



## **URBAN DESIGN REPORT: REIMAGINING THE TRANSIT GATEWAY OF CULVER CITY**

CULVER CITY COMPREHENSIVE PROJECT | CAPSTONE | MASTER OF URBAN AND REGIONAL PLANNING | UCLA | JUNE 2020

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# 1 EXECUTIVE SUMMARY

Culver City's population growth and the 2045 general plan update bring an opportunity to rethink its urban future. While we are experiencing a global pandemic with COVID-19 and a nationwide uprising to racial violence, now more than ever the City should include structural planning changes that are just and inclusive for underrepresented communities. Given the national demand for systemic racial equity for Black lives, the city can utilize a new planning process that actively addresses racial inequality and opportunity access.

The City's short walk from downtown to the Expo Line Station and adjacent parcels are a great site to encourage a just and inclusive city. We seek to provide a vision for an equitable development. Through analysis of the City's context, site conditions, municipal policies, market trends, relevant literature, and case studies, we recommend a three-phase plan with masterplans, visions, policy recommendations, and financial studies that illustrate the just growth and inclusivity in the transit gateway of Culver City.

## 2 INTRODUCTION: WHAT IS THE GATEWAY PROPOSAL?

- 2.1 The project and the site
- 2.2 The methodology and approach
- 2.3 The challenges and research questions

## 2 INTRODUCTION: WHAT IS THE GATEWAY PROPOSAL

### 2.1 The project and the site

As part of the UCLA Culver City Comprehensive Project - a series of student projects to support, inform, and challenge the Culver City 2045 General Plan Update - this urban design project explores alternatives for what we call the Transit Gateway of Culver City. The primary goal is to provide visions and plans to help the City foresee and manage further developments on site.

The proposed site is a transit intersection located at Culver City's northern edge. It includes the Culver City Station of the Metro EXPO Line and several parcels on its south. The scope is between Venice Boulevard, Washington Boulevard, Culver Boulevard, and the Exposition Corridor. (See Figure 1) The site is adjacent to Downtown Culver city and City Hall to its south, a newly developed mix use project and the Art District to its north, a commercial corridor and residential area to its west, and Palms neighborhood of LA City to its east.

Figure 1: The Site



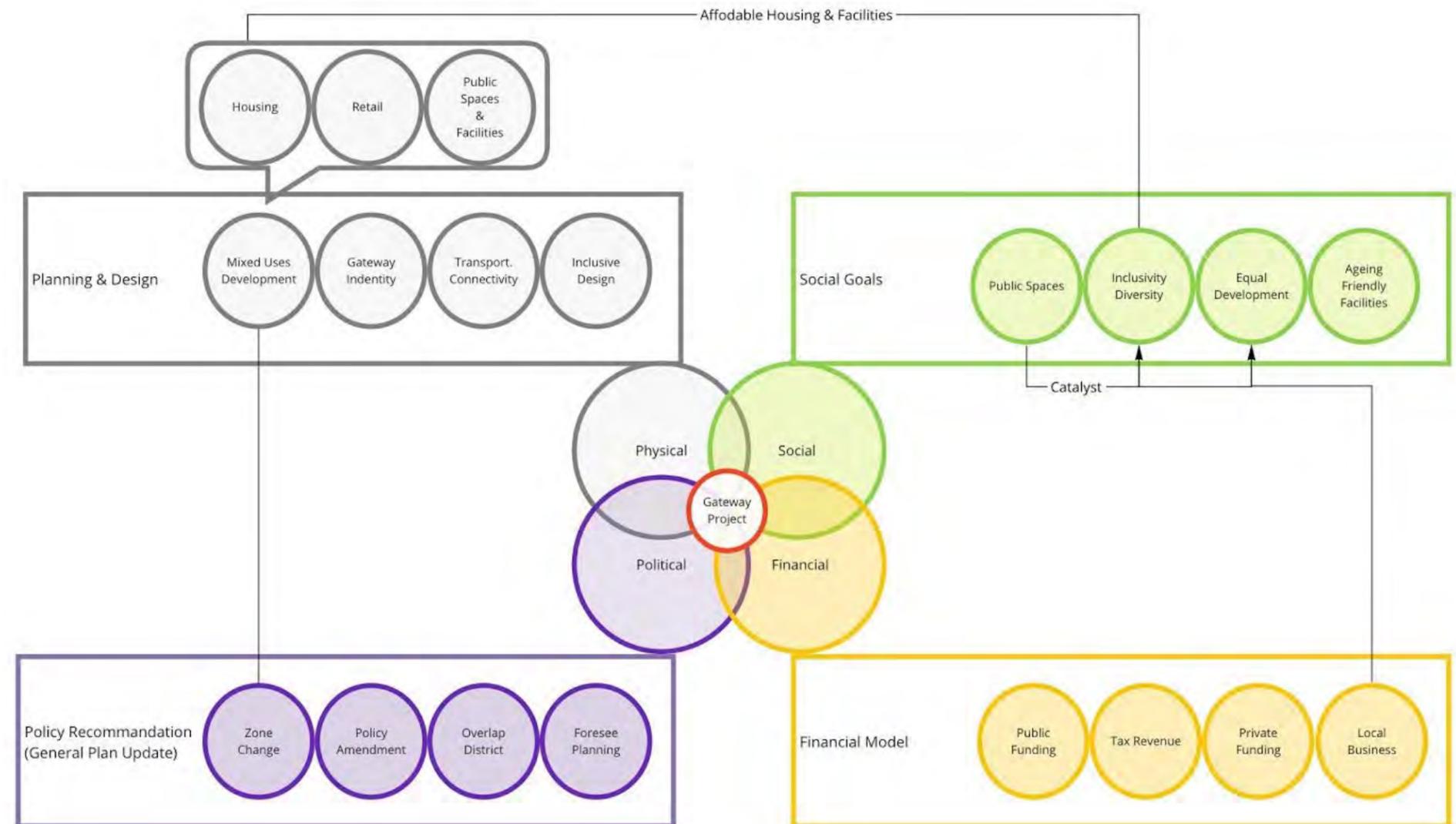
## 2 INTRODUCTION: WHAT IS THE GATEWAY PROPOSAL

### 2.2 The methodology and approach

The project is a research-based design project. First, to learn about the opportunities and constraints of the site, we conducted site specific analysis including existing built environment, zoning, land and property ownership of parcels, and traffic systems. Second, we researched the demography, transportation, housing, and employment trends to understand the urban challenges of Culver City. Third, in order to make practical recommendations, we include a market study in the research plan. We also interviewed relevant stakeholders including local residents, political figures, the general plan update team, academic consultants and designers to gain a deeper understanding of the site and the city and collect different opinions about potential development. (See Appendix, 8.3, Table B) Last but not least, we reviewed relevant literature and cases as references for the recommendations. (See Appendix, 8.1;8.2)

As shown in Figure 2, based on the findings from the multi-directional research mentioned above, we aim to build up interrelated recommendations in four major parts : physical, social, political, and financial. The goal is to balance and weave them into a cohesive system. The recommendations include guiding principles, design and policy recommendations, as well a construction cost estimation and financial sources analysis.

Figure 2: Integrated Diagram of Approach



## 2 INTRODUCTION: WHAT IS THE GATEWAY PROPOSAL

### 2.3 The challenges and research questions

#### Urban Challenges:

In the midst of a national demand for racial equity and accessibility to a better quality of life, the right to the city is critical in that it requires the right to freedom, to individualization in socialization, to habitat and to inhabit (Lefebvre, 1968). In this manner, the Gateway project considers the challenges in shaping policy and the physical environment while addressing the city's role in improving the right to the city for residents and visitors. This project can make significant changes to the way residents and visitors experience and access the city. Through research and analysis of the site and city, we identified specific challenges that can be addressed for a more inclusive and equitable community. This can also serve as a catapult in the way cities integrate transit gateways into the larger urban landscape in a more equitable process. These challenges are summarized as follows:

#### The Site:

- Underutilization of parcels
- Isolation of the metro station from the surrounding urban fabric
- Poor connections between the transit center and destinations in the City

#### The City:

- Inclusivity of communities of color & underserved groups
- The decline of local business
- The affordable housing crisis
- Indistinguishable identity from the City of LA
- A growing elderly population and the decreasing youth population
- The growing working population

#### Research Question:

**How can a TOD development help to address urban challenges at both the site and the city?**

Based on the identified challenges, we developed guiding research questions in three different categories:

#### Inclusivity

- What types of developments and programs should be offered on site to encourage diversity and inclusivity within Culver City?
- What planning changes can the City implement to create systemic changes that are equitable and inclusive of underserved communities and communities of color?
- How can this project address the needs of Culver City's underserved communities?

#### Connectivity

- Does the current infrastructure support non-vehicular modes of transportation?
- What design changes can support and encourage active mobility?
- What infrastructure proposals can improve connectivity between the Expo line station with downtown Culver City, the Arts District, Ballona Creek, and other destinations within the city?

#### Identity

- How can the Gateway project present a strong identity of Culver City that distinguishes its boundaries from neighboring areas and provides a stronger sense of community for local residents?
- How can the Gateway project serve as a branding, wayfinding and community identifying mechanism that facilitates navigating the city for local residents and visitors?

## **3 ARGUMENT: WHY A TRANSIT GATEWAY MAKES SENSE AT OUR SITE?**

- 3.1 Why should people support it?
- 3.2 Why did we choose the site?
- 3.3 Why should the City initiate it?

### 3 ARGUMENT: WHY A TRANSIT GATEWAY MAKES SENSE AT OUR SITE?

#### 3.1 Why should people support it?

The transit gateway project aims to address issues on the site as well as promote a better future for the City and its residents. The guiding principles of the project are : inclusivity, identity, and connectivity.

**Inclusivity :** Large parcels currently on site discontinue the vibrant urban fabric surrounding it, and many of them are underutilized or have industrial uses. (See Page 11, Figure 3) A comprehensive improvement will help the area fit into the surrounding neighborhood. The proposal is to reactivate existing parcels by creating parks, open spaces, various public facilities, and mixed use housing programs for different groups of people. By proposing affordable housing, accessible facilities, and innovative retail spaces for small business owners, the project aims to create an inclusive and diverse urban hub.

**Identity:** Metropolitan areas in the US are composed of many cities, often with indistinguishable identities. Not only does this make it difficult to navigate , it also diminishes the sense of community for residents. Culver City currently has two sites that attempt to delineate city boundaries and welcome people through city name signs. They are not effective as they are easily lost in the city landscape. Situated on the edge of the City, the transit gateway project is an ideal site to reshape Culver City's identity. The proposal explores city gateways as an identifiable public space that serves as a linkage within and across cities and functions as an anchor of community vitality for both residents and visitors.

**Connectivity:** With the high volume of car traffic and insufficient consideration given to other modes of transportation such as pedestrian and biking, the existing site is considered as a traffic hazard and the metro station is difficult to access. (See Appendix, Table B: Interviews). Aiming to promote public safety through safe connections, one goal of the gateway project is to promote wayfinding systems and multi-modal accesses to and from the metro station. Through signage design, complete streets and safe routes, the improvements will not only cover the project site, but also extend to other prominent destinations of the city.

#### 3.2 Why did we choose the site?

**The site has political support for redevelopment:** The site is a busy urban intersection, situated on the city's boundary, surrounded by commercial corridors and is not immediately adjacent to residential areas. Through interviews, we have found that redevelopment in this area is widely supported by local residents as well as political figures. (See Appendix, Table B)

**TOD as an ideal area for redevelopment:** TOD is an ideal site for redevelopment as the transit stop combined with a dense built environment will increase the general flow of people from both the city and other destinations. Thus it is valued by the public sector for creating accessible public spaces, the private sector to invest in properties and businesses, and by people who will enjoy using it.

Although currently there are no specific density bonuses in the TOD zones of Culver City, in other cities such as Los Angeles City, TOD areas are ideal for residential development because they allow for higher density residential projects with affordable units. For affordable housing funded by the Low-Income Housing Tax Credit, projects in the TOD are much more competitive in the application as they earn more points in the scoring matrix. The advantages can also be found in other public fund applications for affordable housing developments.

**As an extension of the existing gateway and consolidation of existing plans :** After years of planning efforts, the Washington and National Blvd intersected area is widely considered as the existing gateway of the Culver City. The transit area can be a strong extension of this area and further connect it with the downtown space.

Furthermore, there are multiple ongoing plans on the site. The City's TOD visioning plan aims to establish a pedestrian-first environment, improve first/last mile connections, and facilitate a pedestrian and bicycling network. The Expo-Downtown Bicycle Connector project focuses on the connectivity between the metro station and the Downtown. The Media Park which is located east of the site has a revitalization plan. In sum, we have found the potential to consolidate these proposals into a more cohesive plan.

### 3 ARGUMENT: WHY A TRANSIT GATEWAY MAKES SENSE AT OUR SITE?

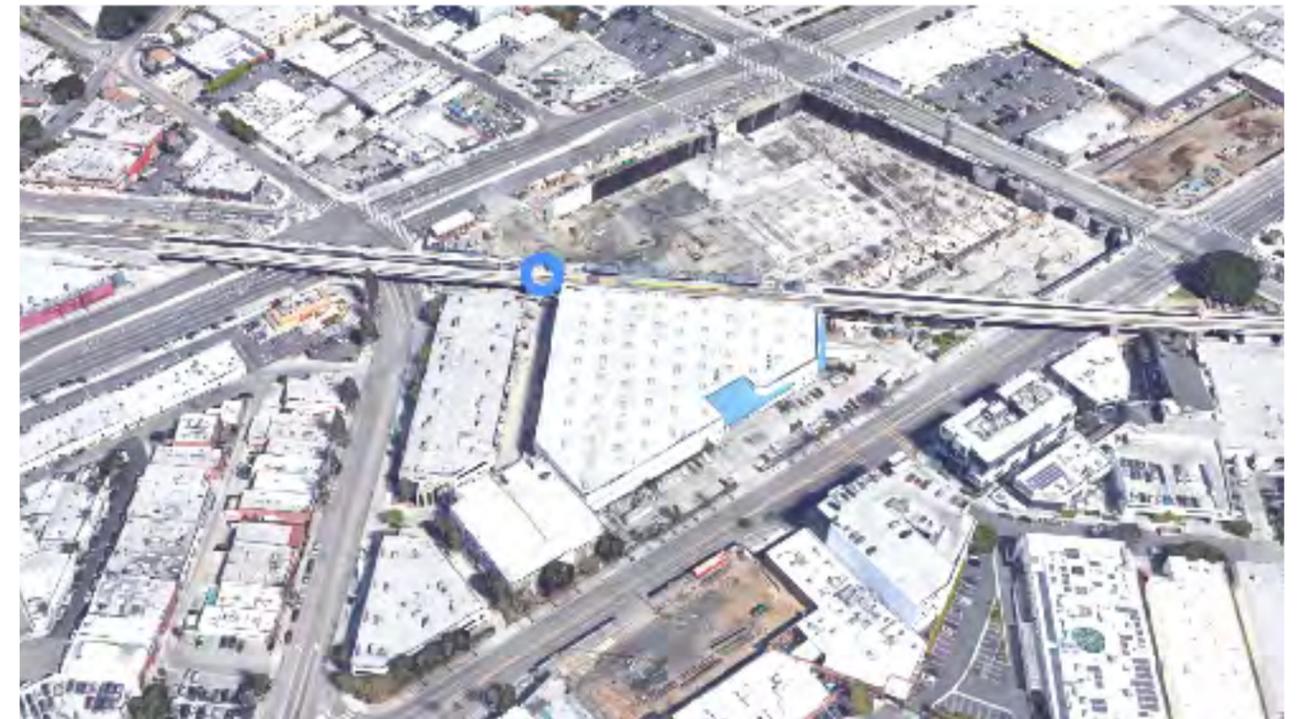
#### 3.3 Why should the City initiate it?

**Long term benefit outweighs short term cost:** Although the redevelopment of the site may relocate some businesses, such as the existing car dealerships and result in the loss of sales taxes in the short run, the new development is estimated to improve property values and commercial values of future businesses substantially in the long run. Most importantly, the development of affordable housing and inclusive urban facilities will create tremendous social value for the City.

**As a supplement to the general plan update:** A general plan consists of broad planning guidelines to a city's future. The ongoing 2045 general plan update in Culver City is aiming to align the plan with today's and tomorrow's community conditions and needs. In other words, it is a unique opportunity and the best timing for the City to gather proposals and explore alternative visions of the City. Furthermore, conventional general plan updates focusing on a broad level often lose detailed visions of specific areas. Therefore, as a supplement to the broad guidelines, the project not only serves as an initiative and reference for future developments on one of most prominent sites in the City, but can also be a sample for envisioning and managing similar projects in the City.

**City to continue the legacy of RDA and play a proactive role in developments :** The redevelopment agency (RDA) successfully helped to deliver a series of projects in Culver City as a stimulating and financing tool. While the RDA has been eliminated, the City should seek for alternative ways to foresee, manage and propose redevelopment. By studying the TOD area, proposing urban design interventions with comprehensive recommendations, the Transit Gateway project offers a way for the City to play a proactive role in future developments and continue the legacy of RDA.

Figure 3: The Metro Station (highlighted in blue) is isolated in the urban fabric



## 4 BACKGROUND: WHAT IS HAPPENING WITH THE SITE, CITY, AND MARKET?

- 4.1 The Site
- 4.2 The City
- 4.3 The Market

## 4 BACKGROUND: WHAT IS HAPPENING WITH THE SITE, CITY, AND MARKET?

### 4.1 The Site

#### 4.1.1 Overview, Opportunities and Constraints

##### Overview

The proposed project parcels are located west of the Culver City Station between Venice Boulevard/W. Washington Boulevard and Exposition Corridor/S. Canfield Avenue. (See Page 6, Figure 1) The lot's perimeter is approximately 0.8 miles and 16 acres in area. Prominent existing businesses on site are Howard Industries, Culver City Honda, Culver City Toyota, and Trader Joe's.

This site offers many opportunities that facilitate the project's goals of improving the inclusivity, connectivity, and identity of the city and its integration to the surrounding landscape. At the same time, the site has constraints and spaces for improvement.

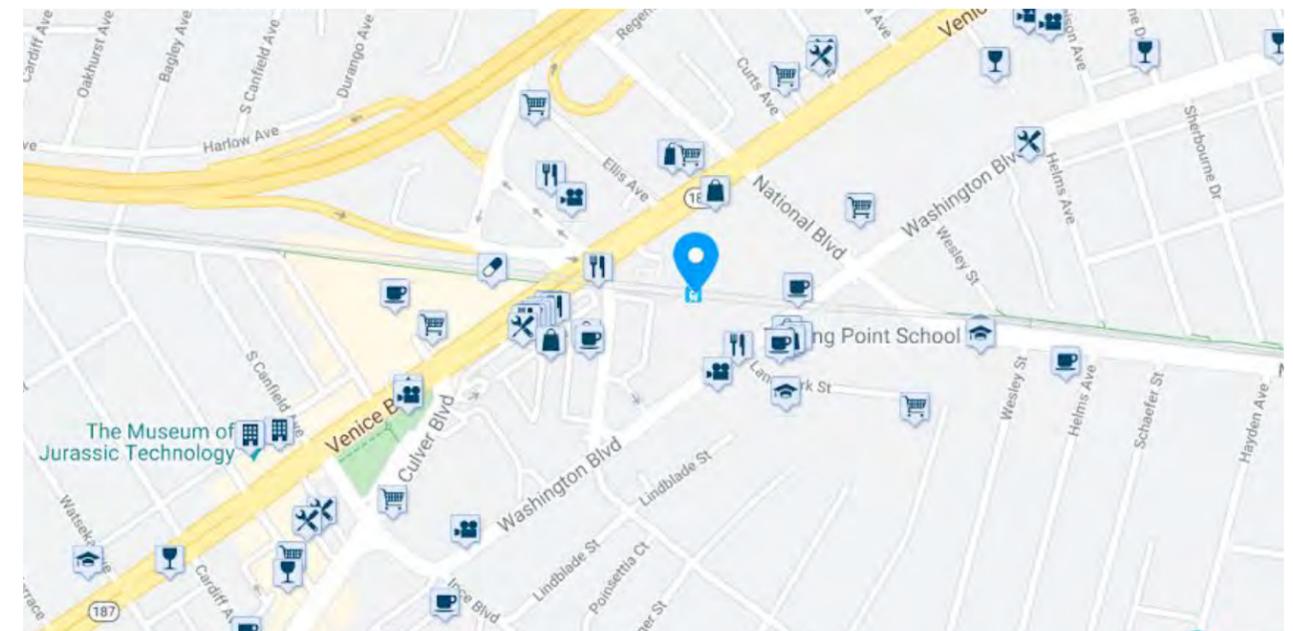
##### Opportunities

- Local and regional transit connections by bus and rail
- Access to restaurants, schools, parks, downtown, and other essential amenities within a 1-mile radius (See Figure 4)
- Other prominent destinations include Ballona Bike Trail, the Art's District, and the Baldwin Hills Scenic Overlook
- Active community participation
- Near other mix-use developments such as the Ivy Station and Culver Steps

##### Constraints

- Disconnected pedestrian walkways and bicycle paths
- Lack of way-finding signage and city markers
- Several parcels are currently underutilized
- Large parcels with industrial buildings block the access to the metro station
- Zoning constraints

Figure 4: Site Amenities



#### 4 BACKGROUND: WHAT IS HAPPENING WITH THE SITE, CITY, AND MARKET?

##### 4.1.3 Existing Zoning

Approximately 70% percent of the site is zoned as general industrial (highlighted in Blue, see Figure 5), including the large parcels currently occupied by Howard Industries, Culver City Honda, Culver City Toyota and several subdivided small parcels in the middle of the site. Most industrial, public, and commercial uses are permitted in industrial zones. However, for residential uses, only employee housing is permitted. (See Appendix, Table F, G)

The southwestern corner of the site is zoned as Commercial General (highlighted in red, see Figure 5). It includes the Trade Joe's, a parking structure next to it, and the streetside of the two car dealerships along Washington Blvd. The permitted uses are different types of residences, commercial, and public uses. Under the existing zoning, it is the only area that allows for affordable housing and other residential uses. (See Appendix, Table H, I, J).

Figure 5: The zoning map of the site

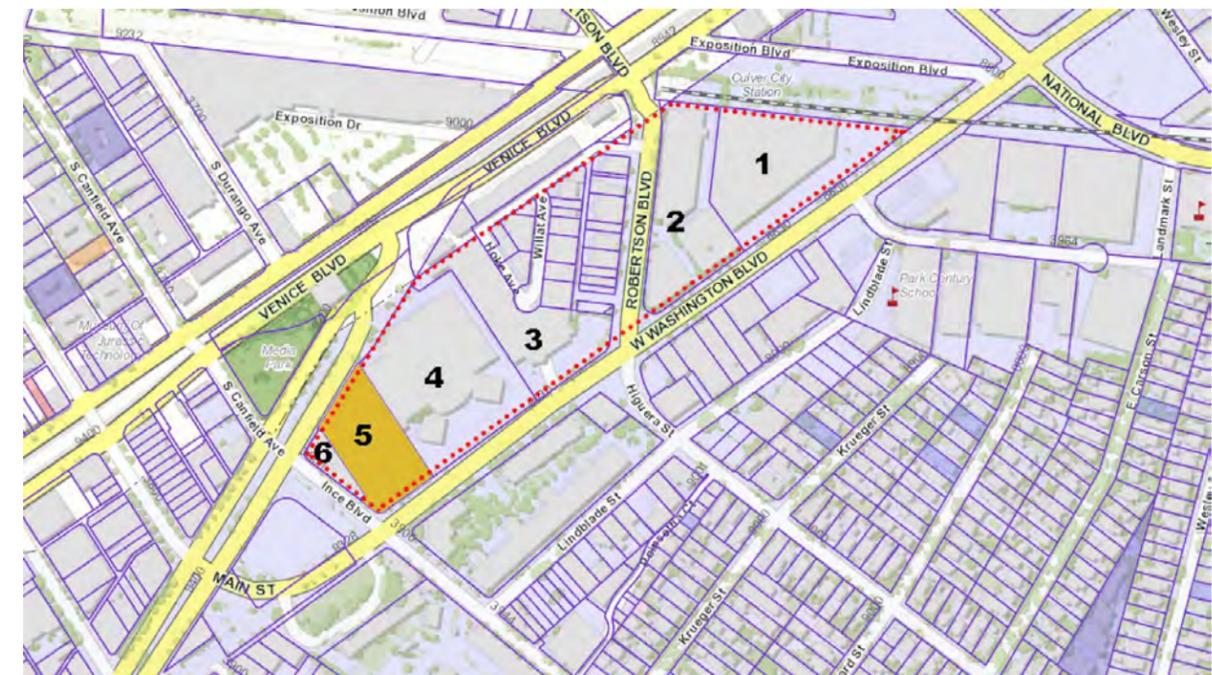


##### 4.1.4 Land Ownership and Property Tax

The site consists of 6 large parcels and 21 subdivided small parcels in the middle. Parcel 05 on the west edge (highlighted in orange, see Figure 6) is owned by the government, all other parcels are privately owned.

The wholesale warehouse on parcel 01 was built in 1997. It has the lowest property tax contribution among all the parcels. The office buildings on parcel 2 are the oldest, but with a recent property transaction in 2015 they generated the highest amount of property tax. The two car dealerships on parcel 03 and 04 are owned by the same entity and built in 2001 and 1988 respectively. Although the property tax they generated are moderate compared to other parcels, they contribute a considerable amount of sales tax to the city. Parcel 05 is currently occupied by a government owned parking lot and a supermart built in 2003. The FAR of these buildings range from 0.5 to 2 indicates a general low density on site (See Appendix, Table K).

Figure 6: Land Parcels



## 4 BACKGROUND: WHAT IS GOING ON THE SITE , THE CITY, AND THE MARKET?

### 4.2 The City

#### 4.2.1 Demography Composition, General Population and Work Population Trend

In essence, while the size of the population has been steady for several decades, the daytime employee population has increased sharply and will likely continue to soar. Population trends show the need to develop accessible facilities for elders as well as the fact that Culver City is losing young residents, which may be due to its rising rent and housing costs. Last but not least, the City is not as inclusive as the overall County with regards to Latino and Black population.

Residents in Culver City, on average, earn a higher income than those in LA County overall (See Appendix D). The city also has a higher percentage of individuals with a bachelor's degree or higher. Hispanics accounted for 24 percent of the total population, about half of the overall rate in LA County. In addition, the share of black population is lower than LA County. (See Appendix, Table C) The total population of Culver City fluctuated in the last decade and stayed steadily around 40,000. Between 2000 and 2018, the 55-64 age group experienced the largest increase in share, growing from 9.5 to 12.9 percent, with an increase of 1,390 people between 2000 and 2018. During the same period, the population of below 55 year olds decreased, especially the 5-20 age group. In 2017, the work population in Culver City was 72,517 compared to 59,823 in 2010. The work population increased by more than 20 percent in the last decade . With big employers moving in, the work population will further increase in the near future. According to an estimate from the LA Times, Amazon will have 2,400 employees by 2021; HBO will have 750 employees and Apple will employ about 1,595 people once construction of its new building is completed.

#### 4.2.2 Housing Context

With about half of its renters considered rent burdened, Culver City is clearly facing a rental housing crisis. There were very few rental housing units built in the last decade and the permitted rate is far below the overall County level. With the Regional Housing Needs Assessment (RHNA), which allocates a target to the City ( delivering 3,332 units with 68 percent of affordable units before 2029) , it is a high priority for new development in Culver City to deliver rental housing, especially affordable units.

Housing Stock, Housing Production and Permits:

For its population of around 40,000, in 2018, the number of housing units in Culver City is around 17,600. The average household size is about 2.3, and 23 percent lower than the County. The most common housing type is detached single family. (See Appendix, Table L and M) 59 percent of the housing stock was built before 1970 and less than four percent after the year 2000 . From 2000 to 2018, the City permitted a total of 77 multi-family units. Compared to LA County, the rate of multi-family units permitted per 1000 residents in Culver City is very low. In 2018, the rate of permitting in LA County was four times larger than Culver City. (See Appendix, Figure H)

Renters and Homeless Count:

About 46.6 percent of households in Culver City are renters, below Los Angeles County's average of 54.1 percent. The median monthly rent is 25 percent above the county's average. About 45.7 percent of renters in the city are rent-burdened. From 2018 to now, the homelessness count has increased, totaling 236 of unsheltered individuals .

## 4 BACKGROUND: WHAT IS GOING ON THE SITE , THE CITY, AND THE MARKET?

### 4.2.3 Transportation and Connectivity

Culver City's transportation system is particularly robust in rail and bus accessibility. The City experienced an increase in ridership rates and provides residents and visitors limited access to active modes of transportation. Culver City has a transit score of 64 on a 100 point scale and is considered to have "Good Transit" (Walkscore). The score specifically measures how well a location is served by public transit based on the distance and type of nearby transit lines. It is, however, lacking sufficient last/first mile pedestrian and bicycle infrastructure.

In addition to housing one of the most utilized light rail lines, the TOD site offers accessibility to bus lines 1 (Washington Blvd), 5 (Braddock Blvd), and 7 (Culver Blvd) at a ¼ mile radius (Culver City 2020). The site provides limited access to a bike share station with one 8-bike capacity and lockers directly beneath the rail line. Surrounding bike share stations are available but are in LA jurisdiction.

The Transit Oriented Development (TOD) Visioning Plan and the Bicycle and Pedestrian Action Plan recommendations and findings served as a platform for our analysis of the site.

#### Transit Oriented Development Visioning Plan

- Reduce or re-define parking requirements to encourage alternate mode use and require funding of a Mobility Fund
- Develop shared parking strategies and other Transportation Demand Management Policies
- TOD Ordinance / Specific Plan - Adopt a TOD ordinance (specific plan), including urban design guidelines that require pedestrian easements, modified setbacks, and active street frontages
- Micro-Transit
- Bicycle and Pedestrian Network
- Complete Streets on Washington Boulevard
- Traffic Management and Diversion
- Neighborhood Protection
- Encourage more mixed-use and affordable housing to address the jobs/housing balance and to promote walk-to-work options

#### The Bicycle and Pedestrian Action Plan

- Bicycle & Pedestrian Network Improvements
- Bicycle Programs
- Support Facilities
- Pedestrian Improvement Corridors
- Bikeway Corridors
- Intersection Improvements

Figure 7: Pedestrian Challenges

Pedestrian Challenges within the 1/4, 1/2, and 1 mile radius from the Culver City Station are primarily located along Washington Boulevard and intersections outside the ½ mile radius.



Figure 8: Bicycle network is Disconnected

Bike route paths at 1/4, 1/2, and 1 mile radius from the station reflect disconnections near the platform and Washington and Culver Blvd.



#### 4 BACKGROUND: WHAT IS GOING ON THE SITE , THE CITY, AND THE MARKET?

##### 4.2.4 Safe Routes to School Parent Travel Survey, 2019

The 2019 Safe Routes to School Parent Travel Survey is a 383 questionnaire that provides school travel and distance context from parents and their children (See Appendix 8.5 F). Among the key findings from this survey was that 53 percent of students live a mile or less from school yet 47 percent of parents still drive. Interestingly, 48 percent stated using a form of active transportation and walk, bike, or skate/scoot. However, this 48 percent might include some driving considering that parents driving three blocks away from drop off was counted under walking. (See Appendix 8.5 G)

In addition, parents perspective on safety was reflected with the following questions:

*What are the 3 biggest barriers that prevent you from allowing your child to walk, bike or use transit to school more often?*

- Traffic Congestion
- Amount of Cars
- Distance

*What would help you choose to allow your child to walk, bike or use transit to school more often?*

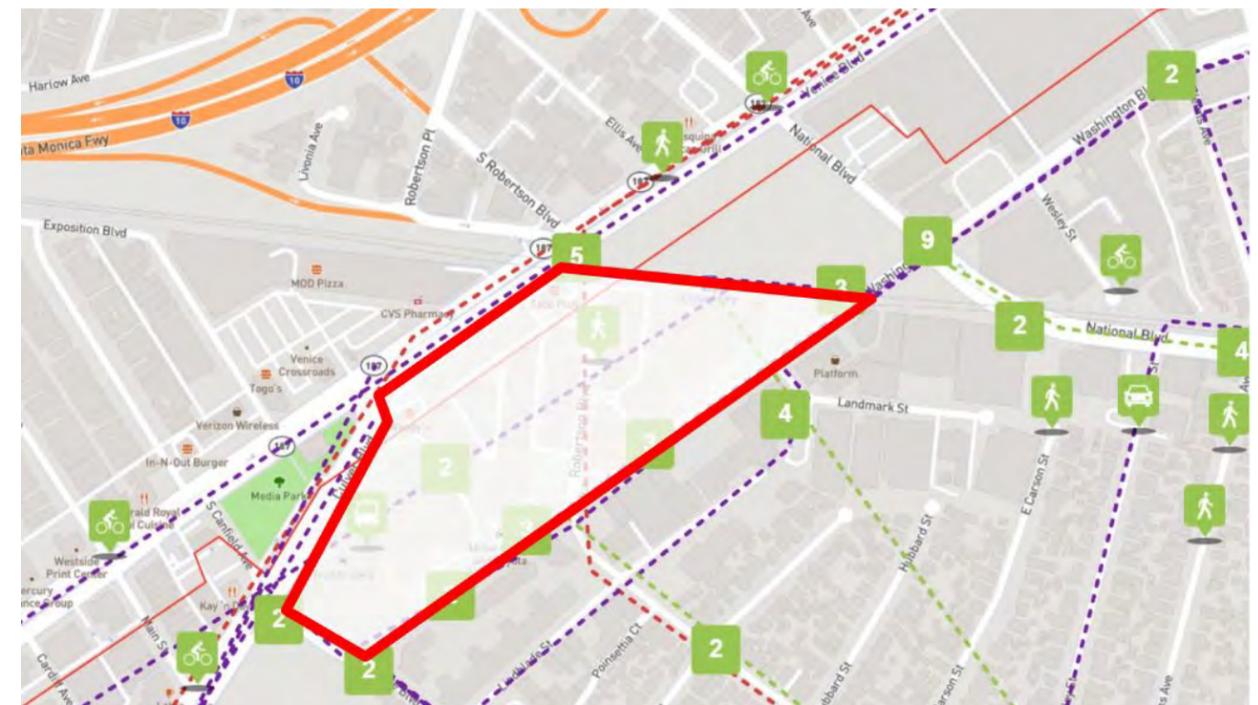
- Less traffic
- If more friends walked as well

##### 4.2.5 Culver City Bicycle & Pedestrian Action Plan - Public Comments

The map below illustrates comments made by the public to express their concerns with our site and relate to specific infrastructure, streetscapes, bikeability and walkability access, and safety issues. With the exception of one comment made by a motor vehicle driver, the remaining comments were made by bicyclists and pedestrians. Bicyclists made up approximately 60 percent of the responses. Key problem areas are primarily along Washington, followed by National and Venice Blvd. Intersection with the most concerns on our site is Venice and Exposition Blvd. (See Appendix 8.4 E) Recurring concerns with the site are listed below:

- Venice and Culver are too wide
- Bicycle lanes are too narrow
- Request more bike share stations
- Make sidewalks more pedestrian friendly and enjoyable

Figure 9: Culver City Public Input Map (Culver City 2018)



#### 4 BACKGROUND: WHAT IS GOING ON THE SITE , THE CITY, AND THE MARKET?

### 4.3 The Market

The scope of market study is the submarket and the project's competitive market area (CMA). The submarket includes Culver City, Palms, Mar Vista, Marina Del Rey and Inglewood. The CMA is defined as a one-mile radius around the site.

In submarket analysis, we examined the supply and demand of conventional mixed use components: retail, office and market-rate housing. In the CMA area, we focused on the demand for market rate housing.

The findings from market study serve as references for recommendations of retail, office and market rate housing. Other recommendations such as affordable housing, public spaces and facilities were based on the challenges and project goals we identified by the analysis of the Site and the City.

#### 4.3.1 Submarket

##### Market Rate Housing:

The Culver City/Mar Vista/Palms submarket contains 28,976 market rate rental units, or 3.6% of the total inventory of market rate rental in LA County. In the past ten years, 1,286 new units were delivered in the submarket, an annual growth rate of 0.5% compared to 0.7% at county level. Over the last four quarters, the absorption number of units in the submarket totaled 228, which is 52.2% greater than the annual absorption in the past ten years. The vacancy rate of units decreased by 10% during the fourth quarter to 2.9% which is 0.9% lower than the county average rate. In the first quarter of 2020, 97 units were delivered to the market while 117 units were absorbed by renters. (See Appendix, Table O)

In sum, for market rate housing, the absorption rate is increasing and staying at a high level, the vacancy rate is decreasing and staying at a low level. It indicates a strong market for market rate housing units at the current stage.

##### Office:

The Culver City/Marina submarket includes 6.0 million market rate rental square feet, or 3.0% of the LA county's inventory of office space. The annual growth of office space in the submarket is 1.6% which is 0.4% higher than the County's average rate. Over the past 12 months, submarket absorption totaled 148,000 square feet which is 63.4% greater than the average annual absorption in the past 10 years. However, in the first quarter of 2020, 18,000 square feet were returned to the submarket.(See Appendix, Table P)

To conclude, historically office spaces in the submarket grew steadily and the absorption in last year is substantial. Nevertheless, the market in the beginning of 2020 is fluctuating, developments in office spaces should take future's uncertainties into consideration.

##### Retail:

The Culver City/Inglewood submarket has 3.2 million square feet of retail spaces, amounting to 4.7% of the total County inventory, and is also the second smallest submarket in LA County. In the past 10 years, there have been no additions to the submarket's retail spaces. In the last 12 months, 32,000 square feet were returned to the market. The vacancy rate at 5.7 % in the submarket is higher than its long term average while still lower than the County's average.(See Appendix, Table Q)

As a conclusion, retail in the sub market generally shows a weak market trending.

Developments in conventional retail may be challenging in the future. Innovative retail spaces may be explored in the shrinking market.

#### 4 BACKGROUND: WHAT IS GOING ON THE SITE , THE CITY, AND THE MARKET?

##### 4.3.2 Competitive Market Area (CMA)

The market study of the CMA focused on the demand of market rate rental housing units. The goal is to estimate the number of potential renters that the project may capture via its completion.

Within the 1 mile radius of the site, there are 5 groups of potential renters taken into consideration in the analysis. First, using \$ 2500 as average monthly rent and 30% as the rent to income ratio, existing renters with an annual income higher than \$ 100,000 are estimated to be potential renters as a portion of them may move to new units . Second, using the same matrix, homeowners with an annual income higher than \$ 100,000 are taken into consideration since the economic downturn and mortgage payments may keep homeownership out of reach and seeking for rental housing. Third, as the site is well situated in a transit center, the project is estimated to capture some commuters who work inside the CMA but live outside. Fourth, high income population growth is also counted. Last but not least, new employees in those incoming big firms are also considered as potential renters although they are not fitted in the CMA area.

The data of renter, homeowner, and population growth were extracted from the American Community Survey based on census tract. The number of commuters was based on data from the Center for Economic Studies, U.S.Census Bureau. The quantity of new employees was extracted from an estimate of LA times. Based on these data, multiple rates are applied to calculate the number of captured renters. For instance, the general rate of capture is setted on 30%, the conversion rate of commuters and new employees is estimated to be 5%. (See Table 1)

Our calculation showed the estimated pool in the CMA is 1,831 renters. When applying a 25% capture rate, 557 renters are estimated to be absorbed by the project. As the average household size in culver city is around 2.2, based on the CMA demand, the project may comfortably deliver approximately 250 market rate units in the future.

Table 1: Demand Calculation in CMA

Potential Renter Group	Number	Estimated Pool in CMA
Homeowner with Income > \$100,000	944	47
Existing Renter with Income > \$100,000	2446	685
Population Growth in 5 years	339	339
Commuters employed but Living Outside with higher monthly Income	10934	547
New Employee of incoming big employers (Amazon, Apple, HBO)	4745	237
	Pool	1855
	Expected Capture	557

Figure 10: 1 mile radius of the site(CMA)



## 5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

- 5.1 Goals and Principles
- 5.2 Policy Recommendations
- 5.3 Recommendations
- 5.4 Three Phases
- 5.5 Design Visions

## 5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

### 5.1 Goals and Proposals

#### Inclusivity

An inclusive Culver City encourages equitable housing and economic opportunities to improve the quality of life for residents to promote just growth.

##### Goal 1: Be Intentional about including people of all backgrounds and disabilities

- Principle 1: Propose an urban design landscape that actively encourages low-income individuals to access housing, public spaces, and economic opportunities
- Principle 2: Implement policy that facilitates local business start-ups and protects their retention on site
- Principle 3: Encourage inclusionary housing for all projects to ensure additional affordable housing units

#### Identity

A city identity establishes a sense of community and provides an opportunity to navigate the city and surrounding areas.

##### Goal 1: Promote a wayfinding system that facilitates mobility in the city.

- Principle 1: Implement a one-comprehensive wayfinding system that is simple, consistent, and accessible
- Principle 2: Promote the city's amenities to residents and visitors

#### Connectivity

Connectivity improvements in Culver City prioritize pedestrian safety over vehicle access and promote safe multi-modal access to the station and surrounding area.

##### Goal 1: Promote Multi-modal accessibility to station and nearby amenities

- Principle 1: Implement multi-modal accessibility improvements at all intersections on site to ensure safe inclusion.
- Principle 2: Improve and widen sidewalks to facilitate walking and skating and increase road facilities such as Class 1 and 4 to encourage the safe use of bicycles and scooters
- Principle 3: Increase bike share and scooter stations in carefully selected areas that ease most origin-destination travels and promote a network of destinations
- Principle 4: Facilitate first/last mile connections to rail and bus transit to encourage their use

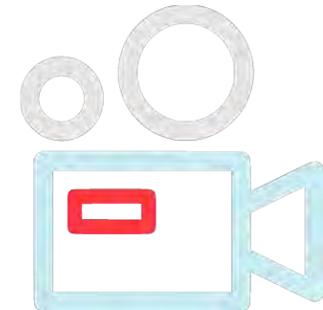
##### Goal 2: Make the City Gateway a pedestrian-first TOD site

- Principle 1: Implement pedestrian safety improvements at all intersections on site to ensure safety and facilitate access.
- Principle 2: Prioritize student safety by identifying safe routes from station to school
- Principle 3: Increase green landscapes and lighting on walkways to promote active-mobility
- Principle 4: Improve wayfinding signage and visibility to develop safe pedestrian network

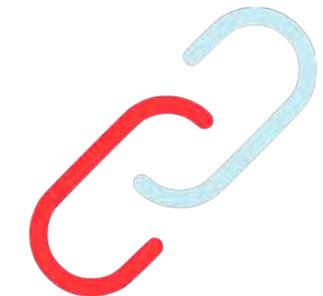
#### INCLUSIVITY



#### IDENTITY



#### CONNECTIVITY





## 5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

### 5.3 Recommendations\_Two Options

We recommend two options of the development. The first option (Balanced Option) aims to achieve an overall financial sustainability within the project by a combination of market rate housing and affordable housing as well as a mix of revenue generating commercial/office spaces and affordable retails for small business owners. The second option (Equitable Option) aims to maximize the social value of the project by providing 100% affordable housing and flexible living, working and retailing spaces for low income business owners. The recommendations for the built environment in the two options are the same while differing building use. The design presented in this report is based on the Equitable Option.

In general, the project consists of approximately one million square footage of built up area in total. The floor to area ratio is about two. It is highly mixed use including housing, public facilities, parks, retail, office space, and parking. The goal is to create an urban hub with different programs for diverse users, visitors, and residents.

In both options, six percent of built up space will be public facilities including two new parks, a community center, service facilities, bike storages and other public uses. The pedestrian avenues, corner parks and other outdoor public spaces are not counted in the built up area. As the lot coverage is only 38%, the project leaves a large portion of spaces to flexible public uses. (See Appendix, table S)

Following the parking requirements in the policy recommendation, the project includes 924 parking spaces for both residents and visitors. The parking garages are located on the two underground levels of the affordable housing next to the culver station, and the first and second floor podium of the housing situated on the southern parcels.

#### 5.3.1 Balanced Option

For the balanced option, in addition to the 300 affordable units, based on the real estate market study, 270 market rate units are proposed. The combination of affordable and market rate housing on site will create a community with mixed income residents as well as achieve financial viability. Last but not least, it also includes 60 work/live units aimed to accommodate small business owners and start-up incubators who seek affordable living units with work spaces.

Retail and office space makes up 10 percent of this option. The small portion of retail spaces offer conveniences to onsite residents as well as essential services for visitors. Some offices are proposed with the anticipated job growth around the site. Both retail and office will be located on either the ground or first floor of the buildings for better interactions with the pedestrian streets. Furthermore, 20 pop-up retail spaces are included as flexible and affordable spaces for small business owners.

#### 5.3.2 Equitable Option

The primary goal of this option is inclusivity and equity. All 570 housing units in this option or about 60% of the built up area are affordable units. In addition to that, the 60 work live units and all working and commercial spaces are recommended to be assigned preferentially to disadvantaged groups with financial hardships. While offering sufficient spaces for low income groups to thrive, we recommend introducing companion funds and services to help facilitate the living and working of vulnerable groups.

5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

5.3.3 Proportion of Uses

Balanced Option:

Figure 12: Proportion of Uses

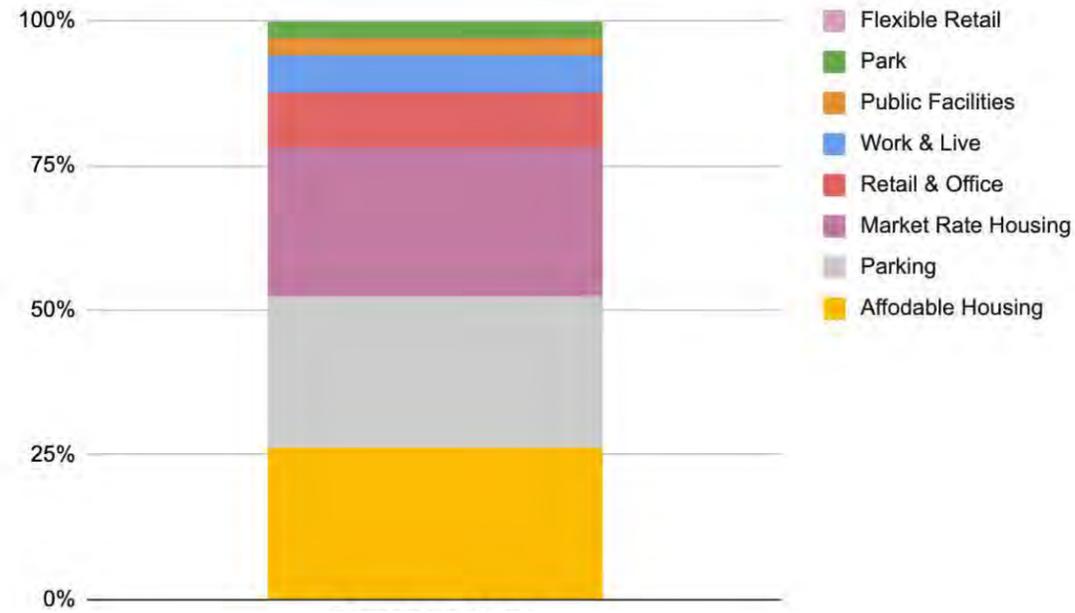


Table 2: Recommendation by Different Uses

Uses	Area (sqft)	Percentage	Quantity	Notes
<b>Affordable Housing</b>	<b>282353</b>	<b>27.1%</b>	<b>300</b>	<b>Units</b>
Parking	277200	26.7%	924	Spaces
Market Rate Housing	277059	26.6%	270	Units
Retail & Office	99706	9.6%	-	
Work & Live	70588	6.8%	60	Units
Park	30000	2.9%		
Public Facilities	30000	2.9%	-	
Pop-up Retail	3200	0.3%	20	Units
Sum	1040106	100.0%	-	

Equitable Option:

Figure 13: Proportion of Uses

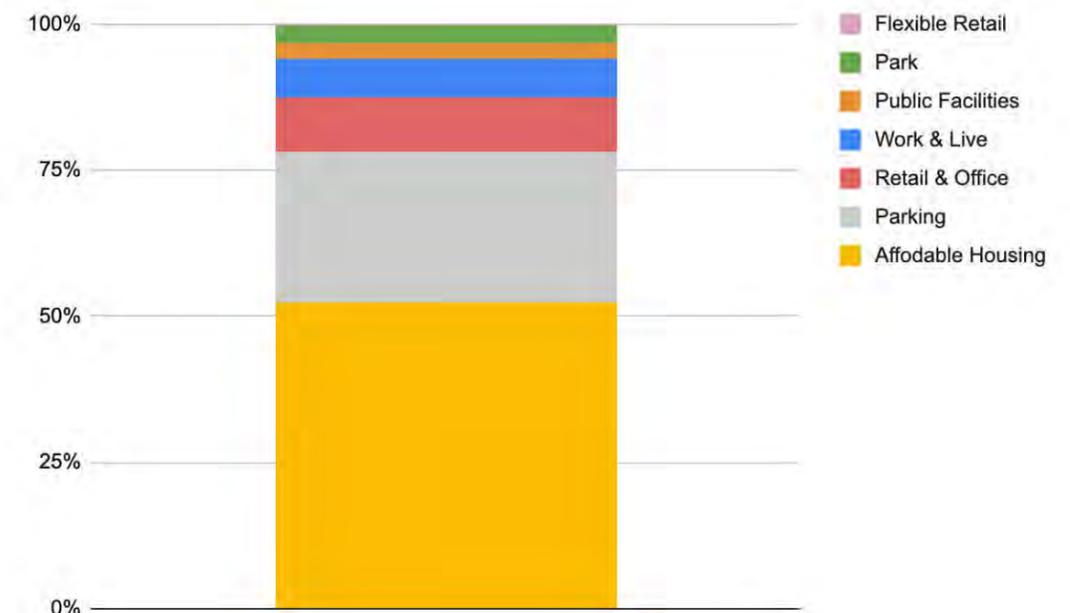


Table 3: Recommendation by Different Uses

Uses	Area (sqft)	Percentage	Quantity	Notes
<b>Affordable Housing</b>	<b>559412</b>	<b>53.8%</b>	<b>570</b>	<b>Units</b>
Parking	277200	26.7%	924	Spaces
Retail & Office	99706	9.6%	-	
Work & Live	70588	6.8%	60	Units
Park	30000	2.9%		
Public Facilities	30000	2.9%	-	
Flexible Retail	3200	0.3%	20	Units
Sum	1040106	100.0%	-	

## 5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

### 5.4 Phase I - Link

#### Short Term Phase: Making the way downtown

The primary goal for phase I is to facilitate the pedestrian connections between the metro Station and Downtown Culver City while activating the small businesses cluster between S Robertson Blvd and Venice Blvd with an improved pedestrian network. This minimal site treatment can be a strategy when the City has a small budget.

As shown on the right, the area of improvements are highlighted in orange. The plan includes street improvements, new pedestrian crossings, signage design, parking spaces rearrangements and small scale landscape interventions. First, we propose to renovate the pathways as designated routes that guide people from the metro station to the small business cluster, media park, and the culver steps near the Downtown area. To be more specific, suggestions include replacing the concrete pavement with featured patterned materials and a comprehensive signage system which helps to navigate pedestrians around. Second, we propose a series of intersection crossings along Venice and Culver blvd. Third, as a way to avoid mixed traffic inside the designated routes, we propose to consolidate parking spaces into designated areas. Lastly, we recommend introducing landscaping spots such as tree canopies, parklet, and planters to further improve the walking experiences.

Figure 14: Short Term Phase: Expo to Downtown Connection



## 5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

### 5.4 Phasing II - Merge

#### Mid Term Phase: Making something out of it

The phase II proposal is a step further of the phase I by the redevelopment of the industrial wholesale next to the Culver Station, one car dealership near the small business cluster, and two existing drive through restaurants along Venice Blvd.

For the industrial wholesale which is immediately next to Culver station, we propose to free up the space and turn it into an open park as the reception/gateway for metro users and visitors. Public seats, skate plaza, outdoor cinema, and playground will be introduced to form a multigenerational park. Besides that, a 200-unit 100% affordable housing with ground level retail and facilities will be placed along Washington Blvd. While the park can be utilized by both the residents and visitors, retail and facilities on the ground can serve to provide access to public amenities. Moreover, next to the small business cluster in the middle of the site, we propose to redevelop the car dealership as a mixed use complex. The plan includes several low density architectures which will offer living, working and retail spaces to small business owners and start-up incubators. In addition to that, an independent community center, and a community park will complete the extension of the small business area. The open plaza next to the community center acts as a node which will facilitate the link to the Ballona Creek via Higuera St. (See Figure 15)

In order to strengthen the identity of the City in the gateway and further complete the pedestrian system developed in phase I. The two existing restaurants occupying the northern node and the transitional area to media park are redesigned as two corner parks with landmarks for the City's identity.

Figure 15: Mid Term Phase: Making something out of it



## 5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

### 5.4 Phasing III - InClusion

#### Long Term Phase: Making the most of it

Phase III is the last step in achieving the project's goal for identity, connectivity and inclusivity. On the basis of phase II, more redevelopments are introduced to the site. It covers all existing parcels on the site except the strip mall along Venice Blvd and the small business area in the middle. The general strategy is to minimize the developments' impact on small business and property owners while utilizing big parcels for redevelopment.

As shown on the right, next to the gateway park, we propose a mixed use complex along the S Robertson Blvd. Similar to the mix-use complex in phase II, it is aiming to attract small business owners, startup innovators, local artists and other tenants who seek flexible working and commercial spaces with affordable living units. On the south edge of the site, while keeping the existing supermarket, we propose to redevelop the existing car dealership and parking structure as two 100% affordable housing buildings along Culver Blvd and a mixed-use affordable housing along Washington Blvd with ground level retail. The three buildings consist of a total of 370 affordable units. The podiums of the affordable housing building along the Culver Blvd will provide parking spaces for both residents and visitors.

With the completion of three phases, a continuous avenue along the Washington Blvd will serve as the main pedestrian corridor between the metro Station and the downtown as well as an inclusive avenue for pop up retails, food trucks and other street vendors. In addition to that, we propose a series of safe routes and complete streets to and from the metro station to further strengthen the connections between the site and multiple destinations in the City.

Figure 16: Long Term Phase: Making the most of it



5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

5.5.1 Phase I: Link - Expo to Downtown Connection | Master Plan



5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

5.5.1 Phase I: Link -Expo to Downtown Connection | View from the Metro Station



5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

5.5.2 Phasing II - Merge | Masterplan



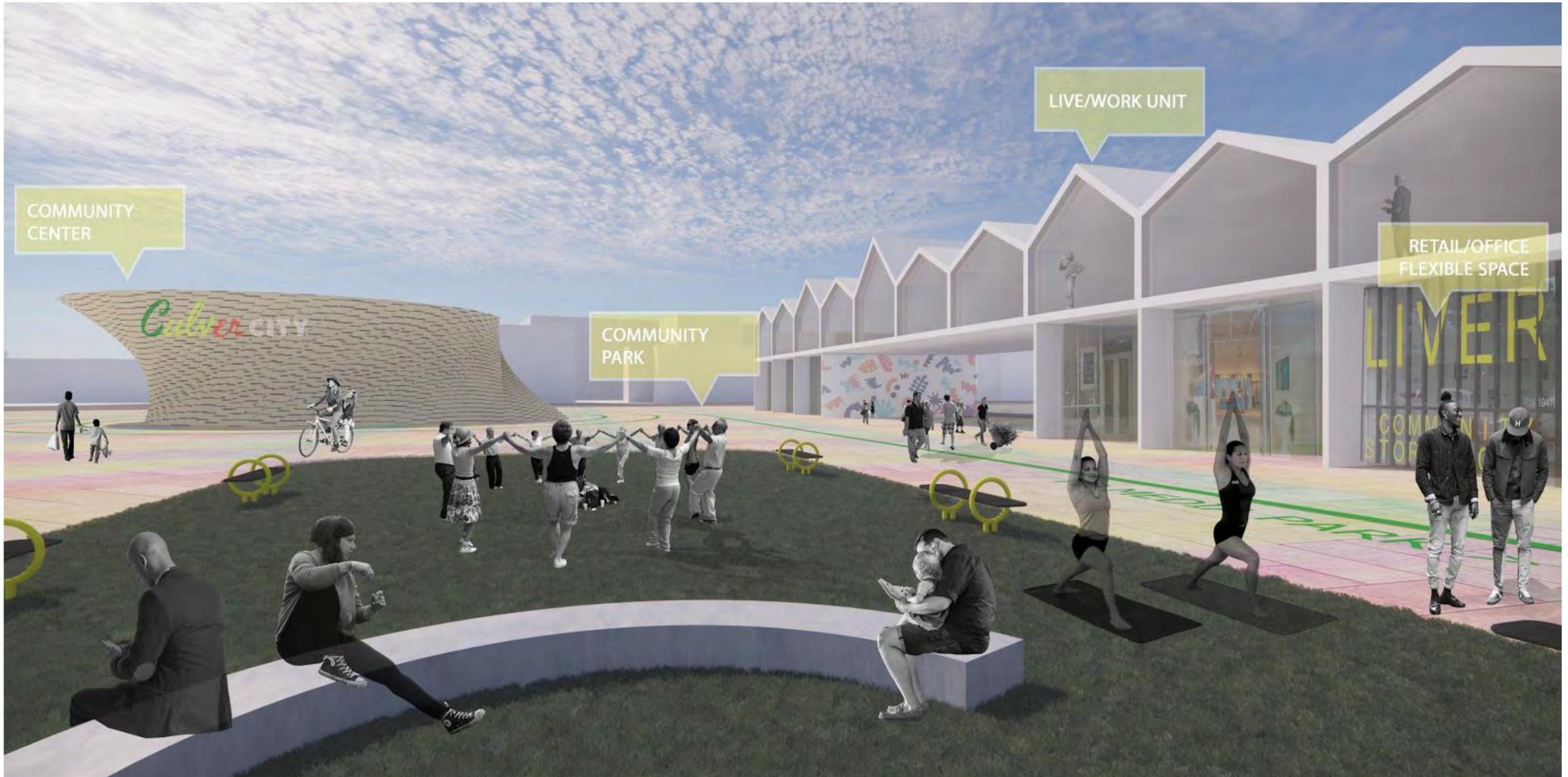
5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

5.5.2 Phasing II - Merge | View of the Gateway Park



5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

5.5.2 Phasing II - Merge | View of the Mix Use Complex and Community Center



5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

5.5.3 Phasing III - InClusion | Masterplan



5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

5.5.3 Phasing III - InClusion | View of the Inclusive Avenue



5 DESIGN: WHAT ARE OUR RECOMMENDATIONS?

5.5.3 Phasing III - InClusion | Overview



## **6 FINANCIAL COMPONENT: HOW CAN CULVER CITY PAY FOR THE PROJECT?**

- 6.1 Construction Cost Estimation
- 6.2 Financial Sources

## 6 FINANCIAL COMPONENT: HOW CAN CULVER CITY PAY FOR THE PROJECT?

### 6.1 Construction Cost Estimation

The cost estimation covers the construction costs throughout the three phases. It includes the hard cost of construction as well as soft costs such as architectural, engineering, financing, and legal fees. As shown on the table, the estimated construction cost for phase I is around half million dollars, the second and third phase is about 92 million dollars and 153 million dollars respectively.

However, as part of the project expenditure are the costs of land and property acquisitions, this cost estimation cannot reflect the cost of the entire project.

Table 4 : Construction Estimation (Bushell, 2013; Gordian, 2020; Maryland, 2011)

Phase I	Quantity	Cost Unit	Unit Prices	Hard Cost	Soft Cost	Subtotal
Sidewalk Pavers	0.8	Miles	\$481,140	\$384,912	\$96,228	\$481,140
Pavement Marking Symbols	20	Each	\$180	\$3,600	\$900	\$4,500
Signs and Signage	20	Each	\$300	\$6,000	\$1,500	\$7,500
Street Furniture	10	Each	\$1,550	\$15,500	\$3,875	\$19,375
Street Crossing	10	Each	\$770	\$7,700	\$1,925	\$9,625
Signals for Pedestrians	20	Each	\$980	\$19,600	\$4,900	\$24,500
Street Trees	10	Each	\$460	\$4,600	\$1,150	\$5,750
					Phase I Total:	\$552,390
Phase II	Quantity	Cost Unit	Unit Prices	Hard Cost	Soft Cost	Subtotal
Street Improvements:						
Sidewalk Pavers	0.5	Miles	\$481,140	\$240,570	\$60,143	\$300,713
Pavement Marking Symbols	10	Each	\$180	\$1,800	\$450	\$2,250
Signs and Signage	10	Each	\$300	\$3,000	\$750	\$3,750
Street Furniture	10	Each	\$1,550	\$15,500	\$3,875	\$19,375
Street Crossing	4	Each	\$770	\$3,080	\$770	\$3,850
Signals for Pedestrians	8	Each	\$980	\$7,840	\$1,960	\$9,800
Landscape:						
Street Trees	10	Each	\$460	\$4,600	\$1,150	\$5,750
Gateway Park	19500	Square footage	\$90	\$1,755,000	\$438,750	\$2,193,750
Community Park	8500	Square footage	\$90	\$765,000	\$191,250	\$956,250
Corner Parks	5800	Square footage	\$90	\$522,000	\$130,500	\$652,500

## 6.1 Construction Cost Estimation

Architecture:						
Mixed Use Affordable Housing (Residential)	218235	Square footage	\$257	\$56,086,395	\$14,021,599	\$70,107,994
Mixed Use Affordable Housing (Parking)	79200	Square footage	\$101	\$7,999,200	\$1,999,800	\$9,999,000
Mixed Use Complex 1	25000	Square footage	\$159	\$3,975,000	\$993,750	\$4,968,750
Community Center	10000	Square footage	\$198	\$1,980,000	\$495,000	\$2,475,000
					Phase II Total:	<u>\$91,698,731</u>
<b>Phase II</b>	<b>Quantity</b>	<b>Cost Unit</b>	<b>Unit Prices</b>	<b>Hard Cost</b>	<b>Soft Cost</b>	<b>Subtotal</b>
Street Improvements:						
Sidewalk Pavers	0.3	Miles	\$481,140	\$144,342	\$36,086	\$180,428
Pavement Marking Symbols	10	Each	\$180	\$1,800	\$450	\$2,250
Signs and Signage	10	Each	\$300	\$3,000	\$750	\$3,750
Street Furniture	10	Each	\$1,550	\$15,500	\$3,875	\$19,375
Street Crossing	3	Each	\$770	\$2,310	\$578	\$2,888
Signals for Pedestrians	6	Each	\$980	\$5,880	\$1,470	\$7,350
Complete Street	5	Miles	\$50,000	\$250,000	\$62,500	\$312,500
Landscape:						
Street Trees	10	Each	\$460	\$4,600	\$1,150	\$5,750
Architecture:						
Affordable Housings (Residential)	406471	Square footage	\$237	\$96,333,627	\$24,083,407	\$120,417,034
Affordable Housings (Parking)	174000	Square footage	\$93	\$16,182,000	\$4,045,500	\$20,227,500
Mixed Use Complex 2	60000	Square footage	\$159	\$9,540,000	\$2,385,000	\$11,925,000
					Phase III Total:	<u>\$153,103,824</u>

## 6 FINANCIAL COMPONENT: HOW CAN CULVER CITY PAY FOR THE PROJECT?

### 6.2 Financial Sources

This table provides potential funding sources for the design and policy recommendations provided in the phases mentioned earlier in this report. The city may qualify for the list of local, county, regional, state, federal, and private funds upon availability and application process. In this table, funding sources are listed by the three proposed phases and proposed project or improvement. In addition to providing sources that fund built projects, we included sources that fund planning and research processes as well.

Given the project’s design and policy recommendations, the project can be an opportunity to create an inclusive and equitable transit gateway that not only facilitates mobility but also facilitates access to opportunity, housing, economic vitality, and public spaces. Across the nation, many community programs have received less funding while police departments have been able to protect millions in city funding. Culver City can commit to equity by redistributing funds to community developments and defunding the police department. Increasing policing in the city is not the only protection people need to live a safe and fulfilled life. Protection is also housing, inclusivity, economic vitality, and visibility.

Table 5: Funding Sources

	Local	County/ Regional	State	Federal	Private
<b>Phase I</b>					
Comprehensive-Signage System	<ul style="list-style-type: none"> <li>• City Funds</li> <li>• Enhanced Infrastructure Financing District (EIFD)</li> <li>• Local Employers</li> <li>• Development Fees</li> </ul>		<ul style="list-style-type: none"> <li>• Urban Greening Program, CA Natural Resources Agency</li> </ul>		<ul style="list-style-type: none"> <li>• Public Private Partnerships (P3)</li> </ul>
Street Improvements		<ul style="list-style-type: none"> <li>• Measure M</li> </ul>	<ul style="list-style-type: none"> <li>• Sustainability Planning Grant / Caltrans</li> <li>• Sustainable Transportation Equity Project (STEP) Planning</li> <li>• Safe Routes to School (SR2S) Program</li> </ul>	<ul style="list-style-type: none"> <li>• Build Grants</li> </ul>	
Bicycle and Pedestrian Infrastructure		<ul style="list-style-type: none"> <li>• Measure M</li> </ul>	<ul style="list-style-type: none"> <li>• Urban Greening Program, CA Natural Resources Agency</li> <li>• Sustainable Transportation Equity Project (STEP) Planning</li> <li>• Safe Routes to School (SR2S) Program</li> <li>• Clean Mobility in Schools Pilot Project</li> </ul>		
Streetscape		<ul style="list-style-type: none"> <li>• Metro's Transit Oriented Development Planning Grant Program</li> <li>• PLACE Projects - County of LA Public Health</li> </ul>	<ul style="list-style-type: none"> <li>• Urban Greening Program, CA Natural Resources Agency</li> <li>• Youth Community Access Grant Program</li> <li>• ATP Regional Program Implementation / SCAG &amp; Metro</li> </ul>		
<b>Phase II</b>					
Mix-Use Residential					<ul style="list-style-type: none"> <li>• Public Private Partnerships (P3)</li> </ul>
Open Spaces/Parklets	<ul style="list-style-type: none"> <li>• City Funds</li> </ul>	<ul style="list-style-type: none"> <li>• Regional Park and Open Space District (RPOSD) Grant (Measure A)</li> </ul>	<ul style="list-style-type: none"> <li>• Proposition 68 Statewide Park Program Grant (SPP)</li> </ul>		
Landmark Sculptures					

## 6.2 Financial Sources

Phase III					
Mix-Use Residential					<ul style="list-style-type: none"> <li>Public Private Partnerships (P3)</li> </ul>
Affordable Housing		<ul style="list-style-type: none"> <li>Affordable Housing Trust Funds (AHTF)</li> <li>PBVs &amp; PBVASH Vouchers</li> <li>No Place Like Home (NPLH)</li> <li>Multifamily Housing Program (MHP)</li> </ul>	<ul style="list-style-type: none"> <li>Affordable Housing and Sustainable Communities (AHSC) Program</li> </ul>	<ul style="list-style-type: none"> <li>HOME Investment Partnerships Program (HOME)</li> <li>Community Development Block Grant (CDBG)</li> </ul>	
Community Center	<ul style="list-style-type: none"> <li>City Funds</li> </ul>	<ul style="list-style-type: none"> <li>Los Angeles Urban County Community Development Block Grant (CDBG) Program</li> </ul>	<ul style="list-style-type: none"> <li>California Community Foundation Grant</li> </ul>	<ul style="list-style-type: none"> <li>Community Development Block Grant (CDBG)</li> </ul>	
Streetscape	<ul style="list-style-type: none"> <li>City Funds</li> </ul>	<ul style="list-style-type: none"> <li>Metro's Transit Oriented Development Planning Grant Program</li> <li>PLACE Projects - County of LA Public Health</li> </ul>	<ul style="list-style-type: none"> <li>Urban Greening Program, CA Natural Resources Agency</li> <li>Youth Community Access Grant Program</li> <li>ATP Regional Program Implementation / SCAG &amp; Metro</li> </ul>		

## 7 Conclusion

Given the project's proposals and the implications each has on the community, an equitable policy and design proposal for Culver City's Transit Gateway Extension is undoubtedly an inclusive option for the city. This proposal promotes an approach of just growth that is often overlooked when opting for an economically profitable option. In addition to establishing equity, it can promote inclusivity, economic vitality for lower-income families, and the well being and prosperity of residents and visitors alike.

Utilizing a lens of equality and social justice for the Gateway project and future projects set an example of systemic change that protects the right to the city of underserved communities and people of color and improves their quality of life.

## 8 APPENDIX

- 8.1 Case Studies
- 8.2 Literature Reviews
- 8.3 Interviews
- 8.4 Tables
- 8.5 Figures

## 8.1 Case Studies

The aim of our case studies is to learn from different approaches and strategies in the design of TOD projects. We studied one project adjacent to the site, two projects in the City of Los Angeles, and one project in the UK to gain a comprehensive understanding of TOD developments from the regional to the international level.

The first project is an urban landscape created by a local business. For the two proposals in LA city, the one in North Hollywood Station is a conventional commercial mixed use development while the other one in Santa Monica station is a 100% affordable housing project. The project in Northstowe, UK is aiming for an integrated transit-bus-bike-pedestrian system in a new town adjacent to Cambridge. The table on the right shows the referencing matrix of these projects.

Table A: Matrix of Referencing Projects

Case	Scale	Project Type	Relevant aspects	Less relevant aspects
Gateway Project (GP)	L	Multi-strategies	-	-
1 PLATFORM Park	S	Parklet	1 The 'Bottom Up' approach in place making; 2 The smart intervention in forming a space.	1 The scale of the project is much smaller than the GP; 2 The singular program compared to GP's multi-approaches.
2 North Hollywood	L	Mixed Use	1 Similarity of the lot size; 2 The attempt to introduce a project with medium to high density; 3 The financial strategy for a mixed-use project.	The approach for the project is profit-driven while the GP seeks for a project to address multimodal challenges;
3 Santa Monica station	M	Affordable housing	1The attempt to propose an affordable housing project on top of metro station; 2 The combination of ground retail and affordable housing.	1 The singular program compared to GP's multi-approaches.  2 The scale of the project is smaller than the GP.
4 Northstowe Development	XL	Town Planning	1 The emphasize on pedestrian system; 2 The design of 'small town' sense; 3 The similarity of density.	The project is a new development in brownfield while the GP is working on a developed site.

## 8 APPENDIX

### Case Study 1: PLATFORM Park under the EXPO Line

Although it is a small urban intervention not a large scale planning, this project shows a unique ‘bottom-up’ approach in the forming of urban spaces. It inspired us with the need to listen to local voices and the potential to engage with local residents and businesses in the design process. It differs from traditional park design by using small scale smart interventions [P1] to avoid significant site changes and save money, which makes it a good reference for our proposal of minimal site treatment.

This project is next to the Culver City Station and under the EXPO line bridge. A local business (PLATFORM) coordinated with the Metro, worked with landscape architects to transform a piece of vacant dirt land into an inviting urban green place. The park is intended to serve as a community park and run by the local neighborhood. It was designed as an open and flexible ‘park-like’ space.

Figure A: The view of the Culver City Station from the PLATFORM park



### Case Study 2: North Hollywood Station Development

Although the lot size of the Gateway project is similar, under the current zoning, the density of the development is unlikely to be similar to this project since only approx. 30 percent of the land is zoned as Commercial and has the potential for high density buildings. However, the project shows a good combination of revenue generating spaces (retail, market rate housing and office spaces) with a certain percentage of affordable housing and public spaces which is a good reference for a financial model in balancing the commercial and public needs.

This mixed-use development is approximately 16 acres, compared to about 22 acres of our site. Both options are a combination of ground-floor retail, office spaces, open public spaces and residential units (with 35 percent affordable ones). Option A consists of low- to mid-rise housing with 750 units, 200,000 square feet of office space, approximately 40,500 square feet of retail spaces, and 3,600 parking spaces. Option B doubles the number of housing units and office spaces and triple the retail spaces by proposing a series of high-rise buildings .

Figure B: Render of Option 2



## 8 APPENDIX

### Case Study 3: Metro's Vermont/Santa Monica station Development

Its proximity to the metro station and the proposal of a mixed-use affordable housing make the Vermont/Santa Monica station a valuable reference for us. The idea of housing combined with street level retail, landscaped plazas, outdoor dining, and minimized parking spaces can be incorporated into the design of the housing on our site.

Moreover, the designated routes to public facilities are also applicable to our project. Compared to the large development in North Hollywood, the size of this project in Santa Monica Station is relatively small. The 100 percent affordable housing spans 1.5 acres of land which is owned by Metro and the Little Tokyo Service Center. It is designed to deliver 160 affordable units aimed at groups with a 30 to 60 percent area median income level. Half of the units will be delivered to special needs groups. Furthermore, it also includes 21,000 square feet of commercial spaces on the ground level and multiple accesses to public spaces such as an adjacent theater.

Figure C: Render of the housing with ground level retail and the metro station



### Case Study 4: Northstowe Development, UK

The approach to developing a walking friendly urban system is the major takeaway from this project. Along the transit route, various walking paths, bridleways and cycling routes weave a dynamic green transportation system. A town center is proposed adjacent to the transit station, and the design of wide walking streets, medium density architecture, tree canopies and ground level retails is a promising approach for the CC Gateway project. It creates a sense of small town and “oasis” while having the capacity for a large number of pedestrians.

Northstowe is a new town adjacent to Cambridge under development. It is a transit-oriented project with the new town laid out along the Cambridge guided busway (CGB) busway providing frequent and rapid connection to the city of Cambridge and Huntingdon. At completion, the new town will provide 10,000 homes with various community facilities. The location of the phase I is surrounded by the CGB bus way, a local inter-city bus route, and an internal bus lane within the town.

Figure D: The Render of the walking friendly high street



### 8.2 Literature Review

#### 8.2.1 Gateways, City Identity, and City Branding

As cities grow and metropolitan regions increasingly navigate new forms of comprehensive connectivity, urban design changes become a critical component to shaping the way people experience and access the city. Discourse surrounding city gateways is essential to understanding how a gateway design can affect the way people travel through a city and connect to other regions. A gateway can be shaped by exploring city branding and identity, inclusive and equitable design, and mix-use developments. The following review of literature on this topic leads us to recommend that a strong City Identity, Inclusive Design, and Mix-Use development can make a Culver City Gateway more effective and most beneficial to city residents and visitors.

A city gateway may connote the presence of a physical gate, like the St. Louis Gateway Arch, or an entrance corridor into a neighborhood, city, or region. In each instance, the gateway serves as a notice of arrival to a new location. This research explores city gateways as an identifiable public space that serves as a linkage within and across cities and functions as an anchor for community vitality for residents and visitors.

As cities have grown and expanded over time, a range of gateway functionality has existed since the pre-industrial era. The gateway has been utilized as both an edge and center - where a gateway was used as a port to connect monarchs, foreigners, and locals while also often becoming the center of residential neighborhoods (Caliskan, 2010). The duality of a gateway is that it demarcates boundaries and facilitates access to a public plaza (Montenegro, 2012). The duplicity of a gateway reflects not only a passage but also a destination where individuals have access to a public space or additional amenities. In addition, city gateways are more than shopping venues and often include a broad-base of iconic development projects.

With cities becoming more demographically diverse and inclusive of a variety of services, housing, and amenities, gateways have also changed to adapt and address the changes in the city. A city's historical landscape shapes the identity that sets it apart from other places (Casakin & Bernard, 2012). City identity and branding - physical characteristics and a sense of place that distinguishes a city from another - has increased in significance as the many cities compete for tourism as economic globalization becomes more prominent. One key challenge for city branding is to develop a cohesive identity across various areas with diverse activities to target different audiences with distinct interests (Dinnie, 2011). Dinnie describes a 'network approach' in the branding process that encourages adapting an inclusive framework rather than one that reserves all decision makings to an elite group. We follow this approach to engage different stakeholders in rethinking the CC Gateway and the strategies it provides are helpful for us to shape the identity of CC with the project.

The effectiveness of city brands depends on its implementation, as well as the support and commitment of local stakeholders - residents, business owners and community groups. At the same time, it must also appeal to visitors with a strong identity and brand. In this case, it has the risk of becoming all or nothing. An ideal city branding should still go through a comprehensive outreach and seek coherence within that process. Dinnie recommends four steps and key questions to consider when developing a City Brand:

*Identity:* Community assesses its shared assets, personality, desirable attributes and selectively emogizes [P1] aspects of the City's place identity. Main questions: Who are we? What do we stand for?

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*Nominated Outcomes:* Integration and consistency of brand essence with City's development goals. Definition of segments the city is aiming to attract and appeal to. Selection of appropriate measures to monitor progress and assess return on investment.

- What do we want to achieve?
- Who do we want to attract?
- How do we measure progress?

*Communications:* Brand communications are no longer transmitting a message to a passive audience but an active one. Consideration must be given to how audiences are reached and invited to dialogue about the city and its offerings.

- How do we tell the story of our city with credibility?
- How do we reach and interact with the audience?

*Coherence:* Consideration must also be given to the big picture and consistency with particular action items and activities.

- How to organize programmes and actions to achieve consistency and uniformity in communications of the brand?

Figure E: New York City

New York City attracts millions of visitors each year and is known for its multi-layer identity as being a city that houses diverse communities and its migration history and a hub for global markets.



## 8.2 Literature Review

### 8.2.2 Inclusive Urban Design

To design a city gateway that effectively serves most of the community, a design must be considerably inclusive and equitable to the population it is intended to serve. Given the historical context of inequality, racism, and displacement and the role it has played in the construction of the physical environment of the United States, today there must be a deliberate intention to design spaces that encourage inclusive and equitable access. Inclusivity is relevant for Culver City's design proposal as it hopes to become a more equitable community. With Culver City as an old sundown town and its ongoing work on addressing its racial inequality, the City's equitable and inclusive Transit Gateway would be an excellent location for mobility and economic opportunity justice.

An inclusive design allows access regardless of age or ability and is also referred to as universal design or design for all. Groups to consider include children, the aging population, and individuals with disabilities. Spaces available to individuals with physical disabilities became more visible in the latter half of the twentieth century; however, sensory and mental illnesses have not been appropriately addressed in the design of the physical environment (Bruton and Mitchell, 2016). For instance, an older person who might suffer from dementia might experience mobility and sensory limitations and therefore requires flat, gradient free path, a design that allows greater reaction time, or audible traffic information to ensure safety and orientation on the street.

Jordan and Infante utilize the term "social inclusiveness" to refer to the idea of equal access to work and services, such as public transportation, employment, education, housing, goods and services, and health care (Jordan & Infante, 2012). They agree that an inclusive design is meant to include a broad range of people from across a city, which includes groups from diverse backgrounds and various economic demographics. In addition, they note that infrastructure

influence is usually direct and immediate in shaping individual health, economic competitiveness, and the quality of life. It is especially important to be critical of social inclusivity of the current built environment due to the infrastructure's long life span. Since much of the standing infrastructure is more likely to perpetuate non-equitable access to social capital and likely supported consumption and production patterns for decades.

Additional inclusive design characteristics include:

- Wide, smooth, non-slip footways (without cycle lanes).
- Frequent road crossings with audible and visual cues suitable for older people.
- Clear signs throughout.
- Clearly marked level changes, with handrails.
- Ground level restrooms.
- Enclosed bus shelters, with seating.
- Busy routes with buffer zones between road and footway (e.g. trees, grass verge).
- Landmarks, distinctive structures and places of activity.
- A hierarchy of streets from main to side.
- Special/distinctive features at junctions.

In addition to social inclusivity, can the built environment be designed in such a way that it encourages diversity? While there are individuals that may be skeptical of the possibility, author Emily Talen asserts that there are design principles that help sustain and potentially encourage diversity [P1]. In addition, she challenges skeptics by suggesting that the way we believe the built environment plays a strong role in fostering patterns of segregation, it can also be used as a sign to reverse the situation. Mix-use, connectivity, and security as the main principles to sustain diverse neighborhoods (Talen, 2008).

## 8 APPENDIX

### 8.2 Literature Review

#### 8.2.3 Mixed-Use Development and Design

Designing for mix-use developments involves considering multi-step and multi-player processes. Almost all aspects of the mix-use development processes should include working with the public sector, site selection and evaluation, and site and market analysis (Schwanke, 2003). In addition, an overview and several relevant case studies will focus on understanding the overall process, evaluations and strategies (Talen, 2008).

The different roles the public sector plays in development include interests to regulatory and incenting tools. It then points out that the public sector's important role can assemble the lands and other actions in sustaining a project. The public sector can often reshape the development and may sway the project's direction toward social goals instead of profit-driven priorities. In the case of the Culver City Gateway project, the City's role is acting as the land regulator, coordinator and initiator, and leveraging and pushing the project towards a more social driven direction.

As Schwanke writes:

'Many projects would not have proceeded without public intervention - land assembly, public improvements, public financial assistance, master planning... because of the critical role the public sector can play in initiating the project, its objectives are often the primary shapers of the development ' (Schwanke, 2003).

Careful site selection and evaluation include a series of criteria and consider the proximity to amenities, access to transit options, land use controls, and land ownerships, among other factors. We have found that the CC gateway fits in these criteria quite well, and it is an ideal site for mixed-use development.

It is of critical importance to create a site and market analysis that includes space used as office, residential, hotel, retail, entertainment, cultural, recreational, and other uses. It also emphasizes that a market study should include individual analysis of each use, as well as a synergy analysis of different uses together.)

Once a site is identified as suitable for a mixed-use development, more in-depth analyses are required to confirm or refute the initial judgements. Additionally, each element of the project should be able to stand on its own as a marketable and financially feasible component. Three kinds of market synergy can be achieved in a mixed-use project: direct support (on-site market support), indirect support, and place-making synerg (Schwanke, 2003).

## 8 APPENDIX

### 8.3 Interviews

Table B: Interviews

Category	Title	Name	Key Takeaways
<b>Culver City General Plan Update Team</b>			
CC Political Figure/City Officials	CC Council Member	Alex Fisch	Council member Fisch provided background on housing context in the city, the large community participation, and the reception of multi-modal transportation.
	CC Council Member	Daniel Lee	Council Member Lee clarified that the existing gateway is on Washington and National, the community is invested in sustainability solutions, and that inclusionary zoning for mix-use development was on the agenda in April 2020.
CC City Planning and Community Development Department	CC Advance Planning Division Manager	Ashley Hefner	Ms. Hefner was key in establishing an initial understanding of our site, the city landscape and potential points of contact.
	CC Community Development Director	Sol Blumenfeld	Mr. Blumenfeld provided context to the Redevelopment Agency's (RDA) role during its years of operations and post its dissolution process. Specifically sharing tools to encourage development and land assembly.
CC Staff	Safe Routes to School Coordinator	Jim Shanman	Mr. Shanman provided on the ground insight of the site by sharing the Expo Stations high ridership usage by the commuters and students (particularly Hamilton High), confirmed the upcoming Expo-to-Downtown Corridor, and the need for safe bicycle and pedestrian in the area.
<b>Academic Consultants</b>			
UCLA	Lecturer	Joan Ling	Ms. Ling was instrumental in guiding development proposals and zoning specifications.
UCLA	Professor	Vinit Mukhija	Professor Mukhija guided our design proposal by suggesting we analyze underused potential at our site and narrowing our focus.
UCLA	Lecturer	Gaurav Srivastava	Mr. Srivastava provided design recommendations for the master plan for better legibility and streetscape suggestions for improved bicycle and pedestrian accessibility.
UCLA	Professor	Anastasia Loukaitou-Sideris	Professor Loukaitou-Sideris was essential in proposing cohesive and inclusive spaces, mix-use projects that solve affordability concerns, and policies around protecting local shops.
<b>Nearby Developments</b>			
Culver Steps Architect	EYRC Architects Partner	Patricia Rhee	Ms. Rhee provided context about the public-private partnership and design process for development projects.
<b>Community Outreach</b>			
Community Visioning Festival - Culver City General Plan 2045			This community event allowed us to listen to first-hand testimonials from Culver City residents. Participating residents were able to voice their likes and concerns about the city. Residents were most happy about the small-town feel of Culver City and concerns were related to traffic, high cost of renting for local businesses, and increasing inclusivity based on ethnicity, age, and gender.

## 8.4 Tables

### 8.4.1 Demographic Trends

**Table C: Comparison of Demographics in Culver City and Los Angeles (Census2019)**

	Culver City(2010)	Culver City (2018)	City of LA	LA County
Population	38,827	39,185	3,793,576	10,039,107
Other Population	4.3%	4.5%	2.4%	2.7%
Black Population	10.4%	8.4%	8.9%	9%
Asian Population	14.6%	16.3%	11.6%	15.4%
Latinx Population	23.5%	23.4%	48.6%	48.6%
White Population	47.2%	46.5%	28.5%	26.1%
Foreign-born residents	26%	26%	37.3%	34.2%

**Table D: Culver City Socioeconomic Context**

	Culver City	City of LA	LA County
Annual Median Household Income	\$90,183	\$58,385	\$64,251
Poverty Rate	7.4%	19.1%	14.2%
Education Rate (BA/S+)	56.5%	33.8%	31.8%
Largest Employers	1. Sony 2. Westfield Mall 3. Culver City	1. LA County 2. LAUSD 3. UCLA	1. LA County 2. LAUSD 3. UCLA

Table E: Culver City Bicycle & Pedestrian Action Plan - Public Comments

Intersection	Comment	Likes	Pedestrian/Bicyclist
National and Venice Blvd	"Comment from previous TOD Visioning Study - Topic: Bike boxes + better bike infrastructure on Venice/National Description: With the new Ivy Station development and Metro bike hub there will be increased bike traffic in the Venice/National intersection. As designed now, the intersection is very hard to navigate on a bike, specifically when making left turns. On Venice bikes have to cross over 4.5 lanes of fast moving traffic to make a legal left. This creates barrier at the intersection for bikes that makes it challenging to access the area south of Venice by bike. Solution: Adding a bike box at National for bikes turning left on to Venice and at Venice for bikes turning left on to National will make the intersection more accessible and safe by providing dedicated space and infrastructure for people on bikes turning left onto or from Venice and National. Additionally, this would provide a better connectivity to the expo bike path."	5	Bicyclist
Washington and National Blvd	"Comment from previous TOD Visioning Study - Topic: <b>Bike Sharing</b> Description: The last mile - workers commuting to Hayden Tract, Downtown, and the Washington Corridor would be big fans of shared bikes like New York's CitiBikes. Solution: Planting shared bike stations here and at other key areas in the study area would be a wonderful way to extend character and charm while reducing the need for cars."	0	Bicyclist
Washington and National Blvd	Comment from previous TOD Visioning Study - Topic: bike path on south side of Washington Description: City's proposed bike lane on the north side of Washington is a mistake. This lane should be on the south side. The current plan for the north side will drastically be at odds with vehicular flow. Having the buses stop in the #2 lane in front of Ivy Hotel is problematic Solution: Study having the lane on the south side of Washington. Connect to the expo bike path on the south side of Access. If the bike lane is to continue down Washington, then keep it on the south side up to Helms and switch to the north side to avoid conflict with vehicular access in/out of the Arts District residential streets.."	3	Bicyclist
Washington Blvd and Landmark St	"Comment from previous TOD Visioning Study - Topic: Bike and ped mode share Description: 2 lanes of car use in both direction. Need more bike and ped room. Solution: <b>Reduce car lane</b> to 1 in each direction, add dedicated bike lane and wider sidewalk."	9	Bicyclist
Venice and Robertson	Comment from previous TOD Visioning Study - Topic: Crossing Venice Blvd to Expo bike path Description: Daunting connection by bike from Expo station or Robertson to westbound Expo bike path. Making a left turn on Robertson across Venice is a leap of faith. It's a high pedestrian volume crossing, so crossing in the crosswalk isn't a good option either. Curb access on the Venice side is not easy either (tell City of L.A. please). Solution: Bike box and signal on NB Robertson, crossing Venice. Make it the <b>gateway</b> it is. Add turning lane markers in intersection, so as a turning bike you're not just a sitting duck in that sea of asphalt. "	8	Bicyclist
Washington and Robertson Blvd	Without a separated bike lane (i.e. separated by more than paint), I will not ride my bike to the Expo Station, unless it's on the sidewalk."	8	Bicyclist
Washington and Ince Blvd	Comment from previous TOD Visioning Study - Topic: red-light not sensitive for bikes Description: Many intersections are not sensitive for bikes, like the one from Ince. You cannot know if a light is sensitive or not: this is not inviting but discouraging bike riding. Solution: Add bike-lights or make the lights sensitive for bikes. Mark the signs that are sensitive (or not). "	9	Bicyclist
Venice and Robertson Blvd Prof Julia	Walking route from Expo station to downtown Culver City is not ped friendly. Intersections at National and Culver Blvds at Venice Blvd are too wide to be practical for <b>walking</b> ."	0	Pedestrian
Venice and Robertson Blvd	"This intersection needs a makeover with traffic calming. It has a high volume of pedestrians and cyclists due to the Metro station. Vehicles travel too fast, run red lights, and don't always yield to pedestrians/cyclists."	4	Pedestrian
Robertson Blvd (Near small commercial mall)	Comment from previous TOD Visioning Study - Topic: Narrow, cluttered sidewalk at transit hub Description: <b>Walkability</b> is very poor here, yet it's a high-volume pedestrian access area for the buses and train. Key issues: 1) sidewalk is WAY too narrow (I walk in street a lot of the time to avoid people congregated at bus stops or to not block oncoming ped traffic); 2) too many obstructions in already <b>narrow sidewalk</b> (trash cans, benches, trees, utility boxes, lights, are all ill-placed and leave very little room to walk); 3) always lots of diesel exhaust and noise from FedEx trucks and landscapers. Solution: 1) Widen sidewalk significantly 2) When widening, assure necessary obstructions are in-line and minimize breaking walking path and leaving enough space for strollers to pass 3) idk what to do about the diesel-- ask them to start shifts earlier? the big rush at 8-9 am is gross."	4	
Culver Blvd and Canfield Ave	"The turning pocket seems inappropriate for such as pedestrian-oriented area, and makes crossing the street here take long and feel dangerous."	2	Pedestrian
Washington and Ince Blvd	"Comment from previous TOD Visioning Study - Topic: blind, narrow corner Description: Sidewalk corner bordering Culver studios is very narrow. There are regular near-miss collisions between people on foot, bikes and peds here (because despite legality, ppl still ride bikes on the sidewalk for safety concerns). I heard someone was injured pretty bad once in a collision w bike. Also, people on bikes like to cut through the closed-off road, since it's more pleasant than Washington,Culver. Solution: Bulb-out the corner, make clear bike lanes so less people will ride on sidewalk. Make it a better <b>gateway</b> to DT."	4	Pedestrian
Between Toyota and Honda Establishments	"Comment from previous TOD Visioning Study - Topic: cut through Description: Block between Venice, Robertson, Washington, Culver is big. None of the streets around the block,connecting Down Town with Expo station, are fun to walk on. They don't have urban quality. Solution: Pro-active to future development: integrate walking routes crossing the block (try out what the effect could be with the Space syntax program)"	3	Pedestrian

Washington Blvd (In front of Honda)	"Comment from previous TOD Visioning Study - Topic: Make Washington more walkable by allowing mixed-use development of housing and commercial Description: Lots of great ideas to help make this section of the plan more bike and pedestrian friendly, but what we really need to bring the TOD to life is more mixed-use development! Solution: The arts district would be an even more vibrant place if Washington was re-zoned to allow commercial ground floor with residential above to connect people with local businesses and transit."	8	Pedestrian
Washington and National Blvd	Comment from previous TOD Visioning Study - Topic: Placemaking Description: The big Ficus tree marks this corner. It's potential is unused right now.Solution: The tree could mark the entrance to Platform, to Hayden tract, to the station. Any happening under the rail tracks (beer-garden, Cyclavia, whatever) could have its entrance/marker at this tree. I would like to see a well designed bench (partly) around the tree and an continuous floor/pavement/DG that connects National, Platform and Washington. This goes together with a better sidewalk along National."	3	Pedestrian
Washington and National Blvd	Excited about new buildings, but when there is construction pedestrian access should be maintained at all times. Currently this intersection has NO pedestrian access, and it provides an important linkage to transit and other services. Please consider policies that require construction projects to provide safe pedestrian access DURING construction."	0	Pedestrian

**Table F: Permitted Uses of the IG (General Industrial) District**

Permitted Uses of the IG (General Industrial) District
<b>Industry:</b>
P: Manufacturing and fabrication, Media Production, <i>Recycling facilities</i> , Warehouse, Wholesale and etc.
<b>Recreation, Education, Public Assembly:</b>
P: Arcade, <i>health/Fitness Facilities, public Schools, Studios (Art/Dance/Music/Photograph), Theaters</i> ; CUP/AUP: Event Centers, Private Schools, Outdoor Commercial Recreation
<b>Residential:</b>
CUP: Employee Housing
<b>Retail/Trade:</b>
P: <i>Retails, Artisan Shops, Restaurants, Convenience Stores, Vehicle Sales</i> CUP/AUP: Outdoor Retails and Display, RV Sales
<b>Service:</b>
P: Animal boarding and kennels, Business and consumer support services, Catering services, <i>Emergency shelters, Public safety facilities, Public utility facilities</i> , Vehicle services
<b>Transportation &amp; Communications:</b>
P: <i>Parking Facilities</i> , Heliports, Broadcast Studios, Telecom Facilities

**Table G: IG Development Standards**

IG Development Standards	
<b>Minimum lot area</b>	Minimum lot area determined through subdivision review process.
<b>Residential development</b>	None allowed.
<b>Setbacks</b>	Minimum setbacks required. See § 17.300.020 (Setback Regulations and Exceptions).
<b>Street facing</b>	5 feet
<b>Side</b>	None required.
<b>Rear</b>	None required.
<b>Alley</b>	2 feet

Height limit (2)	43 feet
Landscaping	As required by Chapter 17.310 (Landscaping).
Parking and loading	As required by Chapter 17.320 (Off-Street Parking and Loading).

**Table H: Permitted Uses of CG (Commercial General) District**

Permitted Uses of CG (Commercial General) District	
<b>Industry:</b>	
P: Media Production, Printing and Publishing, Recycling Facility	
<b>Recreation, Education, Public Assembly:</b>	
P: Clubs, Lodges, Event Centers, Health/Fitness Facilities, Public Recreation and Cultural Facilities, Public Schools, Religious places, Studios (Art, dance, music, Photography and the like), Theatres CUP/AUP: Outdoor Commercial Recreation, Private School	
<b>Residential:</b>	
P: Live/Work Units, Supportive Housing, Transitional Housing, Home Occupations CUP: Residential Care Facilities, Senior Citizen Caring Housing	
<b>Retail/Trade:</b>	
P: Retailers, Artisan Shops, Restaurants, Convenience Stores, Vehicle Sales, Shopping Center CUP/AUP: Outdoor Retailers and Display, Outdoor Dining	
<b>Service:</b>	
P: ATMs, Banks, Catering Service, Child Day Care, Hotel/Motel, Public Safety Facilities CUP/AUP: Public utility facilities, Pet Day Care, Drive-thru Facilities	
<b>Transportation &amp; Communications:</b>	
P: Parking Facilities, Broadcast Studios, Telecom Facilities, Pipelines and Utility Lines	

**Table I: CG Development Standards**

CG Development Standards	
Minimum lot area	Minimum lot area determined through subdivision review process.
Residential development	Subject to the requirements of Live/Work Development Standards (§ 17.400.060) and/or the Mixed Use Development Standards (§ 17.400.065).
Street facing/Side/Rear Setback	None required.
Alley	2 feet
Height limit (3)	56 feet (4)
Landscaping	As required by Chapter 17.310 (Landscaping).
Parking and loading	As required by Chapter 17.320 (Off-Street Parking and Loading).

**Table J: Mixed Use Development Standards (CG adjacent to Non-Residential Zone)**

Mixed Use Development Standards (CG adjacent to Non-Residential Zone)	
Height limit	56 feet
Setback	None
Minimum Lot Size	a. All lots less than 10,000 square feet shall have a minimum width of 50 feet, with alley access or access from a non-primary arterial street.
	b. Lots 10,000 square feet or larger shall have a minimum width of 100 feet.
	c. Mixed use projects located on parcels that are less than 5,000 square feet shall not be permitted, unless combined with one or more abutting lots to create a total site development area that is at least 5,000 square feet, subject to the above access requirements.
Density Limit	65 Units/Acre (TOD project)

**Table K: Parcel Information**

	Parcel 01	Parcel 02	Parcel 03	Parcel 04	Parcel 05	Parcel 06
Address	8855 WASHINGTON BLVD	3700 ROBERTSON BLVD	9055 WASHINGTON BLVD	9077 WASHINGTON BLVD	9099 WASHINGTON BLVD	9290 CULVER BLVD
APN	4206-035-049	4206-035-045	4206-032-054	4206-032-051	4206-029-932	4206-029-038
Zoning	CCC3*	-	CCM1YY	CCC3YY	-	CCC3YY
Use	Warehouse	Office	Auto Sales	Auto Repair	Parking	Super Market
Year Built	1997	1985	2001	1988/1989	-	2003
# of Buildings	1	4	1	1	1	1
Gross Area (sqft)	146,488	197,660	47,733	81,384	-	9,750
Lot Area (sqft)	118,760	96,103	82,139	149,227	62,562	11,279
Lot Area (acre)	2.73	2.21	1.89	3.43	1.44	0.26
FAR	1.23	2.06	0.58	0.55	-	0.86
Owner Name	WINTER A & E 1987 TRUST	ROBERTSON STATION KARSON	MILLER AUTOMOTIVE PROPERTIES	MILLER AUTOMOTIVE PROPERTIES	GOVERNMENT OWNED	OLIVERMCMILLAN CULVER CITY LLC
Last Market Sale	08/03/1995	06/04/2015	02/08/1999	11/21/1994	-	10/11/2002
Sale Price	\$12,500	\$45,000	\$2,700,000	\$1,000,000	-	-
Land Value	\$3,010,342	\$18,315,653	\$8,715,072	\$4,607,999	-	\$584,252
Improvement Value	\$5,009,439	\$21,547,828	\$5,780,672	\$4,065,614	-	\$825,401
Improvement %	62%	54%	40%	47%	-	59%
Assessed Year	2019	2019	2019	2019	-	2019
Taxable Value	\$8,019,781	\$39,863,481	\$14,495,744	\$8,673,613	-	\$1,409,653
Property Tax(2018)	\$100,212	\$449,002	\$167,608	\$109,785	-	\$18,757

**Table L: Housing Stock of Culver City 2019**

Housing Type	Number of Units	Percent of Total Units
Single Family Detached	6923	39.4%
Single Family Attached	1585	9.0%
Multi-family: 2 to 4 Units	2090	11.9%
Multi-family: 5 units plus	6764	38.5%
Mobile Home	216	1.2%
Total	17578	100%

**Table M: Housing Data Comparisons**

	Culver City	LA County
Housing/Vacancy Rate (ACS 2017)	17,373/ 4.8%	3,306,903/4.2%
Ownership/Renter Rates	53.4%/46.6%	45.9%/54.1%
Median Monthly Rent	1,758	1,322
Rent Burden Renter	45.7%	49.9%
Household Size	2.36	3
Homelessness (LAHSA, 2019)	236, increase from 2018	49,521

**Table O: Housing Construction and Absorption (Units)**

	1st Quarter 2020		4th Quarter 2019		3rd Quarter 2019		Year to Date Average	
	Built	Absorbed	Built	Absorbed	Built	Absorbed	Built	Absorbed
Sub Market	97	117	97	68	176	102	76	66
Los Angeles	202	140	630	599	2234	1595	1393	1194

**Table P: Office Construction and Absorption (Square Footage)**

	3rd Quarter 2019		Year to Date Avg		1 Year History	
	Built	Absorbed	Built	Absorbed	Built	Absorbed
Sub Market	105,000	-20,000	45,000	41,500	180,000	166,000
Los Angeles	105,000	386,000	328,000	339,300	1286000	1,942,000

**Table Q: Retail Construction and Absorption (Square Footage)**

	1st Quarter 2020		4th Quarter 2019		3rd Quarter 2019		Year to Date Average	
	Built	Absorbed	Built	Absorbed	Built	Absorbed	Built	Absorbed
Sub Market	0	-18,000	0	-2,000	0	-9,000	-	-5,200
Los Angeles	0	124,000	6000	36,000	0	-124,000	1,500	-87,000

**Table R: Recommended Parking Requirements Table**

Residential Type	Existing Requirement (ALPC, 2020)	Recommend Requirement
Live/work unit	< 900 sqft : 2 spaces.	< 900 sqft : 1 spaces.
	900-1500 sqft : 3 spaces.	900-1500 sqft : 2 spaces.
	> 1500 sqft: 4 spaces	> 1500 sqft: 3 spaces
Multi-family/ Mixed Use	Micro-Unit: 0.5 space.	Micro-Unit: 0.5 space.
	< 900 sqft : 1 space. (Studio/1 Bedroom)	< 900 sqft : 0.5 space. (Studio/1 Bedroom)
	> 900 sqft: 2 spaces (Studio/1 Bedroom)	> 900 sqft: 1 spaces (Studio/1 Bedroom)
	2-3 bedroom: 2 spaces.	2-3 bedroom: 1.5 spaces.
	4 bedroom: 3 spaces.	4 bedroom: 2 spaces.
	>4 bedroom: 3 + n spaces	>4 bedroom: 2 + 0.5 * n spaces
	Guest parking: 1 space for every 4 residential units.	-
Affordable Housing	N/A	All units: 0.5 space/unit
Retail/Office	Varied (AMPC, 2020)	1 space/350 sqft

**Table S: Development Standards**

Development Standards	
Building Footprint	195300
Gross Building Area	1040106
Lot Size	11.7
FAR	2.04
Lot Coverage	38.32%

## 8.5 Figures

Figure F: Safe Routes to School Parent Travel Survey, 2019

How far do you live from school?

383 responses

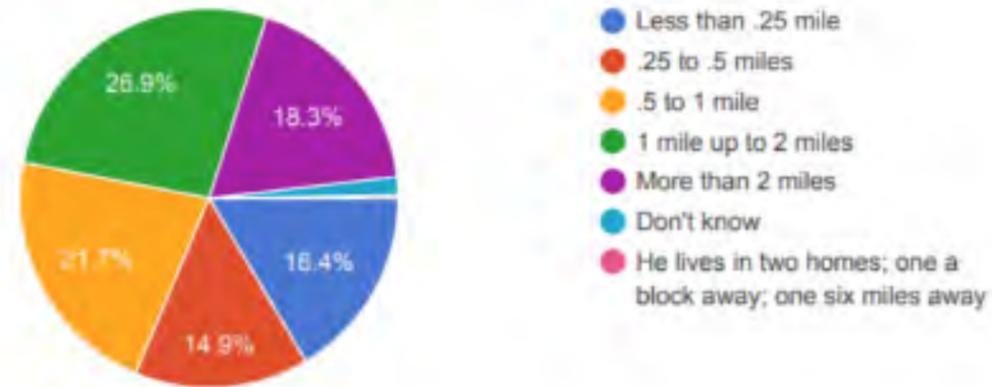


Figure G: Safe Routes to School Parent Travel Survey, 2019

On most days, how does your child get to school? (driving and parking 3 blocks away for drop off counts as walking)

383 responses

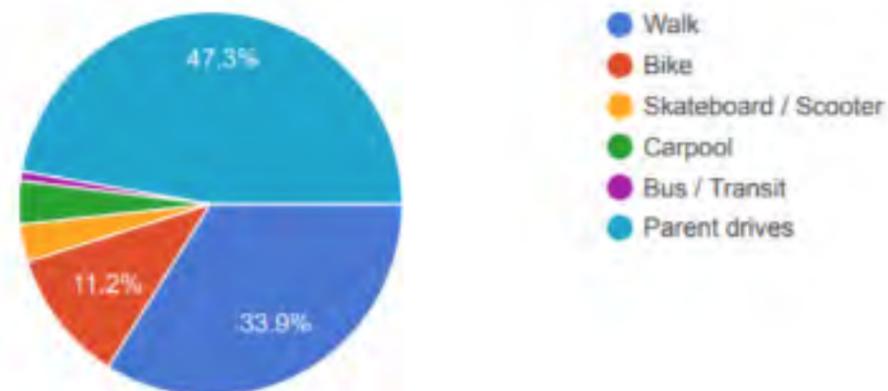
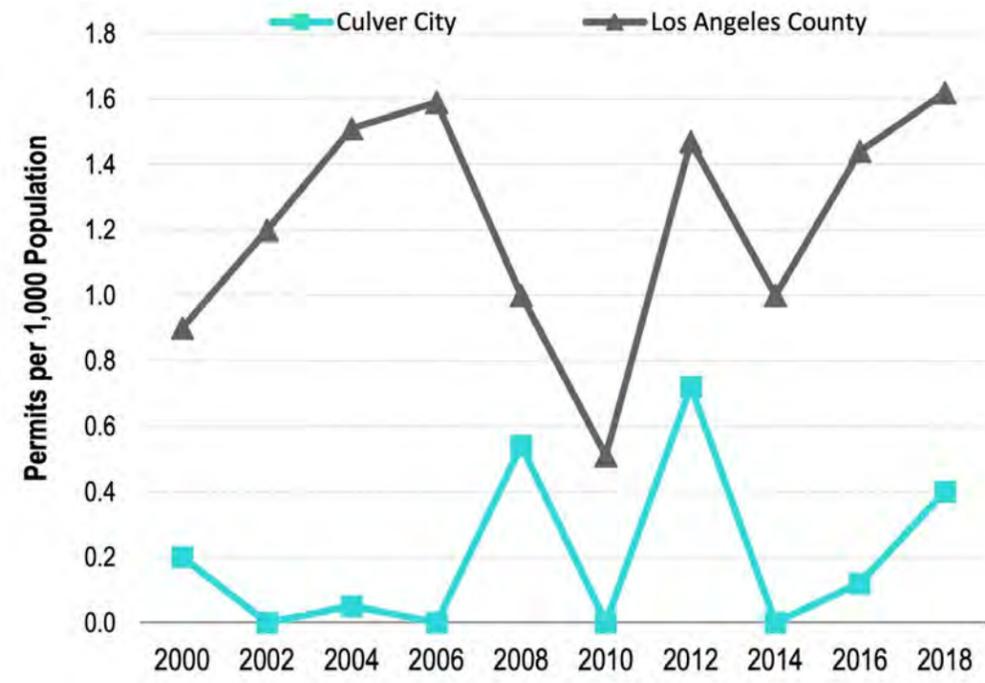


Figure H: Multi-Family Units Permitted per 1,000 Residents: 2000- 2018



## 9 REFERENCES

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