *Housing Element* for goals, policies, and actions related to safe and sanitary housing.

CHEJ-5.1: Housing rehabilitation.

Expand maintenance and abatement assistance programs for single (including mobile homes) and multifamily properties of low-income households. Support programs designed to rehabilitate deteriorated units through weatherization, modernization, and elimination of common home pollutants.

CHEJ-5.2: Rehabilitation without displacement.

Enforce applicable provisions of the housing and building codes to ensure deteriorated housing units are rehabilitated. If implementing applicable provisions results in housing displacement, then identify opportunities to ensure residents remain housed.

GOAL CHEJ-6

Housing and economic uncertainty. Culver City identifies and addresses the root causes of housing and economic injustices and inequities disproportionately experienced by low-income households and residents.



Refer to the *Governance and Leadership Element* for goals, policies, and actions related to equity in civic engagement.

CHEJ-6.1: Equitable housing and economic strategies.

Prioritize solutions that directly address the concerns of low-income households and residents.

CHEJ-6.2: Services for unhoused residents.

Promote shelter and supportive services for people experiencing homelessness.

CHEJ-6.3: Limited-equity housing.

Encourage resident controlled limited-equity ownership, such as limited-equity condominiums, limited-equity cooperatives, and community land trusts.

CHEJ-6.4: Local-hire. Encourage businesses to hire locally, especially low-income residents of Culver City.

IMPLEMENTATION ACTIONS

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

Key: Timeframe icons for implementation actions table.

●
Short-term
1-5 Years

● ●
Medium-term
5-10 Years

● ● ●
Long-term
10+ Years

➡➡➡➡
Ongoing


| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|-------------------|---|----------------------------|
| IA.CHEJ-1: Community health and environmental justice action plans. Work closely with the Los Angeles County Department of Public Health to develop and implement citywide and SB 1000 Priority Neighborhood-specific five-year action plans to proactively advance community health and environmental justice. | CHEJ-1 | ● ● ● | Partnership, Plan | Housing and Human Services | Planning and Development |
| IA.CHEJ-2: Community health workers. Support creating a community health worker program to increase health awareness and education, and culturally and linguistically responsive navigation of health and social services. | CHEJ-1 | ● ● | Program | Housing and Human Services | – |
| IA.CHEJ-3: Accessible health and social services programming. Expand free or no-cost programming and services in public facilities. Consider services like meals, childcare, and older adult care for residents of SB 1000 Priority Neighborhoods. | CHEJ-1 | ● | Program | Parks, Recreation, & Community Services | Housing and Human Services |
| IA.CHEJ-4: Health equity evaluation. Develop a health equity assessment for transportation and infrastructure projects, specific plans, and master plans. | CHEJ-1 | ● ● ● | Study | Planning and Development | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------------------|--------------------------|--------------------------|
| IA.CHEJ-5: Community Air Protection Program. Partner with the South Coast Air Quality Management District (SCAQMD) to implement Assembly Bill 617 “Community Air Protection Program” with neighboring City of Los Angeles and unincorporated Los Angeles County. | CHEJ-2 | ● ● ● | Partnership | Public Works | – |
| IA.CHEJ-6: Air monitoring near schools. Partner with CCUSD and the SCAQMD to monitor air quality near schools and identify measures to reduce pollution exposure. | CHEJ-2 | ● ● ● | Partnership, Program | Public Works | – |
| IA.CHEJ-7: IOF Amortization Program. Implement an IOF Amortization Program to terminate and remove nonconforming oil and gas activities within Culver City. Conduct an evaluation and/or monitoring of the IOF Amortization Program. | CHEJ-2 | ● ● ● | Program | Planning and Development | – |
| IA.CHEJ-8: Vehicle idling restrictions. Establish a local ordinance that exceeds the State vehicle idling restrictions, where appropriate, including conditions of approval for projects. Enforce restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities and taxis, particularly when these activities take place near sensitive land uses. Manage truck idling in residential areas. | CHEJ-2 | ● | Ordinance / Code Amendment | Public Works | – |
| IA.CHEJ-9: Regional partnerships for fewer vehicle emissions. Partner with local jurisdictions and agencies to advance strategies that reduce regional dependence on motor vehicles and decrease vehicle-related emissions, especially from the I-405 and I-10 freeways. | CHEJ-2 | ● ● ● | Partnership | Transportation | Planning and Development |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------------------|----------------------------|--------------------------|
| IA.CHEJ-10: Regional partnerships to eliminate vehicle emissions. Partner with local jurisdictions and agencies to develop plans and advance strategies that foster the transition of the transportation sector from fossil-fueled powered vehicles to zero emission vehicles such as battery-electric or hydrogen fuel-cell electric. | CHEJ-2 | ● ● ● | Partnership | Transportation | Public Works |
| IA.CHEJ-11: Air filtration in multifamily buildings. Explore opportunities to work with property owners of existing multifamily residential buildings, especially those in SB 1000 Priority Neighborhoods, to install heating, ventilation, and air conditioning (HVAC) systems with high-efficiency particulate air (HEPA) filters for all units. | CHEJ-2 | ● ● | Program | Housing and Human Services | – |
| IA.CHEJ-12: Air pollution mitigation. Consider amending the Building Code so that projects in SB 1000 Priority Neighborhoods have additional air pollution mitigations such as HVAC system maintenance plans, double-paned and triple-paned windows, and minimum requirements for air filter efficiency. | CHEJ-2 | ● | Ordinance / Code Amendment | Planning and Development | – |
| IA.CHEJ-13: Healthy development guidelines. Adopt Healthy Development Guidelines to guide new development projects in promoting the health of residents. | CHEJ-2 | ● ● | Ordinance / Code Amendment | Planning and Development | – |
| IA.CHEJ-14: Economic development incentives. Encourage existing stores to sell fresh, healthy foods. Pursue funding and partnerships and develop incentive programs to encourage the equitable availability of healthy food options. | CHEJ-3 | ● ● | Program | Economic Development | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------------|---|----------------------------|
| IA.CHEJ-15: Support for small food businesses. Explore providing assistance to small, local restaurants and food businesses, especially those that offer healthy food options in SB 1000 Priority Neighborhoods. | CHEJ-3 | ● ● | Program | Economic Development | – |
| IA.CHEJ-16: Food microenterprises. Support innovative food microenterprises, such as street vendors and home kitchen operations, in the Municipal Code to promote local food production and address food insecurity. | CHEJ-3 | ● ● | Program | Planning and Development | Housing and Human Services |
| IA.CHEJ-17: Nutrition education campaign. Work with local nonprofit organizations and public agencies to create a healthy food awareness campaign that educates the community about healthy options within the community. | CHEJ-3 | ● ● | Program | Parks, Recreation, & Community Services | – |
| IA.CHEJ-18: Waivers for low-income residents. Support and expand free or low-cost waivers for low-income youth, seniors, and others to participate in City-run physical activity programs and activities. | CHEJ-4 | ● ● | Program | Parks, Recreation, & Community Services | – |
| IA.CHEJ-19: Adult sports leagues. Study opportunities to further develop and expand adult sports leagues. | CHEJ-4 | ● ● | Program | Parks, Recreation, & Community Services | – |
| IA.CHEJ-20: Safe routes to school. Partner with the CCUSD to develop and maintain local Safe Routes to School programs for all public schools. | CHEJ-4 | ➤➤➤➤ | Partnership, Program | Public Works | – |
| IA.CHEJ-21: Evaluation of pilot projects. Study the impact of pilot projects, such as the MOVE Culver City mobility lane, that aim to increase the safety, convenience, and reliability of public transit and active transportation. | CHEJ-4 | ➤➤➤➤ | Study | Transportation | Public Works |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------|----------------------------|--------------------------|
| IA.CHEJ-22: Lead and asbestos removal. Partner with Los Angeles County to conduct outreach to property owners of multifamily housing developments and encourage them to remove lead-based paint and asbestos in affordable housing units built before 1980. | CHEJ-5 | ● ● ● | Partnership | Housing and Human Services | – |
| IA.CHEJ-23: Housing grant program. Develop a new low-income housing grant program to address deferred property maintenance. | CHEJ-5 | ● ● ● | Program | Housing and Human Services | – |
| IA.CHEJ-24: Evaluation of COVID-19 interventions. Evaluate interventions that supported low-income households and vulnerable residents through the COVID-19 pandemic to identify opportunities for other programs or policies to make permanent. | CHEJ-6 | ● | Study | Housing and Human Services | – |
| IA.CHEJ-25: Foreclosure prevention. Consider establishing a foreclosure prevention fund to support low-income households experiencing financial hardship. | CHEJ-6 | ● ● ● | Program | Housing and Human Services | – |
| IA.CHEJ-26: Regional anti-displacement strategies. Partner with Los Angeles County, the City of Los Angeles, and other nearby cities in order to promote regional opportunities and strategies to address economic and housing displacement. | CHEJ-6 | ● ● ● | Partnership | Housing and Human Services | Economic Development |
| IA.CHEJ-27: Create landlord incentives. Create landlord incentive programs for property owners to rent to tenants using rental subsidies. | CHEJ-6 | ● ● ● | Program | Housing and Human Services | – |
| IA.CHEJ-28: Evaluation of pilot projects. Study the impact of pilot projects, such as the Safe Sleep Program, that provide safe shelter and supportive services for people experiencing homelessness. | CHEJ-6 | ➤➤➤➤ | Program | Housing and Human Services | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|---|----------------|----------------------------|--------------------------|
| IA.CHEJ-29: Housing Feasibility Studies. Study the feasibility of using City-owned land to produce temporary and permanent supportive housing. | CHEJ-6 |  | Study | Housing and Human Services | Planning and Development |



PICTURE OUR PEOPLE



ELEMENT 2

GOVERNANCE AND LEADERSHIP

This Element addresses how the City of Culver City can increase transparency, broaden engagement and digital services with the community, center equity in local decision-making, and serve as a proactive regional leader.

INTRODUCTION

This Element of the General Plan establishes the foundational framework for how the City engages in decision-making, maintains high transparency standards, and equitably serves its residents' needs. These core components of good governance create a decision-making and regulatory environment that supports the General Plan's successful implementation. In the wake of the COVID-19 pandemic and in a rapidly digitizing society, Culver City strives to adapt quickly and proactively to change, disruptions, and emerging technologies. Beyond maintaining a flexible and agile government, Culver City will also uphold governance principles that actively promote inclusion in its organization and operations. This governance framework reflects the City's commitment to centering equity in decision-making processes and engaging with its community in more proactive and creative ways. By ensuring that City processes are participatory, accountable, efficient, and inclusive, the City will continue to strengthen its relationship with residents, workers, businesses, visitors, and other stakeholders who have a shared interest in the city's prosperous future.

What We are Trying to Achieve

- Culver City is a model community that leads the region in creatively and collaboratively addressing complex challenges such as climate change, public safety, mobility options, homelessness, and more.
- The City of Culver City maintains an exceptional level of openness, transparency, and accountability.
- Participants in City decision-making processes reflect the economic, racial, and ethnic diversity of Culver City.
- The City has a diverse team of employees who consider equity when implementing and developing policies, programs, budgets, procedures, and department operations.
- Culver City employs interactive online services, applications, social media, and databases that empower community members to actively engage with and provide feedback on City processes.



City Hall

DEFINITIONS

The Governance and Leadership Element uses the following terms throughout.

Capacity Building. Equity. Equity Impact Analysis.

CAPACITY BUILDING

Capacity building is an investment in the effectiveness and future sustainability of people, organizations, and institutions to meet defined goals and missions. This can refer to a range of activities, including updating facilities and organizational infrastructure, improving workplace operations, building skills through professional development and training, or obtaining funding support. The Governance Element supports affirmative capacity building along two primary fronts:

- **City staff and organizational leadership.** Build staff capacity to operationalize the City's equity goals and successfully implement the General Plan.
- **Community members.** Build capacity for underrepresented and disadvantaged residents to meaningfully participate in City decision-making processes.

EQUITY

Equity is about ensuring that people have access to the same opportunities to thrive and succeed. Examining decision-making through an equity lens recognizes that people may have different starting points and may need different types and levels of support to flourish. Thus, equity is achieved when socioeconomic and environmental factors, such as race, income, ability, education, or place, can no longer be used to predict health, economic, or other well-being outcomes. These outcomes are not decided by an individual alone, but also by characteristics of the physical and natural environment, which are influenced by policies, programs, and plans. They are also influenced by the social and economic relationships that govern the distribution of goods, services, and other amenities in society. The General Plan considers three dimensions of equity in governance that can help achieve equity:

- **Procedural.** Relating to influence in decision-making, such as municipal planning and other processes that distribute benefits and burdens of economic and social policies.

- **Distributional.** Relating to distribution of resources, benefits, and burdens.
- **Structural.** Relating to the historical, cultural, and institutional systems of power that create and maintain inequities.

EQUITY IMPACT ANALYSIS

An equity impact analysis is a structured and systematic assessment of how different population groups will likely be impacted by an institution's policy and decision-making process. Incorporating equity impact analysis into daily departmental operations ensures that the City implements policies, programs, budgetary decisions, and procedures which intentionally work to close disparities and inequities in the community. Common questions that are asked include:

- What is the desired outcome from this proposed policy, program, decision? How will success and progress be measured or evaluated?
- What community engagement or data is informing this policy, program, decision?
- What population groups or geographic areas may be most affected by this policy, program, decision? Are these groups represented at the decision-making table?
- How will the proposed policy, program, decision be perceived by different population groups?
- What positive impacts on equity and inclusion could result from this policy, program, decision? Are there further ways to maximize equitable opportunities and impacts? Are there barriers that could prevent some people from benefiting?
- Who may be harmed or burdened by this policy, program, decision, even unintentionally? Does the proposed policy, program, decision worsen or ignore existing disparities? How could this be prevented or minimized?

KEY ISSUES AND OPPORTUNITIES

Since its incorporation in 1917, Culver City has provided high-quality services and served as a leader in the region. In recent years, Culver City has shown a deep commitment to advancing diversity, equity, and inclusion in its policies, procedures, mission, and values. This section describes the City's decision-making processes and bodies. It assesses existing equity work, engagement practices, and regional partnerships. This section identifies improvements that the City can undertake to improve transparency, broaden engagement, and advance equity.



Community workshop

City Organization and Decision-Making

The following section is an overview of the City's organization and operations and is not General Plan policy. The City may alter its organization and operations without requiring a General Plan amendment. Culver City is a Charter City with a Council-Manager form of government. In this type of government, an elected City Council serves as the City's primary legislative body and appoints a professional City Manager to supervise day-to-day municipal operations.

City Council

In Culver City, a five-member elected City Council provides overall policy directions and enacts legislation to maintain and improve the quality of life in the city. Each Council member is elected at large and serves no more than two consecutive four-year terms. The City Council annually selects from among its members a Mayor, who serves as the City's official ceremonial head, and a Vice Mayor, who performs the Mayor's

duties if the Mayor is absent or incapacitated. In addition to policy-making functions, the City Council is responsible for adopting a budget every year, appointing members of the City's resident advisory Commissions, Boards, and Committees (CBCs), and appointing a City Manager, City Attorney, and Chiefs of Police and Fire.

Community Representation

The City has more than 10 CBCs that represent various community interests and topics. These advisory and/or quasi-judicial bodies help City Council make informed decisions on a range of issues, including equity and human relations, housing and homelessness, parks and recreation, and cultural affairs. See below for a list of CBCs:

- Advisory Committee on Housing and Homelessness
- Bicycle and Pedestrian Advisory Committee
- Civil Service Commission
- Cultural Affairs Commission
- Disability Advisory Committee
- Equity & Human Relations Advisory Committee
- Finance Advisory Committee
- Landlord Tenant Mediation Board
- Parks, Recreation, and Community Services Commission
- Planning Commission



General Plan Visioning Festival

Specific qualifications for membership vary among CBCs but generally include a City residency requirement and terms between two to four years. Some CBCs also have dedicated appointments reserved for specific underrepresented groups, such as seniors or high school students. Resident advisory bodies form a vital part of the City's decision-making process, allowing residents to share their local knowledge and expertise while gaining greater ownership over projects and issues. With a newly digitized application and more diverse outreach process, vacancies have been filled more quickly and from a more varied pool of applicants.

City Departments

City departments run the City's day-to-day operations and play a central role in implementing goals established by City Council and long-range policy documents, such as this General Plan. There are twelve departments within the City in addition to the City Manager's Office and the City Attorney's Office. Figure 8 shows the City's organizational chart.

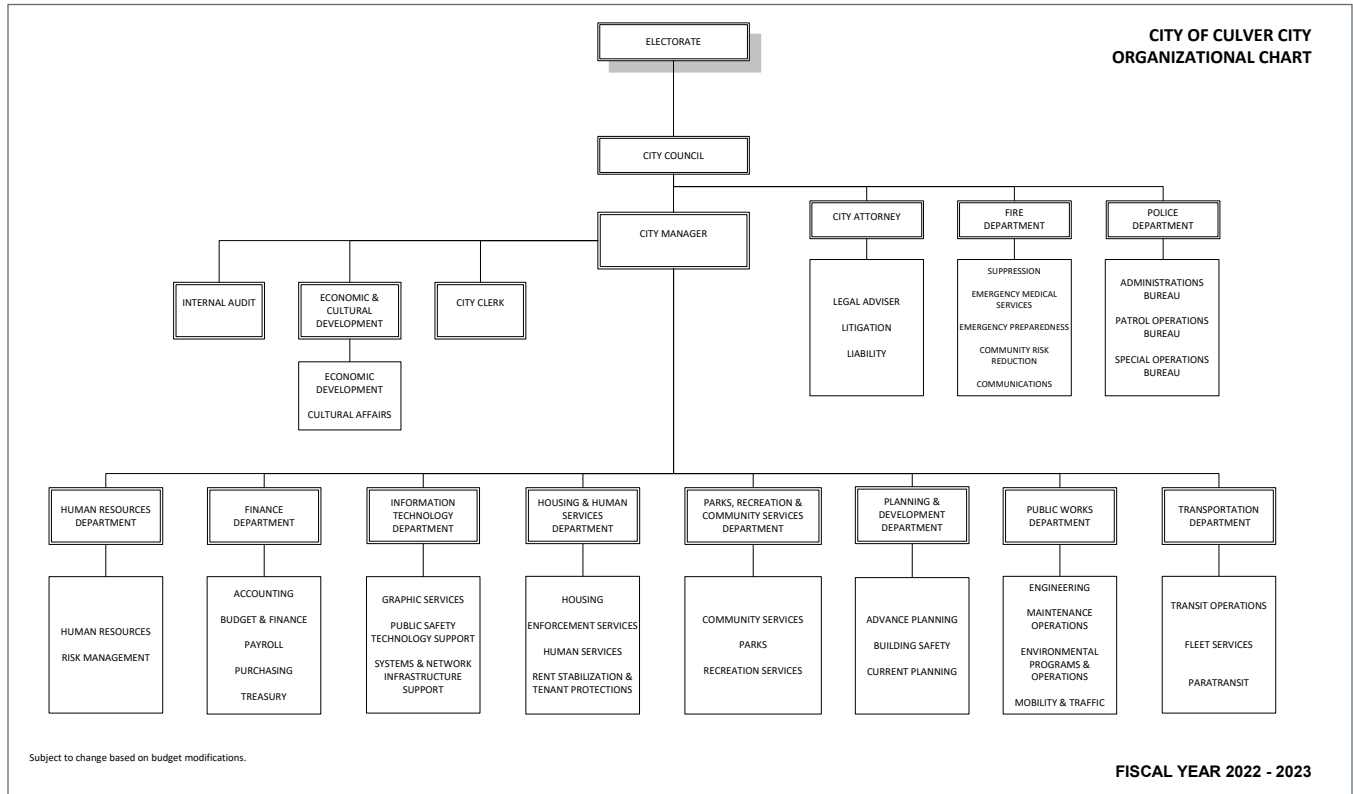
The overall role of each department is described below:

- **City Manager.** The City Manager's Office is responsible for preparing the City's Operating and Capital Improvements Budgets, City Communications, personnel matters and Council agenda preparation. It also works closely with the City Council in identifying policy and program issues and addressing community concerns. The Department staff serves as liaisons to various regional organizations and coordinates multi-jurisdictional projects. The City Manager's Office also contains the Internal Audit Division, City Clerk's Office, and Economic and Cultural Development Office. The City Clerk's Office oversees the City's legislative bodies, elections, and records management. The Economic and Cultural Development Office, through its

Cultural Affairs division manages several cultural programs, including art in public places and historic preservation. The Economic Development Division enhances the city's economy by attracting investment to the community and expanding the City's tax base.

- **City Attorney.** The City Attorney's Office represents the City as a municipal entity and provides high quality, timely and cost-effective legal guidance, support, and representation for all City Officials and City Staff on matters of law pertaining to their duties and responsibilities.
- **Fire.** The Culver City Fire Department provides prompt and professional fire protection and life safety services.
- **Police.** The Culver City Police Department is responsible for providing public safety services.
- **Finance.** The Finance Department helps the City Manager prepare and administer the operating and capital improvement budgets, ensures accurate fiscal analysis on items presented to the City Council, provides an annual audited statement of the City's financial condition to the City Council, and issues business licenses, accounts payable, and payroll.
- **Housing and Human Services.** In furtherance of ensuring the well-being and quality of life of all Culver City residents, both housed and unhoused, the Housing and Human Services Department (HHS) focuses on housing, homelessness, mental health, substance abuse, and crisis intervention. The Housing and Human Services Department consists of the Housing Division, Enforcement Services, Rent Stabilization and Tenant Projections Division, and a new division focused on Human Services.

FIGURE 8 Culver City Organizational Chart as of Fiscal Year 2022–2023



- **Human Resources.** The Human Resources Department is responsible for attracting, hiring, and retaining staff, leadership development, labor relations, and risk management.
- **Information Technology.** The Information Technology Department is responsible for providing centralized network services, telecommunications, and technology solutions support. The Department also oversees operations for the Municipal Fiber Network, which is marketed as Culver Connect.
- **Parks, Recreation, and Community Services.** The Parks, Recreation, and Community Services Department maintains and operates the City’s parks and recreational facilities and runs various recreational, language immersion, senior, and social services programming for the community.
- **Planning and Development.** The Planning and Development Department is responsible for

guiding, monitoring, and facilitating development within Culver City. The Department is comprised of three divisions; Advance Planning, Current Planning, and Building Safety.

- **Public Works.** Public Works is responsible for constructing, maintaining, and overseeing the City’s infrastructure, and a range of public services. It is comprised of four divisions, which are Engineering, Maintenance Operations, Environmental Programs and Operations, and Mobility and Traffic Engineering.
- **Transportation.** The Transportation Department holistically manages mobility and operates the City’s transit system. The Department oversees a list of projects that includes, but is not limited to, micro mobility options such as scooter share and bike share, and implementing bus/bike only lanes.

Community Engagement and Information Sharing

Culver City has a long history of promoting transparency in its decision-making processes. The City engages residents through a variety of methods, including through CBCs, openly publishing financial data, and community engagement surrounding major City decisions, including updating the General Plan. Culver City has shown a commitment to meaningfully involving its active and engaged residents in the decision-making process. Continuing and expanding upon this tradition of “open government” is essential to the City’s long-term success.

To this end, access to high-quality information is foundational to transparency and civic engagement. In a data-driven society ever pressing for increased openness in government, Culver City has proactively leveraged technology to provide readily accessible information and open new opportunities for residents to actively engage with the decision-making process. As of the writing of this Plan, some of the tools the City uses to engage with the public include:

- **A mobile friendly City website** that provides a centralized hub for information and municipal services. It is available in both English and Spanish.
- **An online directory** for public meetings, agendas, and recordings to provide options for community members to participate in all public meetings.
- **Financial and investment reports** that are published online so the City can strive to meet the highest standards in financial transparency.
- **An Open Data platform** that contains publicly available datasets ranging from expenditures and payroll to licensed businesses and building safety permits. The platform is highly interactive, allowing users to download data, filter through datasets,



City of Culver City website

make comments, and visualize datasets through maps and charts.

- **An interactive Geographic Information Systems (GIS) portal** that allows users to identify businesses, City facilities, parks, schools, and other amenities across the city.
- **Contact Culver City**, a streamlined issue reporting and community feedback tool. This tool provides a channel for two-way interaction with residents, as well as one-stop for government services like yard sales permits, business registrations, and bulky item pickup. It is categorized by common topic areas for easy navigation.
- **An online portal** to allow members of the public to make requests for and receive City Records .
- **A web-based email subscription management system** that delivers email bulletin messages and allows a member of the public to self-subscribe to news, events, and information.
- **Various social media platforms**, including Facebook, Twitter, Instagram, Nextdoor, YouTube, and LinkedIn.
- **An interactive “My Neighborhood” map** where community members can learn about events, public art, and City projects happening around where they live.
- **A volunteer directory** that allows people to easily search and sign up for service opportunities in their community.
- **A City cable channel** that broadcasts government meetings, public service announcements, and other programming 24 hours each day, seven days each week. Live and recorded meetings can also be viewed from any Internet accessible device.
- **A fraud waste and abuse hotline** that residents, City employees, contractors, and other interested parties can anonymously report fraud, waste and abuse affecting City resources. They can submit this report by phone, email, fax or online.



City Hall

The COVID-19 pandemic made it difficult, and at times even impossible, for governments to offer in-person services. Ultimately, this has highlighted the critical need for cities to expand the scope of online services and engagement opportunities that they provide today and into the future. As more services move online, it is important to ensure digital access to everyone, regardless of wealth, ability, or race. Though online applications and engagement tools have significantly broadened access to

City information and services, physical barriers (i.e., lack of access to computers or broadband, disabilities) and digital literacy barriers (i.e., aging web users) pose significant implications for equitable engagement as Culver City continues to digitize its engagement and services. In 2021, about 18 percent of households in Culver City do not have broadband subscriptions, while 5 percent of households in Culver City lack Internet access entirely;²⁵ Culver City's population also skews older,

with almost a third of residents over the age of 55.²⁶

The General Plan addresses digital accessibility barriers through policies that close the digital divide, support hybrid modes of engagement, and improves online engagement tools. Supporting equitable access to digital infrastructure and strengthening the accessibility of online services ensures that all residents can meaningfully participate in local decision-making.

Equity Efforts

Culver City is committed to affirming civil and human rights and fostering an inclusive, welcoming environment for all residents, regardless of immigration status, race and ethnicity, age, wealth, or ability. To this end, City Council actively supports and elevates citywide equity initiatives. In addition to funding implicit bias training for City staff and creating an Equity and Human Relations Advisory Committee that engages residents in

the City's equity work, the Council's Ad Hoc Equity Subcommittee hosted a series of community teach-ins and conversations around individual, institutional, and structural racism.

In 2021, the City adopted a Resolution Acknowledging Culver City's racial history that sets actionable steps to integrate racial equity into the City's organization and operations. Part of this effort involves

creating a Racial Equity Action Plan (REAP) that will promote diversity and inclusion with City staff and embed a racial equity lens into routine decision-making. All of these initiatives have laid an important foundation for the City's ongoing equity work and present a clear opportunity for the City to strengthen its leadership in advancing racial equity through the General Plan.

²⁵ U.S. Census Bureau. Table B28002: "Presence and Types of Internet Subscriptions in Household." 2017-2021 American Community Survey 5-Year Estimates.

²⁶ U.S. Census Bureau. Table S0101: "Age and Sex." 2017-2021 American Community Survey 5-Year Estimates.

Regional Partnerships

Local governments are affected by regional and State affairs. Close regional partnerships allow local governments to better address complex issues with collective implications, such as climate change, economic development, housing, and public safety. To this end, an important part of the City's decision making process involves forming strong partnerships and relationships with outside agencies and organizations. Culver City actively participates in and maintains partnerships with several regional associations, where City Council members have routinely held leadership positions. These include:

- **Westside Cities Council of Governments (WSCCOG).** An association of local Westside governments that engages in regional policy advocacy around transportation, homelessness, and sustainability. Its members include Beverly Hills, Culver City, Santa Monica, West Hollywood, and certain districts in the City of Los Angeles and the County of Los Angeles.
- **Southern California Association of Governments (SCAG).** An association of local governments and agencies across Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura County that develops long-range regional transportation plans, regional housing needs allocations, and a portion of the South Coast Air Quality management plans.
- **Los Angeles County Metropolitan Transportation Authority (LA Metro).** The regional transportation planning agency in Los Angeles County. LA Metro operates seven bus routes in Culver City and connects riders to neighboring areas such as the City of Los Angeles, Santa Monica, Venice, Century City, Hollywood, Los Feliz, Glendale, Eagle Rock, and Pasadena.

- **Clean Power Alliance (CPA).** The locally operated electricity provider for 32 communities across Los Angeles and Ventura County. Culver City is currently opted into CPA's 100 percent Green Power program, meaning the city's residents and businesses use 100 percent certified renewable, carbon-free energy by default.
- **California Independent Cities Association.** A nonprofit focused on legislative advocacy around public safety, infrastructure, and economic development for member cities in the Southern California area.
- **Educational Institutions.** While the City does not manage schools or educational institutions, City Council regularly coordinates with Culver City Unified School District (CCUSD) and West Los Angeles College (WLAC) to discuss topics of mutual interest. City Council members sit on liaison committees with each educational institution.

The General Plan provides the opportunity to strengthen these regional partnerships and forge new partnerships that improve the quality of life for both the local and regional community. Given its close involvement in various regional organizations, Culver City has the potential to greatly expand its role as a leader in Los Angeles County and the greater southern California region. In particular, the City Manager and City Council members can proactively lead programs, policies, and initiatives at the regional level, partner with adjacent communities on projects with shared interests, and remain actively engaged in regional decision-making.

The history of the City's role in arts and culture shows a focus generally on the nonprofit and fine arts sectors. Under the leadership of the Cultural Affairs Commission, in recent years,

the City has expanded its focus to include the larger creative economy, which includes businesses and individuals involved in producing cultural, artistic, and design goods and services. This acknowledges the reality of the ongoing expansion of the creative sector presence in Culver City and the multiple ways in which the fine arts and commercial arts sectors intertwine. The City can continue to redefine and broaden its role in engaging across the spectrum of its creative community and in partnering with major creative sector employers and their creative workers, as suggested in the Commission's 2020 Creative Economy Connect report. The City has additional opportunities for new partnerships and coordination. For example, it can leverage existing relationships, such as between the Cultural Affairs Division and Economic Development Division. The City can also undertake additional research and planning in the arts. Examples cited by the Cultural Affairs Commission include developing a citywide cultural plan and a public art master plan.

POLICY FRAMEWORK

Key: Goal attributes.

● Equity & Inclusion

● Innovation & Creativity

● Sustainability

● Compassion & Community

GOAL GL-1

Transparency and open government. Culver City government maintains an exceptional level of openness, transparency, and accountability.



GL-1.1: Information sharing. Disclose information in a timely manner and in forms that the public can easily access, understand, and use.

GL-1.2: Improve readability. Evaluate the readability of marketing materials, website language, City reports, and other proceedings or documents to ensure clear, concise language. Where appropriate, strive for public-facing City materials to meet a readability grade of 8 or lower.

GL-1.3: Improve accessibility of materials. Evaluate printed and online materials for sufficient color contrast levels, readable fonts and font sizes, adequate text alignment and line spacing, and images that reflect diversity and inclusion when possible.

GL-1.4: Tracking implementation actions. Actively monitor and publish progress made towards completing the General Plan Implementation Actions.

GL-1.5: Website accessibility. Improve the City website's accessibility for all users, particularly those with visual, auditory, and cognitive disabilities and lower levels of digital literacy.

GL-1.6: Program and services assessment. Implement a process to proactively gather public feedback on City policies, programs, and services, as well as interactions with City employees and departments.

GL-1.7: Transparent budgeting. Design and implement City budgets that reflect community values and prioritize long-term community benefit. Actively engage community members, particularly groups that are traditionally underrepresented in public spending decisions.

GOAL GL-2

Broaden engagement. Culver City continues to engage and empower stakeholders to participate in the City's decision-making processes.



GL-2.1: Diversity in resident advisory bodies. Consistent with current City Council policy, continue to achieve and maintain a diverse composition of City Commissions, Boards and Committees, with respect to race, color, religion, national origin, ethnicity, sex, sexual orientation, actual or perceived gender identity, disability and age.

GL-2.2: Staff capacity-building training. Provide diversity, equity, and inclusion capacity-building training and ongoing support for City staff who inform the materials and facilitation approaches provided to CBCs.

GL-2.3: Targeted contracting. Contract with community groups and direct service providers to broaden outreach to SB 1000 Priority Neighborhoods and traditionally marginalized groups.

GL-2.4: Targeted engagement. Consult and collaborate with underrepresented groups in decision-making. Increase the number of public meetings held in SB 1000 Priority Neighborhoods or in other areas with high concentrations of multifamily residential units and low-income households.

GL-2.5: Engagement database. Maintain a voluntary database of residents and other stakeholders who attend community meetings and track specific topic areas where they express interest in being involved.

GL-2.6: Accessible public meetings. Locate public meetings in locations and at times that are convenient for community members, especially for residents of SB 1000 Priority Neighborhoods. Provide and promote opportunities for low-or no-cost meeting rooms in City facilities for community groups and local organizations as incentives for strengthening community engagement.

GL-2.7: Multilingual staff. Hire staff who speak multiple languages, including Spanish and Chinese, to build staff capacity for engaging non-English speaking residents.

GL-2.8: Civic leadership training and capacity building. Support programs that teach community members about local government processes and encourage community participation in civic efforts.

GL-2.9: Broaden voter participation. Increase voter registration, particularly among underrepresented groups.

GL-2.10: Partnerships with community organizations. Establish partnerships with nonprofit and faith-based institutions that are viewed as trusted sources of information by many community members.

GL-2.11: Youth outreach. Continue to partner with Culver City Unified School District (CCUSD) to expand and integrate civic education into existing curriculum, hold voter registration drives, and encourage students to volunteer as poll workers.

GOAL GL-3

Equity-centered decision-making. Culver City staff identify and implement strategies to advance equity in their daily operations and when developing and implementing major policies, plans, and projects.



GL-3.1: Operationalize equity practices. Develop goals and strategies to operationalize equity practices across City departments. Regularly revisit and update these strategies to reflect latest best practices.

GL-3.2: Staff training. Train staff across all departments on how to conduct and integrate equity impact analyses into their responsibilities to ensure equitable distribution of public resources and minimize undue burdens.

GL-3.3: Governing for racial equity. Continue serving an active role in government aligned race and equity organizations. Continue training all City staff in Governing for Racial Equity practices.

GL-3.4: Training on equity impact analyses. Ensure residents are aware of, can inform, and know how to access equity impact analysis findings.

GOAL GL-4

Regional leadership and partnerships. *Culver City is a regional leader that partners with various agencies and organizations to identify and work towards shared goals and interests around social services, workforce development, transportation, infrastructure, sustainability, equity, and more.*



GL-4.1: Legislative advocacy.

Continue to advocate for State legislation which can affect City services and further City objectives. Proactively seek appointments to regional and State committees and boards.

GL-4.2: Regional governance.

Continue to play an active role in the Westside Cities Council of Governments, the Southern California Association of Governments, and other regional agencies where Council members hold leadership positions to promote the interests of the City and region.

GL-4.3: Collaboration with adjacent jurisdictions.

Maintain strong collaborative relationships with adjacent jurisdictions and proactively work together on projects of mutual interest and concern.

GL-4.4: Provision of social services.

Collaborate with Los Angeles County Department of Public Social Services, Los Angeles County Office of Education, and other adjacent cities and agencies to improve the provision of social services throughout the region and strengthen existing linkages between physical planning and social systems like health care, public safety, and education.

GL-4.5: Transportation and infrastructure projects.

Collaborate with Los Angeles County, Los Angeles County Metropolitan Transportation Authority, and other adjacent cities and regional agencies to support transportation and infrastructure projects that advance regional sustainability goals and benefit both the city and region.

GL-4.6: Academic institution and major employer coordination.

Strengthen partnerships with regional academic institutions (e.g., Antioch University Los Angeles, West Los Angeles College, Otis College of Art and Design, Fine Arts Graduate Campus) and major employers (i.e., Sony Pictures Entertainment, CCUSD) to craft workforce development strategies, internship opportunities, and other educational programs that serve City objectives.

GL-4.7: Native community and partners coordination.

Form and strengthen partnerships with the Gabrielino-Tongva Indian Tribal Council and California Native American Heritage Commission to identify and implement best practices for partnering, engaging, and consulting with Native stakeholders on local decision-making processes and City and regional projects.

GL-4.8: Advancing regional equity.

Work closely with other Westside and South Los Angeles jurisdictions to advance regional equity, public health, and environmental justice priorities.

GOAL GL-5

Technology and innovation. The City leverages opportunities to creatively expand online engagement and digital offerings while ensuring equitable digital access.



GL-5.1: Open data platforms.

Continue to maintain, update, and expand the City's Open Budget, Open Data, and GIS platforms. Strive to maximize the utility of City datasets and promote locally developed, data-driven solutions.

GL-5.2: Data sharing. Promote data sharing beyond the extent of legal obligations for all City departments. Partner with neighboring jurisdictions and regional agencies like the SCAG and Los Angeles County to explore mechanisms for facilitating standardized data collection, data sharing, and integration of data portals.

GL-5.3: Civic data literacy training. Partner with the Culver City Julian Dixon Library to provide Open Data training for community members.

GL-5.4: Adopting new technologies for civic engagement. Maintain flexibility in adapting to and leveraging new engagement platforms and tools as they emerge to improve public access to information and community outreach.

GL-5.5: Access to public meetings. Improve access to public meetings by providing multiple ways for community members to participate.

GL-5.6: Digital access for all. Support an equitable distribution of high-quality digital infrastructure and resources across the city.

GOAL GL-6

Smart city framework. The City leverages "smart" practices and technologies to support innovative solutions that improve the community's quality of life and better integrate City services, operations, and planning.



For related policies and implementation actions connected to regulating emerging mobility technologies, see [Mobility Goal 7](#).

GL-6.1: Smart cities steering committee. Establish a Smart Cities Steering Committee to create a citywide governance structure for future Smart Cities efforts, set priorities for data and technology investments, craft procurement and vendor management policies, and manage projects, funding opportunities and potential partnerships.

GL-6.2: Invest in innovation. Partner with industry experts, academia, neighboring jurisdictions, and other key stakeholders to encourage innovation and investment in smart city practices and technologies.

GL-6.3: Integrate Smart City Technology. Develop a fair and flexible regulatory environment to support trends towards hybrid work, retail, and service models, such as telework, telehealth, tele-education, home-delivery, e-commerce, and more.

GOAL GL-7

General Plan implementation. Culver City implements the vision of Picture Culver City 2045 and regularly updates the Plan to respond to new opportunities and challenges.



GL-7.1: Integration with departmental workplans. Require that the General Plan Implementation Actions are integrated into departmental workplans.

GL-7.2: General Plan Implementation Status. Update the City's website with the General Plan Annual Progress Report.

IMPLEMENTATION ACTIONS

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

Key: Timeframe icons for implementation actions table.







●
Short-term
1-5 Years

● ●
Medium-term
5-10 Years

● ● ●
Long-term
10+ Years

▶▶▶▶▶
Ongoing





| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|--------------|-------------------------|--|--------------------------|
| IA.GL-1: Performance targets and scorecard platform. Study creating a publicly-accessible scorecard platform that compiles and tracks a select number of prioritized performance metrics and shows where the City is and is not meeting targets. Regularly update the platform as new data and information are available. | GL-1, GL-7 | ● / ▶▶▶▶▶ | Website update | Finance (All departments responsible for updating/tracking their respective performance metrics) | Information Technology |
| IA.GL-2: Internal performance management. Continue performance management tracking within each City department to analyze each department's workload and monitor performance metrics. Produce a public report every year that summarizes the current state of the City's performance metrics. Provide City Council with annual updates on progress made towards achieving indicator targets. | GL-1, GL-7 | ▶▶▶▶▶ | Performance tracking | Finance | – |
| IA.GL-3: Website accessibility audit. Annually audit the City website for compliance with California and federal web content accessibility standards (i.e., providing text alternatives for non-text content). Study the feasibility and identify areas where the City could exceed State and federal accessibility standards. | GL-1 | ● / ▶▶▶▶▶ | (Recurring) audit/study | Information Technology | – |
| IA.GL-4: Website languages. Identify additional languages outside of Spanish that are commonly spoken in the city and should be supported on the City website, such as Japanese, Simplified and Traditional Chinese, French, and Tagalog. | GL-1, GL-2 | ● | Website update | Information Technology | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|---|--------------------|------------------------|--------------------------|
| IA.GL-5: Standardized evaluation process. Develop a simple, standardized evaluation process where all community members, both residents and non-residents, are invited to share their experience interacting with City programs, services, employees, and departments. Retain, adjust, or eliminate programs and services as appropriate. Share results from program and services evaluations with City departments. | GL-1, GL-2 |  | Community survey | City Manager's Office | Finance |
| IA.GL-6: Expand input on the budget. Expand the City's budget input box suggestion form to allow community members to provide feedback on the allocation and distribution of City funds. | GL-1, GL-2 |  | Website update | Finance | City Manager's Office |
| IA.GL-7: Equitable public spending. Annually evaluate the geographic distribution of public spending to ensure spending decisions provide equitable benefits, particularly to SB 1000 Priority Neighborhoods. | GL-1, GL-3 |  | Program Evaluation | Finance | – |
| IA.GL-8: Civic leadership training and capacity building. Establish capacity-building programs that prepare residents and workers underrepresented in the City's CBCs to serve on resident advisory bodies, build effective relationships, and navigate complex and policy topics. | GL-2 |  | Program | City Clerk's Office | City Manager's Office |
| IA.GL-9: Assessment of appointment procedures. Assess appointment procedures and member representation on CBCs every two to four years, consistent with the terms of appointment. | GL-2 |  | Evaluation | City Clerk's Office | City Manager's Office |
| IA.GL-10: Educational voting campaigns. Evaluate the effectiveness of the City's past educational voting campaigns (such as Birdee) and explore new, creative ways for the City to engage voters. | GL-2 |  | Study | City Clerk's Office | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|--------------------------------------|------------------------|--------------------------|
| IA.GL-11: Training and Development Program. Develop a comprehensive City staff training program to address skill gaps and provide professional development to prepare for promotional opportunities in alignment with succession planning. | GL-2, GL-6 | | Program | Human Resources | – |
| IA.GL-12: Racial Equity Action Plan. Implement the Racial Equity Action Plan. Include items such as a standardized assessment tool for equity impacts in major policies, programs, development projects and budgetary decisions. | GL-3 | | Plan implementation/ Plan update | Human Resources | – |
| IA.GL-13: Equity and Programming Support. Update City's Equal Employment Opportunity Plan and establish reporting frequency and review option for online open data portal to store data. Continue to provide staff support for the Equity and Human Relations Advisory Committee and establish a speaker series and/or programs. Provide opportunities for employees, residents and businesses to discuss and learn about the City's equity priorities and analyses across various topics. | GL-2, GL-3 | | Plan implementation/ Plan update | Human Resources | – |
| IA.GL-14: Federal and State funding opportunities. Identify opportunities for regional collaboration in obtaining federal and State funding sources. | GL-4 | | Partnership | City Manager's Office | – |
| IA.GL-15: Understand user groups. Conduct community outreach to determine where City datasets are being used, who is accessing City data, and common barriers to accessing data. Identify datasets that are in highest demand or missing. | GL-5 | | (Recurring) focus group/ study | Information Technology | – |
| IA.GL-16: Enhance usability. Study and implement new product features for the City's data platforms to improve the discoverability and usability of data. | GL-5 | | Study | Information Technology | – |

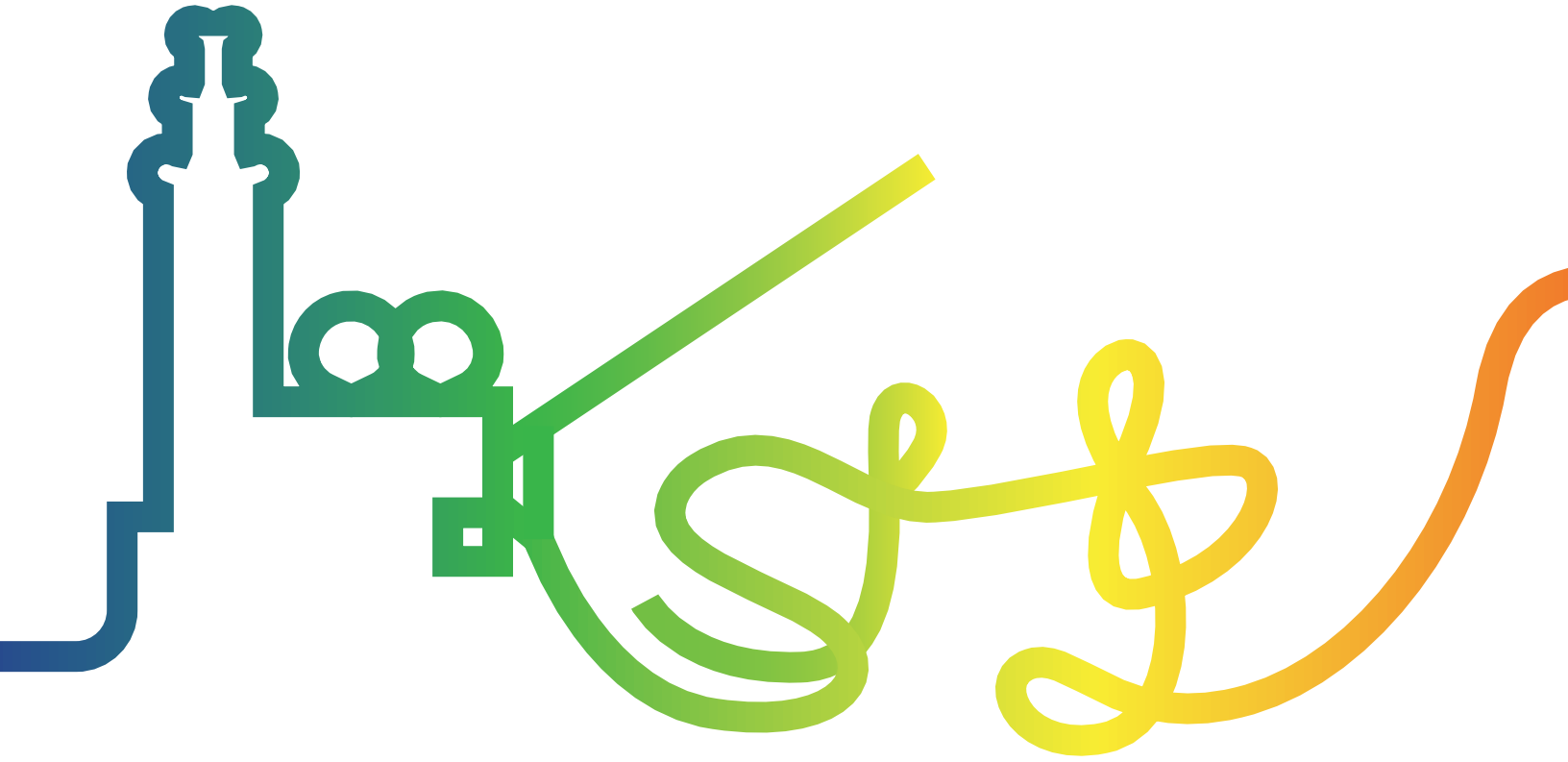
| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|--------------|--------------------------------------|------------------------|--|
| IA.GL-17: Mobile viewing. Study the feasibility of tooling the City's data platforms to support mobile applications. | GL-5 | ● ● | Study | Information Technology | – |
| IA.GL-18: Interactive mapping. Expand data offerings on the City GIS portal (i.e., land use and zoning, demographics and public health, neighborhood boundaries, environmental data, infrastructure, etc.). Update the portal to enable data downloads in GIS file formats and integration with other GIS platforms. | GL-5, GL-7 | ● / ▶▶▶▶▶ | Website update | Information Technology | All departments responsible for maintaining/ updating their respective data |
| IA.GL-19: Citywide communications assessment. Study ways that the City can incorporate new technologies or platforms into their community engagement strategy. Identify where the City can strengthen existing communication channels and online platforms. | GL-2, GL-5 | ● | Study | City Manager's Office | Information Technology |
| IA.GL-20: Hybrid meetings. Study the feasibility and staff capacity for transitioning to a hybrid model for all future public meetings (i.e., providing both in-person and virtual meeting options). | GL-2, GL-5 | ● | Study | Information Technology | City Clerk's Office; City Manager's Office |
| IA.GL-21: Online services. Identify City services, applications, and forms that can be digitized or streamlined on the City website. | GL-5 | ● | Website update | Information Technology | Any departments with relevant services, applications, or forms that are impacted |
| IA.GL-22: Expand broadband network. Partner with local Internet service providers to expand the publicly-owned broadband network to residential and other uses. | GL-5 | ● ● | Partnership/ physical improvement | City Manager's Office | Information Technology Department |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|---------------------|----------------------------|-------------------------------|
| <p>IA.GL-23: Expand digital access for low-income households. Expand the City’s current partnership with Ting Internet and the Affordable Housing Internet Connectivity Program to provide free/reduced-rate internet access to all affordable housing units across the city. Broadly publicize this program with targeted user groups.</p> | GL-5 | ● | Partnership/Program | Housing and Human Services | Information Technology |
| <p>IA.GL-24: Public Wi-Fi access and charging stations. Study the feasibility and identify opportunities to supply public Wi-Fi access, charging stations, and/or public workstations at all municipal buildings and recreational facilities. Implement the City Transportation Department’s plans to provide Wi-Fi on Culver City buses.</p> | GL-5 | ● ● | Study | Public Works | Transportation |
| <p>IA.GL-25: Public workstations. Identify opportunities for public-private partnerships to make public workstations available within walking distance of residences in Culver City without reliable access to internet services.</p> | GL-5 | ● ● | Partnership | Information Technology | Economic Development Division |
| <p>IA.GL-26: Digital city incubator. Establish a digital city incubator to test smart city technologies before citywide deployment and to minimize risks related to security, equity, ethics, and corporate monopolization.</p> | GL-6 | ● ● ● | Program | Information Technology | City Manager’s Office |
| <p>IA.GL-27: Data management plan. Develop a data management plan for gathering, automating, managing, analyzing, and sharing data across City departments. Include strategies that ensure security and privacy compliance and uphold ethical practices for data collection and use.</p> | GL-6 | ● | Plan | Information Technology | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|---|-------------------------------------|------------------------|--------------------------|
| IA.GL-28: Improve network infrastructure. Review and implement additional improvements to the City's network infrastructure and security to better support telework, telehealth, and tele-education across the city. | GL-6 |  | Physical improvement | Information Technology | - |
| IA.GL-29: Employee wellness programs and initiatives. Implement "Wellness Culver City Relaunch" program to take into consideration a 360 wellness engagement platform based on behavioral, physical and financial employee wellbeing. | GL-6 |  | Program | Human Resources | - |
| IA.GL-30: Improve service delivery models. Proactively manage liabilities by strengthening proficiencies of critical HR functions through the implementation of an online onboarding system to complete specific onboarding tasks prior to first day and continue to review processes and policies for streamlining and improving the employee experience through leveraging the City's technology and HRIS platform. | GL-6 |  | Plan implementation/ Plan update | Human Resources | - |
| IA.GL-31: Workers Compensation Program improvements. Complete request for proposal for best-in-class administrators to ensure the programs claims management, administration of benefits, and litigation meet the City's expectations. Implement a return-to-work program and create modified duty agreements to be utilized by departments. | GL-6 |  | Program | Human Resources | - |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|-------------------------------------|--|--------------------------|
| IA.GL-32: City safety initiatives. Initiate Citywide safety initiatives through proposed City Safety Manager position to focus on, build and enhance Citywide safety initiatives including the facilitation of occupational medical management; loss control and safety assessments; OSHA compliance and relevant safety-related policies and procedures. Evaluate the City's safety program for opportunities to enhance the program and create an organization of safety awareness. | GL-6 | | Program | Human Resources | – |
| IA.GL-33: City policy review. Review administrative policies in collaboration with the City Attorney's Office to ensure compliance in alignment with new and/or updated legislation. | GL-6 | | Plan implementation/ Plan update | Human Resources | – |
| IA.GL-34: Regular progress reviews. Annually review the General Plan as part of City Council's goal-setting sessions. | GL-7 | | Plan update | Planning and Development | City Manager's Office |
| IA.GL-35: General Plan annual progress report. Report on progress of implementation actions, general plan amendments, and relevant projects. Study establishing and tracking performance indicators or metrics. | GL-7 | | | Planning and Development | City Manager's Office |
| IA.GL-36: Integration with budget process. Link the General Plan's goals, policies, and actions with City Council's budget process. | GL-7 | | Plan update | Finance | Planning and Development |
| IA.GL-37: Adapt to changing circumstances. Conduct targeted updates to the General Plan every five to eight years to reflect changes in State regulations, new technologies, and new opportunities and challenges. Update the Implementation Actions to reflect new City priorities as appropriate. | GL-7 | | Plan update | Planning and Development; (All departments responsible for updating implementation actions in their respective GP Elements) | – |

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PICTURE OUR PEOPLE



ELEMENT 3

ARTS, CULTURE, AND THE CREATIVE ECONOMY

This Element addresses how the City can focus its investments in and partnerships with the arts, culture, and the creative economy and innovate in civic issues.



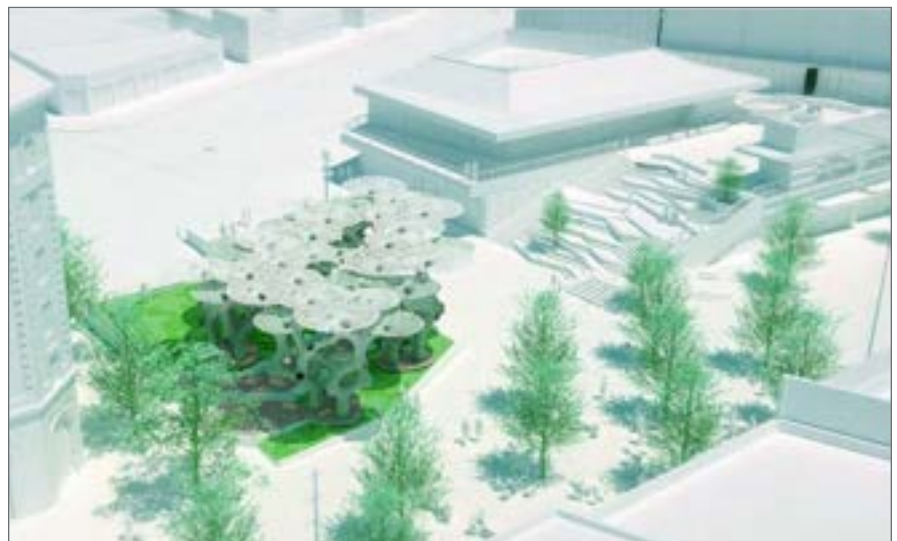
INTRODUCTION

Creativity and the arts are in Culver City’s DNA. Its history is rooted in film production and its creative identity has expanded and diversified to include – among many others – the robust presence of artists, nonprofit arts organizations, and the design community along with major digital media, entertainment, and technology companies. While many welcome the influx of new major employers, concerns about rising real estate values, higher commercial and residential rents, increased traffic and parking issues, and other outcomes of growth and density are challenges for City government and residents alike.

The community strongly believes in the intrinsic value of arts and culture and seeks recognition of their value relative to the creative economy’s economic role. The General Plan supports the multiple roles arts, culture, and the creative economy play in Culver City and the lives of its diverse residents and workers. The General Plan will support the health and vibrancy of the entire creative sector, addressing its critical needs to provide enhanced benefits of arts and culture for all.

What We are Trying to Achieve

- Arts and cultural programs for the community are inclusive and address the needs of all segments of Culver City’s population.
- Culver City’s creative economy is a mainstay and continues to grow steadily, while maintaining and balancing healthy diversity.
- Culver City’s creative economy has ample facilities and spaces to meet its needs.
- There is sufficient and sustainable funding to meet arts and creative industry needs.
- Culver City is branded and recognized regionally, nationally, and internationally as a center for innovation and creativity.



Artist rendering of Culver Steps project

DEFINITIONS

The Arts, Culture, and Creative Economy Element uses the following terms throughout.

Artist. Arts. Creative Economy. Creative Industries. Creative Workers. Culture. Inclusive.

The definitions for the terms in this Arts, Culture and Creative Economy Element of the Culver City General Plan consider Culver City’s view of artists, the arts, and culture. The definitions draw an indistinct circle around the central domain of the arts sector and expand to encompass the city’s unique culture, its residents, and its creative economy.

ARTIST

The title of “Artist” is traditionally applied to a person who engages in an activity deemed to be an art – creating, practicing, and/or demonstrating an artistic practice, typically within a discipline such as visual, performing, or literary arts. Today, the definition of an artist is broader, running the gamut from an individual, traditional artist to the commercially-oriented creative worker. Artists are moving across business, industrial, and creative sectors working in collaboration with the commercial world and are significant drivers of economic growth and innovation.

With the vast changes in the technology sector, the artist is working in a more collective, team-based model, especially in design fields. Although some studio and performing artists still work more traditionally, digital artists do not. Digital artists are part of the fastest growing working groups in the world and are in the forefront of creative industries.^{27,28}

ARTS

The term arts traditionally meant the fine arts: visual arts, music, theatre, dance, and literature. The recent shift in the definition of artist affects the current definition of the arts. Choreographer Liz Lerman, a MacArthur Genius Award recipient, describes the shift to a modern definition as leveling a hierarchical playing field, with all art forms holding parallel value with a different focus, from street dance to ballet.²⁹

CREATIVE ECONOMY

The term creative economy is used to describe creative industries throughout a whole economy. It is comprised of economic systems where value is based on imaginative qualities rather than the traditional resources of land, labor and capital. Distinct from traditional sectors such as manufacturing, banking, or agriculture which have very defined products and outputs, the creative economy is more difficult to define due in part to ever-evolving technology and media sectors.

The UK Department for Culture, Media, and Sport (DCMS) is the most utilized definition of the creative economy – “those industries which have their origin in creativity, skill and talent and which have a potential for wealth and job creation through the generation of intellectual property”.³⁰ The United Nations defines the creative economy as “an evolving concept which builds on the interplay between human creativity and ideas and intellectual property, knowledge, and technology. Essentially it is the knowledge-based economic activities upon which the ‘creative industries’ are based.”³¹ The foundation for a vibrant creative economy is the creative sector of industries and occupations as defined below.

CREATIVE INDUSTRIES

Creative industries are the types of business enterprises – for-profit, nonprofit, and sole proprietor – comprising the creative economy. They are a key source of commercial and cultural value. Individual urban areas may define their creative sectors to include a different set of industries, although business types commonly included are:

- **Fine Arts.** Venues for the Arts, Museums, Performing Arts, Music, Visual Arts, Arts Organizations, Crafts
- **Design.** Engineering, Architecture, Manufacturing, Technology, Fashion, Photography

27. What Do We Mean by Art, Artists, Culture, and Industry? The evolution of meaning in relation to changing patterns of work. Ann M. Galligan. 2007.

28. Living with Art, 10th edition. Mark Getlein. 2012.

29. “What Do We Mean by Art, Artists, Culture, and Industry? The evolution of meaning in relation to changing patterns of work.” Ann M. Galligan. 2007.

30. United Kingdom Department for Culture, Media, and Sport. 2022.

31. United Nations Conference on Trade and Development. 2022.

- **Support Services for Creative Industries.** R&D Services, Consulting, Post-Secondary Education
- **Media/Communications.** Advertising, Graphic Design, Marketing, Public Relations, Publishing, Broadcasting, Electronic Publishing
- **Entertainment.** Media, Film, Post-Production, Recreation, Video Gaming Development
- **Data Sciences.** Communications, Internet, Telecomm³²

CREATIVE WORKER

Creative workers, like artists, are very diverse. They are responsible for creative output in the areas of design, media, and the arts whereby the production process relies on creativity both as an individual skill and as an organizational source of competitive advantage. The occupation categories typically include writing, design, theatre, television, radio, motion pictures, related crafts, advertising, marketing, scientific research and development, product development, digital media, software development, engineering, and more. Individual communities may define creative workers either more broadly or narrowly depending on their specific creative sectors.³³

CULTURE

Historically, the term culture described tending to the earth and fostering growth, or cultivation and nurture, and then evolved to culture as a thing in and of itself. It is most often defined in anthropological terms: “An integrated pattern of human knowledge, belief, and behavior. The outlook, attitudes, values, morals, goals, and customs shared by a society or group...”³⁴. It includes a community’s characteristics and knowledge, encompassing language, religion, cuisine, social habits, music, and arts.

Culture is understood to be broad and inclusive, although for a specific community, the definition is idiomatic and defined by the place and the people who live there.

“Culture encompasses religion, food, what we wear, how we wear it, our language, marriage, music, what we believe is right or wrong, how we sit at the table, how we greet visitors, how we behave with loved ones, and a million other things.”³⁵

INCLUSIVE

“Inclusive” in this context refers to all people—including but not limited to those who have been historically under-represented based on race/ethnicity, age, disability, sexual orientation, gender, gender identity, socioeconomic status, geography, citizenship status, or religion.

³². WESTAF Creative Vitality Suite. 2019.

³³. WESTAF. 2023.

³⁴. Cultural Anthropology. McGraw Hill. 1990.

³⁵. Cristina De Rossi. Anthropologist. London. 2017.

KEY ISSUES AND OPPORTUNITIES

Culver City's arts, culture, and creative economy are extraordinary by all measures. They offer rich possibilities for development through thoughtful policy. Key issues include addressing a range of larger structural challenges and embracing aspirational possibilities for advancing the sector. They also offer opportunities for integration with and support of other policy areas of the General Plan.

Top Ten Creative Economy Occupations in Culver City³⁶

- Producers and Directors
- Film and Video Editors
- Actors
- Audio/Video Technicians
- Media/Communications Workers
- Multimedia Artists/Animators
- Camera Operators
- Writers and Authors
- Graphic Designers
- Photographers

Graphic designers and artists support the City's Creative Economy



The Actor's Gang in Media Park



Sony Pictures is among one of many Creative Studios in the City



New office development in the city

Top Ten Creative Industries in Culver City³⁶

- Motion Picture/Video Production
- Software Publishers
- Advertising Agencies
- Internet Publishing/Broadcasting
- Motion picture/ Video Distribution
- Independent Artists, Writers, Performers
- Architectural Services
- Agents/Managers/Promoters
- Graphic Design Services
- Interior Design Services

Culver City's Extraordinary Creative Sector

Culver City's creative sector is a remarkable concentration of creative people, businesses, nonprofits, and other cultural resources. As indexed by WESTAF's Creative Vitality Suite, Culver City is among the highest in the United States. The City's creative economy indexed in 2018 at about 12 compared to a national average of 1. Santa Monica indexed at about 10 and Los Angeles County and Austin at about 2. This strength across creative industries and occupations,

and including a robust arts community, is a defining feature of Culver City, evolving from the foundation of more than a century-long presence of creative businesses and workers in the city.

Culver City's many creatives – its artists, writers, actors, designers, film workers, and many more – are a collective asset to both the economy and the community, both those who live and those who work in

the city. The Creative Vitality Suite shows that fully one-third of all jobs in Culver City are in creative occupations. In 2018, they numbered 20,045 jobs and their total earnings were \$3.6 billion. Beyond their economic value, creatives are civically engaged, serving on boards and commissions, and in other leadership and volunteer positions. The City has begun organizing networks of creatives, like the Culver City Arts District, and recently created an Artist

³⁶ WESTAF 2018; Ordered by industry size from largest to smallest.

Laureate Program. However, this network can be strengthened by greater connectivity among creatives. This population of creatives holds great potential for further development in areas such as economic development, civic engagement, social cohesion, urban design, education, and many other areas.

The city's Creative Economy includes for-profit, nonprofit, and sole proprietor business enterprises. It is appropriate for communities to self-define their creative sectors. The City's 2017 Creative Economy Report identified

more than 40 industries as the core of the city's creative economy. Total sales for Culver City's creative industries were \$12.8 billion in 2018, per the Creative Vitality Suite. The top sectors, as measured by sales, were motion picture and video production, software publishers, advertising agencies, internet publishing and broadcasting, and motion picture and video distribution. The arrival of more, large creative companies in recent years has helped reshape the creative sector, bringing jobs and prestige along with greater density and higher real estate costs.

Culver City recognizes its creative economy as an economic force that contributes to sustained regional economic growth. The City also understands that it can play a greater role in building a more inclusive, connected, and collaborative city. While the creative economy is strong, it faces regional challenges such as the rising cost of workspaces and offices, the cost of housing, and barriers in transportation and commuting to Culver City. It is increasingly difficult to afford to both live and work in Culver City.



Culver City Symphony Orchestra performance



"Truth of Fiction" public art in the city



Donna Sternberg dancers at City Hall

Importance of Fine Arts and Artists

Fine arts and artists, and the nonprofit arts and cultural community, are valuable in the community and contribute to the city's vitality. However, the need to balance the interests and needs of the arts with those of the for-profit creative sector, is an increasingly pressing challenge in Culver City. Growth in the commercial sector of the city's creative economy has created what some consider to be an imbalance of attention and resources away from artists and nonprofits, whose role in the creative sector is measured less by financial success. The desire to elevate the arts within the General Plan reflects a longstanding value placed on creativity and artistry, on which the creative economy is based, but which is sometimes undervalued compared with large, commercially successful companies, such as those now

choosing Culver City as their home. In fact, creativity across many fields and expressions is seen as a resource from which the success of the larger, commercial businesses derive, creating a responsibility to support the local arts and cultural community. As described previously, the presence of large creative companies is seen as contributing to the challenges that the arts community and smaller, for-profit creative companies face. Such for-profit creative companies include the architectural and design firms, art galleries, and sole proprietors whose presence over the past decades helped establish Culver City as a desirable creative center.

What is Culver City's non-commercial arts and cultural sector? The city contains a robust array of nonprofit organizations, individual artists in all disciplines/media, art galleries,

public artworks, performing arts venues, and arts districts. This diversity of artistic practice serves the community in numerous ways, from public performances and events, to arts education for young people, to creative placemaking that maintains attractive places for residents and visitors.

The General Plan is an opportunity to acknowledge the importance and role of the arts and artists, and to address the challenges they face from growth, density, rising costs, and competition for visibility. The City can exercise its leadership and define new relationships with larger creative companies that benefit the community and the company. It can also direct increased support to the nonprofit and artist communities, demonstrating their value and contributions to the city's continued vitality.

City's Role in Arts, Culture and Creative Economy

The City's role in arts and culture has proliferated and evolved in recent decades to encompass Art in Public Places, cultural facilities, historic preservation, programs, events, and grant funding. The City owns three cultural facilities and holds a long-term lease on a fourth. Nonprofit arts organizations operate three of them under in-kind leases. These facilities include the Kirk Douglas Theatre managed by The Center Theatre Group, Ivy Substation managed by The Actors' Gang, and the former National Guard Armory building managed by the Wende Museum. Under a partnership with the City, the Wende Museum is also completing construction of the Glorya Kaufman Creative Community Center. The City operates the fourth facility, the Veterans Memorial Building

and Auditorium which is also home to the Culver City Historical Society and museum. The longstanding Art in Public Places Program now numbers over 100 permanent artworks created by both the City and real estate developers, under the percent-for-art requirement. These artworks are in nearly all areas of the city, with a greater concentration in the eastern and downtown areas, almost all accessible to the public.

The history of the City's role in arts and culture shows a focus generally on the nonprofit and fine arts sectors. Under the leadership of the Cultural Affairs Commission, in recent years, the City has expanded its focus to include the larger creative economy. This acknowledges the reality of the ongoing expansion and evolution of the Creative Economy in Culver City

and the multiple ways in which the fine arts and commercial arts sectors intertwine. The City can continue to redefine and broaden its role in engaging across the spectrum of its creative community and in partnering with major employers and their workers, as suggested in the Commission's 2020 Creative Economy Connect report.

The City has additional opportunities for new partnerships and coordination. For example, it can leverage existing relationships, such as between the Cultural Affairs Division and Economic Development Division. The City can also undertake additional research and planning in the arts. Examples cited by the Cultural Affairs Commission include developing a new citywide cultural plan and a public art master plan.

Access to Arts and Culture

Arts and culture are a public benefit, one that Culver City seeks to share with all residents and visitors alike. Increasing community access to arts and cultural opportunities is a value and goal often stated in the planning process, aligning with the City's overall goals for advancing equity across all areas of the General Plan. For example, the Culver City Unified School District (CCUSD) has worked for more than twenty years to expand arts education for its diverse student body. CCUSD is an acknowledged leader regionally in advancing equity in arts education. This is done by increasing arts instruction at all grade levels, encompassing multiple artforms (dance, media arts, music, theatre, and visual arts), and building partnerships with local artists and arts organizations. Another example is the Art in Public Places Program, whose artworks are intentionally located throughout the city to make these arts experiences more accessible to the community (Figure 9).

Compared to the value placed on accessibility, Culver City's many

cultural assets tend to be concentrated in certain geographical areas of the city. Yet, residents may be more inclined to participate in cultural activities if the activities were located closer to home and more integrated into their everyday life, rather than always being a scheduled, often paid, activity to which attendees must drive and park. While all types of arts activity are valued, the gap in Culver City is in closer access to informal and community-based arts and culture. Parks, streets, shopping centers, schools, and small businesses are examples of locations that can become venues for arts opportunities. Closer access helps residents overcome barriers of travel, scheduling, limited time, and even cost – more informal, local offerings are often free or inexpensive.

In contrast to the Art in Public Places Program map, the maps of other cultural assets illustrate concentrations in the northeast area of the city and Downtown, including along the Cultural Corridor on Washington and Culver Boulevards. One example is the map of performing arts venues

(Figure 10). Neighborhoods, such as Clarkdale (Tellefson Park), Culver/West (West Washington), and Fox Hills, have fewer cultural opportunities and are located farther from venues, arts districts, and art galleries. These imbalances highlight the opportunity to create better access for all residents



"Hanging Garden" public artwork

and improve equity through intentional siting of arts and cultural activities, increasing overall availability and eliminating barriers to participation.

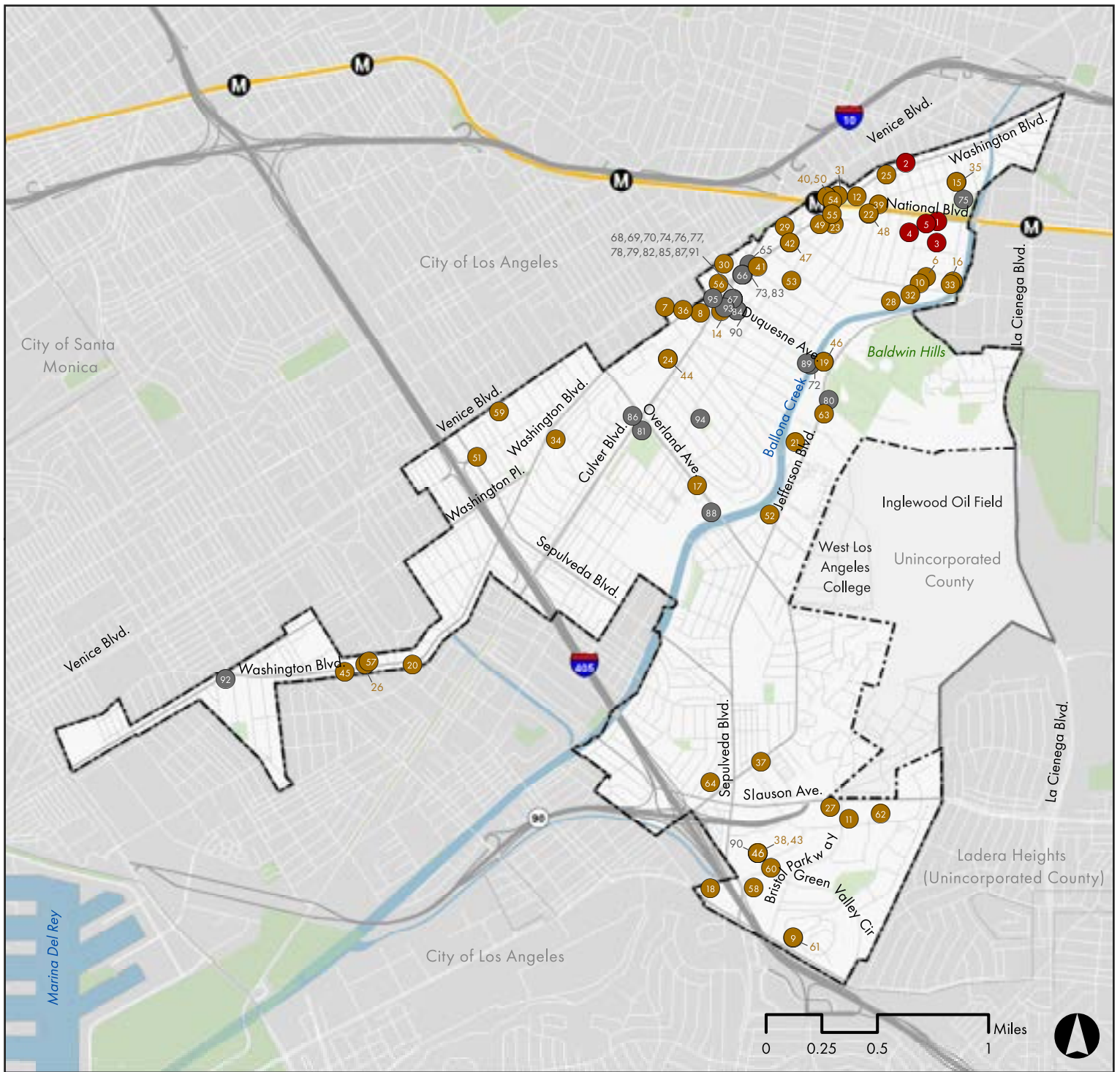


FIGURE 9

Art in Public Places Artworks in Culver City

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

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

Arts and Culture Features

- Architecture as Art - Privately Owned
- Public Art – Privately Owned
- Public Art – City Owned

*Numbering denotation available in Appendix A

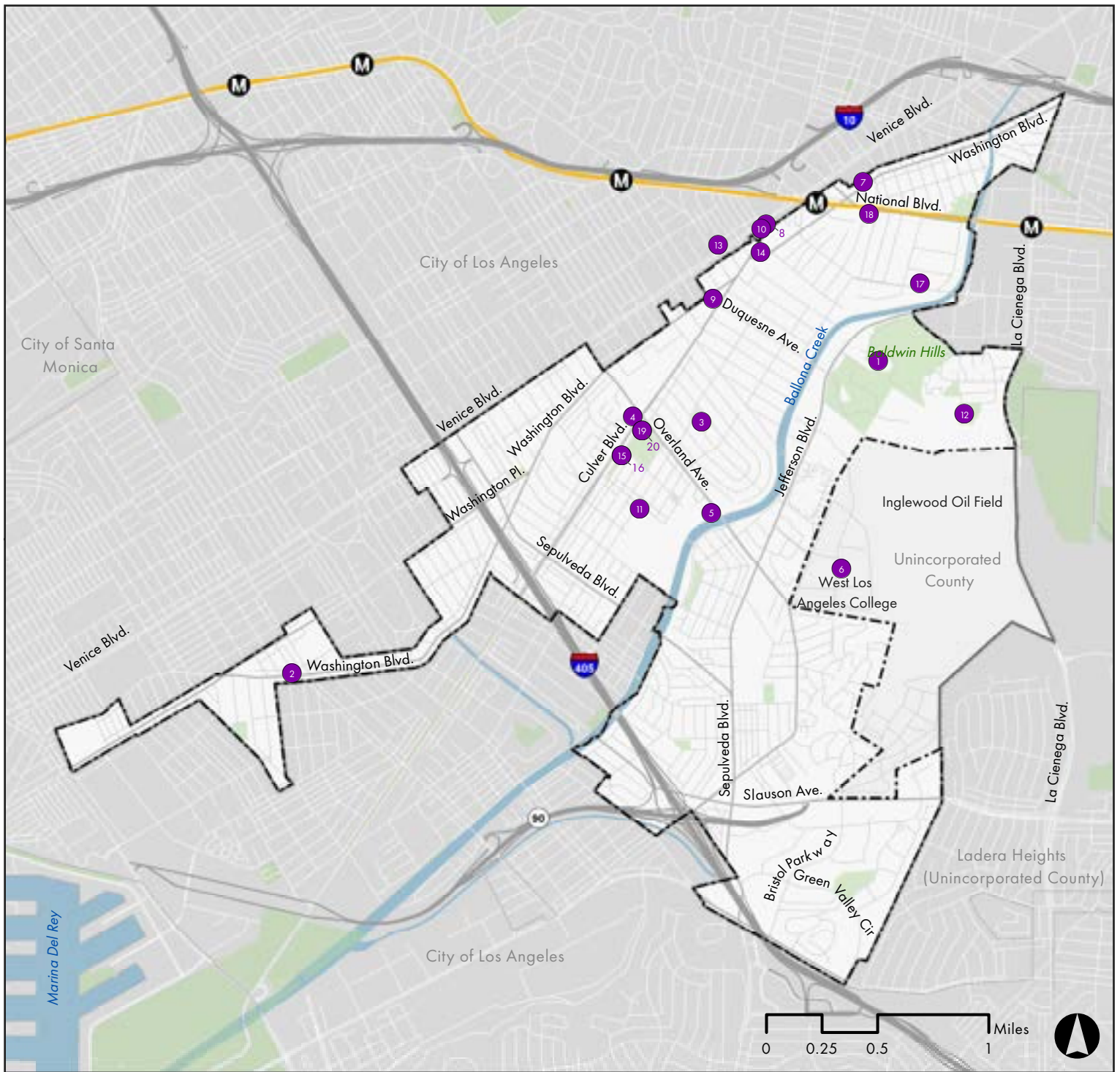


FIGURE 10

Performance Venues and Other Sites Frequently Used for Performances

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

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

*Numbering denotation available in Appendix A

Facilities and Spaces for Arts and Culture

Cities distinguish their cultural scenes in part through great cultural facilities and spaces that both serve the community and help develop the local creative economy. Culver City has a remarkable collection of mostly smaller-scale, intimate cultural venues, historic buildings, and renowned architecture. However, affordability has become an issue for the city's creative sector. Culver City was once a relatively inexpensive and attractive alternative for artists, art galleries, architects, and other creatives. This led in the 1980s and 90s to the formation of successful, vital creative districts, such as the Culver City Arts District, Hayden Tract, and Helms Bakery District. However, recently rising real estate prices and rents and low vacancy rates have created challenges for all but the largest

creative companies. This is reflected in the need for affordable spaces for artists' live/work, performing and rehearsal venues, smaller creative companies, and similar creative sector uses. For example, the Veterans Auditorium has a long wait list showing the demand for space. Another example of the challenges is indicated by the exodus of art galleries of the Arts District because of the rising rents.

The General Plan is an opportunity to address space and cost issues and to ensure viable space options for the full spectrum of the creative community. To maintain its status as a center for innovation and creativity, Culver City must craft ways for artists, creatives, and creative enterprises to remain in the city. This can be accomplished through efforts to preserve

and upgrade existing venues, create new ones, leverage historic properties, develop affordable housing, and facilitate creative space projects arising from the community. These efforts can be large-scale, such as addressing the facility needs of the Veterans Memorial Complex, or the opposite: encouraging informal, temporary, and pop-up event spaces.

This need is equally true for the city's four arts districts. They are a vital part of Culver City's identity but all face challenges to their sustainability. The General Plan can address their specific needs and support their continuing evolution. Potential solutions lie in enhanced collaboration, programming, management, governance, and funding.



Exterior of Ivy Station



Historic Kirk Douglas Theatre



Artist rendering of new Wende Cultural Center

Funding and Sustainability for Arts and Culture

Sustainable funding for arts and culture is the lifeblood of much creativity. Cities play an essential role in making targeted investments in their cultural ecosystems, tailored to the specifics of their creative community. Culver City's investments in arts and culture have been modest yet effective. In recent decades, the City has minimized General Fund arts expenses in favor of relying heavily on developer public art fees, making available city-owned real estate, and encouraging private contributions. This approach has successfully leveraged City properties for the benefit of local

arts organizations and audiences, as witnessed by the success of the Kirk Douglas Theatre, Ivy Substation, and The Wende Museum. This approach has also generated substantial private dollars for arts, culture, and arts education through the Cultural Trust Fund and its partnership with Culver City Arts Foundation (Culver Arts) and ongoing contributions from Sony Pictures Entertainment. Still, the City must evolve its leadership role to fit the community's current challenges. Space needs are one example of pressures that will damage Culver City's creative sector, absent efforts

to assure needed resources.

Opportunity lies in addressing funding issues on a systemic basis by "increasing the pie" of arts and cultural funding through a diverse range of new public and private sources. This can include increasing existing investments from the General Fund and extend beyond this to new efforts to secure private funds from developers, local companies, employees, and other arts funders. In addition, the City can explore federal and State grants, tax credits and other funding opportunities, and develop a dedicated "arts tax."

POLICY FRAMEWORK

Key: Goal attributes.

● Equity & Inclusion

● Innovation & Creativity

● Sustainability

● Compassion & Community

GOAL AC-1

Affordable working and living spaces. Affordable work and living spaces to meet the diverse needs of Culver City's creative sector, including commercial, nonprofit and individual.



AC-1.1: Creative sector space needs. Research, analyze, and identify the creative sector's space needs and solutions throughout the city. Such needs include affordable work, studio, exhibition, sales, rehearsal, performance, and living space for all income levels.

AC-1.2: Public/private partnerships for facility and space needs. Foster public/private partnership opportunities to meet identified facility and space needs, including through Community Benefit Agreements and Art in Public Places Program requirements with developers.

AC-1.3: Artist and creative spaces in affordable housing policy. Incorporate affordable live/workspaces for artists and creatives in the City's Community Benefit Incentive Program.

AC-1.4: Arts and cultural events. Support and permit small, inexpensive, or free informal events in partnership with arts and cultural organizations in public and private spaces.

AC-1.5: Gentrification's impacts on affordable space. Acknowledge and address the challenges of gentrification in efforts to meet affordable space needs.

GOAL AC-2

Connected creatives. Culver City's creatives are well-connected and are actively contributing to the community's civic welfare and economic prosperity.



AC-2.1: Convening and activating creatives. Convene and activate Culver City's creatives to address community and civic needs through creative sector involvement.

AC-2.2: Empowering creatives. Empower creatives to network and define their own objectives and methods for action. Examples include producing artistic projects, addressing societal problems, improving City functions, and demonstrating innovation.

AC-2.3: City support for actions led by creatives. Provide City support and seek partnerships with local creative businesses and organizations.

AC-2.4: Recognition of creatives. Recognize and celebrate leadership accomplishments of Culver City creatives.

AC-2.5: Artist engagement efforts. Expand the City's artist engagement efforts.

GOAL AC-3

Thriving creative sector. All industries in Culver City's creative sector – nonprofit and for-profit – are thriving.



For related policies and implementation actions connected to supporting the creative economy, see [Economic Development Element Goal 2](#).

AC-3.1: Creative sector and the city's economic success. Focus on the creative sector's needs, including for-profit and nonprofit, as an essential element of Culver City's economic success.

AC-3.2: Small- and mid-sized creative businesses. Support Culver City's small and mid-sized creative businesses, both for profit and nonprofit.

AC-3.3: Arts districts. Promote and facilitate the sustainability of Culver City arts districts (Arts District, Hayden Tract, Helms Bakery and Cultural Corridor).

GOAL AC-4

Inclusive arts and cultural programming. All of Culver City's population and areas of the city have meaningful access to inclusive and relevant arts and cultural programming.



AC-4.1: Arts and cultural programming in underserved areas. Make available arts and cultural programming in underserved areas of the city, including Clarkdale (Tellefson Park), Culver/West (West Washington), and Fox Hills.

AC-4.2: Increase use of parks and public facilities for arts and cultural programming. Encourage interdepartmental collaboration to increase use of parks and other public venues for arts and cultural programming and for displaying local art.

AC-4.3: Art in Public Places Program prioritization. Prioritize Art in Public Places Program artworks in underserved areas of the city.

AC-4.4: Opportunities for arts and cultural programming. Increase diverse opportunities for arts and cultural programming that involve the active participation of residents and workers of all ages and backgrounds. Engage communities and neighborhoods when developing programming choices.

AC-4.5: Lifelong learning. Support lifelong learning in the arts.

AC-4.6: State Arts Standards for Public Schools. Support full implementation of the State Arts Standards for Public Schools in partnership with the Culver City Unified School District, Culver City Education Foundation, Los Angeles County Arts Education Collective, and the local arts community.

AC-4.7: Arts learning opportunities for populations facing barriers to access. Increase arts learning opportunities in community settings for populations facing barriers to access, such as children and young people, seniors, immigrants, low-income communities, and people experiencing homelessness.

AC-4.8: Awareness of history. Increase awareness of the full breadth and depth of the community's history and the attributes and unique qualities of the local and regional ecosystem by integrating historical narratives and imagery in arts and cultural projects and events.

AC-4.9: Diversity, equity, and inclusion in the creative sector. Promote and advance diversity, equity and inclusion relating to all City programs and functions that involve the creative sector.

AC-4.10: Transportation access to arts and culture. Improve transportation access to arts and cultural programming and venues via coordination with the City of Culver City Transportation Department, LA Metro, and other transportation agencies.

AC-4.11: Cultural event and venue information. Incorporate current and future cultural event and venue information in multimodal transportation planning and operations.

GOAL AC-5

Resources for the arts and culture sector. There are sufficient and sustainable resources to meet the diverse needs of Culver City's arts and culture sector.



AC-5.1: Increased funding for arts and culture. Increase funding for the arts and culture sector.

GOAL AC-6

City leadership. The City has effective and strong leadership capacities for arts, culture, and creative economy.



AC-6.1: Creative sector leadership.

Create long-term plans to support evolution of Culver City's role in creative sector leadership.

AC-6.2: Recognition of the creative sector's role in the city's economy.

Recognize the role of the creative sector in Culver City's economic prosperity and community identity.

AC-6.3: Active arts, culture, and creative economy leadership.

Adopt an active role for the City's leadership in arts, culture, and creative economy, including proactively identifying and facilitating projects and solutions.

AC-6.4: Arts staffing. Provide adequate staffing levels to implement this Element.

GOAL AC-7

Center for innovation and creativity. Culver City is branded and recognized nationally and internationally as a center for innovation and creativity.



For related policies and implementation actions connected to creative placemaking, see [Land Use Element Goal 14](#).

AC-7.1: Culver City arts, culture, creative economy brand. Develop a unified Culver City brand for its arts, culture, and creative economy.

AC-7.2: Branding engagement.

Conduct an inclusive and equitable branding engagement process for the whole range of Culver City's creative community.

AC-7.3: Creative campaign. Conduct a long-term campaign to promote Culver City's creative industries to attract and retain businesses, and to support tourism and Culver City's identity.

IMPLEMENTATION ACTIONS

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

Key: Timeframe icons for implementation actions table.

●
Short-term
1-5 Years

● ●
Medium-term
5-10 Years

● ● ●
Long-term
10+ Years

➡➡➡➡
Ongoing

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|-----------------------|------------------------|--------------------------|
| IA.AC-1: Citywide creative facilities and space inventory. Develop a comprehensive, city-wide creative facilities and space inventory, directory, needs assessment, and master plan. | AC-1 | ● ● | Study and Master Plan | Cultural Affairs | Economic Development |
| IA.AC-2: Community exhibition space. Develop a community exhibition space. | AC-1 | ● ● | Physical improvements | Cultural Affairs | Economic Development |
| IA.AC-3: Artist in residence program in City departments. Develop an artist in residence program placing artists within City departments to mutually define a project or role that advances the work of the department. | AC-2 | ● ● | Program | Cultural Affairs | — |
| IA.AC-4: Artist Laureate Program. Expand and enable the Artist Laureate Program to increase its capacity to lead creative projects in the community on the City's behalf, including multiple artists, greater compensation, and project funding. Collaborate and coordinate with Culver Arts to better enable its role as a funding partner. | AC-2 | ● | Program | Cultural Affairs | — |
| IA.AC-5: Rental assistance. Develop a rental assistance program for creative enterprises. | AC-3 | ● ● | Program | Economic Development | — |
| IA.AC-6: Role of creative sector in economic prosperity. Develop policy recognizing the role and importance of the creative sector to Culver City's past, current, and future economic prosperity. | AC-3 | ● | City Policy | Economic Development | Cultural Affairs |

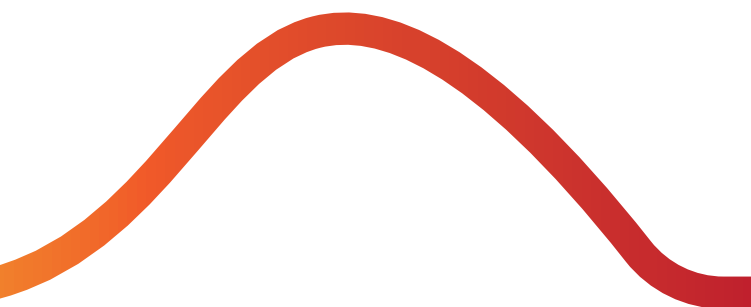
| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|--|------------------------|---|
| <p>IA.AC-7: Workforce programs. Partner and develop workforce programs for creative sector jobs with existing regional and state workforce programs, connecting them to opportunities with Culver City creative businesses, such as job training, internships, mentorships, and apprenticeships.</p> | AC-3 | ● ● ● | Partnership/ Program | Economic Development | — |
| <p>IA.AC-8: Small business support. Develop or facilitate access to small creative business support, like technical assistance; financing; and marketing. Tailor to the specific needs of creative businesses and artists.</p> | AC-3 | ● ● | Program | Economic Development | — |
| <p>IA.AC-9: Creative Economy Strategy. Develop a Creative Economy Strategy.</p> | AC-3 | ● | City policy | Economic Development | — |
| <p>IA.AC-10: Development assistance. Provide development assistance for Culver City nonprofit arts and cultural organizations.</p> | AC-3 | ● | Program | Cultural Affairs | Economic Development |
| <p>IA.AC-11: Arts and cultural programming in City parks, facilities, and public spaces. Develop a strategy to incorporate arts and cultural programming in City parks, facilities, and public spaces, including:</p> <ul style="list-style-type: none"> • Arts, cultural, and historic signage that celebrates local history and culture and educates the community about Native American history and continuing traditions. • Gathering spaces informed by Native American traditions. • Unique, experiential art, outdoor furniture, and placemaking features via the Art in Public Places Program and partnerships with major creative companies in Culver City. • Using the City’s parks and recreational facilities as forums for arts and cultural expression and events. | AC-4 | ● ● ● | Partnership/ Program/ Physical Environment | Cultural Affairs | Parks, Recreation, and Community Services |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|-----------------------|------------------------|--------------------------|
| <p>IA.AC-12: Arts and culture funding sources. Evaluate and pursue funding for arts and culture via the following venues:</p> <ul style="list-style-type: none"> • Developing additional sources of revenues for the Cultural Trust Fund, such as memberships for businesses (a United Arts Fund model) and corporations and employee contributions and involvement. • Increasing City allocations to the Cultural Trust Fund. • Collaborating and coordinating with Culver Arts in making arts and cultural program plans to better enable its role as a fund-raising partner. • Review developer requirements, including Art and Public Spaces Program on all new development and redevelopment. • Evaluating creating a dedicated public revenue source, such as a portion of the hotel occupancy, sales, beverage, admissions, or other tax. • Evaluating the use of municipal bonds for arts, culture, and creative economy capital projects. • Evaluating the formation of one or more Business/Property Improvement Districts to support the cultural district(s). | AC-5 | ● ● ● | Funding/ Ordinance | Cultural Affairs | Economic Development |
| <p>IA.AC-13: Communitywide cultural plan. Develop a communitywide cultural plan based on comprehensive community and stakeholder engagement and addressing all elements of the city's creative sector.</p> | AC-6 | ● ● | Plan | Cultural Affairs | — |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|---------------------------------------|------------------------|--|
| <p>IA.AC-14: Public art master plan. Develop a public art master plan based on community and stakeholder engagement, including artists, real estate developers, and architectural/design community. As part of the planning process, explore new partnership and funding opportunities to enable a full range of potential and mutually beneficial arts support.</p> | AC-6 | ● ● | Plan | Cultural Affairs | Economic Development |
| <p>IA.AC-15: Departmental consolidation and the arts. Reorganize and consolidate City arts, culture, and creative economy functions to improve communication and coordination with other divisions, and to increase access to decision-makers. Consider renaming/rebranding as "Arts, Culture and Creative Economy."</p> | AC-6 | ● | Organizational Structural Improvement | City Manager's Office | Cultural Affairs; Economic Development |



PICTURE OUR COMMUNITY



ELEMENT 4

LAND USE AND COMMUNITY DESIGN

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



INTRODUCTION

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

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

What We are Trying to Achieve

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

KEY ISSUES AND OPPORTUNITIES

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

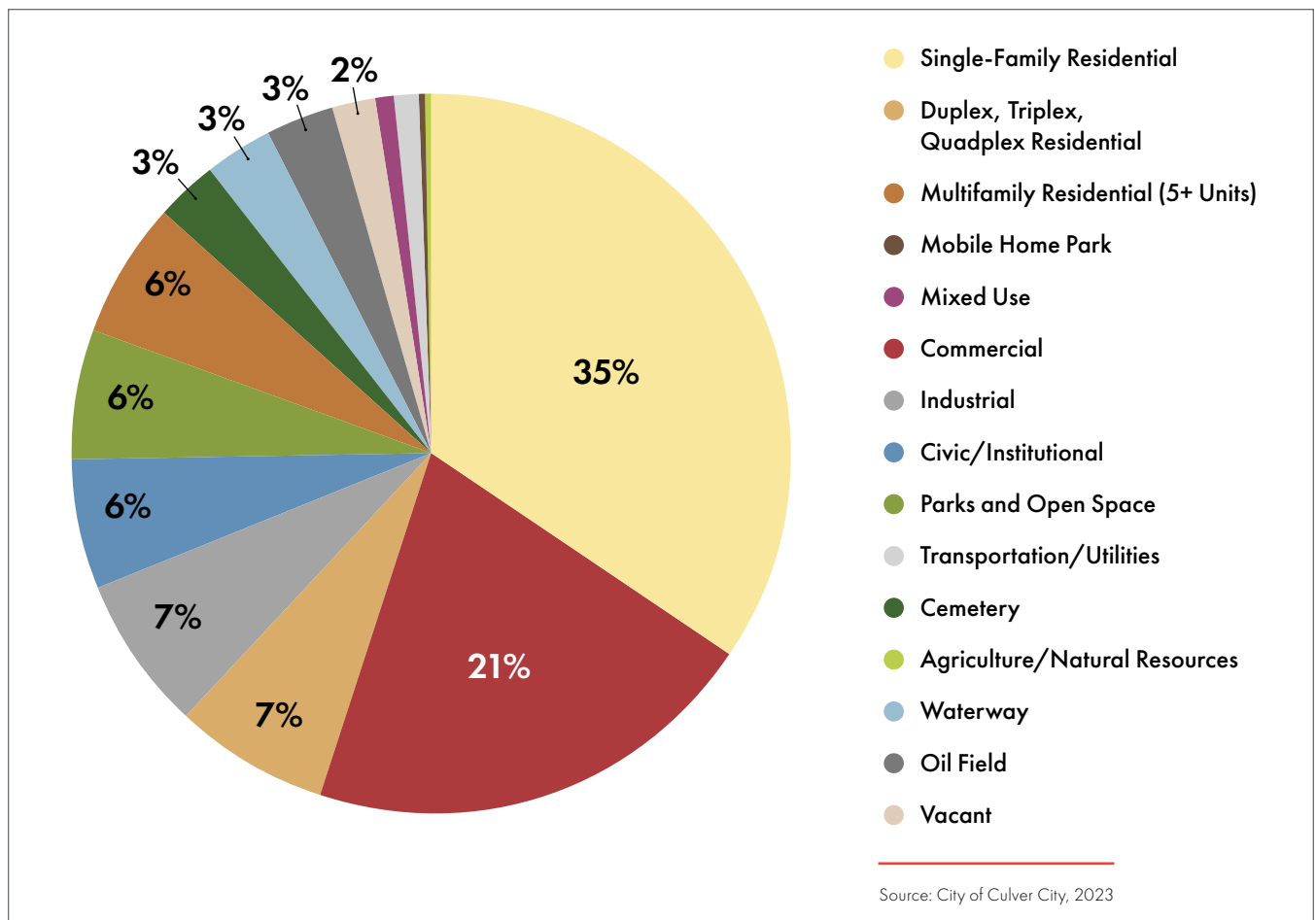
Existing Land Uses

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

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

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

FIGURE 11 Existing Land Use in Culver City



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

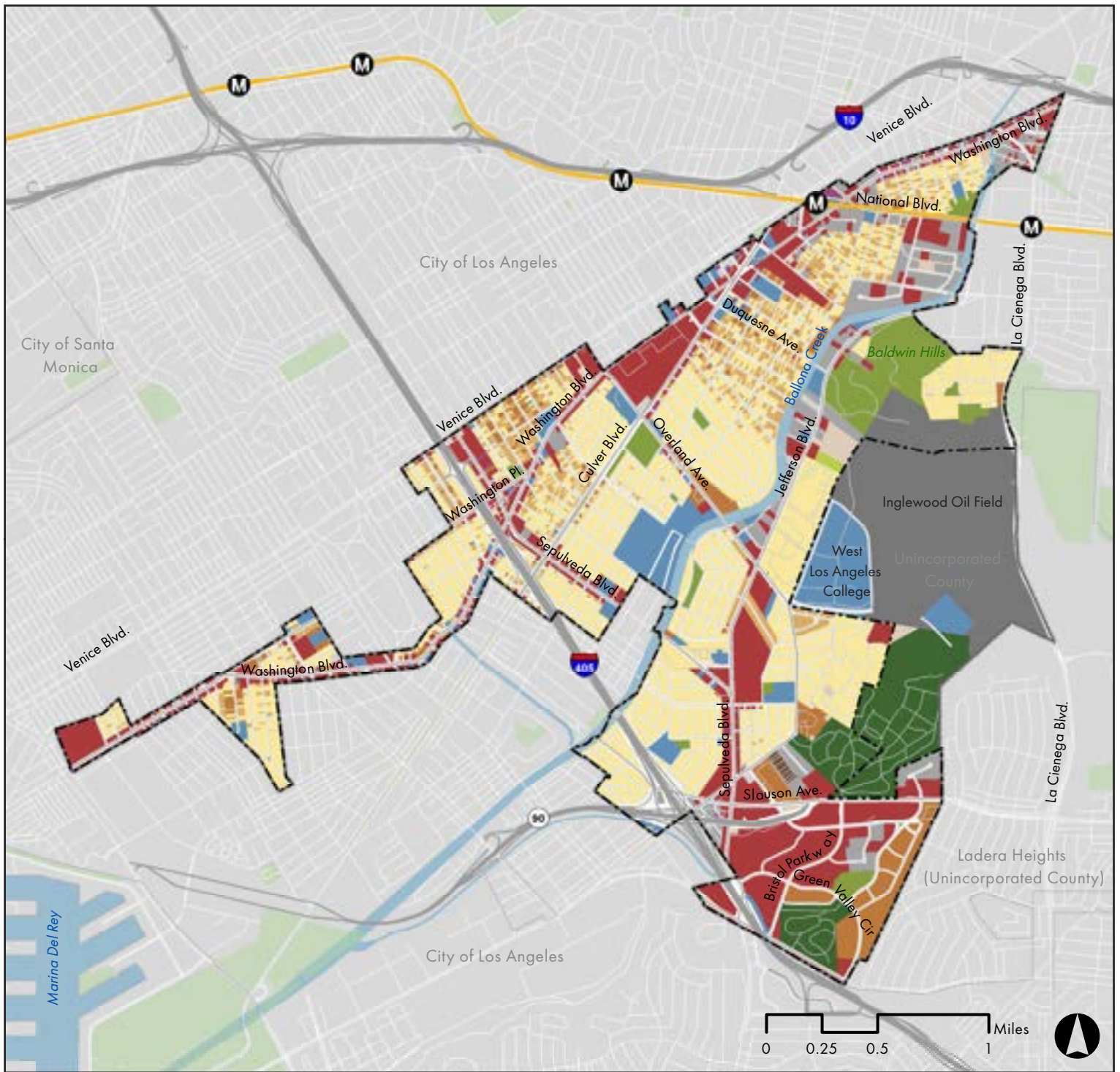
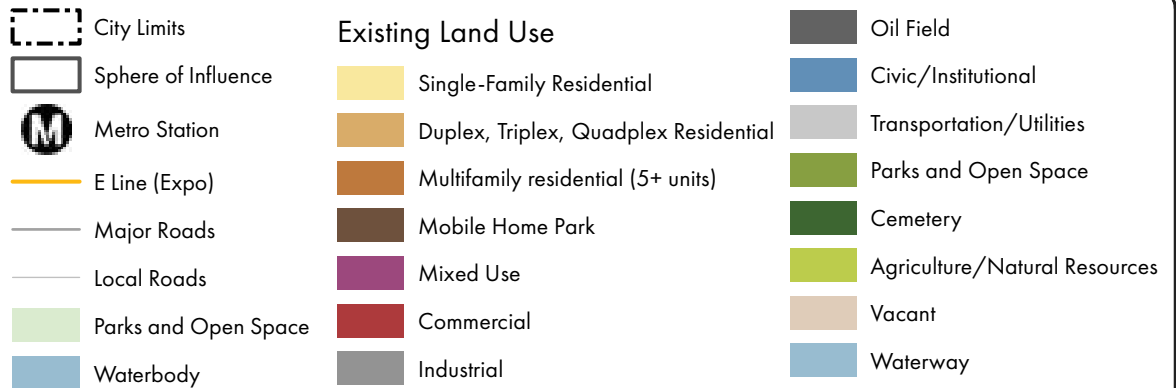


FIGURE 12

Existing Land Use

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



Rising Housing Costs and Diversifying Housing Needs

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

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



Housing in Culver City

Growing Creative Economy

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

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

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

Stagnating Retail Sector

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

Phasing Out the Oil Field

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



Inglewood Oil Field

Past and Future Growth

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

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



Illustration of Culver Studios

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

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

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

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

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

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

³⁸ U.S. Census Bureau, Decennial Census 2020.

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

⁴⁰ California Department of Finance. E-5. January 2013, January 2019.

CITY STRUCTURE

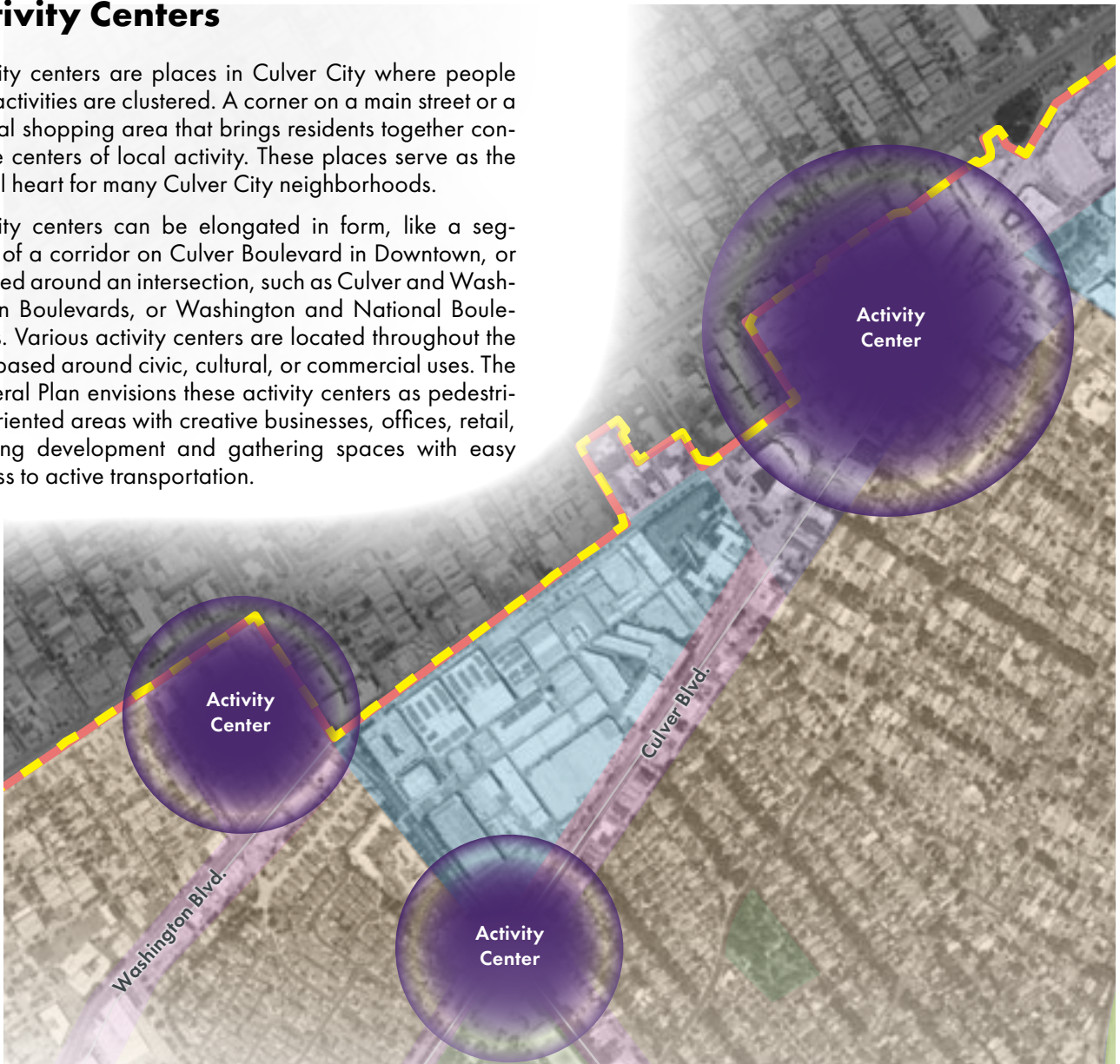
Culver City's corridors, activity centers, districts, and neighborhoods, shown in the illustrative city structure diagrams on the following pages, shape the city's urban form and how people experience the public realm. Collectively, these components of the built environment reflect the city's history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



Activity Centers

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

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



EXAMPLES INCLUDE:



Downtown

Downtown

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



Fox Hills

Fox Hills

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

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

Mixed Use Corridors

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

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



Mixed use along Washington Boulevard



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

Mixed Use Neighborhoods

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

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



Hayden Tract



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

Districts

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



Sony Pictures Studios



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

Residential Neighborhoods

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

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

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



Single family home in Culver City

Parks and Open Space

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

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



Carlson Park

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

LAND USE AND COMMUNITY DESIGN VISION

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



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

Supporting Transit-Oriented Communities

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

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

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

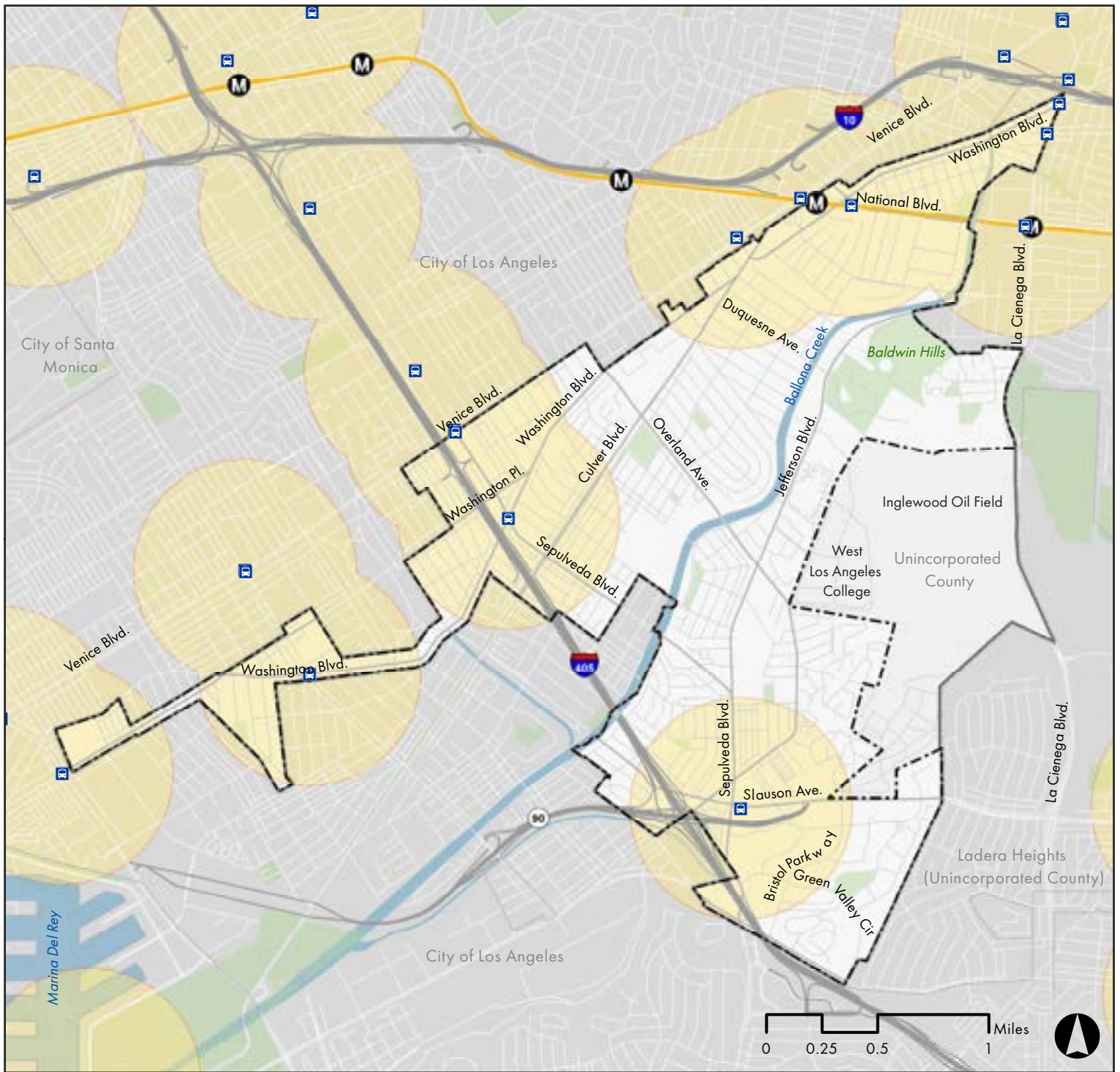












FIGURE 13

Transit-Oriented Communities

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

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

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

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

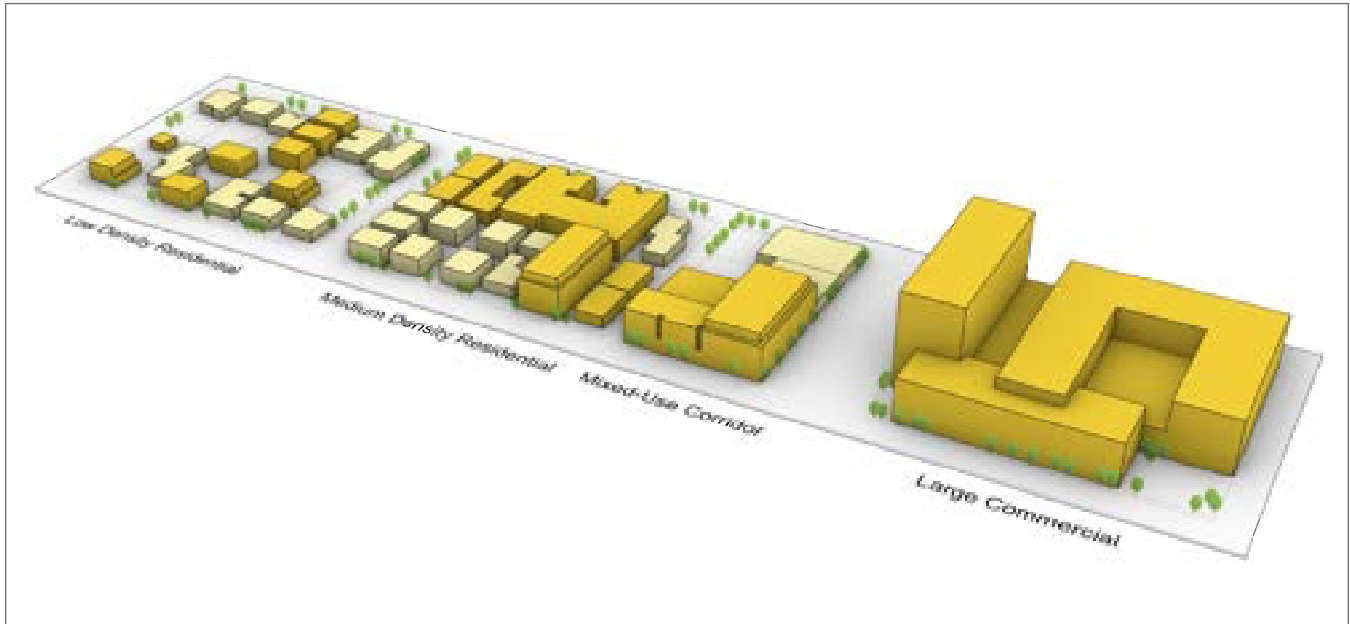
Managing Neighborhood Evolution

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

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

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

FIGURE 14 Illustrative Approach to Infill



Activating Commercial Corridors and Centers



Washington Boulevard in the Arts District

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

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

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

Allowing Residential into Industrial Neighborhoods



Hayden Tract

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

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

Supporting Residential Neighborhood Infill



New residential

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

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

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



Existing residential uses

LAND USE DESIGNATIONS

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

Allowed Uses and Intensity Calculations

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

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

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

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

Residential Density

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

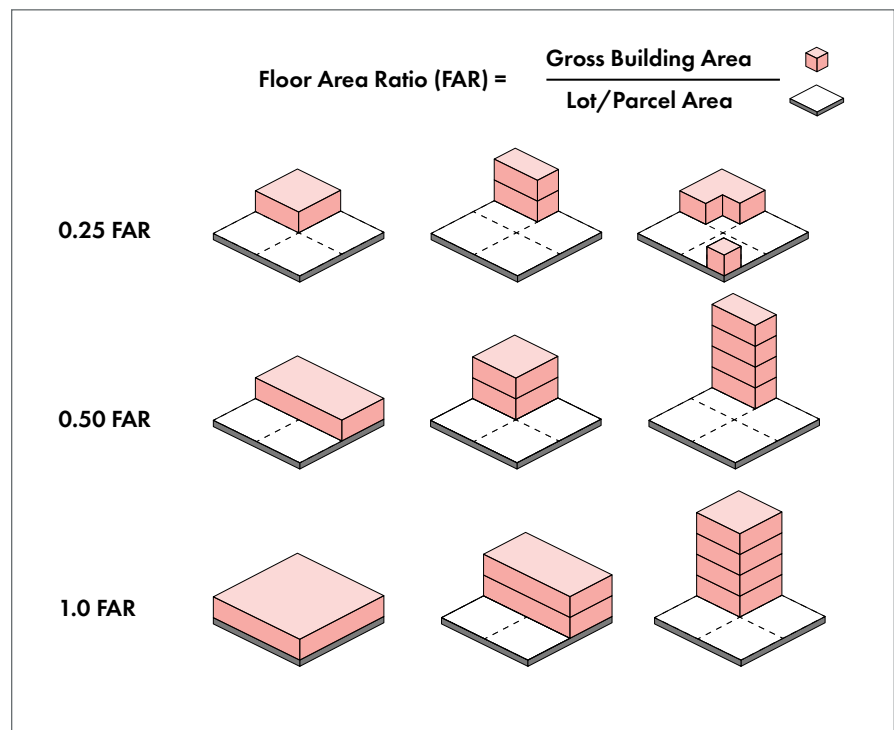
Nonresidential Intensity

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

Mixed Use Intensity

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

FIGURE 15 FAR Diagram



Project Specific

Development Intensities

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

TABLE 2 General Plan Land Use Designations

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

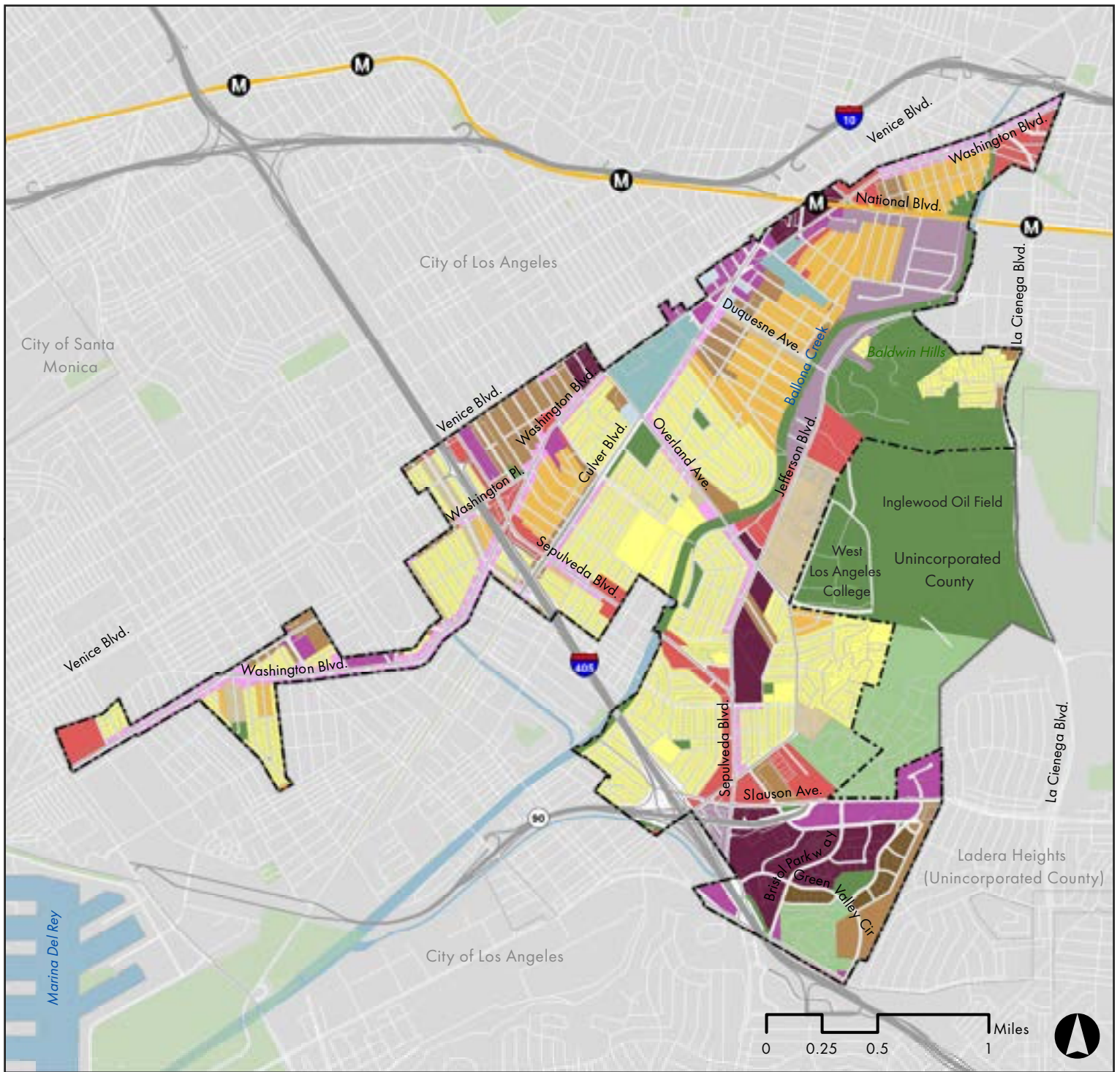
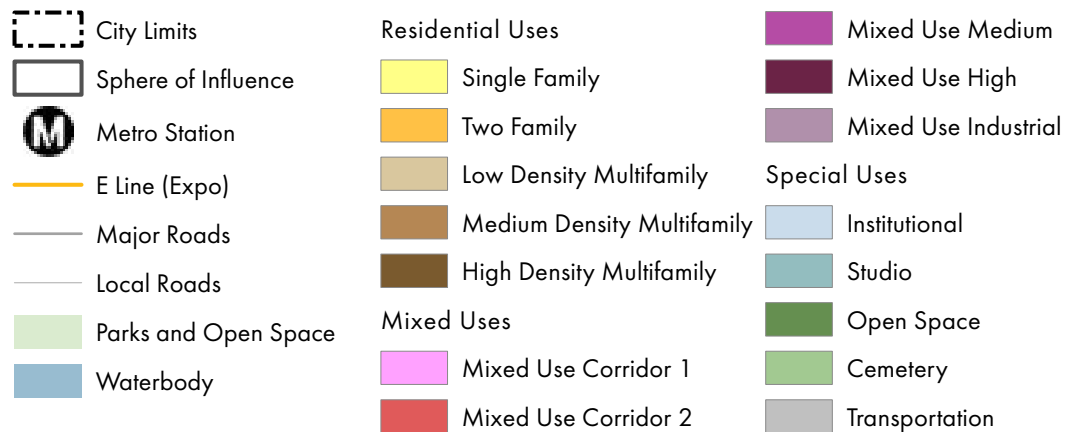


FIGURE 16

General Plan Land Use

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



SPECIAL STUDY AREAS

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

Special Study Areas include and are shown in Figure 17:



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

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

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

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

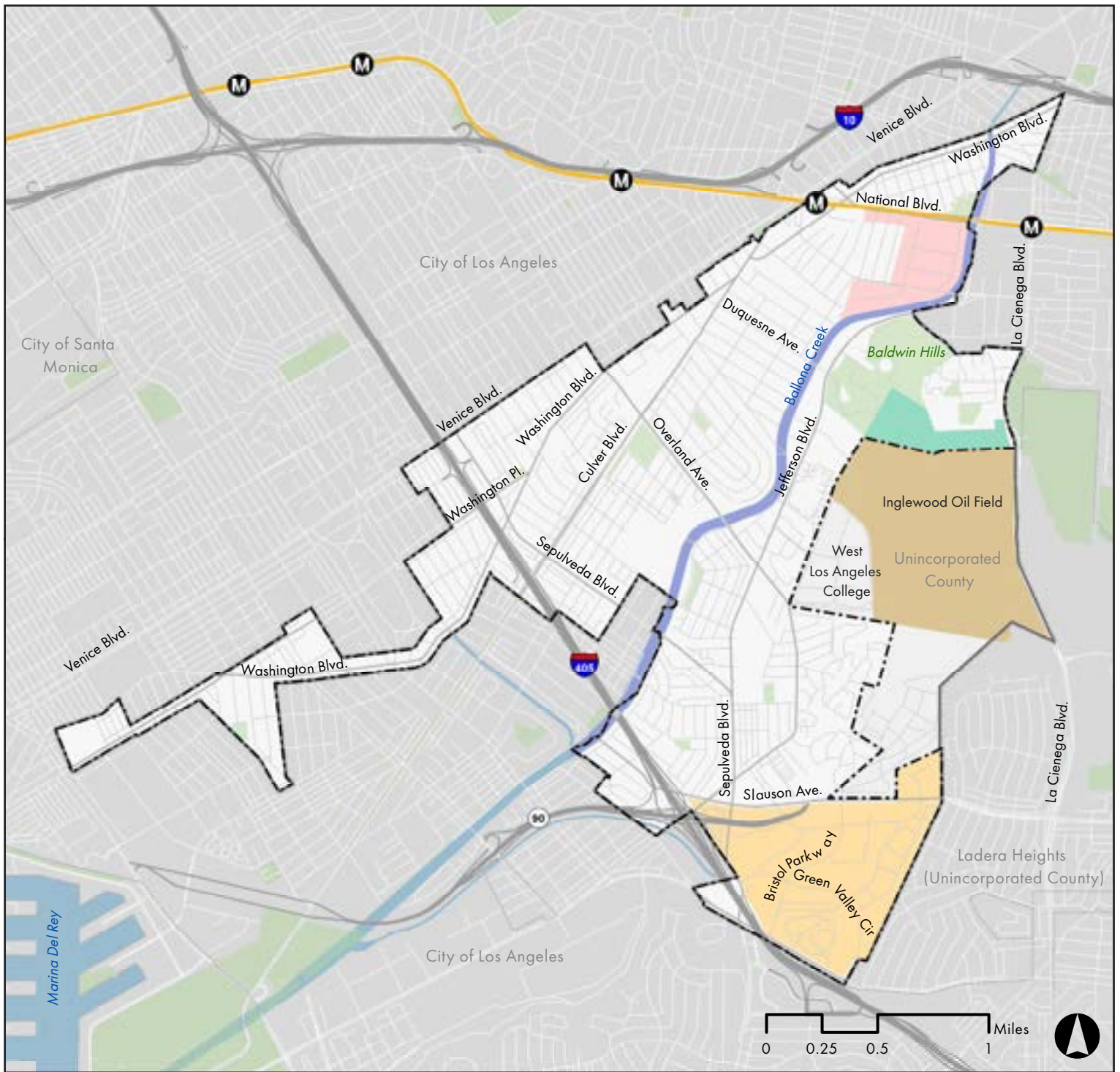


FIGURE 17

Special Study Areas

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

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

Special Study Areas

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

POLICY FRAMEWORK

Key: Goal attributes.

Equity & Inclusion

Innovation & Creativity

Sustainability

Compassion & Community

Citywide Growth Management

GOAL LU-1

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



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

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

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

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

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

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

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

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

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

GOAL LU-2

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



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

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

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

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

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

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

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

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

GOAL LU-3

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



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

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

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

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

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

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

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

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

GOAL LU-4

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



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

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

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

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

District Designation Goals

GOAL LU-5

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



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

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

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

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

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

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

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

GOAL LU-6

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



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

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

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

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

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

GOAL LU-7

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



LU-7.1: Mix of uses in Fox Hills.

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

LU-7.2: Walkable streets in Fox Hills.

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

LU-7.3: Fox Hills main streets.

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

LU-7.4: Park and open space.

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

LU-7.5: Surface parking reuse.

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

LU-7.6: Shared parking districts.

Implement shared parking districts for office/commercial parking

Mixed Use Designation Goals

GOAL LU-8

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



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

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

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

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

GOAL LU-9

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



LU-9.1: Complete neighborhoods.

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

LU-9.2: Neighborhood-serving commercial location.

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

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

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

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

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

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

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

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

GOAL LU-10

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



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

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

LU-10.2: Creative economy businesses.

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

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

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

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

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

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

Residential Designation Goals

GOAL LU-11

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



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

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

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

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

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

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

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

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

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

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

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

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

GOAL LU-12

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



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

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

- Adopting a cumulative grading maximum;

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

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

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

GOAL LU-13

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



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

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

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

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

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

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

Community and Site Design Goals

GOAL LU-14

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



For related policies and implementation actions connected to streetscape design, see [Mobility Goal 2](#).

For related policies and implementation actions connected to urban street trees, see [Conservation Goal 2](#).

For related policies and implementation actions connected to stormwater management, water reuse, and landscape irrigation see [Infrastructure Goals 2, 4, 5 and 6](#).

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

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

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

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

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

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

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

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

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

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

GOAL LU-15

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



For related policies and implementation actions connected to streetscape design, see [Mobility Goal 2](#).

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

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

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

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

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

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

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

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

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

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

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

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

GOAL LU-16

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



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

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

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

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

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

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

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

GOAL LU-17

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



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

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

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

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

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

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

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

GOAL LU-18

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



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

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

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

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

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

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

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

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

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

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

IMPLEMENTATION ACTIONS

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

Key: Timeframe icons for implementation actions table.

●
Short-term
1-5 Years

● ●
Medium-term
5-10 Years

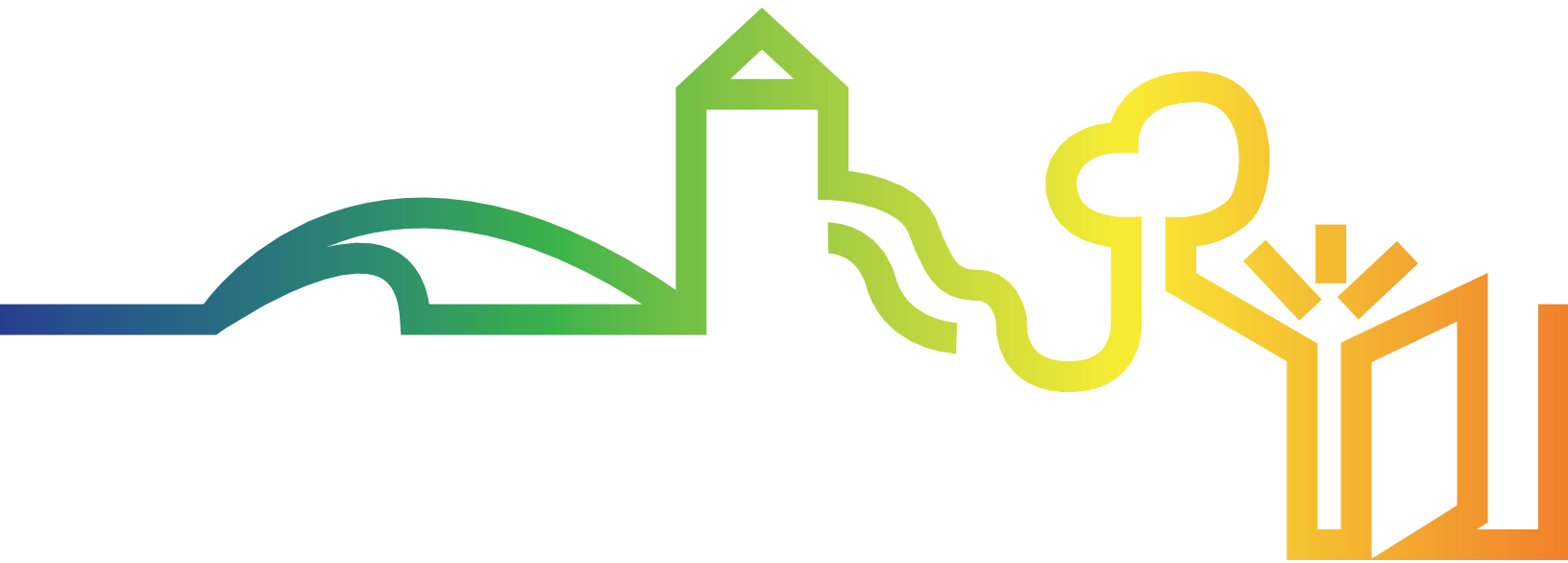
● ● ●
Long-term
10+ Years

➡➡➡➡
Ongoing

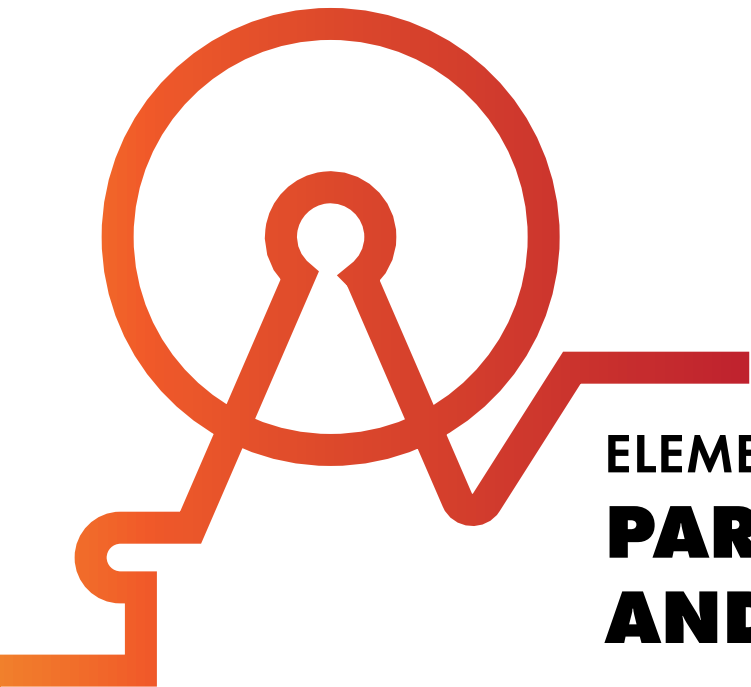
| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------------------|--------------------------|--|
| IA.LU-1: Zoning Code update. Adopt an updated Zoning Code for consistency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

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

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



PICTURE OUR COMMUNITY



ELEMENT 5

PARKS, RECREATION, AND PUBLIC FACILITIES

This Element addresses preserving, expanding, and improving parks and open spaces, encouraging healthy and active lifestyles, and maintaining and upgrading public facilities.

INTRODUCTION

Culver City features a variety of parks, recreational amenities, and public facilities for residents, employees, and visitors to use and enjoy. As the city grows and the recreational, civic, and health needs of residents evolve, the City must maintain its existing parks, recreational resources, and public facilities while continuing to expand its breadth of service in an equitable manner. Improving the quality of, and expanding access to, Culver City's parks, recreational facilities, and public facilities will improve the community's ecology and make Culver City a more equitable, attractive, sustainable, and healthy community for all.

What We are Trying to Achieve

- A connected, walkable, and bikeable network of well-maintained parks, open spaces, and recreational facilities that promote active transportation, exercise, and social connection.
- Parks, recreational facilities, and recreational programming meet the health, educational, social, and safety needs of people of all ages, abilities, and backgrounds.
- Parks that sustain an urban forest, support biodiversity, incorporate sustainable practices, and provide opportunities for residents, employees, and visitors to connect to nature.
- Public facilities that serve as resilient places for learning, civic engagement, and the efficient operation of City governance and community services.
- Children and students of all ages have access to exceptional learning opportunities in Culver City.



Carlson Memorial Park in Culver City

KEY ISSUES AND OPPORTUNITIES

Culver City benefits from a diverse array of parks, open spaces, joint use facilities, and other outdoor open spaces that residents, employees, and visitors can utilize within or near City limits. This section describes the city’s park and recreational resources, assesses their quality of service and access, and describes improvements the City can undertake to enhance access, amenities, and funding.

Parks and Recreation

Park and Open Space Classifications

The City uses a classification system to divide parks and open spaces into eight types: regional parks, community parks, neighborhood parks, parkettes/mini parks, linear parks, special use areas, natural open space,

and undeveloped land. These types vary in size, function, and amenities offered to residents, employees, and visitors of Culver City (see Table 3).

As of 2021, the City owns and operates 85 acres of parks. These include two community parks, eight neighborhood parks, and three parkettes/mini parks within City limits that the

City’s Parks, Recreation, and Community Services (PRCS) Department maintains and operates. Including Stoneview Nature Center, a facility owned and operated by Los Angeles County within City limits, Culver City residents have access to 90 acres of parks. Parks are listed in Table 4 and depicted in Figure 18.

TABLE 3 Park and Open Space Classifications

| Type | Description |
|----------------------|---|
| Regional Parks | Large recreation areas designed to serve the entire region. The City does not own any regional parks. |
| Community Parks | Usually between 15 and 40 acres, community parks are designed to serve people within a 2- to 3-mile radius. They provide for a variety of passive and active uses. Community parks may include sports fields (lit or unlit), basketball courts, restrooms, indoor facilities, picnic areas, and specialized facilities (such as dog parks and skateparks). |
| Neighborhood Parks | Neighborhood parks are intended to serve neighborhood residents within a mile of the park and are usually between 3 and 15 acres. Neighborhood parks may have playgrounds, picnic areas, trails, open grass areas for passive use, outdoor basketball courts, and multi-use open grass areas for sports. |
| Parkettes/Mini Parks | Less than 3 acres, parkettes/mini parks are typically designed for use by small children or as green oases in the middle of an urban context. Parkettes/mini parks may have open grass areas, playgrounds, and a small picnic area. |
| Linear Parks | Linear parks are developed landscaped areas and other lands that follow linear corridors such as rivers, creeks, abandoned railroad rights-of-way, canals, powerlines, and other elongated features. This type of park usually contains trails, landscaped areas, viewpoints, and seating areas. |
| Special Use Areas | Special use areas are sites often occupied by a specialized recreation facility. Some uses that fall into this category include waterfront parks, boat ramps, botanical gardens, community gardens, single purpose sites used for a particular field sport, or sites occupied by recreation buildings. |
| Natural Open Space | Natural open space is defined as undeveloped land primarily left in its natural form with recreation uses as a secondary objective. It is usually owned or managed by a governmental agency and may or may not have public access. This type of land may include wetlands, steep hillsides, or other similar spaces. In some cases, environmentally sensitive areas are considered open space and can include wildlife habitats, stream and creek corridors, or unique and/or endangered plant species. |
| Undeveloped Land | This land is undeveloped and has not yet been designated for a specific park use. |

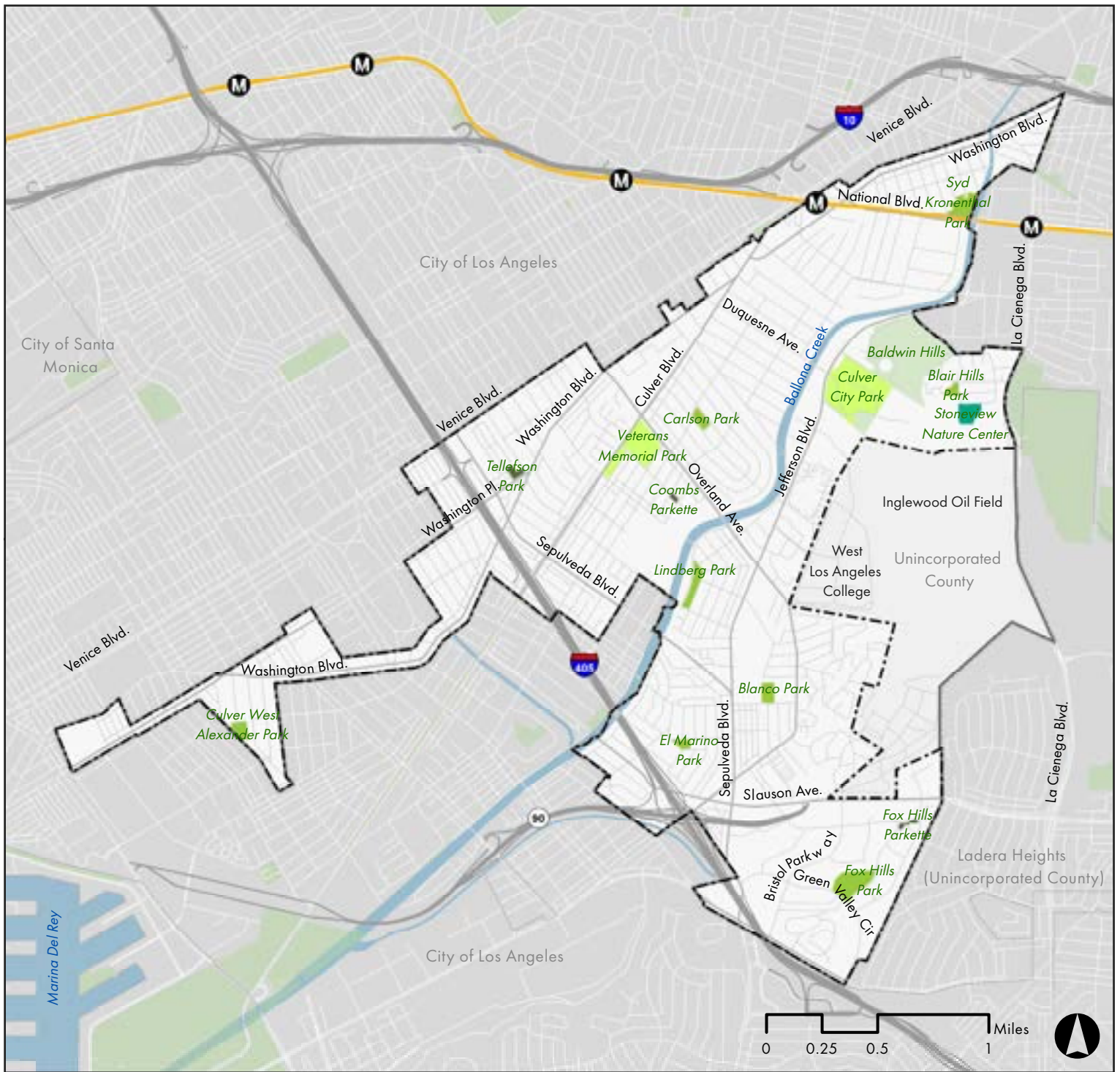














FIGURE 18

City Parks

- | | | | |
|---|----------------------|---|--------------------|
|  | City Limits |  | Community Park |
|  | Sphere of Influence |  | Neighborhood Park |
|  | Metro Station |  | Parkette/Mini Park |
|  | E Line (Expo) |  | Special Use Area |
|  | Major Roads | | |
|  | Local Roads | | |
|  | Parks and Open Space | | |
|  | Waterbody | | |

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

TABLE 4 City of Culver City Parks

| Facility | Acres |
|--------------------------------------|-------------|
| Community Parks | 50.2 |
| Culver City Park | 34.1 |
| Veterans Park | 16.1 |
| Neighborhood Parks | 32.4 |
| Blair Hills Park | 1.8 |
| Blanco Park | 3.1 |
| Carlson Park | 2.5 |
| Culver West Alexander Park | 3.1 |
| El Marino Park | 1.6 |
| Fox Hills Park | 10.0 |
| Lindberg Park | 4.2 |
| Syd Kronenthal Park | 6.1 |
| Parkette/Mini Parks | 2.8 |
| Coombs Parkette | 0.5 |
| Fox Hills Parkette | 0.8 |
| Tellefson Park | 1.5 |
| Special Use Area | 5.0 |
| Stoneview Nature Center ¹ | 5.0 |
| Total Acres | 90.4 |

Notes:

Stoneview Nature Center is within Culver City limits but operated by Los Angeles County.

Source: City of Culver City, 2009, 2019, 2023.



Aerial view of Culver City Park

Other Outdoor Recreational Spaces

In addition to the parks that Culver City owns and maintains, Culver City residents, employees, and visitors can easily access other outdoor recreational spaces in the community. Some of these spaces are outside the city’s boundaries, but within a walkable distance (one half-mile) of Culver City residents and workers. In total, these spaces comprise about 700 acres (193 within the City limits and 506 within a half-mile of the City limits) and include the following:

- **Public plazas owned by the City of Culver City.** The City owns and operates two public plazas that provide limited passive use. These plazas are Heritage Park in front of City Hall and the Town Plaza.
- **Parks owned by other agencies.** This includes parks owned by the State of California and the City of Los Angeles. The State of California’s Baldwin Hills Conservancy owns and operates the Baldwin Hills Scenic Overlook, which is within City limits. To the east of City limits, the State owns and operates the Kenneth Hahn State Recreation Area. The City of Los Angeles owns and operates five parks within one

half-mile of City limits. The City has a long-term lease with the City of Los Angeles to use Media Park. A proposed park renovation plan for Media Park has been prepared and will be considered by the City of Culver City and City of Los Angeles.

- **Joint Use Facilities.** The City has a joint use agreement with the Culver City Unified School District (CCUSD) that allows CCUSD to use City recreational facilities in exchange for use of school buildings and fields. The City does not have a formalized joint use agreement with West Los Angeles College, but the City rents space to West LA College as needed, and Culver City residents have access to West LA College’s track facility.
- **Privately-Owned Public Open Spaces.** Some private developers in the city operate privately-owned public open spaces (POPOs) as conditions of development approval. These areas allow for passive uses like walking and sitting. This includes spaces like the Platform, Culver Steps, and the event lawn and town square at Ivy Station.

Park Service and Access

Service and access standards are guidelines that define the amount and quality of park and outdoor recreational spaces that are necessary to meet the recreation needs of Culver City residents. Continued monitoring of park and outdoor recreational space access and service can help the City ensure residents reap health and social benefits of the outdoors through the 2045 General Plan horizon.

The City maintains park service standards for City parks, regional parks, and joint use facilities to evaluate park service. The park service ratio, or ratio of number of acres of parks per 1,000 residents, is a metric the City uses to measure park service and calculate park dedication requirements from new development. A higher service ratio indicates greater park service.

The City's park service standard, established in the 1968 General Plan, aims to provide 10 acres of park space per 1,000 residents. 1 acre per 1,000 residents may be satisfied with joint use agreements with the CCUSD and 6 acres per 1,000 residents may be satisfied by regional parks, leaving at least 3 acres per 1,000 residents to be satisfied by City-owned parks. As shown in Table 5, the City is not currently (as of 2023) meeting its park service standard. Based on a projected population of 61,600 in 2045, the City needs an additional 256 park acres to continue to achieve its service 10 acres per 1,000 residents standard.

The City's park service ratio provides an understanding of population relative to park acreage, and therefore a measure of the availability of park space to serve residents, but this ratio alone is not sufficient to determine the quality of park service in Culver City. The park service ratio, for instance, does not consider park amenities that improve park usability, like illuminated space, which makes parks usable for more hours of the day, or active and passive space, which allow for a greater variety of uses and



Entrance to Carlson Memorial Park

programming. Another important factor to consider is accessibility to parks and other public outdoor recreational spaces, or the quality of the pedestrian environment leading to and from a green space. Residents and workers are more likely to visit parks and outdoor recreational spaces if they live within a ten-minute, or one half-mile, walking distance of a park. Living within a walkable distance of a park or outdoor recreational space can benefit residents, as physical activity is linked to stress reduction, improved mental health, and respiratory fitness.

As shown in Figure 19, about 90 percent of Culver City residences are within a one half-mile walking distance of a park, trail, or open space, including facilities just outside City limits. The General Plan establishes policies to reduce park access inequities, plans for parks and other outdoor recreational spaces in areas lacking

convenient park access, and establishes a performance metric to track the percent of population within walking distance of a park.

In addition to improving the amount of park space and access to parks, the City needs to improve park amenities to improve park quality in Culver City. City staff identified several needed improvements for its park system, including trail expansion; lighting in active spaces; shade; new and updated sports fields; Internet access; accessibility amenities and features; updated playgrounds, restrooms, and park buildings; and turf renovations. Implementation of the General Plan as well as adoption and continual updates to the City's Park and Recreation Master Plan (PRMP) can ensure that City staff has direction and resources to make these improvements.

TABLE 5 Current Park Service

| Park Type | Current Park Acres | Standard (in acres per 1,000 residents) | Current Service Ratio ¹ |
|---------------------------|--------------------|---|------------------------------------|
| City of Culver City parks | 90.4 | 3.0 | 2.2 |
| Joint use facilities | 30.0 ² | 1.0 | 0.7 |
| Regional parks | 240.0 ² | 6.0 | 5.9 |
| Total | 360.4 | 10.0 | 8.8 |

Notes:

1. Based on a 2021 population of 40,640.
2. Acreage totals based on 2009 draft Parks and Recreation Master Plan. Regional park acreage includes the Kenneth Hahn Regional Park, which is outside City limits and not operated by the City of Culver City.

Sources: Raimi + Associates, 2023; the City of Culver City, 1968, 2009, 2023; HR&A, 2019.

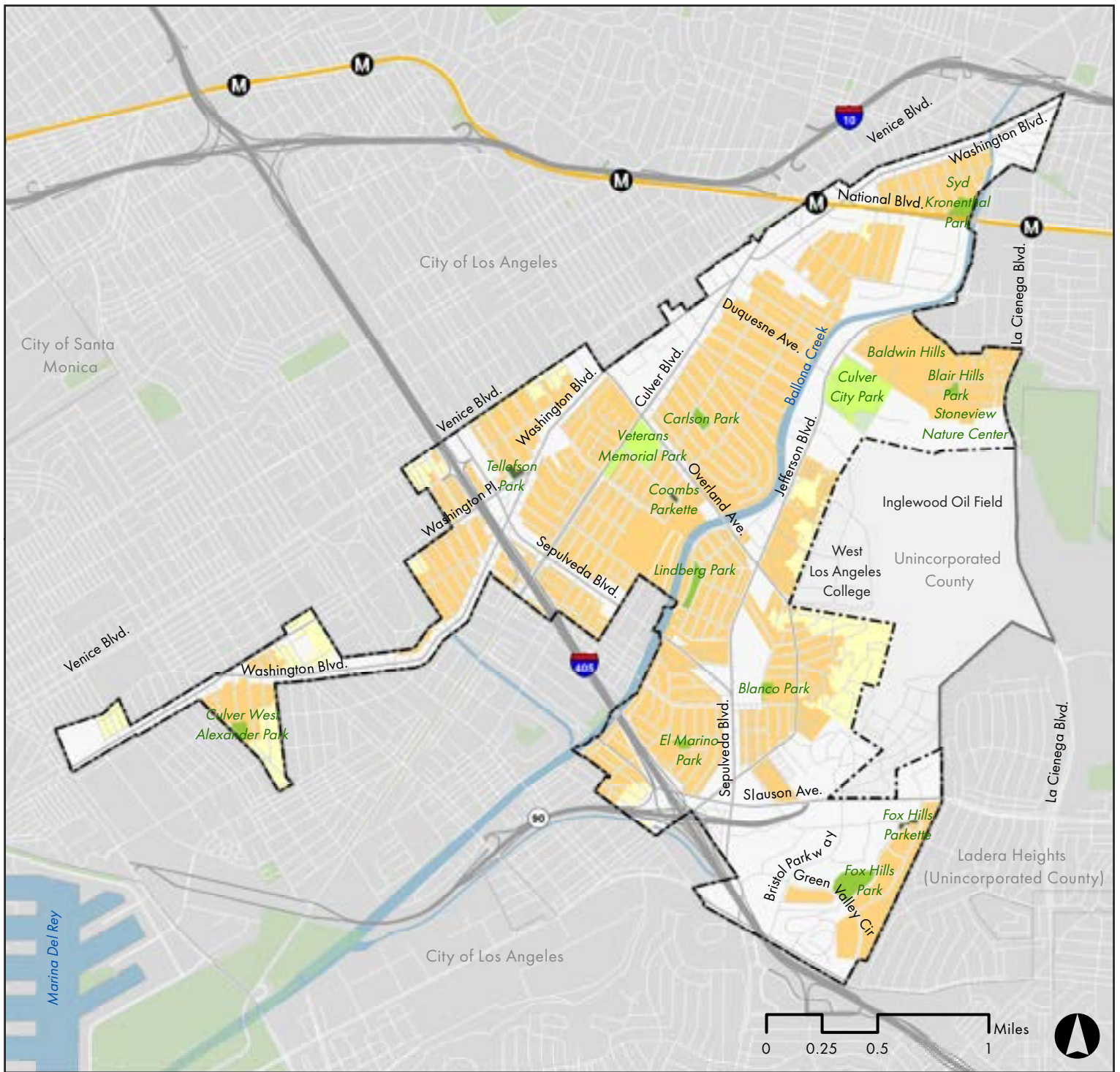


FIGURE 19

Park Access

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

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

City Parks

- Community Park
- Neighborhood Park
- Parkette/Mini Park
- Special Use Area

Walk Access to Parks

- Residential Area within Half Mile to Parks
- Residential Area not within Half Mile to Parks



The Baldwin Hills offer a vista of the LA area

Trails

Trails are an essential component of Culver City’s parks and recreation system, connecting people to and within parks and outdoor recreational spaces; providing healthy and safe options for people of all ages and abilities to get around and exercise; and guiding people to public facilities, recreational facilities, and community landmarks.

The City manages a trail network that mostly consists of trails within existing parks. Several park facilities, including Culver City, Fox Hills, and Syd Kronenthal Parks have self-contained loop trails. A trail runs along a median in Culver Boulevard, connecting residents south to Del Rey. Culver City residents also have access to trails at regional parks, including the Culver City Stairs leading up to a scenic overlook at the Baldwin Hills Recreational Area.

Perhaps the biggest opportunity for trail improvement in Culver City is the City’s Ballona Creek Revitalization Project, which has potential to improve water quality, better connect residents to Ballona Creek, provide recreational, aesthetic, and ecological benefits. Currently, a multi-use bicycle and pedestrian path follows the north side of the Creek almost the entire stretch through the city, ending at Syd Kronenthal Park at the northeast end of the path. The path connects to the Park to Playa Trail, managed by the City of Los Angeles, a 13-mile trail linking parks, trails, and

open spaces from Baldwin Hills to the Pacific Ocean. Implementing the Ballona Creek Revitalization Project, and completing improvements identified in the General Plan, will better connect neighborhoods to Ballona Creek and extend the existing multi-use path in Ballona Creek’s future development.

In addition to improvements to the Ballona Creek Bike Path, implementing the General Plan can provide trail connections between parks, improve trails within parks, and ensure all can easily use and access trails.

Recreation Facilities and Programming

The City owns and operates a range of recreational facilities available for classes, sports, performances, social events, camps, and more, as shown in Figure 20. These include the Municipal Plunge; recreational buildings at Blanco Park, Culver West Alexander Park, El Marino Park, Lindberg Park, and Syd Kronenthal Park; Veterans Memorial Building, the Culver City Teen Center, and the Culver City Senior Center.

The City offers recreational programming for people of all ages and abilities, including sports, arts, dance, music, and aquatics programs. Specialized programming for youth includes after school programs, summer camps, art, aquatics, sports, and preschools. Preschool classes meet in recreation buildings at Blanco, Culver West Alexander, El Marino, and

Syd Kronenthal Parks. The City offers bilingual and language immersion preschool programs. Senior programming is wide-ranging, and includes programming focused on exercise, aquatics, arts, nutrition, computer literacy, and other educational programming. The City’s disability and social services programming includes counseling, educational programming, and social events. In addition, the City hosts several annual community events, including Fiesta La Ballona, Martin Luther King Jr. Celebration, Egg-stravaganza, and Holiday Sled-tacular.

Despite the strength of programming and facilities, the City’s recreational facilities need updates to better meet residents’ recreational needs, be more accessible, and incorporate modern technology. The General Plan advances these necessary improvements, including more meeting rooms, recreational programming, a new gym, improving Veterans Memorial Complex buildings, Internet access, accessibility amenities and features; updating park buildings, and more. It also establishes policies to ensure the City continually monitors the community’s recreational needs to undertake facility improvements. It also designs programming to match the community’s priorities, thereby encouraging more residents to participate in the City’s recreational services.



Ferris wheel at annual Fiesta La Ballona

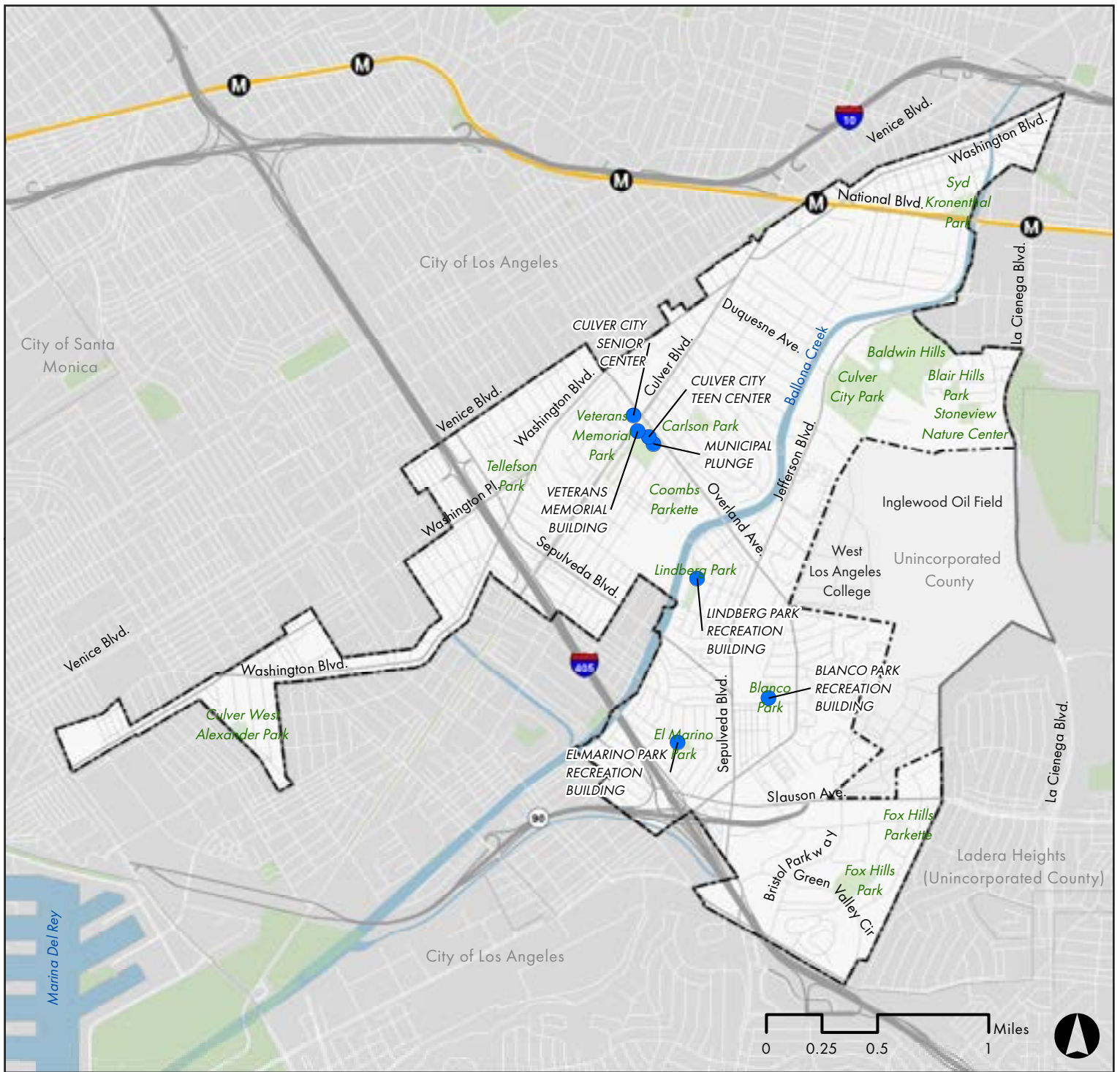











FIGURE 20

Recreational Facilities

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

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

Funding

Culver City will experience population and job growth through the 2045 General Plan horizon, which will lead to more demand for parks and recreational services and use of the City's existing parks and recreational facilities. As the City grows funding improvements will be necessary to ensure all have equitable access to parks, recreational facilities, and programming.

Many California cities require non-residential development projects to dedicate parkland or fees to support future park development. In Culver City, park and public space dedications from non-residential development are negotiated between the City and developers on a project-to-project basis. Given Culver City's growth in employment-generating uses in recent years, the City has missed opportunities to secure vital funding to expand parks and recreation facilities. A formal community benefits structure for parks and recreational capital funding could be an opportunity to receive land and/or financing for parks and recreation facilities. For larger mixed-use development, the City could also require dedicated public open space or recreational space as a condition of approval on grade, over structure or on project roof tops.

PRCS currently does not have adequate funding to support capital improvements or maintenance and operations. Consequently, the City's parks and recreational facilities are undermaintained, and will continue to be undermaintained throughout the

General Plan horizon. The General Plan identifies other strategies to fund maintenance and operations, such as community facilities districts and partnerships.

Planned and Proposed Parks and Recreation Facilities

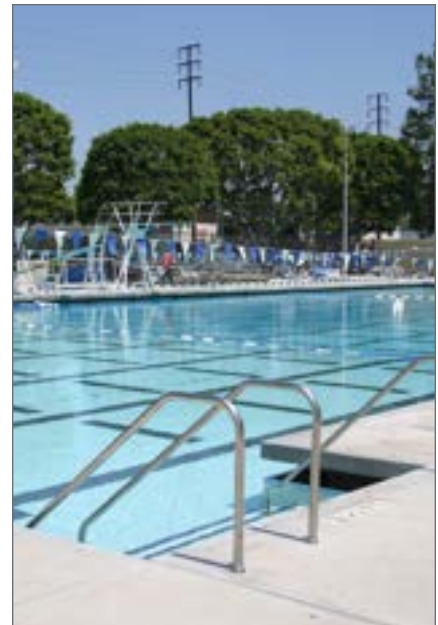
The General Plan provides an opportunity to advance a series of interconnected health, equity, and sustainability goals in the development of the parks and recreation system. The City has identified locations for planned or proposed trails and recreational facilities throughout the city, as shown in Figure 21. There are currently no planned or proposed parks. However, there are opportunities to strengthen the City's joint use agreements with local institutions.

RECREATION

- **Joint use parks.** There are opportunities to strengthen joint use agreements with CCUSD and West Los Angeles College to improve access to open space and recreational facilities.
- **Veterans Memorial Complex.** There is a plan to bridge the City's aquatics center to the Teen Center, and open new community meeting rooms in this bridge.
- **New pool.** There is a plan to build a new lesson pool and update the Municipal Plunge as a warm pool for family use. The Municipal Plunge will also be updated with modern bathrooms.

TRAILS

- **Ballona Creek.** There is a proposed two-mile extension of the multi-use path in the future development of Ballona Creek from Syd Kronenthal Park to Mid-City. This proposed extension would require coordination by key stakeholders, including Los Angeles County, Caltrans, the City of Culver City, the City of Los Angeles, and the U.S. Army Corps of Engineers.



"The Plunge" community pool



Group photo at the opening of Milton Street Park along Ballona Creek

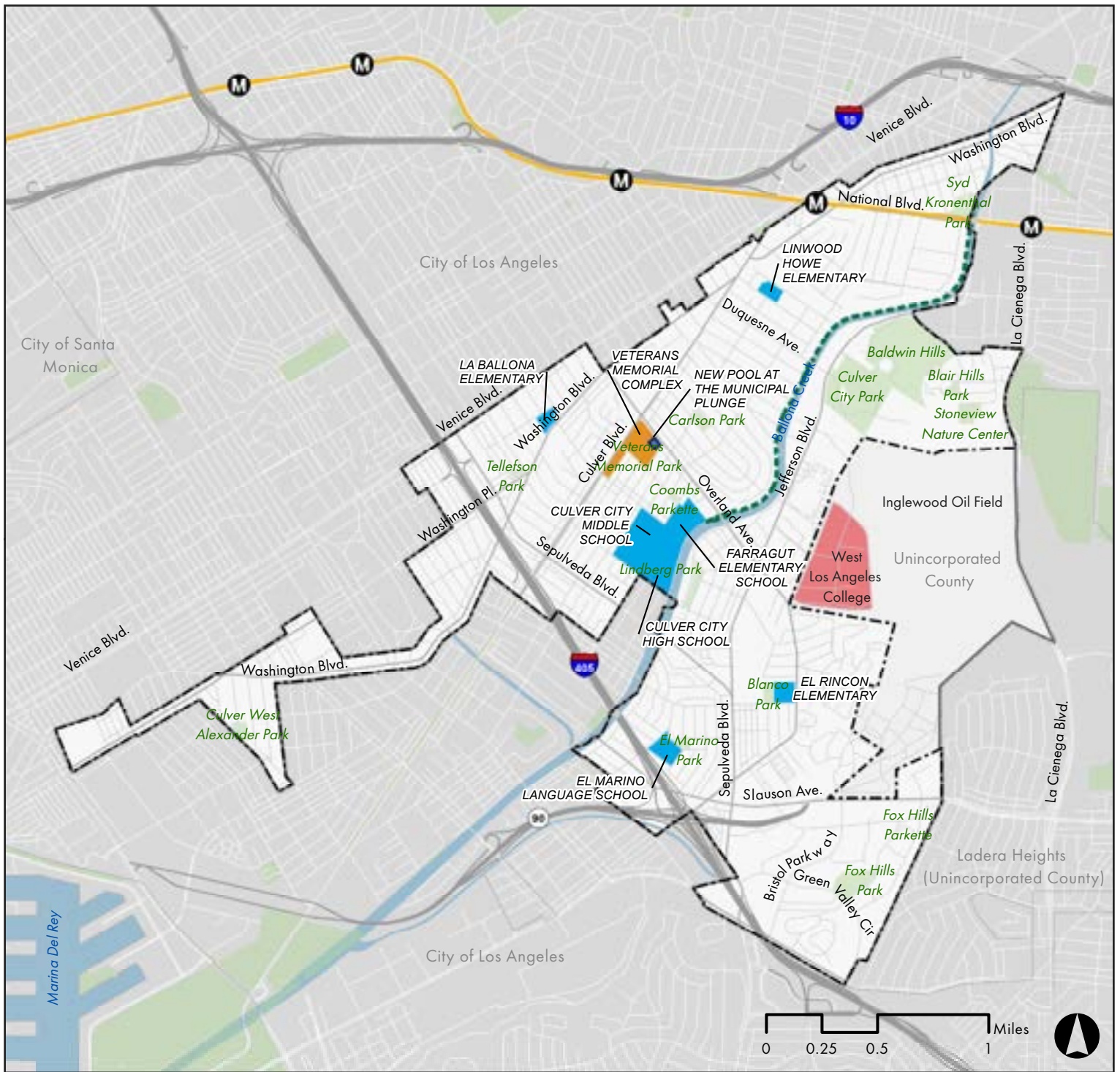


FIGURE 21

Planned and Proposed Park and Recreational Facilities

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

- City Limits
- Sphere of Influence
- Metro Station
- E Line (Expo)
- Major Roads
- Local Roads
- Parks and Open Space
- Waterbody
- Trails
- Ballona Creek Trail Extension
- Joint Use Facilities**
- CCUSD Facilities
- West Los Angeles College
- The Municipal Plunge**
- New lesson pool and upgrade
- Veterans Memorial Complex**
- Bridging the aquatics center to the Teen Center



City Hall entrance at dusk

Public Facilities and Libraries

Public facilities are critical for housing the City's administrative functions and municipal operations services, including transportation, waste collection and processing, and parks maintenance. The City owns and operates facilities used for government administrative purposes, utilities, and transportation, shown in Figure 22. The list below describes the City's public facilities and identifies proposed improvements:

- **City Hall.** City Hall is located in Downtown Culver City and houses many City Departments. The building is three stories with a two-level parking structure beneath.
- **Transportation Facility.** This facility houses the City's Transportation Department.
- **Public Works/Parks Maintenance Yard.** This facility is home to public works and maintenance operations.

- **Transfer and Recycling Station.** The Transfer and Recycling Station is a processing site for the temporary deposition of waste and recycling and accepts waste from construction and demolition, dry industrial, municipal solid waste, and recyclable materials and organic waste. The City identified a need to expand this facility to implement on-site material sorting.

Libraries

The Los Angeles County Public Library (LACPL) provides library services to the city through its branch, the Culver City Julian Dixon Library. The Culver City Julian Dixon Library was extensively remodeled and updated in 2016, and now features new computers, a children and family area, a homework center, and new furniture.

Though the City does not have its own library system, the General Plan

is an opportunity to strengthen the City's partnership with the LACPL and work together to further shared goals. The LACPL's Strategic Plan aims to affirm the library as a center for learning, transform the role of the library as a community space, and support and cultivate the community's creativity. These goals are similar to the aspirations to foster a more creative, empowered, socially-connected community, as described in the General Plan's Vision Statement and Guiding Principles.



FIGURE 22

Public Facilities

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

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

Schools

Culver City has a network of excellent public and private schools that provide learning opportunities for students of all ages. CCUSD serves Culver City's youth and offers public school programs, from preschool to K-12, and adult education courses. CCUSD operates five elementary schools, one middle school, one high school, one continuation high school, one alternative choice school, and one adult education school. Culver City also has six private elementary schools and various institutions offering higher education, including Antioch University Los Angeles, West Los Angeles College, and the Otis College of Art and Design Fine Arts Graduate Campus.

Because the City does not manage CCUSD schools or other educational institutions, the City has limited authority to impact curriculum, facilities, and operations of schools. However, the City can establish partnerships with educational institutions to enhance learning outcomes. Of particular importance is continued coordination with the CCUSD to apprise the District on impacts of population growth on school enrollment.



Parents participating in Safe Routes to School program in the city



Robert Frost Auditorium at Culver City High School

POLICY FRAMEWORK

Key: Goal attributes.

● Equity & Inclusion

● Innovation & Creativity

● Sustainability

● Compassion & Community

GOAL PR-1

Equitable access. Equitable and safe access to parks, recreation, open spaces, and programming.



For related policies and implementation actions connected to physical activity, see [Community Health and Environmental Justice Element Goal 4](#).

For related policies and implementation actions connected to active transportation, see [Mobility Element Goal 8](#).

For related policies and implementation actions connected to Ballona Creek, see [Conversation Element Goal 6](#), [Mobility Element Goal 9](#), and [Land Use Element Goal 17](#).

For a map of SB 1000 Neighborhoods in Culver City, see [Community Health and Environmental Justice Element](#).

PR-1.1: Park walkability. Strive for all residents to be within a ten-minute walk of parks, open spaces, and joint use facilities.

PR-1.2: Capital projects. Prioritize parks and recreation capital projects in SB 1000 Priority Neighborhoods and in areas where residents are not within a ten-minute walk to a park, open space, or joint use facility (see Figure 19: Park Access).

PR-1.3: Parks and Recreation Master Plan. Periodically update, adopt, and implement Parks and Recreation Master Plan recommendations, turf studies, and other plans following their corresponding timelines.

PR-1.4: New parks. Pursue new opportunities to develop parks and public space, including:

- Incorporating more green space, landscaping, and passive recreational uses onto City-owned property or land.
- Studying the potential to naturalize the Ballona Creek and incorporate new mini parks along the Creek.
- Developing parkettes/mini parks, woonerfs, and plazas, particularly in built-out areas (like Downtown) or neighborhoods in need of park space.
- Purchasing parcels to convert to parks in SB 1000 priority neighborhoods and areas not within a ten-minute walk of a park, as opportunities arise.
- Developing community gardens throughout the city, particularly in neighborhoods lacking convenient access to healthy foods.
- Identifying potential locations to extend curb bump-outs to reclaim

public space from roadways for uses such as parklets and gardens.

PR-1.5: Linear parks system. Enhance the linear parks system using sidewalks, trails, bicycle paths, transit stops, shared school recreational areas (public, private, charter), privately-owned publicly-accessible commercial open spaces, public parks, Ballona Creek, and other public lands to increase and enhance the value of parks and open space areas.

PR-1.6: Accessibility. Require publicly accessible park, recreation facilities, and public facilities to comply with the Americans with Disability Act (ADA).

PR-1.7: Privately-owned public open spaces. Partner with private property owners to understand how to program and use their privately-owned public spaces.

PR-1.8: Ballona Creek path. Extend the Ballona Creek path along both sides of the Creek where feasible.

PR-1.9: Special Studies. Continue to create and implement Special Studies for open space areas. They should include specific standards and guidelines to protect, develop, and enhance these open space resources.

PR-1.10: Open space protection. Protect and enhance the city's existing open spaces, including the Baldwin Hills Scenic Overlook.

PR-1.11: Connections to parks and facilities. Create an interconnected network of bicycle and pedestrian routes that connect people to parks, recreation facilities, open spaces, and public facilities and reduce reliance on cars.

GOAL PR-2

Facilities and amenities. High quality park facilities and amenities that meet the community's needs.



PR-2.1: Park and recreation facility amenities. Develop parks, recreational facilities, and open spaces with amenities that meet the community's needs and preferences, including but not limited to dog parks, play areas for children, sports courts and fields, more meeting rooms, accessibility updates, a new gym, and updated parks buildings.

PR-2.2: Veterans Memorial Complex. Continue the City's efforts in planning for updates to the Veterans Memorial Complex, including a new pool, upgrades to the Municipal Plunge, updated aquatics buildings, and new meeting rooms.

PR-2.3: Free public internet. Provide free public internet access at City parks, recreational facilities, and public facilities.

PR-2.4: Lighting. Maintain nighttime lighting to enable greater availability of park and sports field use, taking appropriate steps to avoid impacts of excess noise and light exposure on nearby residents.

PR-2.5: Shade. Where feasible, incorporate shade structure in City parks.

PR-2.6: Flexible use. When developing new and renovating existing recreational facilities, incorporate multi-purposes spaces.

GOAL PR-3

Maintenance. Parks, recreational facilities, and public facilities are well-maintained and upgraded.



PR-3.1: Maintenance funding and standards. Secure funding for park and recreational facility maintenance and establish standards to ensure parks and facilities are adequately maintained.

PR-3.2: Park evaluation. Regularly evaluate parks (once per year) to make sure they are safe for all users. Promote all users to coexist by incorporating adequate lighting, providing clear sight lines, orienting buildings

towards parks, and incorporating wayfinding signage.

PR-3.3: Public Works Department coordination. Coordinate with the Public Works Department to ensure that PRCS facilities are audited in their Facility Master Plan.

PR-3.4: Parks and recreation staffing. Provide adequate staffing to maintain high-quality parks and recreational facilities.

GOAL PR-4

Community-serving programs. Programming meets the community's health, educational, social, and safety needs.



For related policies and implementation actions connected arts and culture in the City's parks, recreational facilities, and public facilities, see [Arts, Culture, and Creative Economy Element Goal 4](#).

PR-4.1: Varied programming. Provide a variety of programming to ensure all residents have opportunities to live healthy, active, and civically-engaged lives, including programs for seniors and adults, youth sports, aquatics, camps for youth, park ambassador programs, and more.

PR-4.2: Arts and cultural programming. Incorporate arts and cultural programming in City parks and public facilities.

PR-4.3: Community events and festivals. Program community events and festivals in parks and gathering

spaces throughout the city, prioritizing areas with significant foot traffic and/or areas lacking convenient park access.

PR-4.4: Partnerships with local community organizations and businesses for community services. Partner with local community organizations and businesses to provide community services in parks, including services for seniors, programming in languages other than English, or culturally relevant activities, and services for or outreach to individuals experiencing homelessness.

PR-4.5: Partnerships to support recreational programming.

Develop partnerships to support recreational programming with community organizations and non-profit organizations, including arts-related programming (e.g., a mobile stage).

PR-4.6: Equitable programming.

Develop and promote classes, events, tours, and other programming that everyone in Culver City, regardless of age, income level, or ability, can equitably access.

PR-4.7: Community engagement.

As part of regular community engagement, survey user groups of current programming in languages spoken in Culver City, and identify underrepresented groups (e.g. teenagers, parents of young children, older adults), and work with these groups and organizations to develop specific programming to meet their needs (e.g., youth programming for girls, culturally diverse programming, more preschool classes, amenities for disabled residents, senior programming).

PR-4.8: Participation in City-run enrichment programs.

Ensure that young people, especially youth from historically disenfranchised communities, are involved in City-run enrichment programs.

PR-4.9: Childcare.

Expand availability of affordable childcare and preschool for people of all income levels, with particular emphasis on lower-income families.

PR-4.10: Program promotion.

Use innovative strategies to promote PRCS programs, including information kiosks, posting information at businesses and public places, advertising on the City's community access channel, placing signs and screens at parks and public facilities, movie theaters, utility bill inserts, and local newspapers.

GOAL PR-5

Funding and resources. Parks, recreational facilities, and public facilities have improved funding mechanisms for maintenance and capital improvement projects.



PR-5.1: Dedications from private developers.

Require developers to dedicate land and/or contribute fees to support park and recreational facility development.

PR-5.2: Parks, Recreation and Community Services project review.

Involve PRCS in project review to ensure community benefits are included in alignment with department goals.

PR-5.3: Leasing parks and outdoor open spaces.

Lease parts of parks and other outdoor open spaces to private businesses and non-profit organizations to activate the space with programs and activities, such as vendors, food trucks, exercise programs, and events and festivals.

PR-5.4: Alternative funding sources for parks and recreation.

Seek alternative sources of funding for parks and recreational facilities.

GOAL PR-6

Sustainable parks and recreational system and public facilities. Environmentally sustainable practices and education are a cornerstone of the parks, recreation, and open space system and the City's public facilities.



For related policies and implementation actions connected to sustainability, see [Greenhouse Gas Reduction Element Goal 6](#).

PR-6.1: Sustainability education.

Educate the community about sustainability within the City's parks and recreation system.

PR-6.2: Sustainability information.

Incorporate educational signage and plaques related to sustainability in Culver City parks and recreational facilities. The signage and plaques should inform users about sustainable practices the City is undertaking and educate the community on ways they can be more sustainable.

PR-6.3: Sustainability workshops and programming.

Host educational sustainability workshops and programming in City parks and facilities, in partnership with community organizations and local non-profit organizations.

PR-6.4: Carbon footprint reduction.

Reduce the carbon footprint of the park, recreational facilities, and other public facilities and green spaces the City owns.

PR-6.5: Vegetation management.

Manage vegetation at parks and open spaces in Culver City to support biodiversity by reducing pesticide use, reducing light pollution, and planting native and non-native species that provide valuable resources for native wildlife and increase resilience.

PR-6.6: Wildlife movement.

Support the movement of, and recourses for, native wildlife in parks and open spaces.

PR-6.7: Tree canopy.

Maintain a healthy tree canopy.

PR-6.8: Biodiversity in parks and open spaces.

Evaluate park and open space improvements for their role in a well-connected parks and open spaces system and their ability to support biodiversity, enable the movement of wildlife, and increase resilience.

PR-6.9: Collaborative watershed projects.

Pursue collaborative watershed projects as part of park capital improvement projects (e.g. use cisterns for water retention and irrigation, floodable sports fields, etc.).

GOAL PR-7

Public facilities. Public facilities in Culver City, including libraries and City-owned facilities, offer high-quality services to the community.



For related policies and implementation actions connected to sustainability, see [Greenhouse Gas Reduction Goal 6](#).

For related policies and implementation actions connected to green buildings, see [Greenhouse Gas Reduction Goal 2](#).

PR-7.1: Public facility maintenance.

Maintain and continue to modernize and adjust configuration of public facilities, including City Hall, The Transportation Facility, the Public Works/Parks Maintenance Yard, and the Transfer and Recycling Station. Continue to reinvest in existing facilities to extend their useful lifetimes.

PR-7.2: Long term operations and maintenance cost reduction.

Identify ways to reduce the City's long-term operations and maintenance costs, such as adapting more energy-efficient technologies for facilities, using low-water landscape palettes, and using recycled water for irrigation.

PR-7.3: Programming on City-owned facilities.

Continue to program events, update landscapes, and incorporate art on City-owned public facilities, including City Hall, to create more welcoming, activated, attractive, and unique places.

PR-7.4: Partnerships with the Los Angeles County Public Library.

Establish and maintain partnerships with the Los Angeles County Public Library and collaborate to provide targeted programming and outreach to students in need of tutoring, mentoring, after-school programming, and other support outside of the classroom.

GOAL PR-8

Educational opportunities. *Students have access to exceptional educational opportunities at institutions in Culver City and through partnerships cultivated by the City.*



PR-8.1: Partnerships with CCUSD.

Formalize partnership with the CCUSD to apprise the District on major development and population trends that may impact student enrollment and share data.

PR-8.2: Siting of school facilities.

Work closely with educational institutions to site new schools and facilities near parks, bike paths, and trails.

PR-8.3: Opportunities for students.

Collaborate with CCUSD and higher educational institutions in the city to develop internships, job shadowing, capstones, and other opportunities targeted to students.

PR-8.4: Opportunities to purchase CCUSD facilities.

Consider purchasing CCUSD facilities for community use in the event declining enrollment leads to school closures.

IMPLEMENTATION ACTIONS

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

Key: Timeframe icons for implementation actions table.

●
Short-term
1-5 Years

● ●
Medium-term
5-10 Years

● ● ●
Long-term
10+ Years

▶▶▶▶▶
Ongoing

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------|---|--------------------------|
| IA.PR-1: Create Parks and Recreation Master Plan. Create a City's Park and Recreation Master Plan (PRMP) to maintain a park standard of 3 acres per 1,000 residents and meet current and future needs, particularly in SB 1000 priority neighborhoods. Update the PRMP every five to ten years. | PR-1 | ● | Plan | Parks, Recreation, and Community Services | – |
| IA.PR-2: Temporary parks. Establish pop-up programming and mobile recreational services, especially focused on SB 1000 neighborhoods. | PR-1 | ● | Program | Parks, Recreation, and Community Services | – |
| IA.PR-3: Joint use agreements. Develop and maintain joint use agreements in collaboration with the Culver City Unified School District, private schools, Los Angeles Metro, and West Los Angeles College to allow the public to use sports fields, open spaces, community gardens, and recreational facilities. | PR-1 | ● | Partnership | Parks, Recreation, and Community Services | – |
| IA.PR-4: Ballona Creek linear park. Study potential for using assessor or developer fees to transform Ballona Creek into a linear park. | PR-1 | ● ● | Study | Public Works | Economic Development |

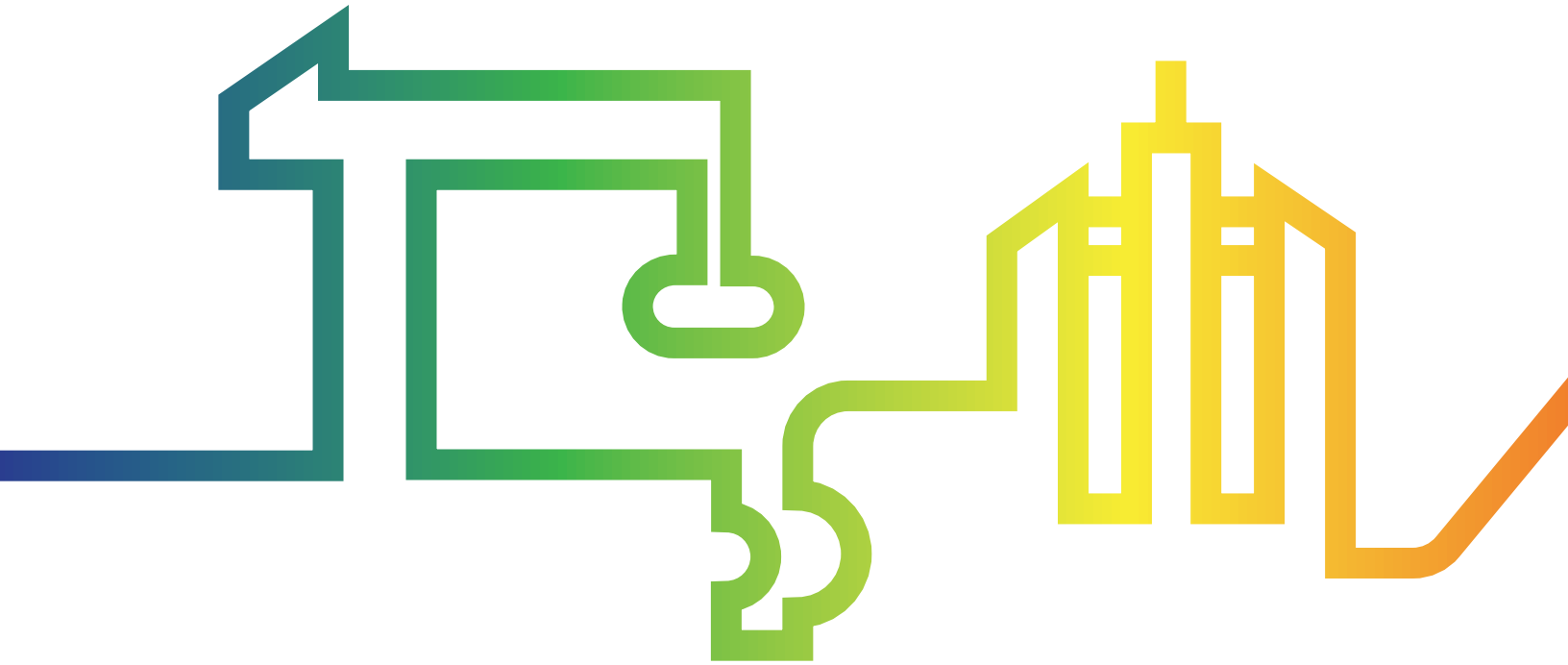
| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------|---|---|
| <p>IA.PR-5: Bicycle and pedestrian connections. Prepare a strategy to comprehensively assess and improve bicycle and pedestrian connections to and between parks, open spaces, recreation facilities, activity centers, and major transit services. The strategy should consider developing additional public access points to key destinations:</p> <ul style="list-style-type: none"> • Between neighborhoods and open space resources like Ballona Creek, Culver City Park, the Baldwin Hills Scenic Overlook, and Kenneth Hahn State Recreation Area. • Between neighborhoods and other parks and publicly-accessible private open spaces. • Between linear open space and activity nodes in the city like Downtown, the Culver City Metro Station, commercial and employment centers, and parks and schools, to reduce vehicle trips and promote multimodal travel and commuter use. • To and from Ballona Creek via access points and pedestrian and bicycle bridge crossings. | PR-1 | ● ● | Study | Public Works | Planning and Development; Parks, Recreation, and Community Services |
| <p>IA.PR-6: Capital improvement plans for amenity updates. Create a joint process for Public Works and PRCS to coordinate capital improvement plans. Ensure park and recreational facilities are maintained and upgraded to meet community needs.</p> | PR-2 | ● ● | Plan | Parks, Recreation, and Community Services | Public Works |
| <p>IA.PR-7: Park and recreation maintenance standards. Establish parks and recreation maintenance standards and require all parks and recreation facilities to be periodically evaluated in condition assessment reports (every 1 to 3 years) following their corresponding timelines.</p> | PR-3 | ● | Study | Parks, Recreation, and Community Services | Public Works |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------------------|---|--------------------------|
| IA.PR-8: Impacts of investments. Develop a process to regularly evaluate impact of public investments to ensure equitable distribution of services and programming. | PR-4 | ● | Study | Parks, Recreation, and Community Services | Public Works |
| IA.PR-9: Engaging young people. Identify and pilot new ways to engage young people and their families who have not previously participated in City-run enrichment programs. | PR-4 | ● | Study | Parks, Recreation, and Community Services | – |
| IA.PR-10: Parkland dedication. Study establishing requirements for non-residential developments to dedicate parkland, per community benefits agreements, or linkage fees, per Fee Mitigation Act. | PR-5 | ● ● | Study | Planning and Development | – |
| IA.PR-11: Revisions to City's Parkland and In-Lieu Fee Ordinance. Initiate a study to revise the City's Parkland and In-Lieu Fee Ordinance to make the following changes to park dedication for residential projects: <ul style="list-style-type: none"> • Adjusting the density factor for housing types. • Including language in the ordinance that requires appraising the park property to be dedicated with infrastructure in place, i.e., roads, curbs, sewers, water, and utilities to the site. • Adding a section that applies a "flat rate in-lieu fee" to residential development, whereby a house is being added on to or replaced with a single family unit that is over 50% greater in building square footage than the existing single family unit on the same parcel. | PR-5 | ● ● | Ordinance / Code Amendment | Planning and Development | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------|---|--|
| <p>IA.PR-12: Strategy for alternative sources of park and recreation funding. Comprehensively review potential park funding mechanisms for operations/maintenance and capital improvements. Develop a coordinated, multi-departmental strategy to seek new and augmented funding sources, including:</p> <ul style="list-style-type: none"> • Seeking grants from private and public sources to fund capital improvements. • Developing partnerships and sponsorships with local organizations and companies to fund major projects and maintenance. • Considering bonds and tax measures. • Establishing assessment districts to fund park maintenance and capital improvement projects. • Expanding fee-based recreational programming. | PR-5 | ● ● | Study | Parks, Recreation, and Community Services | Public Works; Planning and Development |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------|---|---|
| <p>IA.PR-13: Sustainability strategy for the City’s parks, recreation facilities, and public facilities. Create a joint process for Public Works and PRCS to coordinate an environmental sustainability strategy for the City’s parks and recreation facilities that:</p> <ul style="list-style-type: none"> • Incorporates drought-tolerant landscaping and/or native landscaping in City parks, recreational facilities, City buildings, and other City-owned facilities. • Reduces potable water use through recycled water, grey-water, and smart irrigation systems. • Introduces rainwater capture mechanisms in City parks and recreation facilities. • Incorporates permeable paving in City parks. • Continually improves indoor and outdoor energy use, including light through retro-commissioning, retrofits, and lighting upgrades. • Installs additional Electric Vehicle (EV) chargers at suitable recreational facilities and community parks. | PR-6 | ● ● | Plan | Parks, Recreation, and Community Services | Public Works |
| <p>IA.PR-14: Guidelines for landscape design and planting. Evaluate creating guidelines for landscape design and planting to support native species and non-native species that provide valuable resources for native wildlife.</p> | PR-6 | ● ● | Plan | Public Works | Parks, Recreation, and Community Services |
| <p>IA.PR-15: Urban Forest Master Plan. Implement and update the Urban Forest Master Plan every five to ten years.</p> | PR-6 | ● ● | Plan | Public Works | – |
| <p>IA.PR-16: Transfer and Recycle Station updates. Study potential for expanding the Transfer and Recycling Station to implement on-site material sorting.</p> | PR-7 | ● ● | Study | Public Works | – |

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PICTURE OUR COMMUNITY



ELEMENT 6

ECONOMIC DEVELOPMENT

This Element addresses sustainable economic growth, community benefits from development, a balanced housing supply, and equitable opportunity for wealth creation.

INTRODUCTION

Culver City has become a destination for the creative economy with an influx of media, architecture, design, communications, venture capital, and arts and cultural businesses. This trend is anticipated to continue based on projected growth of new housing and jobs. It is important to balance this growth with other significant factors, such as a strong arts and cultural identity, a shifting retail landscape (due both to the impacts of COVID-19 and national trends), and a housing inventory that has not kept pace with the growth of jobs.

What We are Trying to Achieve

- Strategically implemented projects and programming to facilitate the city's long-term investments and economic vitality.
- The City attracts, retains, and expands businesses that activate commercial districts.
- Business-to-business connections are bolstered while maintaining the community character that enhances quality of life in Culver City.
- The City provides resources to support the retention and growth of small and large businesses citywide.
- Large employers partner with the community to integrate sustainable benefits and support the business ecosystem relative to new developments/operations.
- "Buy local" initiatives increase revenue generation and support City services and programming such as parks, police, fire, and public works.
- The city's creative economy, inclusive of media, architecture, design, communications, visual arts, performing arts, cultural businesses, and nonprofit organizations, is strengthened.
- The city's economic base is diversified by encouraging experiential uses such as fitness, entertainment, food and beverage, and other interactive activities.
- Economic opportunities enable wealth creation while minimizing displacement of residents and businesses.



Culver Boulevard commercial business

KEY ISSUES AND OPPORTUNITIES

Growing Employment Center Fueled by the Creative Economy

Culver City’s central location makes it attractive to employers and residents alike. Culver City’s location is advantageously accessible, located between Downtown Los Angeles and Santa Monica, near Los Angeles International Airport (LAX) and Century City, and convenient to the region’s major freeways, I-10 and I-405. Several LA Metro E (Expo) Line stations are also located in or directly adjacent to Culver City, creating a transit connection to both eastern and western business centers. Compared to the competitive market area (CMA)⁴¹ shown in Figure 24 and Los Angeles County, Culver City’s

residents are more highly educated, and household median income is higher.

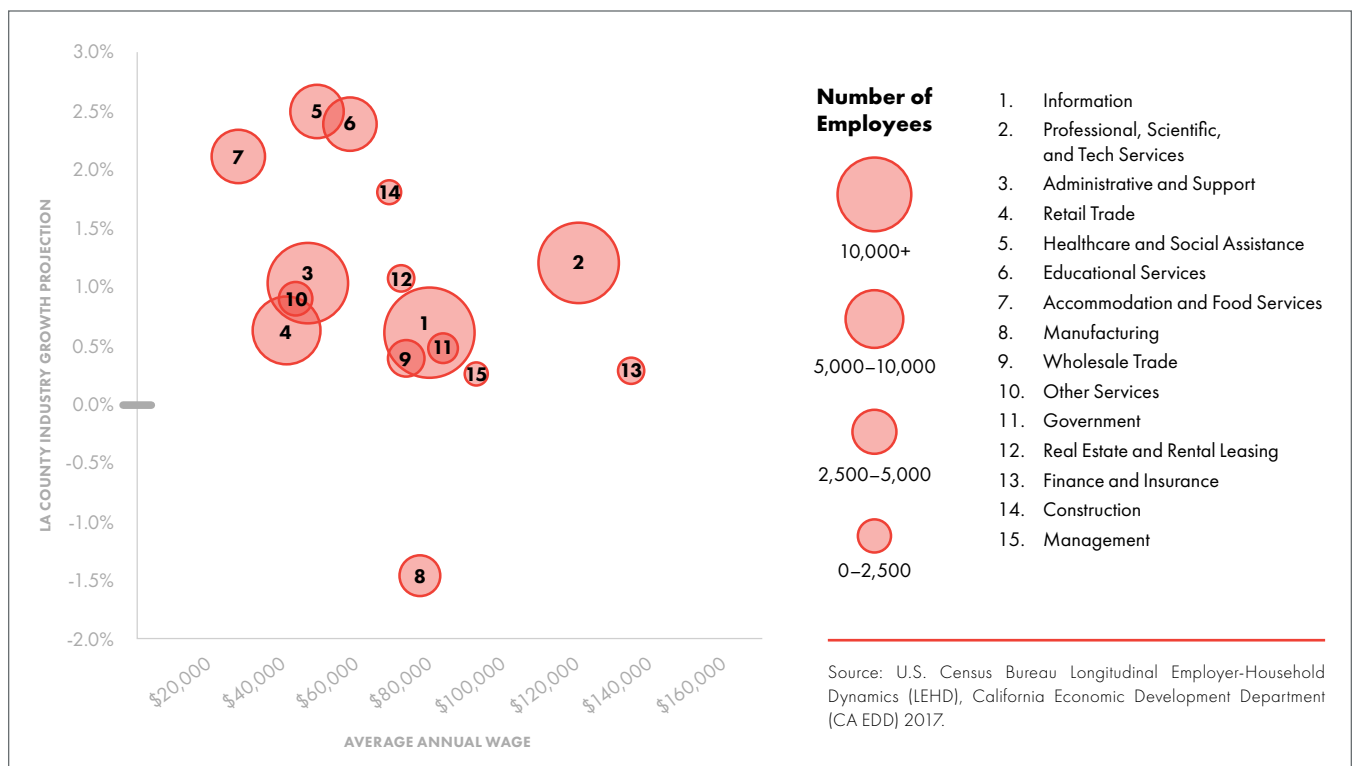
The City has experienced substantial job growth, at a pace 2.5 times higher than Los Angeles County between 2002 and 2017, leading to a 24 percent increase in daytime population. This is due primarily to the “Creative Tech” cluster, which has become the primary economic driver of Culver City and is complemented by the other components of the creative economy, such as the city’s arts and cultural assets. The Creative Tech sector (which includes Professional, Scientific, and Technical Services

jobs, or simply “Professional Services”⁴²) is largely responsible for the city’s recent job growth, having more than doubled its number of employees since 2010 to become the third-largest sector in the city. Meanwhile, jobs in the Information sector, which includes occupations in media, have increased since 2010 and remain Culver City’s largest industry sector. Amazon, Apple, and other Creative Tech tenants have plans to either expand or move to the city, which will continue to fuel job growth in the Information and Professional sectors. See Figure 23 for a summary of Culver City’s industry sectors and projected growth.

41. The CMA includes the employment, residential, retail, and hospitality centers with which Culver City most directly competes, including the Westside “peer” cities of Santa Monica, Beverly Hills, and West Hollywood. Comparing Culver City trends to the CMA allows the City to understand better how it is growing compared to its competitors, as well as what share of the CMA’s economic and real estate growth the city is capturing.

42. “Professional, Scientific, and Technical Services” is the formal industry category used by the North American Industry Classification System (NAICS).

FIGURE 23 Industry Sectors by Size, Regional Growth Projections and Average Annual Wage, Culver City



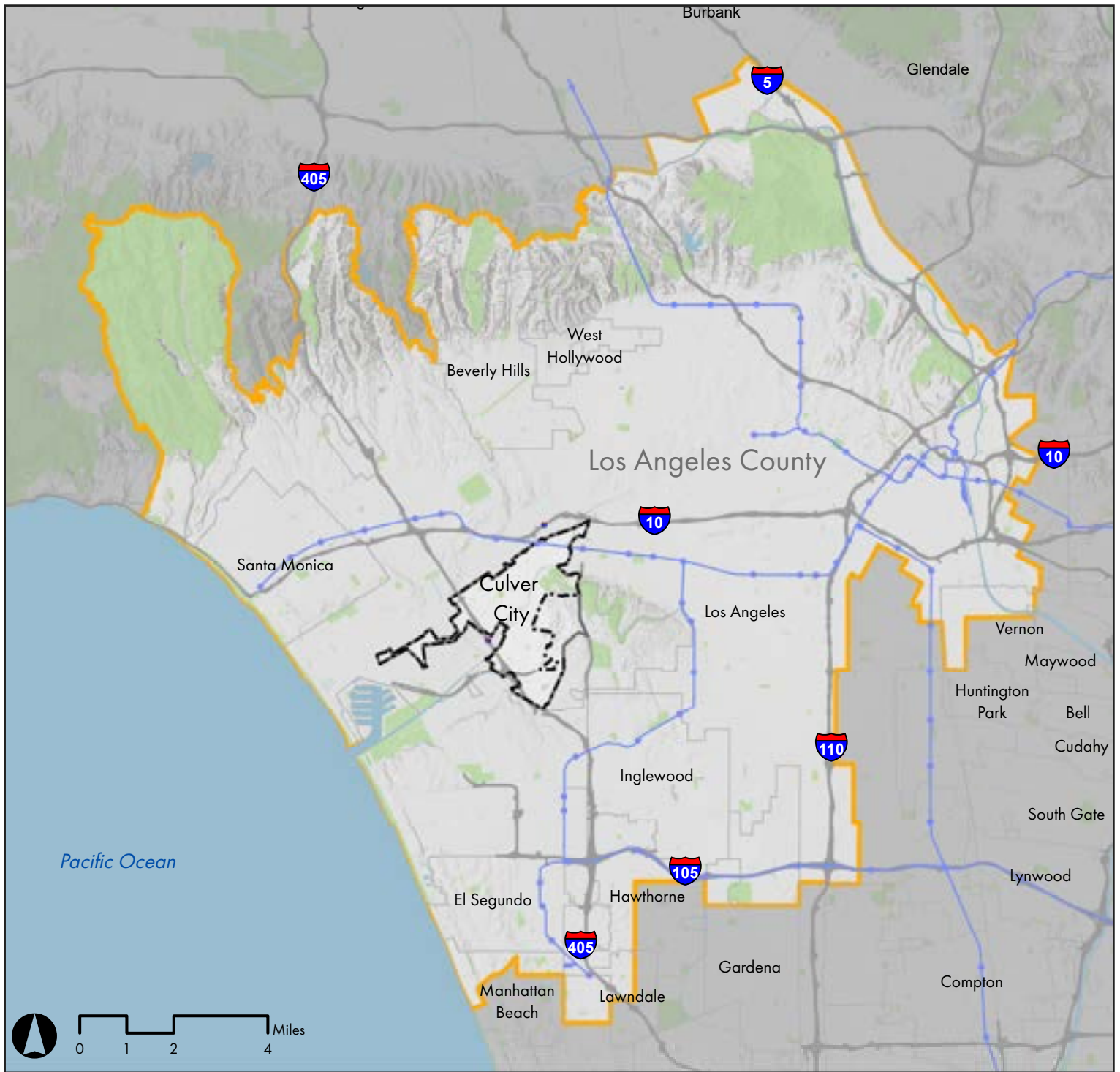


FIGURE 24

Competitive Market Area

- City Limits
- Sphere of Influence
- Metro Stations
- Metro Lines
- Freeway/Highway
- Regional Parks and Open Space
- Waterbody

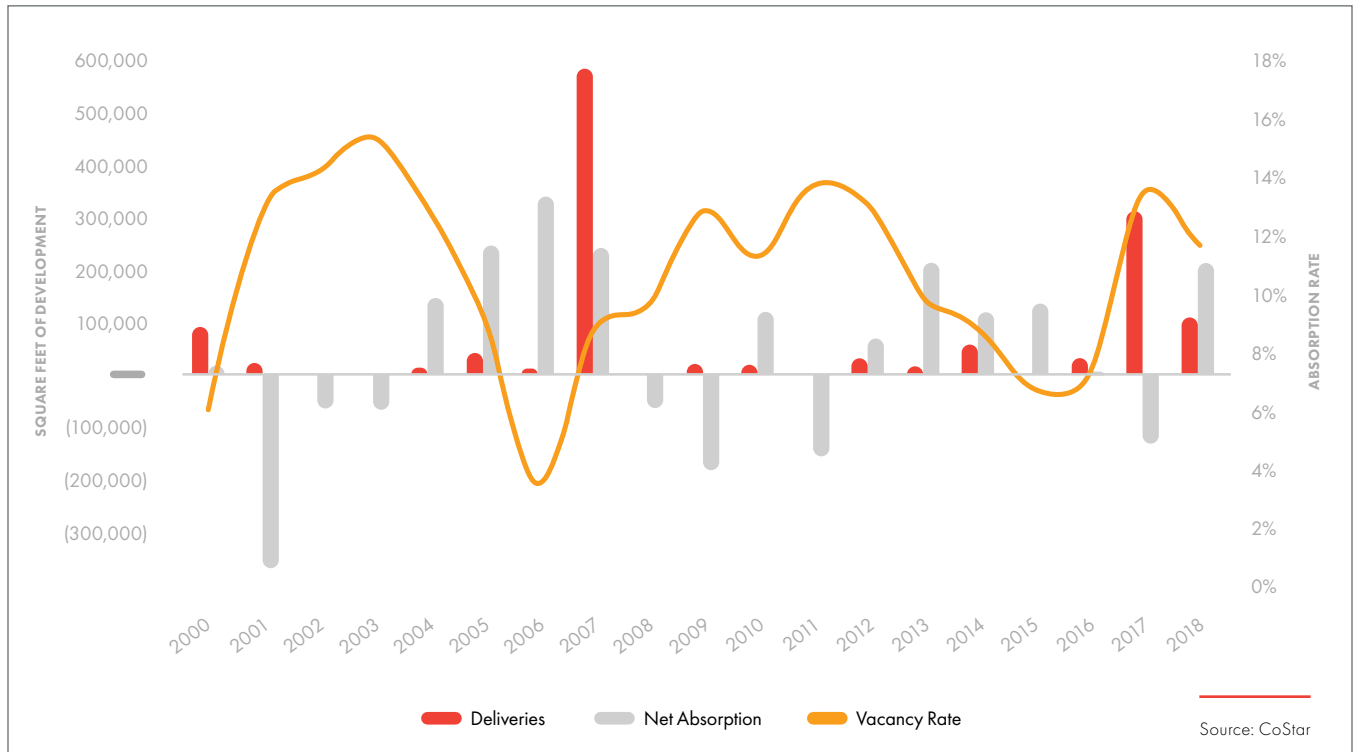
Sources: City of Culver City (2021);
County of Los Angeles (2021);
LA Metro (2023); ESRI (2021).

Regionally, the city is seen as a cultural destination due to its museums, live theatre, dining, and experiential retail offerings, particularly within the transit-accessible and walkable downtown. The city’s historical legacy as “The Heart of Screenland” – an epicenter of Southern California film production – has also contributed to its evolution into a destination for creative economy stakeholders in film, visual arts, theatre, architecture, and design. The Hayden Tract, a former industrial area of the city, is now a converted office district home to Creative Tech employers with overall rents for converted industrial space in the Hayden Tract reaching rates comparable to higher-end office rents across Culver City, and substantially more than what those spaces could command if they remained as industrial space. Due to this, Culver City has experienced a significant amount of new development, with positive trends projected to continue. See Figure 25 for recent office development and absorption in Culver City.



Office building Hayden Tract

FIGURE 25 Recent Office Development and Absorption, All Classes, Culver City (2000-2018)





Offices of social media app TikTok in Fox Hills

Jobs and Housing Growth

The pace of housing has not kept up with jobs growth, straining the existing supply and inhibiting new workers' ability to live close to their jobs. Although employment has increased considerably, housing stock has barely increased between 2010 and 2019, with the city only adding 267 net new households in that period. The city's 3.5 jobs to housing unit ratio is higher than any peer city within its CMA, and significantly higher than the CMA and Los Angeles County. This strained market has made the city an increasingly difficult place to live economically. The city's share of households earning more than \$150,000 has quadrupled since 2000, while the city has lost more than half of its share of households earning between \$25,000 and \$50,000. This increasing income inequality particularly impacts Black and Hispanic households, which respectively earn 7 percent and 29 percent less than the city's median household income. In turn, this has

contributed to Culver City being less racially and socioeconomically diverse than Los Angeles County and its CMA.

As the city continues to grow as a regional employment center, and property values and rents rise, existing low-income renters may be at additional risk of displacement, prompting a need for more sustainable, affordable, and diverse housing options for both renters and owners. The economic shocks of COVID-19 have contributed to this need and prompted the City to take additional steps to increase renter stability, including a permanent rent stabilization ordinance and new tenant protection laws, like a no-cause eviction ordinance and relocation assistance.

The City of Culver City values maintaining a balanced business ecosystem that accommodates both large and small employers, conducive to maintaining the city's creative

identity. To help accomplish this, the City should explore a range of strategies, including a transparent approach to community benefits associated with large developments. A "community benefit" refers to a project amenity that achieves particular community goals, such as streetscape improvements, parks or open space, metered public parking, and/or other benefits (as approved by City Council) in addition to what may be required as part of a project's discretionary review and approval. Such an approach could assign resources to support smaller businesses, flexible land use policies that promote small businesses (including 'at-home' businesses), and targeted programs that enhance economic opportunities for residents and businesses, such as educational programs on financial literacy and networking opportunities between small and large businesses.

Constrained Fiscal Growth

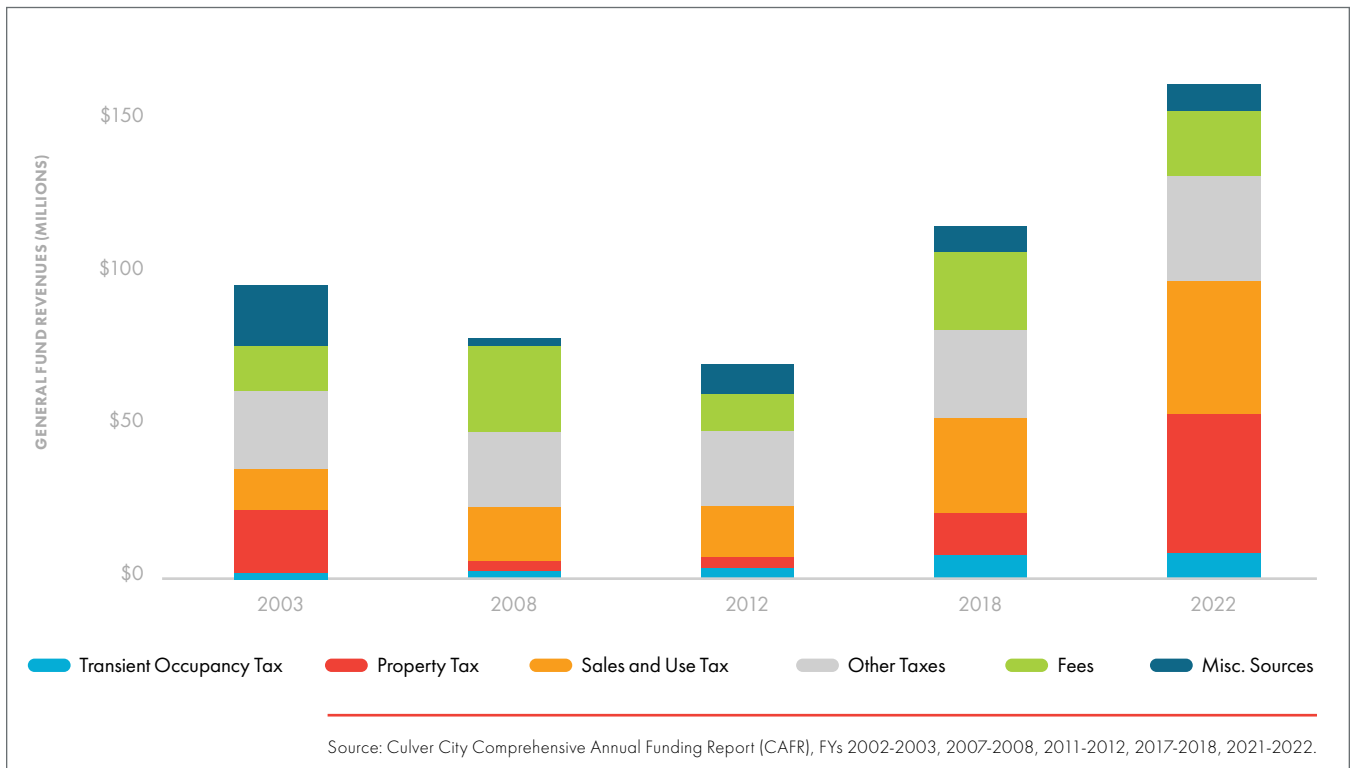
Culver City’s high-quality municipal services (including police, fire, and emergency services) and pension liabilities consistently strain the City’s fiscal resources. This trend suggests a need for additional fiscal revenue sources. It also suggests a need to preserve and diversify existing sources cultivated through a more varied set of businesses, particularly around hospitality and experiential retail, given the City’s reliance on sales tax revenues. The City’s notably robust developmental pace and growth in taxable retail sales (27 percent per capita between 2010 and 2018) are not sustainable through the entirety of the General Plan’s 2045 timeframe. As national retail trends shift more to online sales, revenues from retail sales taxes (one of the City’s largest revenue streams) are also likely to decrease, prompting the City to consider what forms of retail are most resilient. The City also has about \$695 million of unfunded pension liabilities and covering these



City Hall

debts may require using General Fund revenues (illustrated in Figure 26) or raising special revenue sources.

FIGURE 26 General Fund Revenues, Culver City (FY 2003-2018)



POLICY FRAMEWORK

Key: Goal attributes.

● Equity & Inclusion

● Innovation & Creativity

● Sustainability

● Compassion & Community

GOAL ED-1

Business ecosystem. Maintain a balanced “business ecosystem” that fosters a diversity of types and scales of employers.



ED-1.1: Business relationships.

Foster business relationships between large and small employers. Continue to create opportunities for large and small employers to network and collaborate.

ED-1.2: Large employer campuses.

Ensure large employer campuses are designed along placemaking guidelines and are positive contributors to an active street life.

ED-1.3: Attracting small businesses.

Actively attract, promote, and seek to retain small businesses looking to locate, remain, or expand in the city. Balance retail and restaurant offerings to attract various consumers.

GOAL ED-2

Creative economy. The City continues to provide a regional value proposition for creative economy businesses.



For related policies and implementation actions connected to supporting the creative economy, see [Arts, Culture, and Creative Economy Goal 3](#).

ED-2.1: Regional competitiveness.

Maintain competitiveness with other digital production hotspots in the region, such as Hollywood, Venice, and Burbank. Promote Culver City as a destination for creative employers.

ED-2.2: Small business support.

Protect and support small and independent creative economy businesses.

ED-2.3: Local business incubation.

Encourage the development of local business incubators including community-operated workspaces where people with common interests can meet, collaborate, develop their business ideas and products, and access business support resources and services.

ED-2.4: Partner with business support organizations.

Coordinate with organizations that provide services, resources, and loans to entrepreneurs and small businesses to support existing and new businesses.

ED-2.5: Partner with educational and technical training organizations.

Coordinate with local educational and technical training institutes to promote programs that offer training and support to potential entrepreneurs.

GOAL ED-3

Arts and cultural identity. Future growth builds upon Culver City’s historic identity as a destination for arts and culture and current creative economy center.



For related policies and implementation actions connected to supporting the creative economy, see [Arts, Culture, and Creative Economy Goal 3](#).

ED-3.1: Funding sources.

Protect and strengthen funding sources that support Culver City’s existing arts and cultural assets, such as the Cultural Trust Fund.

ED-3.2: Arts and culture network.

Cultivate a network of arts and cultural stakeholders in the community, led by the City, to support relationships between businesses and organizations, particularly between larger and smaller employers.

ED-3.3: Small business support.

Continue to provide small business marketing support for creative businesses through the City’s Business Resource Center. Establish consistent funding to boost this service.

ED-3.4: Industrial space preservation.

Preserve the existence of industrial and flex spaces to accommodate creative economy start-ups.

GOAL ED-4

Fiscal revenue. Culver City maintains diversified sources of fiscal revenue to be less reliant on the pace of retail sales and development.



ED-4.1: Long-term fiscal needs. Align community benefit provisions with the City's long-term fiscal needs.

ED-4.2: Business-serving hospitality. Expand business-serving hospitality uses to effectively enhance Culver City's regional share of business travel, promote tourism, and boost fiscal revenues.

GOAL ED-5

Community benefits. Culver City has a clear method of establishing community benefits requirements related to new development projects in a manner that ensures such community benefit contributions are market-supportable and complement other City planning and development strategies.



For related policies and implementation actions connected to community benefits, see [Land Use and Community Design Goal 18](#).

ED-5.1: Community benefits framework. Establish a robust, strategic, inclusive, financially feasible and streamlined framework of community benefits within new developmental growth. Require engagement and discussion of community benefit provisions from the beginning of the development process.

ED-5.3: Clear developer guidelines. Ensure developers have a clear understanding of the community benefit requirements and options, and allow them to meet these requirements in various ways, as deemed fit by the City.

ED-5.2: Community benefit offerings. Accommodate both programmatic and physical contributions in community benefit frameworks.

ED-5.4: Local engagement. Foster relationships with local community organizations and local advocacy groups to inform priorities for the community benefits framework.

GOAL ED-6 Streamlined development process. Culver City's development process is streamlined to increase potential for housing and mixed use development.



For related policies and implementation actions connected to collaboration with private developers, see [Land Use and Community Design Goal 18](#).

ED-6.1: Housing and mixed use development. Promote adaptive and mixed use development to further balance the ratio of jobs to housing units in Culver City.

ED-6.3: Flexibility for businesses. Preserve employment and business districts by maintaining affordability for small businesses to locate in Culver City and providing flexibility in physical space requirements.

ED-6.2: Large landholdings. Encourage and evaluate opportunities to transform large landholdings (i.e., large single-use retail or industrial spaces) to support residential and higher density employment uses.

GOAL ED-7

Retail clusters. The city's multiple retail clusters provide a variety of experiential services that build upon their unique identity (i.e., Downtown's status as a local restaurant destination, including entertainment, arts, and community gatherings).



ED-7.1: Business resiliency. Be adaptive to and supportive of the needs of small businesses to recover from the adverse impacts to the market such as the COVID-19 pandemic, recessions, and other unforeseen events.

ED-7.3: Mixed use commercial corridors. Evaluate Culver City's commercial corridors and enable their transformation into mixed use environments with an array of commercial businesses and residential uses.

ED-7.2: Placemaking. Promote placemaking efforts, based on the City's guidelines and established best design practices, through new and adaptive retail development.

ED-7.4: Experiential retail. Align retail development with national trends that focus less on anchor consumer stores and more on experiential retail.

GOAL ED-8

Economic opportunity. Culver City cultivates access and pathways to economic opportunity and wealth generation.



For related policies and implementation actions connected to partnerships with academic institutions and major employers, see *Governance and Leadership Goal 4*.

ED-8.1: Linkages. Establish and maintain links between the needs of the creative business community, Culver City High School course offerings, and vocational programs at West Los Angeles College.

ED-8.2: Financial access. Support the local ecosystem of banking institutions to ensure that all applicants are provided with high-quality and unbiased access to financial services.⁴³

ED-8.3: Financial literacy. Provide access to opportunities to increase financial literacy.

ED-8.4: Economic advancement opportunities. Remove barriers for advancement within the community by providing mentorship, training, and access to skill and professional development opportunities. Partner with regional academic institutions, workforce development agencies, trade organizations and major employers to prioritize locating these services in SB 1000 neighborhoods.

⁴³ To further support this effort, the City may also consider coordinating with community organizations who already monitor practices related to unbiased access to financial services.

IMPLEMENTATION ACTIONS

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

Key: Timeframe icons for implementation actions table.

●
Short-term
1-5 Years

● ●
Medium-term
5-10 Years

● ● ●
Long-term
10+ Years

▶▶▶▶▶
Ongoing

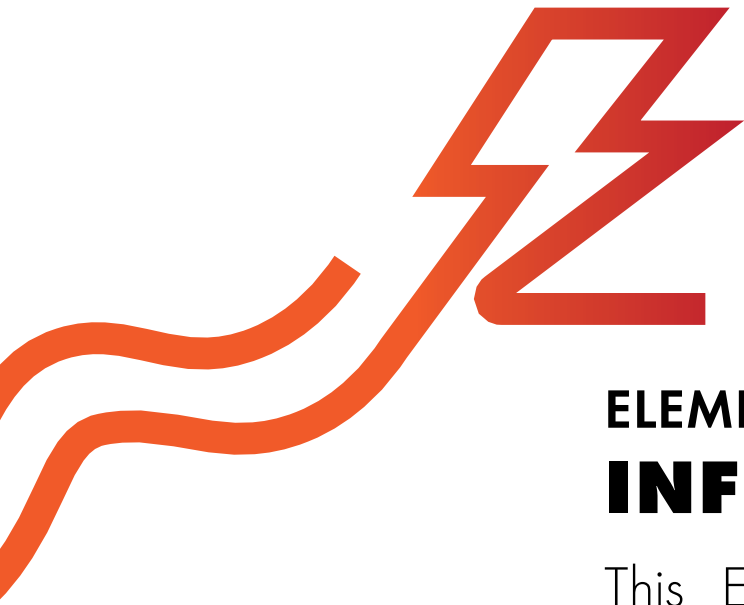
| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------|------------------------|--------------------------|
| IA.ED-1: Attraction and retention assistance. Identify opportunities to reduce the cost for small businesses to locate and remain in the city. | ED-1 | ● | Study | Economic Development | Planning and Development |
| IA.ED-2: New creative office spaces. Identify opportunities and barriers for locating new creative office spaces in the city. | ED-2 | ● | Study | Economic Development | Planning and Development |
| IA.ED-3: Marketing campaign. Create and run a marketing campaign that shows Culver City's support for small and independent arts and cultural organizations. | ED-2 | ▶▶▶▶▶ | Program | Economic Development | Cultural Affairs |
| IA.ED-4: Networking opportunities. Extend networking efforts that started in response to the COVID-19 pandemic to continue facilitating contact between small and large creative economy employers. | ED-3 | ● | Program | Economic Development | Cultural Affairs |
| IA.ED-5: City revenues and expenditures. Track the City's current and future expenditures and revenues in line with spending towards economic development goals. Study the estimated 10-year outlook of revenues to evaluate bonding potential in support of City initiatives. | ED-4 | ▶▶▶▶▶ | Study | Finance | Economic Development |
| IA.ED-6: New fiscal revenue sources. Evaluate the efficacy of and best practices for cities collecting sales tax revenues from existing and untapped fiscal revenue sources. | ED-4 | ▶▶▶▶▶ | Study | Finance | Economic Development |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|---------------------------------|--------------------------|----------------------------|
| IA.ED-7: Alternative service delivery models. Study a diversity of hospitality products at a variety of price points, to provide both business and leisure travelers a range of options at any budget. | ED-4 | ● | Study | Planning and Development | Economic Development |
| IA.ED-8: Zoning constraints on hospitality uses. Study and remedy constraints to encouraging expansion of hospitality uses, such as height restrictions. | ED-4 | ● | Study; Ordinance/Code Amendment | Planning and Development | – |
| IA.ED-9: Short-term rentals. If regulations change to allow short term rentals, study regulating them to collect taxes and expand revenue for the City. | ED-4 | ● | Program | City Manager | Finance |
| IA.ED-10: Community benefits. Assess community benefit programs to identify best practices for meeting both the needs of developers and the community. | ED-5 | ● | Study | Planning and Development | Economic Development |
| IA.ED-11: Streamline residential entitlement process. Update residential developmental process to reduce the need for discretionary approvals and the time and costs associated with development. | ED-6 | ● | Ordinance/Code Amendment | Planning and Development | Housing and Human Services |
| IA.ED-12: Customer serving home based businesses. Study the pros and cons of allowing customer serving home based businesses in residential neighborhoods. | ED-6 | ● | Study | Planning and Development | Economic Development |
| IA.ED-13: Sales tax revenue sources. Evaluate market trends to identify opportunities for expanding sales tax revenue sources. | ED-7 | ● | Study | City Manager | Finance |

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PICTURE OUR COMMUNITY



ELEMENT 7

INFRASTRUCTURE

This Element addresses the equitable distribution and resiliency of water and energy infrastructure, including potable water, wastewater, and stormwater, electricity, and natural gas.

INTRODUCTION

Culver City's sustainable growth, as envisioned in the General Plan Update, relies on having reliable water infrastructure, including potable water, wastewater, and stormwater, as well as energy infrastructure, including electricity and natural gas. Due to Culver City's geographic location, the City will need to coordinate with new and existing regional and county partners to provide sustainable water and energy infrastructure. Doing so will create a city resilient to climate change and connect sustainability initiatives across parcels, districts, and region. Key to this effort is ensuring that public spaces and infrastructure are distributed equitably, and that the City focuses on SB 1000 Priority Neighborhoods and their surrounding areas when implementing infrastructure investments.

What We are Trying to Achieve

- Water users efficiently use potable water resources and additional future potable demand is met without increasing imported water supply.
- The City of Culver City applies holistic water management strategies to integrate stormwater management, water treatment, reuse, and conservation initiatives.
- Citywide low impact development (LID) and green infrastructure networks reduce the burden on existing storm drain infrastructure and promote improved water quality in receiving waterways.
- The City provides economically-justified and attainable pathways to new and expanded water conservation and reuse systems at multiple scales.
- Infrastructure has adequate capacity and is equitably distributed and maintained throughout Culver City, and the City prioritizes vulnerable, disadvantaged, low-income, and SB 1000 Priority Neighborhoods.



Culver Boulevard Realignment and Urban Runoff and Stormwater Project

KEY ISSUES AND OPPORTUNITIES

This section describes existing infrastructure in Culver City and opportunities for improvement to serve future residents. The policy framework was developed based on an understanding of the existing role and status of infrastructure systems in Culver City and builds upon the strategies and plans already in place to ensure a sustainable and resilient future.



Ballona Creek



Ballona Creek cleanup

Water

The Los Angeles Department of Water and Power (LADWP) and Golden State Water Company (GSWC) provide water service for Culver City. The two independently-operated systems are interconnected and provide the ability to share water between them if necessary. The majority of Culver City is served by GSWC and LADWP serves the western portion of the city. Mclaughlin Avenue, west of I-405, demarcates the distinction in utility service. GSWC serves the connections east of Mclaughlin Avenue, while LADWP serves the connections west of Mclaughlin Avenue. Culver City imports nearly all its potable water supply from the Colorado River Aqueduct and the State Water Project, which is a major consideration for long-term resiliency planning

as water scarcity increases. Local groundwater is reserved for emergency conditions. Both agencies are exploring measures to diversify their water supplies, enhance storage capacities, and reduce losses.

While no operating capacity issues currently exist, the current and future reliance on imported water results in potential cost and procurement implications for serving additional demands generated by new and existing densified development. Existing voluntary and mandated water conservation measures are in effect at local, regional, and State levels, including those outlined in the 2015 Culver City Water Conservation Plan. To account for new and uncertain demand factors based on projected

population growth and available supplies, Culver City is committed to establishing alternative and innovative policies and programs to meet water demand, conserve supplies, and increase reuse. Such policies include expanding the implementation of LID and other on-site retention and infiltration measures, as well as policies that enhance and expand water conservation measures and establish mandates and incentives to limit demand to ensure a future of water sustainability.

Wastewater

Culver City's wastewater infrastructure relies on the Hyperion Wastewater Treatment Reclamation Plant located in Playa del Rey, which is projected to have adequate capacity to continue to serve the city. Sewage is conveyed through a series of gravity mains and lift stations, and ultimately through trunk sewers to the centralized process site. All the wastewater collected at the site is either recycled or discharged into the Pacific Ocean via a 5-mile submerged outfall pipe in Santa Monica Bay. In addition to the treatment plant's energy and maintenance costs, the conveyance system also requires maintenance and energy for pumping. Future considerations include potential increased potable water demands which translates to increased wastewater treatment flows. The City abandoned the Mesmer and Overland wastewater pumping stations and constructed a new station on Bankfield Avenue to improve capacity and operations. These improvements redirected flows, lowering energy and maintenance costs. These improvements also reduced the potential for



Construction of Culver Blvd stormwater infrastructure. Source: Michael Baker Intl.

sanitary sewer overflows and provide new opportunities to repurpose the now unused facilities.

Reducing potable water use through conservation efforts and by implementing greywater or blackwater treatment and reuse systems creates opportunities to reduce potable water demands and decrease wastewater flows diverted out of the city. Expanding reuse systems at the parcel, district, and city scales align with sustainable water use strategies by

appropriately using water resources and supporting ecological and human wellness. Expanding holistic water systems reduces operational and maintenance costs while prioritizing and providing adequate reuse water for landscaping and public green spaces. While no recycled water systems currently connect to Culver City, future supply needs and regional alignment may make it possible to explore implementing recycled water networks.

Stormwater

The city sits within two major watersheds. The Ballona Creek Watershed receives 99 percent of the city's runoff, while the Marina del Rey Watershed receives 1 percent. Within City limits, Ballona Creek is conveyed in an engineered concrete channel. While Culver City's stormwater management systems effectively and safely convey stormwater, the connection to large-scale regional stormwater infrastructure creates ongoing water quality challenges.

The City is working on various stormwater infrastructure improvement efforts, including aligning the Ballona Creek Enhanced Watershed Management Program (BCEWMP) to its own stormwater ordinance,

implementing Culver City's Clean Water measure (Measure CW), the County's Safe Clean Water Program (Measure W), and other funding resources, and executing the City's Stormwater Quality Master Plan (SWQMP). The SWQMP is a customized tool to guide the City's stormwater quality compliance strategy, prioritize best management practices and spending, identify potential project partners, and maximize grant funding opportunities.

Sustainable stormwater management strategies and best practices can enhance water quality while providing multi-benefit and ecological amenities. Tradeoffs may exist between promoting open space for stormwater management and competing

land use needs, but tradeoffs may be minimized by incentivizing flexible and adaptable strategies. Additionally, private developments at both the smaller parcel and larger district scale can augment the public infrastructure by creating and enhancing areas for stormwater capture and infiltration. While Culver City's location in a liquefaction area limits certain opportunities for infiltration, opportunities still exist to support regional groundwater recharge efforts. Green streets can align with stormwater management, pedestrian, and active transportation planning efforts, while creating ecological connectivity across the city and region.



Electric vehicle charging

Energy: Electricity and Natural Gas

Culver City is evolving to meet rigorous electrification and emissions reductions goals, aided by the provisioning of sustainable infrastructure solutions. These systems must address current and future energy needs as the city provides for current demand and progressively evolves to meet their long-term goals. Culver City is a member of the Clean Power Alliance, which provides clean, renewable energy choices. Southern California Edison is the electric power distributor. LADWP also conveys and delivers power to parts of Culver City. Capital improvement projects have included transmission and distribution equipment replacements and upgrades, circuit reliability upgrades, and underground conversion and structure replacement.

Opportunities exist to incorporate technological advancements or route networks underground to support specific development goals. An increase in localized renewable energy, such as building-scale solar power, would further enhance

the city's electrification network. Electrical vehicle charging stations are currently available in the city, with an increase in charging station prevalence and use to further support 100 percent renewable energy supply alongside an increase in localized renewable energy systems.

Southern California Gas Company (So Cal Gas) conveys and delivers natural gas services to Culver City by using a combination of storage and pipeline facilities to serve both residential and public services. The City plans to replace all diesel-fueled and other vehicles with battery electric when available, and the City's all compressed natural gas (CNG) bus network is also transitioning to electric buses. In addition to natural gas pipelines throughout and connecting the city, additional hazardous liquid and gas pipelines are present within the city, namely for operations at the Inglewood Oil Field. Use of natural gas for residential and business uses could further be reduced due

to additional electrification systems or energy conservation measures. Safety improvements at storage facilities and within the city continue to show added benefits, especially with the potential for demand growth or fluctuations in service.

The Greenhouse Gas Reduction Element addresses emissions reductions and fossil free energy as a complement to the infrastructure energy goals included herein. The City's transition to all-electric infrastructure powered by renewable, carbon-free energy and associated energy conservation will require phased in requirements for new development and existing residences and businesses. Energy sustainability strategies span a wide array of goals, including creating active transportation networks, improving efficiency of water and wastewater treatment systems, and effectively managing electricity transmission and storage.

POLICY FRAMEWORK

Key: Goal attributes.

● Equity & Inclusion

● Innovation & Creativity

● Sustainability

● Compassion & Community

GOAL INF-1

Climate change. The City proactively responds to climate change considerations in energy and water provisioning and stormwater management.



INF-1.1: Resilient infrastructure. Prioritize resilient infrastructure as a key strategy for creating healthy communities that increases health, livability, mobility, opportunity, and resilience for all residents, particularly in SB 1000 Priority Neighborhoods.

INF-1.2: Community engagement and water goals. Expand resident and business involvement in shaping City and regional water goals.

INF-1.3: Circular economy and infrastructure. Promote a circular economy through resilient and strategic infrastructure advancements that focus on equity, multi-use benefits, and ecological integration.

GOAL INF-2

Water conservation. Water conservation strategies are implemented and expanded citywide to meet sustainability targets and ensure future resiliency.



INF-2.1: Water conservation. Expand and enhance existing water conservation measures, mandates, and strategies to optimize wise use of water.

INF-2.2: Water conservation rebate outreach. Increase citywide outreach and residential and commercial participation in LADWP, GSWC, West Basin Water District and other water conservation rebate and incentive programs (residential program rebates, high efficiency water conservation kits, multifamily and commercial/institutional programs, Water Savings Incentive Program, Large Landscape Survey Program, etc.).

INF-2.3: Water Conservation Plan. Continually revisit and revise the City's Water Conservation Plan and ensure municipal and resident enforcement of the plan.

INF-2.4: Dry weather runoff reduction. Reduce dry weather runoff, and track baseline runoff volumes at key facilities, including the reused Mesmer Station to monitor and capture dry weather flows and to divert them for treatment at the Hyperion Wastewater Treatment Reclamation Plant

INF-2.5: Drought-tolerant landscaping. Provide resources and guidance for conventional lawn conversion to drought tolerant landscaping.

INF-2.6: Water use on non-edible irrigated landscapes. Restrict and eliminate potable water use for primarily non-edible irrigated landscapes where alternative water sources are available, including captured rainwater, greywater, and recycled water.

INF-2.7: Information on irrigation and water treatment standards. Create and equitably share resources that provide information on appropriate irrigation methods and water treatment standards for both productive and non-productive landscapes.

INF-2.8: Dual plumbing. Provide dual plumbing for all new public parks and landscape projects in anticipation of future water recycling or on-site water capture, treatment and re-use infrastructure to be used for irrigation.

INF-2.9: Mulching and composting. Expand mulching and composting activities on City-owned sites to promote healthy soils and retain water in irrigated landscapes.

INF-2.10: Healthy water and soils strategies. Integrate healthy water and soils strategies to support expansion of urban agriculture practices.

GOAL INF-3

Water security and groundwater recharge. Culver City actively contributes to regional initiatives to improve security and diversify the water supply and groundwater recharge efforts.



INF-3.1: Water sources. Source water locally and statewide.

INF-3.2: One Water LA 2040 Plan. Align with Los Angeles' One Water LA 2040 plan to improve water supply resiliency.

INF-3.3: Potable water capture. Support California efforts to build new infrastructure that captures, stores, and increases the supply of potable water while protecting ecological and cultural systems.

INF-3.4: Groundwater. Maintain and increase City groundwater well levels for emergency use and diverse future water supply opportunities.

INF-3.5: Potable water quality. Monitor and continually improve potable water quality standards citywide, with specific emphasis placed on SB 1000 Priority Neighborhoods.

GOAL INF-4

Water reuse networks. Water reuse networks are expanded and optimized throughout the city at the district and parcel scales.



For related policies and implementation actions related to green buildings, see [Greenhouse Gas Reduction Element Goal 2](#).

INF-4.1: Greywater infrastructure. Develop greywater infrastructure to support city, district, and parcel level treatment and reuse strategies.

INF-4.2: Repurposing of stormwater management infrastructure. Optimize the repurposing stormwater management infrastructure approaching the end of its service life to support city-wide stormwater management and water reuse programs in alignment with water conservation programs.

INF-4.3: Availability of recycled water supply. Explore opportunities to increase the availability of recycled water supply (i.e., install purple-pipe infrastructure).

INF-4.4: Water provisioning. Incorporate recycled and reuse water strategies in water provisioning.

INF-4.5: Incentivize water recycling. Encourage and incentivize water recycling techniques such as rainwater capture barrels and cisterns for outdoor watering purposes.

GOAL INF-5

Stormwater collection and reuse systems. Stormwater collection and reuse systems are enhanced at the parcel, district, and city scale to improve water quality and reduce runoff.



For related policies and implementation actions related to flood hazards, see [Safety Element Goal 6](#).

INF-5.1: Stormwater quality projects. Implement stormwater quality projects in alignment with the prioritization set forth in the Stormwater Quality Master Plan (SWQMP), ensuring implementation in SB 1000 Priority Neighborhoods as prioritized in the SWQMP.

INF-5.2: Water quality coordination. Coordinate with surrounding local jurisdictions to improve water quality and minimize flooding.

- Coordinate with the jurisdictions that comprise the Ballona Creek Watershed Management Group, including Beverly Hills, Inglewood, Los Angeles,

Santa Monica, West Hollywood, Los Angeles County, the Los Angeles County Flood Control District, and the U.S. Army Corps of Engineers.

- Coordinate with the City and County of Los Angeles, the Los Angeles County Flood Control District, and the U.S. Army Corps of Engineers to develop methods to improve water quality within the Marina del Rey watershed.

INF-5.3: Reduce impacts of development and redevelopment on water quality. Require new development and redevelopment projects to, at a minimum, meet federal, State, regional, and local stormwater requirements around site design, stormwater treatment, stormwater infiltration, peak flow reduction, and trash capture. Reduce impacts of development and redevelopment projects on water quality, encouraging private developers to address on-site stormwater management beyond what is required by law by:

- Requiring and incentivizing new development to construct bioswales or similar features to treat runoff before it enters the storm drains or receiving waters.

- Requiring implementing Best Management Practices in parking lots to reduce pollutants in runoff and encourage pervious surfaces in new developments.

INF-5.4: Green infrastructure strategies. Integrate green infrastructure strategies into City-owned landscapes. For example, use drought-resistant plants, native plants, recycled water to irrigate, permeable paving, and other low-impact development features. Promote community participation and education of green infrastructure strategies through educational and case-study landscapes that demonstrate multi-benefits.

INF-5.5: Rainwater harvesting. Expand rainwater harvesting tracking systems for capture and reuse.

GOAL INF-6
Water quality. Water quality at downstream receptors and in Ballona Creek are improved.

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

INF-6.1: Naturalized filtration. Expand naturalized filtration before discharge into Ballona Creek by connecting green infrastructure, integrating bioswales, and expanding green infrastructure strategies.

INF-6.2: Swales and retention areas in capital projects. Integrate vegetated swales and retention areas into pedestrian and bicycle planning capital improvement projects.

INF-6.3: Green streets. Implement green streets to manage 50 percent of stormwater runoff, encouraging stakeholders (e.g. property owners) to integrate green infrastructure with capital improvements.

INF-6.4: Water quality at contaminated sites. Ensure water quality of stormwater is managed appropriately at contaminated sites to protect natural systems from groundwater infiltration and stormwater runoff. Appropriate measures include:

- Proactive bioremediation measures at contaminated sites.
- Collection of water over existing sumps on contaminated sites.
- Contaminated site remediation activities as community educational opportunities to showcase naturalized regeneration and bioremediation technologies where feasible and at stages in the project deemed safe to do so.

GOAL INF-7

Fossil fuel free energy. Electricity and natural gas infrastructure supports a carbon positive and renewable economy.



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

INF-7.1: Fossil fuel free energy. Residents and businesses have affordable and easy access to carbon-free and renewable energy sources.

INF-7.2: Local energy generation. Enhance local energy generation and storage to safeguard the city's electrification network against shocks and stressors.

INF-7.3: Energy and open space projects. Align energy conversion and enhancement projects with public open space and trails provisioning.

INF-7.4: Building electrification reach codes. Ensure compliance with adopted Building Reach Code to mandate building electrification.

INF-7.5: Grid upgrades. In coordination with relevant utilities, support identification of opportunities to advance grid infrastructure upgrades where they are needed to support building and vehicle electrification.

GOAL INF-8

Equitable and inclusive infrastructure investments. Infrastructure provisioning, quality of service, impact mitigation, and multi-benefit investments prioritize SB 1000 Priority Neighborhoods.



INF-8.1: Infrastructure investment in SB 1000 Neighborhoods. Proactively target infrastructure enhancements and prevent disproportionate negative impacts upon SB 1000 Priority Neighborhoods.

INF-8.2: Infrastructure reporting and tracking. Enhance data collection, tracking, and transparency to understand disproportionate impacts to SB 1000 Priority Neighborhoods. Monitor infrastructure investments to ensure long term implementation and success. Establish methodology and tracking to ensure that outreach and incentives sharing is equitable and identify resources to ensure mandated infrastructure enhancements do not exclude their implementation in SB 1000 Priority Neighborhoods.

INF-8.3: Displacement for infrastructure investments. Minimize temporary and permanent displacement of residents due to reallocation of land for infrastructure investments.

INF-8.4: Workforce training. Grow, diversify, and upscale local skilled and trained workforce in alignment with infrastructure advancements by incorporating educational components in infrastructure investments and connecting residents of SB 1000 Priority Neighborhoods with workforce training and pathway opportunities in alignment with the City's infrastructural investments.

IMPLEMENTATION ACTIONS

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

Key: Timeframe icons for implementation actions table.

●
Short-term
1-5 Years

● ●
Medium-term
5-10 Years

● ● ●
Long-term
10+ Years

➡➡➡➡
Ongoing

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------|------------------------|--------------------------|
| IA.INF-1: Water supply and Multi-Jurisdictional Hazard Mitigation Plan. Identify feasible local actions for increasing water supply security and explore opportunities for alternative water supply in alignment with the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). | INF-1 | ● ● | Study | Public Works | — |
| IA.INF-2: Infrastructure and climate risk assessment. Conduct a risk assessment to determine the risks associated with increased storm intensity and what changes to the storm drain system may be needed to prevent flooding or other property damage. | INF-1 | ● ● ● | Assessment | Public Works | — |
| IA.INF-3: Drought response. Consider implementing policies like Executive Directive 5 (ED5) and LA's Sustainable City pLAN (pLAN) drought response and water conservation measures, in addition to those from GSWC and LADWP. | INF-2 | ● ● ● | Program | Public Works | — |
| IA.INF-4: Development standards for groundwater. Regularly update development standards to: <ul style="list-style-type: none"> • Incentivize and mandate property owners infiltrate stormwater where feasible • Mandate permeability of new and redeveloped hardscaping where feasible. | INF-3 | ● ● ● | Program | Public Works | — |
| IA.INF-5: Aquifer recharge. Establish and participate in regional coordination targeting aquifer recharge and sustainable groundwater supply. | INF-3 | ● ● ● | Program | Public Works | — |

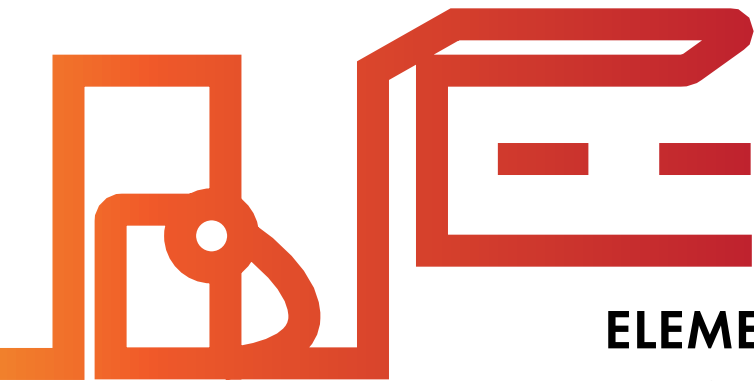
| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------|---|--------------------------|
| IA.INF-6: Greywater infrastructure outreach. Enhance outreach, incentivization, and permit streamlining for greywater to irrigation systems. Establish public resources to implement greywater recycling systems in existing residential buildings. | INF-4 | ● ● ● | Program | Public Works | — |
| IA.INF-7: Greywater-ready new development. Consider establishing regulations to require new development to be greywater ready or include greywater treatment and reuse systems. | INF-4 | ● ● ● | Program | Planning and Development | — |
| IA.INF-8: Rainwater capture system requirements. Regularly update development standards and requirements to: <ul style="list-style-type: none"> • Require rainwater capture systems for large-scale parcels and large-scale public storm-water management projects. • Require implementation and on-going monitoring of tracking systems to measure outflow of collected water used for irrigation. • Require sufficient filtration of collected rainwater / ensure collected rainwater is applied to landscape through subsurface drip irrigation. | INF-5 | ▶▶▶▶▶ | Program | Parks, Recreation, and Community Services | Public Works |
| IA.INF-9: Clean Power Alliance. Maintain City membership in Clean Power Alliance (CPA) and continue to work to maintain a high level of private property owner, business, and residential customer participation in CPA. Encourage investment in carbon positive technologies. | INF-7 | ▶▶▶▶▶ | Program | Public Works | — |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------|------------------------|--------------------------|
| IA.INF-10: Alternative energy study. Conduct a study about alternative energy generation opportunities, including community and block-scale solar projects, façade solar paneling, and roadway/walkway installations. | INF-7 | ● ● ● | Study | Public Works | Planning and Development |
| IA.INF-11: Local energy generation plan. Create a phased plan to incorporate local energy generation and storage systems into supply calculations in partnership with the CPA. | INF-7 | ● ● ● | Program | Public Works | — |
| IA.INF-12: SB 1000 criteria in budgeting and prioritization efforts. Incorporate SB 1000 Priority Neighborhood considerations into infrastructure decision making and capital improvements. | INF-8 | ● ● ● | Program | Public Works | — |

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PICTURE HOW WE MOVE



ELEMENT 8

MOBILITY

This Element establishes a zero-emission transit system that better supports safe active transportation such as cycling, walking, and other forms of modes of travel utilizing emerging technology.

INTRODUCTION

The Mobility Element establishes a policy framework and proposed 2045 city-wide network for all transportation modes. The Mobility Element aligns with the Guiding Principles by encouraging use of active and shared modes getting to, from, and within Culver City by providing more reliable, safe, affordable, convenient, clean, and connected mobility options for people of all ages and abilities. By enhancing safe and reliable access to schools, parks, community services, neighborhood serving retail, and jobs, this Element aids in creating a community that is more equitable, inclusive, innovative, and sustainable.

What We are Trying to Achieve

- The number and share of transit, walk, and bike trips in and through Culver City are aligned with the Greenhouse Gas Reduction Element's carbon neutral 2045 goal and exceed Connect SoCal performance targets.⁴⁴
- Greenhouse gas (GHG) emissions are eliminated from the transportation sector, as documented in the Greenhouse Gas Reduction Element, by reducing Vehicle Miles Traveled (VMT) from passenger vehicles and utilizing clean transportation.
- Citywide connectivity is enhanced through safe and comfortable networks for walking, biking, rolling, and riding transit.
- The city is a great place to live through equitable and reliable access to Culver City's schools and key destinations.
- There are attractive sustainable mobility options for all.
- Severe injuries and fatal collisions are eliminated and collision rates are reduced on the city's roadway network.



Washington Boulevard

⁴⁴ Connect SoCal is the Southern California Association of Governments' 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy.

KEY ISSUES AND OPPORTUNITIES

The Mobility Element identifies existing community mobility-related concerns and opportunities, and establishes goals, policies, and guidance to address these concerns for the future improvement of the transportation network, considering emerging technologies and innovations. Topics covered include safety, complete streets, transit and other mobility services, equitable access, transit-oriented communities, street management technology, active transportation, and Ballona Creek.



Culver City E Line Station

Equity and Health

The existing mobility network does not provide an equitable distribution of benefits and costs to all residents. Most Culver City residents drive alone to work (77 percent). Residents of color make up less than half of commuters who drive alone (43 percent) but over half of those who carpool (52 percent) and use transit (56 percent).⁴⁵ Transit riders and carpoolers experience longer commutes, and therefore a greater time-burden, than commuters who drive alone; the mean travel time to work for transit riders is nearly twice that of commuters who drive alone

to work.⁴⁶ Incentivizing higher occupancy trips, improving transit speed and reliability, and redesigning roadways to prioritize and support the safe movement of non-automobile modes can make the mobility network more equitable.

Public mobility services should be managed holistically and designed around the needs of all travelers regardless of age, race, gender, physical ability, or financial means. This Element helps to operationalize equity indicators within priority implementation and funding

decisions to ensure future investments address gaps in underinvested areas and for the most vulnerable travelers. It also highlights targeted investments in SB 1000 Priority Neighborhoods, such as high frequency transit service and pedestrian safety projects at major intersections, to improve transit efficiency and reliability, create safer pedestrian environments to promote walking, and expand first- and last-mile mobility options near key commercial areas.

⁴⁵ U.S. Census, American Community Survey Data 5-Year Estimates: Means of Transportation to Work by Select Characteristics (Table S0804), 2019.

⁴⁶ Ibid.



Culver Boulevard

Safe and Comfortable Walking and Biking

Walking and biking offers several benefits, including increased physical activity, cost savings compared to car ownership; and environmental benefits. Culver City's location and boundaries present a challenge for a continuous, connected bicycle network. Surrounded by the City of Los Angeles and several unincorporated areas on all sides, many of Culver City's arterial streets function as regional connectors for motor vehicle traffic in all directions. Relocating street space requires significant regional coordination on traffic impacts. Furthermore, streets, such as Sepulveda Boulevard and Washington Place, are not contiguously inside the City's boundaries. Therefore, they require that the respective government agencies coordinate to design continuous bikeways along these corridors.

Culver City residents also experience high vehicle volumes from passthrough travel as many of the city's most heavily used streets serve as regional thoroughfares extending well beyond City limits. High vehicle speeds of passthrough traffic and regional travel redirecting through residential neighborhoods detract from the comfort and safety of people walking and biking. Unsafe speed was the most common factor for vehicle-involved collisions, accounting for nearly a third of all collisions in Culver City between 2014 and 2018. All collisions involving unsafe speed occurred on roadways with speed limits ranging from 30 to 40 miles per hour.

To address these issues, this Element includes policies, actions, and network guidance to develop a safer and more continuous multimodal network for citywide travel. This

guidance lays the framework for a city that provides safe and comfortable access to schools, community-serving retail and services, parks, and trails for travelers of all ages and abilities. Network recommendations to advance this vision include enhancing access to, across, and along Ballona Creek; implementing the connected grid of bikeways and improved pedestrian facilities recommended in the 2020 Bicycle and Pedestrian Action Plan (BPAP); and increased deployment of innovative mobility services and shared micro-mobility options.



Culver City E Line Station

Growth and Congestion

Most Culver City residents work in neighboring cities, including Los Angeles, Inglewood, and Santa Monica, while a majority of those employed in Culver City commute from outside the City limits. Many of these employees drive alone to work. While this is partly the result of regional job growth, more can be done to encourage transit-oriented development in that provides housing for a mix of income levels and encourages major employers

to provide commuter benefits and options beyond driving alone.

In recent years, the city has seen a boom in construction; however, the City does not have robust requirements for developers to mitigate transportation impacts and invest in multimodal improvements. Ensuring that new development contributes to the City's mobility needs requires updating transportation demand management (TDM) regulations to

provide robust guidelines for providing comprehensive trip reduction measures within project entitlement and commute trip reduction programs for major employment sites. The City also has the opportunity to further mitigate congestion and reduce vehicle trips from future growth by significantly reducing, eliminating, or setting maximum parking requirements and encouraging shared parking practices, especially in transit-oriented districts.

Emerging Trends and Innovation

Emerging mobility options and services, such as shared e-scooters, e-bikes, and smaller transit vehicles, offer new ways to connect people to places and goods. Focused on solving problems and filling gaps within the broader transportation system, emerging mobility responds to the way people want to move. The expansion of shared, autonomous, and electric mobility options can also help to improve systemwide efficiency, safety, and convenience, while offering environmental benefits.

Culver City has had to address local safety and accessibility impacts stemming from spillover emerging mobility permits and usage from neighboring jurisdictions. Although no comprehensive citywide policies currently

exist, the City has taken a measured approach in exploring technological solutions for optimizing existing services, such as dial-a-ride and micro-transit. This Element helps the City prepare for and adapt to emerging mobility trends. It also creates opportunities for the City to guide emerging mobility operations in service of broader goals, such as reducing VMT, and to address negative externalities, such as intermodal conflicts and reduced transit ridership.

Experimenting with innovative approaches to implement and service delivery via temporary pilot programs can help unveil opportunities and challenges. It also gives the City an opportunity to make necessary adjustments before committing

to full-scale implementation. The MOVE Culver City pilot project, for example, used quick-build materials to test a Downtown to E Line mobility lane to improve the movement of transit buses, bikes, scooters, and emergency vehicles. This Element incorporates lessons learned from pilot processes to guide the future reallocation of road right-of-way (ROW), the development of permanent facilities from successful tactical projects, and the design of human-centered streets and public spaces. This Element also creates opportunities for the City to continue to be flexible and innovative with mobility to achieve broader economic and public health goals.

MOBILITY PLAN

This section describes the Mobility Plan, which establishes the future mobility framework for those who live, work, and play in Culver City to ride, walk, roll, and drive through the city. This section includes circulation diagrams, multimodal network diagrams, mobility standards and guidelines, and roadway classifications.



Bike lane on Higuera Street Bridge, connecting to the Ballona Creek Bike Path

Circulation Diagrams

The circulation diagrams are provided for the roadway, transit, pedestrian, bicycle, and emerging mobility networks established by this General Plan. Figure 27 through Figure 32 depict the proposed circulation system for the city to support existing

and planned development under the General Plan Land Use diagram.

This circulation system is shown on Figure 27 by means of a set of roadway classifications, developed to guide Culver City's long-range planning and

programming. Roadways are classified in this system based on the linkages they provide, their function in the hierarchy of roadways, and the importance of the route's service to the residents and businesses.

Multimodal Networks

The primary purpose of the mobility network is to connect people with activity centers and other trip generators. Culver City seeks to ensure safe, comfortable, and attractive facilities to walk, bike, roll, and take public transportation so that these forms of transportation become the first choice for traveling around the city.

The mobility network supports transportation of people and goods by various means, including automobile, transit, bicycle, pedestrian, and other emerging mode choices. Components of the network are designed, implemented, and operated according to functions aligning with the travel markets they are intended to serve, as well

as the access needs of the surrounding communities along corridors.

The mobility network includes the transportation infrastructure, facilities, modes, and services described within the following sections.

Roadway Classifications

Clear guidelines related to the geometric design, traffic operations, and modal priorities of roadway segments and at intersections are crucial to maintain a safe operating environment for all modes of transportation. The City's Roadway Functional Classification shown in Table 6 summarizes the design characteristics, and modal priorities that each roadway classification type serves in the greater mobility network. The City's functional classification system has been developed in compliance with relevant federal classification standards and the State of California General Plan Guidelines.

Federal and State Functional Classification System

The Federal Highway Administration (FHWA) identifies functional classification as a key item in transportation data as well as determination of eligibility for Federal funding programs. Streets and highways are grouped into classes according to the service they provide. The California Road System (CRS) maps display functional classification, which is used in determining Federal funding to maintain the roads.

The federal classifications included in the CRS maps are:

- Interstate
- Other Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Determining the appropriate functional classification is normally based on the roadway's typical travel markets (users), the volume and composition of traffic, and its location. This does not preclude cities from further defining



Jefferson and Sepulveda intersection

their roadway classification systems for local management purposes. However, it is recommended that a direct correlation be made between the federal classifications and a city's functional classification system.

Multimodal Street Classification

Streets of different scales serve different purposes. Functional classification does not dictate a facility's design, although the two are inter-related and influence one another heavily. Many agencies and municipalities are considering integrating multimodal street typologies and other 'context sensitive' design components within roadway functional classification hierarchies. To maintain the highest levels of safety, the road's function is clearly identified, considering land development decisions and addressing the needs of all its users. In general, the key aspects of a multimodal classification system are:

- Functional classification
- Land use typology

- Modal priorities
- Right-of-way allocation

The multimodal classification system desired by Culver City was informed by community engagement, considering all road users, not just automobiles. While maintaining consistency with the FHWA and CRS classification structure and hierarchy, Culver City is adapting multimodal street classification principles to transition from a highway-centric functional classification system to better integrate land use context and non-motorized transportation components in the transportation network. This General Plan includes modal priority and special roadway designation typologies that enable the reallocation of public right-of-way to promote and encourage safe use of alternative transportation modes.

The following section defines typical characteristics and features, by functional classification, for the roadways and segments within the City's jurisdictional control.



Primary arterial in Culver City



Local street in Culver City

Freeways carry large volumes of traffic at high speed throughout the region. Designed and constructed to maximize the mobility of automobiles, freeways have controlled access and do not directly serve adjacent land uses. Directional travel lanes are usually separated by some type of physical barrier.

Primary Arterials accommodate trips entering and leaving an urban area and movements through the urban area connecting to outlying residential areas. They are highly signalized with priority green time to minimize delay. They include major cross-town thoroughfares serving major activity centers and are corridors with the highest traffic volume and longest trip demands.

Secondary Arterials link collectors and primary arteries, have more land access than Primary Arterials without penetrating identifiable neighborhoods, and are highly signalized with priority green time to minimize delay. They serve trips of moderate length at a somewhat lower level of travel mobility and to smaller geographic areas than Principal Arterials, provide intra-community continuity, and may carry local bus routes.

Major Collectors connect larger trip generators and destinations to the arterial network. Collectors provide access to residential neighborhoods. Major Collectors often have lower densities of connecting driveways, have higher speed limits, are spaced at greater intervals, and have more signalized intersections. They distribute and channel trips between Local Roads and Arterials, usually over a distance greater than three-quarters of a mile.

Minor Collectors penetrate residential neighborhoods, often only for a short distance; have higher connecting driveway densities, lower speed limits; and fewer signalized intersections. They distribute and channel trips between Local Roads and Arterials, usually over less than three-quarters of a mile.

Local Streets provide direct access to adjacent land and are found mostly in residential neighborhoods, although they can also serve other non-residential land uses. Vehicles travel between private parking and driveways to the larger, non-local streets. Local streets are not intended for use in long distance travel, except at the origin or destination end of the trip. After

freeways, primary/secondary arterials, and major/minor collectors have been identified, local streets should be identified for residential areas and similar land uses that have yet to be served by a roadway within higher classification categories.

Special Designations applied to roadway segments or corridors of the mobility network were developed to address specific mobility needs and functional programming of right of way for priority use by specified mode(s) and/or vehicle(s). Designation typologies reflect the intended mobility, health, and safety benefits to be provided by modifications to features, characteristics, and functionality of roadway facilities such as, but not limited to land use, access management, curb management, traffic operations, modal priority, lane configurations, and signalization.

The City (including affected Departments and Divisions) will develop an integrated and standardized process for the identification and enforcement of Special Designation segments and corridors.

TABLE 6 Roadway Table

| Classification | Configuration/Guidelines | Modal Priority |
|-----------------------|---|---|
| 1. Freeways | <p>Number of 1-way travel lanes: 3 - 4</p> <p>Other: Access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections</p> | <p>Vehicle: High</p> <p>Transit: Med</p> <p>Bicycle: n/a</p> <p>Pedestrian: n/a</p> |
| 2. Primary Arterial | <p>Typical ROW width: $\geq 95'$ but may be narrower based on constraints.</p> <p>Number of 1-way travel lanes: 4 - 6, plus left turns.</p> <p>Other: Should have limited access from private driveways. Designated as 'controlled access streets' where private driveways are prohibited</p> | <p>Vehicle: High</p> <p>Transit: High</p> <p>Bicycle: Med</p> <p>Pedestrian: Med</p> |
| 3. Secondary Arterial | <p>Typical ROW width: 80' – 94,' but may be narrower based on constraints</p> <p>Number of 1-way travel lanes: 2 - 4</p> <p>Other: Driveway access to mixed use and high-density properties</p> | <p>Vehicle: High</p> <p>Transit: High to Med</p> <p>Bicycle: High to Med</p> <p>Pedestrian: High to Med</p> |
| 4. Major Collector | <p>Typical ROW width: 60' – 79,' but may be narrower based on constraints</p> <p>Number of 1-way travel lanes: 1 - 2, plus parking or median</p> <p>Other: Access to mixed use and higher density residential properties</p> | <p>Vehicle: High</p> <p>Transit: Med</p> <p>Bicycle: High to Med</p> <p>Pedestrian: High to Med</p> |
| 5. Minor Collector | <p>Typical ROW width: $\leq 60'$</p> <p>Number of 1-way travel lanes: 1, plus parking</p> <p>Other: Frequent driveway access to low – medium density housing and some commercial properties</p> | <p>Vehicle: Mod to Low</p> <p>Transit: Low</p> <p>Bicycle: High to Med</p> <p>Pedestrian: High</p> |
| 6. Local Streets | <p>Typical ROW width: $\leq 60'$</p> <p>Number of 1-way travel lanes: 1, plus parking</p> <p>Other: Numerous residential driveways for frequent access to private properties</p> | <p>Vehicle: Low</p> <p>Transit: Low</p> <p>Bicycle: High to Med</p> <p>Pedestrian: High</p> |

Notes:

1. AADT: annual average daily traffic
2. "Other" considerations may include provisions for parking, median, access management issues, etc.
3. ROW: right-of-way

Special Designations

By developing Special Designation functional classifications, the City is further considering transportation policy and supportive land uses when allocating right-of-way for alternative modal priorities. The designations allow the City to address design characteristics, functional uses, and implementation for roadway segments and/or corridors that support the Mobility Element goals and objectives. Potential improvement projects may include, but not limited to modal priorities and reallocation of right-of-way for alternative transportation uses, or implementation of TDM measures.

1. **Truck Routes** are currently a Special Designation that support the movement of goods and freight on commercial vehicles (over 6,000 pounds - unladen) considered too heavy for many Culver City streets.
 - › Dedicated bicycle facilities, etc.
2. **Active Transportation Corridors** reallocate right-of-way, including converting or reconfiguring parking or travel lane, to support safe, active transportation trips. Corridor improvements may include:
 - › Access and/or curb management solutions
 - › Passenger wayfinding and intelligent transportation systems (ITS)
 - › Signalization
 - › Improved crosswalks
 - › Traffic calming
3. **Transit Priority Corridors** reallocate right-of-way for specific transit and/or alternative modes. Corridor improvements may include:
 - › Transit priority lanes
 - › Transit signal priority
 - › Queue jump lanes and other transit speed and reliability improvements
 - › Passenger wayfinding and ITS
 - › Enhanced transit stop or mobility hubs featuring amenities and station area improvements, to be later defined with an update to the City's Mobility Stop Guidelines
4. **Car-Free Zones** (Vacated Streets) will be assigned to roadways (or roadway segments) and reallocate and/or repurpose right-of-way, both inside and outside of the curb, for improvements that could include:
 - › Pedestrian and bicycle safety and accessibility
 - › Placemaking and creation of temporary or permanent public spaces (e.g. plazas or promenades)
 - › Economic Development initiatives
 - › Complete Streets implementations



Cyclists can use bike lanes to travel safely throughout the city.

TABLE 7 Special Designation Roadway Classifications

| Classification | Configuration/Guidelines | Modal Priority |
|---|--|--|
| Existing Special Designation Roadway Classifications | | |
| Truck Route | Indicators and conditions supporting implementation of access / egress routes to ports and State of California Truck Route Network interstates / freeways or local needs for moving commercial goods | n/a |
| New Special Designation Roadway Classifications | | |
| Active Transportation Corridor | Indicators and conditions supporting implementation of active transportation infrastructure and safety treatments consider local factors, such as: <ul style="list-style-type: none"> • High pedestrian and/or bicycle volume counts • High collision and fatality rates | Vehicle: Med Transit: Med Bicycle: High Pedestrian: High |
| Transit Priority Corridor | Indicators and conditions supporting implementation of transit priority treatments consider local factors, such as: <ul style="list-style-type: none"> • High frequency transit service and use • High transit delay due to congestion • Future mobility patterns and demands • Adjacent land uses, including Transit Oriented Community (TOC) objectives • Regional high-capacity transit investments • Transit priority corridor or bus rapid transit corridor as identified in regional plans and studies | Vehicle: Med Transit: High Bicycle: Med Pedestrian: High to Med |
| Car-Free Zones (Vacated Streets) | Indicators and conditions supporting implementation of vacating automobiles from roadways (and segments of roadways) consider alternative mobility network connectivity and accessibility, including the proximity of: <ul style="list-style-type: none"> • Transit Priority Corridors • Active transportation Corridors • TOC and Transit Oriented Development (TOD) improvements | Vehicle: n/a Transit: Med Bicycle: High Pedestrian: High |

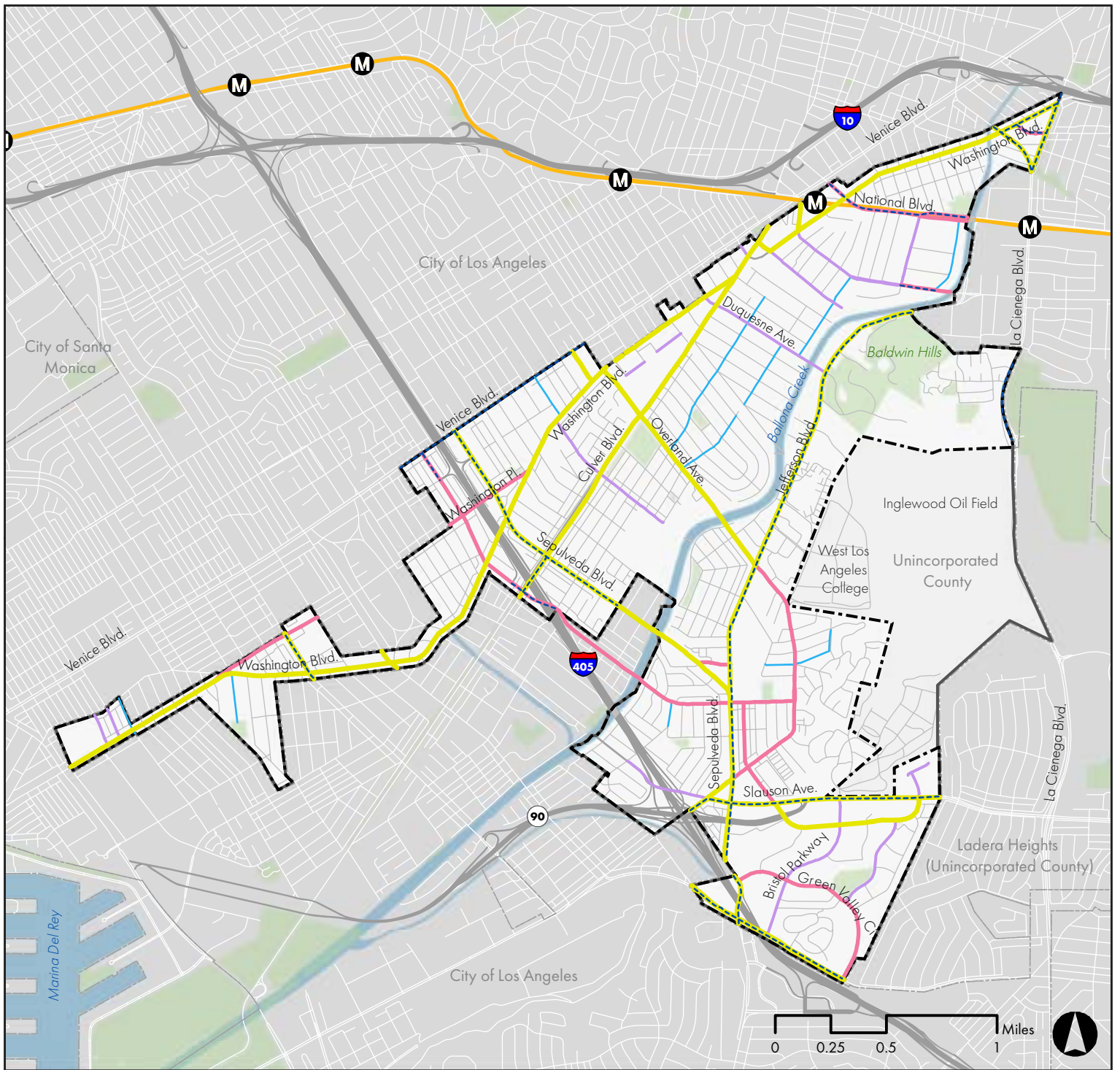


FIGURE 27

Roadway Network

- | | |
|----------------------|--|
| City Limits | Future Roadway Network & Classification |
| Sphere of Influence | Primary Arterial |
| Metro Station | Secondary Arterial |
| E Line (Expo) | Major Collector |
| Major Roads | Minor Collector |
| Local Roads | Local Street |
| Parks and Open Space | Truck Route |
| Waterbody | |

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

The mobility network presented within this General Plan will be referenced and built upon by future and recurring project development and capital planning processes.

Roadways, or specific roadway segments meeting criteria described in Table 7 are eligible for reclassification as Special Designation facilities. Potential corridors and/or segments will be identified by findings and recommendations of subsequent project development and planning processes. The use of thresholds, indicators, and critical factors related to project prioritization and implementation will be determined by an integrated interdepartmental coordination process developed by the City.

Local and Regional Plans and Studies

Future City recurring and standalone planning efforts potentially affecting mobility network descriptions and roadway functional classifications within this General Plan may include but are not limited to:

- Americans with Disabilities Act (ADA) Transition Plan
- Bicycle and Pedestrian Action Plan (BPAP)
- Complete Streets Design Guidelines
- Comprehensive Operational Analysis (COA)
- Local Road Safety Plan (LRSP)
- Long Range Transportation Plan (LRTP)
- Neighborhood Traffic Management Program (NTMP)
- Regional high-capacity transit plans
- Safe Routes to School (SRTS)
- Short Range Mobility Plan (SRMP)

- Transit Oriented Development (TOD) Visioning Plan
- Short Range Transit Plan (SRTP)

Potential changes to mobility network assumptions, thresholds, requirements, recommendations, and projects are subject to revision and final approval of Culver City Mobility Team⁴⁷ and City Council.

Roadway Reclassification Process

While functional classifications of some roadways and segments can and do change over time, the functional classification of most roadways remains consistent. Therefore, the focus of the City's Roadway Table (Table 6 and Table 7) is a reference tool to identify roadways and segments where the functionality is recommended for modification to existing conditions or is likely to change in the future.

The State also grants authority to cities to reclassify other streets through ordinance or within a General Plan. Roadway segment reclassification may involve a change between functional classification or assignment of a Special Designation. These changes may result in the form of re-aligned, extended, widened or otherwise reconfigured roadways; or potential changes to land uses, trip generators, activity centers, and development density patterns.

Should the City need to adjust, add, or remove the functional classification of a roadway segment, Caltrans provides a legal framework (Functional Classification Change Request process) to update the limits of and reclassify roadways within local jurisdictions.

Culver City Mobility Team will coordinate with appropriate City staff

and stakeholders to establish a collaborative process to periodically review factors and conditions along roadways and segments to determine if they have met eligibility criteria for potential functional reclassification. Within the reclassification evaluation process, Mobility Departments will establish thresholds for reclassification, potential design treatments, and operating conditions permitted by the functional classifications. Thresholds will be periodically reviewed for update and revision, to adapt for potential future mobility market changes.

⁴⁷ The City of Culver City Mobility Team includes staff from the Public Works and Transportation Departments, as well as from the Advance Planning Division in the Community Development Department.



Culver Boulevard

Pedestrian Network

A well-connected and comfortable pedestrian network enhances access for all travelers and is a critical component of an active and healthy community. Pedestrian facilities (i.e., sidewalks, crosswalks, and trails) implemented to safely accommodate people of all ages and abilities help to increase walking as a means of transportation, accessing transit, recreation, and exercise.

The City has worked to improve the safety of pedestrians at signalized intersections by introducing Leading Pedestrian Intervals (LPIs). LPIs give pedestrians a head start of four seconds when crossing before motorists receive a green light. Most streets in Culver City also have existing sidewalks in good condition. Downtown has wide promenade sidewalks, making room for amenities like seating, planters, and public art. Many gaps

in the network, however, still exist. Sidewalks are missing along Bentley Avenue from Venice Boulevard to Washington Place, on both sides of the street. Sidewalks are also missing on the south side of Slauson just east of the Westfield Culver City. Additionally, sidewalks along National Boulevard and Braddock Drive are narrow and interrupted by utility boxes and power poles. Many major intersections across the city include marked crosswalks, however, most are standard, lacking the high visibility of continental or ladder crosswalks.

Future Improvements

In addition to prioritizing traffic calming and other active transportation-focused projects at key intersections, the Mobility Element pedestrian network recommends improved connections to

schools, including El Rincon, Farragut, La Ballona, and El Marino Elementary Schools and Culver City Middle and High School. The Safe Routes to School (SRTS) Improvement Zones have various intersection and corridor safety projects within a quarter-mile radius of several K-12 schools. Safety projects consist of new or improved crosswalks, traffic signal improvements, traffic calming elements such as speed humps and roundabouts, curb ramps and extensions, updated signage and pavement markings, and sidewalk improvements.

The pedestrian network also increases opportunities for crossing Ballona Creek, thereby allowing residents, employees, and visitors to access amenities on both sides of Ballona Creek on foot. Many recommended crossings are adjacent to major cross-town thoroughfares.

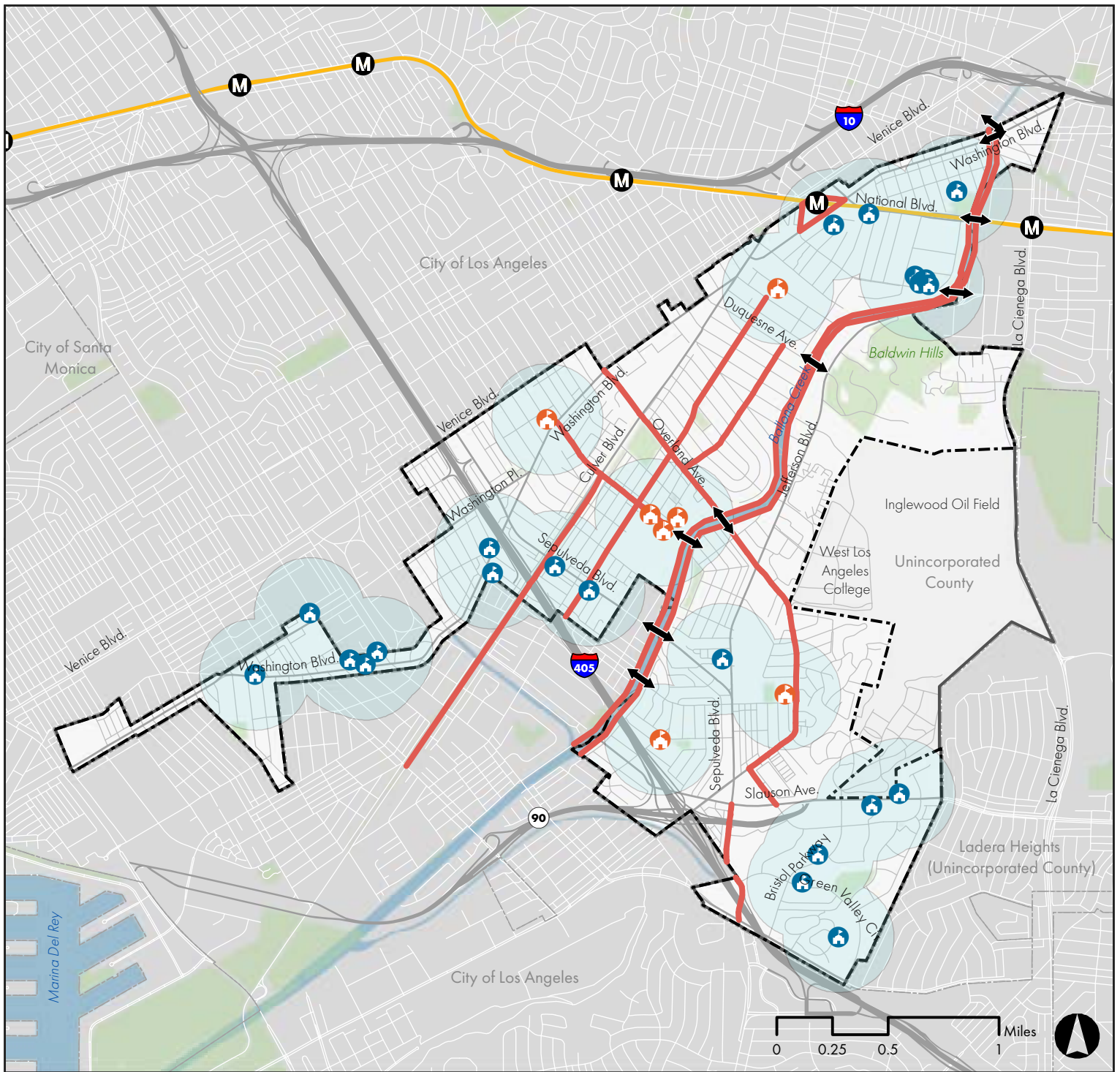


FIGURE 28

Pedestrian Network

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

- | | |
|----------------------|---|
| City Limits | Public School |
| Sphere of Influence | Private School |
| Metro Station | Ballona Creek Crossing |
| E Line (Expo) | Active Transportation Corridor |
| Major Roads | Safe Routes to School (SRTS) Improvement Zone |
| Local Roads | |
| Parks and Open Space | |
| Waterbody | |

Crossings on Sawtelle Boulevard, Sepulveda Boulevard, and the existing Ballona Creek Bridge improve connections between residential neighborhoods and several schools on both sides of the Creek. Crossings further north on Duquesne Avenue, Jackson Avenue, and Jasmine Avenue connect residential neighborhoods west of Ballona Creek to major retail centers and open space east of the Creek. Meanwhile, crossings on

National Boulevard and north of Syd Kronenthal Park provide connections between major employment centers concentrated in the northeastern part of the city.

Recommended and planned pedestrian facilities from recent plans, including the Bicycle Pedestrian Action Plan (2019), Local Road Safety Plan (2020), and the Neighborhood Traffic Management Plan (2019) are

also included in the pedestrian network. These include additional or improved crossings, traffic calming elements, and curb treatments. Corridors that have a high concentration of intersection improvements (e.g., five or more consecutive intersection improvements) are highlighted in orange. Enhanced pedestrian crossings are prioritized along areas where pedestrian demand is high, such as retail land uses and schools.

Bicycle Network

A well-connected, comprehensive, and safe bicycle network has many benefits. It can help reduce the number of short vehicle trips and reduce greenhouse gas emissions while increasing the mode share for bicycling. When well-designed, it can also encourage people to use active modes to get to where they need to go and contribute to a healthier way of living.

Caltrans has defined four types of bikeway facilities, which are described below. Culver City's existing bicycle network consists primarily of Class I, II, and III facilities. The adopted BPAP and General Plan mobility scenario development process further identified recommendations for installing Class IV protected bicycle facilities in strategic corridors to establish safe, seamless bicycle network connectivity across the city.

CLASS I BICYCLE PATH

Class I are shared-use bicycle paths, or paved trails. The facilities provide separate, exclusive right-of-way for bicycling, walking, and other non-motorized uses. They can be considered the lowest stress facilities, as there are few potential conflicts between bicycles and motor vehicles. Culver City has a total of 4.4 miles of shared-use path facilities, with Ballona Creek Bike Path being the longest at 3.2 miles.

CLASS II BICYCLE LANE

Class II are striped, preferential lanes on roadways for one-way bicycle travel. Some bicycle lanes include striped buffers that add a few feet of separation between the bicycle lane and traffic lane or parking aisle. These facilities are important for the overall bikeway network because they provide a designated space for riders along a roadway. Culver City has 6.5 miles of roads with bicycle lanes.

CLASS III BICYCLE ROUTE (SHARROW)

Class III are signed routes where people riding bicycles share a travel lane with people driving. Because they are mixed-flow facilities, bicycle routes are only appropriate for low-volume streets with slow travel speeds. Some routes are designated only by Caltrans-compliant Bicycle Route signs, while others are designated by signs and painted shared-lane markings, or "sharrows," to indicate a shared environment for bicycle riders and motorists. Among other benefits, shared-lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance. Class III on residential streets may be designated as "bicycle boulevards."

Traffic calming measures that help to slow traffic and help people walking and riding bicycles are included, as needed, to help reduce cut through vehicle trips. Culver City has about 3.5 miles of Class III bicycle routes.

CLASS IV SEPARATED BIKEWAY

Class IV—or separated bikeways—also known as cycle tracks, are on-street facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. This facility type provides extra separation between moving vehicles and people riding bicycles so that bicyclists feel more secure while traveling along a roadway. Culver City has no separated bikeway facilities.

Culver City's existing network of Class I and Class II bicycle facilities is disconnected, with few routes intersecting others, forcing people on bicycles to share space with motor vehicles. Bicycle lanes along Washington Boulevard are inconsistent, changing between Class II and Class III multiple times. The Ballona Creek Bike Path is a popular regional bicycle route, but it has few access points into Culver City, and some access points are busy arterial streets like Sepulveda Boulevard and Overland Avenue that lack bicycle infrastructure.



Multimodal street

Future Improvements

Recognizing bicycling is integral to how residents and visitors move, the City developed BPAP, an update to the 2010 Plan of the same name. The BPAP sets a long-term vision for improving walking and bicycling conditions in Culver City. Recommendations from the BPAP are represented in the bicycle network illustrated in Figure 29. The bicycle network prioritizes Class II and Class IV facilities along major thoroughfares like Culver Boulevard, Overland Avenue, and Jefferson Boulevard that serve both local and regional trips. Since these roadways carry high volumes of traffic, bikeways along these corridors emphasize designating space for people riding bicycles and separating bicycle and vehicular travel.

Many of these bikeways connect existing Class II and Class III facilities concentrated in the northern and southwestern ends of the city, creating a more comprehensive network that allows people to safely travel from one part of the city to another on a bicycle. The bicycle network includes several Class III facilities on low-stress residential streets. These facilities provide direct access to K-12 schools and to several Ballona Creek crossings.

The Ballona Creek Bike Path is also an important active transportation corridor and popular regional route that can be improved with lighting, safety, and additional access points. Several initiatives, including the Ballona Creek Revitalization Project and the City's Ballona Creek and

Trail Focused Special Study (2003), are working to make Ballona Creek more walkable, bikeable, and better connected to major destinations in the city. It currently features a Class I multi-use path on the northern bank of Creek from Syd Kronenthal Park to Santa Monica. The bicycle network proposes a separated bikeway, (Class IV) that runs the length of the southside of the Creek within City limits—this provides bicycle riders traveling on intersecting, east-west corridors a safe and comfortable alternate north-south route.

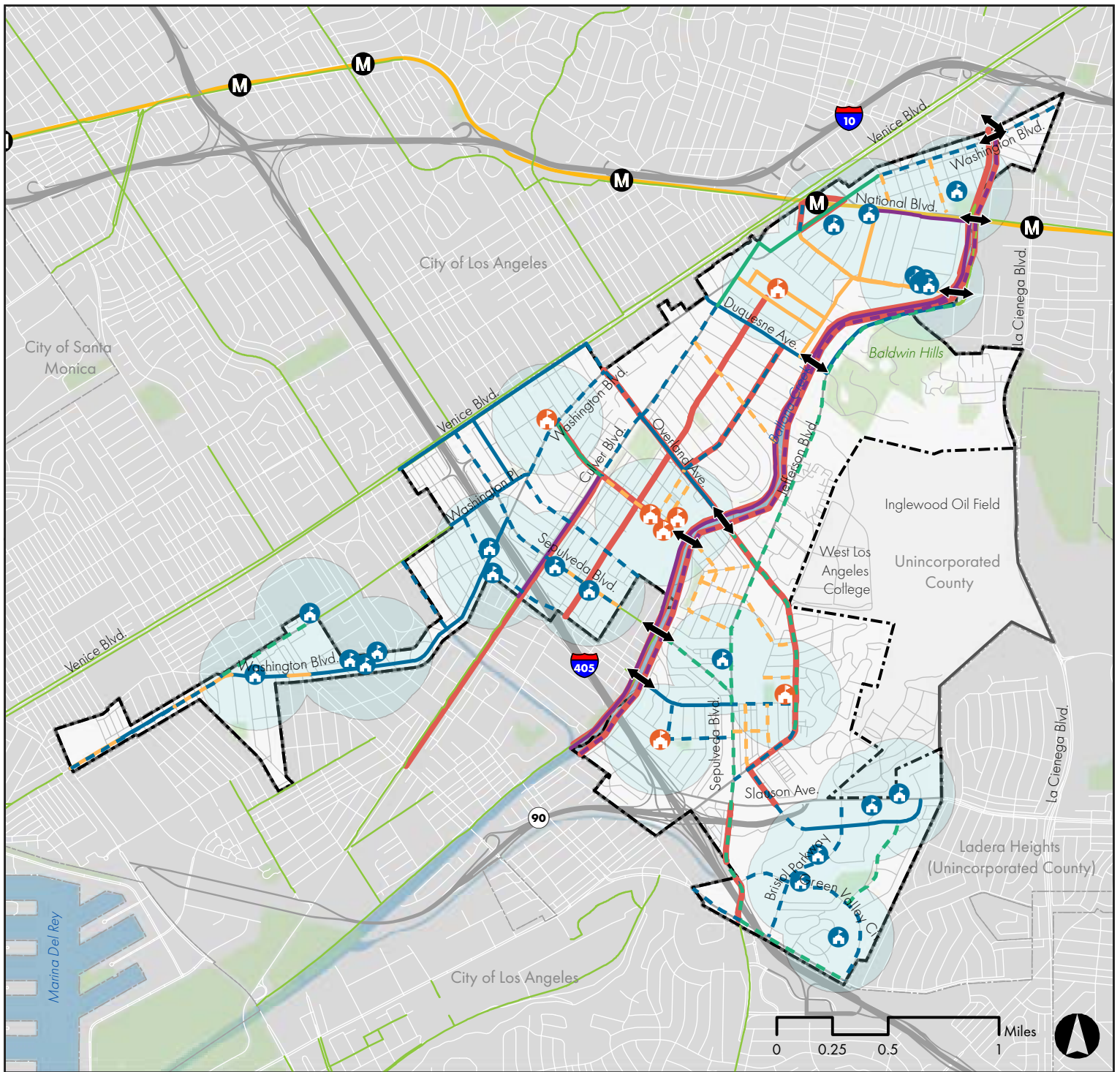


FIGURE 29

Bicycle Network

- | | | | |
|----------------------|--------------------------------------|--------------------------------------|---|
| City Limits | Private School | Public School | Ballona Creek Crossing |
| Sphere of Influence | Existing Regional Bicycle Facility | Active Transportation Corridor | Safe Routes to School (SRTS) Improvement Zone |
| Metro Station | Existing Class I: Bike Path | Proposed Class I: Bike Path | |
| E Line (Expo) | Existing Class II: Bicycle Lane | Proposed Class II: Bicycle Lane | |
| Major Roads | Existing Class III: Bicycle Route | Proposed Class III: Bicycle Route | |
| Local Roads | Existing Class IV: Separated Bikeway | Proposed Class IV: Separated Bikeway | |
| Parks and Open Space | | | |
| Waterbody | | | |

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

*Bicycle network includes other forms of transportation vehicles such as scooters, e-bikes, etc.

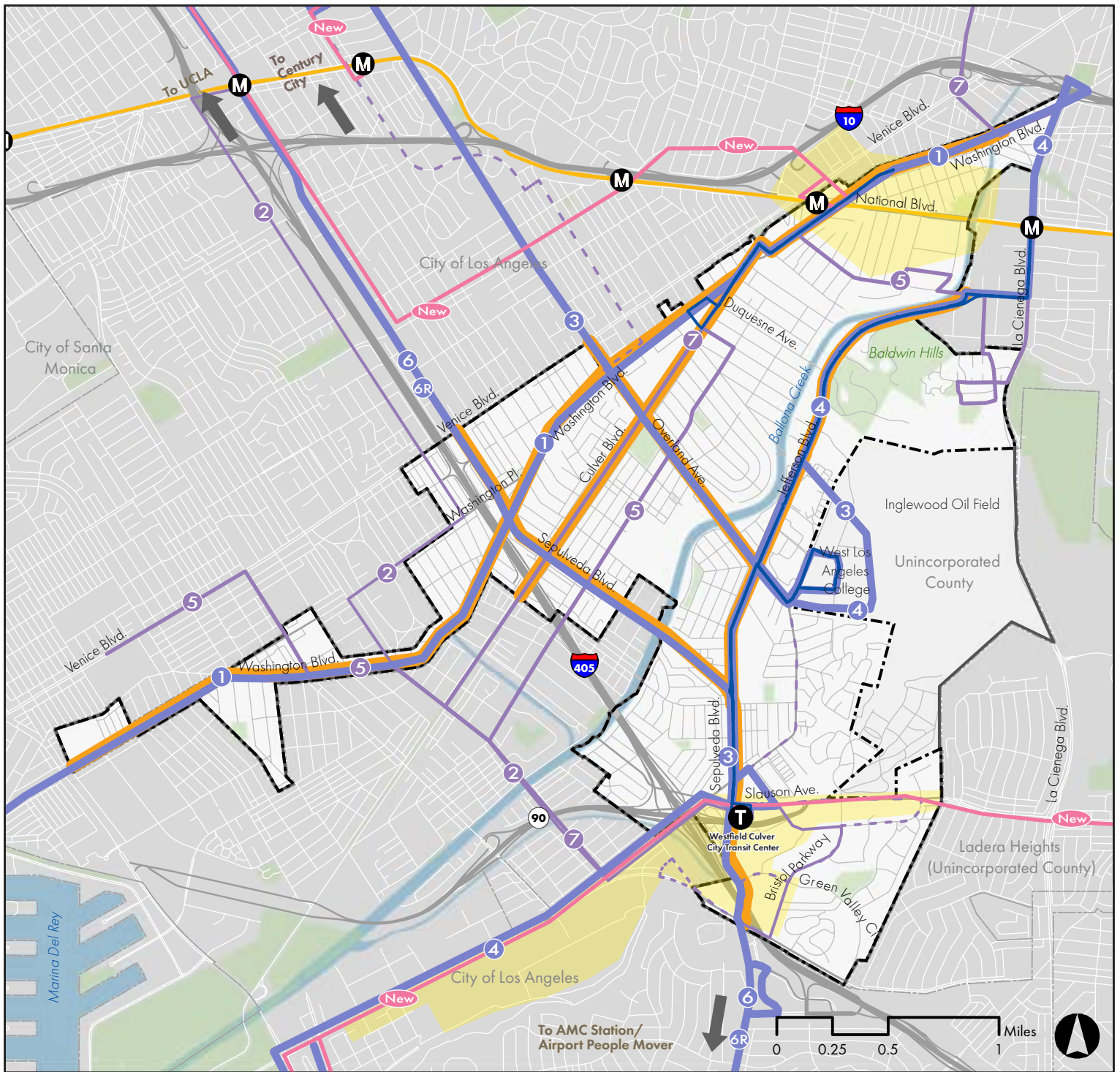


FIGURE 30

Transit Network

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

- City Limits
- Sphere of Influence
- Metro Station
- E Line (Expo)
- Major Roads
- Local Roads
- Parks and Open Space
- Waterbody
- Future Rixed-Route Transit and HCT Improvements
 - Existing (2020) CityBus route to maintain in the future
 - Existing (2020) CityBus route proposed for improved frequency
 - Existing (2020) CityBus route proposed for future realignment
 - New CityBus route
 - Transit Priority Corridor
- Circulators**
 - Downtown and Jefferson Circulators
- Microtransit**
 - Service Areas

Transit Network⁴⁸

The Culver City Transportation Department oversees the provision of public transportation services within the City limits, and those connecting residents and visitors to and from major destination points outside of City limits. The Transportation Department characterizes the services provided into two categories:

- **Sub Regional Public Transportation Services** are Culver City Bus fixed-routes and Access Services (paratransit). These services connect Culver City with the subregion.
- **Local Public Transportation Services** include various (fixed route and demand response) mobility services provided to Culver City residents, now branded as CityRide services. These services connect various destinations within the city.

Future Improvements on Mobility Services

The City completed a Short Range Mobility Plan (SRMP) that summarizes all citywide mobility initiatives over the next five years. The SRMP is then expected to be updated every three to five years. The Transportation Department will conduct a Comprehensive



Culver City Bus

Mobility Service Analysis (CMSA). The CMSA will include detailed analyses of existing transit service as well as additional analyses and surveys to evaluate market demand and identify enhancements to transit and mobility services. This CMSA will consider anticipated changes in the region that will impact the mobility services. The information and recommendations from this next CMSA will help inform future service changes and improvements.

The General Plan also designates Transit Priority Corridors that reallocate public right-of-way to support high-frequency transit service and other alternative modes.

Improvements along these roadways may include installing transit priority lanes or other transit speed and reliability treatments. These corridors include Washington Boulevard, Sepulveda Boulevard, and Jefferson Boulevard. The City is exploring candidate corridors that already serve local and regional high-frequency transit service that were also recommended from subsidiary plans and studies like the CMSA, regional high-capacity transit plans, the Transit Oriented Development Visioning Plan, and Complete Streets and Bus Stop Design Guideline documents. These corridors include Culver Boulevard and Overland Avenue. The future transit network is shown in Figure 30.

Emerging Mobility Network

Developing a comprehensive approach to managing and integrating emerging mobility services into the broader transportation system is necessary to maximize the benefits and mitigating negative externalities of these new services.

MOBILITY HUBS

Mobility hubs are places designed to connect people with multiple modes of transportation and maximize first- and last-mile connections

to high-quality transit service. Mobility hubs integrate different modes and can include a variety of features, like bus layover zones, shelters, real-time information, bikeshare stations, carshare facilities, wayfinding, taxi stands, public Wi-Fi service, bicycle parking and lockers, micromobility services, retail, and open space.

To provide consistency in deployment and integration of services, the City should define categorical typologies

that govern the types of facilities and first/last mile mobility services that could be supported at potential hub locations. The typologies should consider supporting land uses, market demands, and intermodal connectivity opportunities at a given location. An example, three-tiered, typology informing the scale and scope of mobility hubs is shown in Table 8.

The emerging mobility network in the Mobility Element includes dozens

⁴⁸ For more information about transit, see Appendix B.

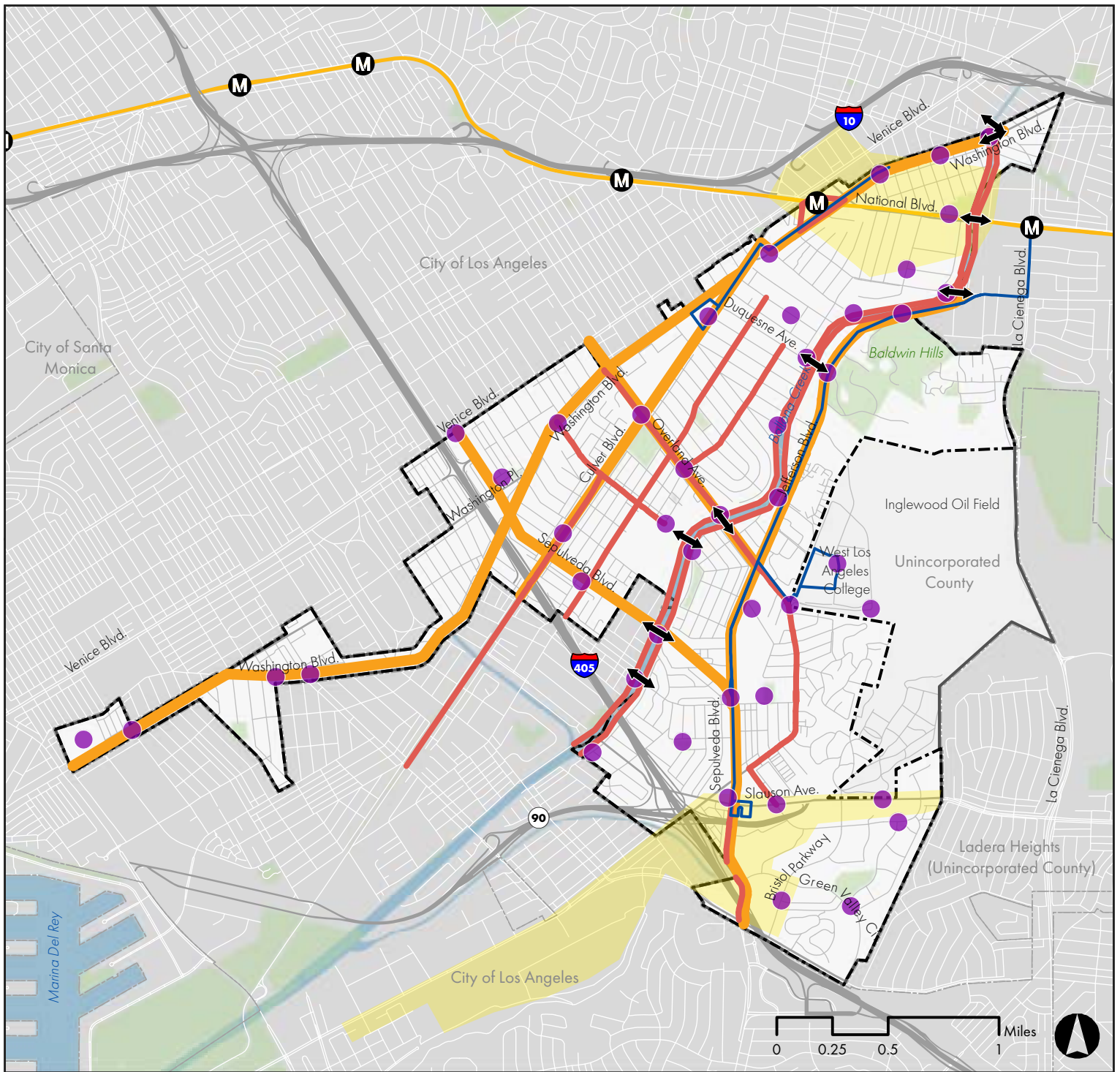


FIGURE 31

Emerging Mobility Network

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

Emerging Mobility Network

- Mobility Hub*
- Microtransit Service Area
- Ballona Creek Crossing
- Downtown and Jefferson Circulators
- Active Transportation Corridor
- Transit Priority Corridor

* Mobility Hub typologies (level of capital and service investments) have not been determined yet.

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

TABLE 8 Potential Mobility Stop Typologies

| Typology | Typical Supporting Land Uses | Potential Mobility Services |
|----------|--|---|
| 1 | Regional Activity and Transit Centers -- high-density commercial / retail centers, existing transit facilities | Carshare, park and ride, passenger or Transportation Network Company (TNC), like Uber or Lyft, pickup / drop off, bike share and / or scooter share, bus stop amenities |
| 2 | Local Trip Generators / Destinations -- commercial and retail centers for activities of daily living, etc. | Carshare, bike share and / or scooter share, bus stop amenities |
| 3 | Neighborhood / Community Access – Parks, local trips, active transportation pathways (trails), etc. | Bike share and / or scooter share, bus stop amenities |

of mobility hubs located near corridors with supportive bicycle and pedestrian infrastructure, such as Ballona Creek, designated Transit Priority Corridors that support high-frequency transit service, and major activity centers such as schools, parks, commercial areas, and major employment centers. The City will create standards on the mobility hubs through an update to its bus stop standards, converting it into the Mobility Stop Guidelines.

MICROMOBILITY MANAGEMENT (CITYSHARE)

Micromobility encompasses a variety of shared, lightweight vehicles, such as bicycles, e-bikes, e-skateboards, scooters, and e-scooters, that are considered legally distinct from the regulations governing motor vehicles. Micromobility programs provide on-demand options that allow residents and employees to make quick trips without the cost and hassle of owning a bicycle or other micromobility device. As the most established form of micromobility, bike share has proven very effective in improving transit commutes by providing new first- and last-mile options to connect to transit. Metro operates a dock-based bike share program throughout Los Angeles, Culver City, Mar Vista, Playa Vista, and Venice.

Culver City oversaw an Electric Scooter Share pilot program from July 2018 to March 2020. The program included requirements to monitor and regulate these devices

while allowing the City flexibility to respond to changes in micromobility. During the pilot, permitted operators were allowed to deploy a small fleet of vehicles in City right-of-way. Starting in 2022, the City has expanded the program into a micromobility program consisting of both dockless e-scooter and e-bikes to provide expanded mobility choices to the community. The City is also exploring implementing Metro’s future bike-share program.⁴⁹

MICROTRANSIT

The City is collaborating with private mobility providers and regional transit operators to explore opportunities to provide on-demand microtransit service within its service area. Culver City will first pilot this service in partnership with Metro and RideCo, a transportation technology company, within a geofenced area that encompasses the E Line (Expo) Culver City Station, Hayden Tract Business District, and Downtown. The pilot intends to showcase the use case for microtransit as a viable and attractive first- and last-mile option to complement transit trips to and from the Hayden Tract Business District and Downtown for commuters.

To ensure Microtransit service is used by the target market of Culver City residents, visitors, and employees, the City may consider incorporating eligibility constraints to trip booking and service areas. Depending on demand, the project may expand

its use cases, service hours and/or extend the service area to cover all of Downtown or the Arts District.

The City is also considering an additional potential microtransit service area that includes the Westfield-Culver City, the Culver Pointe Business District, the Fox Hills neighborhood, and neighboring Playa Vista. Other opportunities to integrate microtransit service as part of the Culver CityBus system involve upgrading the Dial-a-Ride service and replacing late-night, less productive fixed-route service with microtransit service.



Metro Bike Hub at Culver City Station

⁴⁹ For more information about micromobility management, see Appendix B

Aviation

Culver CityBus is evaluating future mobility service enhancements at LAX as part of the agency's CMSA. Several regional transportation projects are also currently under construction or in planning phases that may reduce airport-related traffic passing through Culver City and improve connectivity opportunities for Culver City residents. These projects include the Crenshaw/LAX Transit Project, which extends transit service from the existing Metro E Line at Crenshaw/Exposition south through Inglewood to merge with the Metro K Line at the Aviation/LAX Station in El Segundo and the new Airport Metro Connector (AMC) transit station that is currently under construction. As travel patterns adjust, Culver City-Bus can also adjust Line 6 and Rapid 6 accordingly to ensure riders have



Los Angeles International Airport (LAX)

better access to regional destinations and enhanced regional transportation connections. The AMC will directly connect to LAX's future Automated People Mover (APM), a

fixed-guideway service that connects the Crenshaw/LAX Line, the LAX City Bus Center, and the passenger terminal. Service is projected to begin in 2024.

Goods Movement Network

Goods movement is essential to the daily life of residents and needs of local businesses. About 80 percent of U.S. communities rely on trucks to deliver everyday goods, including food, medicine, and raw materials. Roadway facilities that support goods movement should provide efficient connections to commercial and industrial parts of the city while also minimizing travel through residential streets to avoid exposing residents to noise and emissions pollution.

Designated truck routes prioritize automobile and heavy vehicle usage. Roadways that are not classified as a designated truck route are restricted to trucks under 6,000 pounds. However, vehicles making pickups or deliveries that the City permits for movie or television production, and those used to support construction of public utilities and street maintenance, are exempt. Vehicles exceeding the 6,000-pound threshold shall use designated truck routes, shown in Figure 32.



Goods movement in Culver City

Should the City need to adjust, add, or remove a designated truck route to accommodate future land use changes, the California Vehicle Code provides a legal framework to establish, enforce, and revise truck routes within local jurisdictions. It also grants authority to cities to prohibit trucks on other streets through

ordinance or within a General Plan. The Culver City Police Department enforces truck route regulations. Where feasible, local commercial deliveries should be encouraged to take the shortest route possible and use off-peak travel hours.

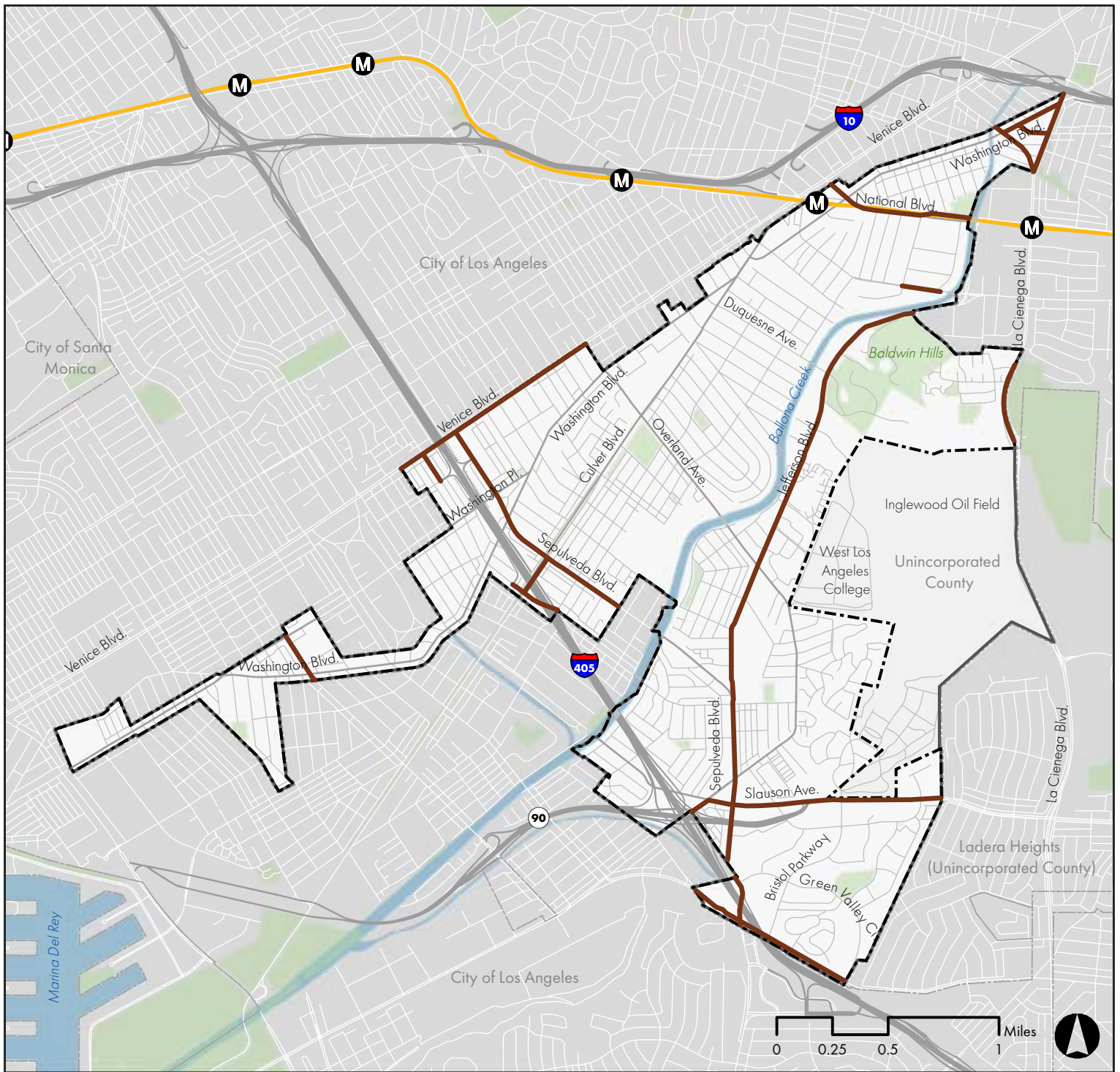


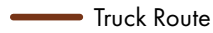

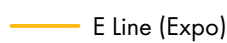






FIGURE 32

Truck Network

- | | |
|--|--|
|  City Limits | Corridors Supporting Goods Movement |
|  Sphere of Influence |  Truck Route |
|  Metro Station | |
|  E Line (Expo) | |
|  Major Roads | |
|  Local Roads | |
|  Parks and Open Space | |
|  Waterbody | |

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

POLICY FRAMEWORK

Key: Goal attributes.

● Equity & Inclusion

● Innovation & Creativity

● Sustainability

● Compassion & Community

GOAL M-1

Safety. A transportation network that is safe and accessible for all travel modes and people of all ages, physical abilities, and financial means.



For policies connected to transportation noise, see [Noise Element Goal 3](#).

M-1.1: Safe systems approach.

Implement strategies to reduce severe and fatal traffic collisions and improve overall traffic safety conditions.

M-1.2: Priority Safety Corridors.

Maintain regular updates every three to five years to the Local Road Safety Plan (LRSP) that identifies a High Injury Network (HIN), also identified as Priority Safety Corridors, and location-specific safety improvements.

M-1.3: Improve transportation network safety.

Design transportation network improvements with the most vulnerable users in mind to ensure the transportation network is accessible to all travelers regardless of age, race, gender, or ability.

M-1.4: Safe travel programs. Implement programs that increase awareness of safe travel practices.

GOAL M-2

Complete streets. A layered transportation network that is complete and convenient for all travel modes and serves the greatest public good.



M-2.1: Prioritize multimodal projects.

Guide project selection and delivery based on complete streets principals and addressing the gaps identified by Bicycle Network Assessment Areas, the Bicycle and Pedestrian Action Plan (BPAP) and American with Disabilities (ADA) Transition Plan.

M-2.2: Cohesive active travel network.

Ensure bikeways are integrated with regional bikeways that connect with employment centers and other key land uses and destinations.

M-2.3: Transit priority lanes.

Evaluate Implementing transit priority lanes and other speed and reliability improvements on roadways meeting transit priority corridor thresholds.

M-2.4: Street space and public realm design.

Prioritize allocating street space and public realm designs that advance sustainable transportation, increase safety, expand public space, enhance placemaking, and foster local business activity.

M-2.5: Multimodal connectivity.

Transform traditional bus stops into mobility centric locations that provide easy access and hassle-free connectivity between modes of transportation.

M-2.6: Update and maintain street classifications.

Reclassify the Roadway Classification table every three to five years based on modal priorities and corresponding land uses to achieve more equitable use of roadway space.

M-2.7: Staff mobility training.

Provide regular mobility training to equip City staff with best practices to design, implement, and maintain the City's complete streets network and educate the community on safety.

GOAL M-3

Transit and other mobility services. Frequent, reliable, and high-quality public transit and mobility services that are adaptable for the dynamic future of mobility needs, markets, and solutions. Travel behavior shifts from driving to more sustainable modes by establishing comprehensive and high-quality mobility service options and infrastructure. High-quality public transit and mobility services to accommodate the city's growth in population, jobs, and economy.



M-3.1: Regional mobility coordination. Improve and influence regional mobility service quality and ensure that Culver City community members are connected to regional mobility options and resources by continuing to coordinate with Metro and other municipal mobility service providers.

M-3.2: Mobility funding. Work with regional partners and elected representatives to continually seek regional, State, and federal funding for mobility services and infrastructure.

M-3.3: Mobility options. Continually improve and innovate existing, directly-operated mobility services including CityBus and CityRide services and manage and/or collaborate with mobility service providers to provide and improve other mobility services.

M-3.4: High-quality transit service. Prioritize capital investments and improvements that align with Culver City's SRMP, regional studies, and LA Metro's LRTP to enhance transit reliability and rider experience to make transit competitive with driving.

GOAL M-4

Equitable access. A transportation system that provides affordable or free, equitable, and efficient access to employment centers, residential communities, schools, and other essential services.



M-4.1: Integrated public transportation services. Manage and operate integrated public transportation services, other multimodal mobility services, and resources to provide convenient and reliable options for daily trips.

M-4.2: First/last-mile barriers. Prioritize investments that reduce first/last-mile barriers to transit stops and encourage alternative transportation options for daily activities and/or improve access to high quality jobs.

M-4.3: Access to mobility in SB 1000 Priority Neighborhoods. Improve access to mobility services and implement multimodal improvements in Senate Bill 1000 Priority Neighborhoods

M-4.4: Bicycle parking. Provide secure and covered bicycle parking at key destinations, including all public parking garages.

M-4.5: Equitable transit access. Work with transit agencies to enhance services in areas lacking convenient transit access, including increased service frequency and spans.

M-4.6: Accessible pedestrian facilities. Construct pedestrian facilities, including sidewalks and controlled crossings, that are ADA-compliant and connect with key land uses and regional and local transit services.

M-4.7: Mobility service geographic prioritization. Prioritize expanding alternative mobility services and resources to communities with limited access to transit and developing a connected multimodal network across the city.

M-4.8: Public transit and mobility service prioritization. Continue to prioritize dignified public transit and mobility services to accommodate people with mobility impairments, non-traditional schedules, and families that need flexible mobility options.

GOAL M-5

Sustainable and accessible transportation system and transit-oriented communities. A sustainable and accessible transportation system that provides great multi-modal travel experience for residents, workers, and visitors through mobility planning, transportation demand management, and transit-oriented districts, corridors, and developments.



M-5.1: 2017 Transit-Oriented Development (TOD) Visioning Study and Recommendations. Continue to implement the 2017 TOD Visioning Study and Recommendations.

M-5.2: Mobility paradigm shift. Shift the mobility paradigm toward sustainable modes by offering equitable alternative mobility choices and transforming the multimodal travel experience. Implement multimodal street transformations with expanded sustainable mobility services, enhanced access to mobility services, and other strategies to improve the travel experience.

M-5.3: Transportation demand management implementation. Deploy TDM measures citywide to shift the mobility paradigm by promoting and incentivizing the use of non-drive alone and sustainable mobility options.

M-5.4: Transportation demand management requirements. Require employers and new developments to effectively reduce the number of single-occupancy vehicle trips they generate and ensure safe and comfortable access for the local multimodal network, including promoting and incentivizing the use of transit, walking, and cycling over driving.

M-5.5: Traffic congestion and parking management. Proactively manage traffic congestion and parking at major destinations and job centers.

M-5.6: Off-street parking. Allow flexible approaches to providing off-street parking, including sharing spaces between different uses.

M-5.7: Parking management and dynamic parking strategies. Deploy parking management strategies and explore dynamic parking pricing strategies, like parking rates that fluctuate based on peak parking demands, to manage parking, improve transit-oriented districts, and support the mobility paradigm shift.

M-5.8: Funding sources for multi-modal investment projects. Leverage appropriate and eligible alternative funding sources including the Mobility Improvement Fee and assessment districts to support multimodal projects and mobility services in transit priority areas and transit priority corridors.

GOAL M-6

Street and curb management. Streets are proactively managed to increase person-throughput (the number of people that a street moves) on arterials and collectors while addressing passthrough auto traffic on local streets.



M-6.1: Arterial performance. Measure arterial performance by person-throughput. Allow for and prioritize new street designs and transportation modes with higher people moving capacity such as transit lanes, protected bikeways, sidewalks.

M-6.2: Coordination with other jurisdictions to improve arterials. Continue to work with neighboring jurisdictions, LA Metro, Southern California Association of Governments, and Caltrans to improve arterial person-throughput through design and technology improvements, including ITS, improved transit speeds, and enhanced bike/micromobility facilities.

M-6.3: Regional congestion pricing. Continue to engage in regional congestion pricing, high-occupancy toll lane, and multimodal corridor planning discussions.

M-6.4: Non-local auto travel. Discourage using local streets for non-local auto travel.

M-6.5: Slow Streets Program. Continue to implement the Slow Streets Program in collaboration with community volunteers.

M-6.6: Goods and freight movement. Ensure the adequate movement of goods and freight while limiting heavy truck movements by periodically reviewing and updating the designated truck route network, as needed, to minimize cut-through traffic on neighborhood streets and near sensitive land uses (e.g., schools, playgrounds, healthcare facilities, affordable housing, and elder and childcare centers), while accommodating the needs of commercial and industrial uses.

GOAL M-7

Technology. New transportation technology is proactively leveraged and managed to achieve equitable access, provide high-quality mobility services, achieve efficient operations, and yield sustainable transportation outcomes.



M-7.1: Emerging mobility. Seek and leverage new transportation technologies that support new forms of transportation or business models while continuing to provide safe and effective mobility services.

M-7.2: Micromobility management. Continue to regulate and manage micromobility within the city and establish strategic partnerships and pilots with the mobility industry and community organizations that increase access to mobility options, including the regional transit network.

M-7.3: Last-mile delivery platforms. Monitor, promote, and regulate the use of sustainable, last-mile delivery technologies and strategies such as micro-distribution hubs, delivery lockers, and smaller-vehicle electric delivery fleets, including cargo bicycles.

M-7.4: Intelligent Transportation Systems (ITS). Continue to deploy existing and new technologies that help streamline operation protocol to achieve costing-saving and/or high operating efficiency will prioritizing the movements of modes with higher people moving capacity. ITS measures may include transit signal priority to enhance the efficiency of transit vehicles, pedestrian and bicycle detection at signals, and incident management to minimize delay with traffic operations.

M-7.5: Parking and curb management. Continue to deploy advanced parking management techniques, such as the real-time parking information signs in the Downtown area, to make parking more efficient and minimize unnecessary auto traffic circulation. Evaluate and implement performance monitoring and evaluation systems, such as digitizing curbside assets, to dynamically manage evolving curbside demands.

M-7.6: Mobility platforms. Seek and leverage new transportation technologies that aim to improve user experience and encourage the use of alternative modes of transportation including continued investment in online platforms and customer service interface applications that promote and encourage using Culver City mobility services.

M-7.7: Shared mobility data sharing. Require private operators of shared mobility devices to provide real-time information of their vehicles' availability and parking location.

M-7.8: Equitable mobility technology. Ensure that mobility solutions and technologies are designed and deployed to prioritize equity by reducing barriers to access in disadvantaged communities and Senate Bill 1000 Priority Neighborhoods, with consideration for those residents who may have physical disabilities or other barriers to access.

M-7.9: Caltrans coordination. Continue to coordinate with Caltrans to advance the implementation of congestion management and incident management solutions on I-10 and I-405 to reduce passthrough traffic.

GOAL M-8

Active transportation. An active transportation network that supports healthy living and expands access to social determinants of health.



M-8.1: Transportation improvements and physical activity. Prioritize transportation investments that provide regular physical activity and access to healthcare and social services, schools, employment, and retail.

M-8.2: Active modes of travel to parks, recreation facilities, open spaces, and trails. Improve access of active modes of travel to parks, recreation facilities, open space, and trails.

M-8.3: Human-scale lighting. Provide human-scale lighting along pedestrian thoroughfares, trails, and at transit stops.

M-8.4: Streetscaping. Provide and maintain shade trees, street furniture, bike racks, and other streetscaping features to enhance the street environment and encourage active modes of travel.

M-8.5: Bicycle and Pedestrian Action Plan (BPAP) alignment. Align with the BPAP and expand the network recommendations as needed to facilitate a complete and interconnected citywide active transportation network.

M-8.6: Multimodal project performance. Evaluate multimodal project performance and mode shift after implementation of projects based on Key Performance Indicators.

GOAL M-9 Ballona Creek. Ballona Creek is a safe, inviting, and accessible multi-use recreational and movement corridor.



For related policies and implementation actions connected to Ballona Creek, see *Conversation Element Goal 6, Land Use Element Goal 17, and Parks, Recreation, and Public Facilities Element Goal 1.*

M-9.1: Ballona Creek multi-use path. Enhance the experience along the regionally significant Ballona Creek multi-use path for walking, biking, and rolling so that the path is an active transportation spine for those of all ages and abilities, along both sides of the Creek. Continue to implement recommendations from the Bicycle and Pedestrian Action Plan and Ballona Creek Greenway Plan (2010) and Projects (2011).

M-9.2: Ballona Creek public amenities. Continue to incorporate amenities in public and private development along the Ballona Creek corridor, including rest stops, pocket parks, shading, overlooks, terraces, shared mobility devices, solar powered lighting, ADA accessibility improvements, and mobility stops.

M-9.3: Improve connections to Ballona Creek. Prioritize convenient pedestrian and bicycle connections between Ballona Creek and Culver City Park, the Baldwin Hills Scenic Overlook, Kenneth Hahn State Recreation Area, Lindberg Park, West Los Angeles College, the Culver City Metro Station, Downtown, and other nearby park, open space, and employment centers.

M-9.4: Innovative Creekside design. Encourage and explore the feasibility of public and private demonstration projects to model innovative Creekside design. Projects can incorporate high quality landscaping and architecture, public art, multimodal connections to and use of the path, stormwater management, signage, public use areas, and other amenities.

M-9.5: Engagement for Ballona Creek. Promote the use of Ballona Creek as a transportation route for bicycle and pedestrian commuters including students at local schools and colleges. Conduct community outreach and engagement to assist with the environmental enhancements and other improvements to the Ballona Creek and multi-use path.

IMPLEMENTATION ACTIONS

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

Key: Timeframe icons for implementation actions table.

●
Short-term
1-5 Years

● ●
Medium-term
5-10 Years

● ● ●
Long-term
10+ Years

▶▶▶▶▶
Ongoing

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|--------------------------------|------------------------|--------------------------|
| IA.M-1: Safe Routes to School Program. Implement the developed citywide Safe Routes to School projects and monitor conditions for future upgrades to facilitate safe access to schools. Support Safe Routes to School projects with bicycle riding, transit riding, and safety training courses. | M-1 | ▶▶▶▶▶ | Program, Physical Improvements | Public Works | – |
| IA.M-2: Safe Routes for Seniors Program. Develop a Safe Routes for Seniors program that actively engages aging adults on determining key destinations and plans that prioritize street and walking investments that enhance access to those destinations | M-1 | ● ● | Program | Public Works | – |
| IA.M-3: Safe Streets traffic safety education. Maintain and enhance the Safe Streets traffic safety education program covering school students, working adults, seniors, and unhoused community members. Continue to apply for Office of Traffic Safety (OTS) and other grant sources to help fund these Public Works efforts. | M-1 | ▶▶▶▶▶ | Program | Public Works | – |
| IA.M-4: Complete streets guidelines. Complete and adopt complete streets guidelines in coordination with City Departments and stakeholders. | M-2 | ● | Plan | Public Works | Transportation |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|---------------------|------------------------|--------------------------|
| <p>IA.M-5: Neighborhood Traffic Management Program (NTMP). Continue to deploy the NTMP to reduce traffic volumes and speeds on residential streets, thereby enhancing safety conditions and encouraging walking and cycling.</p> | M-2 | | Program | Public Works | – |
| <p>IA.M-6: Street and parking space reallocation. Consider creating a program that permanently reallocates street and parking spaces for sustainable mobility modes, outdoor dining, and other public uses, as piloted in response to COVID-19 and in the MOVE Culver City Project.</p> | M-2 | | Program | Public Works | Transportation |
| <p>IA.M-7: Transit electrification. Implement zero-emission battery electric infrastructure and buses/vehicles to provide cleaner and quieter public transportation service and minimize transportation-related GHG emissions.</p> | M-3 | | Capital Investments | Transportation | – |
| <p>IA.M-8: Comprehensive Transportation Demand Management (TDM) Plan. Create a plan that establishes goals and objectives, a timeline for recommended measures, fiscal impacts, administrative structure and staffing needs, and funding sources for citywide TDM implementation.</p> | M-5 | | Study | Transportation | – |
| <p>IA.M-9: TDM Ordinance update. Update the TDM Ordinance to define the applicability requirements, mandatory measures, trip reduction targets, menu of options, and reporting process for developers, employers, and property owners to implement TDM measures.</p> | M-5 | | Code Update | Transportation | – |

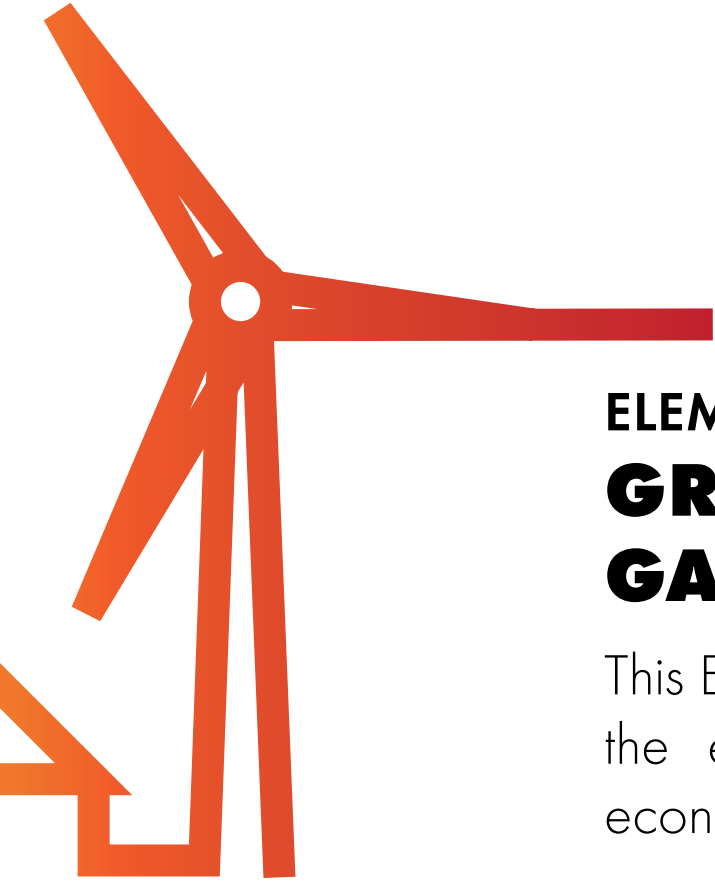
| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|---------------------|------------------------|--------------------------|
| <p>IA.M-10: Funding prioritization. Use the Short Range Mobility Plan (SRMP) scoring process and staff committee feedback in line with annual Capital Improvement Plan (CIP) updates to prioritize unfunded mobility projects within a three- to five-year implementation timeframe.</p> | M-5 | | Capital Investments | Transportation | – |
| <p>IA.M-11: Automated Vehicle Plan. Develop a plan for connected and automated vehicular infrastructure to improve the overall performance of the transportation system while prioritizing the efficiency and safety of public transit, other mobility services, and active transportation.</p> | M-6 | | Study | Transportation | – |
| <p>IA.M-12: Automated vehicle pilot. Develop pilot to adopt automated vehicle technology on mobility service vehicles to provide high quality mobility services.</p> | M-7 | | Study | Transportation | – |
| <p>IA.M-13: Automated traffic enforcement. Engage in state-wide efforts to legalize automated traffic enforcement to remove bias in enforcement and improve public safety.</p> | M-7 | | Study | Public Works | Transportation |
| <p>IA.M-14: Mobility as a Service (MaaS) application. Create a MaaS application by enhancing the City's Next CCBus real-time transit information app and/or work with the region to establish a regional MaaS application.</p> | M-7 | | Program | Transportation | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|-----------------------------|------------------------|--------------------------|
| <p>IA.M-15: Design guidelines along Ballona Creek. Develop design guidelines for amenities like benches, picnic tables, trash receptacles, railings, shade trees and structures, native landscaping, potable water sources, lighting, restrooms, public art installations and murals, and interpretive and informational signage. Consider recommendations from recommendations from the Bicycle and Pedestrian Action Plan and Ballona Creek Greenway Plan (2010) and Projects (2011).</p> | M-9 | ● | Plan | Public Works | Transportation |
| <p>IA.M-16: Ramp access to the Ballona Creek bike path. Construct additional ramp access points to the Ballona Creek path, with careful analysis and community input being of utmost importance, especially if any new access is considered in residential areas.</p> | M-9 | ● ● | Study | Public Works | Transportation |
| <p>IA.M-17: Ballona Creek multi-use path upgrades. Upgrade and extend the existing multi-use path that runs adjacent to Ballona Creek, including extending the path north to Washington Boulevard, partnering with the City of Los Angeles to extend the path further north to Cochran Avenue, creating new connections to the existing path, and creating new paths and connections along the south side of the creek, where beneficial and feasible.</p> | M-9 | ● ● | Physical Improvements | Public Works | Transportation |
| <p>IA.M-18: Ballona Creek signage system. Develop a signage system to facilitate use of the creek and multi-use path, including wayfinding at access points, directing people to access points and adjacent public amenity areas, a mile marker system coordinated with adjacent public agencies, interpretive exhibits, and other information.</p> | M-9 | ● ● | Plan, Physical Improvements | Public Works | Transportation |

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PICTURE OUR ENVIRONMENT



ELEMENT 9

GREENHOUSE GAS REDUCTION

This Element addresses sustainability and the environmental, social equity, and economic impacts from climate change.

INTRODUCTION

Human-induced climate change is already affecting many weather and climate extremes in every region across the globe. Evidence of observed changes includes heatwaves, heavy precipitation, droughts, and hurricanes.⁵⁰ California, the Los Angeles region, and Culver City are experiencing the effects of a changing climate.⁵¹ Both gradual climate change (e.g., sea level rise) and climate hazard events (e.g., extreme heat days) expose people, infrastructure, properties, and ecosystems to a wide range of stress-inducing and hazardous situations.⁵² These hazards and their impacts disproportionately affect the most sensitive populations.⁵³

The extent to which Culver City is impacted by climate change is dependent on actions taken today. By curbing greenhouse gas (GHG) emissions and adapting the community to the already changing environment, the City can significantly reduce damage incurred from climate change. The City is in a unique position to become a regional climate leader by implementing city-wide policies, incentives, and education programs to deploy innovative technologies, pilot regulatory mechanisms, and spark behavioral change.

Three of the General Plan's Guiding Principles are related to climate action, with the objective to foster harmony between people and the environment, conserve resources, and decarbonize buildings and energy. The potential negative impacts of climate change substantially influence the City's desire and ability to achieve greater sustainability.

The City has multiple options for reducing GHG emissions. These strategies include continued membership in Clean Power Alliance (CPA) at the 100 percent renewable default tier, adopting energy reach codes that require electrification of both new and existing buildings, transitioning the entire community and the City's fleet to zero-emission vehicles, and expanding the urban forest and public open spaces to sequester carbon. Implementing actions from this Element will enable the City to contribute to regional climate action efforts while generating local benefits from reducing air pollutants, increasing the vitality of ecological processes, and improving quality of life. **Additional actions to adapt to the anticipated impacts of climate change are included in the Safety Element.**

What We are Trying to Achieve

- Culver City is a regional leader by integrating sustainability and climate action into all decisions and inspiring other communities to eliminate GHG emissions.
- New and existing buildings are decarbonized and operate on carbon-free energy.

50. Intergovernmental Panel on Climate Change, *Climate Change 2021: The Physical Science Basis*, 2021.

51. Hall, Alex; Berg, Neil; Reich, Katharine. *Los Angeles Summary Report. California's Fourth Climate Change Assessment*, 2018.

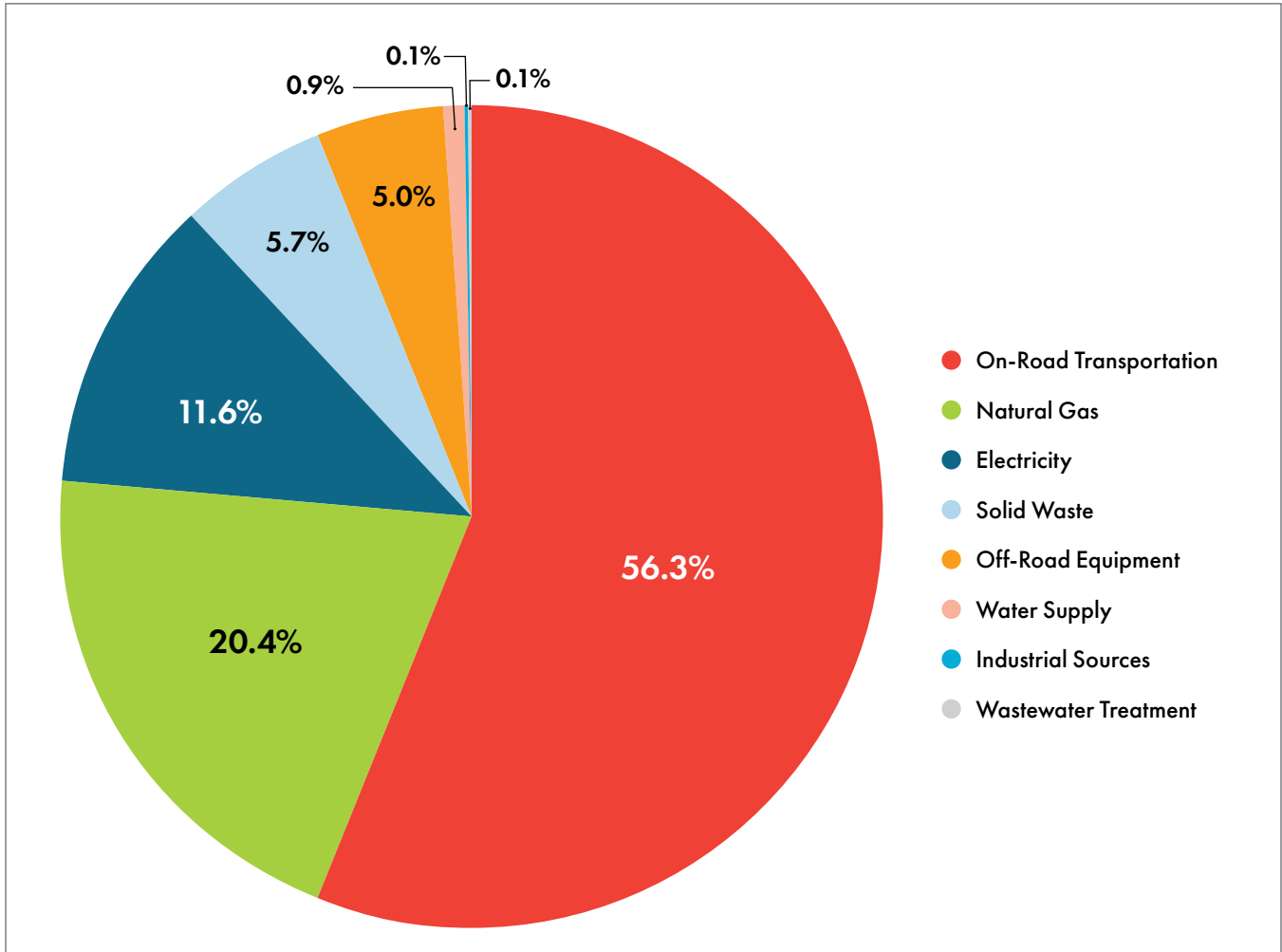
52. State of California, *California Climate Adaptation Strategy*, 2021.

53. *Ibid*, 3.

KEY ISSUES AND OPPORTUNITIES

The City of Culver City's GHG inventory for calendar year 2019 estimates total community emissions of 291,919 MTCO₂e (metric tons of carbon dioxide equivalent), illustrated in Figure 33. Transportation-related emissions are the largest contributor to community emissions, accounting for 56.3 percent, followed by residential and nonresidential natural gas use, accounting for 20.4 percent, and nonresidential and residential electricity use, accounting for 11.6 percent of emissions. The remaining 11.7 percent of emissions come from solid waste, off-road equipment, water and wastewater, and industrial sources.

FIGURE 33 Percent of Culver City Community GHG Emissions by Source in 2019



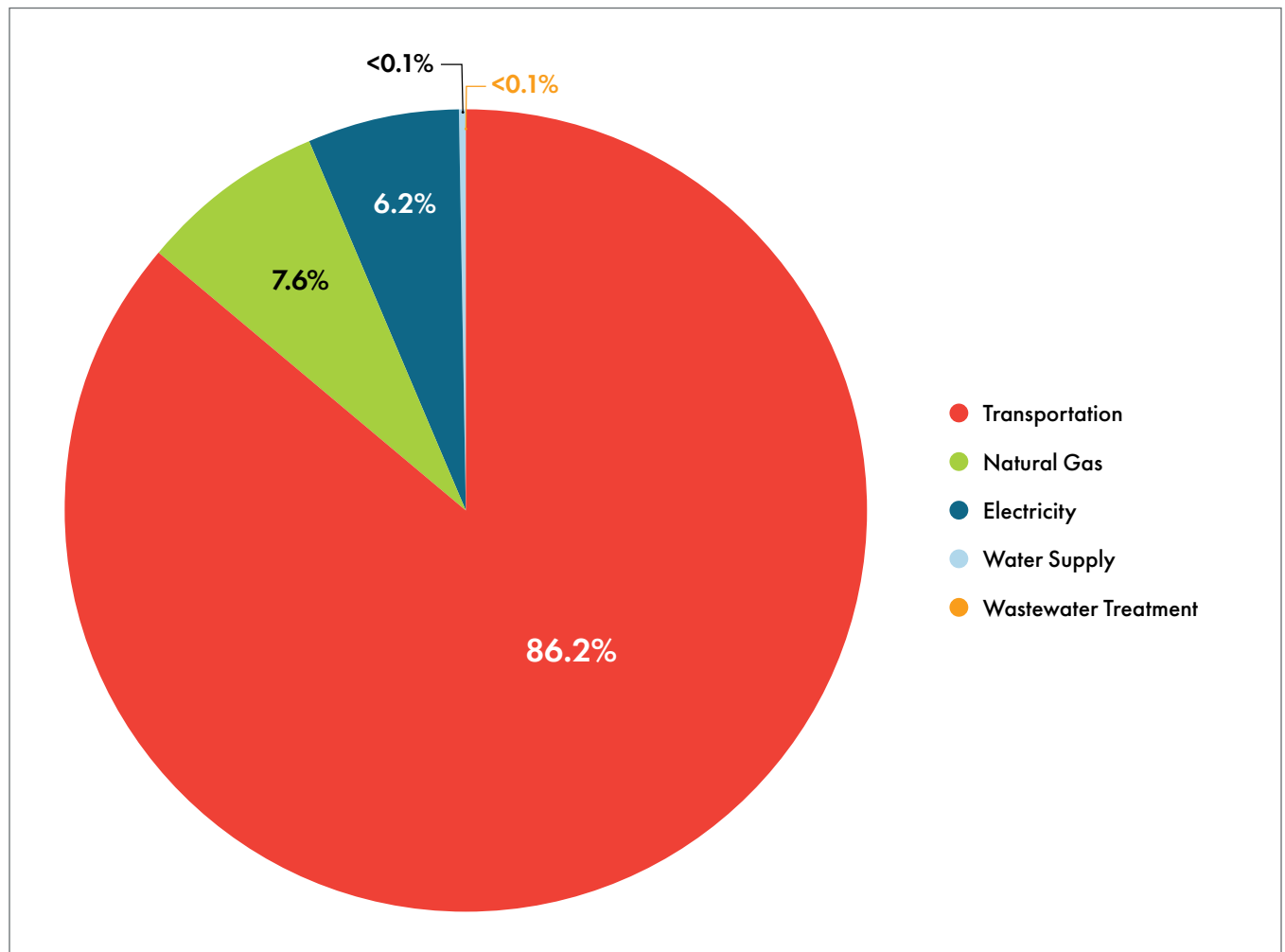
Source: City of Culver City, 2021. Note: Totals may not add due to rounding.

Municipal GHG emissions sources include electricity, natural gas, transportation, water supply, and wastewater treatment. Figure 34 shows the percent breakdown of the inventory by source. As the results show, the main source of municipal emissions is on-road transportation, representing 86.2 percent of total emissions, followed by natural gas at 7.6 percent and electricity at 6.2 percent. Building energy (electricity and natural gas) makes up a combined 13.8 percent of total emissions. Emissions from electricity are lower than many other local governments because the City primarily uses CPA's 100 percent renewable, carbon-free electricity.



Vehicle traffic in Downtown Culver City

FIGURE 34 Percent of Culver City Municipal GHG Emissions by Source in 2019



Source: City of Culver City, 2021. Note: Totals may not add due to rounding.

Establishing a Carbon Neutrality Target

California is committed to achieving an equitable transition to carbon neutrality by 2045.⁵⁴ The City, through its General Plan, commits to

meeting or exceeding this ambitious target. Reaching carbon neutrality will require lowering emissions across all sectors, particularly emissions

from mobility and buildings. These efforts require participation in and coordination with State and regional efforts.

Decarbonizing Mobility

Transportation and land use programs are a fundamental part of Culver City's plan to reach carbon neutrality by 2045. Transportation-related emissions are the largest contributor to community-wide and municipal emissions. Reducing emissions to achieve the City's target will require significant investments in active transportation infrastructure, transit service, transportation demand and parking management programs that reduce single-occupancy vehicle travel, and investment in electric vehicle infrastructure. It also

means investing in pedestrian, cyclists, micromobility, and mass transit modes, thereby guaranteeing these modes are more convenient and less costly to use. Likewise, land use and neighborhood design impact where people travel, how far people go, and by what vehicle mode they make their trips. Compact, mixed-use neighborhoods encourage non-auto travel to meet daily needs.

Reducing GHG emissions offers co-benefits to the city. For example,

reducing vehicle miles traveled (VMT) reduces GHG emissions, but also helps to improve air quality, lessen traffic and congestion, and create safer roadways for pedestrians and cyclists.

In concert with the Greenhouse Gas Reduction Element, both the Land Use and Community Design and Mobility Elements establish the pathways toward the ambitious carbon neutrality target.



Compressed natural gas (CNG) buses in the Culver CityBus fleet

⁵⁴ State of California, Executive Order B-55-018, 2018.



Access Culver City mixed use residential development—LEED Silver

Decarbonizing Energy Supply and Buildings

The second greatest source of emissions is energy use in buildings. Culver City is a member of the Clean Power Alliance and thus able to provide 100 percent renewable energy to residents, businesses, and municipal buildings. Maintaining a high level of participation in CPA at the 100 percent renewable level is an efficient method to decrease emissions.

Most building-related emissions are attributable to the existing building stock, which are much less efficient than new construction due to being built when building energy standards were less stringent or nonexistent. The three ways to reduce building related emissions are energy efficiency, sustainable construction practices, and electrification. The supply of clean electricity needs to be coupled with

electrifying both new and existing buildings so that GHG emissions from buildings decrease steadily over time. Additional benefits of removing natural gas from buildings include improved indoor air quality and public safety around gas infrastructure. Decarbonizing existing building operations through electrification is critical to meeting emissions reduction targets.

Storing Carbon in the Urban Ecosystem

Culver City's natural lands sequester carbon in the soil and plants, which absorb carbon dioxide from the atmosphere and store it as organic carbon through photosynthesis.⁵⁵ The City maintains an urban forest of approximately 15,000 trees that are located in the public right-of-way and open spaces. These trees represent a stock of stored carbon that should be maintained and expanded. This is accomplished by both replacing trees lost to damage or disease and identifying locations for additional tree planting. Expanding the urban forest is beneficial beyond carbon

storage. It helps reduce the urban heat island effect, improve air quality and stormwater management, and foster a sense of connection to nature. Additionally, parks and other public open spaces can serve as receptor locations for compost generated through organic waste diversion, which stores carbon in the soil and can help create a local market for compost to support organic waste diversion goals.

Climate change impacts, such as extreme heat, drought, and wildfires degrade the health of those

natural systems, which impact the landscapes' ability to sequester carbon. Healthy landscapes are also important to protect biodiversity and ecological connection, improve water quality, and improve public health by improving access to quality green space. The City must actively manage its trees, parks, and other open spaces in ways that support healthy soils and foster plants that can thrive in the Los Angeles Basin as the climate changes.

⁵⁵ California Natural Resources Agency, Natural and Working Lands Climate Smart Strategy, 2022.

POLICY FRAMEWORK

Key: Goal attributes.

● Equity & Inclusion

● Innovation & Creativity

● Sustainability

● Compassion & Community

GOAL GHG-1
Carbon neutrality. A carbon neutral community by 2045 in line with or exceeding State targets.



GHG-1.1: GHG inventory. Update the community and municipal GHG inventories every five years to track progress toward achieving the City's GHG reduction goal.

GHG-1.2: Reduction measures. Maintain and regularly update GHG reduction measures in the General Plan to reduce GHG emissions generated within the city. Formalize and make necessary changes to the City's climate action strategy based on results of the five-year GHG inventory updates to achieve the City's GHG reduction goals.

GHG-1.3: New technologies. Regularly evaluate new and emerging technology changes that can help to reduce GHG emissions and encourage using technology that is demonstrated to be effective at reducing GHG emissions in a fiscally responsible manner.

GHG-1.4: Funding sources. Seek additional funding sources to support implementing GHG reduction projects for the City, residents, and businesses.

GHG-1.5: Support GHG reduction. Initiate or support legislation and regulations that are designed to establish achievable targets and to fund programs that ensure that all cities can achieve their GHG reduction goals.

GOAL GHG-2
Green buildings. Green and decarbonized buildings are the standard for new construction, major renovations, and existing building retrofits.



For related policies and implementation actions connected to fossil fuel free energy, see [Infrastructure Goal 7](#) and for efficient municipal facilities, see [Parks, Recreation, and Public Facilities Goal 7](#).

GHG-2.1: Clean power access. Maintain access for residents and businesses to carbon-free and renewable energy sources through the Clean Power Alliance and partnerships with Southern California Edison.

GHG-2.2: All-electric buildings. Foster a transition to all-electric buildings.

GHG-2.3: Water efficiency. Encourage implementation of both residential and nonresidential voluntary measures of the California Green Building Standards Code (CALGreen) to reduce or eliminate potable water use outdoors.

GHG-2.4: Energy and water efficiency. Improve the energy and water efficiency of new and existing buildings.

GHG-2.5: Productive roofs. Maintain and distribute guidelines for solar generation or green roofs on available roof space in new developments and major renovations, in alignment with City solar photovoltaic requirements. Encourage the use of green and/or cool roofs in new construction.

GHG-2.6: Passive heating and cooling. Encourage and ensure dissemination of resources for solar energy generation and passive heating and cooling strategies.

GHG-2.7: Efficiency outreach. Educate residents and businesses on available incentive and rebate opportunities to reduce energy and water use.

GOAL GHG-3

Municipal buildings and facilities. The environmental efficiencies and performance of municipal buildings, facilities, landscaping, and parks in Culver City is improved.



GHG-3.1: Green rating system.

Encourage all new municipal buildings and facilities to meet a minimum LEED silver rating as certified by the US Green Building Council or equivalent green building rating system. Consider feasibility studies for zero net energy use via on-site renewable energy generation and on-site battery storage.

GHG-3.2: Benchmarking. Regularly benchmark the environmental performance of municipal buildings, landscaping, parks, and facilities.

GHG-3.3: Energy efficiency improvements. To reduce operating and maintenance costs, use benchmarking data to identify opportunities for environmental performance improvements through equipment replacements, audits, retro-commissioning, and building retrofits.

GHG-3.4: Waste diversion. Encourage municipal construction projects to achieve 75 percent waste diversion from the landfill.

GHG-3.5: Battery storage. Encourage municipal building and new facility construction and major renovation projects to evaluate the feasibility of incorporating onsite batteries that store electricity from onsite renewable energy generation to supply the building and community with electricity in the event of a disaster.

GOAL GHG-4

Decarbonized transportation sector. GHG emissions from the transportation sector are eliminated.



For related policies and implementation actions connected to mobility, see the [Mobility Element](#).

GHG-4.1: Zero emission vehicles. Enable the shift to zero emission vehicles.

GHG-4.2: Public electric vehicle (EV) chargers. Install additional EV chargers at suitable public facilities and curbside, including Downtown parking structures, community parks, and mobility hubs.

GHG-4.3: Multi-unit residential dwelling EV chargers. Develop policies, and incentive/rebate programs designed to encourage installation of additional EV chargers in multi-unit residential and mixed-use dwellings, single-family homes, workplaces, and shopping centers.

GHG-4.4: Zero-emission vehicle fleet purchases. When buying new City vehicles, purchase zero emission vehicles when feasible.

GHG-4.5: Zero emission fuels. Transition existing vehicles and construction and maintenance equipment to zero-emission fuels.

GOAL GHG-5

Zero waste. Increase resource capture and decrease waste sent to landfills.



GHG-5.1: Zero waste. Achieve zero waste through adoption of circular economy principles such as recovery, reuse, and sharing of resources.

GHG-5.2: Extended producer responsibility. Support producer responsibility policies that place a shared responsibility for end-of-life product management on producers, instead of the general public; while encouraging product design changes that minimize negative impacts on human health and the environment.

GHG-5.3: Zero waste textile program. Explore establishing a zero-waste textile initiative and collection system.

GOAL GHG-6

Sustainability. A city that is aware of its ecology and environmental past and present.



GHG-6.1: Sustainability in City decision-making. Integrate environmental and sustainability outcomes and issues into City decision-making processes, operations, and community activities.

GHG-6.2: Sustainability education. Coordinate with the Culver City Unified School District (CCUSD) to integrate environmental literacy into their student curriculum and in City-sponsored programs or events.

IMPLEMENTATION ACTIONS

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

Key: Timeframe icons for implementation actions table.

●
Short-term
1-5 Years

● ●
Medium-term
5-10 Years

● ● ●
Long-term
10+ Years

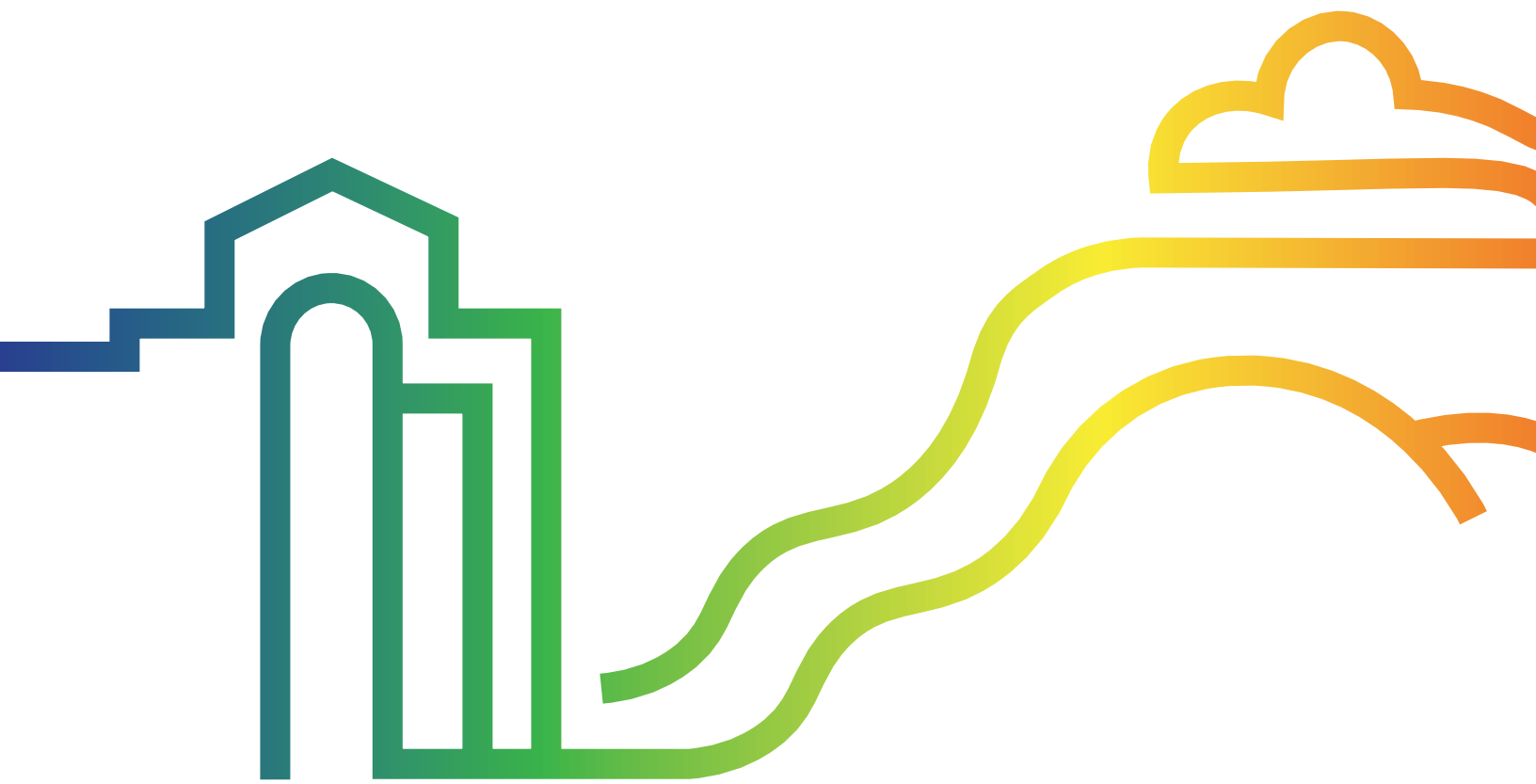
➡➡➡➡
Ongoing

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------|------------------------------|--------------------------|
| IA.GHG-1: Greenhouse Gas (GHG) Reduction Strategy. Determine the GHG emission reduction targets for the City to be consistent with California’s GHG reduction goals. Develop goals, policies, and actions designed to ensure that the City will achieve the GHG reduction goal. | GHG-1 | ● | Study, Plan | Public Works; Transportation | Planning and Development |
| IA.GHG-2: GHG emissions thresholds. Establish GHG emission thresholds for use in evaluating non-exempt discretionary project consistent with the California Environmental Quality Act and require projects above that threshold to substantially mitigate all feasible GHG emissions and reduce emissions at or below the established thresholds. | GHG-1 | ● | Study | Planning and Development | – |
| IA.GHG-3: GHG inventory. Update the community and municipal GHG inventories in 2025. | GHG-1 | ● | Study | Transportation | Planning and Development |
| IA.GHG-4: Evaluate new technologies. Regularly evaluate new and emerging technology changes that can help to reduce GHG emissions and encourage using technology that is demonstrated to be effective at reducing GHG emissions and a fiscally responsible investment. | GHG-1 | ➡➡➡➡ | Study | Public Works | City Manager |

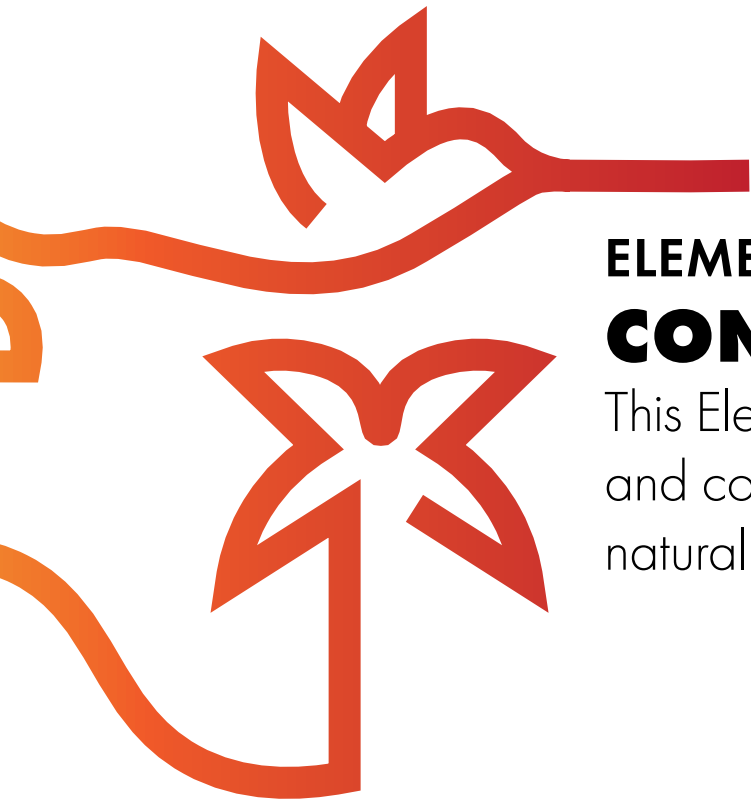
| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------------------------|-----------------------------|--------------------------|
| IA.GHG-5: Existing incentives and one-stop shop. Explore grant funding, rebates, and other incentive opportunities. Compile incentives into a one-stop shop for businesses and residents. Create and distribute outreach materials about opportunities for grant funding, rebates, and other incentive opportunities. | GHG-1 | | Study | Public Works | City Manager |
| IA.GHG-6: Decarbonized new buildings. Study new building decarbonization options, such as building performance standards, source energy thresholds, or indoor air quality standards in collaboration with the CPA, SCAQMD, and other regional partners. | GHG-2 | | Ordinance/ Code Amendment | Planning and Development | – |
| IA.GHG-7: Existing building decarbonization phasing. Study existing building decarbonization and electric-ready policy options, such as building performance standards and indoor air quality standards to support building decarbonization. | GHG-2 | | Plan | Planning and Development | Public Works |
| IA.GHG-8: Battery storage system streamlining. Establish a streamlined approval process for battery storage systems. | GHG-2 | | Ordinance / Code Amendment | Planning and Development | – |
| IA.GHG-9: Solar energy streamlining. Streamline the permitting process for homeowners and businesses to implement solar energy generation. | GHG-2 | | Ordinance / Code Amendment | Planning and Development | – |
| IA.GHG-10: Existing building efficiency. Study an energy and water efficiency upgrade program for existing buildings. | GHG-2 | | Program | Planning and Development | Public Works |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------------------|--------------------------|--------------------------|
| IA.GHG-11: New building energy efficiency standards. Conduct a feasibility analysis to require energy efficiency in new construction buildings that exceeds California’s Building Energy Efficiency Standards outlined in Title 24, Part 6. Develop ordinance or code amendments to implement, as appropriate. | GHG-2 | ● | Ordinance / Code Amendment | Planning and Development | Public Works |
| IA.GHG-12: Productive roofs. Maintain and distribute guidelines for solar generation or green roofs on available roof space in new developments and major renovations, in alignment with City solar photovoltaic requirements via information on the City’s website and via pamphlets. | GHG-2 | ● | Outreach | Planning and Development | Public Works |
| IA.GHG-13: Electric Vehicle Infrastructure Plan. Implement the citywide Electric Vehicle (EV) Infrastructure Plan. | GHG-4 | ● ● | Plan | Public Works | Planning and Development |
| IA.GHG-14: Public EV chargers. Install additional EV chargers at suitable public facilities and curbside, including Downtown parking structures, community parks, and mobility hubs. | GHG-4 | ● | Physical improvements | Public Works | – |
| IA.GHG-15: Electric vehicle charger incentives. Develop policies, and incentive/rebate programs designed to encourage installation of additional EV chargers in new developments. | GHG-4 | ● | Program | Planning and Development | Public Works |
| IA.GHG-16: Commercial zero-emission vehicles. Create a program that requires or incentivizes businesses that operate in the city to shift to zero-emission vehicles. | GHG-4 | ● ● | Program | Transportation | Planning and Development |
| IA.GHG-17: Reduce consumption. Develop a communications and outreach program to encourage reduced consumption and increased resource reuse and sharing. | GHG-5 | ● ● | Program | Public Works | City Manager |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|--------------------|------------------------|--------------------------|
| <p>IA.GHG-18: Zero waste plan Implementation. Continue the zero-waste plan that institutes cost-effective diversion programs for municipal operations and the community by:</p> <ul style="list-style-type: none"> • Ensuring all properties in the city have access to recycling services. • Providing hazardous materials drop facilities or events. • Ensuring curbside collection of residential organics and food waste and from commercial facilities. • Maintaining organics collection facilities for household organics. • Conducting a regular waste composition analysis to target education and diversion programs. | GHG-5 | ● ● | Program | Public Works | – |
| <p>IA.GHG-19: SB 1383. Enforce Ordinances implementing Senate Bill 1383 that:</p> <ul style="list-style-type: none"> • Establish compliance pathways and enforcement mechanisms for organics and food waste diversion. • Update trash enclosure space and access requirements based on hauler recommendations to accommodate all waste streams (e.g., recycling, trash, organics). | GHG-5 | ● ● | Program | Public Works | – |
| <p>IA.GHG-20: Sustainability criteria in budgeting and prioritization efforts. Develop and include sustainability criteria in budgeting and prioritization efforts through an approach that integrates environmental, economic, and social equity concerns.</p> | GHG-6 | ● ● | Policy/ program | Finance | City Manager |



PICTURE OUR ENVIRONMENT



ELEMENT 10

CONSERVATION

This Element addresses the stewardship and conservation of cultural and natural resources.

INTRODUCTION

Culver City has abundant cultural and natural resources that should be protected and enhanced for current and future residents. The Conservation Element addresses cultural resources, including archaeological, and historic resources, paleontological resources, as well as water resources, air quality, and mineral resources. This Element lays out a roadmap for the City of Culver City to attain its goals, which will protect and preserve these resources and enhance the quality of life of Culver City residents and make Culver City more enjoyable for future residents and visitors.

What We are Trying to Achieve

- Cultural resources are preserved and protected, including prehistoric and historic period archaeological sites, historic structures, buildings, and landscapes, tribal cultural resources, and paleontological resources.
- Sensitive, threatened, and endangered species and their habitat within Culver City are protected and open space areas are enhanced to promote biological resources.
- An active and revitalized Ballona Creek.
- High levels of ground and surface water quality are maintained through effective systems and best practices.
- Healthy indoor and outdoor air quality.
- The safe and effectively-managed phase-out of the Inglewood Oil Field (IOF) operations.
- The urban forest is expanded and public lands are valued as areas that sequester or take in carbon dioxide.
- New and existing buildings use energy and water efficiently.



Kirk Douglas Theatre

KEY ISSUES AND OPPORTUNITIES



City Hall

Cultural Resources

Cultural resources can include prehistoric and historic period archaeological sites, historic structures, buildings, districts, and landscapes, or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious or any other reason, including tribal cultural resources.

Archaeological Resources

Archaeological resources include prehistoric (or Native American) archaeological resources such as villages, temporary camps, lithic scatters, rock art, roasting pits/hearths, milling features, rock features, and burial/human remains. They can also include historic archaeological resources like refuse heaps, bottle dumps, ceramic scatters, privies, foundations, and graves. Results of the archival research conducted for this General Plan indicate that 16 archaeological resources have been previously identified within the city.

The city is located in a region that was traditionally occupied by Indigenous Peoples. Groups of Indigenous Peoples of Los Angeles include Gabrieleño, Gabrielino, Tongva, and Kizh. For this Conservation Element, the term “Gabrielino” will be used, in keeping with the State-recognized name of San Gabriel Band of Mission Indians.

Tribal Cultural Resources are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. Prehistoric archaeological resources may also be considered Tribal Cultural Resources.

Historic Resources

Historic resources typically include components of the built environment, such as buildings, structures, or districts generally 50 years in age or older that have been identified as either eligible for designation or are listed in the National Register of Historic Places, California Register of Historic Resources (California Register), or as Culver City Cultural Resources. The identification as a historic resource is a result of a local survey or an evaluation by a qualified surveyor in a historic assessment report. Generally, a resource is considered to be historically significant if it meets the criteria for listing in the California Register, including the following:

- Is associated with significant events or patterns of history;
- Is associated with the lives of persons important in the past;
- Embodies distinctive characteristics of a type, period, region, or method of construction or represent the work of an important creative individual, or possess high artistic value; or

- Has yielded, or may likely yield, information important in prehistory or history.

Development impacts that affect a historic resource are reviewed as environmental impacts. Culver City is responsible for evaluating potential resources over 45 years in age against the California Register criteria before making a finding as to a proposed project’s impacts to historic resources.

Results of the archival research conducted through the California Historical Resources Information System (CHRIS) and the City’s Historic Preservation Program indicate that 204 historic resources have been previously identified within the Planning Area. The historic resources include a mix of residential buildings (single-family, duplex, and apartment), entertainment studios, and commercial buildings (a restaurant, a theater, and hotels). They also include a bathhouse (the Municipal Plunge community pool), a post office, churches, a school, historic period commercial development along Main Street, an airline/railroad segment, a substation, a public utility building and utilities (utility pole and cell tower), and a flood control channel.

Locally, a total of 50 structures currently have either “Landmark” or “Significant” designations under the City’s Historic Preservation Program. Landmark Structures are designated as an exceptional example of the highest

architectural, historical, or cultural significance to the community. Significant Structures are designated as being of substantial architectural, historical, or cultural significance to the community. The city has three designated historic districts: 11027 – 11047 Braddock Drive, 4052 – 4070 Lafayette Place, and 4128 – 4181 McConnell Boulevard. Three of Culver City’s Landmark Structures are also included in the National Register of Historic Places (NRHR). These are the Washington Building (9720-9730 Washington Blvd.), Citizen Building (9355 Culver Blvd.) and Culver Hotel (9400 Culver Blvd.). In addition, the City maintains a third classification of historical resource, that of Recognized Structures, designated as being of architectural, historical or cultural interest.

Paleontological Resources

Paleontological resources include fossilized remains or traces of multi-cellular invertebrate and vertebrate animals and multi-cellular plants that are greater than 5,000 years in age. Four known fossil localities have been previously identified within the city and eight other fossil localities are located outside the city.

The northern, southern, and western portions of the city have a low to high-potential for yielding fossil localities associated with younger alluvium (material deposited by rivers). The northeastern portion of the city has a high potential for producing fossils associated with the Inglewood Formation and the southern portion of the city has a high potential for producing fossils associated with older alluvium and San Pedro Sand deposits. While Paleosols (older soils preserved by burial underneath sediment) exist within the southern portion of the city, the potential for finding fossils within this soil type is undetermined.

The potential to encounter or destroy paleontological resources in the city is primarily associated with new development, particularly

construction involving excavation into native/undisturbed sediments with moderate- to high-potential for containing paleontological resources.

Biological Resources

The vast majority of the Planning Area is urbanized, has been heavily developed, and is devoid of vegetation. Vegetation within the Planning Area is primarily limited to ornamental trees, including street trees, and irrigated landscaping. However, remnant patches of native vegetation remain in the Kenneth Hahn State Recreation Area, the IOF, and other limited areas of the city, as shown in Figure 35. These patches of native vegetation, and to a lesser degree, ornamental vegetation, may provide suitable habitat for various special status plant and wildlife species, and nesting birds.

There are five special status plant species and 16 special status wildlife species that have either been detected within the vicinity of the Planning Area or have the potential to occur based on the presence of suitable habitat, as shown in Figure 36. Furthermore, various birds that are protected by the federal Migratory Bird Treaty Act may use the native and ornamental vegetation present in the Planning Area to forage and breed. No sensitive natural communities or critical habitat are present within the Planning Area. Fragmented, isolated swathes

of coastal scrub and chaparral vegetation remain within portions of the IOF and the Kenneth Hahn State Recreation Area. New development and proposed improvements within or adjacent to these areas may harm special-status species.

No wetlands, as designated by the California Department of Fish and Wildlife (CDFW), the Regional Water Quality Control Board (RWQCB), or U.S. Army Corps of Engineers are present within the Planning Area. Roughly three linear miles of concrete-channelized portions of Ballona Creek traverse the Planning Area. The portion of the Creek within the Planning Area is virtually devoid of vegetation, aside from weedy, herbaceous species present along the adjacent upland or arising from anomalies in the concrete channel. However, these agencies would likely consider the portion of Ballona Creek within the city as jurisdictional. Therefore, activities affecting the bed and banks of the channel require multi-jurisdiction consideration when planning for new development near the Creek or restoring the Creek.

In 2021, the City adopted an Oil Termination Ordinance to implement an amortization program that would phase out nonconforming oil and gas activities within the Culver City portion of the IOF. The Ordinance requires restoration and revegetation to as near a natural condition as practicable.



Baldwin Hills Trail

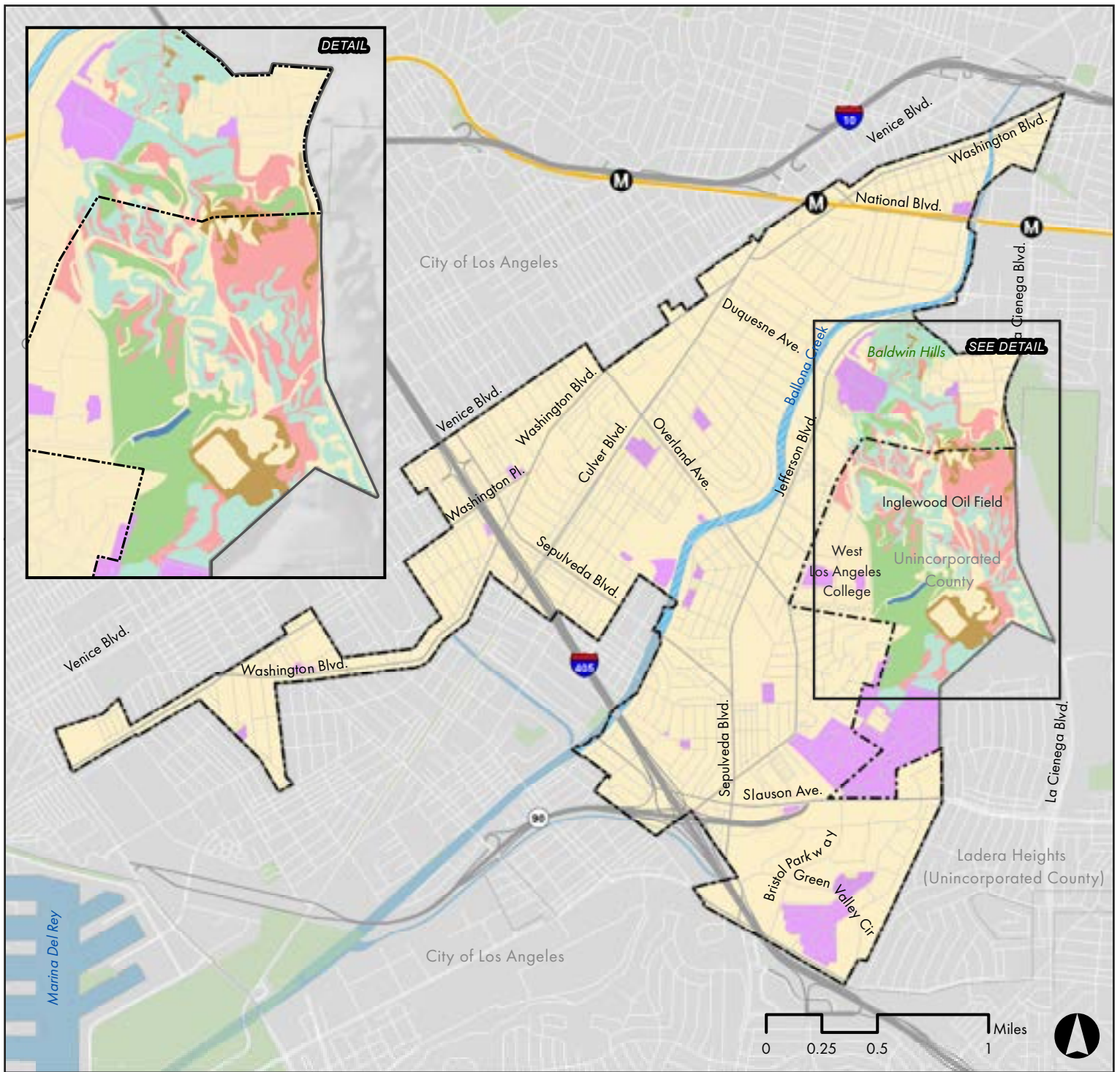






FIGURE 35

Vegetation

Sources:
 City of Culver City (2024);
 County of Los Angeles (2021);
 ESA (2019); ESRI (2021).

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

- ### Natural Communities and Land Uses
-  Channelized Streambed (Ballona Creek)
 -  Coastal Scrub
 -  Coastal Scrub - Degraded
 -  Coast Live Oak Woodland
 -  Non-native/Ornamental
 -  Non-native Tree Stands
 -  Disturbed
 -  Urban/Developed

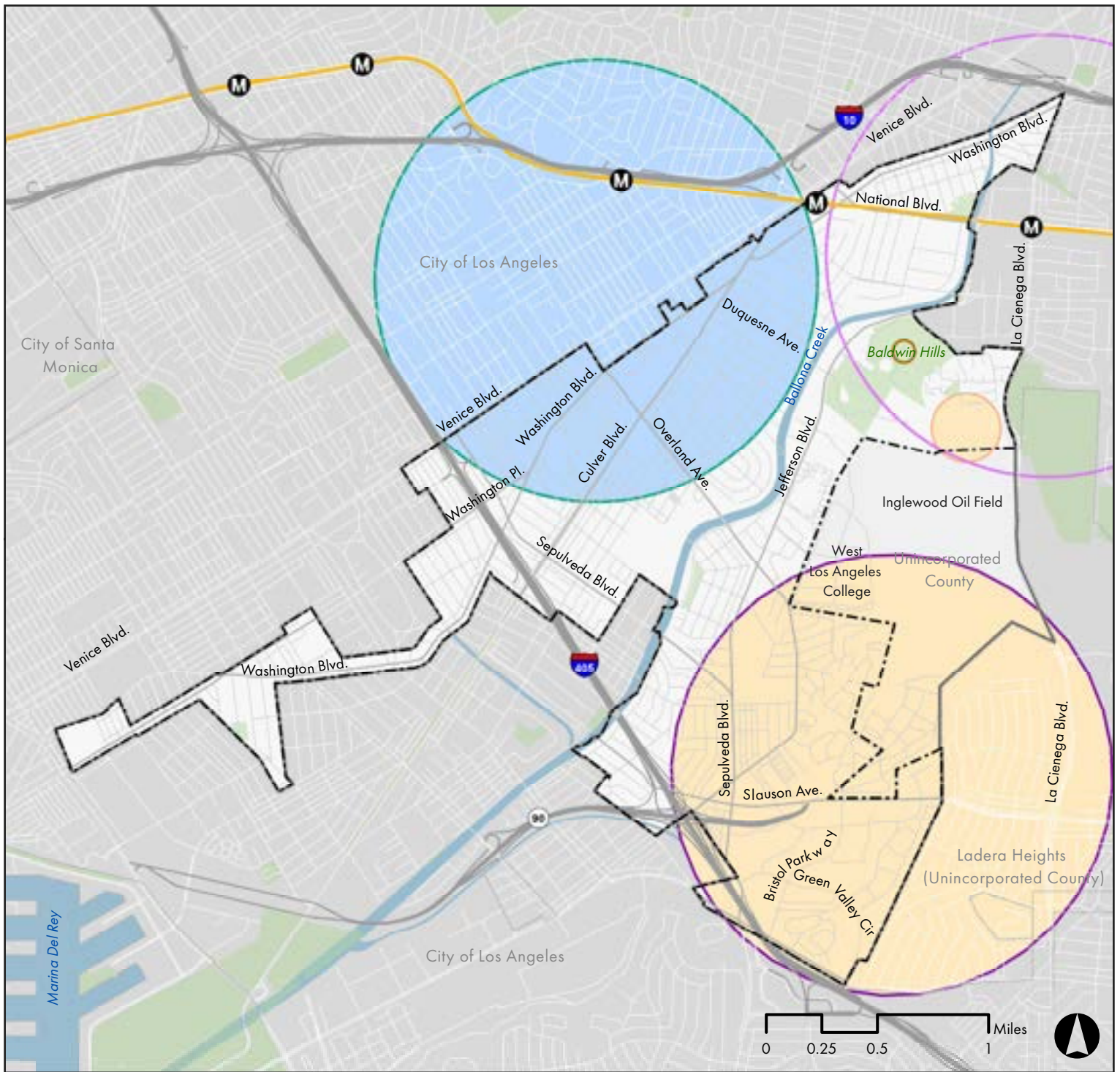


FIGURE 36

Sensitive Species

Sources:
 City of Culver City (2024);
 County of Los Angeles (2021);
 USFWS (2019); CDFW (2019);
 ESRI (2021).

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

California Natural Diversity Database Species Potential Occurrences

- Croch bumble
- Nuttall's scrub
- hoary bat
- southern

Information for Planning and Consultation Species

- coastal California
- pallid bat



Ballona Creek

Water Resources

Hydrologic Setting

Ballona Creek, a concrete-lined flood control channel, is the main waterway in the city and runs about nine miles from the Mid-Wilshire neighborhood of Los Angeles through the city and out to the Pacific Ocean at Marina del Rey. Ballona Creek was channelized, straightened, and deepened in the 1930s to control flooding. Centinela Creek, one of Ballona Creek's tributaries, runs along part of the community's southern border and was channelized in the 1960s. The city is located predominantly within the Ballona Creek Watershed with a few parcels on the western side of the city located within the Marina del Rey Watershed. The Ballona Creek Watershed, as shown in Figure 37, is about 128 square miles and extends across the cities of Culver City, Beverly Hills, and West Hollywood. It also covers portions of the cities of Los Angeles, Inglewood, Santa Monica, and unincorporated areas of Los Angeles County. The Marina del Rey Watershed is about 2.9 square miles and extends across portions of the cities of Los Angeles and Culver City and unincorporated areas of Los Angeles County. The Ballona Creek and Marina del Rey Watersheds include the following

receiving waters: Ballona Creek, Centinela Creek, Ballona Wetlands, Ballona Estuary, Dockweiler Beach, and the Santa Monica Bay. Each of the receiving waters, except for Centinela Creek, are listed with impairments on the Clean Water Act Section 303(d) List and have existing designated beneficial uses to protect aquatic life and human use.

Surface Water Quality

Many variables like land use, hydrology, meteorology, geology, and soils can affect surface water quality. Land uses can affect surface water quality due to contaminants in urban runoff during dry weather, and from contaminants in stormwater during wet weather. Contaminants that may be found in urban runoff and stormwater include sediments, trash, bacteria, metals, nutrients, organics, and pesticides. These pollutants can adversely impact biological organisms in receiving waters. Metals like zinc, copper, and lead can be toxic in high concentrations and are commonly associated with surface runoff in urban areas. In Culver City, urban runoff and stormwater can convey contaminants such as oil, trash, fertilizers, and other pollutants to the storm drain system, which flows to

Ballona Creek and eventually to the Pacific Ocean.

The City's Public Works Department Environmental Programs and Operations Division manage runoff and stormwater in the city. The City is required to comply with the Los Angeles Regional Water Quality Control Board (LARWQCB)'s Municipal Separate Storm Sewer System (MS4) Permit. The MS4 permit requires the City to implement best management practices (BMPs) that would improve water quality in the Ballona Creek and Marina del Rey Watershed Plans. In addition, the City is a member of the Ballona Creek Watershed Management Group along with the cities of Beverly Hills, Inglewood, Santa Monica, West Hollywood, and the City of Los Angeles (as the coordinating agency for the Enhanced Watershed Management Program and Coordinated Integrated Monitoring Program development); Los Angeles County; and the Los Angeles County Flood Control District. The City is also a member of the Marina del Rey Watershed Management Group which includes the County of Los Angeles as the coordinating agency, the City of Los Angeles, and the Los Angeles County Flood Control District.

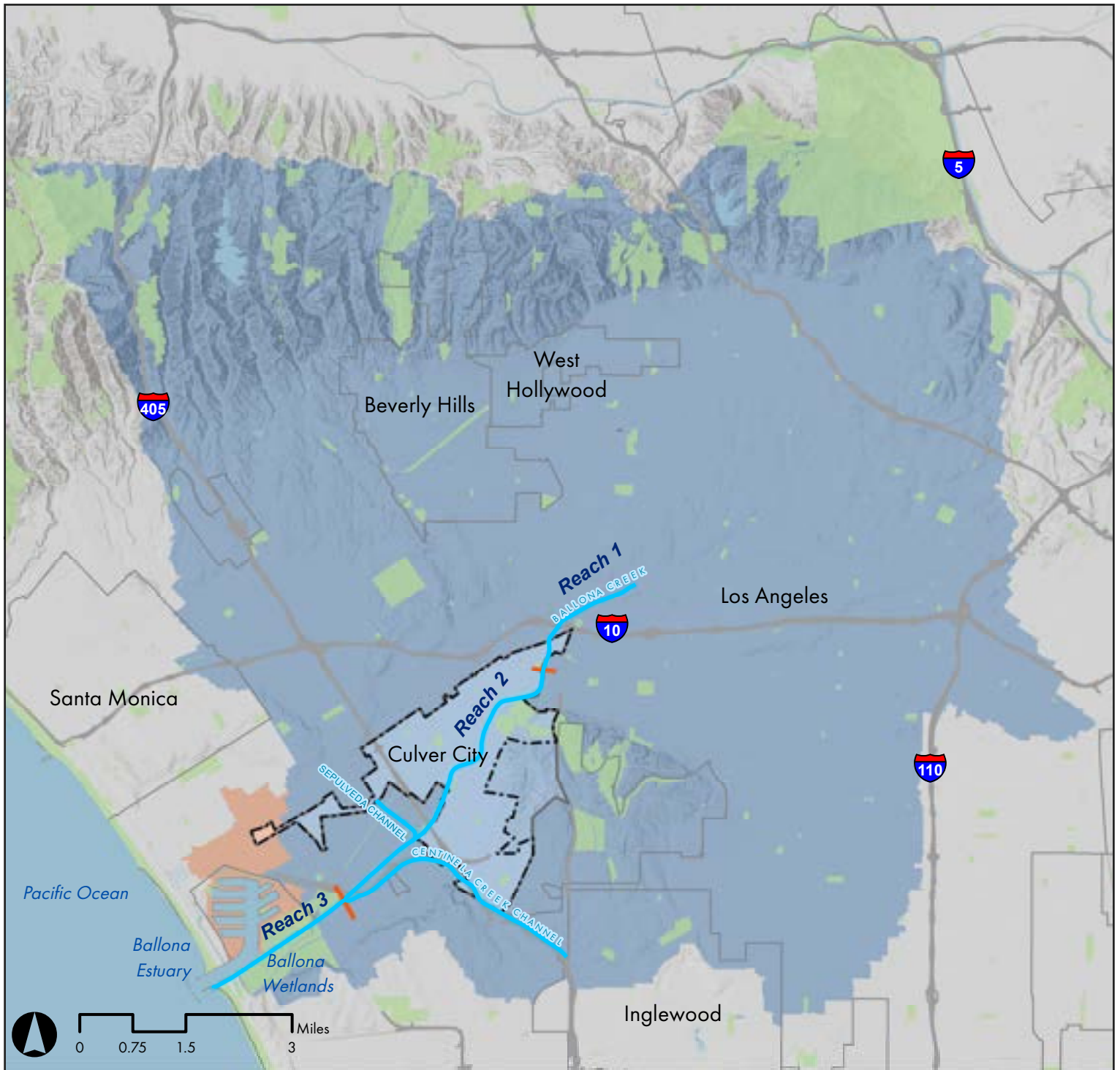
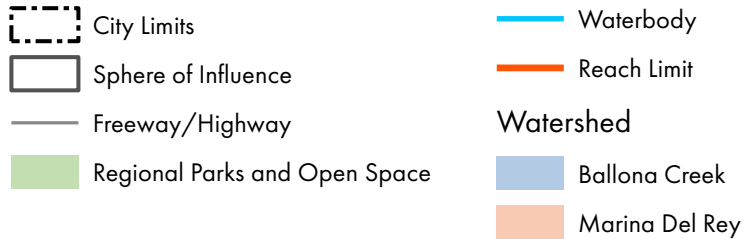


FIGURE 37

Ballona Creek Watershed



Sources: City of Culver City (2021); County of Los Angeles (2023); NHD (2018); CA Water Board (2018); ESRI (2021).



Water infrastructure

Groundwater

The city is located within three sub-basins of the Los Angeles Groundwater Basin's Coastal Plain, as shown in Figure 37. Most of the city is located within the Santa Monica Subbasin, an eastern portion of the city is in the Central Subbasin, and a southern portion of the city is in the West Coast Subbasin.

The Santa Monica Subbasin's total storage is estimated to be about 1,100,000 acre-feet. Under the Sustainable Groundwater Management Act, the Santa Monica Subbasin is considered a "medium" priority basin. The Santa Monica Subbasin mainly replenishes its ground water from percolated precipitation and surface runoff from the Santa Monica Mountains.

The Central Subbasin's total storage capacity is about 13,800,000 acre-feet. Groundwater enters the Central Subbasin through surface and sub-surface flow and by direct percolation of precipitation, stream flow, and applied waters. The Central Subbasin was adjudicated in 1965, meaning

the courts determined its groundwater rights and the Department of Water Resources was appointed as water master. Under the Sustainable Groundwater Management Act, the unadjudicated portion of the Central Subbasin is considered a "high" priority basin and must be managed under a Groundwater Sustainability Plan.

The West Coast Subbasin's storage capacity is estimated to be about 6,500,000 acre-feet. The West Coast Subbasin naturally replenishes its groundwater largely from underflow from the Central Subbasin through and over the Newport-Inglewood fault zone. Surface inflow from both the Los Angeles and San Gabriel Rivers infiltrates into the uppermost aquifers, offering minor replenishment. Seawater intrusion occurs in some aquifers that are exposed to the ocean offshore.

The Golden State Water Company (GSWC) provides potable water to the city. Since 1998, groundwater has not been used as a supply source. In 2004, while the GSWC

sold some groundwater pumping rights to the City of Santa Monica, the GSWC still has historical water rights in the Santa Monica Subbasin and the unadjudicated portion of the Central Subbasin.

The GSWC is assessing the feasibility of potential groundwater development projects within several local subbasins. If developed, each of these projects would provide some increment of local groundwater that would improve the reliability of imported water within the city. However, the unadjudicated portion of the Central Subbasin is considered a "high" priority basin. Therefore, the GSWC formed a Groundwater Sustainability Agency and developed a groundwater sustainability plan. The draft Groundwater Sustainability Plan (GSP) has been submitted to the California Department of Water Resources (DWR) for review. DWR has until January 2024 to provide feedback. The GSP may limit the use of the GSWC's Culver City System's only well, the Sentney well, in the future.

Planned Improvements

The Ballona Creek Watershed Management Group published the Ballona Creek Enhanced Watershed Management Program (approved 2016) which addresses water quality issues by implementing institutional and infrastructure BMPs like green streets and regional projects. In 2016, Culver City residents approved Measure CW, the Clean Water, Clean Beach Parcel Tax, which provides funding for such projects. Funds raised by Measure CW are used to improve water quality in Ballona Creek, Marina del Rey, Santa Monica Bay, and the Pacific Ocean. Funds are used exclusively for reducing and preventing water pollution and managing stormwater and urban runoff. The Measure CW funds are being used to implement the Washington Boulevard Stormwater and Urban Runoff Diversion Project, the Culver Boulevard Realignment and Urban Stormwater Filtration Project, and the Mesmer Low Flow Diversion Project.

Further, in 2018, Los Angeles County passed Measure W, The Safe Clean Water Program. Passing Measure W established a parcel tax that would be used to fund projects that would improve water quality; capture rainwater to increase safe drinking water supplies during drought times; and reduce pollution, trash, and toxins that enter Los Angeles waterways. The City developed a citywide Stormwater Quality Master Plan, which will be the City's roadmap for prioritizing and implementing all future stormwater regional projects, low impact development projects, and green streets projects focused on complying with the MS4 permit.

The City is exploring opportunities to restore Ballona Creek through the Ballona Creek Revitalization Project (BCRP). The BCRP builds on decades of prior initiatives. Its goals are to support restoring and using Ballona Creek and make it a more sustainable, walkable, bikeable, and connected recreational attraction.



Culver Boulevard Realignment and Urban Runoff and Stormwater Project. Source: Michael Baker Intl.

It also includes recommendations to improve access to the Creek and measures to improve ecology and water quality within the Creek. In 2010, the Ballona Creek Greenway Plan conceptualized opportunities to reconnect residents with their Creek, create a green corridor of trails and points of access, enhance habitat, mitigate stormwater runoff, redevelop land to improve watershed functions, and increase the region's health and sustainability. Measure CW funds were identified to implement such projects.

Recognizing the continued need for flood control, in 2019 the City Council considered an action strategy that could identify short-, mid-, and long-term improvements including associated funding requirements, permitting, technical reviews, and multi-agency coordination. Short-term improvements may include art installations, interpretive and wayfinding signage, lighting, homelessness assistance, repaving, gate openings, safety patrols, and education campaigns. Mid- to long-term improvements could include pocket parks, path extensions, terracing/reconfigurations, additional ramp access points, water capture, and mobility hubs.

The City is also considering how to work with commercial developments to direct their facades to the Creek to activate the path. City staff is advancing the Greening the Greenway project, which will improve a

1.1-mile stretch of the path between the entrances to Ballona Creek at National Boulevard and Duquesne Avenue. In Fall 2021, the City was awarded funds from County and statewide measures to fund the Greening the Greenway project.

In 2020, the City and the Culver City Unified School District (CCUSD) commenced an update to their Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), which will include drought, flood, and wildfire mitigation items. The City was awarded funding to update plan to include mitigation action items from the MJHMP due to overlapping features such as low impact development, identify and pursue alternative water sources, evaluate the effectiveness of City-owned drainage infrastructure, and development of additional water infrastructure.



Ballona Creek

Air Quality

Air quality is expected to worsen with climate change. Air quality is strongly dependent on weather, and climate change is expected to impact air quality through warming temperatures and more frequent episodes of stagnant air. Many strategies used to reduce greenhouse gases will also reduce emissions of air pollutants like ozone and particulate matter.

Air quality could worsen with the increased occurrence of stagnation

events. Stagnation events occur when contaminated air lingers over a region that simultaneously experiences a lack of rain and wind. Stagnation events lead to an increased concentration of pollution exposure, and thus, increased risk of heart disease and respiratory illnesses. Additionally, ozone production generally increases with hotter temperatures, which can result in the number of ozone days increasing up to nine

days by 2050.⁵⁶ In California, rising temperatures could also see an increase between 22 to 30 days in the annual number of ozone days with over 90 parts per billion (ppb).⁵⁷ The Environmental Protection Agency's current standard for ground-level ozone is 70 ppb, based on scientific evidence of the effects of ozone, like asthma attacks, emergency room visits, and premature death; on public health.

Mineral and Natural Resources

Mineral resources are defined as any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances. These can include coal, peat, and bituminous rock, excluding geothermal resources, natural gas, and petroleum (Public Resources Code Section 2005).

The IOF, which is located in Culver City and in the unincorporated area of Los Angeles County known as Baldwin Hills, is approximately 1,000 acres in size with about 78 acres located in the city. Following a series of accidental gas release and odor events in late 2005 and early 2006, community and City interest

in the oil field activities peaked and the County started the process of establishing regulations for oil and gas production activities within the unincorporated County portion of the oil field.

Considering public opinion and City Council objectives, the City Council decided to prepare an amortization study to factually and financially support the basis for ceasing oil and gas extraction activities at the IOF. Accordingly, in October 2021, City Council adopted an Oil Termination Ordinance that required a five-year phase-out period of nonconforming oil and gas uses within the City by November 24, 2026.

⁵⁶ Shen, L., et. al. "Impact of increasing heat waves on U.S. ozone episodes in the 2050s: Results from a multimodal analysis using extreme value theory." *Geographical Research Letters* 43: 4017-4025. 2016.

⁵⁷ Mahmud, A., et. al. "Statistical downscaling of climate change impacts on ozone concentrations in California." *Journal of Geophysical Research*. 2008.

POLICY FRAMEWORK

Key: Goal attributes.

● Equity & Inclusion

● Innovation & Creativity

● Sustainability

● Compassion & Community

GOAL C-1

Cultural resources. *Culver City's cultural resources are protected and enhanced through proactive measures.*



C-1.1: Cultural resource catalog. Maintain a catalog of cultural resources within the city.

C-1.2: Cultural and historic resource inventory. Continue to inventory at regular intervals cultural and historical resources, including buildings, structures, districts, objects, and sites.

C-1.3: Historic resources in databases. Continue to work with Building and Planning Divisions and with the County Recorder's Office to ensure all historical resources are flagged in relevant databases.

C-1.4: Historic materials cataloging. Encourage that historic materials are cataloged and available for public access.

C-1.5: Building plaques. Continue to work with the Cultural Affairs Division to ensure plaques are positioned on newly-designated cultural resources.

C-1.6: Historic sign ordinance. Continue implementation of the historic sign ordinance.

C-1.7: Cultural resource funding. Identify and acquire funding to preserve cultural resources.

C-1.8: Incentives for developers. Promote the use of incentives for developers to maintain, restore, rebuild, or rehabilitate historic structures within commercial and residential areas.

C-1.9: Cultural resource preservation. Preserve the city's cultural resources.

C-1.10: Maintain and preserve historic structures and artifacts. Encourage maintenance and preservation of historic structures and artifacts and

develop disincentives to demolish historic buildings or destroy artifacts.

C-1.11: Preservation in the planning and development review process. Coordinate with the Cultural Affairs Division to integrate preservation into the planning and development review process to ensure that cultural heritage concerns are identified at an early stage and addressed, as warranted, throughout the process. Encourage ordinances and policies that contribute to preservation goals and amend codes, where necessary, to reflect preservation goals.

C-1.12: Historic standards and building codes. Apply the Secretary of the Interior's Standards and/or the alternative building codes, such as the Uniform Code for Building Conservation (UCBC) and/or the State Historic Building Code, to qualified historic properties.

C-1.13: Demolition of historic structures. Expand existing laws and regulations as necessary to prevent demolition of historically significant structures by neglect.

C-1.14: Historic property protection in natural disasters. Comply with California Public Resources Code Section 5028 (Natural Disaster Damage to Historic Property).

C-1.15: Public knowledge promotion. Promote public knowledge and understanding of cultural resources (including archaeological, tribal cultural resources, historic resources, and paleontological resources) present within the city.

C-1.16: Tribal consultation. Continue to consult with Native American groups in accordance with Senate Bill 18 and Assembly Bill 52 to identify Tribal Cultural Resources.

C-1.17: Educational institution cooperation. Cooperate with the educational institutions and other interested parties to build awareness of the legacy of the city's past and the necessity of its retention.

C-1.18: Historical Preservation Program awareness. Continue to expand information on the Historic Preservation Program available via the City's website.

C-1.19: Historic resource information for property owners. Provide technical information that will help property owners in planning new additions that are complementary to the existing historic structures and conform with the Secretary of the Interior's Standards.

C-1.20: Document and resource sharing. Solicit residents to share or donate historic documents relating to Culver City to the historical society archives or other appropriate institutional oral history program.

C-1.21: Protect Archaeological, Paleontological, and Tribal Cultural Resources. Promote programs and policies to protect known archaeological and paleontological sites and Tribal Cultural Resources.

C-1.22: Preserve government agency historic properties. Encourage government agencies to maintain historic properties they own in the city.

GOAL C-2

Biological resources. Habitats for sensitive, threatened, and endangered wildlife species are protected and enhanced to support healthy, diverse ecosystems, and carbon storage.



C-2.1: Habitat improvement and expansion. Improve existing limited habitats and create new habitats to prevent displacing or endangering species in the future.

C-2.2: Open space areas preservation, protection, and improvement. Preserve, protect, and improve open space areas to promote biological resource values.

C-2.3: Vegetation at parks and open spaces. Manage vegetation at parks and open spaces in Culver City to support biodiversity by reducing pesticide use and reducing use of non-native species.

C-2.4: Tree planting. Plant and maintain trees to sequester carbon, reduce urban heat, provide habitat, and contribute to the city's character.

C-2.5: Native species. Plant native species that provide valuable resources for native wildlife and increase habitat resiliency.

C-2.6: Native vegetation in open space areas. Use native vegetation and maintain standards and guidelines to protect plant and wildlife species from new development near Kenneth Hahn State Recreational Area, the IOF, Baldwin Hills, and other remaining open space areas.

C-2.7: Building setbacks. Encourage greater building setbacks for new development to support habitat areas and adaptation.

C-2.8: Lighting near open spaces. Require that development near natural open space areas include low-intensity lighting to reduce the amount of light that reaches sensitive habitat.

C-2.9: Native species requirements near open spaces. Require developments near natural open space areas to plant native species and species that provide resources for native wildlife within landscape areas.

GOAL C-3

Wildlife and plant species. Threatened and endangered wildlife and plant species are protected within the city.



C-3.1: Coordination with agencies and jurisdictions to manage wildlife. Coordinate with resource agencies and neighboring jurisdictions to manage threatened and endangered wildlife and plant species and to coordinate on decisions, information, and research related to managing threatened and endangered wildlife.

C-3.2: Resource management agency consultation. Consult with CDFW, RWQCB, USFWS, National Audubon Society, California Native Plant Society, and other resource management agencies, as necessary, during discretionary application reviews to avoid or minimize impacts to biological resources.

C-3.3: Special status species. As appropriate, require that projects subject to discretionary review survey and identify special status species that could be negatively affected during project implementation. If special status species are identified, comply with USFWS and CDFW requirements for special status species.

C-3.4: Wildlife education. Continue to educate residents about wild animals, especially in wildlife interface areas, to minimize human-wildlife conflicts.

GOAL C-4

Air quality. Air quality is improved and air pollutant emissions are reduced.



For related policies and implementation actions connected to air quality, see [Community Health and Environmental Justice Goal 2](#).

C-4.1: Air quality coordination. Coordinate with agencies at the regional, State, and federal levels to address air quality issues.

C-4.2: Collaborate with the South Coast Air Quality Management District. Work with the South Coast Air Quality Management District to achieve the California Ambient Air Quality Standards and the National Ambient Air Quality Standards.

C-4.3: Siting uses near freeways. Discourage siting of new sensitive uses, such as schools, daycare centers, and hospitals, within 500 feet from the I-405, I-10, and SR-90.

C-4.4: Siting of uses near IOF. Discourage new sensitive uses, such as schools, daycare centers, and hospitals within 500 feet from the active oil and gas uses within the IOF.

GOAL C-5

Mineral and natural resources. Mineral and natural resources within the IOF are produced while balancing social values, such as safety and the environment.



For related policies and implementation actions connected to the Inglewood Oil Field, see [Safety Goal 9](#).

C-5.1: IOF amortization plan. Implement an amortization plan to terminate and phase-out all nonconforming oil and gas activities within the Culver City portion of the IOF and encourage transition to alternate uses for portions of the IOF outside of, but adjacent to, Culver City.

C-5.2: IOF coordination. Coordinate with the County and City of Los Angeles and other agencies to promote compatibility between activities conducted at or planned within the IOF area and other surrounding community uses.

C-5.3: Future land use considerations for the IOF. Prioritize the public health, safety, and welfare of the community and develop a strategy for future land use considerations for the IOF.

GOAL C-6

Ballona Creek. Ballona Creek is transformed such that it mitigates flooding, restores native ecologies, and becomes a scenic multi-purpose open space and recreational corridor.



For related policies and implementation actions connected to groundwater recharge, water reuse, and stormwater, see *Infrastructure Goals 2, 3, 4, and 5*. For related policies and implementation actions connected to Ballona Creek, see *Infrastructure Goal 6; Mobility Goal 9; and Parks, Recreation, and Public Facilities Goal 1*.

C-6.1: Flood control coordination.

Coordinate with other jurisdictions to forward plans and programs that help achieve regional goals for flood control and improved water quality.

C-6.2: Runoff capture and infiltration along Ballona Creek.

Ensure City projects and proposed projects along Ballona Creek include features and BMPs to increase urban runoff capture and infiltration, while prioritizing nature-based solutions, like bioswales.

C-6.3: Climate change and Ballona Creek.

Account for climate change and apply current accepted models in planning for and assessing flood risk along the Ballona Creek corridor.

C-6.4: Safety and compatibility with Ballona Creek.

Increase safety and promote compatibility between activities along the Ballona Creek corridor and adjacent land uses.

C-6.5: Lighting along Ballona Creek.

Incorporate shielded or directed low level lights along the Ballona Creek path to promote safety and security while avoiding light spill and glare onto residential properties and habitats adjacent to the Creek.

C-6.6: Engagement along Ballona Creek.

Continue to engage neighborhoods along the Ballona Creek corridor as plans for improvements are developed and implemented.

C-6.7: Design innovation along the Ballona Creek corridor.

Encourage design innovation in new development along the Ballona Creek corridor while avoiding significant noise and lighting effects on residential uses adjacent to the Creek. For example, orient improvements towards the creek, landscape open space areas, include public art like murals, decks/overlooks, seating, shade, bicycle facilities, and connections to the Ballona Creek path.

C-6.8: Trees and landscaping along Ballona Creek.

Expand tree planting along Ballona Creek to sequester carbon, adapt to climate change, and provide habitat for wildlife. Encourage concentrated planting of trees and landscaping along areas of the Creek corridor that will upgrade visual quality from prominent vantage points along public streets, and from parks and other public gathering areas.

C-6.9: Engagement related to planting along Ballona Creek.

Conduct outreach with residential and other property owners along the Ballona Creek corridor to promote use of native plant materials and a plant palette for Creek-adjacent properties.

C-6.10: Sustainable planting along Ballona Creek.

Establish Ballona Creek as a sustainable scenic recreational and open space corridor by planting native trees and other compatible landscaping.

C-6.11: Restore Ballona Creek.

Coordinate with public and private organizations to support a cohesive approach for planning, implementing, and funding Ballona Creek restoration related to recreational use and trail systems, improved water quality, and increased landscaped open space, while maintaining the priority for flood control.

C-6.12: Ballona Creek funding strategies.

Consider creative funding strategies like environmental impact bonds, mitigation banking, special taxes through assessment districts, private-public partnerships, and impact fees in addition to federal, State, and local measures and grants as mechanisms to implement Ballona Creek improvements.

C-6.13: Engaging nonprofit organizations to advance common goals along Ballona Creek. Coordinate with nonprofits and other entities to help implement, fund, maintain, and realize common goals to restore Ballona Creek. Consider the Baldwin Hills Conservancy, California Coastal Conservancy, Ballona Creek Renaissance, The Bay Foundation, Heal the Bay, Friends of Ballona Wetlands, Ballona Wetlands Land Trust, Santa Monica Bay Restoration Commission, Mountains Recreation & Conservation Authority, LA Waterkeeper, Ballona Wetlands Foundation, Southern California Association of Governments (SCAG), U.S. Army Corps of Engineers, Santa Monica Bay Restoration Project, Los Angeles RWQCB, and involved City and County of Los Angeles departments.

C-6.14: Measure CW. Incorporate projects that are funded by Measure CW and that represent best practices to address urban and stormwater runoff.

IMPLEMENTATION ACTIONS

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

Key: Timeframe icons for implementation actions table.

●
Short-term
1-5 Years

● ●
Medium-term
5-10 Years

● ● ●
Long-term
10+ Years

➡➡➡➡
Ongoing

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|---------------|----------------|------------------------|--------------------------|
| IA.C-1: Historic landscape and feature identification. Identify and promote preservation of older historic landscapes and natural features that help to define the neighborhoods or maintain the context of historic districts and landmarks. | C-1 | ● | Study, Program | Cultural Affairs | Planning and Development |
| IA.C-2: Citywide cultural resources survey. Update a citywide cultural resources survey every five to ten years. | C-1 | ● ● / ➡➡➡➡ | Study | Cultural Affairs | Planning and Development |
| IA.C-3: Citywide context statement. Develop a citywide context statement that summarizes the city's prehistory, history, and architecture, organized by themes and periods that provides registration standards and integrity thresholds considered necessary to qualify for listing the resource on the City's cultural resources register. | C-1 | ● | Plan | Cultural Affairs | Planning and Development |
| IA.C-4: Resources for historic structures. Promote public awareness of available tax credits and incentives that assist in maintaining and rehabilitating historic structures and resources. | C-1 | ● | Program | Cultural Affairs | Planning and Development |
| IA.C-5: Certified Local Government. Become a Certified Local Government (CLG) to qualify for State preservation grants. | C-1 | ● | Partnership | Cultural Affairs | Planning and Development |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------------------|--------------------------|--------------------------|
| <p>IA.C-6: Preservation incentive program. Establish preservation incentive programs, like the Mills Act Tax Credit, and encourage property owners to apply.</p> | C-1 | ● ● | Program | Cultural Affairs | Planning and Development |
| <p>IA.C-7: Financing mechanisms for historic preservation. Investigate other financing mechanisms to promote historic preservation, such as Community Development Block Grants, Impact fees, Revolving Funds, and Facade Easements.</p> | C-1 | ● ● | Study | Cultural Affairs | Planning and Development |
| <p>IA.C-8: Historic discretionary review. Require that projects subject to discretionary review are screened to Cultural Affairs to determine if further evaluation by cultural affairs is warranted and, if so, require that projects undergo historic, archaeological, and paleontological assessments and are documented in technical studies by qualified experts to identify the potential for resources to be negatively affected during project implementation and to ensure steps are taken, where warranted, to protect resources.</p> | C-1 | ● | Ordinance / Code Amendment | Planning and Development | Cultural Affairs |
| <p>IA.C-9: Historic preservation ordinance revisions. Revise the City’s historic preservation ordinance to be consistent with current State and federal preservation standards.</p> | C-1 | ● | Ordinance / Code Amendment | Cultural Affairs | Planning and Development |
| <p>IA.C-10: Standard conditions of development approval. Continue to implement standard conditions of approval that require and specify the steps to be taken to avoid damage and promote preservation if unknown archaeological or paleontological resources, or Tribal Cultural Resource are uncovered during construction.</p> | C-1 | ▶▶▶▶ | Ordinance / Code Amendment | Cultural Affairs | Planning and Development |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------------------|--------------------------|--|
| IA.C-11: Adaptively reuse historic structures. Develop and maintain comprehensive zoning provisions to permit the adaptive reuse of existing historical structures to new uses. | C-1 | ● ● | Program | Cultural Affairs | Planning and Development |
| IA.C-12: Tree ordinance. Adopt a tree ordinance to protect and replace certain categories of existing trees for habitat and aesthetic values. | C-2 | ● | Ordinance / Code Amendment | Planning and Development | Public Works |
| IA.C-13: Landscape design and planting. Evaluate and update requirements for landscape design and planting supporting native and non-native species that provide resources for native wildlife. | C-2 | ● ● | Ordinance / Code Amendment | Planning and Development | Public Works |
| IA.C-14: Dark Skies Ordinance. Develop a Dark Skies Ordinance that sets maximum standards for outdoor lighting to prevent excessive up-light, glare, and light pollution while allowing adequate illumination for safety, security, utility, and the enjoyment of outdoor areas. | C-2 | ● ● | Ordinance / Code Amendment | Planning and Development | – |
| IA.C-15: Landscape guidelines along Ballona Creek. Develop landscape guidelines with a plant palette for Ballona Creek and adjacent properties. Include native plants with low- to medium-water demand that emulate a river environment and provide habitat for native and migratory wildlife species. | C-6 | ● | Ordinance / Code Amendment | Planning and Development | Parks, Recreation & Community Services |
| IA.C-16: Interpretive signage along Ballona Creek. Explore an interpretive signage or educational art program along the Creek path to educate users about native flora and fauna, the Creek’s history (with a focus on Indigenous heritage), and the connections to climate change. | C-6 | ● ● | Program | Public Works | Planning and Development; Cultural Affairs |



PICTURE OUR ENVIRONMENT



ELEMENT 11

SAFETY

This Element evaluates and mitigates the risk of climate change and natural hazards such as seismic and geologic activity, wildfires, and flooding.

INTRODUCTION

Natural and human-caused hazards present the City with a series of overlapping challenges. The hazards addressed in this Safety Element can expose people, infrastructure, transportation, buildings and property, and ecosystems to a wide range of stressors. The Safety Element includes goals and policies that proactively advance community resilience by identifying actions that promote safety and reduce risks from natural and human-caused hazards and climate change, while also ensuring an effective response and recovery from disastrous events.

What We are Trying to Achieve

- A plan to effectively respond to natural and human-caused hazards and climate change.
- Residents are protected from the effects of natural and human-caused hazards and climate change.



Culver City Fire Department Training Exercise

KEY ISSUES AND OPPORTUNITIES

Culver City and its people are susceptible to various hazards, both natural and human-caused. This Safety Element identifies these known hazards in the community, such as pandemics, earthquakes, liquefaction, landslides, flooding, wildfire, climate change, and hazardous materials risks. This section summarizes the city's hazards profile.

The Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) for the City of Culver City planning area was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA's most recent Local Hazard Mitigation Plan guidance. The MJHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short-term and long-term strategies, involve planning, policy changes, programs, projects, and other activities. To review the most current MJHMP, please visit <https://www.culvercity.org/hazardmitigationplan>.

Seismic Hazards

The Newport-Inglewood Fault Zone, a designated Alquist-Priolo Earthquake Fault Zone, is located in the northern portion of the city, as shown in Figure 38. The Newport-Inglewood Fault Zone, along with other regional faults, is capable of significant ground shaking in the city.

Older buildings constructed before modern building codes are likely to be more vulnerable to seismic hazards. Much of Culver City has an aging building stock with over 87 percent of houses constructed before 1980. Depending on their construction characteristics, these buildings may be vulnerable to damage from earthquakes if not retrofitted through means like foundation bolting and "soft story" retrofits. While the City encourages upgrades through State programs like the California Earthquake Authority Earthquake Brace + Bolt program, many older buildings were not adequately designed to be resilient to natural and climate hazards. The City adopted a Soft Weak Open Front Walls (Soft Story) Ordinance in 2021 amending the City's Building Code to require seismic retrofit of vulnerable buildings. The Ordinance will be implemented over a five-year period based upon a citywide property risk assessment survey.

Unreinforced masonry (masonry buildings that lack steel reinforcing) and soft-story/weak-story buildings (buildings with large openings in ground floor building exterior walls,

like garage doors and storefronts) face greater threats from fault rupture and ground shaking. Similarly, buildings with weak foundations and ground reinforcements, or lacking deep foundation systems, may face increased risks from liquefaction and landslides. Seismic hazards of all types may also interrupt services provided through important infrastructure networks, particularly if they are older systems. Power and communication lines, natural gas pipes, water and sewer pipes, and roadways may all be impacted.

In addition to ground shaking and fault rupture hazards, seismic hazards within the city include elevated liquefaction risk and seismically-induced slope instability. Liquefaction

occurs when the force of an earthquake's shaking causes groundwater to mix with the soil, leading to the ground mixture becoming fluid. This may cause buildings and structures to tilt, collapse, or suffer damage. Most of the city is in an area of elevated liquefaction risk, except for the city's northwestern and southeastern borders, as shown in Figure 39. While the likelihood of liquefaction occurring in a future seismic event depends on several factors, there is a possibility for widespread damage from liquefaction in the community.













Apartment building with soft-story in Park East neighborhood



FIGURE 38

Alquist-Priolo Faults Map

Sources:
 City of Culver City (2024);
 County of Los Angeles (2021);
 CGS (2019); ESRI (2021).

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

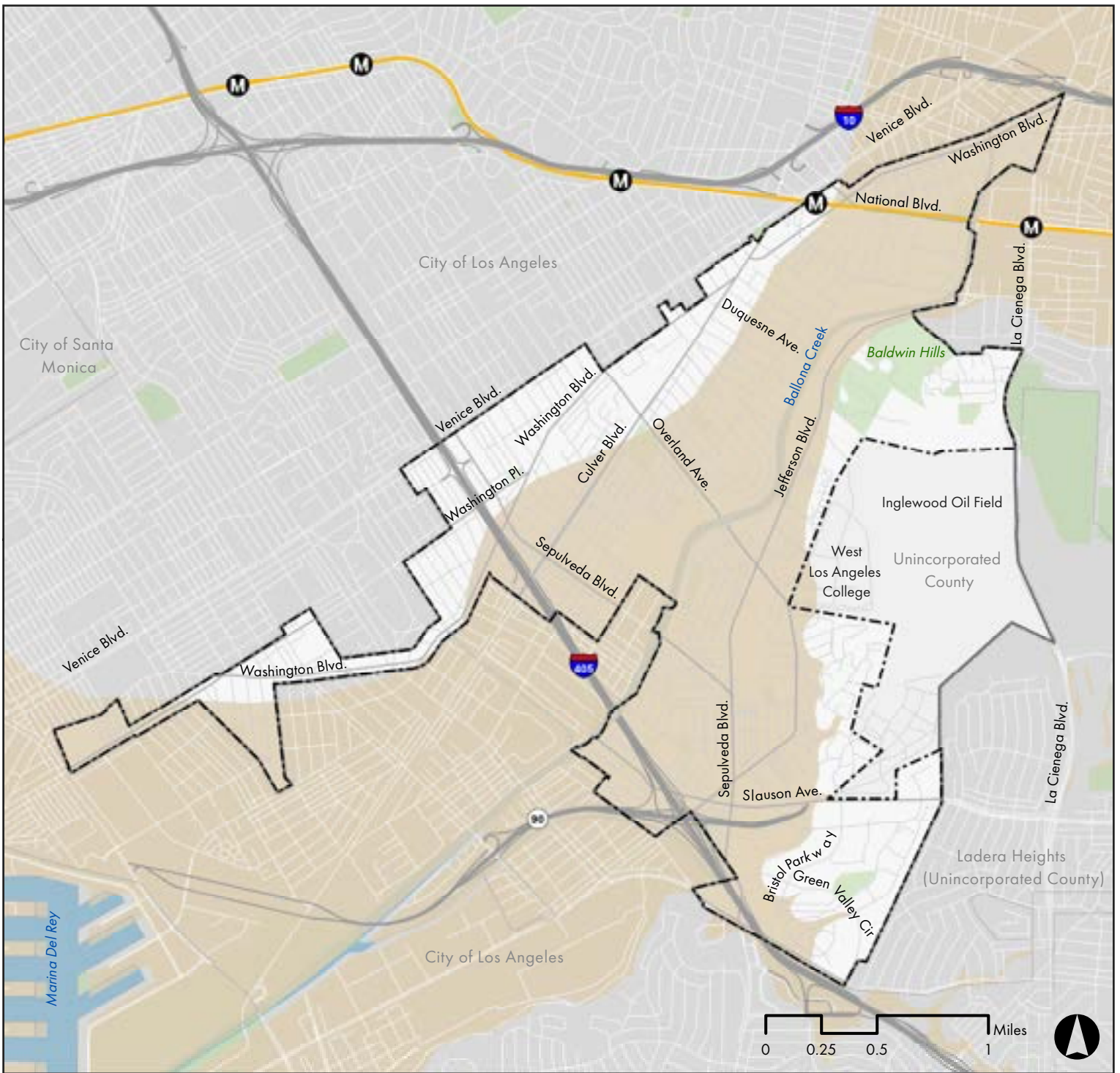











FIGURE 39

Liquefaction Risk

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

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



Aerial view of Culver City

Geologic Hazards

Slope instability leading to mudslides and landslides is a potential risk within the city. Due to their topography, the Blair Hills (located near the Baldwin Hills) and the Culver Crest neighborhoods have elevated landslide risk, as shown in Figure 40. Past landslides in these areas have not been widespread but show there is potential for landslides large

enough to significantly damage or destroy buildings. Given the generally flat topography throughout most of the city, landslide hazards are largely confined to the Blair Hills and Culver Crest neighborhoods.

Other geologic hazards could include expansive soils and land subsidence (which is the caving in or sinking of an

area). However, Culver City does not appear to be at risk from subsidence or expansive soils in developed areas, as there are no known historical occurrences although Bill Botts Field, a sports field in Culver City Park, has experienced subsidence as a result of it being built upon a former landfill that was not properly compacted prior to construction.

Flooding

The city has been relatively free of major flood events over recent time,⁵⁸ although small-scale localized flooding has occurred during intense precipitation events. The main waterway in the city is Ballona Creek, which is a flood protection channel that drains the Los Angeles basin to the ocean that was built in the 1930s by the Army Corps of Engineers. The channel is comprised of an extensive system of tributaries and drains, mostly underground, that funnel stormwater into Ballona Creek. A small area in

the northern part of the city has an elevated risk for flooding, as shown in Figure 41. This area is roughly bordered by Ballona Creek, Fairfax Avenue, and Adams Boulevard, and lies within a 100-year flood zone for a one- to three-foot flood. This means that there is a one in 100 chance that a flood event large enough to cause one to three feet of inundation will occur in any given year (Zone AO). Several smaller areas nearby are also within a 100-year flood zone (Zone A). These areas are at risk from a

flood capable of causing inundation of less than one foot with a chance of occurring between one in 100 and one in 500 in any given year (Zone X). Due to the city's location, it is not at risk for tsunamis or seiches. Culver City is also susceptible to flooding from nearby dam failures and participates annually in updating each of their Emergency Action Plans to ensure they are current. A list of those dams and their inundation maps are contained in the City's MJHMP.

⁵⁸ The city experienced flooding in 1963 due to the Baldwin Hills dam collapse, which killed five people and damaged more than 200 homes. The flood swept northward from the reservoir (at present day Kenneth Hahn State Recreation Area), affecting the area roughly bounded by La Brea, Jefferson, and La Cienega boulevards. Since the dam was not rebuilt, associated flood risk is no longer an issue.

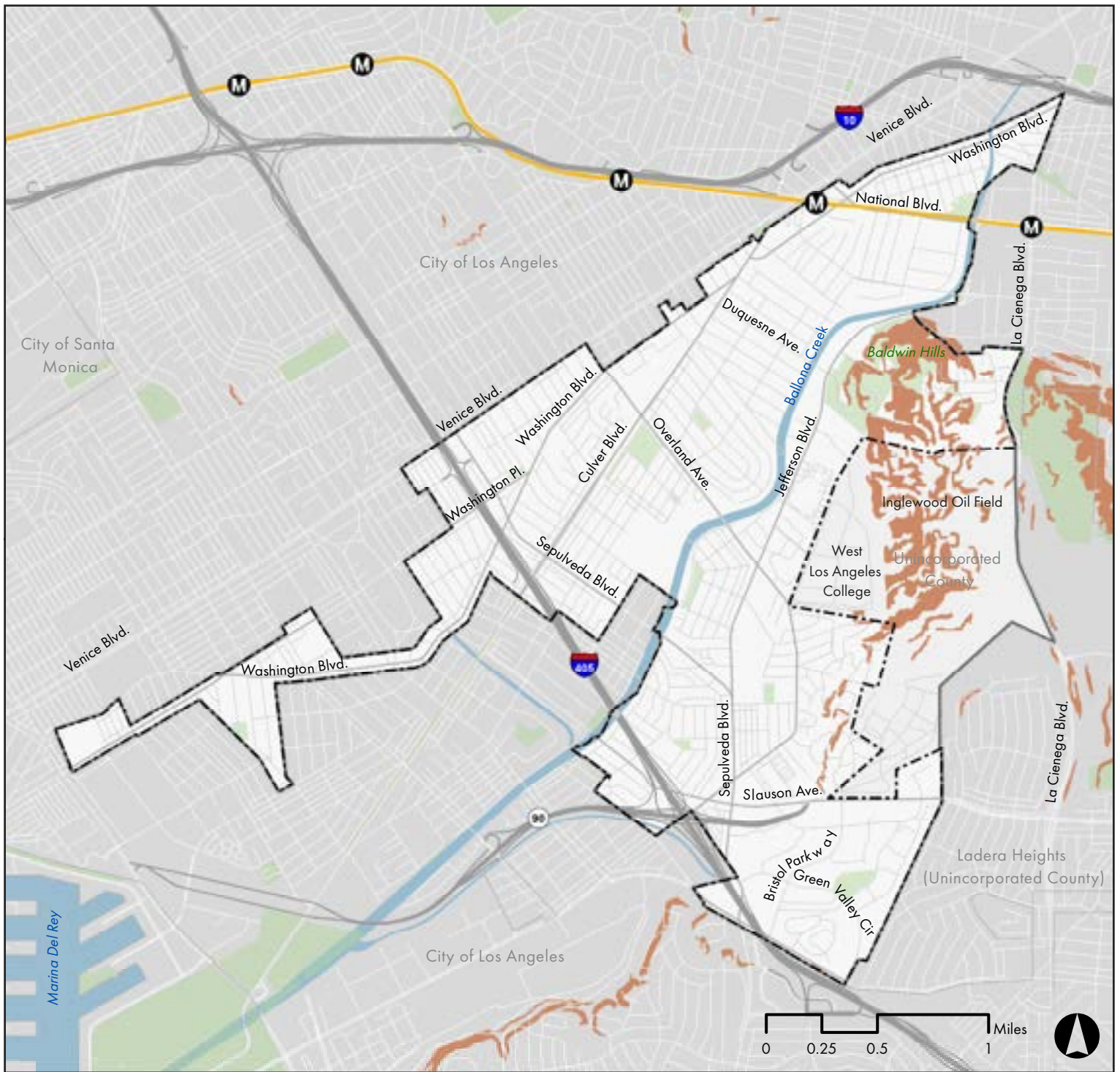











FIGURE 40

Landslide Risk

Sources:
 City of Culver City (2024);
 County of Los Angeles (2021);
 CGS (2019); ESRI (2021).

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

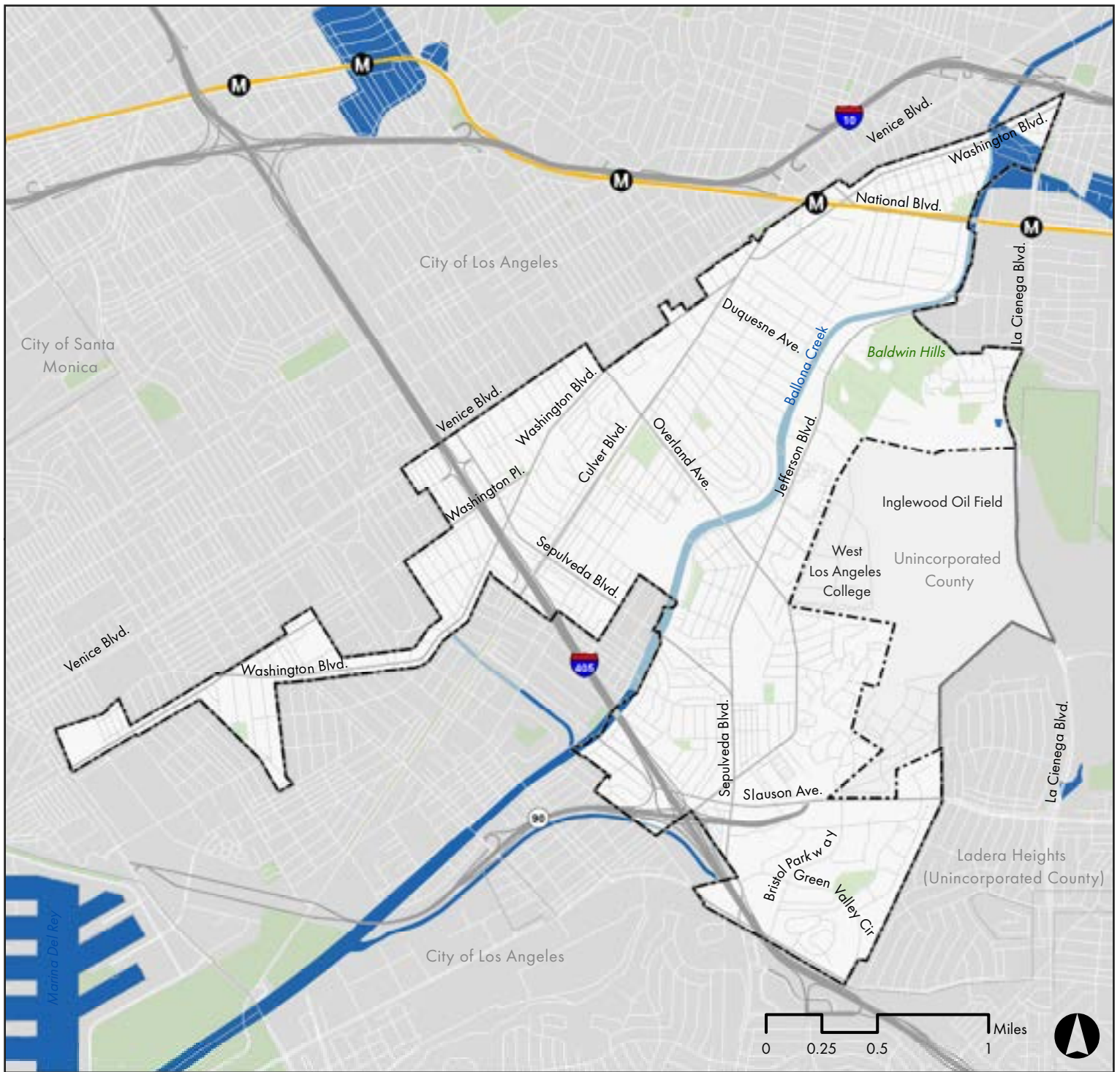


FIGURE 41

Flood Risk

Sources:
 City of Culver City (2024);
 County of Los Angeles (2021);
 FEMA (2018); ESRI (2021).

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



2019 Getty Fire

Wildfire

Wildfires often occur in forests or other wildlands with ample vegetation. In areas where structures and other human development meet or intermingle with wildlands or vegetative fuels [referred to as the wildland-urban interface (WUI)], wildfires can cause significant property damage and pose extreme threats to public health and safety. Wildland

fires have historically occurred in the surrounding Los Angeles County region but have not affected the city (including the 2019 Getty Fire in Los Angeles, 2003 Padua Fire in Los Angeles County, and the 1993 Topanga Fire in Malibu). Table 9 below includes a full list of notable significant fires which occurred from 1878 to 2020. Smaller incidents with

limited impacts to the planning area are more common historical occurrences than major wildfire incidents. Nevertheless, while major wildfires have occurred in other parts of Los Angeles County, the city experiences secondary effects such as smoke and poor air quality.

TABLE 9 Largest Wildfires in Los Angeles County History

| Year | Fire Name | Location | Acres Burned |
|------|------------------|---|--------------|
| 2009 | Station Fire | Angeles National Forest, Flintridge | 106,577 |
| 2020 | Bobcat Fire | Angeles National Forest, north Monrovia - Juniper Hills | 115,796 |
| 1970 | Clampitt Fire | Newhall to Chatsworth/Simi Valley | 105,212 |
| 2018 | Woolsey Fire | Southeast Ventura County to Malibu, Los Angeles County | 96,949 |
| 1919 | Ravenna Fire | Angeles National Forest, Big Tujunga Canyon | 75,000 |
| 1878 | Unnamed Fire | San Gabriel Mountains | 60,000 |
| 1919 | San Gabriel Fire | Angeles National Forest, San Gabriel Canyon | 60,000 |
| 2007 | Ranch Fire | Townsend Peak, southwest Templin Highway and I-5 | 54,000 |
| 1982 | Dayton Canyon | Malibu Canyon to Canoga Park | 54,000 |
| 1924 | San Gabriel Fire | Angeles National Forest, San Gabriel Canyon | 49,421 |

Source: Los Angeles Almanac, Wildfires in Los Angeles County, <http://www.laalmanac.com/fire/fi07.php#largest>, accessed July 20, 2023.

In California, wildfire protection is a shared responsibility among local, state, tribal, and federal organizations, each with legal and financial obligations. In Culver City, this collaborative effort involves several agencies at different levels of government. The Culver City Fire Department (CCFD) and the Los Angeles County Fire Department (LACoFD) oversee fire protection and emergency services within the city and its surrounding areas.

The CCFD provides local fire protection services and has developed an Emergency Operations Plan (EOP) tailored to the unique needs of the community. This plan outlines the City's response to various emergencies, including wildfires. Additionally, the CCFD offers the Community Emergency Response Team (CERT) program, which trains residents to assist in emergency response efforts, enhancing community resilience. The CCFD also provides multiple resources on its website, including disaster preparedness guides, to prepare and safeguard the community (see <https://www.culvercityfd.org/Emergency-Preparedness>).

The LACoFD implements several programs to mitigate fire risks and enhance community preparedness, such as the Ready! Set! Go! Program, which helps residents understand how

to prepare their properties for wildfire, create evacuation plans, and stay informed during a fire event. The department's comprehensive Strategic Fire Plan provides a framework for fire prevention, suppression strategies, and emergency response protocols.

Federal entities like the United States Forest Service (USFS), Federal Emergency Management Agency (FEMA), and National Park Service (NPS) contribute resources and support to combat wildfires and manage fire-prone areas. Further, Southern California Edison (SCE), a special district responsible for electricity distribution, aids in wildfire prevention through measures such as Public Safety Power Shutoffs.

Through the integration of local, state, and federal efforts, Culver City benefits from a comprehensive and coordinated approach to fire protection and suppression, ensuring the safety and resilience of the community.

California Government Code Section 51178 requires CAL FIRE to identify and map "severity zones" in the state based on severity of fire hazards that are expected to occur there. While CAL FIRE does the mapping and recommends them to local areas, it is the responsibility of the local jurisdiction to adopt them by ordinance. There are three zones based on increasing

fire hazard: medium, high, and very high. In 2011 CAL FIRE developed a Fire Hazard Severity Zone map (FHSZ), which identified the eastern portion of the city in a Very High Fire Hazard Severity Zones (VHFHSZ), as shown in Figure 42.

The VHFHSZ area in Culver City includes the eastern portion of the Culver Crest neighborhood, the Blair Hills neighborhood, and areas within the Inglewood Oil Field (IOF). CAL FIRE has made subsequent updates to their FHSZ map, which removed the Blair Hills neighborhood and areas within the IOF. However, based on the recommendation of the Culver City Fire Department and City staff, Culver City will utilize the 2011 CAL FIRE FHSZ map as shown in Figure 41. Development within these areas must follow certain Municipal Building Code and Municipal Fire Code restrictions for development types, landscaping requirements, fuel management, and brush clearance requirements to reduce risks associated with wildfires. Figure 43 identifies the VHFHSZ together with the distribution of existing and planned land uses, including structures, roads, utilities and essential public facilities, including fire stations. There are three fire stations in Culver City and a fire training building near the VHFHSZ.

Climate Change

This Safety Element discusses climate change in terms of changing weather patterns that may exacerbate hazards. Refer to the Greenhouse Gas Reduction Element for additional discussion on climate change and policies to reduce greenhouse gas emissions citywide.

Climate change is not a distinct hazard, but rather a phenomenon that could exacerbate hazards, particularly through severe weather events, flooding, and wildfires. Climate

change is expected to decrease precipitation levels and increase drought conditions. However, some evidence suggests it may increase the number of more intense storms that are likely to drop a larger amount of water in a shorter period. These events could overwhelm the ability of soil to absorb or infrastructure to drain the stormwater, and thus create flooding, landslides, and mudslides. Overall, drier conditions from climate change are also expected to dry out soils. This will make it more difficult for

water to soak into the ground, further increasing the risk of flooding. Additionally, the City's MJHMP describes how global warming increases wildfire risk in several ways. For example, fire seasons are longer due to earlier spring runoff, conditions are drier, more fuel is available for fires due to warmer and drier conditions, and lightning is more frequent as thunderstorms become more severe.

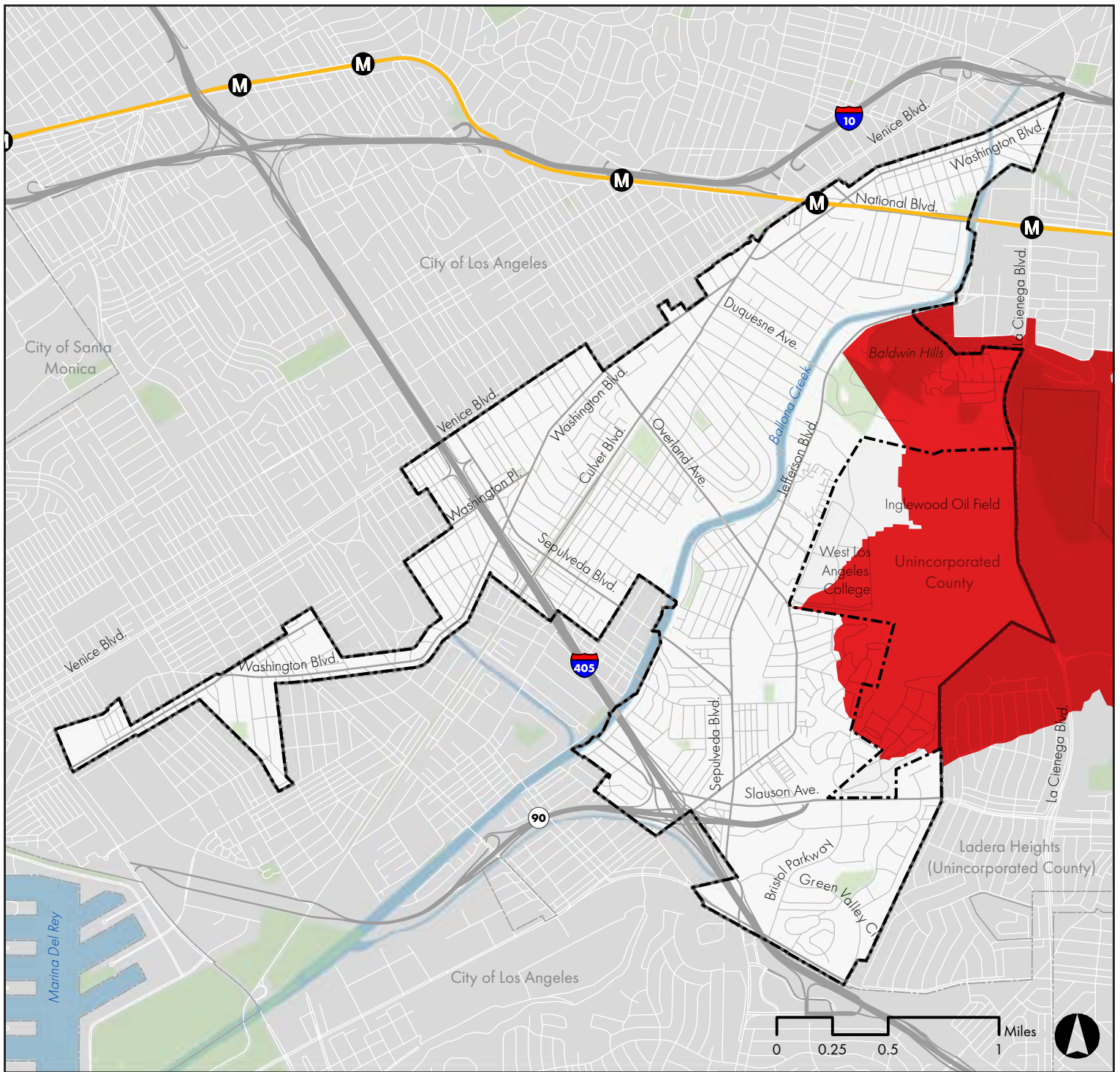











FIGURE 42

Fire Severity Zones

- | | |
|--|---|
|  City Limits | Local Responsibility Area |
|  Sphere of Influence |  Very High Fire Hazard Severity Zone |
|  Metro Station | |
|  E Line (Expo) | |
|  Major Roads | |
|  Local Roads | |
|  Parks and Open Space | |
|  Waterbody | |

Sources: City of Culver City [2024]; County of Los Angeles [2021]; ESRI [2021].

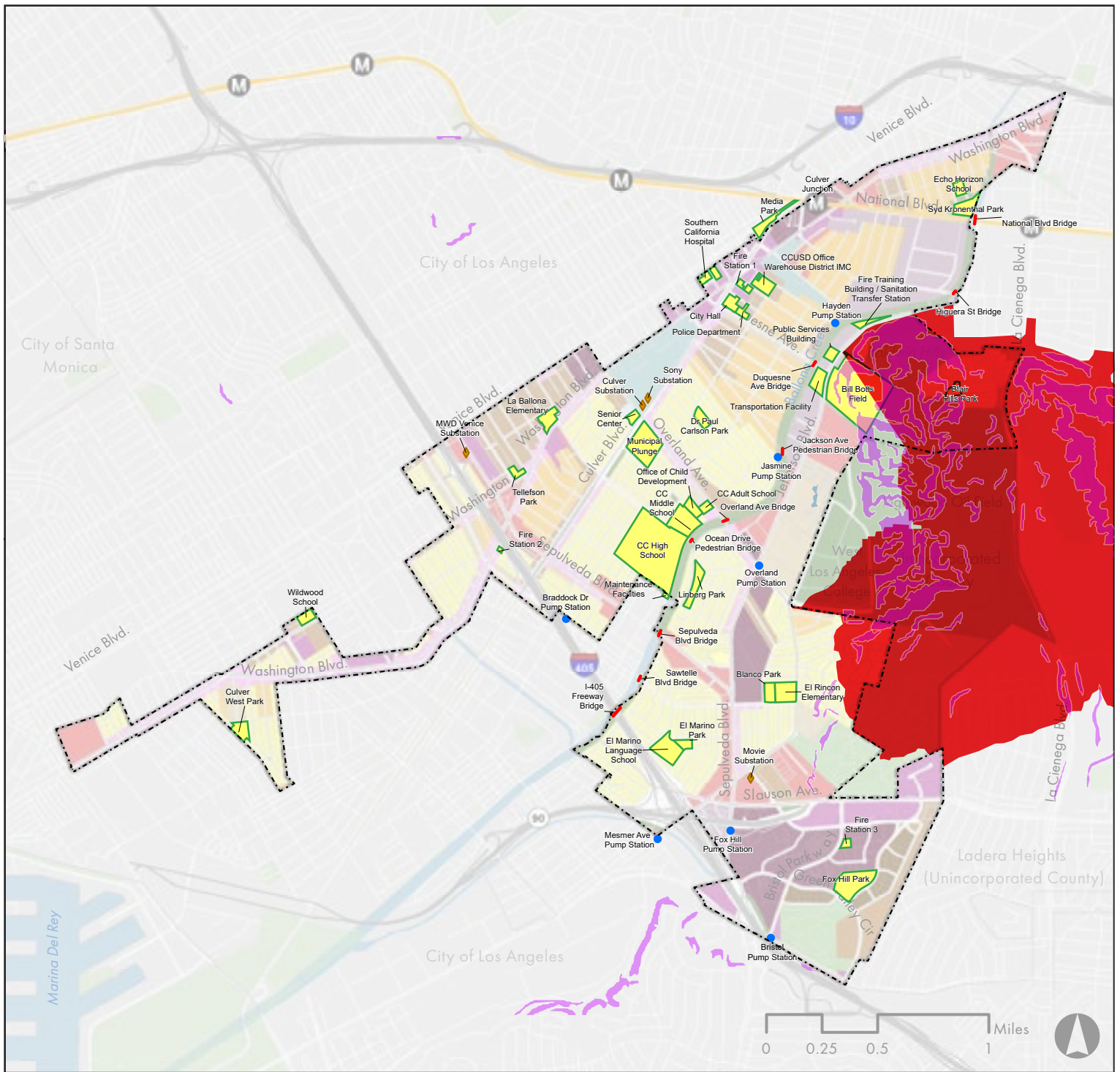
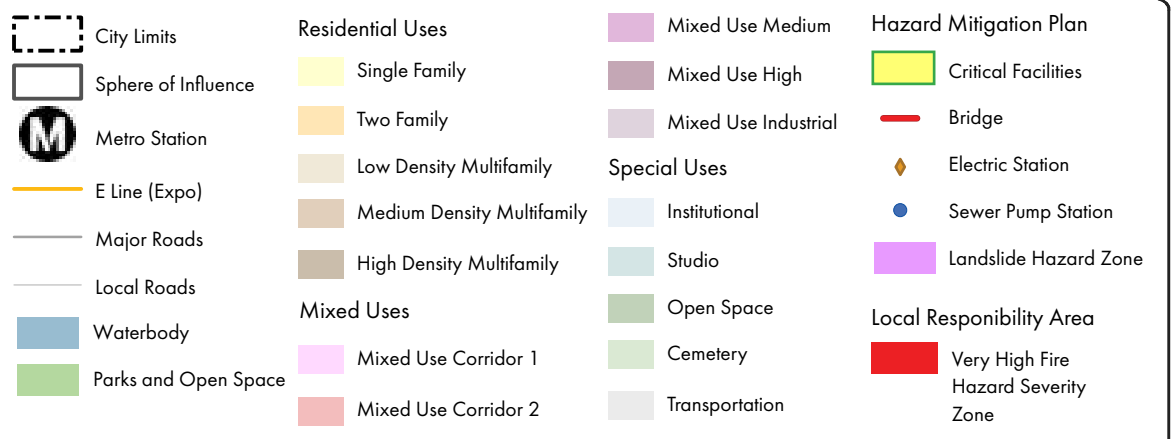


FIGURE 43

Fire Hazard Severity Zones, Critical Facilities, and Land Uses

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



Evacuation Planning

As discussed above, there are various hazards that can occur in the city that could affect life and property. Given current climate change, disasters including drought, severe weather, flooding, and other emergencies will likely increase in the coming years, making emergency preparedness even more important.

In 2019 and 2020, California enacted two pieces of legislation regarding evacuation and require that cities update their Safety Elements, Emergency Operations Plan, or MJHMP, to identify and evaluate

evacuation routes. California Government Code Section 65302.15, adopted through Assembly Bill (AB) 747, includes the requirement to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. In addition, California Government Code Section 65302(g)(5), adopted through Senate Bill (SB) 99, requires identification of residential developments in Very High Fire Hazard Severity Zones that do not have at least two emergency evacuation routes. Findings from this evacuation planning analysis and process

may be found in the General Plan Appendix C.

Interstates 10 and 405, Venice Boulevard, Lincoln Boulevard, Jefferson Boulevard, and Sepulveda Boulevard all serve as potential evacuation routes, along with other roadways as needed. Information about emergency evacuation routes is shown in the maps contained in the MJHMP. These maps identify areas and communities with only one access route, particularly in residential areas, and distances to destinations for three evacuation scenarios.

Hazardous Materials

Chemical compounds, like petroleum hydrocarbons, that are released, leaked, or disposed of on or below the ground surface in the city, can contaminate surface runoff waters and tributaries connecting to Ballona Creek which flows into the nearby Santa Monica Bay, and can infiltrate into underlying soil and groundwater. Disturbing a previously contaminated area through grading or excavation operations can expose the public to health hazards from physical contact with contaminated materials or hazardous vapors.

The California Department of Toxic Substances (DTSC) and the State Water Resources Control Board (SWRCB) monitor areas where historical or ongoing activities have resulted in known or suspected release of hazardous materials into soil and groundwater, and where current investigation and clean-up activities are located. According to the DTSC Envirostor and SWRCB Geotracker databases, 14 sites in the city are actively being remediated, assessed, or are in a verification monitoring program. Of the additional 108 listings also shown in the city, 100 have been closed and require no further action, five are inactive, and two are eligible for closure.

The Inglewood Oil Field (IOF), which is one of the largest urban oil fields in the nation and has been in continuous



Inglewood Oil Field

operation since 1924, straddles Culver City and the unincorporated area of Los Angeles County known as Baldwin Hills. In 2008, the Los Angeles County Board of Supervisors adopted the Baldwin Hills Community Standards District (BHCS), which established the oil and gas regulations for operation of the majority area of the IOF, within the unincorporated County just easterly of and adjacent to Culver City. The BHCS includes requirements for monitoring and managing potential concerns related to release of hazardous materials. Independent of the County's BHCS regulatory program, in 2017, the City Council initiated preparation of an amortization study to evaluate and financially and factually support ending oil and gas extraction activities within the Culver City portion of the IOF. As a result of the information learned through the completed amortization study, in concert with other community safety considerations, in October 2021, the City adopted an Oil Termination

Ordinance to implement an amortization program that would terminate and phase out nonconforming oil and gas activities within the Culver City portion of the IOF by November 24, 2026.

From 2013-2019, there have been two reportable releases of hazardous materials from the IOF within City boundaries, neither of which reached Ballona Creek. In 2013, an inter-facility pipeline leaked seven barrels of produced water that drained onto the street and then into the storm drain near Blackwelder Street (near the intersection of La Cienega Boulevard and Fairfax Avenue). In April 2019, there was an oil-water leak along Leash Lane near the Bone Yard dog park. The leak traveled along the curb and gutter to a storm drain inlet, was redirected from the storm drain, and the flow traveled toward, but was fully contained just short of, the intersection at Jefferson Boulevard and Duquesne Avenue.

Utilities

While most are not visible, utilities (telephone, cable television, water, sanitary sewer, electricity, and natural gas) are essential to daily life, public health, and the regional and local economy. More frequent and intense storm events expose utility assets to disruption, but also change the demand and availability of energy and water supplies and

may increase costs. Additionally, aging infrastructure has the potential to cause breaks and spills from utility lines and be especially susceptible to damage from earthquakes. Post-disaster utility restoration is critical for recovery, as are redundancies to reduce damage and disruption.

Communication

An important component of community resilience is communication. Interdisciplinary and inter-jurisdictional communication infrastructure is essential during a disaster. Alert and

warning systems and messaging for the community must be maintained and accessible to help with responding to and recovering from a disaster.

Critical Facilities

Damage to critical facilities caused by a hazard event, such as an earthquake, has the potential to impair response and recovery from the event and disrupt services. The City's critical facilities include City Hall, the police station, fire stations, sanitation

transfer station, several parks, and various sewage pump stations, which provide important services to the community, especially during a disaster. Table 10 identifies these critical facilities.

TABLE 10 Culver City Critical Facilities

| Type |
|--|
| City Hall |
| Fire Station No. 1/Emergency Operations Center (EOC) |
| Fire Station No. 2 |
| Fire Station No. 3 |
| Fire Training Building |
| Police Station |
| Public Works Yard |
| Sanitation Transfer Station |
| Transportation Facility |
| City Parks and Recreation |
| Blair Hills Park |
| Blanco Park |
| Culver City Park (Botts Field) |
| Culver West Park |
| Dr. Paul Carlson Park |
| El Marino Park |
| Fox Hills Park |
| Ivy Substation & Media Park |
| Lindberg Park |
| Municipal Plunge |
| Senior Center |
| Syd Kronenthal Park |
| Tellefson Park |
| Veterans Park & Memorial Building |
| City Pump Stations |
| Braddock Sewer Pump Station |
| Bristol Sewer Pump Station |
| Fox Hills Sewer Pump Station |
| Hayden Sewer Pump Station |
| Jasmine Sewer Pump Station |
| Mesmer Sewer Pump Station |
| Overland Sewer Pump Station |
| Medical |
| Southern California Hospital at Culver City |



People gathered around City Hall

Source: City of Culver City and Culver City Unified School District Multi-Jurisdictional Hazard Mitigation Plan, 2017

POLICY FRAMEWORK

Key: Goal attributes.

● Equity & Inclusion

● Innovation & Creativity

● Sustainability

● Compassion & Community

GOAL S-1

Community resilience. The City proactively advances community resilience and is prepared for all hazards, including climate disruption.



S-1.1: Emergency-related planning documents. Continue to update emergency-related planning documents (including the Multi-Jurisdictional Hazard Mitigation Plan) every five years to ensure consistency with State and federal law, best practices, local conditions, and recent science.

S-1.2: Multi-Jurisdictional Hazard Mitigation Plan. Continue to incorporate the hazards and mitigation measures identified in the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) into City emergency planning, capital projects, and programs.

S-1.3: Evacuation plan. Continue to develop and maintain an evacuation plan for the City to effectively communicate protocols to residents, distribute evacuation notices, and ensure that all transportation modes can effectively execute their evacuations.

S-1.4: Short- and long-term recovery. Develop plans for short- and long-term recovery after disasters.

S-1.5: Care for vulnerable populations. Incorporate procedures into emergency and hazard mitigation plans (including the Emergency Operations Plan) to care for

vulnerable populations, like seniors, during hazardous events.

S-1.6: Southern California Edison. Work with Southern California Edison to minimize the impacts of public safety power shutoffs.

S-1.7: Hazard risk evaluation. Regularly evaluate, identify, and communicate new hazard risks and incorporate them into planning and programs.

S-1.8: Coordinate with regional and State agencies. Coordinate with regional and State agencies to monitor potential changes in severity, frequency, and affected areas from future emergency situations, especially due to climate change.

S-1.9: Municipal climate preparedness planning and assessment. Implement climate preparedness planning across City departments, programs, and operations.

S-1.10: Natural disaster impacts on housing units. Ensure that housing units damaged during a natural disaster are repaired or replaced during rebuilding and recovery in ways that advance the General Plan's policies, objectives, and actions, to the fullest extent feasible.

GOAL S-2

Critical facilities. Critical facilities have been designed to continue operating after earthquakes and other emergencies or catastrophic events.



S-2.1: Critical facility location. Avoid locating any new critical facilities including but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, emergency communication facilities, and utilities within or immediately adjacent to hazard areas (hazard areas are shown in Figure 38 through Figure 43). If no reasonable alternative is available, implement features to reduce their

impact, including construction methods or other methods to minimize damage if these facilities must be located in a hazard area.

S-2.2: Back-up power. Continue to provide back-up power and supplies at critical facilities and identify any critical facilities that may not currently have them to maintain basic functions during emergency situations.

GOAL S-3

Community engagement. A community that is educated about and engaged in efforts related to reducing hazardous risks and climate change.



S-3.1: Public awareness of hazards. Increase public awareness of hazards, emergency preparation and response, and recovery through public education programs, evacuation plan updates, and informational signage.

S-3.2: Educational programs. Promote community-based educational programs in fire safety and emergency preparedness through neighborhood-level and business outreach and engagement. Consider community volunteer groups like Community Emergency Response Team (CERT), Neighborhood Watch, Volunteers in Policing, and Culver City Amateur Radio Emergency Service (CCARES).

S-3.3: Employee capacity to identify hazards. Increase City employee capacity to identify hazards, and assist in emergency preparedness, response, and recovery. Train City staff through the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS) training programs and through Emergency Operations Center (EOC) drills.

S-3.4: Emergency communication policy. Maintain the City's emergency communication policy and protocols and use City website, media resources, emergency alert notification systems, social media, and program advertising to provide information and communicate with the community before, during, or after events that threaten community health, safety, and welfare.

S-3.5: Emergency alert systems. Continue to use emergency alert systems, like Everbridge, and coordinate with CCARES and CERT members to notify community members when there is an imminent threat or a need to evacuate.

S-3.6: Information distribution. Continue to distribute information about ways to reduce the threat of hazards to all community members through mailings, printed notifications, social media, the City website, television and digital devices, smart phone apps, and in-person events and workshops.

GOAL S-4

Seismic hazards. Culver City residents and businesses are prepared for earthquake hazards, minimizing the economic impact of strong ground shaking, liquefaction, and fault rupture on public and private property.



S-4.1: Retrofitting and rehabilitation. Promote strengthening planned utilities (where feasible) and retrofitting and rehabilitating existing potentially hazardous structures and aging lifeline utilities to increase public safety and minimize potential damage from seismic and geologic hazards and inadequate maintenance.

S-4.2: Project permit and review process. Strengthen the project permit and review process to ensure that proper actions are taken to mitigate potential adverse effects of seismic hazards. Consider structural and nonstructural seismic design and construction practices that minimize earthquake damage to critical facilities and structures designed for human occupancy.

S-4.3: Geological and geotechnical investigations. Continue to require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process.

S-4.4: Development or redevelopment within the Newport-Inglewood Fault Zone. Monitor development or redevelopment within the Newport-Inglewood Fault Zone in accordance with State law.

S-4.5: Newport-Inglewood Fault Zone cooperation. Cooperate with State and federal agencies in investigating the Newport-Inglewood Fault Zone geology. The City shall consider partnering with the U.S.

Geological Survey's Earthquake Hazards Program to better identify the active traces of the Newport-Inglewood Fault.

S-4.6: Alquist-Priolo hazard zone collaboration. Collaborate with the U.S. Geological Survey regarding compliance with regulations applicable to areas within the Alquist-Priolo hazard zone.

S-4.7: Earthquake-safe design. Ensure that new structures are designed to, and existing structures perform such that they, minimize risk associated with earthquake hazards.

S-4.8: Seismic code enforcement. Continue enforcing the California Building Standards Code's Seismic Design Category provisions, including those related to near-source seismic conditions.

S-4.9: Seismic vulnerability inventory. Continue maintaining an inventory of private buildings

vulnerable to seismic activity, including unreinforced masonry and soft story structures. Prioritize retrofitting more vulnerable structures.

S-4.10: Seismic retrofit funding. Continue to identify potential funding sources to assist with seismic retrofits.

S-4.11: Agency cooperation. Cooperate with other agencies, like the California Earthquake Authority Earthquake Brace + Bolt program, and private interests to implement incentive programs and educate private landowners on foundation bolting and bracing.

S-4.12: Liquefaction vulnerability. Require new development in the liquefaction vulnerability zone to conduct liquefaction vulnerability studies with mitigation measures that addresses liquefaction, when warranted, for geological reports that the City requires emphasis on lower-income families.

GOAL S-5

Geologic hazards. The Blair Hills and Culver Crest neighborhoods are protected from the social and economic effects of geologic hazards associated with unstable slopes.



S-5.1: Development in areas with high landslide potential. Continue ensuring required compliance with State regulations during development and redevelopment within areas with high landslide potential during environmental and development review processes.

S-5.2: Site stability. Continue to require the following, when determined necessary, through standard City requirements, the Hillside Grading and Permitting Ordinance, the California Environmental Quality Act (CEQA), and other regulations:

- Preliminary geotechnical and geologic investigations in areas with high landslide potential;
- Evaluation of site stability and possible impact on adjacent properties, before final project design is approved; and

- Preparation of reports, investigations, and design recommendations for grading permits, building permits, and subdivision applications by a State-geotechnical engineer and State-certified engineering geologist.

S-5.3: Building safety. Continue to require the following, when determined necessary through City requirements, CEQA, and other regulations:

- Meeting the California Building Standards Code and Hillside Grading and Permitting Ordinance adopted by Culver City, coordinating between the project civil engineer, engineering geologist, and geotechnical engineer during grading and construction operations; and

- Certifying that building sites are stable to potential adverse effects of rain, earthquakes, and differential settlement before issuing building permits.

S-5.4: Geotechnical site investigations. Require geotechnical site investigations before permitting reuse or rebuilding of a failed area, adjacent unstable slopes, or debris flow path. Establish standards to improve setbacks or surface/subsurface drainage, construct buttresses or other retaining structures, or reconstruct slopes, that will minimize future risk to persons and property or public liability.

S-5.5: Geologic hazard management. Whenever possible, mitigate geologic hazards in a manner that preserves the aesthetic or natural conditions of hillside areas through minimal grading, or corrective landform grading and revegetation with appropriate plant materials. When these goals conflict, protecting life and property shall take precedence.

S-5.6: Vegetation management. Reduce the potential for landslides by sufficiently removing dead, woody vegetation after a catastrophic fire.

GOAL S-6

Flood hazards. The community is resilient to flood and inundation hazards.



For related policies and implementation actions connected to parks and public facilities, see the *Parks, Recreation, and Public Facilities Element*.

S-6.1: Flood hazard safety. Minimize injury, loss of life, property damage, and economic and social disruption caused by flood and inundation hazards.

S-6.2: National Flood Insurance Program. Continue participating in the National Flood Insurance Program.

S-6.3: Property protection. Encourage property owners, particularly property owners in and next to flood hazard areas, to improve drainage on their properties through low-impact development features (including but not limited to bioswales or an increase in pervious materials to support groundwater recharge).

S-6.4: Flood control supply. Maintain an adequate supply of sandbags and other low-cost flood control measures to protect City facilities and to meet public demand.

S-6.5: Critical facilities. Consider locating critical public facilities – including hospitals and healthcare facilities, emergency shelters, police and fire stations, and emergency communication facilities – outside of the 100-year flood plain.

S-6.6: Storm drain system evaluation. Continue to evaluate the effectiveness of City-owned storm drain systems and improve them as-needed.

S-6.7: City-owned drainage systems. Monitor City-owned drainage infrastructure during rain events and take emergency action, as necessary, to avoid or minimize flooding.

S-6.8: Drainage systems at base of hills. Study drainage systems in selected areas at the base of hills (specifically the Blair Hills and Culver Crest neighborhoods) to identify where drainage improvements may be necessary.

S-6.9: Culvert and storm drain system maintenance. Maintain the culverts and storm drain system to prevent debris or other obstructions from accumulating, as that would hamper the effectiveness of the system during rainy days.

GOAL S-7

Fire hazards. Threats to public safety from wildland and urban fire hazards are reduced and property damage minimized.



S-7.1: California Building Code and California Fire Code. Continue to adopt and enforce the most up-to-date California Building Code and California Fire Code, with local amendments as appropriate.

S-7.2: Fire protection and prevention mutual aid agreements. Continue to maintain cooperative fire protection and fire prevention mutual aid agreements with relevant agencies.

S-7.3: Support for fire prevention awareness. Continue to support the Culver City Fire Department, California State Fire Marshal, and other relevant agencies to promote the implementation and awareness of fire prevention programs.

S-7.4: Fire prevention code enforcement. Develop design standards and strengthen performance review and code enforcement programs to ensure proposed development incorporates fire prevention features.

S-7.5: Comply with minimum standards for fire protection. Require new development to meet the State's minimum standards for fire protection unless the City's Municipal Code defines more stringent standards. Require that ingress and egress routes be constructed using the most current State Fire Safe Regulations, Fire Code, and/or Municipal Code that meets these minimum requirements. These standards include:

- Adequate road widths to accommodate emergency vehicles and developments; and
- Enforcing Municipal Code provisions that require automatic fire extinguishing systems and other fire safety standards;
- Minimum fuel modification requirements in SRA and VHFHSZs;
- Fire protection plans for new development in VHFHSZ;
- Ability for a safe and efficient fire department response;

- Adequacy of water supply for new development (i.e., maintenance and long-term integrity); and
- Adequacy of fire flow (gallons per minute) to extinguish a fire at the proposed development.

S-7.6: Firefighting capability. Strengthen City firefighting capability to respond to multiple fire incidents caused by an earthquake, Santa Ana winds, climate change, or other extraordinary circumstances.

S-7.7: Building Code and Fire Code provisions. Enforce the standards and guidelines of the City's Building Code and Fire Code fire safety provisions. Require additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate. This shall include assurance that structural and nonstructural architectural elements of the building are designed not to:

- Impede emergency egress for fire safety personnel, equipment, and apparatuses; and
- Hinder evacuation from fire, including potential blockage of stairways or fire doors.

S-7.8: Long-range fire safety planning. Continue to conduct and implement long-range fire safety planning and protection, including projections for emergency services for the City if needed, to cope with increasing urban density caused by new development, redevelopment, and property infilling. Consider more stringent Building or Fire Municipal Code standards, improved infrastructure, and improved mutual aid agreements with the public sector.

S-7.9: Wildfire hazard. If warranted, avoid approving new development in areas subject to wildfire hazard. Enforce the standards and guidelines of the City's Building Code and Fire Code fire safety provisions to reduce wildfire hazard. For areas

within fire hazard severity zones, the California Fire Code requires construction methods intended to mitigate wildfire exposure, hazardous vegetation and fuel management, and create defensible space around all buildings and structures.

S-7.10: Fire-safe landscapes.

Encourage residents to plant and maintain drought-resistant, fire-retardant landscape species on slopes to reduce the risk of brush fire and soil erosion in areas adjacent to canyons. Develop stringent site design and maintenance standards for areas with high fire hazard or soil erosion potential.

S-7.11: Cooperate with other agencies.

Cooperate with other agencies and private interests to educate private landowners on fire-safe measures to achieve a low-risk condition.

S-7.12: Future fire risk. Using best available science, plan for future fire risk because of climate change or other factors and alert public and private landowners in future risk areas.

S-7.13: Fire code enforcement.

Continue to enforce the California Fire Code and Municipal Fire Code Amendments for new construction in Very High Fire Hazard Severity Zones, like using sprinklers in residential structures.

S-7.14: Evacuation routes. Require all development proposals to identify evacuation routes or establish new evacuation routes as needed. Consider including the following actions, or similar actions that achieve the same outcomes, in conjunction with established fire standards when formalizing plans for potential or imminent evacuation routes, particularly in the VHFHSZ:

- Increase capacity through use of contraflow lanes;
- Manage traffic control, including through turn restrictions and route or ramp closures, to minimize outflows from evacuation areas;

- Manage street parking on high hazard days;
- Continually improve communication systems and implement strategies that improve disaster alerts;
- Instigate dynamic route guidance and monitoring;
- Implement phased evacuations;
- Promote reductions in vehicle volumes during evacuations, such as by encouraging households to use only one vehicle to evacuate; and
- Closely monitor power issues that could affect traffic signals and slow down evacuations.

S-7.15: Non-compliant development.

Identify or develop programs to provide financial incentives or assistance to existing non-compliant development for defensible space maintenance, home gardening, low-cost retrofits, and other measures to reduce fire hazard.

S-7.16: Proper addressing and signage.

Implement proper addressing and signage for all streets and homes in compliance with Culver City Fire Department standards to assist in fire emergencies.

S-7.17: Fire prevention and suppression needs.

Coordinate with Los Angeles Department of Water & Power (LADWP) and Golden State Water Company, as well as other water service providers within the city and neighboring cities and fire agencies in neighboring cities, to plan for future fire prevention and suppression needs including identifying future water supply for fire suppression needs.

S-7.18: Long-term fire-reduction maintenance.

Ensure long-term maintenance of all fire hazard reduction projects, including community fire breaks and private road and public road clearance.

GOAL S-8

Hazardous materials. Local code enforcement actions are strengthened to minimize threats to public health and safety from hazardous materials. For example, the risk of multiple releases caused by earthquakes, industrial uses, and activities within the IOF will be minimal.



S-8.1: Hazardous materials coordination. Coordinate with the Culver City Fire Department and Los Angeles County's CleanLA to prepare for and respond to hazardous materials incidents.

S-8.2: Hazardous materials use, storage, and transport. Require businesses that use, store, or transport hazardous materials to adopt measures that protect public health and safety.

S-8.3: City website updates. Maintain the City's website and other outlets with information on how to safely handle and dispose of household chemicals.

S-8.4: Disposal of hazardous waste and construction materials. Revise, update, and maintain standards to dispose of hazardous waste and construction materials properly and effectively.

S-8.5: Travel routes for hazardous material transport. Identify and establish specific travel routes to transport hazardous materials and wastes. Consider capacity to safely accommodate additional truck traffic, avoiding residential areas, and using interstate or State divided highways as preferred routes.

S-8.6: Gas releases. Evaluate the potential for methane or hydrogen sulfide gas releases due to active or abandoned oil facilities or natural conditions. Ensure development is consistent with federal, State, and local safety guidelines, standards, and requirements related to soil gas releases.

GOAL S-9

Inglewood Oil Field. Oil production uses are phased out or replaced with land uses that the City determines to be more compatible with the adjacent communities and their character.



For related policies and implementation actions connected to the Inglewood Oil Field, see [Conservation Goal 5](#).

S-9.1: IOF safety. Eliminate and safely remove all infrastructure that is vulnerable to failure and poses a threat to public safety, health, welfare, and the environment from within the Culver City portion of the IOF and continue to work with the County of Los Angeles to address and eliminate safety concerns for oil and gas operations continuing within the County portion of the IOF that is just easterly but adjacent to Culver City.

S-9.2: IOF strategy. Prioritize the public health, safety, and welfare of the community and develop a strategy for end of operations for the IOF.

GOAL S-10

Heat and air quality. A City prepared for the combined impacts of extreme heat and poor air quality.



S-10.1: Resilient building design. Support resilient building design by helping residents weatherize homes to keep them cooler/warmer and more energy efficient and to improve indoor air quality.

S-10.2: Heat island impacts. Reduce the heat island effect by implementing a variety of adaptation solutions.

S-10.3: Cooling and warming centers. Review, update, and maintain facilities that can be used for refuge during excessive heat and cold days.

S-10.4: Coordinated transportation system. Promote a zero-emission transportation sector to improve air quality.

IMPLEMENTATION ACTIONS

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

Key: Timeframe icons for implementation actions table.

●
Short-term
1-5 Years

● ●
Medium-term
5-10 Years

● ● ●
Long-term
10+ Years

➡➡➡➡
Ongoing

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|-----------------------|--------------------------|--|
| IA.S-1: Multi-Jurisdictional Hazard Mitigation Plan in General Plan. Adopt the MJHMP by reference into the General Plan per AB 2140. | S-1 | ➡➡➡➡ | Plan | Planning and Development | Public Works |
| IA.S-2: Multi-Jurisdictional Hazard Mitigation Plan in City's Municipal Code. Review and update the City's Municipal Code and applicable ordinances to implement the strategies identified in the MJHMP and other emergency planning efforts. | S-1 | ➡➡➡➡ | Plan | Public Works | Planning and Development |
| IA.S-3: Alternative bus routes. Establish alternative bus routes as part of Culver CityBus emergency planning efforts to maintain service if key roads are blocked. | S-1 | ● | Plan | Public Works | Planning and Development; Transportation |
| IA.S-4: Resilient infrastructure standards. Periodically adjust building, facility, and infrastructure design standards to address asset-specific vulnerabilities associated with the hazards. | S-1 | ● ● | Plan | Public Works | — |
| IA.S-5: Back-up power. Conduct energy-efficiency retrofits, expand energy conservation efforts, and pursue using renewable energy at City facilities to help avoid service disruptions during emergency situations. Consider using microgrids (localized grids that operate independently of the traditional grid to mitigate grid disturbances) to support energy resiliency at key facilities. | S-2 | ● ● | Physical Improvements | Public Works | Planning and Development |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|-----------------------|----------------------------|--|
| IA.S-6: Funding programs for resilient building design. Review and update existing funding programs, such as the Property-Assessed Clean Energy program, to promote climate-resilient design and retrofits. | S-10 | ● ● ● | Program | Housing and Human Services | Economic Development |
| IA.S-7: Heat island priority areas. Identify areas of greatest risk of the urban heat island effect and target resources in these areas, including more trees, cool roofs, and cool pavement. | S-10 | ● ● ● | Study, Plan | Planning and Development | Public Works |
| IA.S-8: Cooling and warming centers distribution plan. Maintain the capability to operate cooling and warming centers equitably throughout the city when needed. | S-10 | ● | Plan | Housing and Human Services | Planning and Development |
| IA.S-9: Central resilience office. Study establishing a central resilience office to better integrate and coordinate City operations for emergency response, Fire, Police, and Public Works. | S-10 | ● ● | Study; Reorganization | City Manager's Office | Fire; Police; Public Works; Planning and Development |



PICTURE OUR ENVIRONMENT



ELEMENT 12

NOISE

This Element identifies and evaluates noise problems in the community from sources like highways, arterial streets, rail operations, aviation, and industrial plants.

INTRODUCTION

Noise is a normal part of everyday life and can indicate a healthy community and strong local economy. However, excessive noise is defined as noise that is disruptive, intrusive, or incompatible with existing land uses. Excessive noise could potentially result in psychological or physiological effects for people, especially in noise-sensitive areas and at certain times of day, such as places where people sleep, study, or listen, and associated activities, such as resting, recreating, studying, and communicating. Vibration sources within the city are also commonly associated with sources of noise. The Noise Element sets goals and policies that ensure that noise and vibration from these sources do not create an unacceptable noise and vibration environment.

What We are Trying to Achieve

- A peaceful noise environment within city neighborhoods, where feasible.
- Minimal vibration impacts to structures, people, and vibration-sensitive equipment compared to present day level.



Street festival in Culver City

DEFINITIONS

The Noise Element uses the following terms throughout.

CNEL (Community Noise Equivalent Level). dBA (a-weighted decibels).

CNEL (COMMUNITY NOISE EQUIVALENT LEVEL)

A weighted average of noise level over time used to compare the noisiness of neighborhoods noise contours of the roadway segments evaluated.

dBA (A-WEIGHTED DECIBELS)

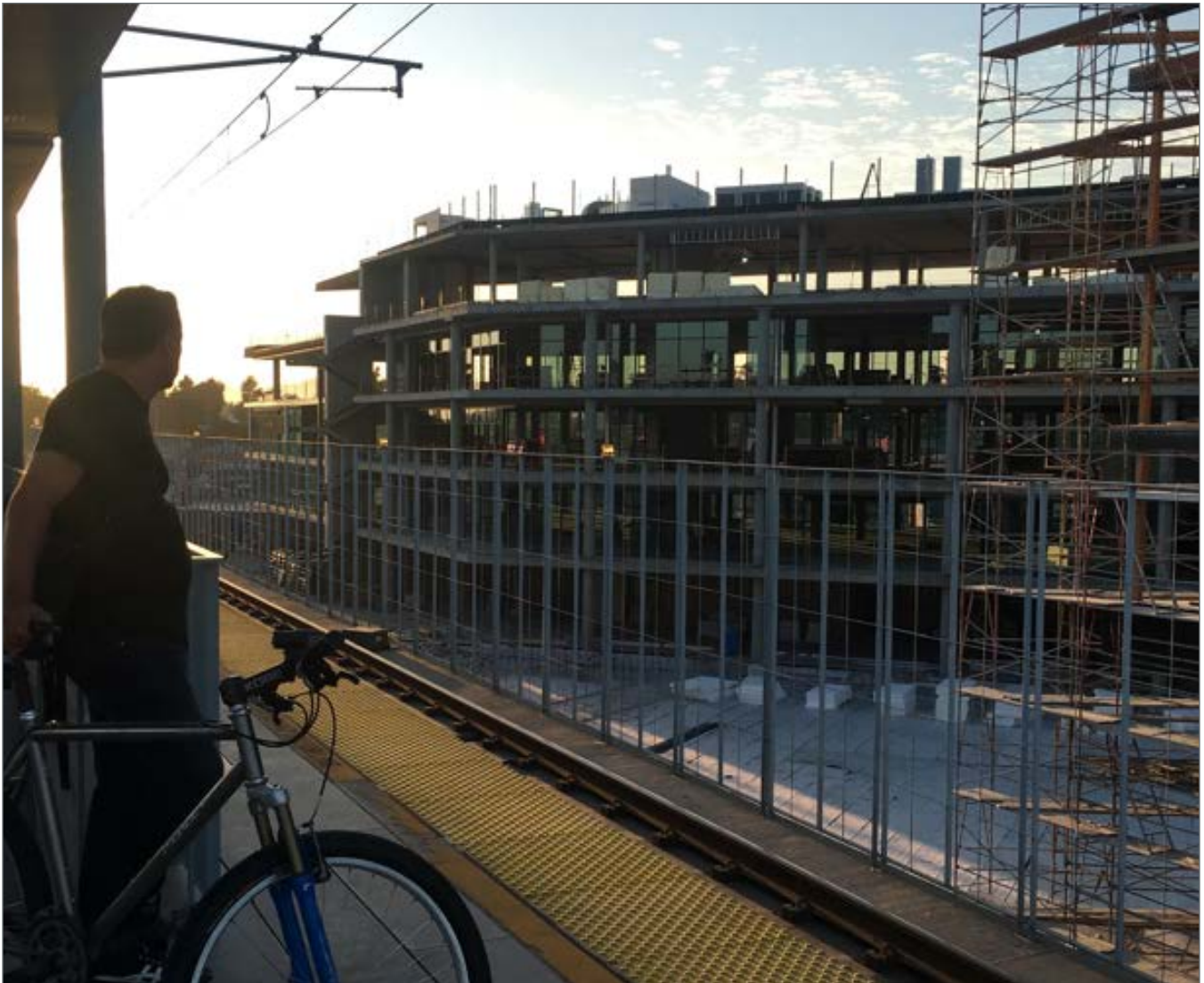
An expression of the relative loudness of sounds in air as perceived by the human ear



New construction near Culver City

KEY ISSUES AND OPPORTUNITIES

Noise from various sources affects Culver City's residents, workers, and visitors. Noise results from mobile sources, such as transit and vehicles. In addition, noise results from stationary sources, including residential and nonresidential land uses, construction and maintenance activities, late-night entertainment, and machinery sources.



Ivy Station construction

In accordance with California Government Code Section 65302(f), a community noise measurement survey was conducted in October 2019, which took short-term measurements at 26 locations during the day between 9:00AM to 5:00PM over 15-minute intervals and long-term measurements at six locations over a 24-hour period. The measurement locations are shown in Figure 44. Three locations for short-term measurements and three locations of long-

term measurements showed ambient noise level increases of 10 dBA or more. These sites were associated with areas that previously showed ambient noise levels in the upper 40s and low-to-mid 50s dBA, with increases to the mid-60s dBA. This is typical of urban areas with commercial activities and vehicle traffic. The increase in noise levels is likely attributed to an increase in traffic volumes associated with overall increases in jobs and population in Culver City and the surrounding

cities. There has also been an increase in aircraft overflight to and from the Los Angeles International Airport (LAX).

Mobile Sources

Motor vehicle traffic on freeways and major and minor arterial roads are considerable noise sources within the city, as shown in Figure 45, which shows the 60, 65, and 70 dBA Community Noise Equivalent Level (CNEL). Three major freeways border Culver City. The Marina (SR-90) Freeway is in the southwest area of the city, the San Diego (I-405) Freeway runs through the western half of the city, and the Santa Monica (I-10) Freeway runs adjacent to the northern City limits and is the busiest freeway in the state. Metro's E Line passes through the city in an east-west orientation in the northern portion of the city. The E Line's Culver City Station is located just east of the intersection of Venice Boulevard and South Robertson Boulevard.

As the city continues to grow, mobile source noise levels have the potential to increase. Economic and population growth within the city is expected to continue and may generate increased ambient noise levels from transportation-related noise sources. Having a robust, active public transit and multimodal transportation system that is safe for walking and biking can reduce reliance on automobiles through increased connectivity to housing, schools, job centers, and commercial services. This system can reduce the amount of motor vehicles traveling through the city and associated noise from traffic.

In addition to ground mobile sources, aircraft overflights to and from LAX have increased since 1995, along with associated increases in aircraft noise. Although Culver City is not within the aircraft noise exposure area or 65 dBA CNEL noise contour of LAX or within the Airport Land Use Plan area, the city is in the flight path for landings at LAX. This means planes coming from the north or west cross over the city, flying further east before descending into LAX.

On July 19, 2019, the City requested permission from the United States



Trucks are a mobile source of noise

Court of Appeals for the Ninth Circuit to intervene in the lawsuit brought in June 2019 by the City of Los Angeles. Through this, the City challenged the Federal Aviation Administration (FAA)'s changes to three flight paths for arriving aircraft at LAX. The FAA's changes may cause more aircraft to fly over Culver City and surrounding communities with resulting noise and air quality impacts. The FAA did not perform an environmental review for the new arrival routes. On August 22, 2019, the City was granted permission to intervene. On July 8, 2021, after oral argument and briefing by the parties, the Ninth Circuit ruled in favor of Los Angeles and Culver City and ordered the FAA to conduct the appropriate environmental review of the amended flight paths. In early 2023, the Cities of Culver City and Los Angeles filed motions to enforce the Judgment since FAA has not circulated any environmental documents for public review over 18 months after the court judgment in the cities' favor. On March 9, 2023, the Ninth Circuit issued an Order of Enforcement, and the FAA subsequently filed a schedule for completion of its environmental review and has initiated consultation with affected communi-

ties required by the National Historic Preservation Act and the Endangered Species Act.

Culver City is not within the aircraft noise exposure area or 65 dBA CNEL noise contour of Santa Monica Airport or within the Airport Land Use Plan area.

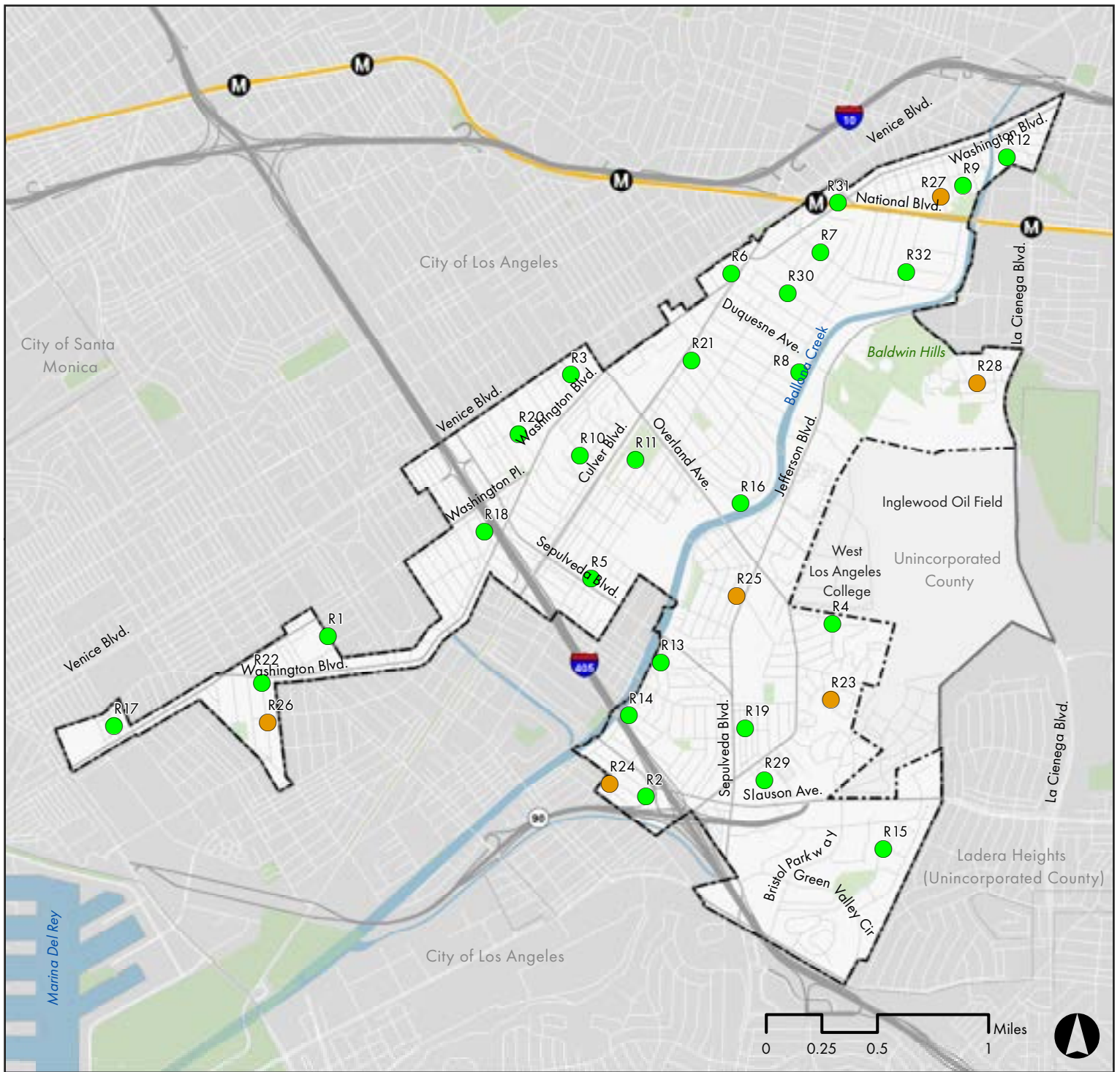


FIGURE 44

Noise Measurement Locations

Sources:
 City of Culver City (2024);
 County of Los Angeles (2021);
 ESA (2019); ESRI (2021).

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

Noise Measurement Locations

- Short Term Measurement Locations
- Long Term Measurement Locations

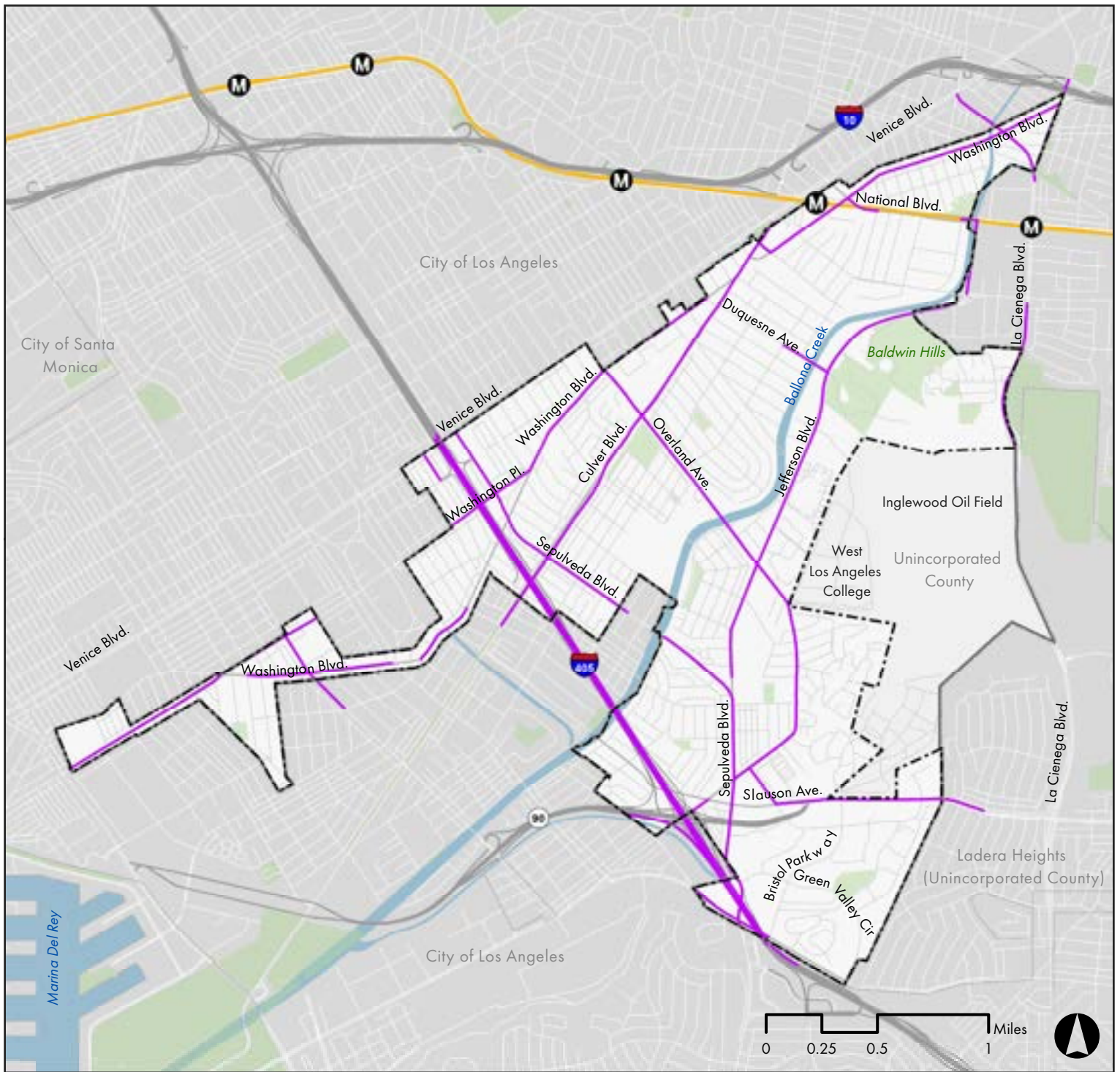


FIGURE 45

Major Noise Sources

Sources:
 City of Culver City (2024);
 County of Los Angeles (2021);
 Fehr & Peers (2020); ESRI (2021).

- City Limits
- Sphere of Influence
- M Metro Station
- E Line (Expo)
- Major Roads
- Local Roads
- Parks and Open Space
- Waterbody
- Roadway Segments with Average Daily Traffic of 20,000 or more Vehicles

Stationary Sources

Noise that falls into the stationary source category typically includes activities associated with industrial and commercial uses, school operations and events, parks operations and events, outdoor entertainment, sporting events, loading/unloading associated with passenger and/or delivery vehicles, and construction and maintenance activities. Most of the city's industrial and warehouse uses are in the northeast portion of the city, with some located near the city's northern boundary and by I-405 where it meets the I-90 Marina Freeway. Schools and parks throughout the city generate noise from sports and outdoor activities. For example, noise is generated

from sports and outdoor events at West Los Angeles College, Veterans Memorial Park, various neighborhood parks, Culver City High School, and other public and private school playgrounds and outdoor activity areas. The primary sources of noise from venues supporting late night entertainment are people and their vehicles at late evening hours, including in parking lots, and from live or recorded music. Noise from late-night activity is increasing, especially within Downtown Culver City, in the Transit Oriented Development area, as well as in the West Washington area and the Arts District. The major sources of machinery noise in residential areas include heating, ven-

tilation and air conditioning (HVAC) systems, pool and spa pumps, power tools in garages, gardening tools, and gasoline-powered leaf blowers. Noise complaints can also result from neighborhood activity such as loud music, including musical instruments, parties, and other social events.

Economic and population growth may also generate noise from stationary sources. Late night activities, like live or recorded music from various establishments, particularly as Downtown Culver City, the Transit Oriented Development area, the West Washington area and the Arts District become more popular, are likely to increase ambient noise levels and increased traffic at late hours.

Construction and New Development

As Culver City's economy and population continue to grow, development projects will also increase accordingly. Construction-related noise in the vicinity of development sites will occur through the use of heavy equipment and trucks during demoli-

tion, grading, excavation, and other construction activities. Construction noise tends to fluctuate depending on the type of construction activity and the number and duration of equipment used. The City's Municipal Code includes noise restrictions and

exemptions for noise standards within the city as well as specific design and operational standards that must be incorporated into new projects to minimize noise from development and redevelopment project construction.

Vibration Sources

Trains, buses on rough roads, and construction activity, like pile driving and large earthmoving equipment can generate ground-borne vibration. Compared to airborne noise, ground-borne vibration is not a common environmental problem. Ground-borne vibration diminishes more rapidly with increasing distance

from the source compared to noise propagating through air. It is unusual for vibration from sources like rubber-tired buses and trucks traveling over smooth, paved surfaces to be perceptible, even in locations close to major roads. Nonetheless, receptors that could be adversely affected by excessive ground-borne

vibration levels include structures (especially old masonry buildings), people (including residents, students, the elderly, and the sick), and vibration-sensitive equipment like high-resolution lithographic equipment, optical microscopes, and electron microscopes with vibration isolation systems.

Streamlining Opportunities

For noise control of stationary sources and enforcement purposes, the City needs to adopt a Noise Ordinance that sets limits, such as maximum decibel noise levels during certain time periods or time restrictions for certain activities or equipment use, for stationary noise sources within the city. The current Noise section of the Municipal

Code does not include allowable interior and exterior noise standards that can be used to evaluate acceptable noise levels at various land uses. Local and State guidelines that consider how compatible land uses are based on community noise exposure indicate several areas in the city where new construction or development with

noise-sensitive receptors should be either discouraged or designed with noise reduction features. The recommended criteria to assess the operational compatibility of proposed land uses with the noise environment are presented in Table 11.

The General Plan presents an opportunity to limit or minimize exposure to

unacceptable noise levels. For example, it can streamline noise mitigation efforts in the development process through either policies, ordinances, standard conditions of approval, or other mechanisms. Relatively small projects are often confronted with significant unavoidable short-term construction impacts due to noise standards that are not practical to achieve

or are inappropriate for temporary construction noise. For projects that would generate unacceptable noise levels, a Noise Ordinance should improve the efficiency of noise attenuation measures.

The City can prioritize noise control measures in the following order: (1) reduce noise transmissions at the

source; (2) reduce sound transmission along the noise's path using barriers, changing landforms, dense planting, and building orientation and placement; and (3) reject noise at the reception point using noise-controlled building construction, hearing protection, or other means.

TABLE 11 Land Use and Noise Compatibility Matrix

| Land Uses | Noise Level Compatibility | | | | | | |
|---|---------------------------|-------|-------|-------|-------|-------|----------|
| | CNEL <55 | 55-60 | 60-65 | 65-70 | 70-75 | 75-80 | CNEL >80 |
| Single Family, Duplex, Multifamily, Mobile Home | A | A | B | B | C | D | D |
| Hotel, Motel, Transient Lodging | A | A | B | B | C | C | D |
| Commercial Retail, Bank, Restaurant, Movie Theatres | A | A | A | A | B | B | C |
| Office Building, Research and Development, Professional Offices, City Office Building | A | A | A | B | B | C | D |
| Amphitheater, Concert Hall, Auditorium, Meeting Hall | B | B | B | B | D | D | D |
| Children's Amusement Park, Miniature Golf Course, Go-Cart Track, Equestrian Center, Sports Club | A | A | A | B | B | D | D |
| Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities | A | A | A | A | B | B | B |
| Hospital, Church, Library, School Classroom, Day Care | A | A | B | B | C | D | D |
| Parks | A | A | A | B | C | D | D |
| Golf Courses, Cemeteries, Nature Centers, Wildlife Reserves, Wildlife Habitat | A | A | A | A | B | C | C |
| Agriculture | A | A | A | A | A | A | A |

Zone A – Clearly Compatible: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Zone B – Compatible with Controls: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction with closed windows and fresh air supply systems or air conditioning will normally suffice. Note that residential uses are prohibited with Airport CNEL greater than 65 dB.

Zone C – Normally Incompatible: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

Zone D – Clearly Incompatible: New construction or development should generally not be undertaken.

Source: City of Culver City, 2023.

POLICY FRAMEWORK

Key: Goal attributes.

● Equity & Inclusion

● Innovation & Creativity

● Sustainability

● Compassion & Community

GOAL N-1

A peaceful community. A community with a peaceful noise environment that reduces or prohibits new sources of intrusive noise and effectively enforces noise standards.



N-1.1: Interior and exterior noise restrictions. Enforce the City's interior and exterior noise restrictions.

N-1.2: Land use decisions. Consistently apply noise standards and criteria in all land use decisions.

N-1.3: Noise evaluation. For proposed development in areas louder than 60 dBA CNEL, require noise evaluation for compliance with the State's 45 dBA CNEL interior noise levels standards.

N-1.4: Noise reduction measures. If new development does not meet the City's interior and exterior noise standards, require that noise reduction features are implemented in the development.

N-1.5: Insulation standards. Enforce building noise insulation standards through the building design and permit process.

N-1.6: Noise reduction strategies. Implement noise reduction strategies in new developments that would generate noise that could impact nearby sensitive land uses.

N-1.7: Noise regulation enforcement coordination. Ensure the Code Enforcement Division continues to coordinate with the Culver City Police Department on enforcing noise regulations set forth in the Culver City Municipal Code.

GOAL N-2

Adjacent uses. A City review and approval process for new development that ensures projects are compatible with adjacent land uses.



N-2.1: Noise compatibility. In the land use planning process, consider noise compatibility with existing and proposed land uses, along with the anticipated increase in development needed to accommodate growth.

N-2.2: Land Use and Noise Compatibility Matrix. Use the Land Use and Noise Compatibility Matrix to assess the compatibility of proposed land uses with the noise environment.

N-2.3: Noise analysis and implementation methods. As appropriate, require a noise analysis and implementation of methods to minimize noise for land uses that are not "clearly compatible" as indicated by the Land Use and Noise Compatibility Matrix.

N-2.4: Land use incompatibility. Evaluate and identify ways to avoid locating incompatible land uses adjacent to freeways, and noisy industrial or recreational activities in the land use planning and development/environmental review process.

GOAL N-3

Mobile sources of noise. A community that experiences minimal noise disturbance from transportation sources.



N-3.1: Roadway noise. Minimize noise impacts to noise-sensitive land uses from vehicles traveling on major and minor arterial roadways within the city.

N-3.2: Noise exposure from future planning. Coordinate land use and circulation plans to protect against noise exposure from future projects.

N-3.3: Coordination with regional transportation agencies for noise abatement measures. Coordinate with regional transportation agencies in the planning and development, maintenance, or redevelopment of existing and future transportation corridors, including mass transportation, to include noise abatement measures that comply with the City's standards.

N-3.4: Truck movements. Evaluate truck movements and routes within the city to provide effective separation from residential or other noise-sensitive land uses. Review the City's Municipal Code Traffic Regulations to ensure that designated truck routes do not negatively impact residential areas or other noise-sensitive land uses. Limit truck movements to those arterials designed to handle the traffic and those located further from the noise-sensitive areas.

N-3.5: Noise reduction technology. Mitigate City-controlled transportation-related noise sources through a program of technological improvements, like converting to electric vehicles.

N-3.6: Noise reduction measures from roadway projects. Consider noise reduction measures when designing roadway projects that may adversely affect sensitive land uses. Noise control measures may include increased vegetation, improving and maintaining roadway pavement, those related to site and building design features, and adding sound wall barriers.

N-3.7: Freeway noise impact coordination. Consult with the California Department of Transportation to minimize noise impacts from major free-

ways adjacent to residential or other sensitive land uses like SR-90, I-405, and I-10. Noise attenuation measures may include using alternative paving materials that can reduce traffic noise depending on roadway conditions and cost-efficiency, or constructing noise barriers, that break the "line of sight" between the noise source and potential receptors.

N-3.8: Noise from Metro transportation system. Minimize noise impacts from the Metro transportation system on residential and other sensitive land uses. For example, coordinate with Metro to install noise attenuation features if the system negatively affects residential and other sensitive land uses.

N-3.9: Aircraft noise. Minimize noise impacts from aircraft flyovers through ground based mitigation strategies such as enhanced building shell noise reduction to comply with interior noise standard of 45 dBA CNEL .

N-3.10: Coordination with the Los Angeles World Airports and Federal Aviation Administration. Monitor LAX development process for potential impacts on Culver City, including the expansion of terminals and gates that may be used to accommodate increased operations, and make recommendations for mitigation.

N-3.11: LAX/Community Noise Roundtable. Continue to participate in the LAX/Community Noise Roundtable.

N-3.12: Monitor changes to aircraft operations implemented by the Federal Aviation Administration. Continue to work with Los Angeles International Airport and the Federal Aviation Administration to ensure that all applicable mitigation, both operational and construction, is provided.

GOAL N-4

Construction noise. Minimized noise and vibration generated from construction activities.



N-4.1: Limit disturbance from new construction. Minimize construction noise and vibration impacts to reduce the disturbance from new development.

N-4.2: Construction hour enforcement. Enforce limits on construction hours as included in the City's Municipal Code.

N-4.3: Construction vibration analysis. Require analysis of construction vibration in accordance with established construction vibration guidelines.

N-4.4: Noise-sensitive construction techniques. Encourage using construction techniques that minimize noise and vibration levels.

GOAL N-5

Stationary sources of noise. Minimized noise generated from operational stationary sources, including industrial and commercial activity, entertainment, sporting and other outdoor events, maintenance activity, and machinery.



N-5.1: Event noise. Minimize noise impacts from major outdoor events at educational institutions, parks, and other locations within the city.

N-5.2: Machinery noise. Minimize noise impacts from machinery, including pool and spa pumps, power tools in garages, gardening tools, and gasoline-powered leaf blowers. Enforce restrictions included in the Noise Ordinance limiting noise generated from these sources. Require screening or other noise reducing methods in the Building Permit process.

IMPLEMENTATION ACTIONS

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

Key: Timeframe icons for implementation actions table.



Short-term
1-5 Years



Medium-term
5-10 Years

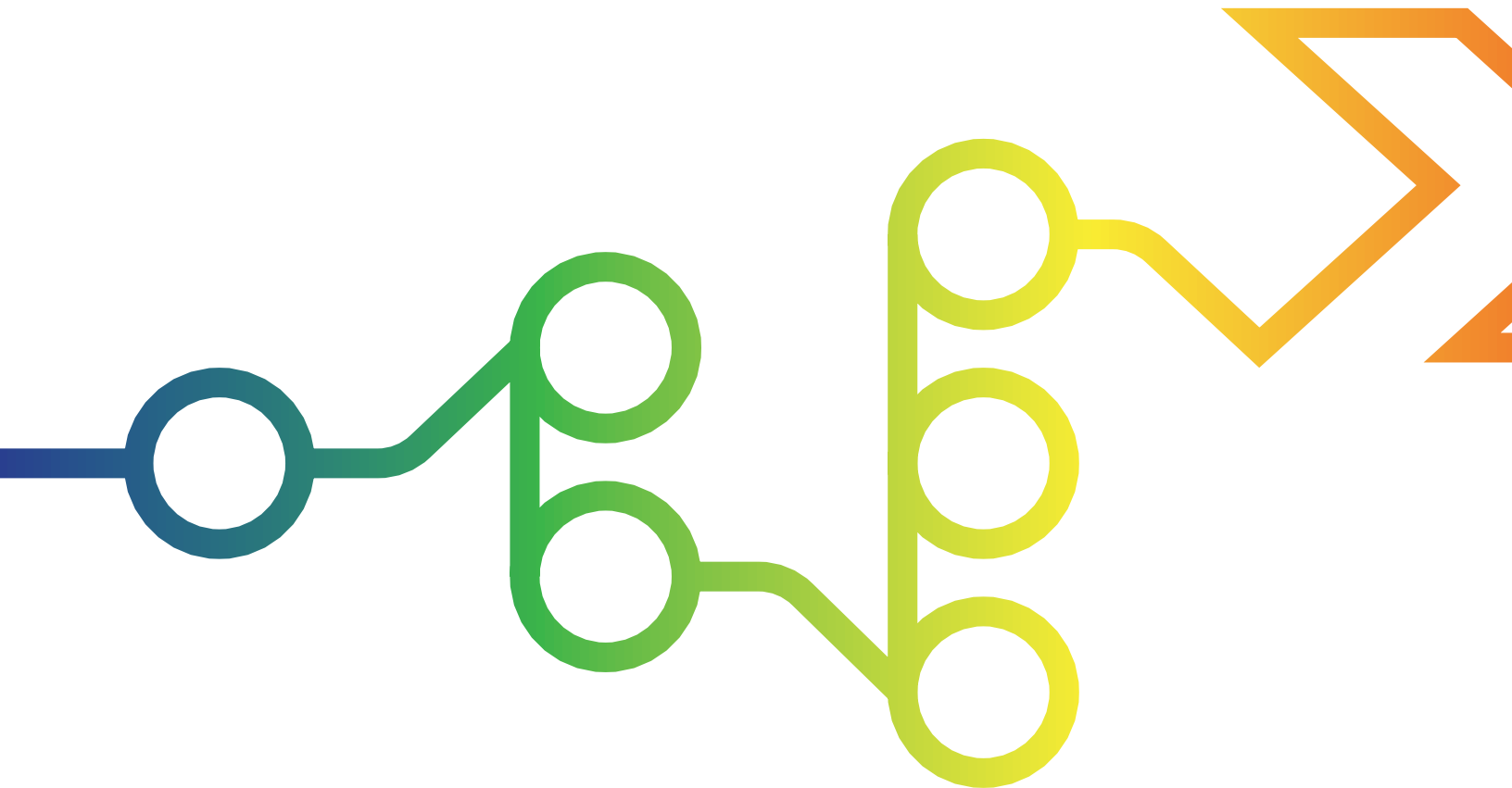


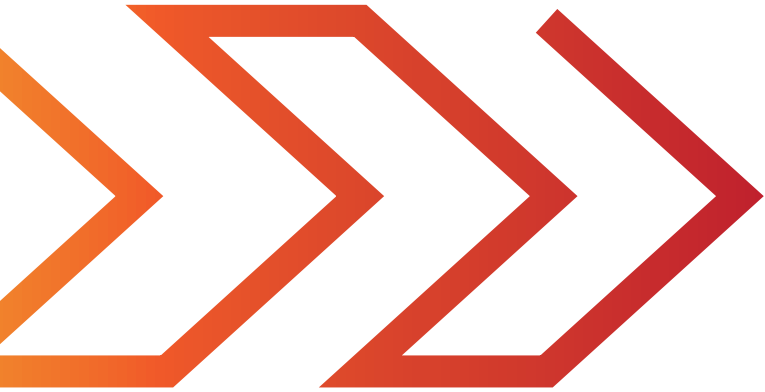
Long-term
10+ Years



Ongoing

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|-----------------------------------|--------------------------|--------------------------|
| <p>IA.N-1: Noise Ordinance. Adopt a comprehensive Noise Ordinance that aligns with the Noise Element's goals that includes the following:</p> <ul style="list-style-type: none"> The City's interior and exterior noise standards that are included in the City's General Plan Noise Element, where appropriate. Construction noise standards for construction activities impacting land uses sensitive to noise. Guidelines for evaluating vibration levels from construction activities impacting land uses sensitive to vibrations. | N-1 | ● | Ordinance / Code Amendment | Planning and Development | Public Works |
| <p>IA.N-2: Noise regulations evaluation. Regularly examine the City's Municipal Code Noise Regulations for effectiveness. Consider revising inappropriate standards or adding standards for new noise sources not covered. Evaluate the City's Municipal Code Noise Regulations to identify types of amplified sound that should require a permit from the City before using sound amplifying equipment.</p> | N-1 | ● ● | Study, Ordinance / Code Amendment | Planning and Development | Public Works |
| <p>IA.N-3: New standard conditions of approval for development projects. Develop new standard conditions of approval for development projects that address construction noise and specify means for achieving defined noise standards that reduce adverse effects on noise sensitive uses.</p> | N-4 | ● ● | Ordinance / Code Amendment | Planning and Development | Public Works |
| <p>IA.N-4: Event noise compliance. Establish temporary and special event noise standards, periodically monitor noise levels at major events to ensure compliance.</p> | N-5 | ● ● ● | Ordinance / Code Amendment | Planning and Development | Public Works |





IMPLEMENTATION

This section describes actions that the City will take to successfully implement the goals and policies in the General Plan. Some actions are one-time activities, such as creating an ordinance or updating a master plan, others are ongoing or reoccur periodically.



OUR PLAN TO GET THERE

This chapter includes a matrix that identifies the responsible City departments, a level of priority, type of action, and a suggested time frame for each implementation action. Actions are organized by timeframe. Note that not every policy within the General Plan will have an implementation action; instead, many policies require ongoing efforts that are not specifically dependent upon a single mobilizing action. Most implementation actions relate to multiple goals and policies.

The implementation actions are intended to be updated more frequently than the rest of the General Plan, adding or modifying actions due to changing social, economic, and environmental conditions, as well as changes in funding and department priorities.

The General Plan is a living document that will evolve over the coming decades to adapt to changing circumstances, emerging technologies, and new opportunities and challenges. The State requires annual review of the General Plan and its implementation actions and recommends that the entire General Plan be thoroughly reviewed every five years to ensure that it is still consistent with the community's goals. The General Plan may be amended up to four times per year to accommodate changing conditions. Property owners, Planning Commission, City Council, or City staff may propose amendments. Proposed changes must be reviewed by the Planning Commission and City Council at public hearings and the potential of environmental impacts must be evaluated in accordance with the California Environmental Quality Act (CEQA).

IMPLEMENTATION MATRIX

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

Key: Timeframe icons for implementation actions table.

●
Short-term
1-5 Years

● ●
Medium-term
5-10 Years







● ● ●
Long-term
10+ Years

▶▶▶▶▶
Ongoing

Short-Term Actions (1-5 yrs)

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------------------|---|----------------------------|
| IA.CHEJ-3: Accessible health and social services programming. Expand free or no-cost programming and services in public facilities. Consider services like meals, childcare, and older adult care for residents of SB 1000 Priority Neighborhoods. | CHEJ-1 | ● | Program | Parks, Recreation, & Community Services | Housing and Human Services |
| IA.CHEJ-8: Vehicle idling restrictions. Establish a local ordinance that exceeds the State vehicle idling restrictions, where appropriate, including conditions of approval for projects. Enforce restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities and taxis, particularly when these activities take place near sensitive land uses. Manage truck idling in residential areas. | CHEJ-2 | ● | Ordinance / Code Amendment | Public Works | – |
| IA.CHEJ-12: Air pollution mitigation. Consider amending the Building Code so that projects in SB 1000 Priority Neighborhoods have additional air pollution mitigations such as HVAC system maintenance plans, double-paned and triple-paned windows, and minimum requirements for air filter efficiency. | CHEJ-2 | ● | Ordinance / Code Amendment | Planning and Development | – |
| IA.CHEJ-24: Evaluation of COVID-19 interventions. Evaluate interventions that supported low-income households and vulnerable residents through the COVID-19 pandemic to identify opportunities for other programs or policies to make permanent. | CHEJ-6 | ● | Study | Housing and Human Services | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|-------------------------|--|--------------------------|
| IA.GL-1: Performance targets and scorecard platform. Study creating a publicly-accessible scorecard platform that compiles and tracks a select number of prioritized performance metrics and shows where the City is and is not meeting targets. Regularly update the platform as new data and information are available. | GL-1, GL-7 | | Website update | Finance (All departments responsible for updating/tracking their respective performance metrics) | Information Technology |
| IA.GL-3: Website accessibility audit. Annually audit the City website for compliance with California and federal web content accessibility standards (i.e., providing text alternatives for non-text content). Study the feasibility and identify areas where the City could exceed State and federal accessibility standards. | GL-1 | | (Recurring) audit/study | Information Technology | - |
| IA.GL-4: Website languages. Identify additional languages outside of Spanish that are commonly spoken in the city and should be supported on the City website, such as Japanese, Simplified and Traditional Chinese, French, and Tagalog. | GL-1, GL-2 | | Website update | Information Technology | - |
| IA.GL-5: Standardized evaluation process. Develop a simple, standardized evaluation process where all community members, both residents and non-residents, are invited to share their experience interacting with City programs, services, employees, and departments. Retain, adjust, or eliminate programs and services as appropriate. Share results from program and services evaluations with City departments. | GL-1, GL-2 | | Community survey | City Manager's Office | Finance |
| IA.GL-6: Expand input on the budget. Expand the City's budget input box suggestion form to allow community members to provide feedback on the allocation and distribution of City funds. | GL-1, GL-2 | | Website update | Finance | City Manager's Office |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|---|--------------------------------------|------------------------|--|
| IA.GL-7: Equitable public spending. Annually evaluate the geographic distribution of public spending to ensure spending decisions provide equitable benefits, particularly to SB 1000 Priority Neighborhoods. | GL-1, GL-3 |  | Program Evaluation | Finance | – |
| IA.GL-9: Assessment of appointment procedures. Assess appointment procedures and member representation on CBCs every two to four years, consistent with the terms of appointment. | GL-2 |  | Evaluation | City Clerk's Office | City Manager's Office |
| IA.GL-12: Racial Equity Action Plan. Implement the Racial Equity Action Plan. Include items such as a standardized assessment tool for equity impacts in major policies, programs, development projects and budgetary decisions. | GL-3 |  | Plan implementation/ Plan update | Human Resources | – |
| IA.GL-14: Federal and State funding opportunities. Identify opportunities for regional collaboration in obtaining federal and State funding sources. | GL-4 |  | Partnership | City Manager's Office | – |
| IA.GL-15: Understand user groups. Conduct community outreach to determine where City datasets are being used, who is accessing City data, and common barriers to accessing data. Identify datasets that are in highest demand or missing. | GL-5 |  | (Recurring) focus group/ study | Information Technology | – |
| IA.GL-18: Interactive mapping. Expand data offerings on the City GIS portal (i.e., land use and zoning, demographics and public health, neighborhood boundaries, environmental data, infrastructure, etc.). Update the portal to enable data downloads in GIS file formats and integration with other GIS platforms. | GL-5, GL-7 |  | Website update | Information Technology | All departments responsible for maintaining/updating their respective data |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|-------------------------|----------------------------|--|
| IA.GL-19: Citywide communications assessment. Study ways that the City can incorporate new technologies or platforms into their community engagement strategy. Identify where the City can strengthen existing communication channels and online platforms. | GL-2, GL-5 | ● | Study | City Manager's Office | Information Technology |
| IA.GL-20: Hybrid meetings. Study the feasibility and staff capacity for transitioning to a hybrid model for all future public meetings (i.e., providing both in-person and virtual meeting options). | GL-2, GL-5 | ● | Study | Information Technology | City Clerk's Office; City Manager's Office |
| IA.GL-21: Online services. Identify City services, applications, and forms that can be digitized or streamlined on the City website. | GL-5 | ● | Website update | Information Technology | Any departments with relevant services, applications, or forms that are impacted |
| IA.GL-23: Expand digital access for low-income households. Expand the City's current partnership with Ting Internet and the Affordable Housing Internet Connectivity Program to provide free/reduced-rate internet access to all affordable housing units across the city. Broadly publicize this program with targeted user groups. | GL-5 | ● | Partnership/ Program | Housing and Human Services | Information Technology |
| IA.GL-27: Data management plan. Develop a data management plan for gathering, automating, managing, analyzing, and sharing data across City departments. Include strategies that ensure security and privacy compliance and uphold ethical practices for data collection and use. | GL-6 | ● | Plan | Information Technology | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|-------------------------------------|--------------------------|--------------------------|
| IA.GL-29: Employee wellness programs and initiatives. Implement "Wellness Culver City Relaunch" program to take into consideration a 360 wellness engagement platform based on behavioral, physical and financial employee wellbeing. | GL-6 | | Program | Human Resources | – |
| IA.GL-31: Workers Compensation Program improvements. Complete request for proposal for best-in-class administrators to ensure the programs claims management, administration of benefits, and litigation meet the City's expectations. Implement a return-to-work program and create modified duty agreements to be utilized by departments. | GL-6 | | Program | Human Resources | – |
| IA.GL-33: City policy review. Review administrative policies in collaboration with the City Attorney's Office to ensure compliance in alignment with new and/or updated legislation. | GL-6 | | Plan implementation/ Plan update | Human Resources | – |
| IA.GL-34: Regular progress reviews. Annually review the General Plan as part of City Council's goal-setting sessions. | GL-7 | | Plan update | Planning and Development | City Manager's Office |
| IA.GL-35: General Plan annual progress report. Report on progress of implementation actions, general plan amendments, and relevant projects. Study establishing and tracking performance indicators or metrics. | GL-7 | | | Planning and Development | City Manager's Office |
| IA.GL-36: Integration with budget process. Link the General Plan's goals, policies, and actions with City Council's budget process. | GL-7 | | Plan update | Finance | Planning and Development |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|---------------------------------------|------------------------|--|
| IA.AC-4: Artist Laureate Program. Expand and enable the Artist Laureate Program to increase its capacity to lead creative projects in the community on the City’s behalf, including multiple artists, greater compensation, and project funding. Collaborate and coordinate with Culver Arts to better enable its role as a funding partner. | AC-2 | ● | Program | Cultural Affairs | — |
| IA.AC-6: Role of creative sector in economic prosperity. Develop policy recognizing the role and importance of the creative sector to Culver City’s past, current, and future economic prosperity. | AC-3 | ● | City Policy | Economic Development | Cultural Affairs |
| IA.AC-9: Creative Economy Strategy. Develop a Creative Economy Strategy. | AC-3 | ● | City policy | Economic Development | — |
| IA.AC-10: Development assistance. Provide development assistance for Culver City nonprofit arts and cultural organizations. | AC-3 | ● | Program | Cultural Affairs | Economic Development |
| IA.AC-15: Departmental consolidation and the arts. Reorganize and consolidate City arts, culture, and creative economy functions to improve communication and coordination with other divisions, and to increase access to decision-makers. Consider renaming/rebranding as “Arts, Culture and Creative Economy.” | AC-6 | ● | Organizational Structural Improvement | City Manager’s Office | Cultural Affairs; Economic Development |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------------------|--------------------------|--|
| IA.LU-1: Code update. Adopt an updated Zoning Code for consistency with the General Plan and Housing Element. | All LU and HE | ● | Ordinance / Code Amendment | Planning and Development | Housing and Human Services |
| IA.LU-2: Wayfinding signage. Incorporate wayfinding strategies near and around transit to guide people to local destinations, including Downtown, schools, parks, shopping, healthcare, and public facilities | LU-1 | ● | Physical Improvement | Transportation | Public Works, Planning and Development; Cultural Affairs |
| IA.LU-4: Mixed Use Ordinance revision. Revise the Mixed Use Ordinance to: <ul style="list-style-type: none"> • Apply to all mixed use General Plan Land Use Designations and Zoning Districts. • Reflect any changes to the State Density Bonus law, including to transit proximity, exceptions, and bonuses • Consider additional incentives within transit-oriented communities. | LU-2 | ● | Ordinance / Code Amendment | Planning and Development | Housing and Human Services |
| IA.LU-5: Transit-oriented communities affordable housing incentives. Evaluate a transit-oriented communities affordable housing incentive area within half mile of a high-quality transit stop that incentivizes affordable housing beyond the State Density Bonus, and/or Community Benefit Program. Incentives include an increase in the number of dwelling units per acre, greater in building height, open space reductions, and other development standard incentives. | LU-2 | ● | Ordinance / Code Amendment | Planning and Development | Housing and Human Services |
| IA.LU-6: Incremental infill. Study updating the City's Accessory Dwelling Unit Ordinance to incorporate an alternative pathway for incremental infill. | LU-2 | ● | Ordinance / Code Amendment | Planning and Development | |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------------------|--------------------------|--------------------------|
| IA.LU-7: Objective design standards. Adopt and implement objective design standards to manage new residential and mixed use development. | LU-2 | ● | Ordinance / Code Amendment | Planning and Development | |
| IA.LU-8: Housing on sites with institutional uses. Revise the Zoning Code to allow housing development on sites used for institutional purposes, such as educational facilities and churches. Allow for joint uses in either a side-by-side or vertically stacked arrangement. Provide shared parking incentives to reduce the parking burdens on such projects. | LU-2 | ● | Ordinance / Code Amendment | Planning and Development | |
| IA.LU-9: Increased housing on smaller mixed use sites. Study updating the Zoning Code to allow up to 10 units per parcel on smaller mixed use sites, consistent with SB 10. | LU-3 | ● | Study | Planning and Development | |
| IA.LU-12: Density bonuses for assembled parcels. Develop density bonus program for assembled parcels and/or master planned parcels of nonresidential parcels transitioning to residential uses. Carefully calibrate bonuses so that they do not disincentivize redevelopment of individual smaller lots. | LU-3 | ● | Ordinance / Code Amendment | Planning and Development | |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------|---|--------------------------|
| IA.PR-1: Create Parks and Recreation Master Plan. Create a City's Park and Recreation Master Plan (PRMP) to maintain a park standard of 3 acres per 1,000 residents and meet current and future needs, particularly in SB 1000 priority neighborhoods. Update the PRMP every five to ten years. | PR-1 | ● | Plan | Parks, Recreation, and Community Services | – |
| IA.PR-2: Temporary parks. Establish pop-up programming and mobile recreational services, especially focused on SB 1000 neighborhoods. | PR-1 | ● | Program | Parks, Recreation, and Community Services | – |
| IA.PR-3: Joint use agreements. Develop and maintain joint use agreements in collaboration with the Culver City Unified School District, private schools, Los Angeles Metro, and West Los Angeles College to allow the public to use sports fields, open spaces, community gardens, and recreational facilities. | PR-1 | ● | Partnership | Parks, Recreation, and Community Services | – |
| IA.PR-7: Park and recreation maintenance standards. Establish parks and recreation maintenance standards and require all parks and recreation facilities to be periodically evaluated in condition assessment reports (every 1 to 3 years) following their corresponding timelines. | PR-3 | ● | Study | Parks, Recreation, and Community Services | Public Works |
| IA.PR-8: Impacts of investments. Develop a process to regularly evaluate impact of public investments to ensure equitable distribution of services and programming. | PR-4 | ● | Study | Parks, Recreation, and Community Services | Public Works |
| IA.PR-9: Engaging young people. Identify and pilot new ways to engage young people and their families who have not previously participated in City-run enrichment programs. | PR-4 | ● | Study | Parks, Recreation, and Community Services | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|---|--------------------------|---------------------------------|
| IA.ED-1: Attraction and retention assistance. Identify opportunities to reduce the cost for small businesses to locate and remain in the city. | ED-1 | ● | Study | Economic Development | Planning and Development |
| IA.ED-2: New creative office spaces. Identify opportunities and barriers for locating new creative office spaces in the city. | ED-2 | ● | Study | Economic Development | Planning and Development |
| IA.ED-4: Networking opportunities. Extend networking efforts that started in response to the COVID-19 pandemic to continue facilitating contact between small and large creative economy employers. | ED-3 | ● | Program | Economic Development | Cultural Affairs |
| IA.ED-7: Alternative service delivery models. Study a diversity of hospitality products at a variety of price points, to provide both business and leisure travelers a range of options at any budget. | ED-4 | ● | Study | Planning and Development | Economic Development |
| IA.ED-8: Zoning constraints on hospitality uses. Study and remedy constraints to encouraging expansion of hospitality uses, such as height restrictions. | ED-4 | ● | Study; Ordinance/ Code Amend- ment | Planning and Development | – |
| IA.ED-9: Short-term rentals. If regulations change to allow short term rentals, study regulating them to collect taxes and expand revenue for the City. | ED-4 | ● | Program | City Man- ager | Finance |
| IA.ED-10: Community benefits. Assess community benefit programs to identify best practices for meeting both the needs of developers and the community. | ED-5 | ● | Study | Planning and Development | Economic Development |
| IA.ED-11: Streamline residential entitlement process. Update residential developmental process to reduce the need for discretionary approvals and the time and costs associated with development. | ED-6 | ● | Ordinance/ Code Amend- ment | Planning and Development | Housing and Human Ser- vices |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------|--------------------------|--------------------------|
| IA.ED-12: Customer serving home based businesses. Study the pros and cons of allowing customer serving home based businesses in residential neighborhoods. | ED-6 | ● | Study | Planning and Development | Economic Development |
| IA.ED-13: Sales tax revenue sources. Evaluate market trends to identify opportunities for expanding sales tax revenue sources. | ED-7 | ● | Study | City Manager | Finance |
| IA.M-4: Complete streets guidelines. Complete and adopt complete streets guidelines in coordination with City Departments and stakeholders. | M-2 | ● | Plan | Public Works | Transportation |
| IA.M-6: Street and parking space reallocation. Consider creating a program that permanently reallocates street and parking spaces for sustainable mobility modes, outdoor dining, and other public uses, as piloted in response to COVID-19 and in the MOVE Culver City Project. | M-2 | ● | Program | Public Works | Transportation |
| IA.M-8: Comprehensive Transportation Demand Management (TDM) Plan. Create a plan that establishes goals and objectives, a timeline for recommended measures, fiscal impacts, administrative structure and staffing needs, and funding sources for citywide TDM implementation. | M-5 | ● | Study | Transportation | – |
| IA.M-13: Automated traffic enforcement. Engage in state-wide efforts to legalize automated traffic enforcement to remove bias in enforcement and improve public safety. | M-7 | ● | Study | Public Works | Transportation |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------------------|------------------------------|--------------------------|
| IA.M-15: Design guidelines along Ballona Creek. Develop design guidelines for amenities like benches, picnic tables, trash receptacles, railings, shade trees and structures, native landscaping, potable water sources, lighting, restrooms, public art installations and murals, and interpretive and informational signage. Consider recommendations from recommendations from the Bicycle and Pedestrian Action Plan and Ballona Creek Greenway Plan (2010) and Projects (2011). | M-9 | ● | Plan | Public Works | Transportation |
| IA.GHG-1: Greenhouse Gas (GHG) Reduction Strategy. Determine the GHG emission reduction targets for the City to be consistent with California’s GHG reduction goals. Develop goals, policies, and actions designed to ensure that the City will achieve the GHG reduction goal. | GHG-1 | ● | Study, Plan | Public Works; Transportation | Planning and Development |
| IA.GHG-2: GHG emissions thresholds. Establish GHG emission thresholds for use in evaluating non-exempt discretionary project consistent with the California Environmental Quality Act and require projects above that threshold to substantially mitigate all feasible GHG emissions and reduce emissions at or below the established thresholds. | GHG-1 | ● | Study | Planning and Development | – |
| IA.GHG-3: GHG inventory. Update the community and municipal GHG inventories in 2025. | GHG-1 | ● | Study | Transportation | Planning and Development |
| IA.GHG-8: Battery storage system streamlining. Establish a streamlined approval process for battery storage systems. | GHG-2 | ● | Ordinance / Code Amendment | Planning and Development | – |
| IA.GHG-9: Solar energy streamlining. Streamline the permitting process for homeowners and businesses to implement solar energy generation. | GHG-2 | ● | Ordinance / Code Amendment | Planning and Development | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------------------|--------------------------|--------------------------|
| IA.GHG-10: Existing building efficiency. Study an energy and water efficiency upgrade program for existing buildings. | GHG-2 | ● | Program | Planning and Development | Public Works |
| IA.GHG-11: New building energy efficiency standards. Conduct a feasibility analysis to require energy efficiency in new construction buildings that exceeds California's Building Energy Efficiency Standards outlined in Title 24, Part 6. Develop ordinance or code amendments to implement, as appropriate. | GHG-2 | ● | Ordinance / Code Amendment | Planning and Development | Public Works |
| IA.GHG-12: Productive roofs. Maintain and distribute guidelines for solar generation or green roofs on available roof space in new developments and major renovations, in alignment with City solar photovoltaic requirements via information on the City's website and via pamphlets. | GHG-2 | ● | Outreach | Planning and Development | Public Works |
| IA.GHG-14: Public EV chargers. Install additional EV chargers at suitable public facilities and curbside, including Downtown parking structures, community parks, and mobility hubs. | GHG-4 | ● | Physical improvements | Public Works | – |
| IA.GHG-15: Electric vehicle charger incentives. Develop policies, and incentive/rebate programs designed to encourage installation of additional EV chargers in new developments. | GHG-4 | ● | Program | Planning and Development | Public Works |
| IA.C-1: Historic landscape and feature identification. Identify and promote preservation of older historic landscapes and natural features that help to define the neighborhoods or maintain the context of historic districts and landmarks. | C-1 | ● | Study, Program | Cultural Affairs | Planning and Development |







| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------------------|--------------------------|--------------------------|
| IA.C-3: Citywide context statement. Develop a citywide context statement that summarizes the city's prehistory, history, and architecture, organized by themes and periods that provides registration standards and integrity thresholds considered necessary to qualify for listing the resource on the City's cultural resources register. | C-1 | ● | Plan | Cultural Affairs | Planning and Development |
| IA.C-4: Resources for historic structures. Promote public awareness of available tax credits and incentives that assist in maintaining and rehabilitating historic structures and resources. | C-1 | ● | Program | Cultural Affairs | Planning and Development |
| IA.C-5: Certified Local Government. Become a Certified Local Government (CLG) to qualify for State preservation grants. | C-1 | ● | Partnership | Cultural Affairs | Planning and Development |
| IA.C-8: Historic discretionary review. Require that projects subject to discretionary review are screened to Cultural Affairs to determine if further evaluation by cultural affairs is warranted and, if so, require that projects undergo historic, archaeological, and paleontological assessments and are documented in technical studies by qualified experts to identify the potential for resources to be negatively affected during project implementation and to ensure steps are taken, where warranted, to protect resources. | C-1 | ● | Ordinance / Code Amendment | Planning and Development | Cultural Affairs |
| IA.C-9: Historic preservation ordinance revisions. Revise the City's historic preservation ordinance to be consistent with current State and federal preservation standards. | C-1 | ● | Ordinance / Code Amendment | Cultural Affairs | Planning and Development |
| IA.C-12: Tree ordinance. Adopt a tree ordinance to protect and replace certain categories of existing trees for habitat and aesthetic values. | C-2 | ● | Ordinance / Code Amendment | Planning and Development | Public Works |





| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------------------|----------------------------|--|
| IA.C-15: Landscape guidelines along Ballona Creek. Develop landscape guidelines with a plant palette for Ballona Creek and adjacent properties. Include native plants with low- to medium-water demand that emulate a river environment and provide habitat for native and migratory wildlife species. | C-6 | ● | Ordinance / Code Amendment | Planning and Development | Parks, Recreation & Community Services |
| IA.S-3: Alternative bus routes. Establish alternative bus routes as part of Culver CityBus emergency planning efforts to maintain service if key roads are blocked. | S-1 | ● | Plan | Public Works | Planning and Development; Transportation |
| IA.S-8: Cooling and warming centers distribution plan. Maintain the capability to operate cooling and warming centers equitably throughout the city when needed. | S-10 | ● | Plan | Housing and Human Services | Planning and Development |
| IA.N-1: Noise Ordinance. Adopt a comprehensive Noise Ordinance that aligns with the Noise Element's goals that includes the following: <ul style="list-style-type: none"> • The City's interior and exterior noise standards that are included in the City's General Plan Noise Element, where appropriate. • Construction noise standards for construction activities impacting land uses sensitive to noise. • Guidelines for evaluating vibration levels from construction activities impacting land uses sensitive to vibrations. | N-1 | ● | Ordinance / Code Amendment | Planning and Development | Public Works |

Medium-Term Actions (5-10 Years)

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------------------|----------------------------|----------------------------|
| IA.CHEJ-2: Community health workers. Support creating a community health worker program to increase health awareness and education, and culturally and linguistically responsive navigation of health and social services. | CHEJ-1 | ● ● | Program | Housing and Human Services | – |
| IA.CHEJ-11: Air filtration in multifamily buildings. Explore opportunities to work with property owners of existing multifamily residential buildings, especially those in SB 1000 Priority Neighborhoods, to install heating, ventilation, and air conditioning (HVAC) systems with high-efficiency particulate air (HEPA) filters for all units. | CHEJ-2 | ● ● | Program | Housing and Human Services | – |
| IA.CHEJ-13: Healthy development guidelines. Adopt Healthy Development Guidelines to guide new development projects in promoting the health of residents. | CHEJ-2 | ● ● | Ordinance / Code Amendment | Planning and Development | – |
| IA.CHEJ-14: Economic development incentives. Encourage existing stores to sell fresh, healthy foods. Pursue funding and partnerships and develop incentive programs to encourage the equitable availability of healthy food options. | CHEJ-3 | ● ● | Program | Economic Development | – |
| IA.CHEJ-15: Support for small food businesses. Explore providing assistance to small, local restaurants and food businesses, especially those that offer healthy food options in SB 1000 Priority Neighborhoods. | CHEJ-3 | ● ● | Program | Economic Development | – |
| IA.CHEJ-16: Food microenterprises. Support innovative food microenterprises, such as street vendors and home kitchen operations, in the Municipal Code to promote local food production and address food insecurity. | CHEJ-3 | ● ● | Program | Planning and Development | Housing and Human Services |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|----------------|----------------|---|--------------------------|
| IA.CHEJ-17: Nutrition education campaign. Work with local nonprofit organizations and public agencies to create a healthy food awareness campaign that educates the community about healthy options within the community. | CHEJ-3 | ● ● | Program | Parks, Recreation, & Community Services | – |
| IA.CHEJ-18: Waivers for low-income residents. Support and expand free or low-cost waivers for low-income youth, seniors, and others to participate in City-run physical activity programs and activities. | CHEJ-4 | ● ● | Program | Parks, Recreation, & Community Services | – |
| IA.CHEJ-19: Adult sports leagues. Study opportunities to further develop and expand adult sports leagues. | CHEJ-4 | ● ● | Program | Parks, Recreation, & Community Services | – |
| IA.CHEJ-29: Housing Feasibility Studies. Study the feasibility of using City-owned land to produce temporary and permanent supportive housing. | CHEJ-6 | ● ● | Study | Housing and Human Services | Planning and Development |
| IA.GL-8: Civic leadership training and capacity building. Establish capacity-building programs that prepare residents and workers underrepresented in the City's CBCs to serve on resident advisory bodies, build effective relationships, and navigate complex and policy topics. | GL-2 | ● ● | Program | City Clerk's Office | City Manager's Office |
| IA.GL-10: Educational voting campaigns. Evaluate the effectiveness of the City's past educational voting campaigns (such as Birdee) and explore new, creative ways for the City to engage voters. | GL-2 | ● ● / ▶▶▶▶▶ | Study | City Clerk's Office | – |
| IA.GL-11: Training and Development Program. Develop a comprehensive City staff training program to address skill gaps and provide professional development to prepare for promotional opportunities in alignment with succession planning. | GL-2, GL-6 | ● ● / ▶▶▶▶▶ | Program | Human Resources | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|---|--------------------------------------|------------------------|-----------------------------------|
| IA.GL-13: Equity and Programming Support. Update City's Equal Employment Opportunity Plan and establish reporting frequency and review option for online open data portal to store data. Continue to provide staff support for the Equity and Human Relations Advisory Committee and establish a speaker series and/or programs. Provide opportunities for employees, residents and businesses to discuss and learn about the City's equity priorities and analyses across various topics. | GL-2, GL-3 |  | Plan implementation/ Plan update | Human Resources | – |
| IA.GL-16: Enhance usability. Study and implement new product features for the City's data platforms to improve the discoverability and usability of data. | GL-5 |  | Study | Information Technology | – |
| IA.GL-17: Mobile viewing. Study the feasibility of tooling the City's data platforms to support mobile applications. | GL-5 |  | Study | Information Technology | – |
| IA.GL-22: Expand broadband network. Partner with local Internet service providers to expand the publicly-owned broadband network to residential and other uses. | GL-5 |  | Partnership/ physical improvement | City Manager's Office | Information Technology Department |
| IA.GL-24: Public Wi-Fi access and charging stations. Study the feasibility and identify opportunities to supply public Wi-Fi access, charging stations, and/or public workstations at all municipal buildings and recreational facilities. Implement the City Transportation Department's plans to provide Wi-Fi on Culver City buses. | GL-5 |  | Study | Public Works | Transportation |
| IA.GL-25: Public workstations. Identify opportunities for public-private partnerships to make public workstations available within walking distance of residences in Culver City without reliable access to internet services. | GL-5 |  | Partnership | Information Technology | Economic Development Division |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|---|-------------------------------------|--|--------------------------|
| <p>IA.GL-28: Improve network infrastructure. Review and implement additional improvements to the City's network infrastructure and security to better support telework, telehealth, and tele-education across the city.</p> | GL-6 |  | Physical improvement | Information Technology | - |
| <p>IA.GL-30: Improve service delivery models. Proactively manage liabilities by strengthening proficiencies of critical HR functions through the implementation of an online onboarding system to complete specific onboarding tasks prior to first day and continue to review processes and policies for streamlining and improving the employee experience through leveraging the City's technology and HRIS platform.</p> | GL-6 |  | Plan implementation/ Plan update | Human Resources | - |
| <p>IA.GL-32: City safety initiatives. Initiate Citywide safety initiatives through proposed City Safety Manager position to focus on, build and enhance Citywide safety initiatives including the facilitation of occupational medical management; loss control and safety assessments; OSHA compliance and relevant safety-related policies and procedures. Evaluate the City's safety program for opportunities to enhance the program and create an organization of safety awareness.</p> | GL-6 |  | Program | Human Resources | - |
| <p>IA.GL-37: Adapt to changing circumstances. Conduct targeted updates to the General Plan every five to eight years to reflect changes in State regulations, new technologies, and new opportunities and challenges. Update the Implementation Actions to reflect new City priorities as appropriate.</p> | GL-7 |  | Plan update | Planning and Development; (All departments responsible for updating implementation actions in their respective GP Elements) | - |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|-----------------------|------------------------|--------------------------|
| IA.AC-1: Citywide creative facilities and space inventory. Develop a comprehensive, city-wide creative facilities and space inventory, directory, needs assessment, and master plan. | AC-1 | ● ● | Study and Master Plan | Cultural Affairs | Economic Development |
| IA.AC-2: Community exhibition space. Develop a community exhibition space. | AC-1 | ● ● | Physical improvements | Cultural Affairs | Economic Development |
| IA.AC-3: Artist in residence program in City departments. Develop an artist in residence program placing artists within City departments to mutually define a project or role that advances the work of the department. | AC-2 | ● ● | Program | Cultural Affairs | — |
| IA.AC-5: Rental assistance. Develop a rental assistance program for creative enterprises. | AC-3 | ● ● | Program | Economic Development | — |
| IA.AC-8: Small business support. Develop or facilitate access to small creative business support, like technical assistance; financing; and marketing. Tailor to the specific needs of creative businesses and artists. | AC-3 | ● ● | Program | Economic Development | — |
| IA.AC-13: Communitywide cultural plan. Develop a communitywide cultural plan based on comprehensive community and stakeholder engagement and addressing all elements of the city's creative sector. | AC-6 | ● ● | Plan | Cultural Affairs | — |
| IA.AC-14: Public art master plan. Develop a public art master plan based on community and stakeholder engagement, including artists, real estate developers, and architectural/design community. As part of the planning process, explore new partnership and funding opportunities to enable a full range of potential and mutually beneficial arts support. | AC-6 | ● ● | Plan | Cultural Affairs | Economic Development |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------------|--------------------------|--|
| IA.LU-3: Visual design elements near transit stations. Incorporate local art and landscaping near major transit stations to welcome people to Culver City and establish local identity. | LU-1 | ● ● | Physical Improvement | Cultural Affairs | |
| IA.LU-10: Height limits. Evaluate whether to change City height limits. | LU-6 | ● ● | Study | Planning and Development | City Manager |
| IA.LU-11: Street specific requirements. Develop a plan for all streets or alleys in the Hayden Tract and other former industrial areas. Establish public realm standards, including but not limited to right of way width, sidewalk width, planter area width, landscaping and street trees, lighting, street furniture, and crossings. | LU-12 | ● ● | Plan | Public Works | Planning and Development; Transportation |
| IA.LU-13: Street design for climate change. Review and revise street design standards to reduce the urban heat island effect, reduce embodied carbon, and lower long-term maintenance costs. Review City departmental policies for any adverse effects on street design. | LU-12 | ● ● | Plan | Public Works | Planning and Development; Transportation |
| IA.PR-4: Ballona Creek linear park. Study potential for using assessor or developer fees to transform Ballona Creek into a linear park. | PR-1 | ● ● | Study | Public Works | Economic Development |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------|---|---|
| <p>IA.PR-5: Bicycle and pedestrian connections. Prepare a strategy to comprehensively assess and improve bicycle and pedestrian connections to and between parks, open spaces, recreation facilities, activity centers, and major transit services. The strategy should consider developing additional public access points to key destinations:</p> <ul style="list-style-type: none"> • Between neighborhoods and open space resources like Ballona Creek, Culver City Park, the Baldwin Hills Scenic Overlook, and Kenneth Hahn State Recreation Area. • Between neighborhoods and other parks and publicly-accessible private open spaces. • Between linear open space and activity nodes in the city like Downtown, the Culver City Metro Station, commercial and employment centers, and parks and schools, to reduce vehicle trips and promote multimodal travel and commuter use. • To and from Ballona Creek via access points and pedestrian and bicycle bridge crossings. | PR-1 | ● ● | Study | Public Works | Planning and Development; Parks, Recreation, and Community Services |
| <p>IA.PR-6: Capital improvement plans for amenity updates. Create a joint process for Public Works and PRCS to coordinate capital improvement plans. Ensure park and recreational facilities are maintained and upgraded to meet community needs.</p> | PR-2 | ● ● | Plan | Parks, Recreation, and Community Services | Public Works |
| <p>IA.PR-10: Parkland dedication. Study establishing requirements for non-residential developments to dedicate parkland, per community benefits agreements, or linkage fees, per Fee Mitigation Act.</p> | PR-5 | ● ● | Study | Planning and Development | – |








| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------------------|---|--|
| <p>IA.PR-11: Revisions to City’s Parkland and In-Lieu Fee Ordinance. Initiate a study to revise the City’s Parkland and In-Lieu Fee Ordinance to make the following changes to park dedication for residential projects:</p> <ul style="list-style-type: none"> • Adjusting the density factor for housing types. • Including language in the ordinance that requires appraising the park property to be dedicated with infrastructure in place, i.e., roads, curbs, sewers, water, and utilities to the site. • Adding a section that applies a “flat rate in-lieu fee” to residential development, whereby a house is being added on to or replaced with a single family unit that is over 50% greater in building square footage than the existing single family unit on the same parcel. | PR-5 | ● ● | Ordinance / Code Amendment | Planning and Development | – |
| <p>IA.PR-12: Strategy for alternative sources of park and recreation funding. Comprehensively review potential park funding mechanisms for operations/maintenance and capital improvements. Develop a coordinated, multi-departmental strategy to seek new and augmented funding sources, including:</p> <ul style="list-style-type: none"> • Seeking grants from private and public sources to fund capital improvements. • Developing partnerships and sponsorships with local organizations and companies to fund major projects and maintenance. • Considering bonds and tax measures. • Establishing assessment districts to fund park maintenance and capital improvement projects. • Expanding fee-based recreational programming. | PR-5 | ● ● | Study | Parks, Recreation, and Community Services | Public Works; Planning and Development |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------|---|---|
| <p>IA.PR-13: Sustainability strategy for the City’s parks, recreation facilities, and public facilities. Create a joint process for Public Works and PRCS to coordinate an environmental sustainability strategy for the City’s parks and recreation facilities that:</p> <ul style="list-style-type: none"> • Incorporates drought-tolerant landscaping and/or native landscaping in City parks, recreational facilities, City buildings, and other City-owned facilities. • Reduces potable water use through recycled water, grey-water, and smart irrigation systems. • Introduces rainwater capture mechanisms in City parks and recreation facilities. • Incorporates permeable paving in City parks. • Continually improves indoor and outdoor energy use, including light through retro-commissioning, retrofits, and lighting upgrades. • Installs additional Electric Vehicle (EV) chargers at suitable recreational facilities and community parks. | PR-6 | ● ● | Plan | Parks, Recreation, and Community Services | Public Works |
| <p>IA.PR-14: Guidelines for landscape design and planting. Evaluate creating guidelines for landscape design and planting to support native species and non-native species that provide valuable resources for native wildlife.</p> | PR-6 | ● ● | Plan | Public Works | Parks, Recreation, and Community Services |
| <p>IA.PR-15: Urban Forest Master Plan. Implement and update the Urban Forest Master Plan every five to ten years.</p> | PR-6 | ● ● | Plan | Public Works | – |
| <p>IA.PR-16: Transfer and Recycle Station updates. Study potential for expanding the Transfer and Recycling Station to implement on-site material sorting.</p> | PR-7 | ● ● | Study | Public Works | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------|------------------------|--------------------------|
| IA.INF-1: Water supply and Multi-Jurisdictional Hazard Mitigation Plan. Identify feasible local actions for increasing water supply security and explore opportunities for alternative water supply in alignment with the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). | INF-1 | ● ● | Study | Public Works | — |
| IA.M-2: Safe Routes for Seniors Program. Develop a Safe Routes for Seniors program that actively engages aging adults on determining key destinations and plans that prioritize street and walking investments that enhance access to those destinations | M-1 | ● ● | Program | Public Works | — |
| IA.M-9: TDM Ordinance update. Update the TDM Ordinance to define the applicability requirements, mandatory measures, trip reduction targets, menu of options, and reporting process for developers, employers, and property owners to implement TDM measures. | M-5 | ● ● | Code Update | Transportation | — |
| IA.M-14: Mobility as a Service (MaaS) application. Create a MaaS application by enhancing the City's Next CCBus real-time transit information app and/or work with the region to establish a regional MaaS application. | M-7 | ● ● | Program | Transportation | — |
| IA.M-16: Ramp access to the Ballona Creek bike path. Construct additional ramp access points to the Ballona Creek path, with careful analysis and community input being of utmost importance, especially if any new access is considered in residential areas. | M-9 | ● ● | Study | Public Works | Transportation |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|-----------------------------|--------------------------|--------------------------|
| IA.M-17: Ballona Creek multi-use path upgrades. Upgrade and extend the existing multi-use path that runs adjacent to Ballona Creek, including extending the path north to Washington Boulevard, partnering with the City of Los Angeles to extend the path further north to Cochran Avenue, creating new connections to the existing path, and creating new paths and connections along the south side of the creek, where beneficial and feasible. | M-9 | ● ● | Physical Improvements | Public Works | Transportation |
| IA.M-18: Ballona Creek signage system. Develop a signage system to facilitate use of the creek and multi-use path, including wayfinding at access points, directing people to access points and adjacent public amenity areas, a mile marker system coordinated with adjacent public agencies, interpretive exhibits, and other information. | M-9 | ● ● | Plan, Physical Improvements | Public Works | Transportation |
| IA.GHG-7: Existing building decarbonization phasing. Study existing building decarbonization and electric-ready policy options, such as building performance standards and indoor air quality standards to support building decarbonization. | GHG-2 | ● ● | Plan | Planning and Development | Public Works |
| IA.GHG-13: Electric Vehicle Infrastructure Plan. Implement the citywide Electric Vehicle (EV) Infrastructure Plan. | GHG-4 | ● ● | Plan | Public Works | Planning and Development |
| IA.GHG-16: Commercial zero-emission vehicles. Create a program that requires or incentivizes businesses that operate in the city to shift to zero-emission vehicles. | GHG-4 | ● ● | Program | Transportation | Planning and Development |
| IA.GHG-17: Reduce consumption. Develop a communications and outreach program to encourage reduced consumption and increased resource reuse and sharing. | GHG-5 | ● ● | Program | Public Works | City Manager |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------|------------------------|--------------------------|
| <p>IA.GHG-18: Zero waste plan Implementation. Continue the zero-waste plan that institutes cost-effective diversion programs for municipal operations and the community by:</p> <ul style="list-style-type: none"> • Ensuring all properties in the city have access to recycling services. • Providing hazardous materials drop facilities or events. • Ensuring curbside collection of residential organics and food waste and from commercial facilities. • Maintaining organics collection facilities for household organics. • Conducting a regular waste composition analysis to target education and diversion programs. | GHG-5 | ● ● | Program | Public Works | – |
| <p>IA.GHG-19: SB 1383. Enforce Ordinances implementing Senate Bill 1383 that:</p> <ul style="list-style-type: none"> • Establish compliance pathways and enforcement mechanisms for organics and food waste diversion. • Update trash enclosure space and access requirements based on hauler recommendations to accommodate all waste streams (e.g., recycling, trash, organics). | GHG-5 | ● ● | Program | Public Works | – |
| <p>IA.GHG-20: Sustainability criteria in budgeting and prioritization efforts. Develop and include sustainability criteria in budgeting and prioritization efforts through an approach that integrates environmental, economic, and social equity concerns.</p> | GHG-6 | ● ● | Policy/program | Finance | City Manager |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|---|----------------------------|--------------------------|--|
| IA.C-2: Citywide cultural resources survey. Update a city-wide cultural resources survey every five to ten years. | C-1 |  | Study | Cultural Affairs | Planning and Development |
| IA.C-6: Preservation incentive program. Establish preservation incentive programs, like the Mills Act Tax Credit, and encourage property owners to apply. | C-1 |  | Program | Cultural Affairs | Planning and Development |
| IA.C-7: Financing mechanisms for historic preservation. Investigate other financing mechanisms to promote historic preservation, such as Community Development Block Grants, Impact fees, Revolving Funds, and Facade Easements. | C-1 |  | Study | Cultural Affairs | Planning and Development |
| IA.C-11: Adaptively reuse historic structures. Develop and maintain comprehensive zoning provisions to permit the adaptive reuse of existing historical structures to new uses. | C-1 |  | Program | Cultural Affairs | Planning and Development |
| IA.C-13: Landscape design and planting. Evaluate and update requirements for landscape design and planting supporting native and non-native species that provide resources for native wildlife. | C-2 |  | Ordinance / Code Amendment | Planning and Development | Public Works |
| IA.C-14: Dark Skies Ordinance. Develop a Dark Skies Ordinance that sets maximum standards for outdoor lighting to prevent excessive up-light, glare, and light pollution while allowing adequate illumination for safety, security, utility, and the enjoyment of outdoor areas. | C-2 |  | Ordinance / Code Amendment | Planning and Development | – |
| IA.C-16: Interpretive signage along Ballona Creek. Explore an interpretative signage or educational art program along the Creek path to educate users about native flora and fauna, the Creek’s history (with a focus on Indigenous heritage), and the connections to climate change. | C-6 |  | Program | Public Works | Planning and Development; Cultural Affairs |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|-----------------------------------|--------------------------|--|
| IA.S-4: Resilient infrastructure standards. Periodically adjust building, facility, and infrastructure design standards to address asset-specific vulnerabilities associated with the hazards. | S-1 | ● ● | Plan | Public Works | — |
| IA.S-5: Back-up power. Conduct energy-efficiency retrofits, expand energy conservation efforts, and pursue using renewable energy at City facilities to help avoid service disruptions during emergency situations. Consider using microgrids (localized grids that operate independently of the traditional grid to mitigate grid disturbances) to support energy resiliency at key facilities. | S-2 | ● ● | Physical Improvements | Public Works | Planning and Development |
| IA.S-9: Central resilience office. Study establishing a central resilience office to better integrate and coordinate City operations for emergency response, Fire, Police, and Public Works. | S-10 | ● ● | Study; Reorganization | City Manager's Office | Fire; Police; Public Works; Planning and Development |
| IA.N-2: Noise regulations evaluation. Regularly examine the City's Municipal Code Noise Regulations for effectiveness. Consider revising inappropriate standards or adding standards for new noise sources not covered. Evaluate the City's Municipal Code Noise Regulations to identify types of amplified sound that should require a permit from the City before using sound amplifying equipment. | N-1 | ● ● | Study, Ordinance / Code Amendment | Planning and Development | Public Works |
| IA.N-3: New standard conditions of approval for development projects. Develop new standard conditions of approval for development projects that address construction noise and specify means for achieving defined noise standards that reduce adverse effects on noise sensitive uses. | N-4 | ● ● | Ordinance / Code Amendment | Planning and Development | Public Works |

Long-Term Actions (10+ Years)

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------------|----------------------------|--------------------------|
| IA.CHEJ-1: Community health and environmental justice action plans. Work closely with the Los Angeles County Department of Public Health to develop and implement citywide and SB 1000 Priority Neighborhood-specific five-year action plans to proactively advance community health and environmental justice. | CHEJ-1 | ● ● ● | Partnership, Plan | Housing and Human Services | Planning and Development |
| IA.CHEJ-4: Health equity evaluation. Develop a health equity assessment for transportation and infrastructure projects, specific plans, and master plans. | CHEJ-1 | ● ● ● | Study | Planning and Development | – |
| IA.CHEJ-5: Community Air Protection Program. Partner with the South Coast Air Quality Management District (SCAQMD) to implement Assembly Bill 617 “Community Air Protection Program” with neighboring City of Los Angeles and unincorporated Los Angeles County. | CHEJ-2 | ● ● ● | Partnership | Public Works | – |
| IA.CHEJ-6: Air monitoring near schools. Partner with CCUSD and the SCAQMD to monitor air quality near schools and identify measures to reduce pollution exposure. | CHEJ-2 | ● ● ● | Partnership, Program | Public Works | – |
| IA.CHEJ-7: IOF Amortization Program. Implement an IOF Amortization Program to terminate and remove nonconforming oil and gas activities within Culver City. Conduct an evaluation and/or monitoring of the IOF Amortization Program. | CHEJ-2 | ● ● ● | Program | Planning and Development | – |
| IA.CHEJ-9: Regional partnerships for fewer vehicle emissions. Partner with local jurisdictions and agencies to advance strategies that reduce regional dependence on motor vehicles and decrease vehicle-related emissions, especially from the I-405 and I-10 freeways. | CHEJ-2 | ● ● ● | Partnership | Transportation | Planning and Development |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------|----------------------------|--------------------------|
| IA.CHEJ-10: Regional partnerships to eliminate vehicle emissions. Partner with local jurisdictions and agencies to develop plans and advance strategies that foster the transition of the transportation sector from fossil-fueled powered vehicles to zero emission vehicles such as battery-electric or hydrogen fuel-cell electric. | CHEJ-2 | ● ● ● | Partnership | Transportation | Public Works |
| IA.CHEJ-22: Lead and asbestos removal. Partner with Los Angeles County to conduct outreach to property owners of multifamily housing developments and encourage them to remove lead-based paint and asbestos in affordable housing units built before 1980. | CHEJ-5 | ● ● ● | Partnership | Housing and Human Services | – |
| IA.CHEJ-23: Housing grant program. Develop a new low-income housing grant program to address deferred property maintenance. | CHEJ-5 | ● ● ● | Program | Housing and Human Services | – |
| IA.CHEJ-25: Foreclosure prevention. Consider establishing a foreclosure prevention fund to support low-income households experiencing financial hardship. | CHEJ-6 | ● ● ● | Program | Housing and Human Services | – |
| IA.CHEJ-26: Regional anti-displacement strategies. Partner with Los Angeles County, the City of Los Angeles, and other nearby cities in order to promote regional opportunities and strategies to address economic and housing displacement. | CHEJ-6 | ● ● ● | Partnership | Housing and Human Services | Economic Development |
| IA.CHEJ-27: Create landlord incentives. Create landlord incentive programs for property owners to rent to tenants using rental subsidies. | CHEJ-6 | ● ● ● | Program | Housing and Human Services | – |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|--|------------------------|---|
| <p>IA.GL-26: Digital city incubator. Establish a digital city incubator to test smart city technologies before citywide deployment and to minimize risks related to security, equity, ethics, and corporate monopolization.</p> | GL-6 | ● ● ● | Program | Information Technology | City Manager's Office |
| <p>IA.AC-7: Workforce programs. Partner and develop workforce programs for creative sector jobs with existing regional and state workforce programs, connecting them to opportunities with Culver City creative businesses, such as job training, internships, mentorships, and apprenticeships.</p> | AC-3 | ● ● ● | Partnership/Program | Economic Development | — |
| <p>IA.AC-11: Arts and cultural programming in City parks, facilities, and public spaces. Develop a strategy to incorporate arts and cultural programming in City parks, facilities, and public spaces, including:</p> <ul style="list-style-type: none"> • Arts, cultural, and historic signage that celebrates local history and culture and educates the community about Native American history and continuing traditions. • Gathering spaces informed by Native American traditions. • Unique, experiential art, outdoor furniture, and placemaking features via the Art in Public Places Program and partnerships with major creative companies in Culver City. • Using the City's parks and recreational facilities as forums for arts and cultural expression and events. | AC-4 | ● ● ● | Partnership/Program/Physical Environment | Cultural Affairs | Parks, Recreation, and Community Services |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|-----------------------|------------------------|--------------------------|
| <p>IA.AC-12: Arts and culture funding sources. Evaluate and pursue funding for arts and culture via the following venues:</p> <ul style="list-style-type: none"> • Developing additional sources of revenues for the Cultural Trust Fund, such as memberships for businesses (a United Arts Fund model) and corporations and employee contributions and involvement. • Increasing City allocations to the Cultural Trust Fund. • Collaborating and coordinating with Culver Arts in making arts and cultural program plans to better enable its role as a fund-raising partner. • Review developer requirements, including Art and Public Spaces Program on all new development and redevelopment. • Evaluating creating a dedicated public revenue source, such as a portion of the hotel occupancy, sales, beverage, admissions, or other tax. • Evaluating the use of municipal bonds for arts, culture, and creative economy capital projects. • Evaluating the formation of one or more Business/Property Improvement Districts to support the cultural district(s). | AC-5 | ● ● ● | Funding/ Ordinance | Cultural Affairs | Economic Development |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|-----------|----------------|--------------------------|--------------------------|
| IA.INF-2: Infrastructure and climate risk assessment. Conduct a risk assessment to determine the risks associated with increased storm intensity and what changes to the storm drain system may be needed to prevent flooding or other property damage. | INF-1 | ● ● ● | Assessment | Public Works | — |
| IA.INF-3: Drought response. Consider implementing policies like Executive Directive 5 (ED5) and LA's Sustainable City pLAN (pLAN) drought response and water conservation measures, in addition to those from GSWC and LADWP. | INF-2 | ● ● ● | Program | Public Works | — |
| IA.INF-4: Development standards for groundwater. Regularly update development standards to: <ul style="list-style-type: none"> • Incentivize and mandate property owners infiltrate stormwater where feasible • Mandate permeability of new and redeveloped hardscaping where feasible. | INF-3 | ● ● ● | Program | Public Works | — |
| IA.INF-5: Aquifer recharge. Establish and participate in regional coordination targeting aquifer recharge and sustainable groundwater supply. | INF-3 | ● ● ● | Program | Public Works | — |
| IA.INF-6: Greywater infrastructure outreach. Enhance outreach, incentivization, and permit streamlining for greywater to irrigation systems. Establish public resources to implement greywater recycling systems in existing residential buildings. | INF-4 | ● ● ● | Program | Public Works | — |
| IA.INF-7: Greywater-ready new development. Consider establishing regulations to require new development to be greywater ready or include greywater treatment and reuse systems. | INF-4 | ● ● ● | Program | Planning and Development | — |






| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|---------------------|------------------------|--------------------------|
| IA.INF-10: Alternative energy study. Conduct a study about alternative energy generation opportunities, including community and block-scale solar projects, façade solar paneling, and roadway/walkway installations. | INF-7 | ● ● ● | Study | Public Works | Planning and Development |
| IA.INF-11: Local energy generation plan. Create a phased plan to incorporate local energy generation and storage systems into supply calculations in partnership with the CPA. | INF-7 | ● ● ● | Program | Public Works | — |
| IA.INF-12: SB 1000 criteria in budgeting and prioritization efforts. Incorporate SB 1000 Priority Neighborhood considerations into infrastructure decision making and capital improvements. | INF-8 | ● ● ● | Program | Public Works | — |
| IA.M-7: Transit electrification. Implement zero-emission battery electric infrastructure and buses/vehicles to provide cleaner and quieter public transportation service and minimize transportation-related GHG emissions. | M-3 | ● ● ● | Capital Investments | Transportation | — |
| IA.M-11: Automated Vehicle Plan. Develop a plan for connected and automated vehicular infrastructure to improve the overall performance of the transportation system while prioritizing the efficiency and safety of public transit, other mobility services, and active transportation. | M-6 | ● ● ● | Study | Transportation | — |
| IA.M-12: Automated vehicle pilot. Develop pilot to adopt automated vehicle technology on mobility service vehicles to provide high quality mobility services. | M-7 | ● ● ● | Study | Transportation | — |





| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------------------|----------------------------|--------------------------|
| <p>IA.S-6: Funding programs for resilient building design. Review and update existing funding programs, such as the Property-Assessed Clean Energy program, to promote climate-resilient design and retrofits.</p> | S-10 | ● ● ● | Program | Housing and Human Services | Economic Development |
| <p>IA.S-7: Heat island priority areas. Identify areas of greatest risk of the urban heat island effect and target resources in these areas, including more trees, cool roofs, and cool pavement.</p> | S-10 | ● ● ● | Study, Plan | Planning and Development | Public Works |
| <p>IA.N-4: Event noise compliance. Establish temporary and special event noise standards, periodically monitor noise levels at major events to ensure compliance.</p> | N-5 | ● ● ● | Ordinance / Code Amendment | Planning and Development | Public Works |

Ongoing Actions

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|----------------------|----------------------------|--------------------------|
| IA.CHEJ-20: Safe routes to school. Partner with the CCUSD to develop and maintain local Safe Routes to School programs for all public schools. | CHEJ-4 | | Partnership, Program | Public Works | – |
| IA.CHEJ-21: Evaluation of pilot projects. Study the impact of pilot projects, such as the MOVE Culver City mobility lane, that aim to increase the safety, convenience, and reliability of public transit and active transportation. | CHEJ-4 | | Study | Transportation | Public Works |
| IA.CHEJ-28: Evaluation of pilot projects. Study the impact of pilot projects, such as the Safe Sleep Program, that provide safe shelter and supportive services for people experiencing homelessness. | CHEJ-6 | | Program | Housing and Human Services | – |
| IA.GL-2: Internal performance management. Continue performance management tracking within each City department to analyze each department's workload and monitor performance metrics. Produce a public report every year that summarizes the current state of the City's performance metrics. Provide City Council with annual updates on progress made towards achieving indicator targets. | GL-1, GL-7 | | Performance tracking | Finance | – |
| IA.ED-3: Marketing campaign. Create and run a marketing campaign that shows Culver City's support for small and independent arts and cultural organizations. | ED-2 | | Program | Economic Development | Cultural Affairs |
| IA.ED-5: City revenues and expenditures. Track the City's current and future expenditures and revenues in line with spending towards economic development goals. Study the estimated 10-year outlook of revenues to evaluate bonding potential in support of City initiatives. | ED-4 | | Study | Finance | Economic Development |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|-----------|--------------------------------|---|--------------------------|
| IA.ED-6: New fiscal revenue sources. Evaluate the efficacy of and best practices for cities collecting sales tax revenues from existing and untapped fiscal revenue sources. | ED-4 | | Study | Finance | Economic Development |
| IA.INF-8: Rainwater capture system requirements. Regularly update development standards and requirements to: <ul style="list-style-type: none"> • Require rainwater capture systems for large-scale parcels and large-scale public storm-water management projects. • Require implementation and on-going monitoring of tracking systems to measure outflow of collected water used for irrigation. • Require sufficient filtration of collected rainwater / ensure collected rainwater is applied to landscape through subsurface drip irrigation. | INF-5 | | Program | Parks, Recreation, and Community Services | Public Works |
| IA.INF-9: Clean Power Alliance. Maintain City membership in Clean Power Alliance (CPA) and continue to work to maintain a high level of private property owner, business, and residential customer participation in CPA. Encourage investment in carbon positive technologies. | INF-7 | | Program | Public Works | — |
| IA.M-1: Safe Routes to School Program. Implement the developed citywide Safe Routes to School projects and monitor conditions for future upgrades to facilitate safe access to schools. Support Safe Routes to School projects with bicycle riding, transit riding, and safety training courses. | M-1 | | Program, Physical Improvements | Public Works | — |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|---|--------------------|---|---------------------|------------------------|--------------------------|
| IA.M-3: Safe Streets traffic safety education. Maintain and enhance the Safe Streets traffic safety education program covering school students, working adults, seniors, and unhoused community members. Continue to apply for Office of Traffic Safety (OTS) and other grant sources to help fund these Public Works efforts. | M-1 |  | Program | Public Works | – |
| IA.M-5: Neighborhood Traffic Management Program (NTMP). Continue to deploy the NTMP to reduce traffic volumes and speeds on residential streets, thereby enhancing safety conditions and encouraging walking and cycling. | M-2 |  | Program | Public Works | – |
| IA.M-10: Funding prioritization. Use the Short Range Mobility Plan (SRMP) scoring process and staff committee feedback in line with annual Capital Improvement Plan (CIP) updates to prioritize unfunded mobility projects within a three- to five-year implementation timeframe. | M-5 |  | Capital Investments | Transportation | – |
| IA.GHG-4: Evaluate new technologies. Regularly evaluate new and emerging technology changes that can help to reduce GHG emissions and encourage using technology that is demonstrated to be effective at reducing GHG emissions and a fiscally responsible investment. | GHG-1 |  | Study | Public Works | City Manager |
| IA.GHG-5: Existing incentives and one-stop shop. Explore grant funding, rebates, and other incentive opportunities. Compile incentives into a one-stop shop for businesses and residents. Create and distribute outreach materials about opportunities for grant funding, rebates, and other incentive opportunities. | GHG-1 |  | Study | Public Works | City Manager |

| Implementation Action | Associated Goal(s) | Timeframe | Type of Action | Primary Responsibility | Secondary Responsibility |
|--|--------------------|---|----------------------------------|-----------------------------|-----------------------------|
| <p>IA.GHG-6: Decarbonized new buildings. Study new building decarbonization options, such as building performance standards, source energy thresholds, or indoor air quality standards in collaboration with the CPA, SCAQMD, and other regional partners.</p> | GHG-2 |  | Ordinance/ Code Amendment | Planning and Development | – |
| <p>IA.C-10: Standard conditions of development approval. Continue to implement standard conditions of approval that require and specify the steps to be taken to avoid damage and promote preservation if unknown archaeological or paleontological resources, or Tribal Cultural Resource are uncovered during construction.</p> | C-1 |  | Ordinance / Code Amendment | Cultural Affairs | Planning and Development |
| <p>IA.S-1: Multi-Jurisdictional Hazard Mitigation Plan in General Plan. Adopt the MJHMP by reference into the General Plan per AB 2140.</p> | S-1 |  | Plan | Planning and Development | Public Works |
| <p>IA.S-2: Multi-Jurisdictional Hazard Mitigation Plan in City's Municipal Code. Review and update the City's Municipal Code and applicable ordinances to implement the strategies identified in the MJHMP and other emergency planning efforts.</p> | S-1 |  | Plan | Public Works | Planning and Development |

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GLOSSARY

Find terms used throughout the Plan along with the Elements they can be found in.

A

| Term/Phrase | Definition | Element |
|---------------------------------------|---|--|
| Accessory | A building, part of a building or structure, or use which is subordinate to, and the use of which is incidental to that of the main building, structure or use on the same lot. | Land Use and Community Design |
| Acreage | Gross - The land area that exists prior to any dedications for public use, health and safety purposes. Net - The portion of a site that can actually be built upon, which is the land area remaining after dedication of ultimate rights-of-way for: exterior boundary streets, flood ways, public parks and other open space developed to meet minimum standards required by City ordinance, or utility easements and rights-of-way. | Land Use and Community Design |
| Active recreational use | Recreational uses that require the use of special facilities, courses, fields, or equipment. Examples of active uses include playing basketball, swimming, and using playground equipment. | Parks, Recreation, and Public Facilities |
| Active transportation | A non-motorized form of transportation, primarily made up of walking and bicycling. | Mobility |
| Adaptation | An adjustment in natural or human systems to a new or changing environment. | Conservation |
| Affordability | Affordability refers to a household's ability to pay for housing costs, where housing is commonly understood to be affordable if households are paying less than 30% of their income towards housing costs. | Housing |
| Americans with Disabilities Act (ADA) | The ADA Standards establish design requirements for the construction and alteration of facilities subject to the law. These enforceable standards apply to places of public accommodation, commercial facilities, and state and local government facilities. | Parks, Recreation, and Public Facilities |
| Amortization | Amortization is a common accounting concept that refers to how a capital account is allocated over time. Loans are often amortized by regularly paying principal and interest over a fixed term. Investments in capital assets are amortized for accounting and tax purposes by allocating the capital investment to specific periods over the life of the asset. | Safety, Infrastructure |
| Anti-displacement | Strategies to reduce and stop the number of low-income residents who are forced to move out of rental housing units or cannot move into certain neighborhoods due to economic or physical barriers. | Housing |
| Aquifer | A saturated area below the water table that stores water underground. | Infrastructure |
| Archaeological resources | Archaeology is the study of artifacts and material culture with the aim of understanding human activities and cultures in the past. Archaeological resources may be associated with prehistoric indigenous cultures as well as historic periods. | Conservation |

A

| Term/Phrase | Definition | Element |
|-------------|--|---|
| Artist | The title of "Artist" is traditionally applied to a person who engages in an activity deemed to be an art – creating, practicing, and/or demonstrating an artistic practice, typically within a discipline such as visual, performing, or literary arts, music, or dance. Today, the definition of an artist is broader, running the gamut from an individual, traditional artist to the commercially oriented creative worker. Artists are moving across business, industrial, and creative sectors working in collaboration with the commercial world and are significant drivers of economic growth and innovation. | Arts, Culture, and the Creative Economy |
| Arts | The term arts traditionally meant the fine arts: visual arts, music, theater, dance and literature. The recent shift in the definition of artist affects the current definition of the arts. Choreographer Liz Lerman, a MacArthur Genius Award recipient, describes the shift to a modern definition as a vertical hierarchy becoming a level playing field, with all art forms holding parallel value with a different focus, from the mural artist doing community-engaged work to the classically trained musician on stage. | Arts, Culture, and the Creative Economy |

B

| Term/Phrase | Definition | Element |
|-----------------------------|--|----------------|
| Bikeways | Bicycle Path (Class I facility) - A dedicated route, not on a street or roadway, reserved for bicycles and other non-motorized activities. Bicycle paths may parallel roads, but are typically separated by landscaping or other barriers. Bicycle Lane (Class II facility) - A corridor expressly reserved for bicycles, existing on a roadway in addition to lanes for use by motorized vehicles. Bicycle Route (Class III facility) - A roadway shared with motorists and identified by signs or other markings such as sharrows. Separated Bikeway/Cycle Track (Class IV facility) - A bike facility that minimizes interactions with other modes of travel adjacent to a roadway by providing a physical separation or barrier from through traffic and vehicle lanes. | Mobility |
| Biodiversity | The biological variety of life in an ecosystem. | GHG Reduction |
| Bioremediation | The use of microorganisms to treat contaminated soil and water. | Infrastructure |
| Bioswales | Channels designed to receive rainwater runoff and has vegetation to capture water and remove pollutants before releasing to a storm sewer. Bioswales can also be designed for water to infiltrate and recharge groundwater. | Infrastructure |
| Blackwater | Wastewater from toilets, dishwashers and kitchen drains that must be treated and either discharged or reused as recycled water. | Infrastructure |
| Burial sites and cemeteries | Burial sites and cemeteries are formal or informal locations where human remains have been interred. | Conservation |

C

| Term/Phrase | Definition | Element |
|---|---|--|
| CalEnviroScreen | A mapping tool developed by the State of California that identifies communities most affected by pollution burden. | Community Health and Environmental Justice |
| Capacity-building | An investment in the effectiveness and future sustainability of people, organizations, and institutions to meet defined goals and missions. This can refer to a wide range of activities, including updating facilities and organizational infrastructure, improving workplace operations, building skills through professional development and training, or obtaining funding support. | Governance and Leadership |
| Carbon neutrality | Having a balance between the carbon that is emitted into the atmosphere annually and the carbon that is absorbed in trees and carbon sinks. | GHG Reduction |
| Carbon sequestration | The process of capturing and storing carbon dioxide from the atmosphere. | GHG Reduction |
| Ceramic scatters | Pottery. | Conservation |
| Circular economy | A circular economy “aims to redefine growth, focusing on positive, society-wide benefits. It entails gradually decoupling economic activity from consuming finite resources and designing waste out of the system. Underpinned by a transition to renewable energy sources, the circular model builds economic, natural, and social capital. | GHG Reduction |
| Cistern | An artificial reservoir that stores liquids like rainwater. | Parks, Recreation, and Public Facilities |
| Climate | The long-term behavior of the atmosphere – typically represented as averages – for a given time of year. This includes average annual temperature, snowpack, or rainfall. | GHG Reduction |
| Climate change | Climate change refers to changes in the average and/or the variability of temperature, rainfall, and extreme weather that persist for an extended period. | GHG Reduction, Safety |
| Community benefits program | A project amenity that achieves particular community goals, such as streetscape improvements, parks or open space, metered public parking, and/or other benefits (as approved by City Council) in addition to what may be required as part of a project’s discretionary review and approval. | Economic Development |
| Community Noise Equivalent Level (CNEL) | A weighted average of noise level over time used to compare the noisiness of neighborhoods. | Noise |
| Community resilience | The ability of a group to prepare for, withstand, adapt, and recover from disruptions or harmful situations. | Safety |
| Competitive Market Area (CMA) | The competitive market area includes the employment, residential, retail, and hospitality centers with which Culver City most directly competes, including the Westside “peer” cities of Santa Monica, Beverly Hills, and West Hollywood. | Economic Development |

C

| Term/Phrase | Definition | Element |
|----------------------------|---|---|
| Complete neighborhoods | Neighborhoods where residents can reach community amenities (e.g., grocery stores and retail), transit, public facilities (e.g., parks and community centers) and services (e.g., health care and affordable childcare) within a 20-minute walk. | Land Use and Community Design |
| Complete streets | A transportation strategy where streets are designed and operated to be safe and accessible to all people. This involves infrastructure improvements to public transportation networks, sidewalks and trails, and bicycle networks, while also prioritizing historically disadvantaged communities. | Mobility |
| Connectivity | The directness and speed of travel between destinations. | Mobility |
| Cooling and warming center | An air-conditioned or heated public space hosted by the City that serves as a refuge during excessive heat and cold days. | Safety |
| Creative economy | The creative economy refers to the businesses and individuals involved in producing cultural, artistic and design goods and services. The creative economy also includes organizations that provide a venue for artists to share their work with the public, such as museums, art galleries and theaters. In a broader sense, the creative economy must include a support system that teaches, nurtures and sustains creative activity: arts programs in preK-12 schools, post-secondary arts institutions to develop talent, and philanthropic foundations along with other nonprofit funding organizations to provide financial resources and services to the creative arts. | Arts, Culture, and the Creative Economy |
| Creative industries | <p>Creative industries are the types of business enterprises – for profit, nonprofit and sole proprietor – comprising the creative economy. Individual urban areas may define their creative sectors to include a different set of industries, although business types commonly included are:</p> <ul style="list-style-type: none"> • Fine Arts – Venues for the Arts, Museums, Performing Arts, Music, Visual Arts, Arts Organizations • Design – Engineering, Architecture, Manufacturing Technology, Fashion • Support Services for Creative Industries – R&D Services, Consulting, Post-Secondary Education • Media/Communications – Advertising, Graphic Design, Marketing, Public Relations, Publishing, Broadcasting • Entertainment – Media, Educational and Training Film Development, Post-Production, Recreation, Video Gaming Development • Data Sciences – Communications, Internet, Telecommunications | Arts, Culture, and the Creative Economy |

C

| Term/Phrase | Definition | Element |
|--------------------|--|---|
| Creative worker | Creative workers are responsible for creative output in the areas of design, media, and the arts whereby the production process is reliant on creativity both as an individual skill and as an organizational source of competitive advantage. The occupation categories typically include writing, design, theater, television, radio, motion pictures, related crafts, advertising, marketing, scientific research and development, product development, digital media, software development, engineering, and more. Individual communities may define creative workers either more broadly or narrowly depending on their specific creative sectors. | Arts, Culture, and the Creative Economy |
| Cultural resources | Includes prehistoric and historic period archaeological sites, historic structures, buildings, districts, and landscapes, or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious or any other reason, including tribal cultural resources. | Conservation |
| Culture | Historically, the term culture described tending to the earth and fostering growth, or cultivation and nurture, and then evolved to culture as a thing in and of itself. It is most often defined in anthropological terms: "An integrated pattern of human knowledge, belief, and behavior. The outlook, attitudes, values, morals, goals, and customs shared by a society or group..." (Cultural Anthropology, McGraw Hill, 1990). It includes the characteristics and knowledge of a community, encompassing language, religion, cuisine, social habits, music and arts. Culture is understood to be broad and inclusive, although for a specific community, the definition is idiomatic and is defined by the place and the people who live there. | Arts, Culture, and the Creative Economy |

D

| Term/Phrase | Definition | Element |
|------------------------|--|---------------|
| Decarbonized buildings | New or existing buildings that reduce the amount of greenhouse gas emissions produced through the implementation of efficiency upgrades. This includes eliminating the use of fossil fuels within the building and can go as far as eliminating fossil fuels from the energy used to electrify the building. | GHG Reduction |
| Decibels A (dBA) | The "A-weighted" scale for measuring sound in decibels, which weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness even though the noise is actually ten times more intense. | Noise |

D

| Term/Phrase | Definition | Element |
|---------------------------------|--|--|
| Dedication | The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites or other public uses are often required by a city or county as conditions for approval of a development. | Parks, Recreation, and Public Facilities |
| Density bonus incentive | This incentive-tool allows qualifying developers to increase their development in allowed dwelling units per acre, floor area ratio, or height, typically in exchange for community benefits in the form of funding or in-kind support. | Land Use and Community Design |
| Disaster | A natural, technological, or human-caused event that results in deaths, injuries, property damage/loss, and/or destruction resulting in serious disruptions and that exceeds the ability of local authorities to cope without outside assistance. | Safety |
| Displacement | Displacement is the process through which households and businesses are forced to leave their residence and/or place of business in response to the economic and social pressures of gentrification. | Community Health and Environmental Justice |
| Distributional equity | Strategies to fairly distribute resources, benefits, and burdens. It prioritizes resources for communities that experience the greatest inequities, disproportionate impacts, and have the greatest unmet needs. | Governance and Leadership |
| Dry weather runoff | Excess irrigation water that drains from properties, often combined with stormwater runoff. | Infrastructure |
| Dwelling units per acre (du/ac) | The number of dwelling units allowed on one acre of land. Often used by cities to regulate allowed residential density. | Land Use and Community Design |

E

| Term/Phrase | Definition | Element |
|----------------------------|---|--|
| Ecosystem | The collection of organisms and the natural elements with which they interact. | GHG Reduction |
| E-Governance | The use of information and communication technologies (ICTs), particularly the internet, as tools to achieve better government | Governance and Leadership |
| Energy Use Intensity (EUI) | EUI is expressed as energy per square foot per year. It's calculated by dividing the total energy consumed by the building in one year (measured in kBtu or GJ) by the total gross floor area of the building (measured in square feet or square meters) | GHG Reduction |
| Environmental justice | Environmental justice is defined in California's Government Code (Section 65040.12(e)) as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." | Community Health and Environmental Justice |

E

| Term/Phrase | Definition | Element |
|------------------------|--|---------------------------|
| Equity | <p>Equity is about ensuring that people have access to the same opportunities to thrive and succeed. Examining decision-making through an equity lens recognizes that people may have different starting points and may need different types and levels of support to flourish. Thus, equity is achieved when socioeconomic and environmental factors, such as race, income, ability, education, or place, can no longer be used to predict health, economic, or other wellbeing outcomes. These outcomes are not decided by an individual alone, but also by characteristics of the physical and natural environment, which are influenced by policies, programs, and plans. They are also influenced by the social and economic relationships that govern the distribution of goods, services, and other amenities in society. There are three dimensions of equity:</p> <ul style="list-style-type: none"> • Procedural. Relating to influence in decision-making, such as municipal planning and other processes that distribute benefits and burdens of economic and social policies. • Distributional. Relating to distribution of resources, benefits, and burdens. • Structural. Relating to continued disparate or disproportionate procedural and distributional inequities through the systems that created the inequities in the first place. | Governance and Leadership |
| Equity impact analysis | <p>An equity impact analysis is a structured and systematic assessment of how different population groups will likely be impacted by an institution's policy and decision-making process. Incorporating equity impact analysis into daily departmental operations ensures that the City implements policies, programs, budgetary decisions, and procedures which intentionally work to close disparities and inequities in the community.</p> | Governance and Leadership |

F

| Term/Phrase | Definition | Element |
|------------------------|--|-------------------------------|
| Fault | A fracture in the earth's crust that forms a boundary between rock masses that have shifted. | Safety |
| First/Last-Mile | The first and last part of the journey that riders walk, bike or roll to/from their nearest station or bus stop. | Mobility |
| Flooding | Submerging of land with water that is usually dry. A 100-year flood zone shows the magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year. | Safety |
| Floor area ratio (FAR) | The development intensity of buildings can be measured through floor area ratio (FAR), which divides gross building area by lot area. A higher FAR indicates greater development intensity, or greater building height and/or lot coverage. | Land Use and Community Design |

F

| Term/Phrase | Definition | Element |
|--|--|---------------------------|
| Freedom of Information Act (FOIA)/ California Public Records Act | Federal and State legislation which provide the public the right to request access to examine public information from a government agency. | Governance and Leadership |

G

| Term/Phrase | Definition | Element |
|--------------------------------|---|---|
| Gentrification | The process of change that neighborhoods experience when they begin to attract new private and public investments. | Land Use and Community Design |
| Geologic Hazard | Extreme natural events in the crust of the earth, such as earthquakes, volcanic eruptions, tsunamis, and landslides. | Safety |
| Green infrastructure | This type of infrastructure uses permeable surfaces, vegetation, stormwater harvest systems, or landscaping to capture and filter stormwater before releasing water to the sewer system or surface water sources. | Infrastructure |
| Greenhouse gas (GHG) emissions | Gases within the atmosphere that accelerate the warming of the earth and are released from human activities that burn fossil fuels or from historic carbon sinks, such as melting permafrost. | GHG Reduction, Mobility, Conservation, Infrastructure |
| Greywater | Domestic wastewater generated from baths, sinks and washing machines that does not contain serious contaminants, and can be captured and utilized for irrigation, treatment, or reuse. | Infrastructure |
| Growth projection | The amount of development likely to be in place in the General Plan horizon year of 2045. | Land Use and Community Design |

H

| Term/Phrase | Definition | Element |
|-------------------------------|---|--|
| Hazard | Something that is potentially dangerous or harmful. | Safety |
| Hazard mitigation | Any action taken to reduce or eliminate the long-term risk to human life and property from hazards. | Infrastructure, Safety |
| Health in All Policies (HiAP) | A collaborative approach to improving the health of all people by incorporating health, equity, and sustainability considerations into decision-making across sectors and policy areas. HiAP recognizes that health is influenced by many factors beyond healthcare and, in many cases, beyond the scope of traditional public health activities. | Community Health and Environmental Justice |
| Healthy communities | Places that foster positive health outcomes for all who live, work, and play in them. Good nutrition, physical activity, and access to healthcare all influence health. However, health is also influenced by many other factors, including access to economic opportunities, safe and sanitary housing, high-quality education, and low exposure to pollution. | Community Health and Environmental Justice |

H

| Term/Phrase | Definition | Element |
|----------------------|--|--------------|
| Heat island effect | Refers to urban areas with higher temperatures compared to natural landscapes. These high temperatures result from the infrastructure and materials used in urban areas that absorb and re-emit the sun's heat more than natural landscapes. Heat islands can impact human health, the environment, economy, and other issues. | Safety |
| Historical Resources | Historic resources are those buildings, structures, features, and landscapes that have reached a sufficient age (generally over 50 years) to be evaluated for their importance to the history of the city and eligibility for inclusion in the California Register of Historical Resources (CRHR). | Conservation |

I

| Term/Phrase | Definition | Element |
|-----------------|--|--|
| Impact fee | A fee charged to a developer by the City according to the proposed development project, typically by number of units, square footage or acreage. The fee is often used for City services and infrastructure development such as schools, roads, police and fire services, and parks. | Economic Development |
| Impervious | An impervious surface does not allow for the infiltration of liquids. Impervious materials include concrete, brick, and stone. | Infrastructure |
| Inclusive | All people—including but not limited to those who have been historically underrepresented based on race/ethnicity, age, disability, sexual orientation, gender, gender identity, socioeconomic status, geography, citizenship status, or religion. | Arts, Culture, and the Creative Economy |
| Infill | A pattern of construction that builds on unused or underutilized parcels within an area that has pre-existing development. | Land Use and Community Design |
| In-lieu fee | Cash payments that may be required of an owner or developer as a substitute for a dedication of land for public use and referred to as in-lieu fees or in-lieu contributions. | Parks, Recreation, and Public Facilities |
| Invasive plants | These plants are non-native to the ecosystem being examined, can spread quickly, and are likely to cause harm to the ecosystem's native plant species. | Land Use and Community Design |

L

| Term/Phrase | Definition | Element |
|----------------------|---|-------------------------------|
| Land Use | The occupation or utilization of an area of land for any human activity or any purpose. | Land Use and Community Design |
| Land use designation | One particular category in a classification series of appropriate use of properties established by the General Plan Land Use Element. | Land Use and Community Design |

L

| Term/Phrase | Definition | Element |
|------------------------------|--|----------------|
| LEED | The Leadership in Energy and Environmental Design (LEED) green building rating system is used to evaluate the sustainable design strategies of new and retrofitted projects. | GHG Reduction |
| Lithic scatters | Lithic refuse or debris produced during flaked- or ground-stone tool manufacturing or use | Conservation |
| Low impact development (LID) | A design approach to manage stormwater runoff as part of green infrastructure, emphasizing conservation and use of on-site natural features to protect water quality. | Infrastructure |

M

| Term/Phrase | Definition | Element |
|-------------------|--|--------------|
| Microgrid | Localized grids that disconnect from the traditional grid to mitigate grid disturbances | Safety |
| Micromobility | Micromobility encompasses a variety of shared, lightweight vehicles, such as bicycles, e-bikes, e-skateboards, scooters, and e-scooters, that are considered legally distinct from the regulations governing motor vehicles. Micromobility programs provide on-demand options that allow residents and employees to make quick trips without the cost and hassle of owning a bicycle or other micromobility device. | Mobility |
| Microtransit | Flexible on-demand transit services that accommodate passengers taking short trips (less than five miles). Transit agencies often integrate microtransit services with the existing fixed-route network where rail or traditional fixed-route service may not be efficient to allow passengers to seamlessly transfer between various mobility services. Riders can use a mobile app or website to schedule and pay for trips. | Mobility |
| Milling features | Features upon which seed and other plant and animal products are ground or processed. | Conservation |
| Mineral resources | Any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances. These can include coal, peat, and bituminous rock, excluding geothermal resources, natural gas, and petroleum. | Conservation |
| Mobility | The movement from one place to another through one or more modes of transportation. | Mobility |

M

| Term/Phrase | Definition | Element |
|--------------------------------|--|-------------------------------|
| Mobility as a Service (MaaS) | Mobility as a Service includes digital platforms that support end-to-end trip planning, electronic ticketing, and payment services across all modes of public and private transportation. A MaaS user-centric app integrates the process of locating, booking, and paying for all the necessary transportation elements of a trip. It determines the best way to transport individuals based on real-time conditions. MaaS platforms consider all transportation options and user preferences, such as preferred mode of transportation, distance, cost, time, comfort, and convenience to improve and optimize the overall user experience. | Mobility |
| Mobility hubs | Places where different travel networks (including walking, biking, transit, and shared mobility) meet and provide convenient connections to destinations. | Mobility |
| Modal splits | A measurement of how many travelers use different modes of transportation (car, bus, train, etc.). | Mobility |
| Mode | Refers to a particular method of travel such as walking, bicycle, transit (bus or train), or automobile. | Mobility |
| Multi-layered cluster planting | This landscape design technique involves planting in layered groupings so that tree canopy, shrubs, and groundcover overlap and interconnect. | Land Use and Community Design |
| Multimodal | Having different types of travel options within a transportation network. | Mobility |
| Multimodal street | Multimodal streets are designed to serve different modes and provide multiple mobility options for its users, including pedestrians, cyclists, transit riders, and drivers. | Mobility |

N

| Term/Phrase | Definition | Element |
|---|---|--|
| Native plants | These plants have adapted to their ecosystem or region over hundreds of years and have a symbiotic relationship with other native wildlife. | Conservation |
| Naturally-Occurring Affordable Housing (NOAH) | Existing residential units that have maintained affordable costs for middle to lower income households. | Land Use and Community Design, Housing |
| Noise contour | A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development. | Noise |
| Non-potable water | Water that is not of quality suitable for drinking but that may be used for irrigation and non-potable interior water demands. Non-potable water sources may include captured rainwater, greywater, and recycled water. | Infrastructure |



| Term/Phrase | Definition | Element |
|-------------|---|---------------------------|
| Open data | The concept that some data should be freely available and accessible to the public to use and republish. To make Open Data easier to find, most organizations, including the City of Culver City, create and manage Open Data catalogs. | Governance and Leadership |

P

| Term/Phrase | Definition | Element |
|------------------------------|---|--|
| Paleontological resources | Paleontological resources include fossilized remains or traces of multi-cellular invertebrate and vertebrate animals and multi-cellular plants that are greater than 5,000 years in age. | Conservation |
| Park service ratio | The park service ratio, or ratio of number of acres of parks per 1,000 residents, is a metric used by the City of Culver City to measure park service and calculate park dedication requirements from new development. A higher service ratio indicates greater park service. | Parks, Recreation, and Public Facilities |
| Participatory budgeting | A process in which community members decide how to spend part of a public budget. It is an annual cycle of engagement that is integrated into the regular budgeting process. | Governance and Leadership |
| Passive recreational use | Recreational activities that do not require specialized park equipment and management, such as walking, biking, and picnicking. | Parks, Recreation, and Public Facilities |
| Permanent supportive housing | A housing strategy that pairs affordable housing assistance with health and social services for households experiencing homelessness. | Land Use and Community Design, Housing |
| Placemaking | Transforming public spaces through a collaborative, people-centered process to strengthen the connections between people and places. | Land Use and Community Design; Mobility; Economic Development; Arts, Culture, and Creative Economy |
| Planning Area | The Planning Area 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. | Introduction |
| Potable water | Water that is safe to drink and use for food preparation. Non-potable water, or water that is not of quality suitable for drinking, may be used for irrigation and non-potable interior water demands. Non-potable water sources may include captured rainwater, greywater and recycled water. | Infrastructure |
| Procedural equity | Processes that are transparent, fair, and inclusive in developing and implementing any program, plan, or policy. They ensure that all people are treated openly and fairly. | Governance and Leadership |

P

| Term/Phrase | Definition | Element |
|------------------------------|---|----------|
| Produced water | Water trapped underground that surfaces during oil and gas exploration and production. It may include any chemicals added during the oil and gas drilling, production, and treatment processes. | Safety |
| Protected bicycle network | Bicycle network consisting of Class I (trails) or Class IV (protected) bikeways. | Mobility |
| Public Safety Power Shutoffs | A preventative strategy used by utility companies when extreme weather conditions could lead to their utility system to ignite a fire. | Safety |

R

| Term/Phrase | Definition | Element |
|--|--|--|
| Rainwater harvesting | The collection and storage of rain, where it is then stored in a tank, cistern, or reservoir. This water can be used to recharge ground-water supply, treated and used in buildings, or used for irrigation. | Infrastructure |
| Reach code | A local building energy code that sets targets beyond State requirements for energy use or energy efficiency. | GHG Reduction |
| Redlining | Redlining began in 1934, when the Federal Government-sponsored Home Owners Loan Corporation (HOLC) produced maps of cities nationwide that rated neighborhoods from “A,” which represented the “best” areas for banks to invest and distribute loans, to “D,” areas considered “hazardous.” Areas graded as “A” were depicted in green and areas graded as “D” were depicted in red—thus the origin of the term “redlining.” | Introduction |
| Regional Housing Need Allocations (RHNA) | A projection of the total amount of housing units needed over time to accommodate households at different income levels within a city, county, or region. | Housing |
| Resilience | Resilience is the ability of an individual, a community, an organization, or a natural system to prepare for disruptions, to adapt to changing conditions, withstand and rapidly recover from shocks and stresses, and to adapt and grow from a disruptive experience. | Safety |
| Retrocommissioning | Improving existing buildings and systems to make them more efficient and operate optimally. | Parks, Recreation, and Public Facilities |
| Retrofitting | Involves changing or repairing the structure system of a building after its construction and occupation, resulting in increased safety and durability of the structure. | Safety |
| Risk | The potential for an adverse outcome assessed as a function of hazards/threats, assets and their vulnerabilities, and consequences. | Safety |
| Runoff | Surface water that flows into the storm drain during dry weather. For example, urban runoff can flow from overwatering landscaping, draining pools, or hosing down sidewalks. | Conservation |

S

| Term/Phrase | Definition | Element |
|--|--|--|
| Safe Routes to School | A strategy to promote walking and bicycling to school for students and families. This program is supported by infrastructure improvements, education, and incentives. | Mobility |
| SB 1000 Priority Neighborhoods | According to California’s Health and Safety Code (Section 39711), a disadvantaged community is defined as “a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.” For the purposes of the General Plan, “disadvantaged communities” are referred to as “SB 1000 Priority Neighborhoods.” The California Communities Environmental Health Screening Tool (CalEnviroScreen or CES) is a screening methodology that can be used to identify SB 1000 Priority Neighborhoods burdened by multiple sources of pollution. These neighborhoods are defined as: (1) census tracts that score in the top quartile of the CES 4.0 tool; or, (2) census tracts or block groups that are low-income and disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. Low-income areas are defined as census tracts or block groups where the median household income falls below \$65,760, which represents 80% of the state median income for fiscal year 2019. | Community Health and Environmental Justice |
| Seismic hazard | Hazards associated with potential earthquakes in a particular area. | Safety |
| Senate Bill 1000 (Environmental Justice) | This bill requires cities and counties with “disadvantaged communities” to develop an Environmental Justice element, or related environmental justice goals and policies, as part of their general plans. The goal of SB 1000 is to help identify and reduce risks in communities disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. | Community Health and Environmental Justice |
| Sensitive Receptors | Locations where occupants are more sensitive to noise such as residential areas, hospitals, convalescent homes and facilities, and schools. | Noise |
| Slow streets | Certain residential streets that limit through traffic and allow them to be used as a shared space for people traveling by foot and by bicycle. | Mobility |
| Smart city | Smart cities use data and technology to tackle problems ranging from reducing carbon emissions to improving traffic flow. Various technologies support smart cities, including information and communications technology (ICT) that transmit data and information, as well as sensors embedded within City infrastructure that can collect and share data. As cities become denser, applying smart solutions becomes more critical in increasing opportunities to thrive and live safely, efficiently, and inclusively. | Governance and Leadership |

S

| Term/Phrase | Definition | Element |
|----------------------------|--|--|
| Social equity | Social equity is when socioeconomic and environmental factors (race, gender, income, place, education) can no longer be used to predict life outcomes and outcomes for all groups are improved. These factors are not decided by an individual alone, but by policies and laws that negatively impact certain communities. In the United States, race, income, and wealth are connected, but when we hold income constant, we still see inequalities across races. These inequalities are apparent in education, jobs, incarceration, health, and housing. | Community Health and Environmental Justice |
| Soft story | Buildings with soft or weak stories and is considered to have one of the highest risk of significant damage during a large earthquake. This deficiency often occurs in wood buildings with soft, weak, or open front (SWOF) walls. | Safety |
| Sphere of Influence (SOI) | The planning boundary and service area of a city, as determined by the Local Agency Formation Commission. | Introduction |
| Stormwater management | The effort to reduce stormwater runoff, which often carries debris, chemicals, bacteria, eroded soil, and other pollutants into watersheds. | Infrastructure |
| Structural equity | Structural equity strategies make a commitment to correct past harms and prevent future unintended consequences. They also address the underlying structural and institutional systems that are the root causes of social and racial inequities. | Governance and Leadership |
| Sustainability co-benefits | Co-benefits are the added benefits we get when we act to control climate change, beyond the direct benefits of a more stable climate. This includes cleaner air, a stronger economy, and a healthier population. | GHG Reduction |

T

| Term/Phrase | Definition | Element |
|--|--|----------------|
| Total Maximum Daily Load (TMDL) | A regulatory term to identify the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards. | Infrastructure |
| Transportation Demand Management (TDM) | Strategies and policies implemented to reduce the amount of traffic and improve the efficiency and use of transportation services and options. | Mobility |
| Transportation network company | These companies use mobile apps or online platforms to connect drivers using their personal vehicles with passengers. This includes ridehailing apps like Uber and Lyft. | Mobility |
| Tribal cultural resources | Tribal cultural resources include sites, features, places, or objects that are of cultural value to one or more California Native American Tribes. | Conservation |
| Trip cap | A limit on the number of vehicles that can enter a specific area. | Mobility |

U

| Term/Phrase | Definition | Element |
|--------------------------|--|-------------------------------|
| Urban ecology | The study of humans in cities, of wildlife & nature in cities, and the relationship between humans & wildlife in an urban context. | Land Use and Community Design |
| Urban forest | The collection of trees and vegetation within a city, town, or suburb. | GHG Reduction, Conservation |
| Urban heat island effect | Heat islands are urbanized areas that experience higher temperatures than outlying areas due to a higher concentration of pavement, buildings, and other surfaces that absorb and retain heat. | Safety |

V

| Term/Phrase | Definition | Element |
|------------------------------|---|----------|
| Vehicle Miles Traveled (VMT) | A measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips. | Mobility |
| Vulnerability | A qualitative or quantitative expression of the level to which an entity is susceptible to harm when it experiences a hazard. | Safety |

W

| Term/Phrase | Definition | Element |
|--------------------------------|--|--|
| Walkability | The ability of a built environment - including sidewalks, spaces between buildings, and crosswalks - to encourage pedestrian use and connectivity. | Mobility |
| Watershed | An area of land that channels rainfall and snowmelt through stream and rivers into a larger body of water or waterway. | Conservation |
| Wayfinding | Correctly navigating from a person's present location to their desired destination. | Land Use and Community Design |
| Web accessibility | Designing and developing websites, tools, and technologies so that all users, including those with auditory, cognitive, physical, speech or visual disabilities can perceive, understand, navigate, interact with, and contribute. Web accessibility also benefits people without disabilities, including people using devices with small screens, older individuals with lower digital literacy, and those with a slow Internet connection. | Governance and Leadership |
| Wildland-urban interface (WUI) | Areas where structures and other human development meet or intermingle with wildlands or vegetative fuels | Safety |
| Woonerf | A Dutch term for "living yard," and refers to a street that is used as a social space, prioritizing pedestrians and bicyclists over vehicles. | Parks, Recreation, and Public Facilities |

X

| Term/Phrase | Definition | Element |
|--------------------|--|-------------------------------|
| Xeriscaping | A form of landscaping that requires little or no irrigation. | Land Use and Community Design |

Z

| Term/Phrase | Definition | Element |
|--------------------|---|-------------------------------|
| Zero waste | A closed loop system where the production, consumption, reuse, and recovery of materials does not impact natural resources or human health. | GHG Reduction |
| Zoning | The division of a city by ordinance or other legislative regulation into districts or zones, which specify allowable uses for real property and size restrictions for buildings constructed in these areas; a program that implements the land use policies of the General Plan | Land Use and Community Design |
| Zoning district | A designated area of the city for which prescribed land use requirements and building and development standards are or will be established. | Land Use and Community Design |

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**City of Culver City, California
Final General Plan**