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April 2026

# Fox Hills

## SPECIFIC PLAN



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# FOX HILLS SPECIFIC PLAN ACKNOWLEDGEMENTS



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# TABLE OF CONTENTS

## **1. User Guide** **6**

---

- 1.1 Purpose
- 1.2 Authority
- 1.3 Specific Plan Area
- 1.4 How to Use This Plan
- 1.5 Project Review and Approval Process

## **2. Vision** **10**

---

- 2.1 Specific Plan Context
- 2.2 Specific Plan Goals
- 2.3 A Vision for Fox Hills
- 2.4 Vision Strategies
- 2.5 Future City Actions

## **3. Regulations** **48**

---

- 3.1 Land Use and Development Regulations
- 3.2 Public Accessways Standards
- 3.3 Complete Streets Improvements

**DRAFT**

# LIST OF FIGURES

## Figures

- 1.1 Fox Hills Specific Plan Area Boundary
- 2.1 Fox Hills Specific Plan Area - Existing Streets and Development Patterns
- 2.2 General Plan Existing Land Use Map (ADOPTED 2024)
- 2.3 Fox Hills Specific Plan Vision - Potential Future Development
- 2.4 A Connected Green Network
- 2.5 Mobility Improvements
- 2.6 More Neighborhood Amenities
- 2.7 Guidelines for New Development
- 2.8 Potential Neighborhood Gateways
- 2.9 Breaking Down Large Blocks through Required Public Accessways
- 2.10 Proposed Network of Public Accessways (Promenade and Paseos)
- 2.11 Conceptual Rendering of Proposed Public Accessway
- 2.12 Transit Center Expansion under SR-90 Freeway
- 2.13 Conceptual Rendering of Corner Plaza/Mobility Hub at Bristol Parkway
- 2.14 Conceptual Rendering of Potential Community Center with New Development Adjacent Fox Hills Park
- 2.15 Illustration of Future Open Space Amenities along Proposed Public Accessways
- 2.16 Illustration of Design Regulations to Create a Welcoming, Pedestrian-friendly District
- 2.17 Map of Future City Actions
- 2.18 Conceptual Rendering of Potential Community Center with New Development Adjacent Fox Hills Park
- 2.19 Transit Center Expansion - Option 1
- 2.20 Transit Center Expansion - Option 2
- 2.21 Conceptual Rendering of Potential Curbside Transit Center on Slauson Avenue
- 2.22 Recommended Mobility Hubs Location
- 2.23 Recommended Mobility Hubs Typologies for Fox Hills
- 2.24 Recommended Locations and Reasoning for Mobility Hubs in Fox Hills
- 2.25 Fox Hills Complete Street Improvements
- 3.1 Fox Hills Proposed Zoning Map
- 3.2 Fox Hills Public Accessway Network
- 3.3 Potential Scenarios for Public Accessway between Fox Hills Park and Uplander Way
- 3.4 Potential Scenarios for Public Accessway between Fox Hills Park and Bristol Parkway
- 3.5 Potential Scenarios for Public Accessway between Bristol Parkway and Hannum Avenue
- 3.6 Fox Hills Required Street Dedications
- 3.7 Fox Hills Street Classifications
- 3.8 Bristol Parkway Right-of-Way Design (Hannum Avenue to Centinela Avenue)

## DRAFT

- 3.9 Bristol Parkway Right-of-Way Design (Hannum Avenue to Slauson Avenue)
- 3.10 Buckingham Parkway Right-of-Way Design
- 3.11 Centinela Avenue Right-of-Way Design
- 3.12 Centinela Avenue Right-of-Way Design
- 3.13 Fox Hills Right-of-Way Design
- 3.14 Green Valley Circle Right-of-Way Design
- 3.15 Hannum Avenue Right-of-Way Design
- 3.16 Sepulveda Boulevard Right-of-Way Design
- 3.17 Slauson Avenue Right-of-Way Design (Sepulveda Boulevard to Transit Center Drive)
- 3.18 Slauson Avenue Right-of-Way Design (Transit Center Drive to Hannum Avenue)
- 3.19 Slauson Avenue Right-of-Way Design (Holy Cross Cemetery to Buckingham Parkway)
- 3.20 Uplander Way Right-of-Way Design
- 3.21 Canterbury Drive Right-of-Way Design (Hannum Avenue to Green Valley Circle)
- 3.22 Doverwood Drive Right-of-Way Design (Bristol Parkway to Green Valley Circle)
- 3.23 Cambridge Way Right-of-Way Design (Buckingham Parkway to Canterbury Drive)
- 3.24 Kensington Way Right-of-Way Design (Buckingham Parkway to Canterbury Drive)
- 3.25 Sumner Way Right-of-Way Design (Buckingham Parkway to Canterbury Drive)
- 3.26 Windsor Way Right-of-Way Design (Buckingham Parkway to Canterbury Drive)

# 1. User Guide



- 1.1 Purpose
- 1.2 Authority
- 1.3 Specific Plan Area
- 1.4 How to Use This Plan
- 1.5 Project Review and Approval Process

**DRAFT**

## **1.1 PURPOSE**

The Fox Hills Specific Plan is established to orchestrate private and public development in the Fox Hills Neighborhood. It sets forth the primary means of regulating land use, development, and mobility improvements within the Plan Area. It also establishes the primary means of planning City actions and investments in support of the growth of Fox Hills.

## **1.2 AUTHORITY**

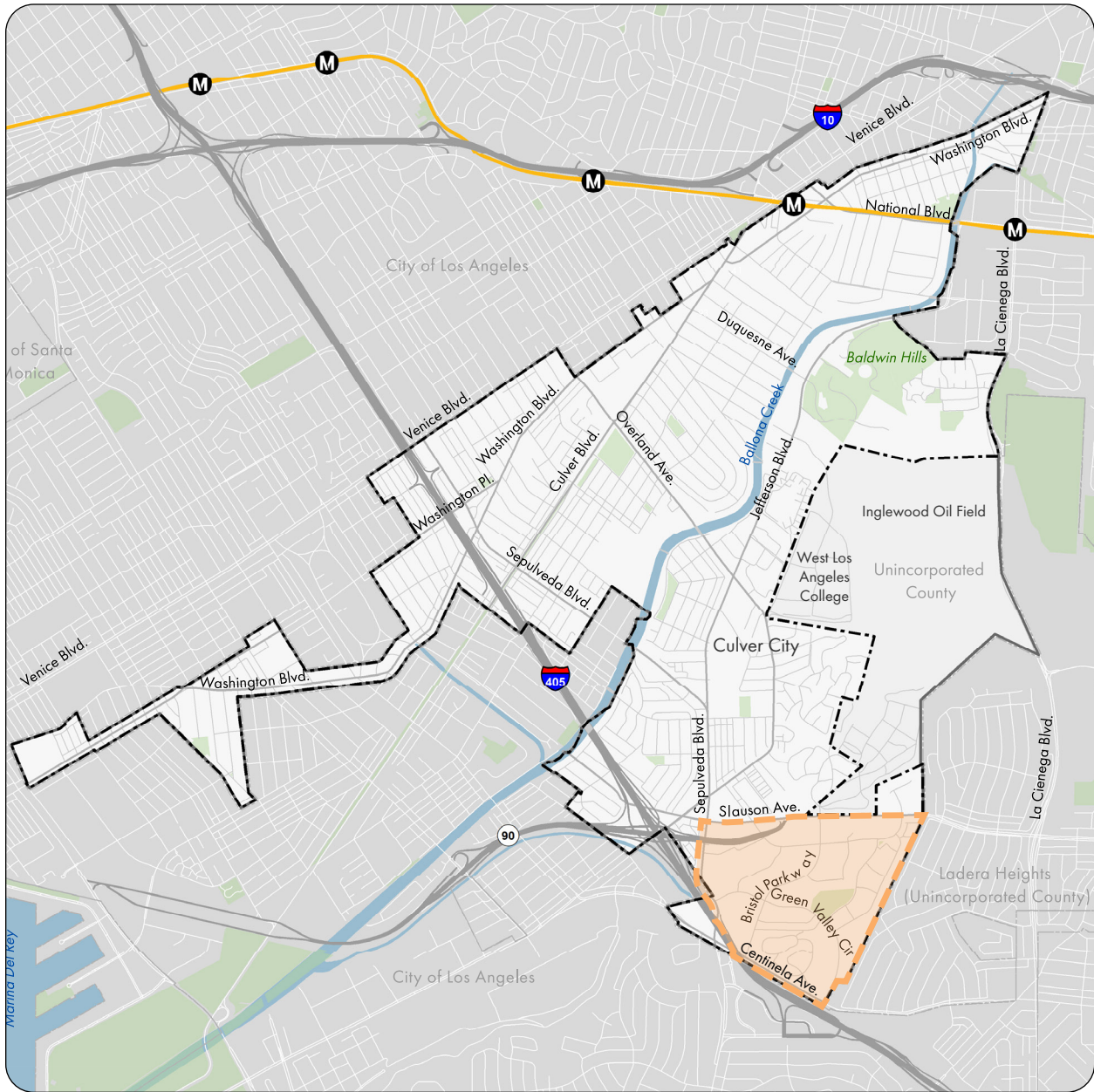
The Fox Hills Specific Plan is designed to meet the requirements of the State of California Government Code and the Culver City General Plan. It has been adopted under the authority of Article 5 of the Culver City Zoning Code, which establishes specific plans as an authorized mechanism for regulating land use and development standards for private and public development.

## **1.3 SPECIFIC PLAN AREA**

The Plan Area is approximately 280 acres in size, and is located in the southeastern portion of Culver City, bounded generally by Slauson Avenue to the north, the I-405 freeway to the west, Centinela Avenue to the south, and the city limit to the east.



Vibes After 5 Event at Culver Pointe, Fox Hills, April 2025












**FIGURE 1.1**

**FOX HILLS  
SPECIFIC PLAN  
AREA BOUNDARY**



0 0.25 0.5 1 MILE

-  Culver City Limits
-  Sphere of Influence
-  Metro Station
-  E Line (Expo)
-  Major Roads
-  Local Roads
-  Parks and Open Space
-  Waterbody
-  Fox Hills Specific Plan Area Boundary

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## **1.4 HOW TO USE THIS PLAN**

**Chapter 1 – User Guide** establishes the authority of the Specific Plan, defines the Plan Area, and provides instructions for implementing the regulations of the Specific Plan.

**Chapter 2 – Vision** illustrates and describes the desired outcome of the plan. This section also includes desired future City actions which are optional. This section is for reference and is not regulatory.

**Chapter 3 – Regulations** establishes required regulations and standards that projects must comply with.

## **1.5 PROJECT REVIEW AND APPROVAL PROCESS**

In order to receive planning clearance or approval, all projects within the Fox Hills Specific Plan Area shall conform with all plan regulations, including Land Use and Development Standards, Public Accessway Standards, and Complete Streets Standards, except Culver City governmental facilities are exempt from obtaining entitlements and may deviate from the required standards.

### **Land Use and Development Standards**

The land use and development standards are established in the Culver City Zoning Map and Zoning Code, including entitlement processes and procedures.

### **Public Accessways Standards**

This section establishes the regulatory procedures, standards, and requirements for mobility improvements related to Public Accessways. This is not part of the Zoning Code but a mobility and safety requirement.

### **Complete Streets Standards**

This section establishes the regulatory procedures, standards, requirements, and processes for mobility improvements related to complete streets improvements. This is not part of the Zoning Code but a mobility and safety requirement.

# 2. Vision



- 2.1 Specific Plan Context
- 2.2 Specific Plan Goals
- 2.3 A Vision for Fox Hills
- 2.4 Vision Strategies
- 2.5 Future City Actions

## DRAFT

# 2.1 SPECIFIC PLAN CONTEXT

## 2.1.1 EXISTING CHARACTER

Fox Hills today is a neighborhood defined by three separate areas that coexist with limited cohesion: the Westfield Culver City (Fox Hills Mall) and surrounding commercial zone with hotels and retail; the office park area made up of low-rise campuses and surface parking; and the mid-density residential neighborhoods that remain some of Culver City’s most desirable places to live. Each area largely serves a single use, with limited walkability and separation that is further reinforced by large blocks, wide streets, and auto-oriented development patterns.



Westfield Culver City



Office Parks



Fox Hills Park

Fox Hills Existing Character



Residential

## 2.1.2 GENERAL PLAN UPDATE

The adoption of Culver City’s updated General Plan has set the stage for change. The General Plan Goal LU-7 specifies “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.”

As such, much of Fox Hills has been rezoned for mixed use and higher-density development, reflecting citywide goals to meet housing needs and support more walkable, sustainable neighborhoods. Significant transformation is anticipated first on the office park properties south of Hannum Avenue, where older buildings and large parking areas present clear redevelopment opportunities. As of January 2026, several plans for redevelopment have been submitted to the City by property owners and developers interested in building high-density multi-family housing. Over time, similar change may occur at the Westfield Culver City as retail trends shift and large commercial sites transition toward more diverse uses.



Figure 2.1 Fox Hills Specific Plan Area - Existing Streets and Development Patterns

### 2.1.3 THE NEED FOR A SPECIFIC PLAN

In this context, the General Plan identifies Fox Hills as a “Special Study Area” and the Fox Hills Specific Plan is both needed and timely. The City requires a Specific Plan to ensure that future development occurs in a coordinated and predictable way, guiding private investment while supporting public goals specific to the Fox Hills neighborhood. The Specific Plan will establish a clear framework for land use, mobility, open space, and infrastructure, providing a unified vision and set of standards.

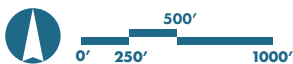
The Specific Plan focuses on how new density will be experienced and guided. It aims to ensure that growth strengthens the qualities that make Fox Hills appealing today — including its greenery, sense of safety, and residential character — while adding the amenities and connections needed for the neighborhood’s future. Through this guidance, the Specific Plan seeks to support Fox Hills’ transition from a set of isolated districts into a more complete, mixed, and connected neighborhood where new development contributes meaningfully to everyday life and overall livability.

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**FIGURE 2.2**

**GENERAL PLAN  
LAND USE MAP  
(ADOPTED 2024)**



- Culver City Limits
- - - Fox Hills Specific Plan Boundary
- Medium Density Housing
- High Density Housing
- Mixed Use Medium
- Mixed Use High
- Parks and Open Spaces
- Cemetery

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## 2.2 SPECIFIC PLAN GOALS

The Fox Hills Specific Plan establishes a framework to guide growth in a way that supports both existing and future residents. As the neighborhood transitions to mixed use and higher-density development, the Plan focuses on meeting three primary goals:

### GOAL 1: BREAK UP LARGE BLOCKS TO IMPROVE ACCESS AND MOBILITY

The current street network creates large blocks with inconvenient routes for walking, biking, and emergency access. The Specific Plan introduces a network of new Public Accessways — the promenade and paseos — that reduce block size, increase walkability, and create a safer and more accessible environment for all users.



### GOAL 2: PROVIDE COMMUNITY AMENITIES THAT SUPPORT DAILY LIFE

As new development occurs, the Specific Plan encourages the inclusion of spaces and facilities that serve the neighborhood — such as community spaces, accessible open and green areas, and planning for locally-serving retail where feasible — so that growth is paired with improvements to local services and quality of life.



### GOAL 3: CREATE A COHESIVE AND CONNECTED MIXED USE NEIGHBORHOOD

The Specific Plan supports livable density, along with better transit access that links to jobs and services throughout Culver City and the region. By integrating land use, mobility, and public realm improvements specific to the neighborhood's character and conditions, the Specific Plan aims to shape Fox Hills into a more unified and connected place.



Examples illustrating Specific Plan goals: Top - Public Accessways; Middle - Community Center; Bottom - Mixed use neighborhood

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## 2.3 A VISION FOR FOX HILLS

The Specific Plan Vision reflects citywide goals and is informed by community input and the opportunities created by updated land use policies. It outlines the desired future character of Fox Hills and establishes the foundation for the strategies and standards that follow.

Fox Hills is at a moment of transition. Long defined by separated uses and auto-oriented patterns, the neighborhood now has the opportunity to evolve into a more complete and connected place. This vision recognizes that change is coming, and that the role of the Specific Plan is not simply to accommodate growth, but to shape it in a way that improves everyday life for those who live, work, and spend time in the neighborhood.

At its core, **the vision is about making density livable.** New housing and mixed use development are paired with improvements to the public realm—streets that feel safe and comfortable, open spaces that invite daily use, and amenities that support community life. Growth is guided to strengthen what already works in Fox Hills: its green character, its park-centered identity, and its residential quality of life.

Over time, this approach will transform Fox Hills from a set of disconnected uses into a cohesive neighborhood with a clear sense of place. As development occurs incrementally, each project contributes to a larger framework—one that balances change with continuity and ensures that the benefits of growth are shared across the community.



Fox Hills Specific Plan Open House, October 2025

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**2.3.1 VISION STATEMENT**

The Specific Plan will guide the evolution of Fox Hills into a **connected, green, and livable mixed use neighborhood**. It will focus on measures to preserve quality of life for existing residents, as well as ways to shape new development to create a distinct character and sense of place. With requirements for safe and inviting streets, green open spaces, and community amenities, the Plan will foster improved well-being and a desirable, healthy neighborhood in the future.

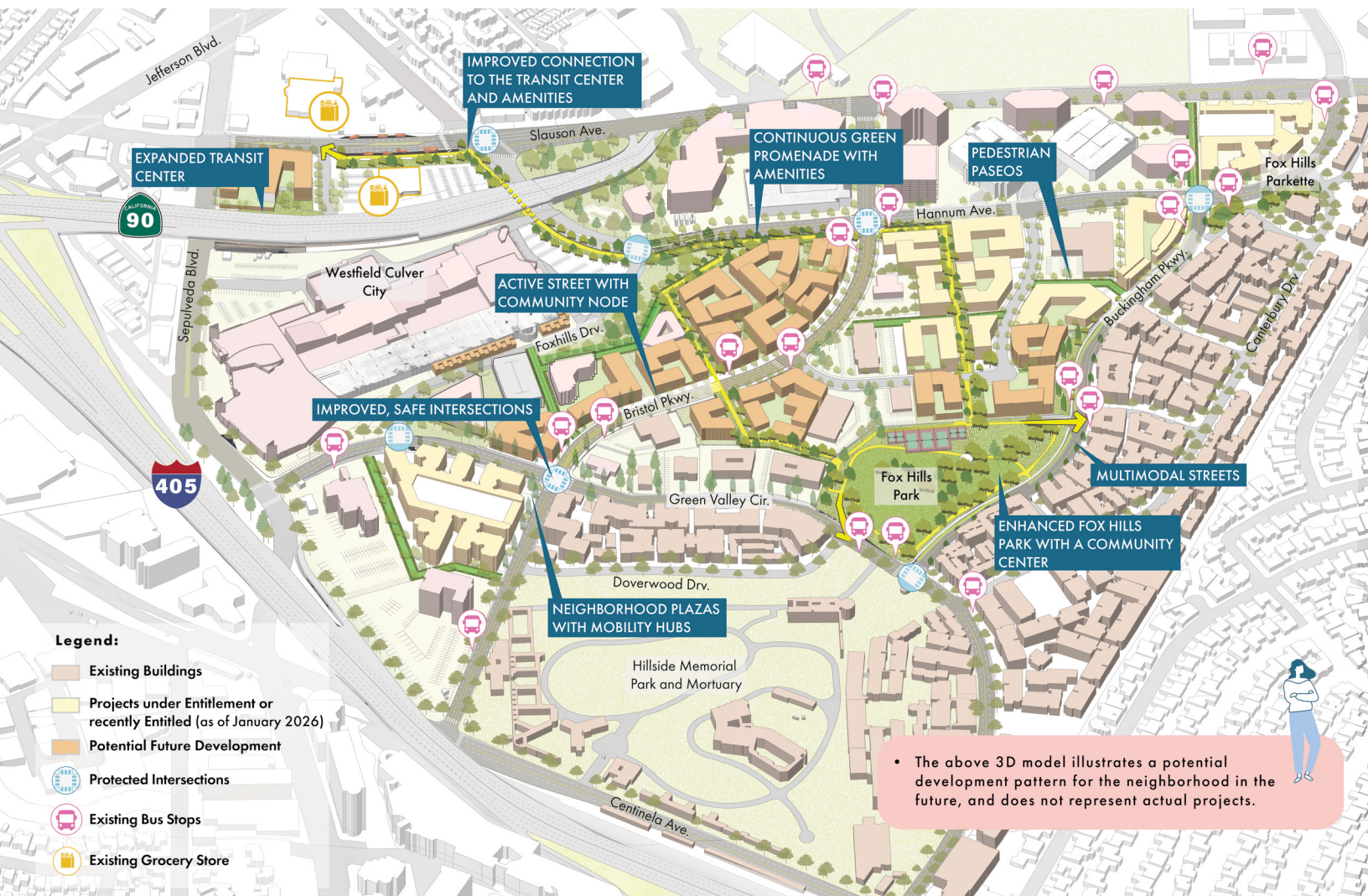


Figure 2.3 Fox Hills Specific Plan Vision - Potential Future Development

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## 2.4 VISION STRATEGIES

The Fox Hills Specific Plan advances five strategies that guide how the neighborhood will grow and change over time. Together, these strategies translate the vision into clear outcomes for the public realm, mobility, development form, and neighborhood identity — ensuring that new density enhances livability and quality of life.

### 1. Build a Connected Green Network

Link new developments to Fox Hills Park, Transit Center and the mall through a new network of Public Accessways that includes landscaping, greening and amenities. These connections will break down existing superblocks, creating shorter and more intuitive walking and biking routes that make it easier to move through the neighborhood without a car.

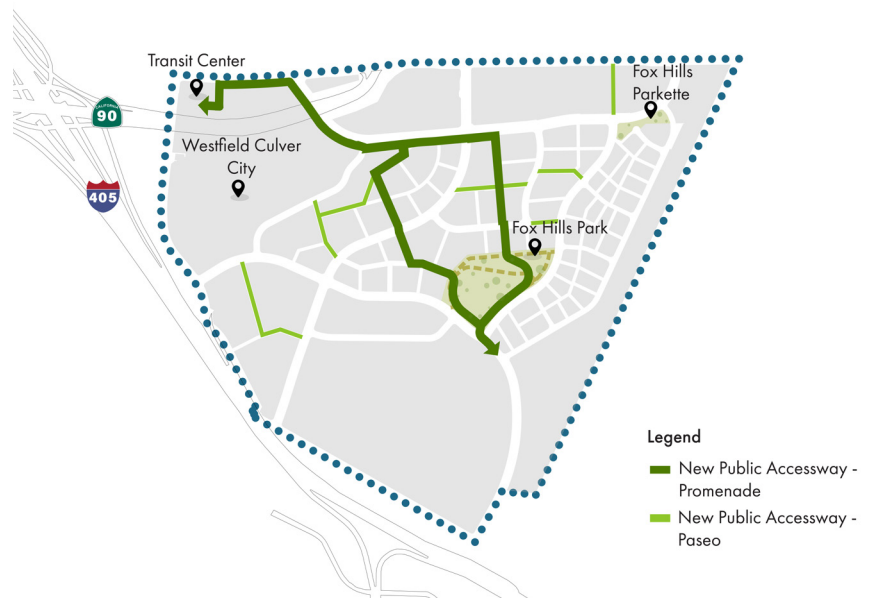


Figure 2.4 A Connected Green Network

### 2. Make it Easy and Safe to Get Around

Mitigate traffic, improve street safety, expand access to transit and sustainable mobility options. By improving street design, strengthening first- and last-mile connections, and coordinating mobility investments, Fox Hills can support growth while reducing reliance on driving and enhancing comfort for all users.

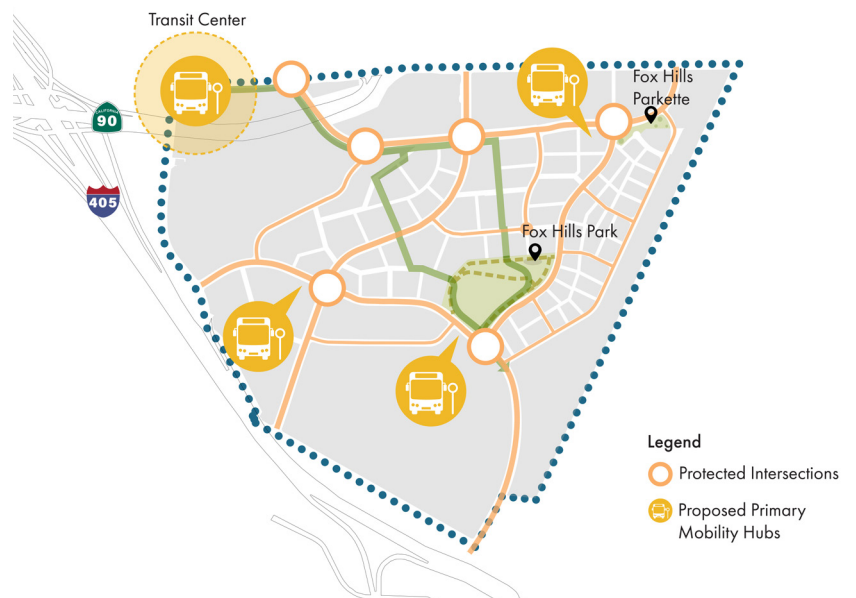


Figure 2.5 Mobility Improvements

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## 3. Plan for More Neighborhood Amenities

Strengthen daily life in Fox Hills through community-oriented spaces and public amenities. By integrating publicly accessible amenities into both public and private projects, the neighborhood can ensure that growth results in tangible benefits that enhance quality of life for existing and future residents.

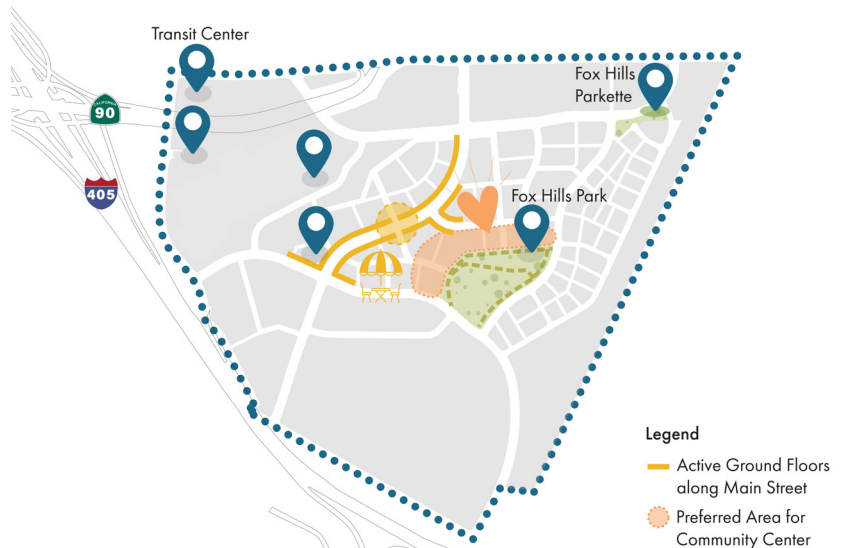


Figure 2.6 More Neighborhood Amenities

## 4. Guide New Development to Preserve and Enhance Neighborhood Character

Ensure new development complements existing scale and identity. This strategy emphasizes context-sensitive design rather than applying a one-size-fits-all approach to density. Through thoughtful building form, transitions, and attention to the public realm, new development can reinforce a cohesive neighborhood character while accommodating growth.

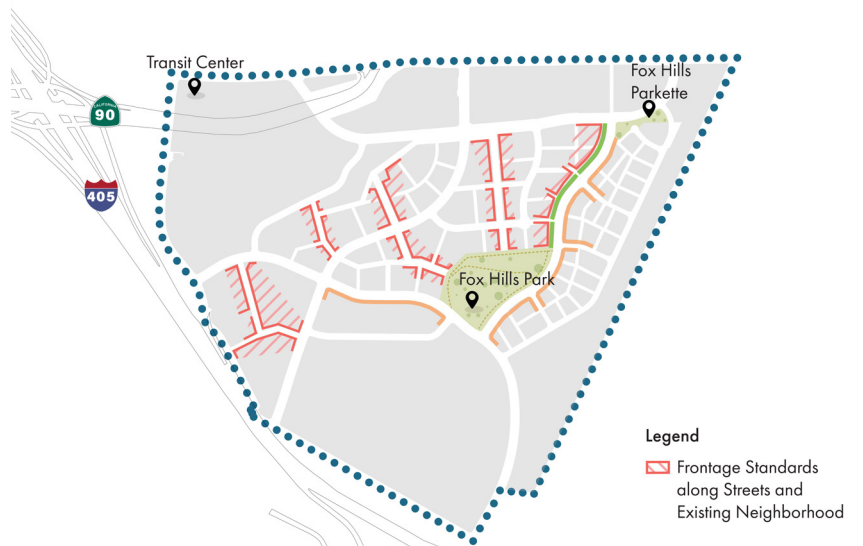


Figure 2.7 Guidelines for New Development

## 5. Strengthen Gateways and Identity

Create distinctive gateways at key entrances to Fox Hills that signal arrival and express the neighborhood's character. Over time, these gateways can reinforce Fox Hills' green character, improve wayfinding, and contribute to a more legible and recognizable neighborhood identity.

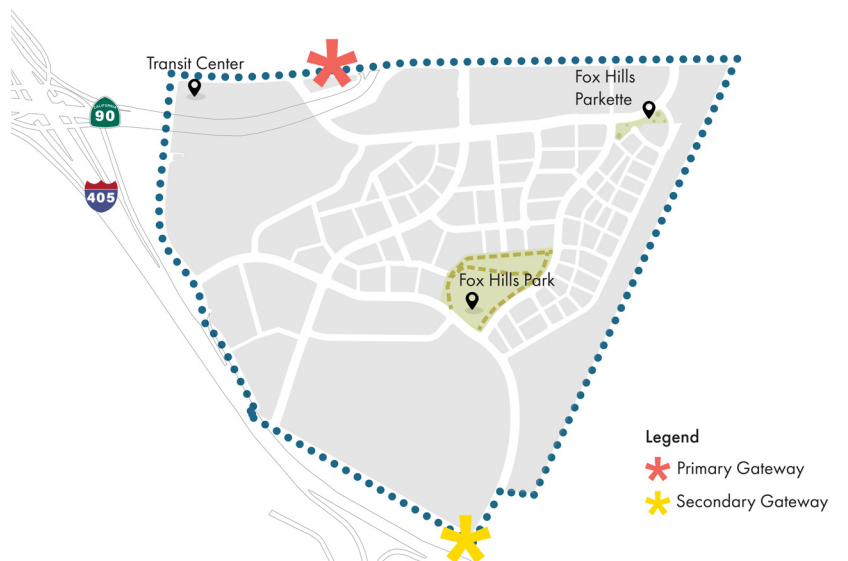


Figure 2.8 Potential Neighborhood Gateways

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### 2.4.1 BUILD A CONNECTED GREEN NETWORK

#### Consistent with and Implements General Plan Land Use Goals:

- LU-7.2: Walkable Streets in Fox Hills
- LU-7.4: Park and open space

As commercial parcels redevelop, a new connected green network will break up the existing large city blocks and reshape how people move through and experience Fox Hills. It will do more than link places — it will provide more places to walk and bike, and stay active within the neighborhood, integrate landscaping and shade, add neighborhood amenities and social spaces, and accommodate essential infrastructure like fire lanes. Together, these improvements will create a continuous network of paths that are safe, more connected to nature, and usable by everyone.

#### Break down existing large blocks with new Public Accessways

Today's large blocks limit direct movement and everyday walkability. As properties redevelop, a fine-grained network of Public Accessways (new paseos and a looped promenade)—secured through public easements—will transform superblocks into a series of shorter, more intuitive walking routes, creating safer, more legible connections for daily life.



Figure 2.9 Breaking Down Large Blocks through Required Public Accessways

#### Link new development to Fox Hills Park, the Transit Center, and the mall

These new pedestrian and bicycle connections along a looped Promenade will connect new and existing development to the neighborhood's most important destinations, making Fox Hills Park, the Transit Center, and Westfield Culver City easier and more inviting to reach without a car. These links help strengthen access to recreation, transit, and services while supporting a more convenient, less auto-dependent pattern of neighborhood trips.

#### Integrate landscaping, trees, and green walkways into development and public spaces

The required Public Accessways will be designed as green, landscaped open spaces rather than purely paved corridors. Landscaped setbacks along these Public Accessways will frame the walking environment, allowing room for trees, planting areas, and outdoor activity that alleviate park pressure, while extending Fox Hills' established green character into new development.

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Figure 2.10 Proposed Network of Public Accessways (Promenade and Paseos)

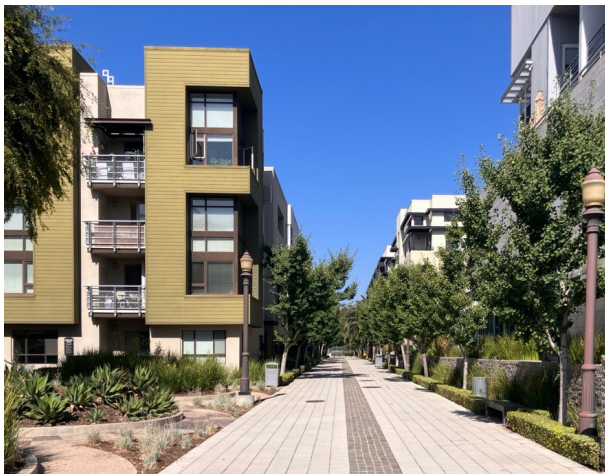


Figure 2.11 Conceptual Rendering of Proposed Public Accessway

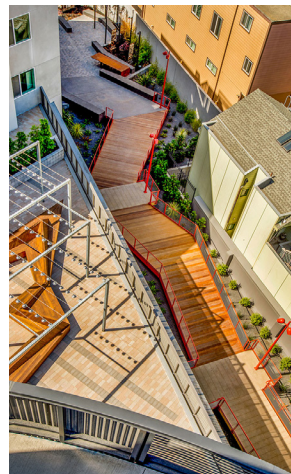
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*Farragut Connector, Culver City - California  
25-foot-wide right-of-way designed to optimize bike and pedestrian access between major corridors.*



*Westgate Apartments , Pasadena - California  
A pedestrian paseo that connects residential units to the surrounding urban environment.*



*Dogpatch Rope Walk, San Francisco - California  
Elevated boardwalk designed to connect north-south link across Tennessee Street in Dogpatch neighborhood.*



*Juri Commons, San Francisco - California  
A neighborhood park nestled between Guerrero Street and San Jose Avenue, featuring a children's play structure and a fully accessible network of pathways, seating, and bicycle amenities.*

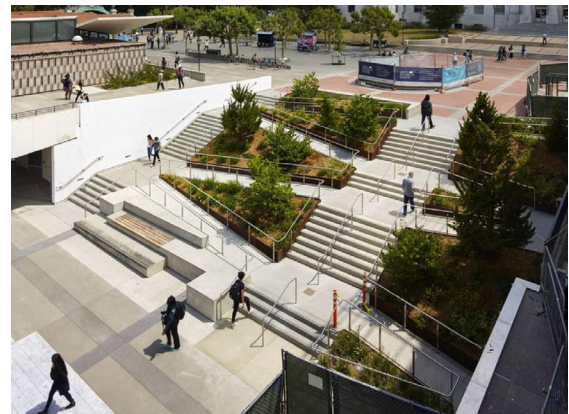
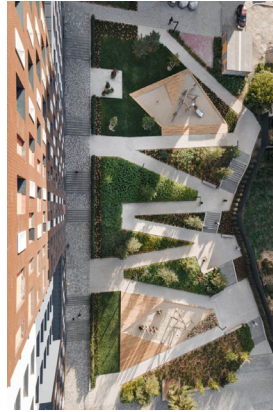


Precedents for Design of Public Accessways

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### Designing for Accessibility

Public Accessways will be designed as universally accessible routes that comfortably serve people of all ages and abilities, consistent with the intent of the Americans with Disabilities Act. Changes in grade will be thoughtfully integrated through a combination of ramps, stairs, and, where appropriate, elevators, ensuring continuous and equitable access across the Promenade network. Rather than treating accessibility as a technical requirement alone, these elements will be incorporated as part of a cohesive landscape and public realm design—using planting, landform, and spatial organization to create paths that are intuitive, gracious, and visually integrated. Well-designed accessible connections will contribute to a more inclusive, legible, and enjoyable experience for all users while reinforcing the identity of the network as a green, people-first system.



*Options for Ramped Walkways that Integrate Public Stairs and Landscape*



*Option for Ramped Walkway Only*



*Option for Public Elevator With Exterior Stairs*

Precedent for Design of Public Accessways with Running Slopes Greater Than 5%

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### 2.4.2 MAKE IT EASY AND SAFE TO GET AROUND

#### Consistent with and Implements General Plan Land Use Goals:

- LU-7.2: Walkable Streets in Fox Hills
- LU-7.5: Surface Parking Reuse

As Fox Hills grows, the ability to move safely and comfortably through the neighborhood becomes essential to livability. The Specific Plan envisions a connected system of streets and mobility options that make it easy and enjoyable to get around — on foot, by bike, by transit, or through shared mobility. Together, these improvements demonstrate how thoughtful mobility design can support growth while reducing reliance on driving.

#### Create streamlined standards for safe and complete streets

Updated street design standards translate the Safer Fox Hills plan and the City’s adopted Complete Streets policies into clear, consistent requirements that prioritize walking, biking, transit, and everyday safety. Expanded sidewalks, street trees, lighting, and improved crossings will enhance comfort and accessibility, while standardized expectations for roadway improvements and sidewalk dedications ensure that private development contributes to a cohesive, people-oriented, and multimodal street network over time.

#### Plan for expansion of the Transit Center and new neighborhood-scale mobility hubs

Enhancing the Transit Center and introducing neighborhood-scale mobility hubs with amenities for multi-modal travel will increase transit capacity, improve safety and access, and strengthen regional



Figure 2.12 Transit Center Expansion under SR-90 Freeway

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connectivity. Expansion of the existing bus transit facility will require coordination with adjacent private properties and may include expansion in its current location, relocation to the right-of-way beneath the SR-90 freeway, or use of the public right-of-way along Slauson Avenue. In addition, key locations for neighborhood-scale mobility hubs—consistent with General Plan recommendations—have been identified for future City-led improvements that support first- and last-mile connections.

### Provide policies and incentives for shared public parking

Policies and incentives will encourage shared parking arrangements between private development and Fox Hills Park to support park access while reducing the need for standalone public parking facilities. By leveraging underutilized parking at different times of day and week, shared parking strategies can better balance park, transit, and neighborhood-serving needs, improve access to open space, and free land for more active, community-oriented uses.

### Explore circulator or micro transit connections to regional destinations

The Specific Plan highlights the potential for new local and regional circulator services that strengthen Fox Hills' connections to nearby job centers and destinations. Future on-demand or fixed-route circulator routes could link Fox Hills with Downtown Culver City, and Los Angeles International Airport, offering residents and workers convenient, low-emission alternatives to driving.

These services would build on the City's broader mobility goals outlined in the General Plan, complementing existing transit and bike networks while enhancing first- and last-mile access to the Transit Center.



Figure 2.13 Conceptual Rendering of Corner Plaza/Mobility Hub at Bristol Parkway

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### 2.4.3 PLAN FOR MORE NEIGHBORHOOD AMENITIES

#### Consistent with and Implements General Plan Land Use Goals:

- LU-7.4: Park and open space
- LU-7.3: Fox Hills main streets

As Fox Hills grows, access to shared public amenities becomes essential to maintaining quality of life. The Specific Plan envisions a neighborhood supported by civic, recreational, and publicly accessible spaces that foster daily use and social connection. These amenities ensure that growth translates into tangible benefits for both existing and future residents.

#### Plan for a new Community Center for Fox Hills Park

The Specific Plan envisions a community center that complements Fox Hills Park and expands opportunities for programs, events, and neighborhood services. Potential approaches may include partnering with private development adjacent to the park to incorporate community-serving space at the ground floor of a new mixed use building, as well as pursuing land acquisition for a standalone facility. In either case, flexible indoor and outdoor spaces would strengthen the park's role as a civic heart and everyday gathering place for the Fox Hills community.



Figure 2.14 Conceptual Rendering of Potential Community Center with New Development Adjacent Fox Hills Park

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### Incentivize publicly accessible recreational amenities on private properties

New development will be encouraged to include publicly accessible recreational amenities—such as plazas, small open spaces, fitness areas, or play spaces—that extend and complement the neighborhood’s park system. To maximize usability and public benefit, these spaces should be directly accessible from public streets or the Public Accessways, helping activate the public realm and provide additional, welcoming places for residents and visitors to spend time outdoors.

### Encourage neighborhood-serving destinations through temporary activations

The Specific Plan explores City-supported temporary activations as a way to create neighborhood-serving destinations and test new uses within the community. While permanent neighborhood-serving uses such as brick-and-mortar retail are largely market-driven and may emerge incrementally over time, temporary activations can help build activity, visibility, and demand in the interim. Activations such as food pop-ups, workshops, and neighborhood markets are envisioned along key park edges, paseos, promenades, and other high-visibility locations to help animate the public realm. Potential tools—including a Community Facilities District or Property-Based Business Improvement District (PBID)—can fund and manage these efforts, informing the long-term introduction of permanent uses.

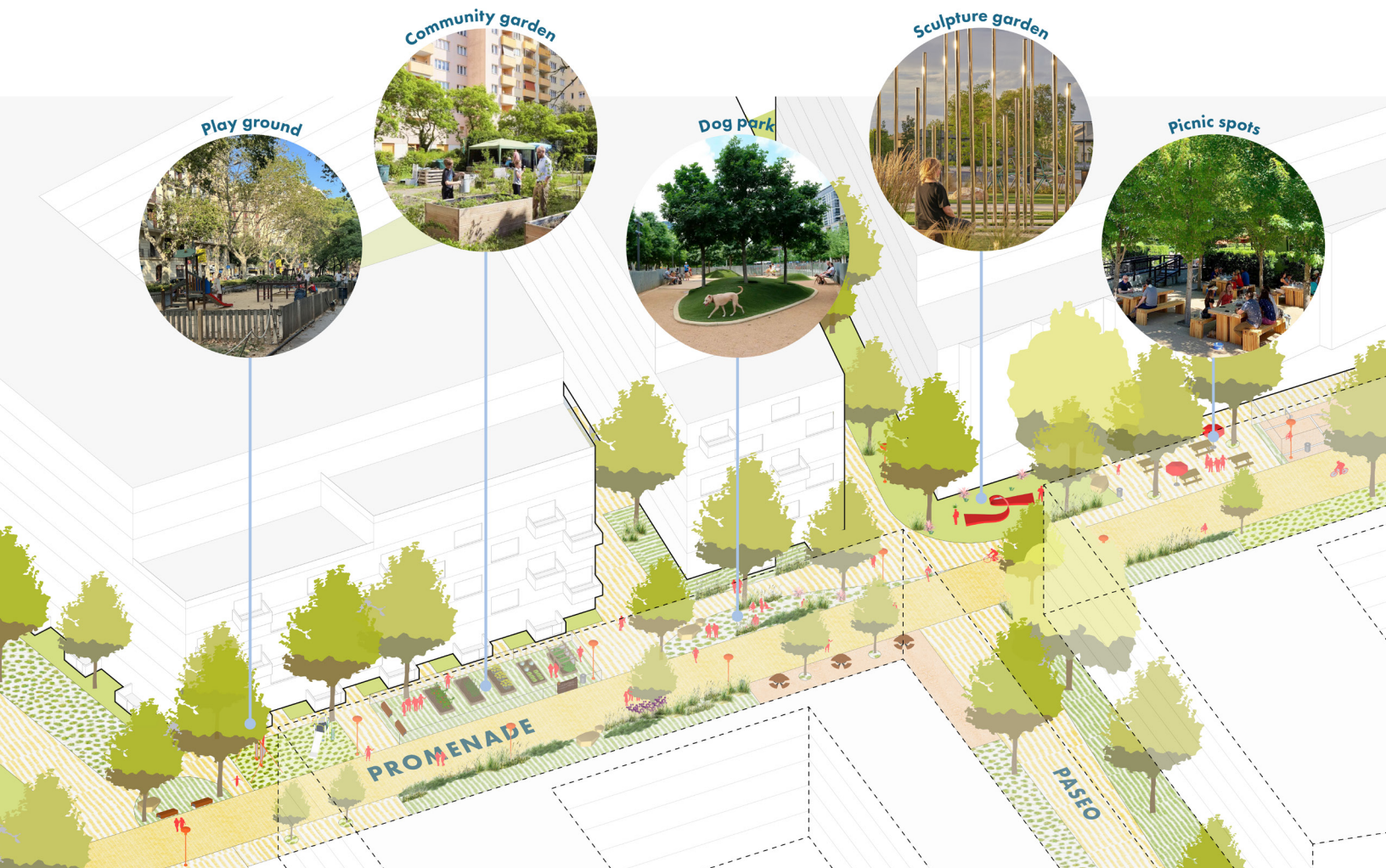


Figure 2.15 Illustration of Future Open Space Amenities along Proposed Public Accessways

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*Formosa 1140, LA - Multifamily housing development designed by LOHA architects, featuring a publicly-managed pocket park on a privately-owned residential development site in the City of West Hollywood.*



*Redwood Square, Downtown Sunnyvale - A 1.5-acre park programmed around a central heritage redwood grove, featuring flexible event lawns, play areas, and a perimeter of active retail/dining to foster continuous civic engagement.*

Precedent Images of Private Development that Incentivize Publicly Accessible Recreational Amenities

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## 2.4.4 GUIDE NEW DEVELOPMENT TO PRESERVE AND ENHANCE NEIGHBORHOOD CHARACTER

**Consistent with and Implements General Plan Land Use Goals:**

- LU-7.3: Fox Hills main streets

New development in Fox Hills will be guided by the neighborhood’s existing scale, landscape, and street structure. The Specific Plan establishes design principles and standards to ensure that growth complements surrounding residential areas and contributes positively to the public realm. Rather than applying a single approach to density, the Specific Plan emphasizes context-sensitive design that responds to location, frontage type, and adjacent uses. Together, these standards are intended to support a walkable, human-scaled neighborhood that evolves thoughtfully over time.

### Provide standards to create a walkable, human-scaled neighborhood

The Specific Plan establishes development standards for the Fox Hills–Specific Mixed Use Zones that respond to the neighborhood’s unique context and the scale of development being proposed today. New mixed use projects — typically six to seven stories with high-density housing — will be shaped by requirements that emphasize pedestrian comfort, building articulation, and integration with streets and Public Accessways. These standards ensure that increased density contributes to an environment that feels walkable and approachable at the ground level, even as buildings grow taller.

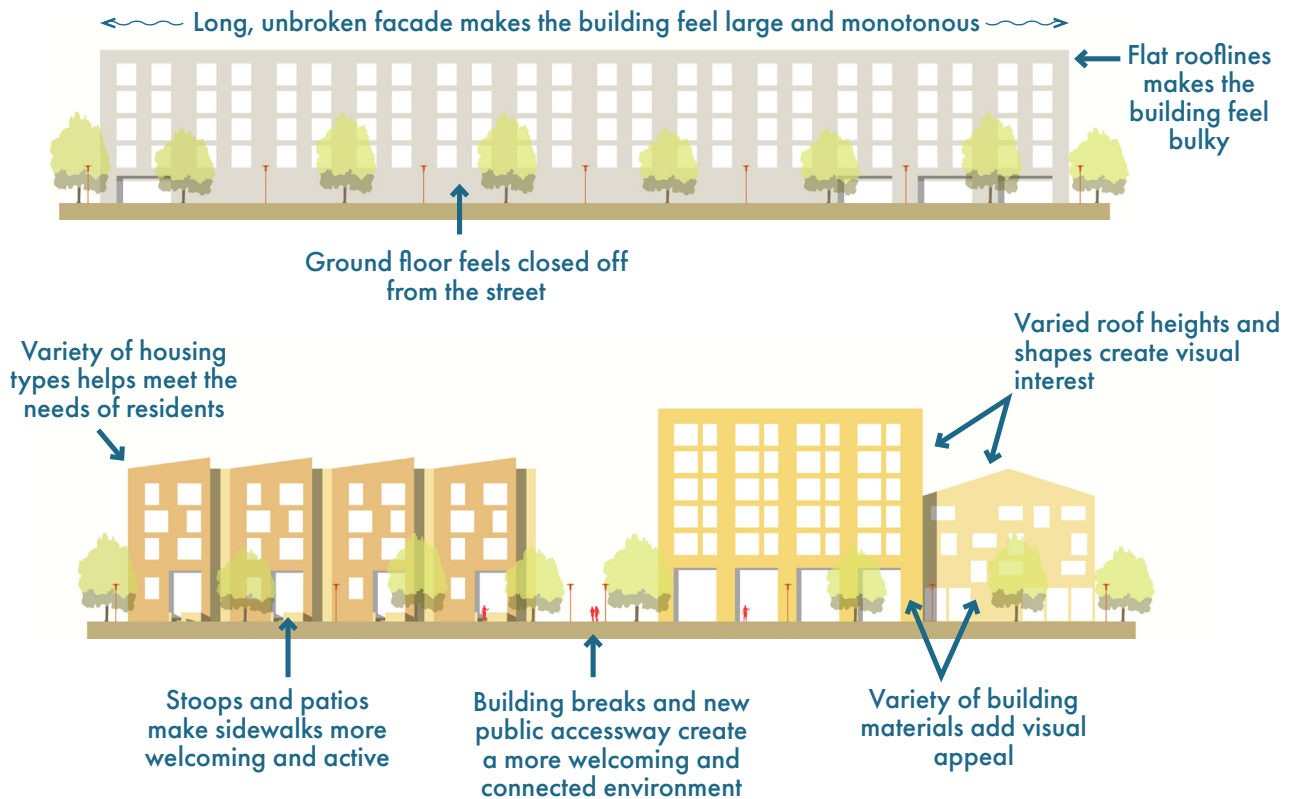


Figure 2.16 Illustration of Design Regulations to Create a Welcoming, Pedestrian-friendly District

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### Modulate development scale next to existing residential and the new Public Accessways

To avoid long, uninterrupted building fronts and preserve a sense of openness, the Specific Plan prioritizes variation, porosity, and pedestrian-oriented interfaces along the public realm. Height, massing, and setbacks will be modulated to create transitions near existing residential neighborhoods and along new Public Accessway frontages. These design approaches reduce the perception of bulk, allow light and air to reach the street, and create inviting edges that encourage walking, lingering, and social activity.

### Create conditions for an active street along Bristol Parkway

Along Bristol Parkway, the Plan establishes requirements to support a more active and engaging street environment over time. Ground-floor design standards will promote pedestrian-oriented building forms, including frequent entrances, stoops, and increased transparency along facades. Ground-floor spaces will be designed with flexibility in mind, allowing residential or other interim uses to transition to active uses — such as neighborhood-serving retail or community spaces — as market conditions evolve.



*Different roof forms provide more variety and interest*



*Stoops and raised porches create active edges to the street*



*Taller live/work units on the ground floor*



*Breaks in buildings improve the pedestrian experience*



*Height stepbacks reduce building scale at the street*  
Precedents for Building Character



*Variation in facades makes the street feel more interesting*

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**2.4.5 STRENGTHEN GATEWAYS AND IDENTITY**

As Fox Hills changes, a clearer sense of arrival and identity will help unify the neighborhood and express its evolving character. The Specific Plan identifies opportunities to establish distinct gateways at key entry points, using landscape, design, and public realm improvements to signal entry into Fox Hills.

A primary gateway opportunity exists on city-owned open space at Slauson Avenue and Hannum Avenue, where enhanced landscaping and design features could mark a prominent neighborhood entrance. Secondary gateway elements along Slauson Avenue and Centinela Avenue can reinforce identity at additional access points through consistent materials, signage, planting, or public art.

Together, these gateway elements will help create a more legible and recognizable neighborhood — one that reflects Fox Hills’ green character and supports a stronger sense of place as the area grows.



Precedents for Gateway Public Art

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# 2.5 FUTURE CITY ACTIONS

A menu of future City actions identified as part of the implementation of the Specific Plan will help translate the Specific Plan Vision into tangible projects and partnerships that respond to community and City priorities, while remaining adaptable to future conditions. City staff will coordinate across departments and work jointly with private sector partners and other public agencies to further the following priorities —

- Expand the Culver City Transit Center
- Designate and improve curbside mobility hubs
- Identify and implement circulator and micro-transit connections
- Implement complete streets improvements
- Study and adopt incentives for shared parking to serve Fox Hills Park
- Plan for a new community center for Fox Hills Park
- Plan for neighborhood gateway elements with public art
- Explore creating a Community Facilities District or Property-Based Improvement District (PBID) to fund temporary activations

The City may identify other opportunities as economic and development conditions change over time. Nevertheless, these future projects are important in carrying out the vision of the Fox Hills Specific Plan.

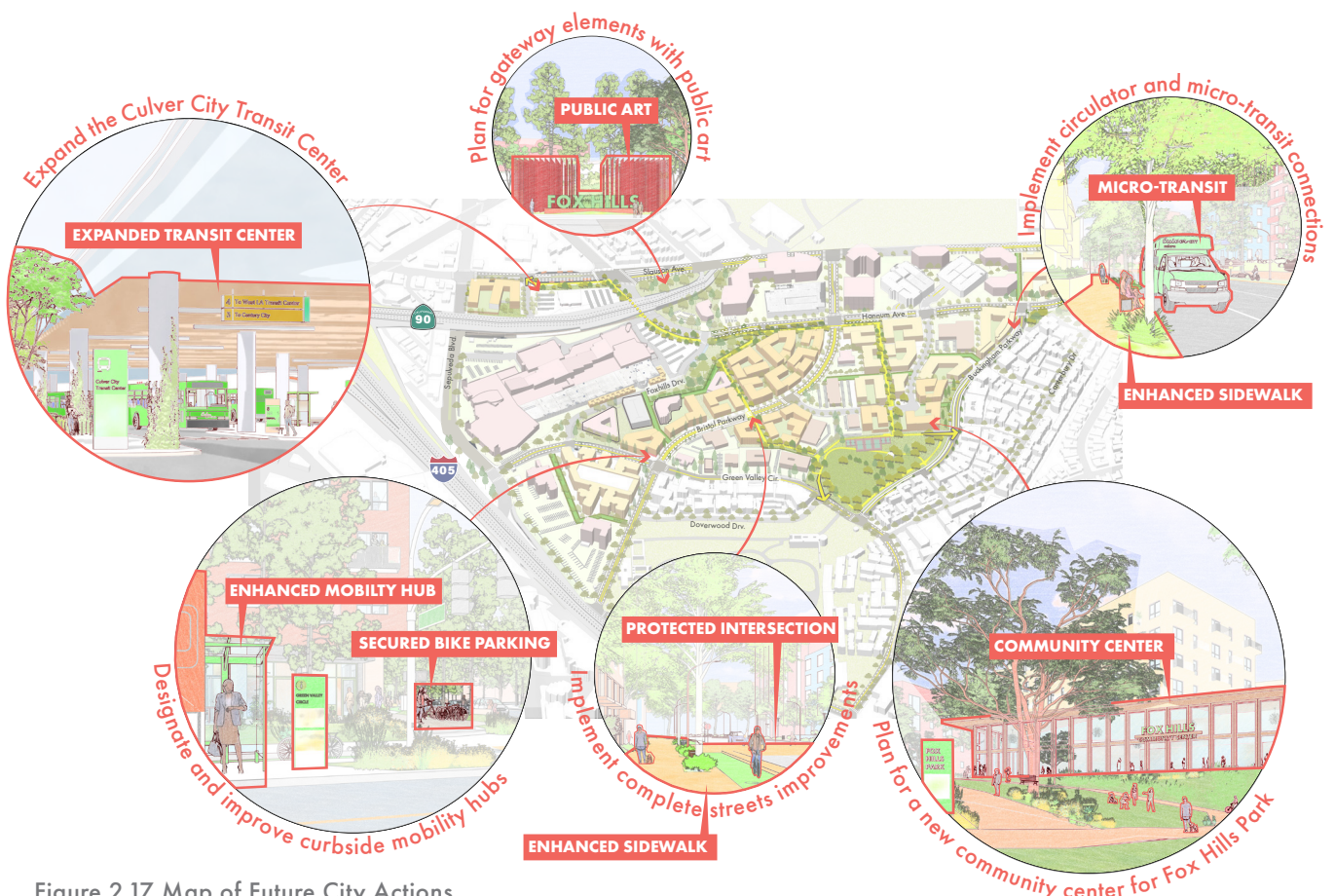


Figure 2.17 Map of Future City Actions

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### 2.5.1 PLAN FOR A NEW COMMUNITY CENTER FOR FOX HILLS PARK

#### City Departments and Key Stakeholders:

- Parks, Recreation & Community Services
- Planning and Development Department
- Public Works Department
- Economic Development Office
- Finance Department
- Private Property Owner(s) as applicable

As Fox Hills evolves to accommodate new residential density and mixed use development, the demand for accessible community-serving space is expected to increase. The Culver City's Parks Plan identifies the need and potential for a community center at Fox Hills Park. Consistent with that policy direction, the City should evaluate the feasibility and implementation of a new community center as a future City action to support recreational programs, cultural activities, community meetings, and neighborhood services.

The Specific Plan identifies several potential delivery approaches that may be explored through future feasibility analysis, partnership discussions, and funding identification.

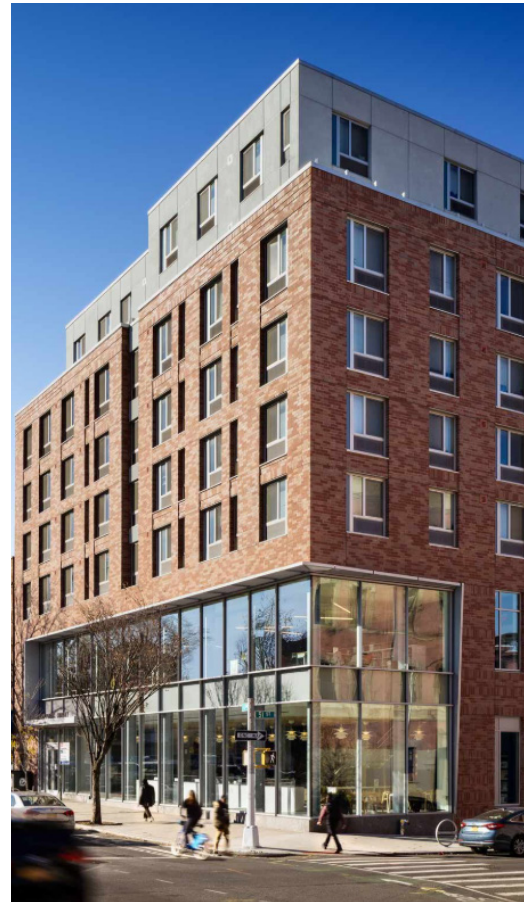
#### A. Joint Development Opportunity



*Northtown Public Library and Apartments, Chicago*



*Independence Public Library and Apartments, Chicago*



*Sunset Park Public Library, NYC*

Examples of Private Development with Housing Above Public Uses on the Ground Floor.

## DRAFT

One potential approach is a joint development model in partnership with private development adjacent to Fox Hills Park. Under this model, community-serving space could be integrated into the ground floor of a new mixed use building, allowing the facility to activate the park edge and surrounding streets while delivering publicly accessible indoor space.

This approach could allow for shared development costs and more efficient implementation. The facility could be operated by the Parks, Recreation & Community Services Department or through another agreed-upon management structure.

### B. Standalone Facility Acquisition

Another approach would involve acquiring land for a standalone community center facility within or adjacent to Fox Hills Park. This option would provide full public control of the site and programming but may require additional land acquisition, capital funding, and longer implementation timelines.

### C. Limited Facility Within Existing Park Footprint

The City could also consider developing a smaller-scale facility within the existing Fox Hills Park footprint, consistent with the Park Master Plan's identification of need. However, this approach may reduce active park space and may not meaningfully expand community-serving space relative to projected neighborhood growth.



Figure 2.18 Conceptual Rendering of Potential Community Center with New Development Adjacent Fox Hills Park

## DRAFT

Regardless of the delivery model ultimately pursued, the design of any community center should prioritize flexible indoor and outdoor spaces capable of accommodating a wide range of programs and events. Future implementation would be subject to detailed study, funding availability, and coordination among City departments and potential partners.

### 2.5.2 EXPAND THE CULVER CITY TRANSIT CENTER

#### City Departments and Key Stakeholders:

- Transportation Department
- Public Works Department
- Planning and Development Department
- Finance Department
- Regional Transit Agencies
- Caltrans
- Private Property Owner(s)

The expansion of the existing Transit Center is identified as a key future City action that supports the Fox Hills vision as a connected, accessible, and transit-supportive neighborhood. The existing Transit Center, located on privately owned property along the south side of Slauson Avenue, has limited capacity and constrained site design. With seven currently available bus bays, the center serves three bus agencies and seven different routes that transport approximately 2,800 average daily passengers. The Transit Center is limited by a neighboring bank and car dealership and is encircled by expansive surface parking lots, emphasizing the need for safety improvements. Expansion presents an opportunity not only to increase transit capacity, but also to improve neighborhood connectivity, safety, and the overall rider experience.

The Specific Plan identifies two conceptual approaches below for further study. The first approach involves relocating and expanding the Transit Center beneath the existing SR-90 freeway, while the second proposes a curbside Transit Center. A third potential approach could include expanding the Transit Center in its current location, if feasible to do so in partnership with private property owners. Expansion could include a mixed use redevelopment to provide other uses such as housing or commercial uses above a ground floor transit facility. The City should evaluate these and other potential options through detailed design, engineering analysis, and coordination with regional transit providers, Caltrans, affected property owners, and other relevant stakeholders.

#### **Option 1 — Relocate and expand the Transit Center under the existing SR-90 freeway**

This option proposes relocating and expanding the Transit Center within the Caltrans-owned right-of-way beneath the SR-90 freeway. It is recommended that this approach utilize Caltrans-owned right-of-way currently used for surface parking. Potential benefits include minimizing changes to existing circulation patterns, and enabling redevelopment opportunities for the private property where Transit Center is currently located. Additionally, proximity to Sepulveda Boulevard may allow for more efficient bus access and reduced travel times. Other benefits include easier transfers for bus riders across multiple routes, as well as closer proximity to the mall.

However, constraints include potential limitations related to freeway support columns, as well as challenges associated with safety, comfort, and visibility for transit users. These challenges may be addressed through high-quality design, enhanced lighting, wayfinding, and public art to ensure the space feels safe and inviting.

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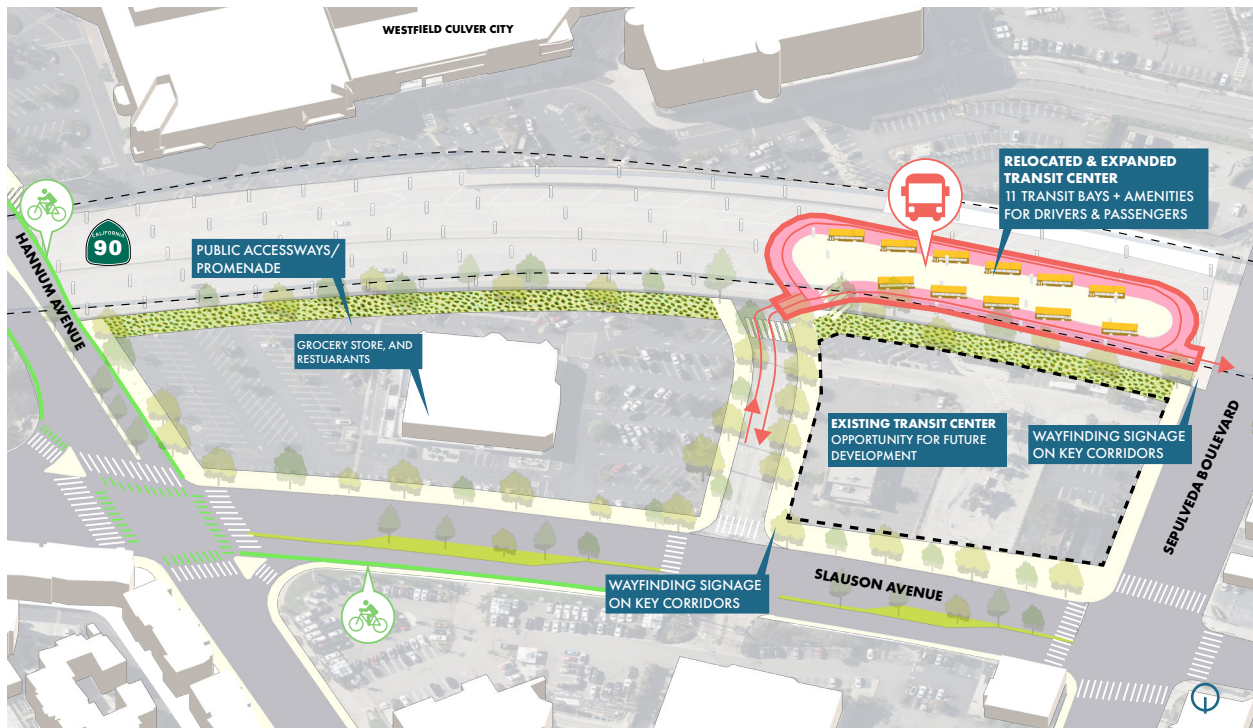


Figure 2.19 Transit Center Expansion - Option 1

### Option 2 — Curbside Transit Center Along Slauson Avenue with Bus Layover Parking Beneath SR-90

This option would establish a curbside Transit Center along Slauson Avenue, with bus layover and operational functions located beneath the SR-90 freeway. This approach offers the opportunity to create a more pedestrian-oriented street frontage and provide high visibility and intuitive access for transit users. This option may also require less space within Caltrans' right-of-way than a fully consolidated transit facility as presented in Option 1, but will require a detailed study of vehicular volumes on Slauson Avenue to determine feasibility.

Constraints to implementation include engineering challenges on Slauson Avenue, longer travel distances for certain bus routes, particularly those operating along Sepulveda Boulevard, as well as potential conflicts between layover spaces and freeway support columns for bus layover zone. Implementation may require sidewalk easements, frontage dedication, and modification or closure of existing driveway curb cuts serving adjacent properties, and when compared to the current layout, this option would require longer walking distances for bus riders to make their transfers.

Regardless of the option ultimately selected, the City should pursue improvements that expand transit capacity and enhance the rider experience. Enhancements may include upgraded bus bays, shelters, real-time information displays, EV charging infrastructure, secure bicycle parking, and integrated public art.

Implementation can occur through coordinated capital improvement planning, development review processes where applicable, project phasing to ensure continuous Transit Center operations, and partnership with transit agencies, Caltrans, and adjacent property owners. The expanded Transit Center is intended to function not only as a mobility facility, but also as a civic gateway that reinforces neighborhood identity and supports Fox Hills' long-term mobility goals.

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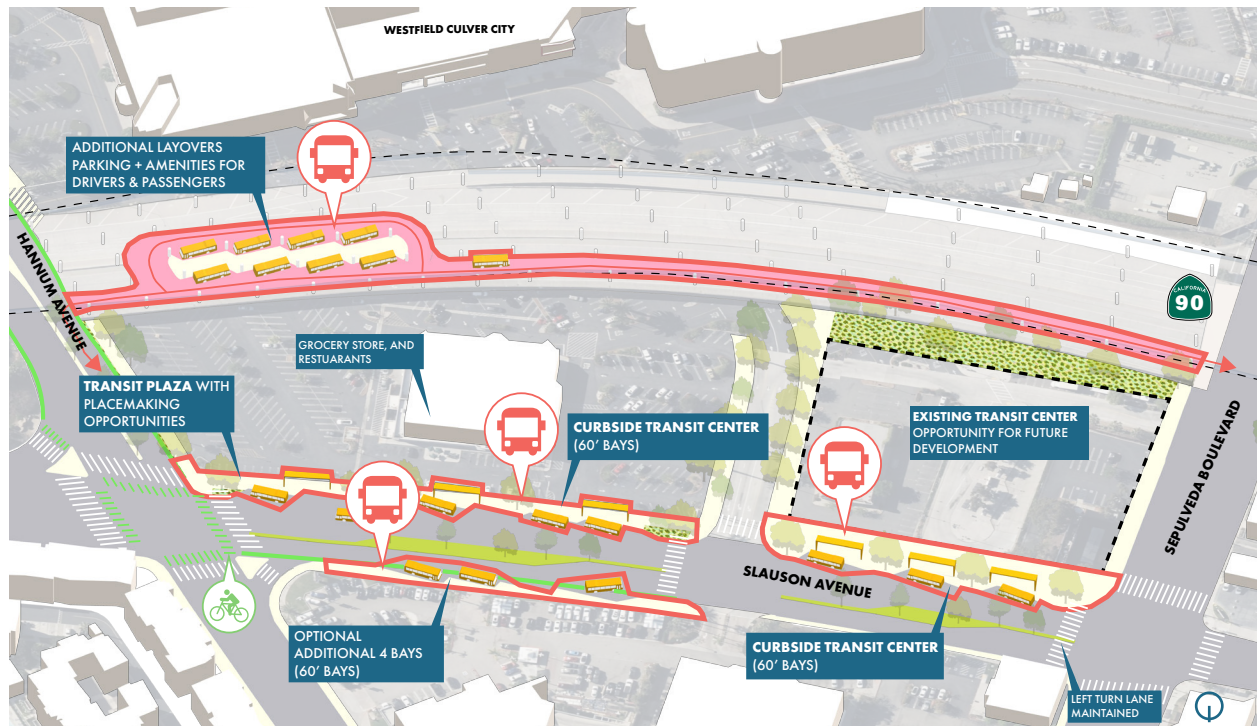


Figure 2.20 Transit Center Expansion - Option 2



Figure 2.21 Conceptual Rendering of Potential Curbside Transit Center on Slauson Avenue

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### 2.5.3 DESIGNATE AND IMPROVE CURBSIDE MOBILITY HUBS

#### City Departments and Key Stakeholders:

- Transportation Department
- Public Works Department
- Transit Providers/Operators
- Planning and Development Department

The City will explore implementation of mobility hubs within the Fox Hills Specific Plan Area to improve first- and last-mile connectivity, expand travel options, and strengthen access to high-quality transit service. Mobility hubs should be consistent with the City's General Plan Mobility Element and other adopted transportation policies.

Within Fox Hills, mobility hubs should be planned as context-sensitive facilities that respond to surrounding land uses, transit service, and network connectivity. As development projects are reviewed, the City should consider coordinating with property owners, transit providers, and relevant agencies to identify priority hub locations and secure necessary right-of-way, frontage improvements, or site design accommodations to support future implementation.

The Transportation Department should consider a citywide study to further define mobility hub typologies and implementation strategies. Until that work is complete, the Specific Plan identifies potential locations (Figure 2.22) and conceptual hub typologies (Figure 2.23) to guide future coordination. Figure 2.24 also provides the rationale for the assigned mobility hub typology for each location. Depending on location and scale, mobility hubs may include enhanced transit stops, bicycle parking, micromobility facilities, EV charging infrastructure, circulator or micro-transit connections, and space for shared mobility services, as appropriate and feasible.

The City should coordinate implementation through development review, capital improvement programming, grant funding, and partnerships with regional transit providers. Mobility hubs should incorporate lighting, landscaping, and wayfinding, and should integrate public art and placemaking elements to create safe, welcoming, and identifiable neighborhood access points.



*Multimodal Options at Intersections*  
Precedents for Curbside Mobility Hubs



*Enhanced Bus Transit Amenities*



**FIGURE 2.22**

**RECOMMENDED MOBILITY HUBS LOCATIONS**

- - - Culver City Limits
- - - Specific Plan Boundary
- Primary Priority Mobility Hub
- Secondary Priority Mobility Hub
- Preferred Area for Expanded Transit Center
- Proposed Public Accessway - Promenade Network
- Proposed Public Accessway - Paseo Easement

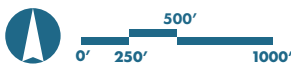


Figure 2.22 Recommended Mobility Hub Locations

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Typology	Supporting Land Uses/ Features	Recommended Amenities
1	Regional Activity and Transit Centers	<ul style="list-style-type: none"> <li>• Bus Stop</li> <li>• Parking for carshare/vanpool</li> <li>• TNC pick up/drop off zone</li> <li>• Micromobility stop</li> <li>• Bus stop amenities (more lighting, real-time bus arrival information, interactive mapping, seating, shade, wi-fi)</li> <li>• EV charging (with potential to become car share location)</li> <li>• Secure bike parking</li> <li>• Bike share location/readiness</li> <li>• Wayfinding</li> <li>• TAP/Ticket vending machines</li> <li>• Trash and recycling cans</li> <li>• Public art and/or placemaking</li> <li>• Play spaces and/or interactive elements</li> <li>• Restrooms</li> <li>• Dedicated vendor spaces (temporary or permanent)</li> </ul>
2	Local Trip Generators/ Destinations	<ul style="list-style-type: none"> <li>• Bus Stop</li> <li>• Micromobility stop</li> <li>• Bus stop amenities (more lighting, real-time bus arrival information, interactive mapping, seating, shade, wi-fi)</li> <li>• EV charging (with potential to become car share location)</li> <li>• Secure bike parking</li> <li>• Bike share location/readiness</li> <li>• Wayfinding</li> <li>• TAP/Ticket vending machines</li> <li>• Trash and recycling cans</li> <li>• Public art and/or placemaking</li> </ul>
3	Neighborhood/Community Access	<ul style="list-style-type: none"> <li>• Bus Stop</li> <li>• Micromobility stop</li> <li>• Bus stop amenities (more lighting, real-time bus arrival information, interactive mapping, seating, shade, wi-fi)</li> <li>• Secure bike parking</li> <li>• Bike share location/readiness</li> <li>• Wayfinding</li> <li>• TAP/Ticket vending machines</li> <li>• Trash and recycling cans</li> <li>• Public art and/or placemaking</li> </ul>

Figure 2.23 Recommended Mobility Hub Typologies for Fox Hills

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Location	Mobility Hubs Typology	Reasoning
Transit Center	1	<p>Serves as the multi-modal gateway to Fox Hills community; connects to major commercial zone; at corner of two major streets serving multiple transit lines.</p> <p>Consider Sepulveda Blvd./Slauson Ave. where Route 6/6R currently stop as part of this hub or locate additional hub there.</p>
Hannum/Buckingham	2	<p>Location of existing bus stop and some pedestrian amenities; adjacent to incoming housing developments; along two roadways slated for bike improvements per Safer Fox Hills and for a protected intersection.</p>
Green Valley/Buckingham	3	<p>Location of existing bus stop; along two roadways slated for bike improvements per Safer Fox Hills and for a protected intersection; adjacent to Fox Hills Park and several residential buildings.</p>
Green Valley/Bristol Parkway	3	<p>Location of existing bus stop; along two roadways slated for bike improvements per Safer Fox Hills and for a protected intersection; being considered as retail hub in Fox Hills Specific Plan.</p>
Slauson/Hannum	3 (Secondary Priority)	<p>Would be very close to upgraded Transit Center/Mobility Hub and possibly duplicative at that distance; very close to freeway on ramps. Does have close proximity to office spaces and bus.</p>
Slauson/Corporate Point	3 (Secondary Priority)	<p>Not along upgrade roadways for Safer Fox Hills or with bike facilities currently; fast-moving and vehicle-oriented roadway near to freeway on ramps. Does have existing bus stop, but seems like less of a priority location for additional amenities. Could consider for bus stop upgrades specifically.</p>

Figure 2.24 Recommended Locations and Reasoning for Mobility Hubs in Fox Hills

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### 2.5.4 IDENTIFY AND IMPLEMENT CIRCULATOR AND MICRO-TRANSIT CONNECTIONS

#### City Departments and Key Stakeholders:

- Transportation Department
- Economic Development Office
- Planning and Development Department
- Finance Department
- Regional Transit Providers / Private Operators

The City will evaluate circulator and micro-transit services to support Fox Hills as a connected, accessible, and transit-supportive neighborhood. As the area continues to evolve into a denser, mixed use district, flexible transit options should be explored to address first- and last-mile gaps, expand mobility choices, and reduce reliance on private automobiles.

Consistent with the General Plan Mobility Element, the City will evaluate opportunities to establish or expand a micro-transit service area enhancing connectivity within Fox Hills as well as other nearby destinations. Community outreach conducted as part of the Specific Plan also identified interest in improved circulator connections to Downtown Culver City and regional employment centers. The City should consider these connections in future service planning efforts.

Prior to permanent implementation of a comprehensive micro-transit or circulator network, the City may pursue further study, which may include feasibility analysis, operational modeling, partnership opportunities, and potential pilot programs. Pilot services may be used to assess ridership demand, identify preferred routes and stop locations, evaluate operational performance, and refine long-term service strategies and funding approaches.

Circulator and micro-transit stops should be coordinated with designated mobility hubs and the expanded Transit Center to ensure a legible and integrated network. The Transportation Department would serve as the lead agency for planning and coordination, working with regional transit providers, private operators, and adjacent jurisdictions as appropriate.

Implementation should occur through phased planning, funding identification, and partnership coordination as development occurs and mobility needs evolve.



Existing Micro-mobility Options in Culver City

## DRAFT

### 2.5.5 IMPLEMENT COMPLETE STREETS IMPROVEMENTS

#### City Departments and Key Stakeholders:

- Public Works Department
- Transportation Department
- Planning and Development Department
- Regional Transit Agencies (as applicable)

The City should advance the coordinated implementation of Complete Streets improvements within the Fox Hills Specific Plan Area as shown in figure 2.25, and consistent with the Safer Fox Hills Plan and the City’s adopted Complete Streets Design Standards. These adopted documents establish the framework for safer, multimodal streets; the Specific Plan supports their realization by aligning development requirements, sidewalk dedications, frontage improvements, and streetscape standards with these policies.

Through development review and capital improvement programming, the City will require and coordinate frontage and right-of-way improvements that contribute to a connected network of Complete Streets. Improvements may include widened and accessible sidewalks, enhanced and protected crossings, curb extensions, protected bicycle facilities, transit stop upgrades, traffic calming measures, landscaping, and street lighting, consistent with adopted standards and available funding.

The City should coordinate with regional transit providers and other relevant agencies to sequence private development improvements and public capital projects in a manner that incrementally builds a cohesive, safe, and multimodal street network. Implementation can occur over time as development occurs and as funding opportunities are identified.

Through this coordinated and phased approach, Fox Hills streets will progressively evolve into a connected Complete Streets system serving users of all ages and abilities.



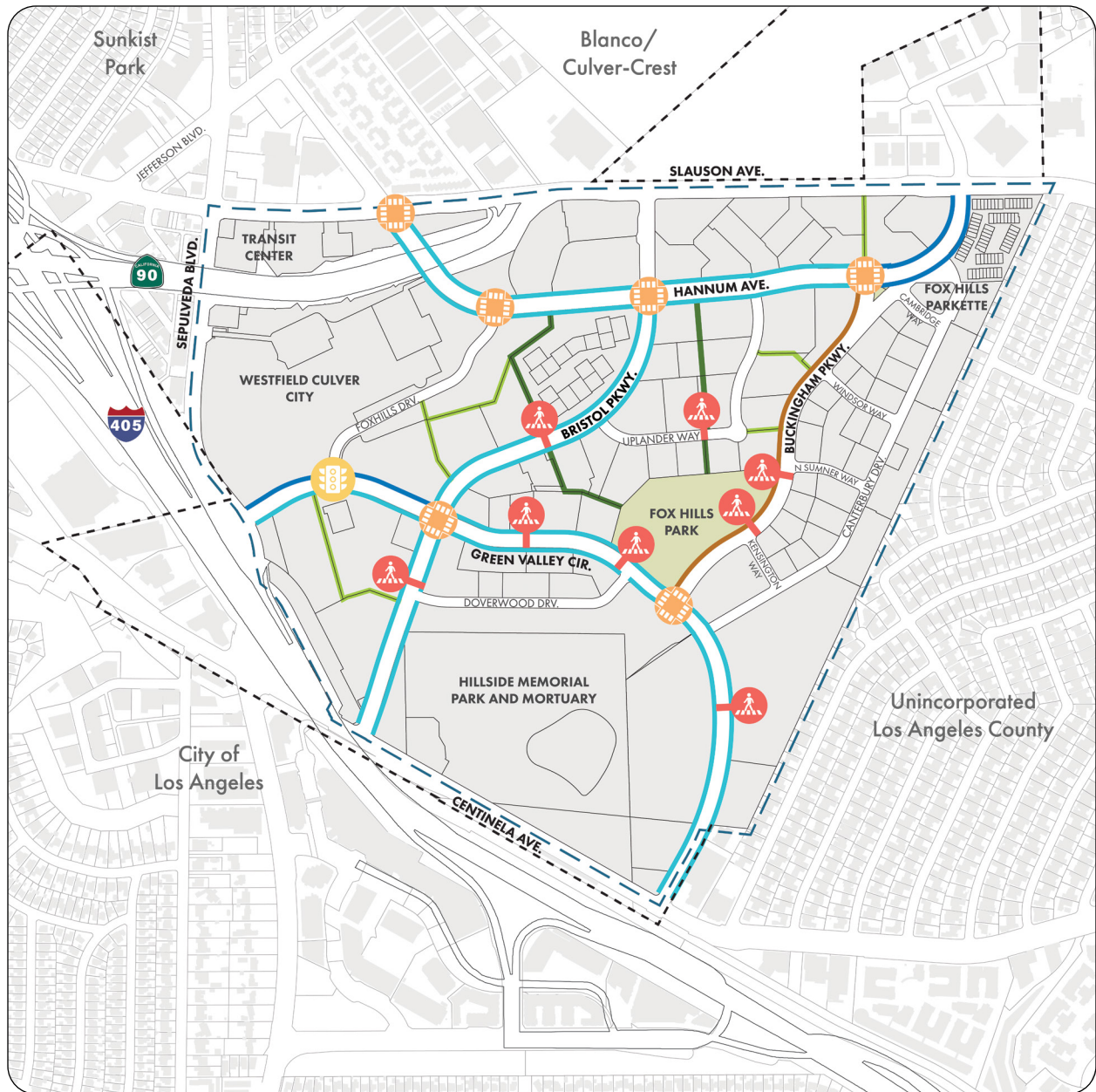
*Protected Bike lanes*



*Raised Crosswalk*

Precedents for Complete Street Improvements

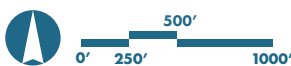
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**FIGURE 2.25**

**FOX HILLS  
COMPLETE STREETS  
IMPROVEMENTS**

- - - Culver City Limits
- - - Specific Plan Boundary
- Protected Intersections
- New Traffic Signal
- New or Upgraded Crosswalk
- One-way Protected Bike Lane
- Two-way Protected Bike Lane
- Conventional Bike Lane
- Proposed Public Accessway (Promenade Network)
- Proposed Public Accessway (Paseo Network)



## DRAFT

### 2.5.6 STUDY AND ADOPT INCENTIVES FOR SHARED PARKING TO SERVE FOX HILLS PARK

#### City Departments and Key Stakeholders:

- Transportation Department
- Planning and Development Department
- Finance Department
- Parks, Recreation & Community Services Department
- Participating Property Owners

The City should explore establishing a Shared Parking Strategy to support Fox Hills Park and a potential future community center. Shared parking allows proximate uses with different peak demand periods to utilize the same parking supply, reducing the total number of spaces constructed while increasing overall efficiency. By aligning parking demand across complementary land uses, shared parking can lower development costs, reduce land consumption, and support more active uses at the ground level.

The City can evaluate shared parking opportunities based on projected land uses, peak demand timing, and accepted methodologies such as Institute of Transportation Engineers (ITE) parking generation data or other industry-standard tools. Agreements should clearly define public access hours, operational responsibilities, signage and wayfinding requirements, and circumstances under which private property management retains control.

To encourage participation, the City should consider predictable and transparent incentives that provide financial or operational value to participating property owners. Incentive programs should be structured to minimize discretionary negotiation and provide clarity regarding eligibility and benefits.

#### Financial and Cost-Sharing Incentives

The City should evaluate financial tools that may offset the incremental costs of designing and operating shared public parking. Potential mechanisms may include:

- **Direct Capital Contributions:** Structured agreements in which the City contributes to a portion of construction or access-related costs (e.g., security, elevators, ADA upgrades) associated with making privately developed parking available for public use.
- **Public or Low-Cost Financing:** Access to bond financing, infrastructure financing districts, or other public financing mechanisms, where available and feasible.

Shared parking agreements should prioritize public access during peak park and community center hours while maintaining flexibility for private property operations. Through coordinated incentives and clear operational standards, shared parking can support public facilities while minimizing the need for standalone parking structures and preserving land for active uses.

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### 2.5.7 PLAN FOR NEIGHBORHOOD GATEWAY ELEMENTS WITH PUBLIC ART

#### City Departments and Key Stakeholders:

- Public Works Department
- Planning and Development Department
- Transportation Department
- Cultural Affairs / Arts Program

The City should explore the planning and coordination of gateway improvements to define key entry points into the Fox Hills neighborhood. Establishing clear primary and secondary gateways will reinforce neighborhood identity, support placemaking, and enhance the experience of arrival along major corridors.

Two corridors have been identified for future gateway enhancements: **Slauson Avenue** and **West Centinela Avenue**. As streetscape and mobility improvements are implemented along these corridors, the City should coordinate gateway elements with public realm upgrades, public art planning, and wayfinding strategies.

Gateway improvements may include enhanced landscaping, coordinated signage, special paving, lighting, and public art installations designed to create visible and memorable markers of entry.

#### Primary Gateway – Slauson Avenue and Hannum Avenue

A primary gateway opportunity is identified at the intersection of Slauson Avenue and Hannum Avenue, a highly visible and publicly controlled location that serves as a key entry point into Fox Hills. Existing artwork at this location may be enhanced or expanded as part of a comprehensive gateway treatment.

This gateway could function as a landmark entry, incorporating bold public art, sculptural elements, landscape features, lighting, and integrated wayfinding. Public art should reflect the neighborhood's green character and identity and may involve local artists and community input to ensure it resonates with residents.

#### Secondary Gateway – Green Valley Circle and West Centinela Avenue

A secondary gateway opportunity is identified at Green Valley Circle and West Centinela Avenue to mark the transition from regional corridors into the Fox Hills neighborhood. This gateway may incorporate coordinated signage, landscaping, lighting, and public art elements that complement — but do not compete with — the primary gateway.

Together, these gateway improvements would create a clear sequence of arrival into Fox Hills and reinforce the neighborhood's identity in coordination with broader Complete Streets, mobility, and public realm enhancements. Implementation shall occur through phased capital planning, development review, public art programming, and partnership opportunities as funding becomes available.

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### 2.5.8 EXPLORE CREATING A COMMUNITY FACILITIES DISTRICT OR PBID TO FUND TEMPORARY ACTIVATIONS

#### City Departments and Key Stakeholders:

- Economic Development Office
- Finance Department
- Planning and Development Department
- Parks, Recreation & Community Services Department
- City Manager's Office
- Participating Property Owner(s)

As Fox Hills continues to evolve, there is an opportunity to strengthen neighborhood identity and support local-serving activity through regular programming and temporary activation of Fox Hills Park and surrounding public spaces. In the absence of certainty about the long-term market for retail destinations, consistent community programming can help create visible nodes of activity, provide near-term benefits to residents, and test demand for future uses.

The Specific Plan identifies the exploration of funding tools — such as a Community Facilities District (CFD) and/or a Property-Based Business Improvement District (PBID) — as a potential future City action to support activation and placemaking efforts.

A **Community Facilities District** could be considered as a mechanism to generate funding from new development for neighborhood-serving improvements or services, which may include park enhancements, temporary programming, public art, mobility initiatives, or other public realm investments. Depending on structure and stakeholder interest, a CFD could support both one-time improvements and limited-term services.

A **Property-Based Business Improvement District** could also be explored as a more flexible tool to support place-based programming, temporary activations, cultural events, marketing, and neighborhood branding. A PBID may allow property owners to collectively fund initiatives that enhance vibrancy around Fox Hills Park and emerging activity areas.

The City's Economic Development Office could play a lead role in coordinating activation strategies and deploying funds generated through these or other mechanisms. Formation of a CFD or PBID would be subject to further feasibility analysis, property owner participation, and City Council approval.

By exploring flexible funding tools and partnership models, the City can create a framework for ongoing programming and activation that supports residents in the near term while allowing the neighborhood's longer-term retail and mixed use market to mature.

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*Vibes After 5 Event at Culver Pointe, Fox Hills, April 2025*



*Yoga Event at Culver City Steps*



*Movie Screening Event at Culver City Steps  
Community Events Organized in Culver City*

*Farmers Market Event in Downtown Culver City*

# 3. Regulations

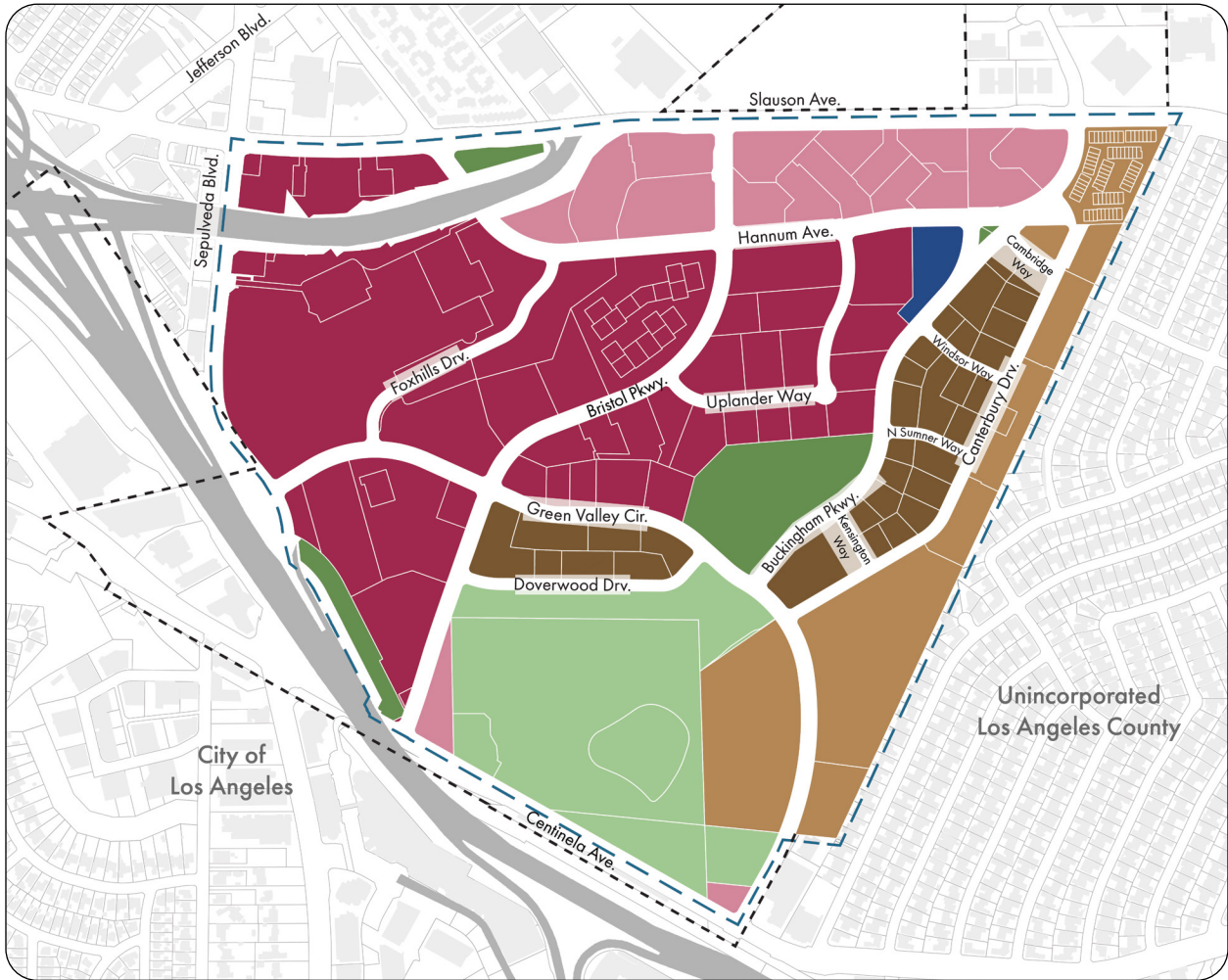


- 3.1 Land Use and Development Regulations
- 3.2 Public Accessways Standards
- 3.3 Complete Streets Improvements

**DRAFT**

# 3.1 LAND USE AND DEVELOPMENT REGULATIONS

The land use and development regulations for the Fox Hills Specific Plan are established through the Culver City Zoning Map and zoning code section 17.270.



**FIGURE 3.1**

## FOX HILLS PROPOSED ZONING MAP



- Culver City Limits
- Specific Plan Boundary
- RMD - Medium Density Multifamily
- RHD - High Density Multifamily
- FH-MD Fox Hills Mixed Use Medium
- FH-HD Fox Hills Mixed Use High
- OS - Open Space
- E - Cemetery
- T - Transportation
- Planned Development

## **3.2 PUBLIC ACCESSWAYS STANDARDS**

### **3.2.1 PURPOSE**

1. **Purpose.** Public Accessway Standards are intended to implement the Public Accessway Network shown in Figure 3.2. The Public Accessway Network provides needed connections for improved safety, health, and transportation throughout the Fox Hills neighborhood. Public Accessways improve safety by separating active transportation (such as biking and walking) from high vehicle roadway speeds, reducing the likelihood of accidents or fatalities. They improve health by providing more opportunities to access key destinations by biking and walking. They improve transportation efficiency by reducing the travel time needed by breaking down mega-blocks with direct routes.

As demonstrated in the Public Accessways analysis, the public accessways are a necessary mobility requirement to improve health and safety impacts. Furthermore, there is a direct and proportional nexus between new proposed development and the need for the public accessways. Therefore, the public accessway mobility improvements are not eligible for a local or state density bonus waiver or concession

### **3.2.2 APPLICABILITY**

1. **Threshold.** The threshold for requiring a new Public Accessway easement includes the construction of a new primary use building on properties that abut or include a Public Accessway as identified in Figure 3.2: Fox Hills Public Accessway Network.
2. **Easement Standard.** Private parcels shall be required to provide a Public Accessway in such a manner as to create an easement in, over, under, along, and across the portion of that lot based upon the overall dimensions and standards specified in Chapter 3 of the Fox Hills Specific Plan. Easements shall be mapped as a condition of project approval, and the easement area shall be dedicated and improved prior to the issuance of a certificate of occupancy, for such proposed new construction.
3. **Density.** The area of the easement may be included when calculating the overall density of a parcel.
4. **Open Space.** The open space provided within the easement may count toward the required open space of a development containing said easement.
5. **Dedication Instrument.** Easements shall be memorialized by an easement agreement in a form approved by the City Attorney and recorded by the City with the Office of the Los Angeles County Recorder.
6. **Timing of Easement.** As required by this Section, the recordation of the easement with the Office of the Los Angeles County Recorder shall occur prior to issuance of a certificate of occupancy.
7. **Revocable Easement.** In the event that an applicable building permit is deemed expired, withdrawn, or void and an easement has been recorded at the Office of the Los Angeles County Recorder in accordance with this Section, the easement dedication shall be deemed null and void. Any application for new development or redevelopment after building permit expiration shall require the execution and recording of a new revocable easement

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agreement prior to issuance of a new building permit.

8. **Exceptions.** Full or partial relief from the standard requirements prescribed in this section may be granted by the Planning and Development Director or his or her designee, provided that the only finding required to grant relief is that the easement or improvement is physically impractical, or that the cost of the dedication or improvement is proportionally excessive when compared to the impacts caused by the project.

### 3.2.3 LOCATION AND ALIGNMENT

1. **Alignment.** Required Public Accessways locations and general alignments are shown on Figure 3.2.
2. **Adjustments.** Final alignment may be adjusted during project review to respond to site conditions, provided that:
  - a. The Public Accessway maintains equivalent connectivity and access is within 200 feet of the location shown in figure 3.2
  - b. The adjustment is approved by the Planning and Development Director.

### 3.2.4 EASEMENTS

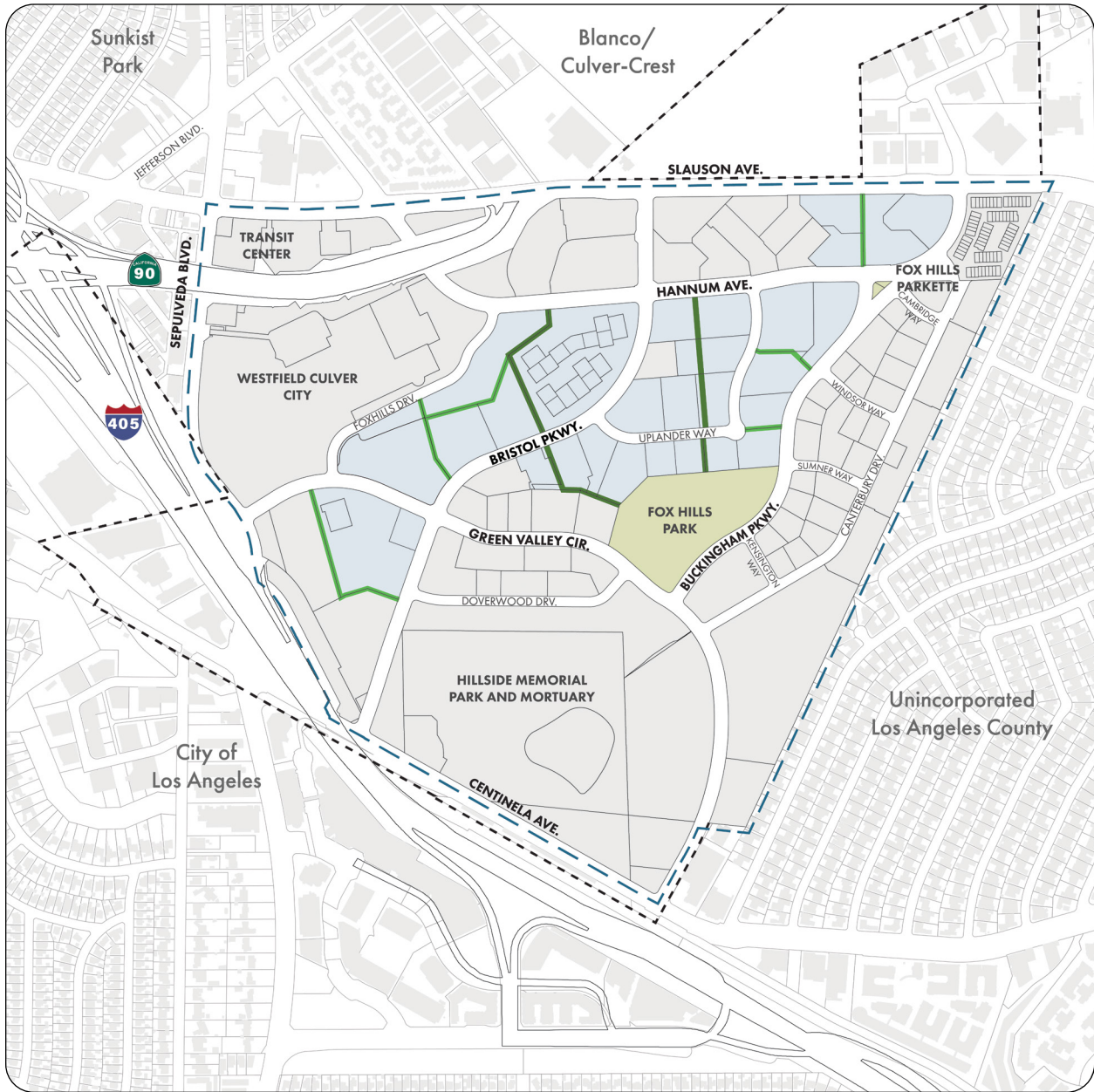
1. **Easements.** Development subject to the Public Accessway Easement requirements, as shown in 3.2: Fox Hills Public Accessway Network, shall be responsible for dedicating a Public Accessway easement if a completed Public Accessway that connects two separate right-of-ways does not yet exist. A property that features a Public Accessway easement shall serve as the primary development of the Public Accessway. The development immediately adjacent to the Public Accessway shall act as the secondary development of the Public Accessway.
  - a. A Public Accessway shall feature an easement width of 20 feet.
  - b. A Public Accessway that is also utilized as a fire aisle shall have a minimum easement width of 25 feet.
  - c. If a development project includes both sides of a designated Public Accessway, the project shall apply the easement along one of the two parcels.

### 3.2.5 GENERAL STANDARDS

1. **Access.** Public Accessways shall be accessible from the public sidewalk, a Public Accessway (existing or proposed in Figure 3.2) or another publicly-accessible open space, such as a park.
  - a. Public Accessways shall feature a minimum 10-foot wide paved pathway for pedestrian and bicycle use.
  - b. Public Accessways may also double as a fire lane. If a Public Accessway is utilized as a fire lane, the Public Accessway shall feature a minimum 20-foot wide paved path.
  - c. A maximum of 50 percent of the Public Accessway area shall be paved in standard concrete, textured and colored concrete, decorative pavers, and/or concrete with exposed or special aggregate. Asphalt is prohibited. If the Public Accessway is used as a fire lane, the paved area shall meet Fire Department Standards.

## **DRAFT**

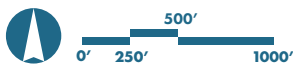
- 2. Accessibility.** Public Accessways shall be designed to be ADA compliant.
- 3. Landscaping.** Public Accessways shall be landscaped. A minimum of 25 percent of a Public Accessway shall be planted with trees, ground cover, and/or shrubs, or provided via planters, unless the Public Accessway also serves as a fire lane, in which case a minimum of 15 percent of the Public Accessway shall feature landscaping. Landscape design, installation, and maintenance shall comply with Chapter 17.310 (Landscaping).
  - a. A minimum of one tree shall be planted per 600 square feet of the Public Accessway area.
  - b. Standard planters shall have a minimum soil area of 8 cubic feet (2 x 2 x 2 feet)
  - c. Tree planters shall have a minimum soil area of 40 cubic feet (5 x 4 x 2 feet)
- 4. Walls.** Freestanding walls shall not be sited along the boundary of a Public Accessway easement, unless the easement is sited along a slope of significant grade (>5% running slope).
- 5. Features.** Public Accessways shall include all of the following:
  - a. Seating at the ratio of one seat per 200 square feet of Public Accessway area shall be provided, in addition to any permitted outdoor dining, in dispersed locations throughout the space. Seating shall be either movable chairs, or fixed seats or benches, where such seats shall be construed to be 18 lineal inches each. Movable seating is strongly encouraged.
  - b. At least one bike rack shall be provided per Public Accessway.
  - c. At least one pet waste station shall be provided per Public Accessway.
  - d. At least one waste receptacle per connection to the public-right-of-way shall be provided per Public Accessway.
  - e. Public Accessways shall be well-illuminated, and feature pedestrian-scaled light fixtures not exceeding 10 feet in height, and may include low-level bollard lights, pole-mounted fixtures, or overhead wall mounted fixtures for a well illuminated area.
- 6. Operations and Maintenance.**
  - a. The property owner or their agent shall maintain open space and landscaping within the Public Accessway open space.
  - b. Public Accessways shall be "open-to-public" at a minimum from dawn to dusk; public access hours shall be indicated on signage as required below.
  - c. Signage shall identify the Public Accessway for the public use.
  - d. Security fences, walls, or entry gates shall not block passage of the Public Accessway.
  - e. Vehicular access, loading, and parking uses shall be prohibited within Public Accessways.



**FIGURE 3.2**

**FOX HILLS PUBLIC ACCESSWAY NETWORK**

- - - Culver City Limits
- . - . Specific Plan Boundary
- █ Public Accessway (Promenade)
- █ Public Accessway (Paseo)
- █ Parcels subject to the Public Accessway Easement requirement. Where multiple parcels are shown, the easement location may occur along any highlighted parcel, subject to Section 3.2.2.

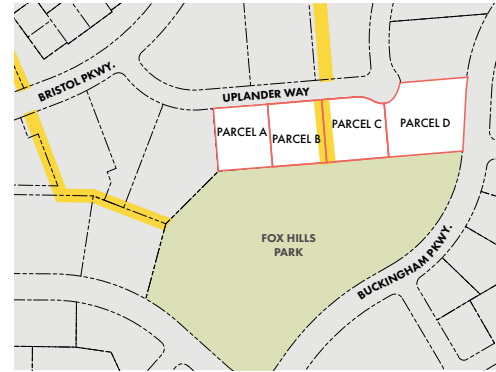


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## FLEXIBLE PUBLIC ACCESSWAYS IMPLEMENTATION SCENARIO



Existing Conditions



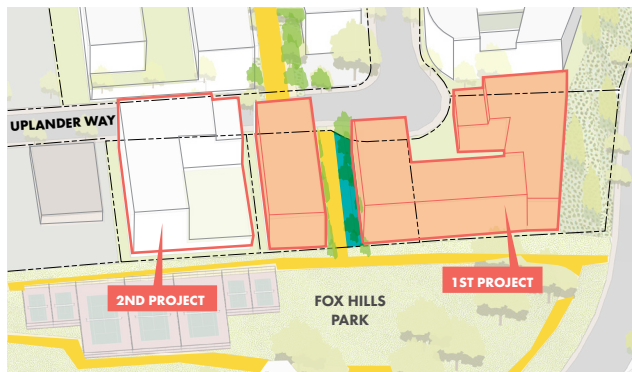
Key Plan

**LEGEND**

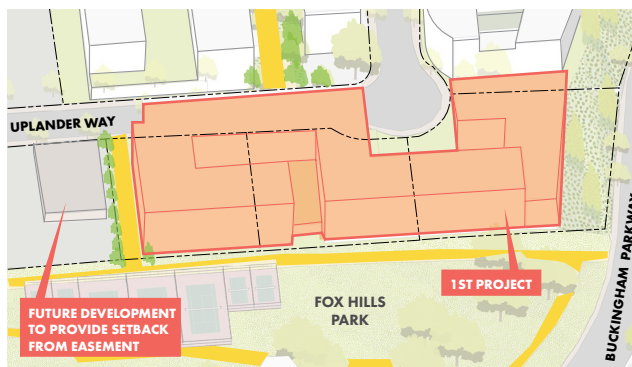
- PUBLIC ACCESSWAY EASEMENT
- 20' SETBACK
- PARCEL BOUNDARY



Scenario 1: Public Accessway between Two Projects



Scenario 2: Public Accessway Bisects Combined Parcels



Scenario 3: Public Accessway between New Project and Existing Development

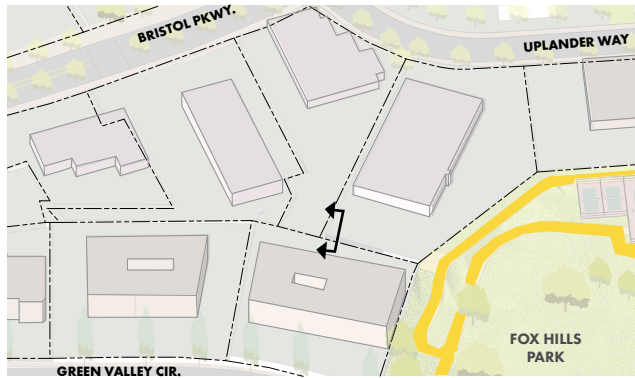
Figure 3.3 Potential Scenarios for Public Accessway between Fox Hills Park and Uplander Way

The above 3D model illustrates a potential development pattern for the neighborhood in the future, and does not represent actual projects.

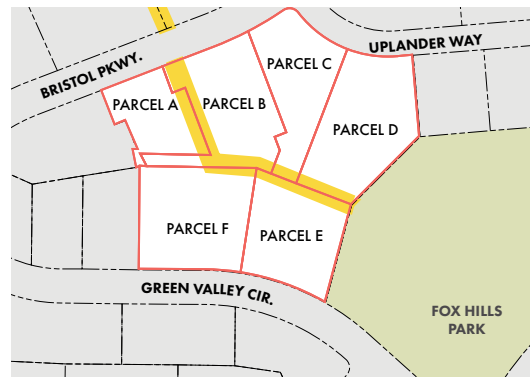


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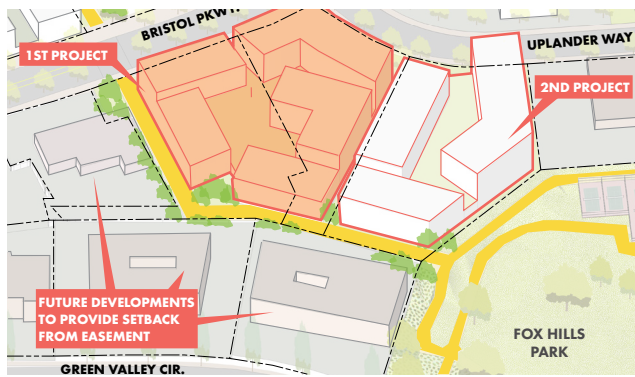
## FLEXIBLE PUBLIC ACCESSWAYS IMPLEMENTATION SCENARIO



Existing Conditions



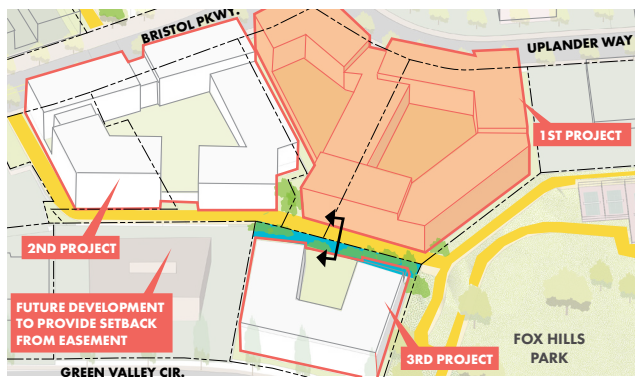
Key Plan



Scenario 1: Public Accessway Aligned across Bristol Parkway

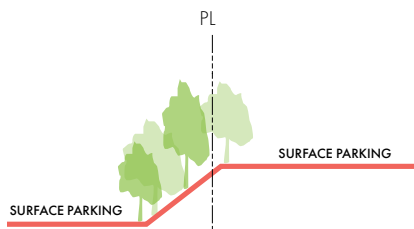
**LEGEND**

- PUBLIC ACCESSWAY EASEMENT
- 20' SETBACK
- PARCEL BOUNDARY

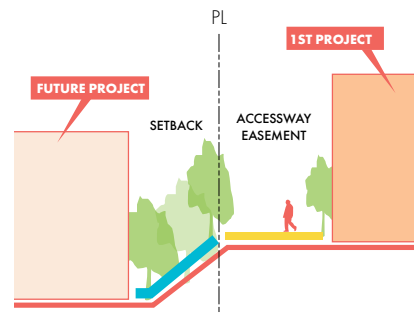


Scenario 2: Public Accessway Jogs at Bristol Parkway

The above 3D model illustrates a potential development pattern for the neighborhood in the future, and does not represent actual projects.



Existing Conditions Section Diagram

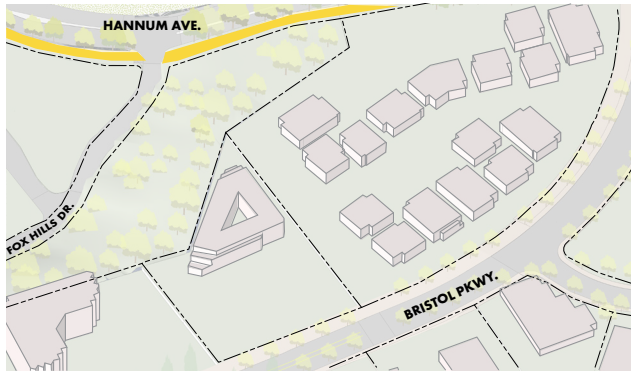


Scenario 2: Potential Implementation Section Diagram

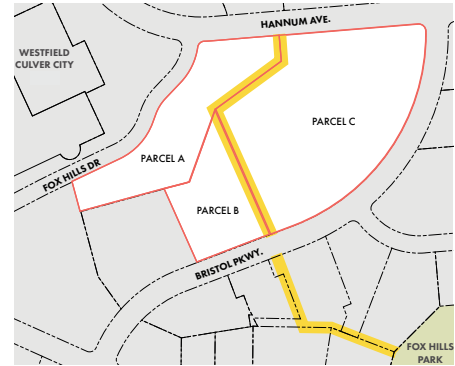
Figure 3.4 Potential Scenarios for Public Accessway between Fox Hills Park and Bristol Parkway

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## FLEXIBLE PUBLIC ACCESSWAYS IMPLEMENTATION SCENARIO



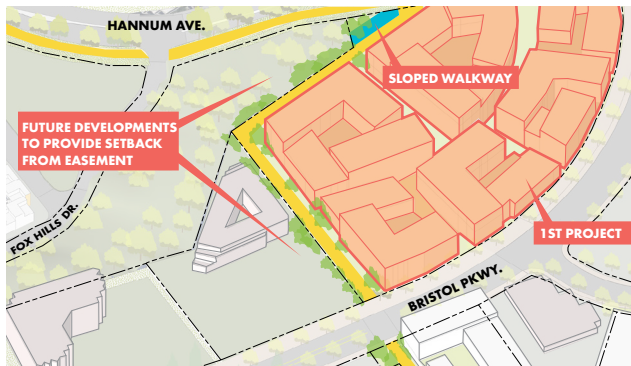
Existing Conditions



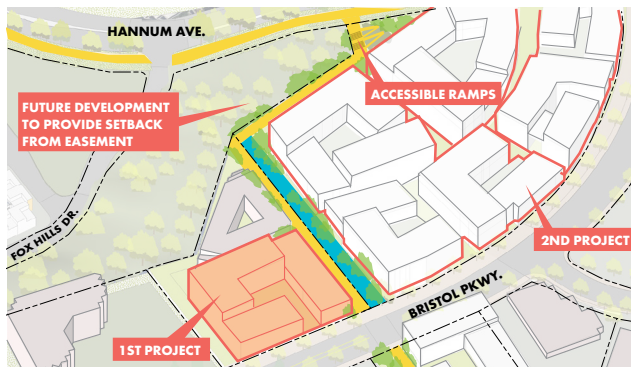
Key Plan

**LEGEND**

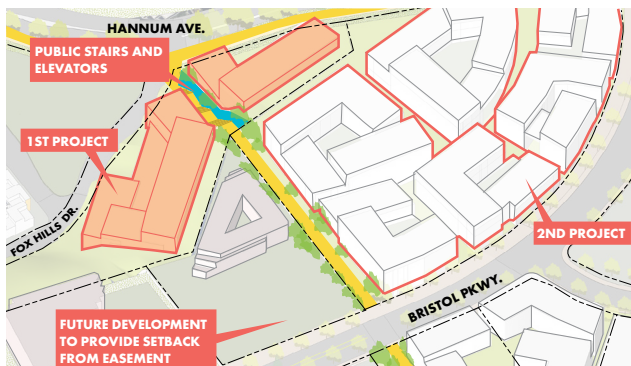
- PUBLIC ACCESSWAY EASEMENT
- 20' SETBACK
- PARCEL BOUNDARY



Scenario 1: Sloped Walkway Connects to Hannum Avenue



Scenario 2: Ramps Used to Descend Slope



Scenario 3: Combination of Public Stairs and Elevator

The above 3D model illustrates a potential development pattern for the neighborhood in the future, and does not represent actual projects.



## **3.3 COMPLETE STREETS IMPROVEMENTS**

### **3.3.1 PURPOSE**

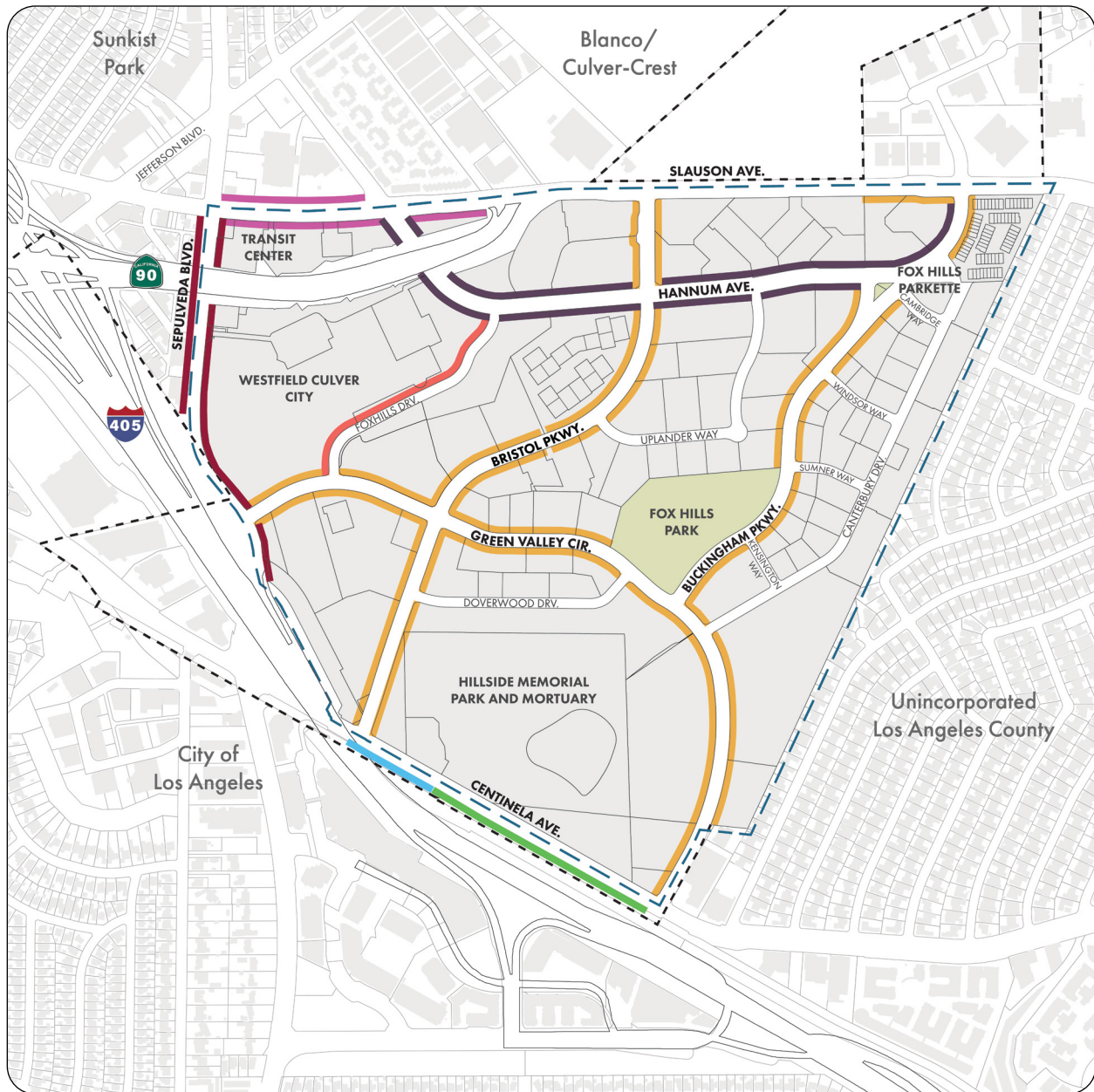
1. **Purpose.** Street dedications are intended to implement the Complete Streets Improvements shown in Figure 3.6: Fox Hills Required Street Dedications. The Complete Streets Improvements benefit safety, health, and transportation throughout the Fox Hills neighborhood. They improve safety by separating active transportation (such as biking and walking) from high vehicle roadway speeds. They improve health and transportation efficiency by providing more opportunities to access key destinations by biking and walking.

### **3.3.2 APPLICABILITY**

1. **Threshold.** The threshold for requiring new street dedications includes the construction of a new primary use building on properties that abut a public street as identified in Figure 3.6: Fox Hills Required Street Dedications.
2. **Dedication Standard.** Private parcels shall be required to provide a land dedication in such a manner as to create a public street across the portion of that lot based upon the dimensions and standards set forth in Chapter 3 of the Fox Hills Specific Plan. Dedications shall be mapped as a condition of project approval, and the dedication area shall be recorded and improved prior to the issuance of a certificate of occupancy, for such proposed new construction.
3. **Density.** The area of dedication may be included when calculating the overall density of a parcel.
4. **Dedication Instrument.** Dedications shall be memorialized in a form approved by the City Attorney and recorded by the City with the Office of the Los Angeles County Recorder.
5. **Timing of Dedication.** As required by this Section, the recordation of the dedication with the Office of the Los Angeles County Recorder shall occur prior to issuance of a Certificate of Occupancy.
6. **Revocable Dedication.** In the event that an applicable building permit is deemed expired, withdrawn, or void and a dedication has been recorded at the Office of the Los Angeles County Recorder in accordance with this Section, the dedication shall be deemed null and void. Any application for new development or redevelopment after building permit expiration shall require the execution and recording of a new revocable dedication agreement prior to issuance of a new building permit.
7. **Exceptions.** Full or partial relief from the standard requirements prescribed in this section may be granted by the Public Works Director or his or her designee, provided that the only finding required to grant relief is that the dedication or improvement is physically impractical, or that the cost of the dedication or improvement is proportionally excessive when compared to the impacts caused by the project.

### **3.3.3 COORDINATION WITH PUBLIC WORKS**

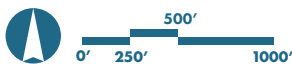
While this Specific Plan establishes the intended character, function, and public-realm priorities of streets, final roadway design—including lane configurations, striping, traffic control, utilities, and engineering specifications—shall be subject to review, permitting, and approval through the City’s Public Works Department.



**FIGURE 3.6**

**FOX HILLS  
REQUIRED STREET  
DEDICATIONS**

- - - Culver City Limits
- - - Specific Plan Boundary
- 14' Dedication
- 11' Dedication
- 10'6" Dedication
- 10' Dedication
- 6'6" Dedication
- 5' Dedication
- 3' Dedication



Note: Areas within Caltrans right-of-way are subject to Caltrans review and approval.

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### 3.3.4 STREET-SPECIFIC IMPROVEMENTS & RIGHT-OF-WAY WIDTHS

The following section identifies planned improvements and ultimate right-of-way for individual streets within the Plan Area. For each corridor, the Specific Plan establishes the intended street classification, functional role, and key public-realm and multimodal improvements, informed by existing conditions, anticipated redevelopment patterns, and City mobility goals from the General Plan, Complete Streets Design Standards, and the Safer Fox Hills Project.

Existing and proposed street plan diagrams illustrate the desired transformation of each street over time and are intended to convey the primary design intent. Final roadway design—including lane configurations, striping, and traffic control—shall be determined through subsequent engineering design and approval by the City’s Public Works Department.



Figure 3.7 Fox Hills Street Classifications

# DRAFT

## Bristol Parkway (Hannum Avenue to Centinela Avenue)

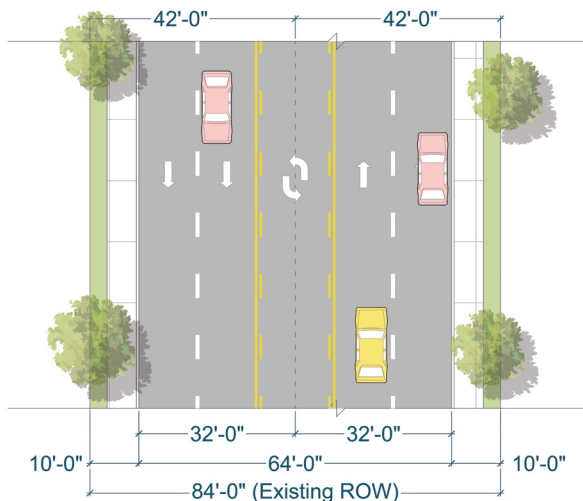
### Complete Streets Classification:

Major Collector

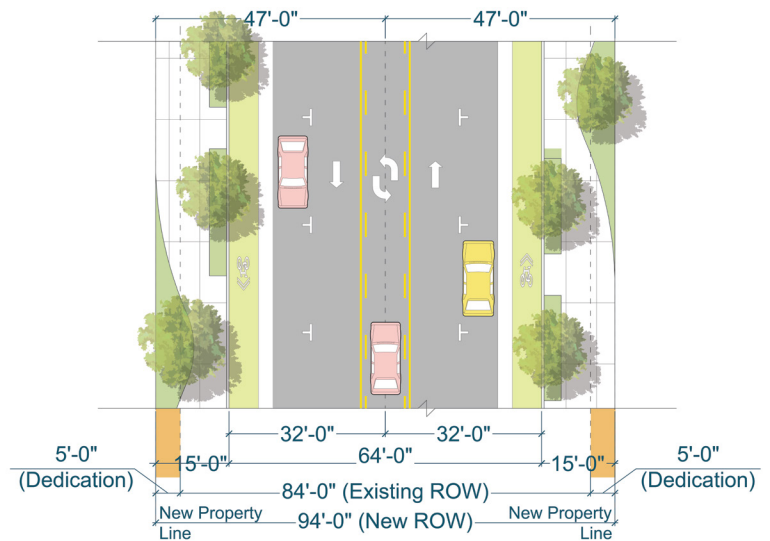
### Role and Intent

Bristol Parkway is a major north-south collector that is intended to serve as a key active corridor for new mixed use and residential development. The street supports movement between neighborhoods, commercial areas, and regional destinations. The Specific Plan emphasizes new and improved pedestrian crossings, bicycle accommodations, and streetscape enhancements to support active frontages that create a visually engaging, pedestrian-oriented environment. Required dedications on both sides of the street are intended to expand pedestrian space.

### Right-of-Way Design



🕒 Existing Condition



🕒 Proposed Condition

Figure 3.8 Bristol Parkway Right-of-Way Design (Hannum Avenue to Centinela Avenue)



Key Plan 🕒

# DRAFT

## Bristol Parkway (Hannum Avenue to Slauson Avenue)

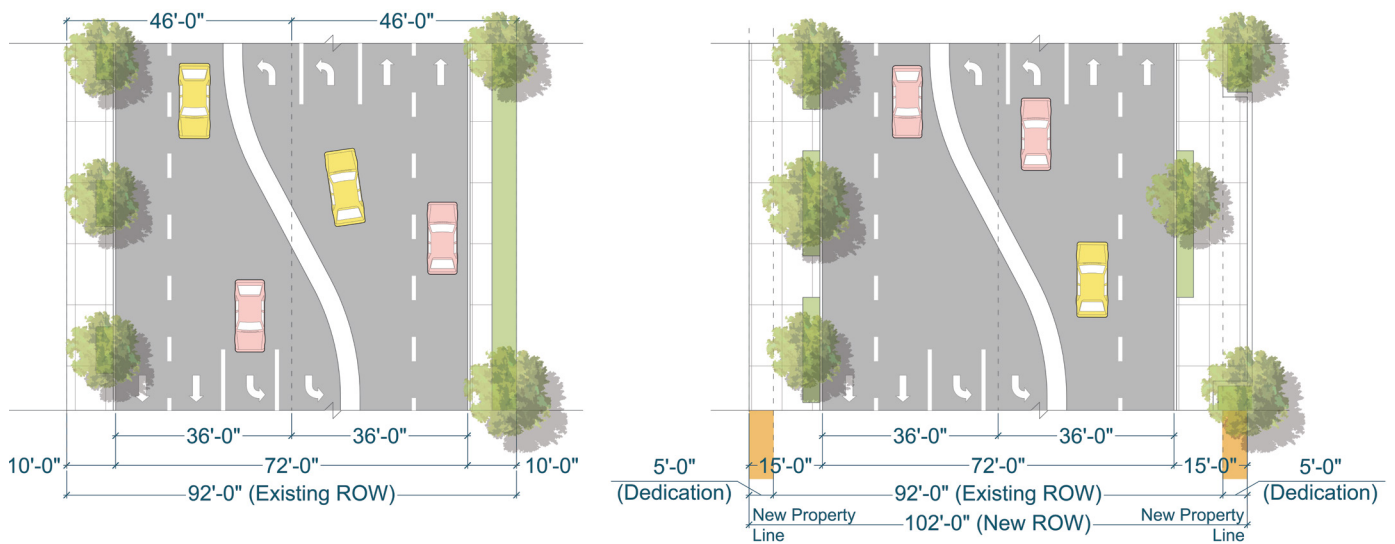
### Complete Streets Classification:

Major Collector

### Role and Intent

The Specific Plan emphasizes new and improved pedestrian crossings, bicycle accommodations, and streetscape enhancements to support active frontages that create a visually engaging, pedestrian-oriented environment. Required dedications on both sides of the street are intended to expand pedestrian space.

### Right-of-Way Design



#### Existing Condition

#### Proposed Condition

Figure 3.9 Bristol Parkway Right-of-Way Design (Hannum Avenue to Slauson Avenue)

The centerline of the existing right-of-way is assumed to be the same as the center of the curb-to-curb distance.



Key Plan

# DRAFT

## Buckingham Parkway (Hannum Avenue to Green Valley Circle)

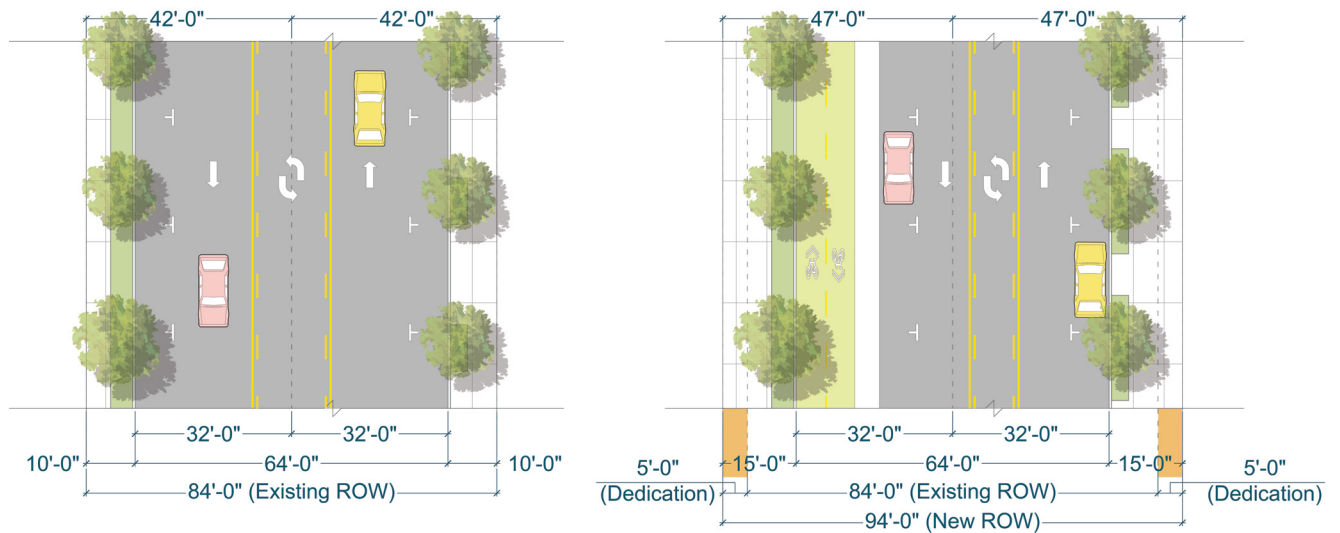
### Complete Streets Classification:

Major Collector

### Role and Intent

Buckingham Parkway functions as a major collector that connects residential areas to nearby commercial centers and arterials. The street is intended to function as a transition between existing low-scale residential areas and future development. The Specific Plan requires dedications intended to widen sidewalks and enhance pedestrian access. Other improvements include protected bicycle lanes to improve multimode access to this neighborhood-serving connector.

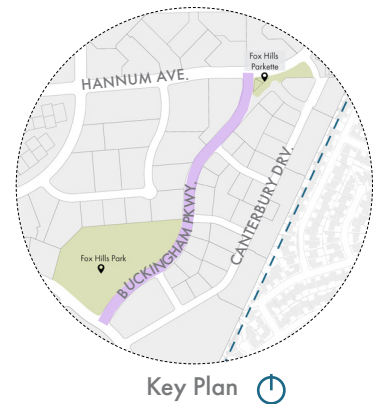
### Right-of-Way Design



Existing Condition

Proposed Condition

Figure 3.10 Buckingham Parkway Right-of-Way Design



Key Plan

# DRAFT

## Centinela Avenue (Hillside Memorial Park and Mortuary\* to Green Valley Circle)

### Complete Streets Classification:

Primary Arterial

### Role and Intent

Centinela Avenue is a primary arterial that accommodates significant regional traffic while providing access to surrounding commercial and residential areas. A sidewalk dedication is required along the south side of the corridor to improve pedestrian safety and create a more comfortable, accessible walking environment.

### Right-of-Way Design

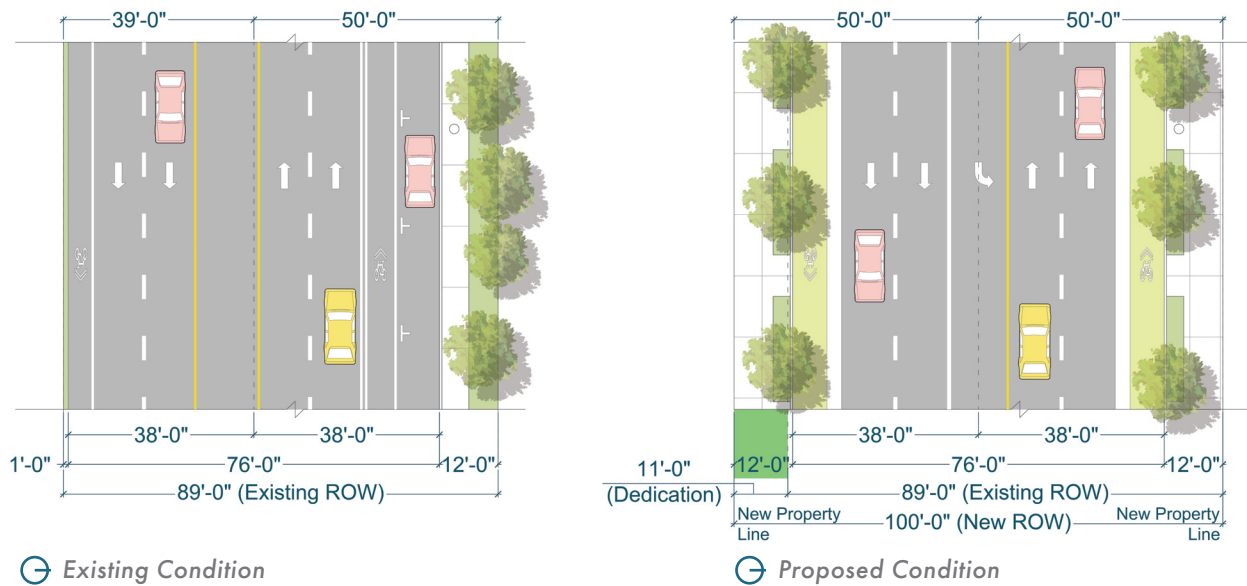
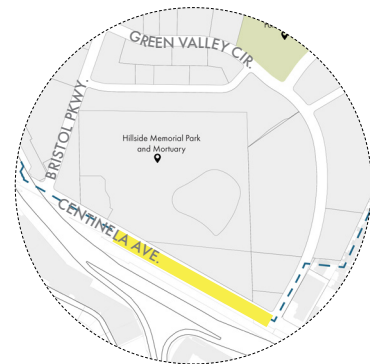


Figure 3.11 Centinela Avenue Right-of-Way Design

\*Westerly limit is the driveway to Hillside Memorial Park and Mortuary on Centinela Avenue



# DRAFT

## Centinela Avenue (Hillside Memorial Park and Mortuary\* to Bristol Parkway)

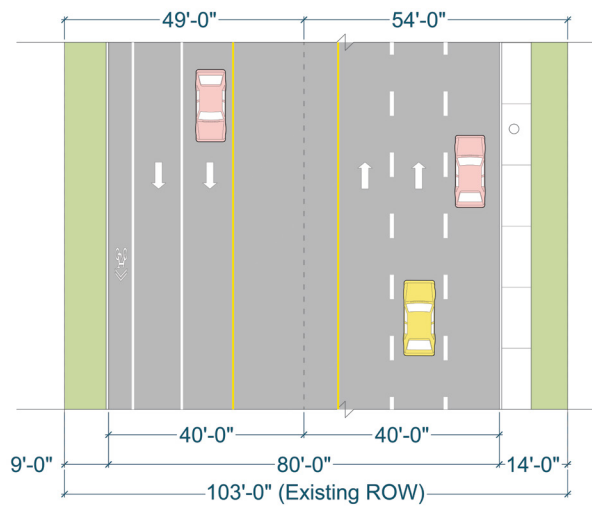
### Complete Streets Classification:

Primary Arterial

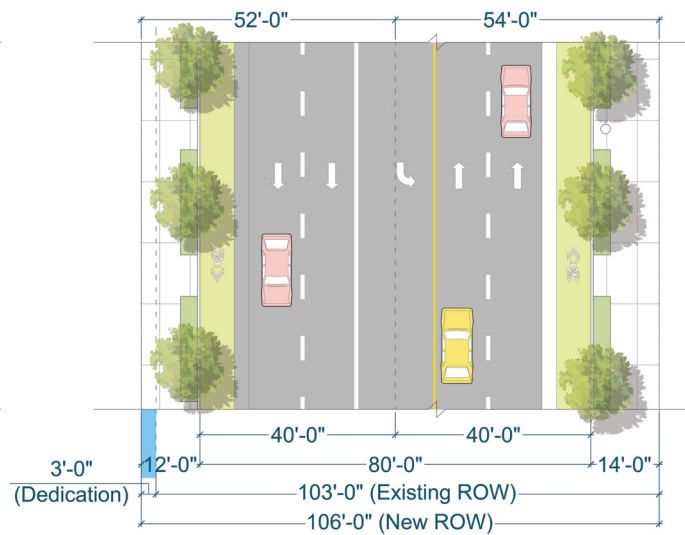
### Role and Intent

Between Bristol Parkway and Hillside Memorial Park and Mortuary, the right-of-way is wider. A sidewalk dedication is required along the south side of the corridor to improve pedestrian safety and create a more comfortable, accessible walking environment.

### Right-of-Way Design



Existing Condition

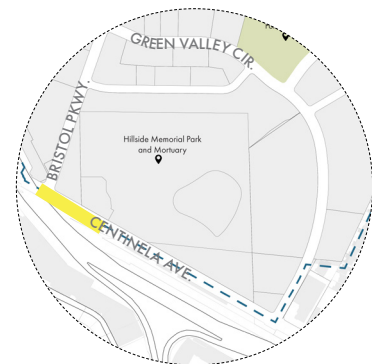


Proposed Condition

Figure 3.12 Centinela Avenue Right-of-Way Design

Note: Areas within Caltrans right-of-way are subject to Caltrans review and approval.

\* Easterly limit is the driveway to Hillside Memorial Park and Mortuary on Centinela Avenue



Key Plan

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**Fox Hills Drive (Green Valley Circle to Hannum Avenue)**

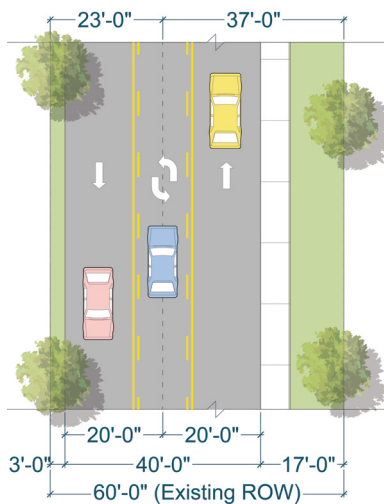
**Complete Streets Classification:**

Local Street

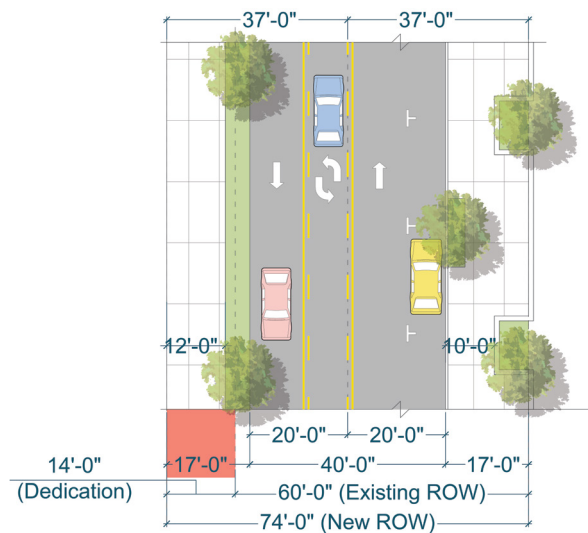
**Role and Intent**

Fox Hills Drive functions as a local street that serves the Westfield Culver City and surrounding uses. The Specific Plan requires dedications to expand pedestrian space on the western side of the street and improve overall pedestrian safety. The Specific Plan explores two options. In both scenarios, the curb-to-curb distance remains unchanged.

**Right-of-Way Design**



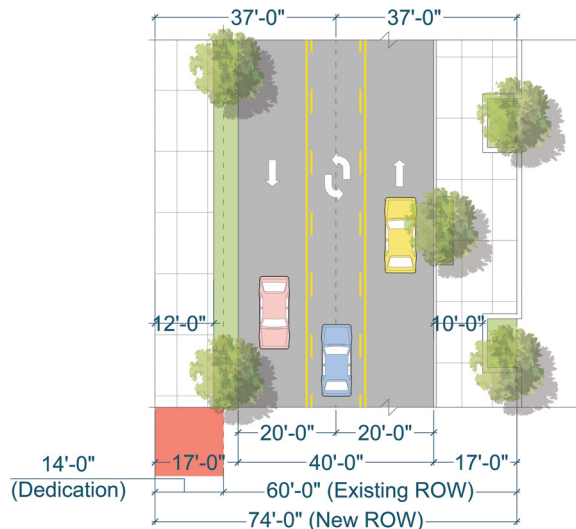
Existing Condition



Proposed Condition - Option 1 (On-street parking with 3 travel lanes)



Key Plan



Proposed Condition - Option 2 (Keeps current configuration curb-to-curb, wider lanes)

Figure 3.13 Fox Hills Right-of-Way Design

# DRAFT

## Green Valley Circle (Sepulveda Boulevard to Centinela Avenue)

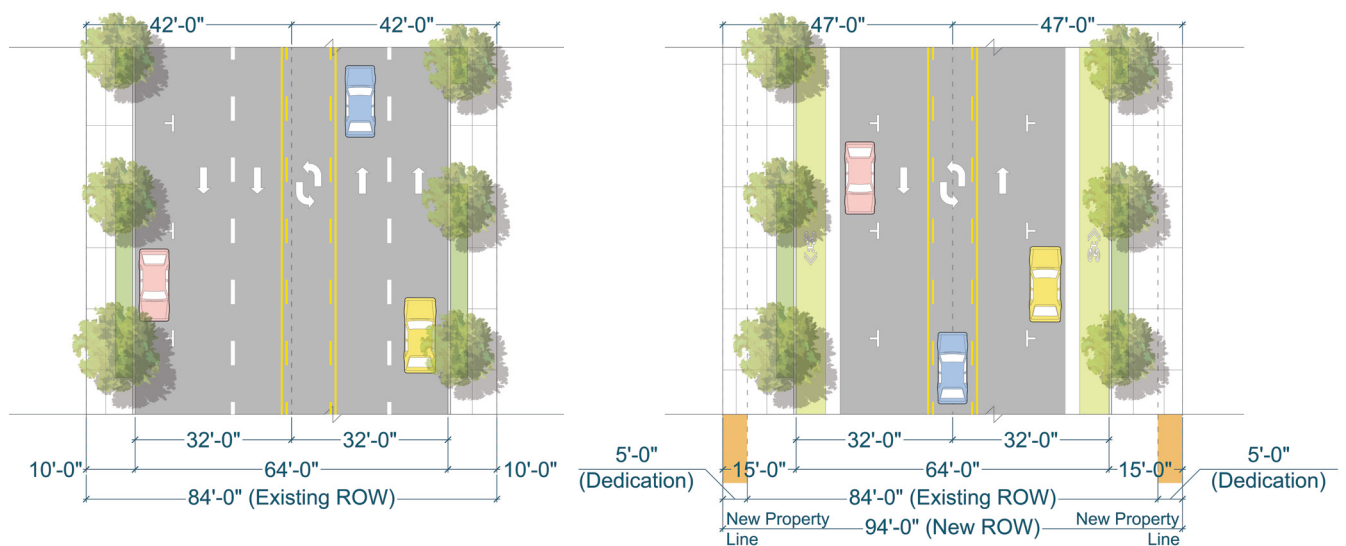
### Complete Streets Classification:

Secondary Arterial

### Role and Intent

Green Valley Circle is a secondary arterial. The corridor is intended to continue functioning as an important connector while improving conditions for pedestrians and cyclists. Required dedications on both sides of the street will support an expanded pedestrian environment and improved safety.

### Right-of-Way Design



Existing Condition

Proposed Condition

Figure 3.14 Green Valley Circle Right-of-Way Design



Key Plan

# DRAFT

## Hannum Avenue (Slauson Avenue to Slauson Avenue)

### Complete Streets Classification:

Primary Arterial

### Role and Intent

Hannum Avenue is a primary east-west corridor within the Specific Plan Area that serves as a key frontage street for new mixed use and residential development. As a primary arterial, the street is intended to balance regional movement with a safe and comfortable active transportation environment. The Specific Plan supports expanded sidewalks through required dedications on both sides of the street to enhance pedestrian safety, comfort, and bicycle circulation.

### Right-of-Way Design

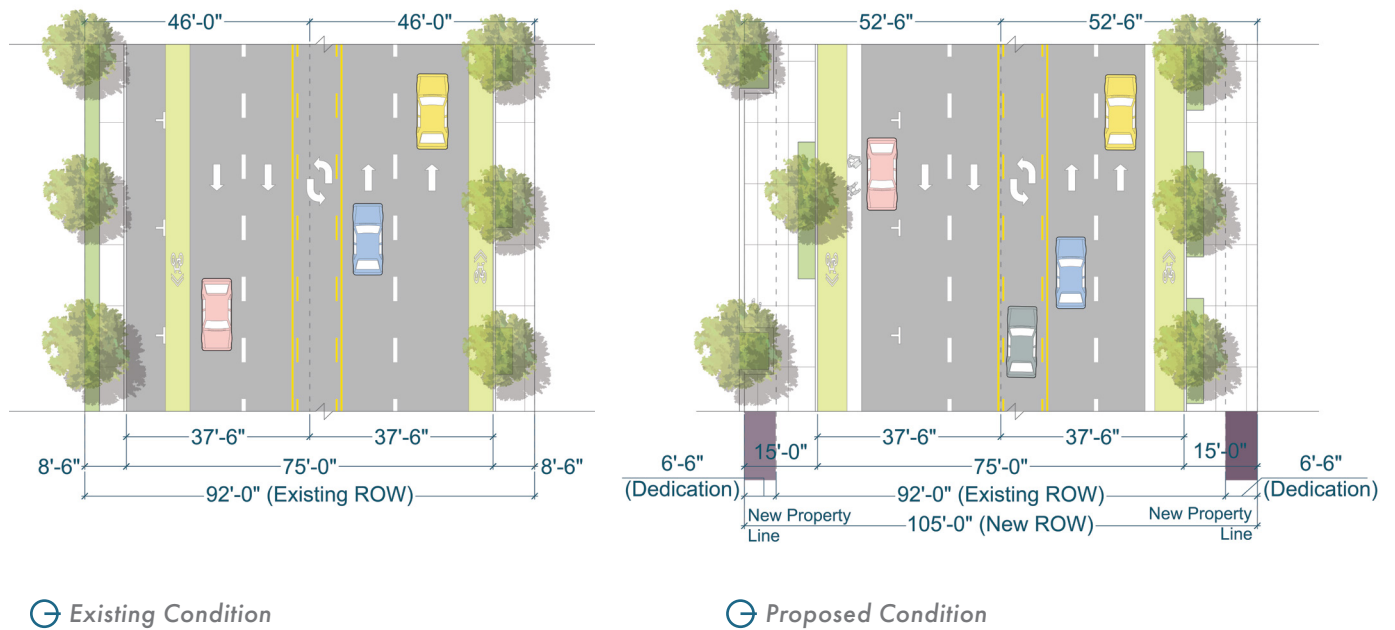


Figure 3.15 Hannum Avenue Right-of-Way Design



Key Plan

# DRAFT

## Sepulveda Boulevard (Slauson Avenue to Centinela Avenue)

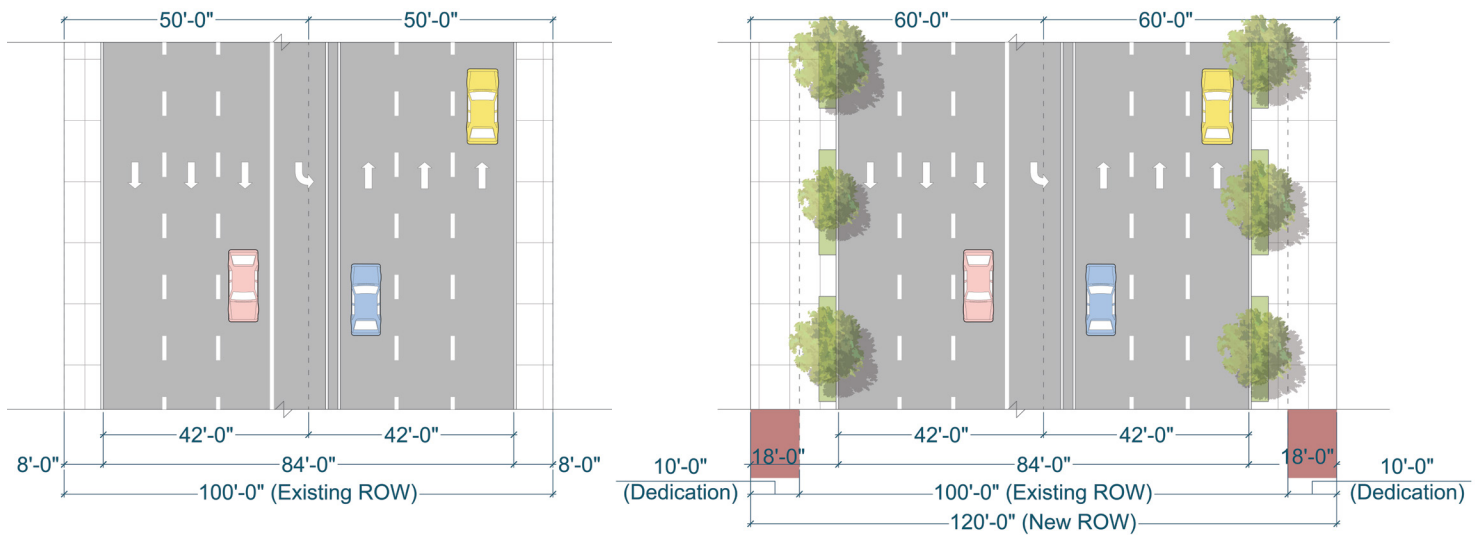
### Complete Streets Classification:

Primary Arterial

### Role and Intent

Sepulveda Boulevard is a primary north-south arterial that forms a prominent edge and gateway to the Specific Plan Area while accommodating significant regional traffic volumes. The Specific Plan requires dedications on Sepulveda Boulevard to expand pedestrian space, improve safety, and reinforce the boulevard's role as a high-quality urban corridor.

### Right-of-Way Design



🕒 Existing Condition

🕒 Proposed Condition

Figure 3.16 Sepulveda Boulevard Right-of-Way Design

Note: Areas within Caltrans right-of-way are subject to Caltrans review and approval.



Key Plan 🕒

**DRAFT**

**Slauson Avenue (Sepulveda Boulevard to Transit Center Driveway)**

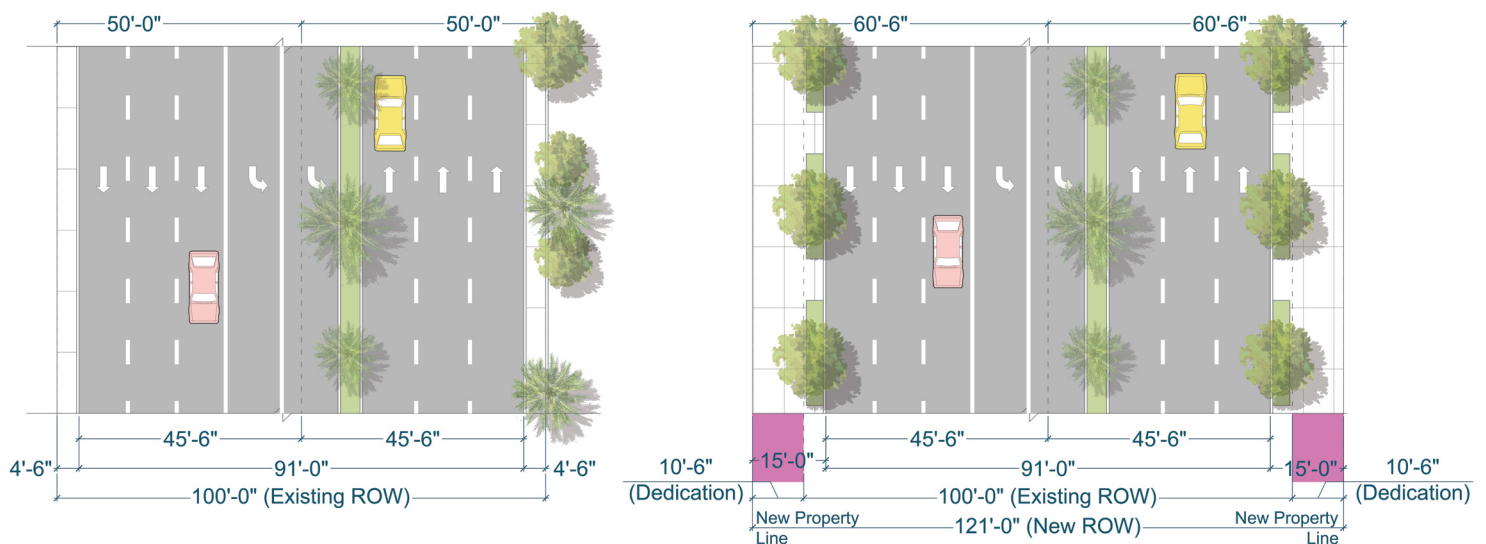
**Complete Streets Classification:**

Primary Arterial

**Role and Intent**

Slauson Avenue serves as a significant regional east-west arterial and an important gateway to the Specific Plan Area. The street is intended to strengthen multimodal connectivity, including improved access to the Transit Center, while enhancing pedestrian safety and supporting high-quality mixed use development. Between Sepulveda Boulevard and the driveway to the Culver City Transit Center, the Specific Plan requires dedications on both sides of the street, providing an opportunity to widen sidewalks and improve pedestrian comfort.

**Right-of-Way Design**



⊖ Existing Condition

⊕ Proposed Condition

Figure 3.17 Slauson Avenue Right-of-Way Design (Sepulveda Boulevard to Transit Center Drive)



Key Plan ⊕

# DRAFT

## Slauson Avenue (Transit Center Driveway to Hannum Avenue)

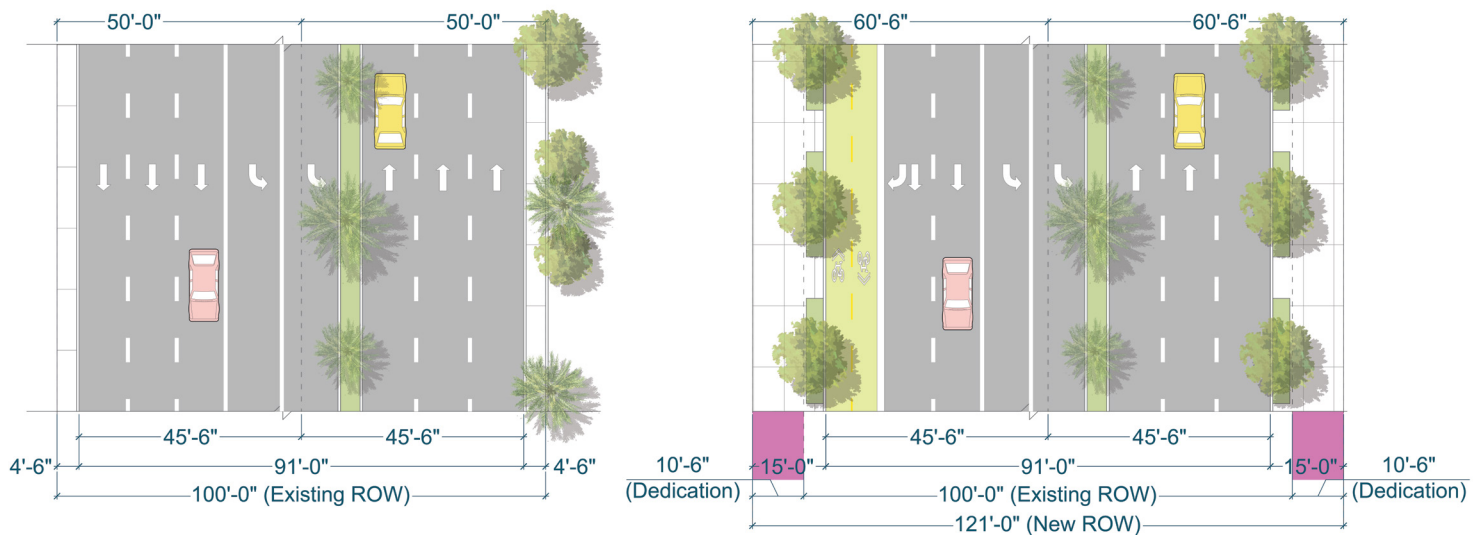
### Complete Streets Classification:

Primary Arterial

### Role and Intent

Between the driveway to the Culver City Transit Center and Hannum Avenue, the Specific Plan requires dedications on both sides of the street, providing an opportunity to widen sidewalks and improve pedestrian comfort. The Specific Plan also incorporates the Better Overland Project, which proposes a two-way protected bike lane on the north side of Slauson Avenue.

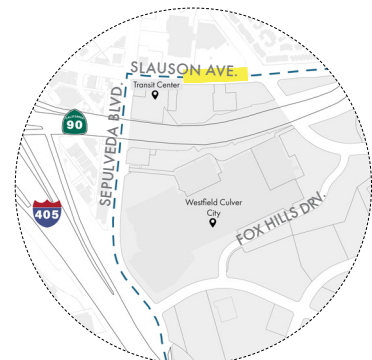
### Right-of-Way Design



⊖ Existing Condition

⊖ Proposed Condition

Figure 3.18 Slauson Avenue Right-of-Way Design (Transit Center Drive to Hannum Avenue)



Key Plan ⊕

# DRAFT

## Slauson Avenue (Buckingham Parkway to Holy Cross Mortuary and Cemetery \*)

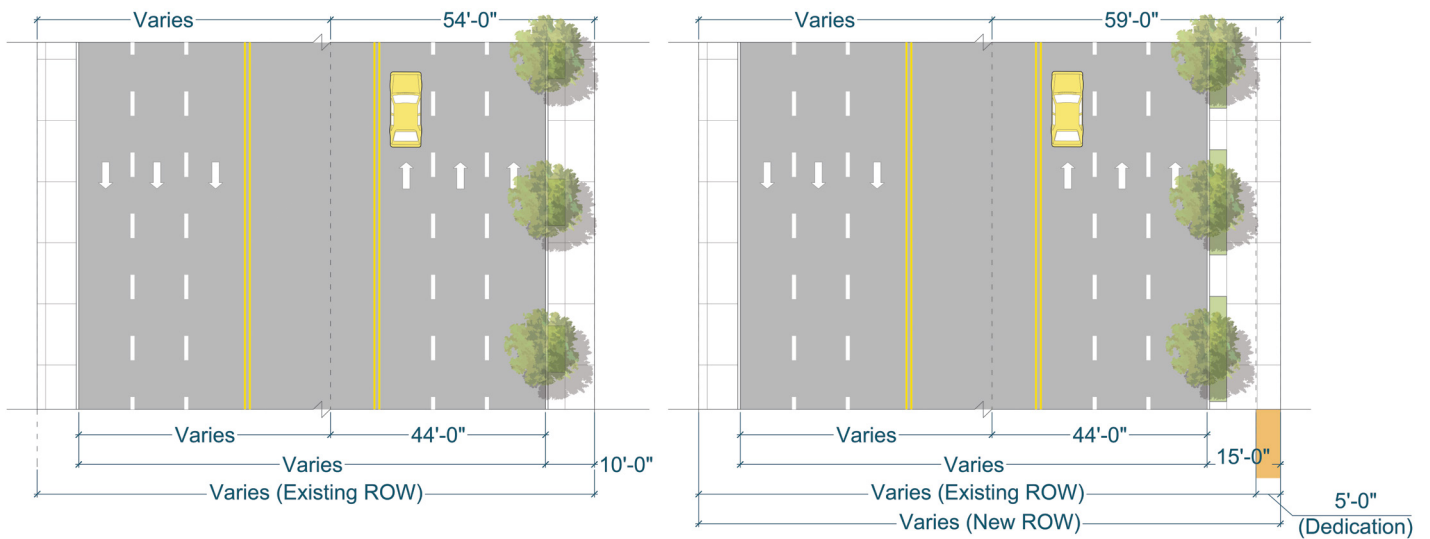
### Complete Streets Classification:

Primary Arterial

### Role and Intent

The Specific Plan acknowledges new projects under entitlement along Slauson Avenue between Buckingham Parkway to Holy Cross Mortuary and Cemetery (approximately 600' west of Buckingham Parkway). The Specific Plan requires dedications along the south side of the street to expand sidewalk space and improve pedestrian comfort.

### Right-of-Way Design



⊖ Existing Condition

⊖ Proposed Condition

Figure 3.19 Slauson Avenue Right-of-Way Design (Holy Cross Cemetery to Buckingham Parkway)

\*Westerly limit is approximately 600' west of Buckingham Parkway



Key Plan ⊕

# DRAFT

## Uplander Way (Bristol Parkway to Hannum Avenue)

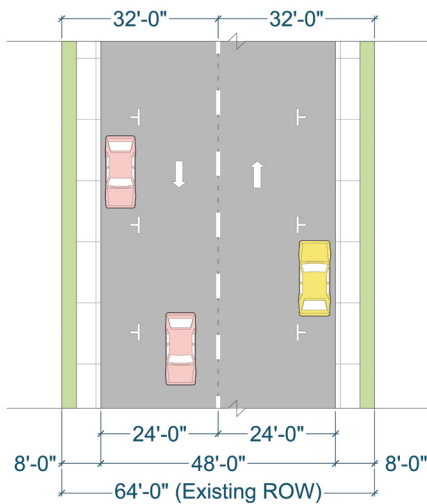
### Complete Streets Classification:

Local Street

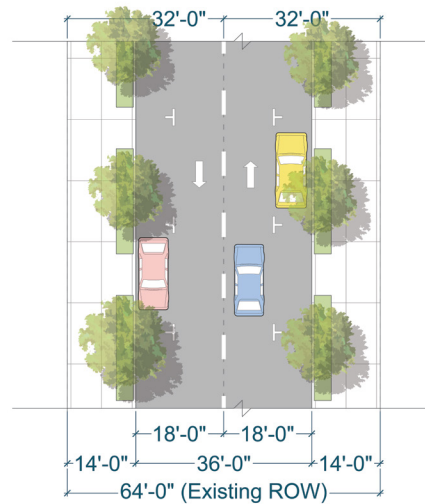
### Role and Intent

Uplander Way is a local street serving surrounding residential and upcoming development. Proposed improvements include reducing curb-to-curb width to calm traffic, enhance walkability, and support safe and convenient access for residents and visitors.

### Right-of-Way Design



Existing Condition



Proposed Condition

Figure 3.20 Uplander Way Right-of-Way Design



Key Plan

# DRAFT

## Other Local Streets

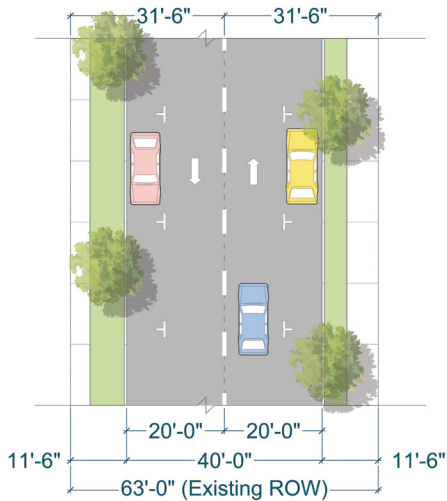
### Complete Streets Classification:

Local Street

### Role and Intent

These streets function as local residential streets that support neighborhood access. Required improvements shall follow the General Plan, Complete Streets Design Standards, and other requirements.

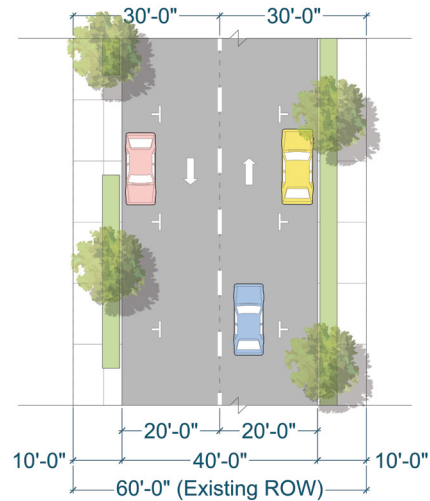
### Canterbury Drive (Green Valley Circle to Hannum Avenue)



⌚ Existing Condition - No changes proposed

Figure 3.21 Canterbury Drive Right-of-Way Design (Hannum Avenue to Green Valley Circle)

### Doverwood Drive (Bristol Parkway to Green Valley Circle)



⌚ Existing Condition - No changes proposed

Figure 3.22 Doverwood Drive Right-of-Way Design (Bristol Parkway to Green Valley Circle)



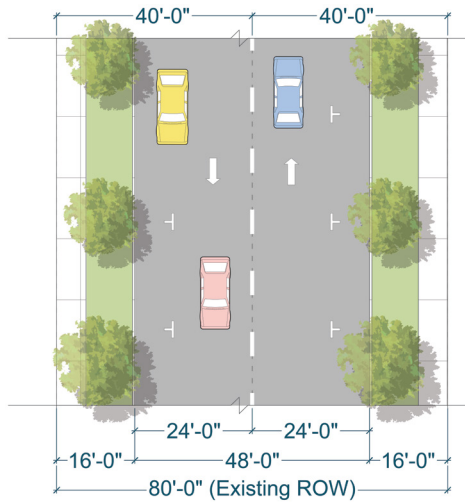
Key Plan ⌚



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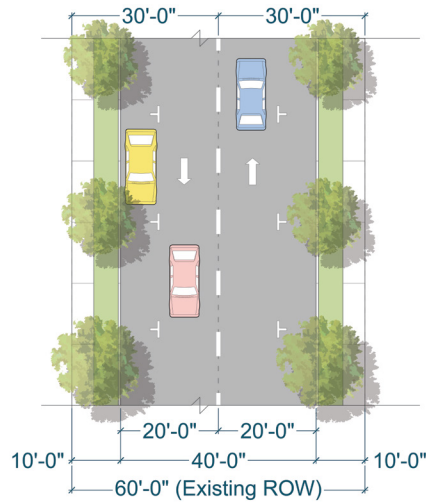
**Cambridge Way (Buckingham Parkway to Canterbury Drive)**



Existing Condition - No changes proposed

Figure 3.23 Cambridge Way Right-of-Way Design (Buckingham Parkway to Canterbury Drive)

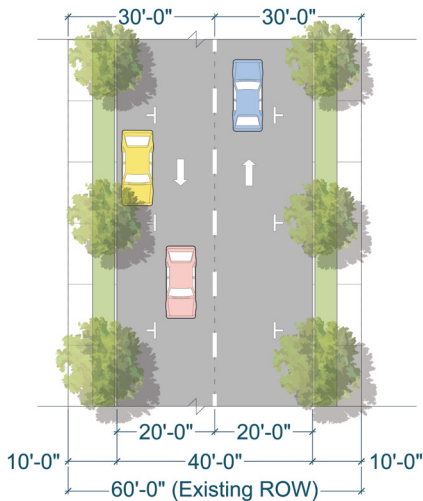
**Kensington Way (Buckingham Parkway to Canterbury Drive)**



Existing Condition - No changes proposed

Figure 3.24 Kensington Way Right-of-Way Design (Buckingham Parkway to Canterbury Drive)

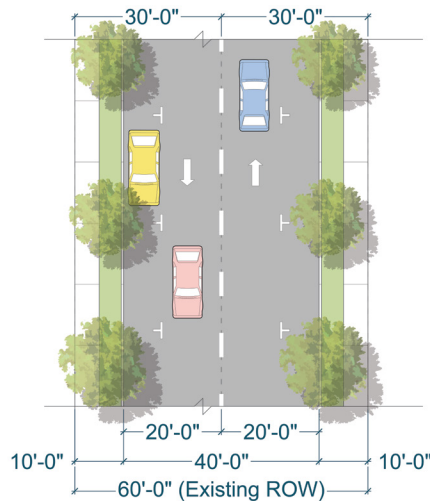
**Sumner Way (Buckingham Parkway to Canterbury Drive)**



Existing Condition - No changes proposed

Figure 3.25 Sumner Way Right-of-Way Design (Buckingham Parkway to Canterbury Drive)

**Windsor Way (Buckingham Parkway to Canterbury Drive)**



Existing Condition - No changes proposed

Figure 3.26 Windsor Way Right-of-Way Design (Buckingham Parkway to Canterbury Drive)



Key Plan

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