ADVANCE PLANNING DIVISION
9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507
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PROPOSED NEGATIVE DECLARATION

Project Title and Culver City File No.: Culver City 2021-2029 Housing Element Update

Project Location: Culver City, CA

Project Sponsor: City of Culver City

Project Description: California Government Code Section 65302(c) mandates that each local agency within California includes a Housing Element in its General Plan. The Housing Element is required to identify and analyze existing and projected housing needs within the city and include statements of the City's goals, policies, quantified objectives, and scheduled programs to preserve, improve, and develop housing. In adopting its Housing Element, each local agency must consider economic, environmental, and fiscal factors, as well as community goals as set forth in the General Plan, in compliance with California Government Code Section 65580 et. seq. In compliance with Government Code Section 65580 et. seq., the City of Culver City is updating its Housing Element for the planning period of 2021-2029.

Environmental Determination: This is to advise that the City of Culver City, acting as the lead agency, has conducted an Initial Study to determine if the Project may have a significant effect on the environment and is proposing this NEGATIVE DECLARATION based on the following finding:

☒ The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

☐ The Initial Study identified potentially significant effects, but:

1. Revisions in the project plans or proposals made by, or agreed to by the applicant before this proposed NEGATIVE DECLARATION AND INITIAL STUDY was released for public review would avoid the effects or mitigate the effects or mitigate the effects to a point where clearly no significant effects would occur, and

2. There is no substantial evidence before the agency that the project as revised may have a significant effect on the environment.

A copy of the Initial Study and any other material which constitute the record of proceedings upon which the City based its decision to adopt this NEGATIVE DECLARATION may be obtained at:

City of Culver City, Advance Planning Division
9770 Culver Boulevard, Culver City, CA 90232

www.culvercity.org

Contact: Ashley Hefner Hoang, AICP, Advance Planning Manager
(310) 253-5740 or advance.planning@culvercity.org

The public is invited to comment on the proposed NEGATIVE DECLARATION during the review period, which begins on October 7, 2021 and ends on November 8, 2021.

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INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title:	Culver City 2021-2029 Housing Element Update		
City of Culver City Case Nos:	P2021-0241-MND		
Lead Agency Name & Address:	City of Culver City, Advance Planning Division 9770 Culver Boulevard, Culver City, CA 90232		
Contact Person & Phone No.:	Ashley Hefner Hoang, Advance Planning Manager (310) 253-5740		
Project Location/Address:	Culver City, CA 90230		
Nearest Cross Street:	N/A	**APN:**	N/A
Project Sponsor's Name & Address:	City of Culver City, Advance Planning Division 9770 Culver Boulevard, Culver City, CA 90232		
General Plan Designation:	The City of Culver City has various General Plan land use designations, including Residential (Low Density Single Family, Low Density Two Family, Low Density Three Family, Low Density Multiple Family, Medium Density Multiple Family, And Planned Residential Development), Commercial (Neighborhood Serving Corridor, General Corridor, Downtown, Community Serving Center, and Regional Center), Industrial (Light Industrial, Industrial Park, and Industrial), Focused Special Studies Area (Hayden Industrial Tract, Blair Hills / Baldwin Hills, and Ballona Creek), and Other (Studio, Cemetery, Open Space, Institutional, School, City Boundary, and Freeway). However, these designations are subject to change as the City is in the process of updating the Land Use Element.		
Zoning:	The City has various zoning districts, including R1 (single-family residential), R2 (two-family residential), R3 (three-family residential), RLD (Low Density Multiple-Family Residential), RMD (Medium Density Multiple-Family Residential), RHD (High Density Multiple-Family Residential), CN (Commercial Neighborhood, CG (Commerical General), CC (Commercial Community), and CD (Commercial Downtown).. However, certain districts would be subject to change for compliance after adoption of the Land Use Element the City is in the process of updating.		
Overlay Zone/Special District:	The CIty has various overlay zones, including Residential Zero Setback Overlay (-RZ), Commercial Zero Setback Overlay (-CZ), Redevelopment Project Area Overlay (-RP), Civic Center Overlay (-CV), East Washington Boulevard Overlay (-EW), and Residential Hillsides Overlay (-RH)		

Project Description and Requested Action: *(Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)*

The Culver City Housing Element Update (the Project) is being prepared pursuant to California Government Code Section 65302(c). California Government Code Section 65302(c) mandates that each local agency within California includes a Housing Element in its General Plan. The Housing Element is required to identify and analyze existing and projected housing needs within the city and include statements of the City's goals, policies, quantified objectives, and scheduled programs to preserve, improve, and develop housing. In adopting its Housing Element, each local agency must consider economic, environmental, and fiscal factors, as well as community goals as set forth in the General Plan, in compliance with California Government Code Section 65580 et. seq. In compliance with Government Code Section 65580 et. seq., the City of Culver City (City) is updating its Housing Element for the planning period of 2021-2029 (hereafter referred to as the 2021-2029 Housing Element or the plan).

Please refer to Attachment A, Project Description, for a detailed discussion of the Project.

Existing Conditions of the Project Site:

The city is located in the westside region of Los Angeles County, and is developed with a variety of land uses including established residential neighborhoods, commercial corridors, industrial uses, public facilities, studios, cemeteries, and parks.

Surrounding Land Uses and Setting: *(Briefly describe the project's surrounding)*

The city is surrounded by the City of Los Angeles to the north, east, and west. An unincorporated area of Los Angeles County (County) is located to the south and southeast. The communities within the surrounding unincorporated County area include Baldwin Hills, Ladera Heights, View Park, and Windsor Hills. Other communities in the region include Santa Monica, Marina Del Rey, Bevery Hills, Inglewood, and El Segundo.

Other public agencies whose approval is required: (*e.g., permits, financing approval, or participation agreement)*

A review of the 2021-2029 Housing Element must be conducted by the California Department of Housing and Community Development (HCD) to determine compliance with State law. HCD will provide written findings based on its review to the City so the City may incorporate any additional requirements before adoption.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Less Than Significant Impact With Mitigation Incorporated" as indicated by the checklist on the following pages:

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology / Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology / Water Quality
- ☐ Mandatory Findings of Significance
- ☐ Land Use / Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population / Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities and Service Systems
- ☐ Wildfire

ENVIRONMENTAL DETERMINATION:

On the basis of this initial evaluation:

☒ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project **MAY** have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPO**RT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Ashley Hefner Hoang — 10/05/2021

Ashley Hefner Hoang, Advance Planning Manager — Date
City of Culver City

PURPOSE OF THE INITIAL STUDY

The Project is analyzed in this Initial Study, in accordance with the California Environmental Quality Act (CEQA), to determine if approval of the Project would have a significant impact on the environment. This Initial Study has been prepared pursuant to the requirements of CEQA, under Public Resources Code 21000-21177, of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387) and under the guidance of the City of Culver City. The City of Culver City is the Lead Agency under CEQA and is responsible for preparing the Initial Study for the proposed Project.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The impact columns heading definitions in the table below are as follows:

- "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

- "Less Than Significant Impact With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The mitigation measures must be described, along with a brief explanation of how they reduce the effect to a less than significant level.

- "Less Than Significant Impact" applies where the project creates no significant impacts, only Less Than Significant impacts. An impact may be considered "less than significant" if "project design features" would be implemented by the project or if compliance with applicable regulatory requirements or standard conditions of approval would ensure impacts are less than significant.

- "No Impact" applies where a project does not create an impact in that category. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one proposed (e.g., the project would not displace existing residences). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to toxic pollutants, based on a project-specific screening analysis).

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire protection regarding the state's inventory of forest land, including the Forest and Range Assessment of and the Forest Legacy Assessment Project; and forest carbon measurements methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance?	☐	☐	☐	☒
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surface in a manner which would:				
i) result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XIII. NOISE – Would the project result in:				
a) Would the Project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within a private air strip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVII. TRANSPORTATION– Would the project:				
a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycles, and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒
XVIII. TRIBAL CULTURAL RESOURCES– Would the project:				
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) or	☐	☐	☐	☒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒
XX. WILDFIRES – Would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

ATTACHMENT A
PROJECT DESCRIPTION

A. INTRODUCTION

California state law requires each city and county to adopt a general plan containing at least seven elements: Land Use, Transportation, Conservation, Noise, Open Space, Safety, and Housing. In 1969, California Legislature adopted the Housing Element Law, mandating that housing be included as an element of each general plan. California's Housing Element Law acknowledges that, for the private market to adequately address the housing needs and demand of Californians, local governments must adopt plans and regulatory systems that provide opportunities for (and do not unduly constrain), housing development. As a result, housing policy in California rests largely on effectively implementing local general plans and, in particular, local housing elements. The Housing Element is subject to detailed statutory requirements and mandatory review by the State Department of Housing and Community Development (HCD). This Housing Element Update is an update of the previous Housing Element for the City of Culver City (the City), which was adopted in January 2014.

The timing for jurisdictions to update their Housing Elements is based on the update schedule established for regional transportation plans (RTPs) prepared by federally-designated metropolitan planning organizations. The Southern California Association of Governments (SCAG) is the federally-designated metropolitan planning organization representing all jurisdictions in Los Angeles County, including Culver City. SCAG is required to update its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every 4 years, which puts all member jurisdictions on a schedule to update their Housing Elements every 8 years. The SCAG Regional Council adopted the Connect SoCal plan (2020–2045 RTP/SCS) on September 3, 2020. For SCAG member jurisdictions, the 6th Cycle Housing Element planning period extends from 2021 to 2029. As part of Connect SoCal, SCAG assigns a number of housing units that the County is required to plan for in the 8-year Housing Element cycle. That number of units is called the Regional Housing Needs Allocation (RHNA), and it is broken down by income category, ensuring that all economic groups are accommodated.

The Housing Element is required to identify and analyze existing and projected housing needs within the city and include statements of the City's goals, policies, quantified objectives, and scheduled programs to preserve, improve, and develop housing. In adopting its Housing Element, each city must consider economic, environmental, and fiscal factors, as well as community goals as set forth in the General Plan, in compliance with California Government Code Section 65580 et. seq. In compliance with Government Code Section 65580 et. seq., the City is updating its Housing Element for the planning period of 2021-2029 (hereafter referred to as the 2021-2029 Housing Element or the plan). The 2021-2029 Draft Housing Element as submitted to HCD, is contained in Attachment 1 of this Initial Study.

The 2021-2029 Draft Housing Element has five chapters: 1) Introduction, 2) Housing Needs Assessment, 3) Resources and Opportunities, 4) Constraints, 5) Housing Plan, and Appendices. As part of the Housing Needs Assessment, the City examined general population and household characteristics and trends (e.g., age, employment, household composition and size, household income, and special needs) and characteristics of the existing housing stock (e.g., number of units and type, tenure, age and condition, and costs). The Housing Needs Assessment used the most recent data from the U.S. Census Bureau's American Community Survey (ACS),

data compiled by SCAG, Department of Finance (DOF) Housing and Population data, and other sources such as the Westside Regional Center (WRC), which serves persons with developmental disabilities.

The City is in the process of comprehensively updating its General Plan (General Plan 2045), which will include an updated Land Use Element. General Plan 2045 reexamines the City's land use distribution and intensity of uses. On June 28, 2021, the City Council provided direction on a Preferred Land Use Map. The 2021-2029 Draft Housing Element is consistent with the proposed land use changes included in the General Plan 2045 Preferred Land Use Map and other draft element materials. General Plan 2045 will be reviewed separately in an environmental impact report and is anticipated to be adopted in Fall 2022. Since the 2021-2029 Draft Housing Element is required to be updated and adopted in 2021, it is being analyzed separately from General Plan 2045 to ensure compliance with California Government Code Section 65580 et. seq. Before the General Plan is adopted, the Housing Element may be amended to reflect any necessary changes for consistency with the finalized General Plan.

B. DESCRIPTION OF THE PROPOSED PROJECT

Consistent with Government Code Section 65302(c) and California Government Code Section 65580 et. seq., the 2021-2029 Draft Housing Element provides a plan to accommodate the City's RHNA allocation. HCD consults with regional council of governments to allocate the RHNA across each region of the state. SCAG represents all jurisdictions in Los Angeles County, including Culver City. **Figure 1,** Regional and City Location, illustrates where Culver City is located within Los Angeles County.

For the 2021-2029 housing cycle, Los Angeles County has been assigned a RHNA of 812,060 housing units, with Culver City receiving an allocation of 3,341 units. Table 1 shows how the Culver City 2021-2029 Regional Housing Needs Assessment is allocated across five income levels (Extremely Low, Very Low, Low, Moderate, and Above Moderate).

Table 1
Culver City 2021-2029 Regional Housing Needs Assessment

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
Housing Units	554	554	604	560	1,069	3,341
Percentage	16.5%	16.5%	18%	17%	32%	**100%**

SOURCE: City of Culver City, 2021-2029 Draft Housing Element.

The 2021-2029 Draft Housing Element aims to support the City's long term housing goal to meet the community's diverse housing needs. Its objectives are to conserve and improve the existing housing stock, provide housing for special needs populations, supply enough new housing to meet the City's fair share of the region's housing need, preserve at-risk affordable housing units, and affirmatively further fair housing. Another important goal of the plan is to facilitate more housing production to reverse SCAG's projected jobs-to-housing imbalance trend. Accommodating diverse housing types in the city is necessary to accommodate a population with varying socioeconomic needs. The 2021-2029 Draft Housing Element provides policies and programs to address these issues.



SOURCE: ESRI, 2021

Culver City General Plan Update

Figure 1
Regional and City Location

ESA

When updating the Housing Element, State law requires that jurisdictions demonstrate that land inventory is adequate to accommodate that jurisdiction's share of the region's projected growth. Over the last seven years since the 2013-2021 Housing Element was adopted, the City's housing stock represented a growth rate of 1.9 percent. This growth rate is consistently lower than the neighboring cities of Santa Monica (2.8 percent) and West Hollywood (4.7 percent) and LA County (3.7 percent) from 2013 to 2020. Due to these development trends, the City has identified multiple strategies through its sites inventory process to achieve its RHNA allocation of 3,341 housing units.

Section 65583(a)(3) of the Government Code requires Housing Elements to have an "inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites." The sites identified represent a subset of sites made available through the General Plan Update. They meet certain criteria showing they have development or redevelopment potential at the time of drafting the Housing Element. Some of the criteria include existing uses, existing floor area ratio (FAR), age of structures (year structure built), improvement to-land ratio, lot size, adjacency to parcels with redevelopment potential and lot consolidation potential, and expressed interest of developers or property owners.

The Housing Element considers strategies to meet the city's housing needs. Such strategies include consolidating Low Density Two Family, Three Family, and Multiple Family designations into a new Incremental Infill designation with two scenarios; conversions/additions and redevelopment, identifying opportunity sites for future residential housing, intensifying existing multi-family neighborhoods, and integrating residential uses in commercial and industrial areas. Each of these strategies are discussed in greater detail below.

Table 2, Culver City RHNA Allocation Under Current General Plan and 2045 General Plan, summarizes the City's RHNA allocations. It considers the number of dwelling units approved and the City's land inventory strategies' projected capacities to meet the 3,341 housing units required by the RHNA allocation. As shown in the table, the available sites selected in the City's current General Plan using objective criteria and known conditions do not have the capacity to accommodate the 6th cycle RHNA. In fact, Table 2 shows that the City has an overall shortfall of 895 units (105 lower income, 247 moderate income, and 543 above moderate income) based on the current General Plan and approved, entitled, proposed, and pipeline development projects. As such, the City would be required to add another 895 housing units through the 2029 planning year for this Housing Element cycle. Adopting the 2045 General Plan, which is anticipated in 2022, will significantly expand opportunities for housing development in Culver City. It will result in an overall 64 percent buffer above the RHNA for Culver City in the 6th cycle. The HCD recommends a buffer of at least 15 to 30 percent to ensure that the Housing Element has enough capacity to accommodate the RHNA throughout the planning period.

The 2021-2029 Draft Housing Element contains four strategies to meet the RHNA 6th cycle allocation and demonstrates that there will be enough housing sites to accommodate the City's fair share of affordable housing. The City's various housing programs that focus on conservation, development, and incentives of housing for all low income and very low-income communities will support affordable housing development. The four strategies are briefly discussed below.

Table 2
Culver City RHNA Allocation Under Current General Plan and 2045 General Plan

	Housing Units[a,b]			
	Lower	Moderate	Above Moderate	Total
RHNA	1,712	560	1,069	3,341
Approved/Entitled/Proposed/Pipeline Projects	122	20	358	500
Current General Plan				
Projected accessory dwelling units (ADUs) (Conversion/Expansion)	240	24	136	400
Low Density Two-Family/Medium Density Multi-Family	0	196	0	196
Commercial General/Commercial Neighborhood (CG/CN)	1,245	73	32	1,350
Capacity (Projects + Sites)	1,607	313	526	2,530
Surplus/(shortfall)	(105)	(247)	(543)	(895)
2045 General Plan				
Incremental Infill				
Conversion/Expansion Scenario	240	24	136	400
Redevelopment Scenario	---	47	100	147
Opportunity Sites	60	40	493	593
Neighborhood Multi-Family (50 du/ac)	184	477	0	661
Mixed Use Medium (65 du/ac)	755	28	124	907
Mixed Use High (100 du/ac)	645	26	78	749
Neighborhood/Corridor MU 1	0	73	32	105
Neighborhood/Corridor MU 2	1,426	0	0	1,426
Capacity (Projects + Sites)	3,432	735	1,321	5,488
Surplus/(Shortfall)	1,720	175	252	2,147
Percent Buffer	100%	31%	24%	64%

a: The numbers reflect the Draft 2021-2029 Housing Element with revisions as directed by City Council on September 27, 2021. Upon recommendation by the Planning Commission, the City Council directed the site inventory be revised to remove properties in the Culver Crest Residential Hillside Zone where accessory dwelling units are prohibited due to findings related to fire hazard, slope, and emergency access. Removed sites include a few others due to further feasibility review and project status. The list of affected sites can be viewed at www.pictureculvercity.com/draft-housing-element.

b: du/ac = dwelling units per acre, MU = mixed use

SOURCE: City of Culver City

Incremental Fill. The proposed 2045 General Plan Preferred Land Use Map will introduce a new concept, Incremental Infill, into the City's existing low density residential neighborhoods. It allows for more than just detached single-family units, Accessory Dwelling Units (ADUs), and Junior ADUs (JADUs), in these neighborhoods. Lots over 4,950 square feet will allow up to four units if the fourth unit is dedicated as affordable housing to lower income households, inclusive of ADUs and JADUs. As part of the sites inventory process, the City identified over 5,000 parcels within the Incremental Infill designation and therefore eligible to apply this designation's flexibility. Infilling single-family neighborhoods can occur under two different scenarios: Conversions and/or Additions or Redevelopment. The City estimates that a total of 547 housing units will use this strategy.

Opportunity Sites. The City identified the following three opportunity sites for future residential housing to accommodate at least an additional 593 housing units: the Virginia Lot, Westfield Shopping Center, and the entrance parcels to West Los Angeles Community College.

Residential Recycling. Recent residential development trends in the City demonstrate that recycling residential properties continues to provide additional housing opportunities throughout the city. Residential recycling in Culver City primarily occurs on small lots zoned for R1 (Single-Family Residential), R2 (Two-Family Residential), R3 (Three-Family Residential), RLD (Low Density Multiple-Family Residential), and RMD (Medium Density Multiple-Family Residential). The City's inventory analysis under the 2021-2029 Draft Housing Element used an increased density for recycling residential properties. Recycling opportunities would be focused on a new Neighborhood Multi-Family land designation. The Neighborhood Multi-Family designation offers a density of up to 50 dwelling units per acre (du/ac), significantly above the current allowable densities.

The City identified a total of 162 Low Density Two Family and Medium Density Multi-Family parcels that would yield only 265 net new units under the current General Plan. Under the 2045 General Plan land designation of Neighborhood Multi-Family, density would increase and these parcels would have the potential to yield a total of 656 low and moderate income units. However, these individual parcels are too small to accommodate affordable housing pursuant to the state law threshold of 0.5 acre as minimum size and would need to be consolidated. As such, consolidated and contiguous parcels under the 2045 General Plan designation of Neighborhood Multi-Family could accommodate up to 661 units (184 lower income units and 477 moderate income units).

Integrating Residential Uses in Commercial and Industrial Areas. The 2021-2029 Draft Housing Element identifies underused parcels as potential redevelopment sites under new mixed use land designations proposed in the 2045 General Plan. They would allow for increased density and provide approximately 3,187 units. The new mixed use land designations proposed in the 2045 General Plan including Neighborhood/Corridor Mixed Use, Mixed Use Medium, and Mixed Use High, are briefly discussed below.

Neighborhood/Corridor Mixed Use. A total of 26 parcels were identified to have near-term potential due to existing conditions and uses in areas proposed to be designated as Neighborhood/Corridor Mixed Use 1. The challenge in these areas is small lot sizes. These parcels total 3.84 acres and can accommodate 105 units.

Several blocks (total 35.9 acres) of commercial strip businesses within the Neighborhood/Corridor Mixed Use 2 area have been identified with redevelopment potential. Based on existing conditions, these areas present potential for redevelopment and can facilitate the development of lower income housing. An estimated 1,426 units can be accommodated.

Mixed Use Medium. A total of 37 parcels of existing underused commercial and industrial uses offer potential for redevelopment, including a shopping center with single-story structures and significant areas designated for surface parking. Under the 2045 General Plan Preferred Land Use Map, these areas are designated for Mixed Use Medium and would allow for increased density. The City determined that these sites have the potential to accommodate 907 units.

Mixed Use High. The 6.9-acre area is currently developed with hotels, office parks, commercial/retail uses, and public institutional uses; most may not have near-term redevelopment potential. The 2045 General Plan Preferred Land Use Map designation of Mixed Use High would allow this area to intensify. The City has identified the potential to accommodate 749 units at an increased density.

C. PLANNING AND ZONING

The City of Culver City has various General Plan land use designations including Residential (Low Density Single Family, Low Density Two Family, Low Density Three Family, Low Density Multiple Family, Medium Density Multiple Family, and Planned Residential Development), Commercial (Neighborhood Serving Corridor, General Corridor, Downtown, Community Serving Center, and Regional Center), Industrial (Light Industrial, Industrial Park, and Industrial), Focused Special Studies Area (Hayden Industrial Tract, Blair Hills / Baldwin Hills, and

Ballona Creek), and Other (Studio, Cemetery, Open Space, Institutional, School, City Boundary, and Freeway). However, designations are subject to change as the City is currently updating the Land Use Element as a part of the comprehensive General Plan Update.

The City has various zoning districts, including R1 (single-family residential), R2 (two-family residential), R3 (three-family residential), RLD (Low Density Multiple-Family Residential), RMD (Medium Density Multiple-Family Residential), RHD (High Density Multiple-Family Residential), CN (Commercial Neighborhood, CG (Commercial General), CC (Commercial Community), and CD (Commercial Downtown. The City has various overlay zones, including Residential Zero Setback Overlay (-RZ), Commercial Zero Setback Overlay (-CZ), Redevelopment Project Area Overlay (-RP), Civic Center Overlay (-CV), East Washington Boulevard Overlay (-EW), and Residential Hillsides Overlay (-RH). However, certain districts and overlays could be subject to change for compliance after adoption of the Land Use Element the City is in the process of updating. The Project proposes no changes to the Project Site's existing Zoning districts.

D. EXISTING CONDITIONS

The City is located in the Westside region of Los Angeles County. The City is developed with various land uses, including established residential neighborhoods, commercial corridors, industrial uses, public facilities, studios, cemeteries, and parks. The city is surrounded by the City of Los Angeles to the north, east, and west. An unincorporated area of Los Angeles County (County) is located to the south and southeast. The unincorporated County communities include Baldwin Hills, Ladera Heights, View Park, and Windsor Hills. Surrounding communities include Santa Monica, Marina Del Rey, Beverly Hills, Inglewood, and El Segundo.

E. NECESSARY APPROVALS

The City of Culver City Council will consider adoption after receiving the Planning Commission's recommendation. After adoption, the Housing Element will be submitted to HCD to consider for certification.

Since the 2021-2029 Draft Housing Element is a policy document and the Land Use Element and Map changes are part of the ongoing General Plan Update, the Preferred Land Use Map and related zoning changes assumed in the Housing Element sites inventory are not under consideration at this time. General Plan land use designation changes will be processed as part of General Plan 2045 and the update to the Land Use Element and Land Use Map. After adoption, any necessary zoning amendments would be processed to comply.

Previously, State law required that local jurisdictions complete necessary land use, and related zoning, amendments assumed in the Housing Element sites inventory no later than three years after adoption of the Housing Element. However, per recent adoption of Assembly Bill (AB) 1398, the timeline for local government to rezone sites identified within the Housing Element has been changed to one year from the statutory deadline if HCD finds a Housing Element not in substantial compliance with state law within 120 days of the statutory deadline.[1] Should the City adopt a Land Use Element that would require changes to the Housing Element sites inventory, the Housing Element would be considered for amendment to comply when the Land Use and remaining General Plan elements are considered for adoption. The City will make diligent efforts in

[1] *On September 28, 2021, Governor Newsom approved* Assembly Bill (AB) 1398 *to ensure that cities and counties are adequately rezoning to meet their housing needs. AB 1398 reduces the allowable timeframe for rezoning for jurisdictions that do not adopt a housing element that HCD finds to be in substantial compliance with state law within 120 days of the statutory deadline. Previously three years were allowed for the rezoning if the Housing Element was adopted within 120 days of the statutory deadline. AB 1398 requires a jurisdiction that does not adopt a housing element that HCD finds to be in substantial compliance with state law within 120 days of the statutory deadline to complete rezoning no later than one year from the statutory deadline for the adoption of the housing element. AB 1398 amends Government Code Sections 65583, 65583.2, and 65588.*

communication with HCD to complete any necessary land use and zoning amendments needed to support the sites inventory within the required timeframe to ensure consistency between the 2021-2029 Draft Housing Element and the General Plan.

ATTACHMENT B
EXPLANATION OF CHECKLIST DETERMINATIONS

I. AESTHETICS

Would the project:

a. Have a substantial adverse effect on a scenic vista?

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

a.–d. No Impact. The 2021-2029 Draft Housing Element provides a framework to meet the housing needs of existing and future residents. The plan identifies strategies and programs to conserve and improve the existing housing stock, provide housing for special needs populations, supply enough new housing to meet the City's fair share of the region's need, preserve at-risk affordable housing units, and affirmatively further fair housing in a strategic manner. To accommodate the RHNA allocation of 3,341 units, the plan identifies several strategies: identifying opportunity sites for future residential housing; creating a new incremental infill land use designation; allowing residential recycling by intensifying existing multi-family neighborhoods; and considering integrating residential uses in commercial and industrial areas.

While the plan provides the framework for the City to meet its RHNA allocation, the plan would not result in development projects at this time. Future development projects that implement the 2021-2029 Draft Housing Element goals would need to meet relevant development standards and objective design guidelines. These are set in the City's General Plan, Zoning Code, and Title 9 (General Regulations) of the Culver City Municipal Code (CCMC) to ensure quality development throughout the city. Potential environmental impacts to aesthetics associated with future residential development would be assessed on a site-by-site basis at the time the development is proposed. Also, mitigation measures, if necessary, would be implemented to reduce significant impacts through the application and environmental review process. Because the 2021-2029 Draft Housing Element is a policy document that does not include any physical development, adopting the plan would have no impact on aesthetics or visual resources within the city.

II. Agriculture and Forest Resources

Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d. Result in the loss of forest land or conversion of forest land to non-forest use?

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

a.–e. **No Impact.** There is no designated agricultural land within the city and no designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.[1] Since the city does not have agricultural land or forestland, adopting the plan would not impact any existing designated agricultural lands or forest lands, lands with an active Williamson Act contract, or properties zoned as Timberland Production. As the city does not contain any agricultural land or forestland, and because the 2021-2029 Draft Housing Element is a policy document that does not include any physical development, adopting the plan would have no impact on agricultural resources within the city.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The city is within the 6,745-square-mile South Coast Air Basin (SCAB), which is regulated and monitored by the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for measuring the region's air quality. The SCAB is classified as a Federal nonattainment area for ozone (O3), particulate matter less than 2.5 microns (PM2.5), and lead (Pb). It is also classified as a state nonattainment area for O3, PM2.5, and particulate matter less than 10 microns (PM10). The current 2016 Air Quality Management Plan (AQMP) was adopted on March 3, 2017 and outlines the air pollution control measures needed to meet Federal PM2.5 and O3 standards. The AQMP also proposes the policies and measures that responsible agencies under SCAQMD's jurisdiction are considering to achieve Federal standards for healthful

[1] *State of California Department of Conservation, California Important Farmland Finder, https://maps.conservation.ca.gov/dlrp/ciff/, accessed September 2021.*

air quality in the Basin. The current AQMP also addresses several Federal planning requirements. It incorporates updated emissions inventories, ambient measurements, meteorological data, and air quality modeling tools from earlier AQMPs. [2]

The 2021-2029 Draft Housing Element is a policy document that identifies strategies and programs to preserve and increase housing within the city to meet the housing needs of existing and future populations and does not propose any development. While implementing the plan would ultimately require amendments to the City's Land Use Plan, Zoning Code, and Accessory Dwelling Units Ordinance to accommodate an increase in residential densities throughout the city to meet its RHNA allocation, such amendments will be considered as part of the 2045 General Plan. The region's RHNA allocation has also been included in SCAG's Connect SoCal growth forecast for the years 2020-2030. Thus, the plan would not conflict with or obstruct implementation of the State Implementation Plan or the SCAQMD's AQMP. Therefore, the plan would not obstruct an applicable air plan.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

c. Expose sensitive receptors to substantial pollutant concentrations?

No Impact (b-c). As indicated above, the 2021-2029 Draft Housing Element provides the framework for the City to meet its RHNA allocation and proposes no development. Therefore, adopting the plan would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an applicable Federal or State ambient air quality standard. Also, it would not expose sensitive receptors to substantial pollutant concentrations.

Furthermore, future development that implement the plan goals would need to meet relevant development standards and objective design guidelines in the City's 2045 General Plan and CCMC and all applicable air quality plans, policies, and regulations. Future development projects that implement the plan goals would also be consistent with all applicable SCAQMD goals and policies. Environmental impacts would be assessed at the time the developments are proposed on a site-by-site basis with mitigation measures implemented, if necessary. Because the plan is a policy document and does not include any physical development, the Housing Element would not result in a cumulatively considerable net increase in a criteria pollutant for which the region is in non-attainment and would not expose sensitive receptors to substantial pollutant concentrations.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Impact. The 2021-2029 Draft Housing Element provides a framework for potential land use and zoning changes. It sets housing programs to preserve and improve the existing housing stock within the city in a strategic manner in accordance with the 6th cycle RHNA allocation. As such, the plan would not result in a new land use designation that is typically associated with creating objectionable odors (such as rendering plants, landfills, and treatment plants). Therefore, the plan would not create a new source of objectionable odors, preventing any risk of impact.

[2] *South Coast Air Quality Management District, 2016 Air Quality Management Plan, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15,accessed September 2021.*

IV. Biological Resources

Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact (a-f). Government Code Section 65583(a)(3) requires Housing Elements to have a site inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites. When preparing the 2021-2029 Draft Housing Element, the City analyzed the site inventory at the parcel-level, relying on the Preferred Land Use Map of the General Plan update. The City prepared a General Plan update *Environmental Background Report*,[3] that describes the environmental conditions in Culver City. The existing conditions report considered various environmental factors, including sensitive habitat for biological resources, and evaluated the potential for properties to be redeveloped. The existing conditions report found that there were no sensitive natural communities, critical habitat, or wetlands (as designated by the California Department of Fish and Game, Regional Water Quality Control Board, or U.S. Army Corps of Engineers) present within the General Plan update planning area. However, the report identified potential planning issues for future development within or adjacent to the remnant patches of native vegetation. While the plan provides the framework for the City to meet its RHNA

[3] *City of Culver City. General Plan Update Environmental Background Report. November 2020. https://static1.squarespace.com/static/5d950bfaae137b5f0cbd75f5/t/609b1c6f3a5d70733cb4ad40/1620778109292/Environmental_ECR_Final_Reduced.pdf*

allocation, the plan does not propose any development. In addition, the Draft Housing Element would not change or alter existing City policies to protect biological resources.

Future residential projects proposed to achieve the City's housing goals would be located primarily on developed, underused sites with only occasional development on the limited vacant parcels. The potential for biological resources to occur would be evaluated on a site-by-site basis when reviewing those projects and mitigation measures, if necessary, would be implemented to reduce significant impacts. In addition, future development would comply with all applicable Federal, State, and local policies, plans, and regulations established to protect biological resources. As the plan is a policy document that does not include any physical development and future development projects would be evaluated separately and required to comply with applicable regulations and plans for protection of biological resources, adoption of the plan would have no impact on biological resources within the city.

V. CULTURAL RESOURCES

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact (a-c). The 2021-2029 Draft Housing Element is a policy document that identifies strategies and programs to preserve and increase housing within the city to meet the housing needs of existing and future resident populations and does not propose any development. To accommodate the RHNA allocation of adding 3,341 units within the City limits, the plan proposes additional residential densities within a new infill land use designation, identifies opportunity sites, allows for residential recycling, and considers integrating residential housing in commercial and industrial areas.

Adopting the plan would not change existing City policies to protect cultural resources. Depending on the location, future development in the city has the potential to cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5, cause a substantial adverse change in the significance of an archaeological resource pursuant to Guidelines Section 15064.5, or disturb human remains, including those interred outside of a formal cemetery. To ensure that impacts to cultural resources are avoided or mitigated to the fullest extent possible, future development would be required to meet all applicable Federal, State, and local policies and ordinances, plans, and regulations related to preserving and protecting historic and cultural resources. Specifically, future development in the city would be required to comply with applicable policies, goals, and objectives for cultural resources in the General Plan update.

Also, future residential development would need to comply with the City's Historic Resources Preservation Ordinance, if applicable, due to the presence of potential historic resources on any parcels identified as a future housing site within the plan.

General Plan amendments and rezoning will be evaluated programmatically as part of the General Plan update. Potential environmental impacts to cultural resources associated with future residential development projects would be assessed on a site-by-site basis and programmatically as part of the General Plan update land use and zone changes at the time when development is proposed. Mitigation measures would be adopted to reduce significant impacts, if necessary. Because of plans and regulatory requirements addressing cultural resources that would apply where relevant to future residential development projects, and because the plan is a policy document that does not include physical development, adopting the plan would have no impact on cultural resources within the city.

VI. ENERGY

Would the project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact (a-b). The 2021-2029 Draft Housing Element is the framework to meet the housing needs of existing and future residents in the city. It identifies strategies and programs to conserve and improve the existing housing stock, provide housing for special needs populations, supply enough new housing to meet the City's fair share of the region's need, preserve at-risk affordable housing units; and strategically further fair housing opportunities. While the plan provides the framework for the City to meet its RHNA allocation, the plan would not result in development at this time.

While constructing and operating future development under the plan would increase energy use in the city, future development would be required to comply with all applicable Federal, State, and local policies, plans, and regulations to conserve and reduce energy usage. On the local level, future developments would be required to comply with the City's Energy Action Plan (EAP) to comply with the City's greenhouse gas (GHG) emissions and energy usage goals to achieve targeted energy savings.

Pursuant to Government Code Section 65583(a)(7), the plan provided analysis of opportunities to conserve energy in residential development, including promoting and encouraging energy-efficient retrofitting of existing homes and meeting the City's Solar Photovoltaic and Green Building Ordinances. The City's Solar Photovoltaic Ordinance requires all new commercial or multi-family projects that have 3 or more units or are 10,000 square feet or greater to install 1 kilowatt of solar photovoltaic power for each 10,000 square feet of new construction, not including parking garage areas. The City's Green Building Ordinance also helps to reduce energy costs by requiring new developments to incorporate Leadership in Energy and Environmental Design (LEED) equivalent measures. Moreover, during construction, contractors would be required to comply with the California Air Resources Board's (CARB) regulations that restrict the idling of heavy-duty diesel motor vehicles. They would also be required to comply with the CARB's regulations on the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment to reduce the inefficient, wasteful, or unnecessary consumption of energy.

Once operating, future development would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings), the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations), and building regulations of the CCMC (Title 15, Chapter 15.02). The California Energy Code, which provides energy conservation standards for all new and renovated residential buildings, provides guidance on construction techniques to maximize energy conservation. The California Energy Code sets minimum efficiency standards for various building elements, including appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls, and ceilings. The California Energy Code emphasizes saving energy during peak periods/seasons and improving the quality of installing energy efficiency measures. In addition to all current Title 24 Energy Code requirements, the City adopted the "Reach Code" standards to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional, and global ecosystems (CCMC Section 15.02.1100). The California Green Building Standards Code sets targets for energy efficiency; water consumption; dual plumbing systems for potable and recyclable water; diverting construction waste from landfills; and using environmentally sensitive materials in construction and design, including ecofriendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. Future developments would also be required to comply with various CCMC sections, which set mandatory measures for installing energy efficiency features.

Furthermore, potential environmental impacts related to energy demand and supply associated with future development would be assessed at the time when development is proposed. Mitigation measures, if necessary, would be implemented to reduce significant impacts through the application and environmental review process. Because the plan is a policy document that does not include any development, adopting the plan would not use energy in a wasteful, inefficient, or unnecessary manner and would not conflict with or obstruct state or local plans for renewable energy or energy efficiency.

VII. GEOLOGY AND SOILS

Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

No Impact a. (i-iv). Similar to most areas in Southern California, the city lies within a region known to be seismically active and is subject to periodic seismic shaking due to earthquakes along remote or regional faults. Therefore, the potential exists for people and structures in the city to be exposed to seismic-induced hazards, including the rupture of a known earthquake fault, strong seismic ground shaking, and seismicity-related ground failure, including liquefaction and landslides.

The 2021-2029 Draft Housing Element provides the framework for the City to meet its RHNA allocation and would not result in development. All future projects that implement the goals of the plan would be required to meet relevant development standards and objective design guidelines contained in the CCMC adopted 2019 California Building Code (CBC), which includes seismic building requirements, and the specifications outlined in project-specific Geotechnical Investigations to ensure all structures are designed and constructed to withstand seismic events to the greatest extent feasible. In addition, the City is in the process of preparing a Soft Story Seismic Retrofit Program that will identify all soft-story structures within the city and a draft a building code amendment that addresses the threat of seismic hazards. The building code amendment will specify requirements for retrofitting soft-story buildings and include an implementation schedule for impacted properties to comply with the code.[4]

Potential environmental impacts related to seismically-induced hazards associated with future residential development projects would normally be avoided by complying with CCMC and CBC requirements. In other limited circumstances, if warranted due to unusual site constraints, impacts would be assessed on a site-by-site basis when development is proposed. Mitigation measures would be implemented, if necessary, to reduce significant impacts through the application and environmental review process. Because the plan is a policy document that does not include any physical development, and given regulatory requirements in the CCMP and CBC, adopting the plan would not result in significant impacts related to seismically induced hazards.

b. Result in substantial soil erosion or the loss of topsoil?

No Impact. The 2021-2029 Draft Housing Element provides a framework for meeting the housing needs of existing and future residents. To accommodate the RHNA allocation, the plan proposes additional residential densities within a new infill land designation, identifies opportunity sites, allows for residential recycling, and considers integrating residential housing in commercial and industrial areas. While the plan provides the framework for the City to meet its RHNA allocation, the plan does not propose any development.

Future projects that implement the goals of the plan would be required to meet relevant development standards in the CCMC to comply with the City's standard erosion control practices required pursuant to the 2019 CBC. They would also need to meet the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Permit issued by the Los Angeles Regional Water Quality Control Board (LARWQCB) and applicable Federal, State, and local regulations related to erosion and topsoil loss. Although the majority of the city is developed, ground disturbance activities (e.g., excavation and grading) associated with demolishing existing development and constructing new development could result in erosion and topsoil loss. Areas of ground disturbance one acre or greater in size would be required to comply with the Construction General Permit. This involves implementing erosion- and sediment-control Best Management Practices (BMPs) as detailed in a Stormwater Pollution Prevention Plan (SWPPP) prepared for the development. The BMPs would prevent erosion from occurring and would retain any eroded soils within property boundaries. In addition, potential environmental impacts related to erosion or loss of topsoil associated with future development would be assessed on a site-by-site basis at the time development is proposed. Mitigation measures, if necessary, would be implemented to reduce significant impacts through the application and environmental review process. Because the plan is a policy document that does not include any physical development, adopting the plan would not result in impacts related to erosion or loss of topsoil.

[4] *City of Culver City, Request for Proposals for Soft Story Seismic Retro-Fit Consultant Services, September 20, 2018, https://www.culvercity.org/home/showdocument?id=15695, accessed September 2021.*

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact (c-d). According to the City's General Plan update *Environmental Background Report*, the Blair Hills and Culver Crest neighborhood are highly susceptible to instability, landslides, and liquefaction.[5] According to the US Census, over 87 percent of houses in the city were constructed before 1980, and therefore may be vulnerable if not retrofitted.[6] As such, any new structure would be required to be constructed per the CBC and CCMC. As previously mentioned, the City is in the process of preparing a Soft Story Seismic Retrofit Program that will identify soft-story structures. The City will also develop a draft building code amendment, which will specify requirements for retrofitting soft-story buildings and include an implementation schedule for impacted properties to comply with the code.

While the 2021-2029 Draft Housing Element provides the framework for the City to meet its RHNA allocation, the plan does not propose any physical development. Future development that implements the plan would be required to meet relevant development standards in the CCMC and the CBC. In addition, potential environmental impacts related to unstable soils, landslides, liquefaction, and expansive soils associated with future development would be assessed on a site-by-site basis at the time when development is proposed. If required by the City, a geotechnical investigation would be prepared and recommendations would be implemented to reduce potential impacts. Because the plan is a policy document that does not include any physical development, adopting the plan would not result in impacts related to unstable soils, landslides, lateral spreading, subsidence, liquefaction, collapse, and expansive soils.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. Development that implements the programs of the 2021-2029 Draft Housing Element would be infill within an urbanized area that is served by existing sewer connections and wastewater system. Therefore, no impact related to septic tanks would occur.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The 2021-2029 Draft Housing Element is a policy document that identifies strategies and programs to preserve and increase housing within the city to meet the housing needs of existing and future residents and does not propose any development. Future development would be required to meet all applicable Federal, State, and local policies, plans, and regulations related to protecting and/or preserving paleontological resources. Potential impacts to paleontological resources located within future development sites would be assessed on a site-by-site basis. Mitigation measures, if necessary, would be implemented through the application and

[5] Ibid 3.

[6] City of Culver City and Culver City Unified School District Multi-Jurisdictional Hazard Mitigation Plan, April 2017, https://www.culvercity.org/files/assets/public/documents/community-development/multijurisdictionalhazardm.pdf, accessed September 2021.

environmental review process. Therefore, the plan would not destroy, either directly or indirectly, a unique paleontological resource or site or unique geologic feature.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?; or

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact (a-b). The 2021-2029 Draft Housing Element is a policy document that identifies strategies and programs to preserve and increase housing within the City to meet the housing needs of existing and future residents and does not propose any development. Implementing the programs in the plan would accommodate development required to meet the City's RHNA allocation. The potential impacts related to GHG emissions and climate change associated with future residential projects would be assessed at the time specific development projects are proposed. Future development consistent with the plan would be required to meet all applicable Federal, State, and regional policies, plans, and regulations related to GHG emissions. It would also be required to comply with the City's identified GHG reduction measures as applicable under CEQA. Therefore, the plan would not directly or indirectly generate GHG emissions or conflict with an applicable plan, policy, or regulation adopted to reduce GHG emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact (a-c). The 2021-2029 Draft Housing Element is a policy document that identifies strategies and programs to preserve and increase housing within the city to meet the housing needs of existing and future resident populations and does not propose any development. Adopting the plan would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous material. Adopting the plan also would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Furthermore, as a policy document, approving the plan would not result in the emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of existing or proposed schools. Adopting the plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, adopting the plan would not result in environmental impacts related to hazards and hazardous materials.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. According to the City's General Plan update *Environmental Background Report*, the California Department of Toxic Substances Control (DTSC) Envirostor database identified eight sites in the city on the list of hazardous materials sites. Of those sites, two are active cleanup sites, three are certified and require no further action, two are inactive, and one has been referred to another agency. The Geotracker database maintained by the State Water Resources Control Board (SWRCB), identified a total of 79 sites for the city. However, 63 of those listings have been closed and require no further action and two are eligible for closure. The remaining 14 sites are actively being remediated, assessed, or are in a verification monitoring program.[7]

The 2021-2029 Draft Housing Element is a policy document with associated housing programs. At the time of individual development proposals, the sites of proposed future residential projects would be evaluated using appropriate databases including the SWRCB Geotracker database and DTSC EnviroStor database. Pursuant to Government Code Section 65962.5, the DTSC EnviroStor database lists Federal Superfund, State Response, Voluntary Cleanup, School Cleanup, Hazardous Waste Permit, and Hazardous Waste Corrective Action sites. The potential impacts related to any listed hazardous materials sites associated with future development would be assessed at the time development is proposed. Mitigation measures, if necessary, would be implemented through the application and environmental review process. Adopting the plan would result in no impact related to hazardous materials sites because no development is proposed at this time.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The closest airports to the city include the Los Angeles International Airport (LAX), located about two miles to the southwest in the City of Los Angeles and the Santa Monica Airport, a municipal general aviation airport located about two miles north of the western part of Culver City. The city is not located within any of these airports' influence areas and is not subject to the requirements of an Airport Land Use Compatibility Plan.[8,9] Therefore, the plan would not expose people living or working in the city to excessive noise levels associated with an airport.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The 2021-2029 Draft Housing Element would be consistent with all related General Plan policies, including the City's emergency response plans. All future development would be reviewed to ensure consistency with such applicable plans. Therefore, they would not physically interfere with an adopted emergency response

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7 Ibid 3.

8 Los Angeles International Airport, Airport Influence Area, https://planning.lacounty.gov/assets/upl/project/aluc_airport-lax.pdf, accessed September 2021.

9 Santa Monica Airport, Airport Influence Area, https://planning.lacounty.gov/assets/upl/project/aluc_airport-santa-monica.pdf, accessed September 2021.

plan or emergency evacuation plan. Adopting the plan would result in no impact related to emergency or evacuation plans because no development is proposed at this time.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. Cal Fire prepares fire hazard severity maps and maps areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors, referred to as Fire Hazard Severity Zones (FHSZ). According to the City's General Plan update *Environmental Background Report*, the Los Angeles County FHSZ map identifies the eastern portion of the city as being located within a Very High Fire Severity Zone (VHFSZ).[10] City areas within the VHFSZ include the eastern portion of the Culver Crest neighborhood, the Blair Hills neighborhood, and the Inglewood Oil Field. As such, development within these areas must follow State, Federal, local, and regional regulations related to development type, landscaping requirements, fuel management, and brush clearance restrictions to reduce risks associated with wildfires.

The 2021-2029 Draft Housing Element is a policy document that identifies strategies and programs to preserve and increase housing within the city to meet the housing needs of existing and future residents, and does not propose any development. Adhering to State and City Fire regulations would reduce the risk of wildfire to the greatest extent possible. When proposed, future development will assess potential environmental impacts related to wildfire on a site-by-site basis. Mitigation measures, if necessary, would be implemented through the application and environmental review process. Because the plan is a policy document that does not include any physical development, adopting the plan would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

X. HYDROLOGY AND WATER QUALITY

Would the project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

No Impact. The 2021-2029 Draft Housing Element is a policy document that identifies strategies and programs to preserve and increase housing within the city to meet the housing needs of existing and future residents and does not propose any development. Residential projects developed to meet the RHNA requirement would be located on infill or underused sites in urbanized areas and the City has procedures and regulations in place to ensure that there would be no significant impacts associated with stormwater runoff, erosion, and water quality. In addition, the City is required to comply with the Municipal Separate Storm Sewer System (MS4) permit issued by the LARWQCB. The MS4 permit requires the City to implement BMPs to minimize pollutant runoff and improve water quality. Future development consistent with the plan would be required to meet all applicable City regulations. This includes Chapter 5.05, Stormwater and Urban Runoff Pollution Control, Section 5.05.040, Standard Urban Stormwater Mitigation Plan (SUSMP) Requirements for New Development and Redevelopment Projects of the CCMC, which requires a stormwater mitigation plan that complies with the most recent LARWQCB approved SUSMP. Conforming with applicable requirements would also ensure that development would not result in increased rates or amounts of surface runoff, exceed the capacity of existing or planned stormwater drainage systems, or impede or redirect flood flows. Project-specific effects would be assessed at the time future development projects are proposed. Mitigation measures, if necessary, would be implemented in accordance

[10] Ibid 3.

with CEQA. Therefore, the plan, as a policy document, would result in no impact related to water quality, discharge, or drainage.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. According to the City's General Plan update *Environmental Background Report*, the City is located within three subbasins of the Coastal Plain of Los Angeles Groundwater Basin, which include the Santa Monica, Central, and West Coast Subbasins. The City's potable water is supplied by the Golden State Water Company (GSWC) and the City of Los Angeles Department of Water and Power, which depend on imported water from Metropolitan Water District (MWD).The GSWC has not used groundwater as a supply source since 1998.[11] The GSWC is assessing the feasibility of potential groundwater development projects. If developed, these projects would provide some increment of local groundwater which would improve the reliability of imported water within the city. However, under the Sustainable Groundwater Management Act of 2014, the unadjudicated portion of the Central Subbasin is considered a "high" priority basin. As such, the GSWC must form a Groundwater Sustainability Agency and develop a groundwater sustainability plan. Adopting the plan would not change existing groundwater demand or deplete groundwater supplies because the plan does not specifically propose any development projects. Additionally, adopting the plan would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan and no impact would occur.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surface in a manner which would:

i. **Result in substantial erosion or siltation on- or off-site?**

ii. **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

iii. **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

iv. **Impede or redirect flood flows?**

No Impact. The 2021-2029 Draft Housing Element is a policy document that identifies strategies and programs to preserve and increase housing within the City to meet the housing needs of existing and future residents and does not propose any development. Residential projects developed to meet the RHNA requirement would be located on infill or underused sites in urbanized areas. Furthermore, the City has procedures and regulations in place to ensure that there would be no significant impacts associated with stormwater runoff, erosion, and water quality. Future development consistent with the plan would be required to meet all applicable City regulations. These regulations include Chapter 5.05, Stormwater and Urban Runoff Pollution Control, Section 5.05.040, SUSMP Requirements for New Development and Redevelopment Projects of the CCMC to ensure stormwater runoff is controlled in a manner that would minimize water quality degradation and ensure that drainage patterns are not altered and that substantial erosion would not occur. Development conforming with applicable requirements would not result in increased rates or amounts of surface runoff, exceed the capacity of existing or

[11] GSWC, 2015 Urban Water Management Plan: Culver City, http://www.gswater.com/download/CulverCity_2015_UWMP-FinalDraft.pdf, accessed September 2021.

planned stormwater drainage systems, or impede or redirect flood flows. Site-specific effects would be assessed at the time future development projects are proposed. Mitigation measures, if necessary, would be implemented in accordance with CEQA. Therefore, the plan, as a policy document, would result in no impact related to water quality or drainage.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The main waterway in the city is Ballona Creek. It is a flood protection channel that drains the Los Angeles basin and runs about 9 miles from the Mid-Wilshire neighborhood of Los Angeles through the city and out to the Pacific Ocean at Marina Del Rey.[12] According to the City's General Plan update *Environmental Background Report*, Federal Emergency Management Agency (FEMA) flood maps indicate that the northern part of the city is at an elevated risk for flooding. This area is bordered by Ballona Creek, Fairfax Avenue, and Adams Boulevard, and lies within a 100-year flood zone for a 1 to 3-foot flood (Zone AO). This designation means that there is a 1 in 100 chance that a flood event enough to cause 1 to 3 feet of inundation will occur in any given year. Other smaller areas nearby are also within a 100-year flood zone (Zone A), or are at risk from a flood capable of causing inundation of less than 1 foot with a chance of occurring between 1 in 100 and 1 in 500 in any given year (Zone X). As such, the City has established building regulations in CCMC Chapter 15.03 to reduce flooding hazards. While there is a risk of flooding in certain areas of the city, the potential for seiche is considered low, as there are no large bodies of water located within the city. Due to the city's location, the city is not at risk for tsunami, seiche, or dam failure.

The 2021-2029 Draft Housing Element is a policy document that identifies strategies and programs to preserve and increase housing within the city to meet the housing needs of existing and future residents and does not propose any development. Constructing and operating future residential development projects implementing the plan would have the potential to be located within areas of the city that are at-risk of flooding or tsunami inundation. However, when proposed, future development will be assessed on a site-by-site basis for all potential environmental impacts related to flooding, tsunami inundation, and seiche. Mitigation measures, if necessary, would be implemented in accordance with CEQA. Therefore, the plan would result in no impact related to flooding, tsunami inundation, or seiche.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. As discussed under Response VX.b, the City's potable water is imported from MWD and supplied by the GSWC and the City of Los Angeles Department of Water and Power. The GSWC is assessing potential groundwater development projects that would provide some increment of local groundwater which would improve the reliability of imported water within the city. The city is located within the Santa Monica, Central, and West Coast Subbasins. The Central Subbasin has an unadjudicated portion that is considered a "high" priority basin, and as such, the GSWC must form a Groundwater Sustainability Agency and develop a groundwater sustainability plan pursuant to the Sustainable Groundwater Management Act of 2014. Adopting the 2021-2029 Draft Housing Element would not change existing groundwater demand or deplete groundwater supplies because the plan does not specifically propose any development projects. Additionally, adopting the plan would

[12] City of Culver City and Culver City Unified School District Multi-Jurisdictional Hazard Mitigation Plan, April 2017, https://www.culvercity.org/files/assets/public/documents/community-development/multijurisdictionalhazardm.pdf, accessed September 2021.

not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan and no impact would occur.

XI. LAND USE AND PLANNING

Would the project:

a. Physically divide an established community?

No Impact. The 2021-2029 Draft Housing Element is consistent with the Preferred Land Use Map of the 2045 General Plan, which is anticipated to be adopted in Fall of 2022. The plan provides a framework to meet the housing needs of existing and future residents. It identifies strategies and programs to conserve and improve the existing housing stock, provide housing for special needs populations, supply enough new housing to meet the City's fair share of the region's need, preserve at-risk affordable housing units, and strategically further fair housing opportunities. To accommodate the RHNA allocation, the plan proposes additional residential densities within a new infill land use designation, identifies opportunity sites, allows for residential recycling, and considers integrating residential housing in commercial and industrial areas. Based on the land inventory process conducted for the plan and 2045 General Plan, the City has identified that the majority of future housing development would occur on developed or underused parcels, with limited development on vacant parcels. Therefore, future housing development would constitute infill development within an urbanized area and there would be no potential to divide an established community. Thus, the plan would not physically divide a community and no impact would occur.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. As discussed above, the 2021-2029 Draft Housing Element is consistent with the Preferred Land Use Map associated with the 2045 General Plan that is anticipated to be adopted in Fall of 2022. The plan identifies strategies and programs to conserve and improve the existing housing stock, provide housing for special needs populations, supply enough new housing to meet the City's fair share of the region's need, preserve at-risk affordable housing units; and strategically further fair housing opportunities. To accommodate the RHNA allocation, the plan proposes additional residential densities within a new infill land use designation, identifies opportunity sites, allows for residential recycling, and considers integrating residential housing in commercial and industrial areas.

The land use designations associated with the plan are not under consideration at this time and the amendments will be processed as part of the 2045 General Plan. Related zoning amendments will be processed after adoption of the 2045 General Plan. Adopting the 2021-2029 Draft Housing Element would be inconsistent with the City's existing General Plan until land use and zoning amendments are adopted and implemented. Once the City has adopted the 2045 General Plan (anticipated Fall 2022), a comprehensive update to the Zoning Code would be necessary to ensure that the Zoning Code is consistent with and effectively implements the 2045 General Plan. The plan has a program implementation summary identifying the objective of addressing the land use and zoning code amendments outlined in the plan by 2023. Future development that implements the plan could not occur until any necessary General Plan amendments and rezoning are adopted. However, adopting the plan does not specifically propose any development projects, meaning no physical environmental impacts would occur. While the plan is currently inconsistent with the adopted General Plan, no physical environmental impacts would occur from this inconsistency. When adopting the 2045 General Plan, the plan would be consistent with the updated Land Use Element and Land Use Map. Any potential environmental impacts associated with adopting the Land

Use Plan would be evaluated and mitigated, as necessary, during the environmental review process for the 2045 General Plan. Therefore, no conflict would remain upon adopting the 2045 General Plan. Adopting the 2045 General Plan, anticipated for Fall 2022, and addressing the zoning code amendments within the required timeframe,[13] would result in consistency between the Land Use and Housing Elements. Therefore, adopting the plan would not conflict with applicable land use plans, policies, or regulations, resulting in no significant environmental impacts.

XII. MINERAL RESOURCES

Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact (a-b). Mineral resources are defined as any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances. These can include coal, peat, and bituminous rock, excluding geothermal resources, natural gas, and petroleum (Public Resources Code Section 2005). About 78 acres of the Inglewood Oil Field is located within the city. In June 2021, the City Council introduced an Ordinance amending the zoning code to end these nonconforming uses by July 28, 2026.

The 2021-2029 Draft Housing Element provides a framework for meeting the housing needs of existing and future residents. It proposes additional residential densities within a new infill land use designation, identifies opportunity sites, allows for residential recycling, and considers integrating residential housing in commercial and industrial areas. As most future development would occur on developed and underused parcels, with limited development on vacant parcels, future development would not be expected to impact mineral resources. Also, the plan does not identify the oil field for housing, include any policies related to mineral resources, or conflict with existing General Plan policies or City ordinances regulating the conservation and use of mineral resources. Therefore, the plan would not result in a loss of availability of a known mineral resource or loss of a locally-important mineral resource recovery site and no impact would occur.

[13] *On September 28, 2021, Governor Newsom approved* Assembly Bill (AB) 1398 *to ensure that cities and counties are adequately rezoning to meet their housing needs. AB 1398 reduces the allowable timeframe for rezoning for jurisdictions that do not adopt a housing element that HCD finds to be in substantial compliance with state law within 120 days of the statutory deadline. Previously three years were allowed for the rezoning if the Housing Element was adopted within 120 days of the statutory deadline. AB 1398 requires a jurisdiction that does not adopt a housing element that HCD finds to be in substantial compliance with state law within 120 days of the statutory deadline to complete rezoning no later than one year from the statutory deadline for the adoption of the housing element. AB 1398 amends Government Code Sections 65583, 65583.2, and 65588.*

XIII. NOISE

Would the project:

a. Would the Project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Generation of excessive groundborne vibration or groundborne noise levels?

No Impact (a-b). The 2021-2029 Draft Housing Element identifies strategies and programs to conserve and improve the existing housing stock, provide housing for special needs populations, supply enough new housing to meet the City's fair share of the region's need, preserve at-risk affordable housing units, and strategically further fair housing opportunities. While the plan provides the framework for the City to meet its RHNA allocation, the plan would not result in development at this time.

While the construction and operation of future development under the plan would increase noise levels in the City, future development would be required to comply with all applicable Federal, State, and local policies, plans, and regulations related to ambient noise levels as well as adhere to the allowable noise thresholds established in the City's Noise Ordinance contained in Chapter 9.07, Noise Regulations, of the CCMC.

During construction associated with future residential development, the potential would exist for temporary or periodic increases in noise levels and/or ground-borne noise and vibration levels on and adjacent to project sites. The degree of such increases would depend on the type and intensity of construction activity, equipment type used, duration of equipment used, and distance between the noise source and noise receiver. Residential development also has the potential to result in incremental increases in long-term noise levels generated by increased vehicular traffic as well as new stationary sources of noise. Adherence to the City's Noise Ordinance and compliance with General Plan Noise Element Polices would ensure that any such noise and vibration increases, both temporary and permanent, would be reduced to the greatest extent possible. Potential environmental impacts related to noise and vibration associated with future development would be assessed on a site-by-site basis at the time when development is proposed and mitigation measures, if necessary, would be implemented to reduce significant impacts through the application and environmental review process. Therefore, because the plan is a policy document that does not include any physical development, adoption of the plan would not result in impacts related to increased ambient noise and vibration levels in the short- and long-term.

c. For a project located within a private air strip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The closest airports to the City include the Los Angeles International Airport (LAX), located approximately two miles to the southwest in the City of Los Angeles and the Santa Monica Airport, a municipal general aviation airport, which is located approximately two miles north of the western part of Culver City. The City is not located within any of these airports' influence areas and is not subject to the requirements of an Airport Land Use Compatibility Plan. would not expose people residing or working in the City to excessive noise levels associated with an airport.

XIV. POPULATION AND HOUSING

Would the project:

a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact (a-b). The 2021-2029 Draft Housing Element provides a framework for meeting the housing needs of existing and future resident populations and identifies strategies and programs to conserve and improve the existing housing stock; provide housing for special needs populations; supply enough new housing to meet the City's fair share of the region's need; preserve at-risk affordable housing units; and strategically further fair housing opportunities. To accommodate the RHNA allocation, the plan proposes additional residential densities within a new infill land use designation, identifies opportunity sites, allows for residential recycling, and considers integrating residential housing in commercial and industrial areas. While the plan provides the framework for the city to meet its RHNA allocation, the Housing Element would not result in development at this time. The necessary amendments associated with the plan to accommodate the RHNA allocation will be considered as part of the 2045 General Plan effort that includes changes to the City's Land Use Plan.

Future development that implements the plan would increase the population in the City by providing housing. The RHNA allocation for the region has been included in SCAG's Connect SoCal growth forecast for the years 2020-2030. As such, the growth that could occur from implementing the plan has been accounted for in regional growth projections. Future development that implements the plan would provide additional housing within the city. As such, it would not displace substantial numbers of existing people or housing, requiring replacement housing to be constructed elsewhere, and no impact would occur**.**

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection?

b. Police protection?

c. Schools?

d. Parks?

e. Other public facilities?

No Impact (a-e). The 2021-2029 Draft Housing Element provides a framework for meeting the housing needs of existing and future resident populations and identifies strategies and programs to conserve and improve the existing housing stock, provide housing for special needs populations, supply enough new housing to meet the City's fair share of the region's need, preserve at-risk affordable housing units, and strategically further fair

housing opportunities. To accommodate the RHNA allocation, the plan proposes additional residential densities within a new infill land use designation, identifies opportunity sites, allows for residential recycling, and considers integrating residential housing in commercial and industrial areas. While the plan provides the framework for the City to meet its RHNA allocation, the plan would not result in development at this time.

However, future development that implements the goals of the plan would add new housing units in the city, which in turn would increase the demand on public services, including police and fire protection, schools, and libraries. At the time future development projects are proposed, potential environmental impacts to public services would be assessed on a site-by-site basis. All required development fees would be paid on a project-by-project basis to ensure that public services would increase at the same rate as development. In addition, mitigation measures, if necessary, would be implemented to reduce significant impacts through the application and environmental review process. Therefore, because the plan is a policy document that does not include any physical development, adopting the plan would have no impact on public services like fire and police protection, schools, or parks in the city.

XVI. RECREATION

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact (a-b). As indicated above, to accommodate the RHNA allocation, the 2021-2029 Draft Housing Element proposes additional residential densities within a new infill land designation, identifies opportunity sites, allows for residential recycling, and considers integrating residential housing in commercial and industrial areas. The plan provides the framework for the City to meet its RHNA allocation and adopting the Housing Element would not result in development at this time. However, future development that implements the plan would add new housing units in the city, which in turn would increase the demand on the City's parks and recreational facilities.

Potential environmental impacts to parks and recreational facilities associated with future development would be assessed on a site-by-site basis at the time the development is proposed. Future development would be required to pay development fees, including Quimby fees, on a project-by-project basis to ensure that parkland and recreational facilities are upgraded and expanded, as necessary, in conjunction with population growth in the city. Quimby fees would apply to projects that require the approval of a tentative or parcel subdivision map. The fee would be determined by a formula that considers the average fair market value of the amount of land that would otherwise be required for dedication or by the fee cap. During the application and environmental review process, if mitigation measures - like developing new parkland - are determined necessary to reduce significant impacts, any potential environmental impacts associated with those measures would also be evaluated and mitigated, as necessary. Because the plan is a policy document that does not include any physical development, adopting the plan would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur nor would it require expanding or constructing new recreational facilities. No impact to parks and recreation would occur from adopting the plan.

XVII. TRANSPORTATION

Would the project:

a. Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycles, and pedestrian facilities?

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

d. Result in inadequate emergency access?

No Impact (a-d). The 2021-2029 Draft Housing Element, as a policy document, identifies strategies and programs to preserve and increase housing within the city to meet the housing needs of existing and future residents and does not propose any development. However, implementing the programs in the plan would accommodate development required to meet the City's RHNA allocation. New residential development typically results in more vehicular trips and the increased use of streets for all modes of transportation. The plan plans for infill development that would occur primarily on underused properties within an urbanized area and consist of various housing types. Additionally, many of the housing sites included within the plan are strategically located near existing transit routes for the Culver City Bus and Los Angeles Metro. Future development would be consistent with the City's Circulation Element, Neighborhood Traffic Management Program, the Culver City Bicycle and Pedestrian Action Plan, Short Range Transit Plan, the ADA Transition Plan, Complete Streets Policy, and Senate Bill (SB) 743.

Pursuant to SB 743, the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under CEQA. These guidelines were meant to shift the transportation performance metric from automobile delay and level of service (LOS) to one that would promote reduced greenhouse gas emissions and develop multimodal and diverse transportation networks. Under the proposed update to the CEQA guidelines, OPR determined that vehicle miles traveled (VMT) would be established as the primary metric for evaluating environmental and transportation impacts. In response to the updated CEQA guidelines, the City of Culver City updated its Transportation Study Criteria and Guidelines in July 2020 to conform with SB 743's requirements. The new guidelines replaced the 2012 Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City. They also shifted the performance metric for evaluating transportation impacts under CEQA from LOS to VMT for studies completed within the City. The new criteria and guidelines establish thresholds to identify development projects that would substantially increase VMT.

The goals, policies, and improvements set in the City's 2021-2029 Draft Housing Element are also meant to promote new development that is adequately and effectively served by a balanced system of transportation and transit; incentivize transit-oriented community programs; encourage improvements to the roadway network and traffic control systems; continue to enforce City's Capital Improvement Program, the Travel Demand Management strategies, and Mobility Improvement Fees, which require developers to pay a fair share into citywide mobility improvements to reduce VMT; reduce traffic congestion; and promote the use of public transit, such as the LA Metro E Line Culver City Station. Therefore, future development consistent with the plan would be expected to generate fewer VMT and more multi-modal trips than conventional development.

Potential traffic impacts related to increased transportation system demands associated with future development would be assessed on a project-by-project basis at the time development is proposed. The City's Traffic Engineer would require project-specific transportation analysis, if warranted. Mitigation measures, if necessary, would be implemented to reduce potential impacts in accordance with CEQA. Because the plan is a policy document that does not include any physical development, adopting the plan would not generate additional demand on the regional and local circulation systems. This would therefore not cause a conflict or obstruct a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), create new roadway hazards, or restrict emergency access in the City. Thus, no impacts related to transportation would occur when adopting the 2021-2029 Draft Housing Element.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

a. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact. Additional tribal consultations in accordance with Assembly Bill (AB) 52 will occur at the time of the City's General Plan update and any future physical development. Regarding Senate Bill (SB) 18, while the 2021-2029 Draft Housing Element amends the City's existing General Plan, the land use designations and zoning amendments are not currently under consideration. The City initiated tribal consultation pursuant to AB 52 and SB 18. The City has received one response to date from the Gabrieleno Band of Mission Indians-Kizh Nation indicating that they are in agreement with the Housing Element Update.[14] Future consultations will occur as part of the General Plan update and with any future ground disturbing activities. This will allow consultation on the entire 2045 General Plan, including the Preferred Land Use Map, and when specific sites are developed. The plan is a policy document that identifies strategies and programs to preserve and increase housing within the city to meet the housing needs of existing and future residents. It proposes additional residential densities within a new infill land use designation, identifies opportunity sites, allows residential recycling, and considers integrating residential housing in commercial and industrial areas. Adopting the plan would not change or alter existing City policies to protect tribal cultural resources.

Depending on the location, future development in the city could substantially change the significance of a historical resource in an adverse manner, as defined in Public Resources Code section 5020.1(k) or cause a substantial adverse change in the significance of a tribal cultural resource pursuant to Public Resources Code

[14] *Letter from Andy Salas, Gabrieleno Band of Mission Indians-Kizh Nation, dated September 9, 2021*

Section 5024, subdivision (c). To avoid or mitigate impacts to tribal cultural resources to the fullest extent possible, future development would be required to meet all applicable Federal, State, and local policies, plans, and regulations related to preserving and protecting historic and tribal cultural resources. Specifically, future development in the city would be required to follow the protocols pursuant to AB 52 and SB 18 regarding notifying and consulting Native American Tribes. The potential impacts to tribal cultural resources of future residential projects would be assessed at the time specific development projects are proposed. Mitigation measures would be adopted to reduce significant impacts, if necessary. Therefore, because the plan is a policy document that does not include physical development, adopting the plan would not cause a substantial adverse change in the significance of a tribal cultural resource and no impact would occur.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact (a-e). The City receives its water service from the GSWC, which purchases water from the West Basin Municipal Water District (WBMWD). According to WBMWD's Urban Water Management Plan, water supply is projected to be 195,760 acre-feet per year (AFY), while water demand is expected to reach 165,660 AFY in 2040. Supply would thus exceed demand.[15] In addition, since the RHNA allocation for the region has been included in SCAG's Connect SoCal growth forecast for the years 2020-2030, the projected population growth has also been captured in the WBMWD's 2020 Urban Water Management Plan. Therefore, adequate water supply is available to accommodate the city's housing needs through 2040, well beyond the current RHNA planning period. It should also be noted that some of the future residential development facilitated by the 2021-2029 Draft Housing Element would provide new housing opportunities for residents already living in the city who may be currently living in overcrowded units and would not necessarily constitute new residents to the city. For

[15] West Basin Municipal Water District, 2020 Urban Water Management Plan, June 28, 2021, https://www.westbasin.org/wp-content/uploads/2021/08/West-Basin-2020-Urban-Water-Management-Plan.pdf, accessed September 2021.

this reason, projected population growth may not directly correlate with the amount of new housing units that could be developed under the plan.

Existing sewer lines within the city are maintained by the Culver City Department of Public Works. The City's wastewater treatment and conveyance system includes four wastewater treatment and water reclamation plants that LA Sanitation (LASAN) operates. LASAN provides service within two service areas: the Terminal Island Service Area and the Hyperion Service Area. The Hyperion Wastewater Treatment Plant, which has a design capacity of 450 million gallons per day (mgd), serves the city. It is currently functioning at about 275 mgd which is about 61 percent of its capacity. Therefore, the plant has a remaining daily capacity of approximately 175 mgd, which would be enough to serve future development facilitated by the plan.

Dry utilities for the city include gas, electricity, cable, Internet, and telephone services that are provided by Southern California Gas Company, Southern California Edison, AT&T, Spectrum, and Verizon Communications. All systems are adequate and are upgraded as demand increases. Supplies of natural resources, such as gas, currently appear adequate.

Parcels identified for future development in the land inventory process for the 2021-2029 Draft Housing Element are within an urbanized area and are currently served by existing wet and dry utilities. These utilities include water, wastewater, solid waste removal systems, natural gas, electricity, telephone and/or cellular service, cable or satellite television systems, and Internet or Wi-Fi services. The 2021-2029 Draft Housing Element provides a framework for meeting the housing needs of existing and future residents. It sets strategies and programs to conserve and improve the existing housing stock, provide housing for special needs populations, supply enough new housing to meet the City's fair share of the region's need, preserve at-risk affordable housing units, and strategically further fair housing opportunities. To accommodate the RHNA allocation, the plan proposes additional residential densities within a new infill land designation, identifies opportunity sites, allows for residential recycling, and considers integrating residential housing in commercial and industrial areas.

While the plan provides the framework for the City to meet its RHNA allocation, the plan would not result in development at this time. Future residential development that implements the goals of the plan would result in an increase in population. This population increase would increase the demand on the City's utility systems and services, including water, wastewater, and solid waste systems. Future development that implements the plan goals would meet relevant development standards and objective design guidelines in the City's General Plan and the CCMC adopted 2019 CBC, Title 9, General Regulations, and Chapter 5.04, Public Utilities, of the CCMC. It would also need to meet all applicable Federal, State, and local goals, policies, and regulations associated with reducing water consumption and diverting solid waste to conserve these resources and maintain the infrastructure to support them throughout the City.

Potential environmental impacts to utilities and service systems associated with future development would be assessed on a site-by-site basis at the time the development is proposed. All required development fees would also be paid at that time to ensure that utilities and service systems would increase at the same rate as development. In addition, mitigation measures, if necessary, would be adopted in accordance with CEQA. Therefore, adopting the plan would not cause existing water, wastewater, storm water drainage, electric power, natural gas, or telecommunications systems to be expanded or require new facilities to be constructed due to demand exceeding supply. In addition, the plan would not generate solid waste levels that exceed State or local standards, exceed the capacity of local infrastructure, or otherwise hinder meeting solid waste reduction goals. Thus, no impact to existing utilities and service systems in the City would occur.

XX. WILDFIRES

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact (a-d). According to the City's General Plan update *Environmental Background Report*, the Los Angeles County FHSZ map identifies the eastern portion of the City as being located within a Very High Fire Severity Zone (VHFSZ).[16] City areas within VHFSZ include includes the eastern portion of the Culver Crest neighborhood, the Blair Hills neighborhood, and the Inglewood Oil Field. As such, development within these areas must follow State, Federal, local, and regional regulations related to development type, landscaping requirements, fuel management, and brush clearance restrictions to reduce risks associated with wildfires.

The 2021-2029 Draft Housing Element is a policy document that identifies strategies and programs to preserve and increase housing within the City to meet the housing needs of existing and future residents and does not propose any development. Adhering to State and City Fire regulations would reduce the risk of wildfire to the greatest extent possible. Additionally, future development projects would assess potential environmental impacts related to wildfire on a site-by-site basis at the time when development is proposed. Mitigation measures, if necessary, would be implemented during the application and environmental review process. Therefore, the plan would not result in increased risk of wildfire, impede an adopted emergency response plan, require installing or maintaining facilities or features used to suppress wildfires, or expose people or structures to geological hazards from wildfires. Thus, no impacts associated with wildfires would occur when adopting the plan.

[16] Ibid 3.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact (a-c). As discussed throughout this Initial Study Checklist, the 2021-2029 Draft Housing Element is a policy document and adopting it would not result in environmental impacts. Although implementing the programs in the document would accommodate development required to meet the City's RHNA allocation, adopting the plan would not amend the General Plan designations or zoning and would not entitle or permit any particular residential development project. Adopting the plan does not, therefore, have the potential to result in environmental impacts, either limited or cumulative, affecting habitat; plant or animal communities; rare, endangered, or threatened species; historic resources; or human beings. Potential impacts resulting from the development of future residential projects would be assessed at the time development is proposed. Mitigation measures would then, if necessary, be adopted in conformance with CEQA. Because the plan is a policy document that does not include physical development, the plan would not result in environmental impacts.

Attachment 1
2021-2029 Housing Element

Culver CITY

GENERAL PLAN UPDATE

Housing Element

OCTOBER 2021 – 2029

September 2021 HCD Submittal Draft

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INTRODUCTION

Incorporated in 1917, Culver City is centrally located between Venice Beach and Marina Del Rey to the west and downtown Los Angeles. Culver City is a community of just under 40,000 residents and measures approximately five square miles in area. According to the City's 2019-2020 Comprehensive Annual Financial Report, Culver City's top employers include Sony Pictures Entertainment, the Westfield Shopping Mall, Southern California Hospital at Culver City, Culver City Unified School District, City of Culver City, Target, and West Los Angeles College. Once their development projects are complete, Apple, Amazon Studios, and HBO will likely join that list.

Today, Culver City is a destination filled with outdoor cafes, unique shops and galleries opening onto pedestrian-friendly boulevards, nationally-recognized historic buildings, media facilities, creative offices, transit-oriented development, and the Hayden Tract, which serves as a creative industries hub. Throughout its history, Culver City has maintained a small-town atmosphere for its community members, preserved single- and two-family neighborhoods, and nurtured medium-density multiple-family apartments and condominiums.

I. PURPOSE OF THE HOUSING ELEMENT

The Housing Element's purpose is to identify the City's housing needs and outline goals, policies, and programs to address them. The Housing Element is an eight-year plan, extending from October 15, 2021, through October 15, 2029. The Housing Element will primarily address these issues: 1) preserving and improving the existing housing stock, 2) providing housing for special needs populations, 3) supplying enough new housing to meet the City's fair share of the region's need, and 4) affirmatively furthering fair housing.

II. OVERVIEW

State law requires that jurisdiction's prepare a Housing Element as part of its General Plan, which the State also requires (*Government Code* §65302(c)). Since a General Plan serves as a jurisdiction's blueprint for future development and growth, the Housing Element plays a critical role in the overall Plan. A Housing Element is the primary planning guide for local jurisdictions to identify and prioritize the housing needs of the City and determine ways to best meet these needs while balancing community objectives and resources.

The 2021-2029 Housing Element has five chapters: 1) Introduction, 2) Housing Needs Assessment, 3) Resources and Opportunities, 4) Constraints, 5) Housing Plan, and Appendices. Appendix A evaluates the 2013-2021 Housing Element and Appendix B contains background information on the City's inventory of sites for housing development. Appendix C identifies affordable housing units that are at risk of converting to market rate during the next ten years and outlines potential resources and methods that could be used to preserve their affordability. Appendix D summarizes the public participation program and Appendix E lists the Acronyms used throughout the Housing Element.

Importantly, the Housing Element quantifies how many new housing units the city needs to accommodate growth in the region as part of the Regional Housing Needs Assessment (RHNA). The State and Southern California Association of Governments (SCAG) (our metropolitan planning organization) carry out this process, and allocates to each jurisdiction a share of California's new housing need based on the community's demographic trends, proximity to transit and employment, and other characteristics. As part of the Housing Element, the City must identify adequate land with appropriate zoning and development standards to accommodate the City's RHNA allocation.

When preparing the Housing Element, jurisdictions must consider California Department of Housing and Community Development's Guidelines (*Government Code* §65585). Jurisdictions must periodically review the Housing Element to evaluate (1) the appropriateness of its goals, objectives and policies in meeting the state's housing goals, (2) its effectiveness in attaining the City's housing goals and objectives and (3) the progress of its implementation (*Government Code* §65588).

III. PUBLIC PARTICIPATION

The 2021-2029 Housing Element update (6th cycle) is being prepared as part of the comprehensive update to the Culver City 2045 General Plan. Outreach and public participation materials are available on the dedicated website: www.pictureculvercity.com, which will be summarized in Appendix D. Throughout the General Plan update process, numerous opportunities were afforded the public to discuss housing-related issues. These included:

- Interactive Project Website
- Educational Forum Video Series that includes a video on existing housing conditions and a related micro-survey (https://www.pictureculvercity.com/latest-news/ecr-housing)
- Online public input for the draft Housing Element (https://www.pictureculvercity.com/housing-element)
- Stakeholder and Community Leader Meetings
- General Plan Advisory Committee (GPAC) Meetings
- Housing Technical Advisory Committee (TAC) Meetings
- Advisory Committee on Housing and Homelessness Meeting
- Community Workshops + Festivals
- Pop-Up Workshops + Community Events
- Online Engagement + Surveys

Key public participation events and comments received related to the Housing Element are summarized in Appendix D.

IV. HOUSING ELEMENT REQUIREMENTS

All Housing Elements must comply with several State laws. The preparation of the Housing Element is guided by California *Government Code*, Article 10.6. The law governing the contents of Housing Elements is among the most detailed of all elements of the General Plan. According to Section 65583 of the *Government Code*:

> *The Housing Element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The Housing Element shall identify adequate sites for housing, including rental housing, factory-built housing, mobile homes, and emergency shelters, and shall make adequate provision for the existing and projected needs of all economic segments of the community.*

V. CONSISTENCY WITH OTHER ELEMENTS OF THE GENERAL PLAN

This Housing Element relies on the Preferred Land Use Map of the General Plan update to provide adequate sites for RHNA. As portions of the General Plan are amended in the future, the General Plan (including the Housing Element) will be reviewed to ensure internal consistency is maintained.

Senate Bill (SB) 1087 of 2005 (*Government Code* §65589.7) requires cities to provide a copy of the adopted Housing Element to local water and sewer providers, and also requires that these agencies provide priority hookups for developments with lower-income housing. The Housing Element will be provided to these agencies immediately upon adoption.

VI. CITY COUNCIL GUIDING PRINCIPLES

On April 12, 2021, the City of Culver City City Council adopted a set of Housing Element Guiding Principles, with the intention to aim higher than the State requirements and guidelines, to inform the adoption and implementation of this Housing Element. Resolution No. 2021-R034 established these Guiding Principles and is included in Appendix D. This draft Housing Element is informed by the Guiding Principles and has been revised based on public comment received as of this drafting related to the Principles.

HOUSING NEEDS ASSESSMENT

This chapter examines the City's general population and household characteristics and trends, such as age, employment, household composition and size, household income, and special needs. Characteristics of the existing housing stock (e.g., number of units and type, tenure, age and condition, and costs) are also addressed. Finally, the City's projected housing growth needs based on the 2021 RHNA are examined. The Housing Needs Assessment uses the most recent data from the U.S. Census Bureau's American Community Survey (ACS), data compiled by SCAG, Department of Finance (DOF) Housing and Population data, and other sources such as the Westside Regional Center (WRC) which serves persons with developmental disabilities.

Many of the data sets in this chapter rely on ACS rather than Decennial Census data. Most data produced from the Decennial Census result from a "short form" questionnaire mailed to all known residential addresses. The short form asks for limited information. Most of the data needed to provide a profile of the City's characteristics are found in the ACS which is released annually. The data are extrapolated from a "long form" questionnaire which is mailed out to a random cross-section of the population. It provides a more detailed picture of the City's population, housing, income, economic, and employment characteristics. This detailed information cannot always be found in the Decennial Census data sets.

I. POPULATION TRENDS & CHARACTERISTICS

1. GROWTH TRENDS

Following its incorporation in 1917, Culver City's population grew rapidly. Culver City had its most dramatic population increase in the decade after it incorporated when the City's population grew from 503 to 5,669 (1,027% increase). The following decades saw continued rapid population growth and the City's population was about 32,000 in 1960. However, the population growth rate began declining after 1960. Between 1970 and 1980, the population growth rate decreased to 7.1% and has remained below 2% since the 1990s. The DOF estimates that as of April 2020, Culver City's population was 39,075, representing a 0.7% growth since 2000 (see Table 1). This trend contrasts with other Westside cities and Los Angeles County, which grew by 5.0% and 6.9% between 2000 and 2020, respectively. As an essentially built-out community, there have been few opportunities for growth during the last 30 years, except through redevelopment and urban infill.

TABLE 1. POPULATION TRENDS IN CULVER CITY, WESTSIDE CITIES, AND LOS ANGELES COUNTY

	Population by Year			% Change		
Jurisdiction	2000	2010	2020	2000-2010	2010-2020	2000-2020
Culver City	38,816	38,883	39,075	0.2	0.5	0.7
Westside Cities*	192,400	197,127	202,040	2.5	2.5	5.0
Los Angeles County	9,519,338	9,818,605	10,172,951	3.1	3.6	6.9

Sources: BOC, 2000 & 2010 Census; DOF, Table E-1, 2020
**Note: Westside Cities includes Culver City, Santa Monica, Beverly Hills, and West Hollywood.*

Table 2 shows population, household, and employment projections for Culver City for the years 2020, 2035, and 2045 based on data compiled and analyzed by SCAG using 2016 as the base year for the projections. According to SCAG, the City's estimated population in 2020 would be 40,257, which is slightly higher than HCD's certified 2020 estimates shown in Table 2. The population's growth rate is expected to increase over the next 25 years to 3.3%. With a low expected population growth rate, the number of households is also not expected to increase by a significant amount (868 households, or 5.1%). However, the projected increase in new jobs over the same period is 3,759 jobs or 6.2%.

TABLE 2: CULVER CITY PROJECTED POPULATION, HOUSEHOLD, AND EMPLOYMENT TRENDS

Jurisdiction	2020	2035	2045	Growth (%) 2020-2045
Population	40,257	41,011	41,573	3.3
Households	17,146	17,675	18,014	5.1
Employment	60,312	62,303	64,071	6.2

Source: SCAG, 2020 Regional Transportation Plan/Sustainable Communities Strategy Data/Map Book, 2017.

However, 2045 General Plan reexamines the City's land use distribution and intensity of uses. The Preferred Land Use Map provides increased opportunities for residential growth – estimated 11,500 net new units (about 67% increase) between 2019 baseline and planning horizon of the General Plan by 2045.

2. AGE COMPOSITION

The age characteristics of residents partially influence Culver City's housing needs. Persons of different ages often have different lifestyles, family structures, and income levels that affect their housing preferences and ability to afford housing. Typically, young adult households may occupy apartments, condominiums, and smaller single-family homes because of size and affordability. Middle-age adults, those between the ages of 45 and 64, may prefer larger homes as they begin to raise their families. In contrast, seniors (aged 65 and older) may prefer apartments, condominiums, mobile homes, or smaller single-family homes that have lower costs and less extensive maintenance needs. Moreover, housing needs also change over time as people age. As a result, evaluating changes in the age groups in a community can provide insight into changing housing needs in Culver City.

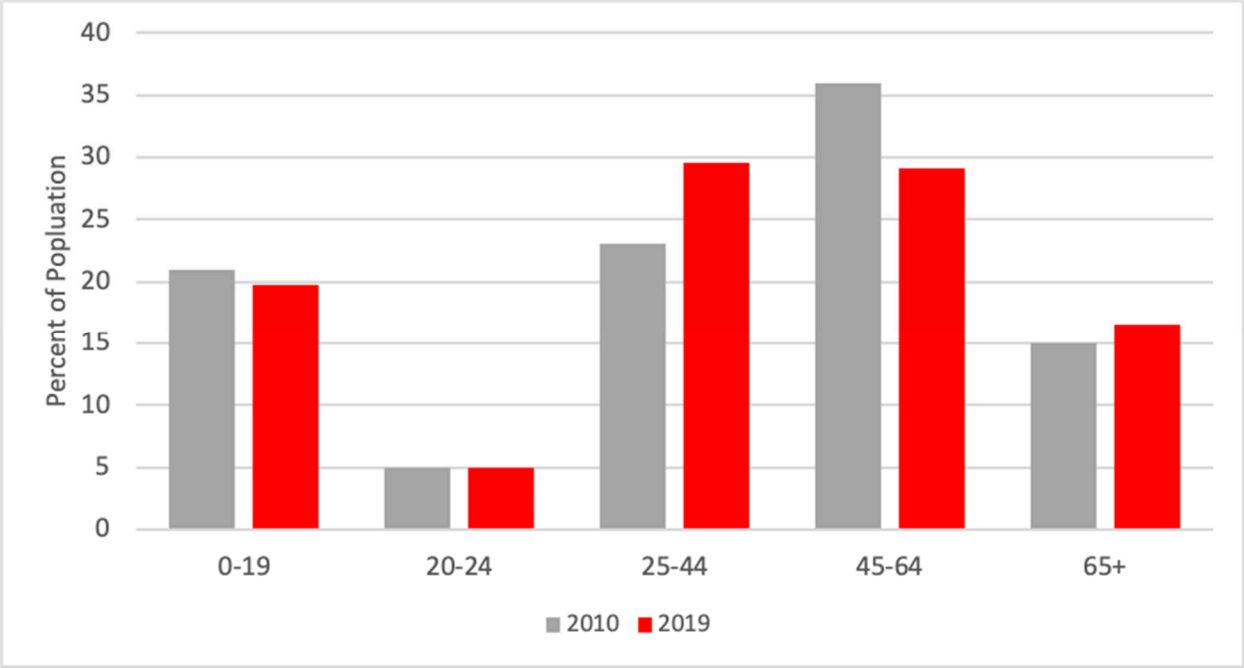
Table 3 shows that the median age of residents in Culver City increased notably from 40.5 to 42.3 from 2010 to 2019. While the median age of Los Angeles County residents is significantly lower than Culver City, it has also increased over the same period. The City's population between the ages of 25 and 44 is the fastest-growing age group, having increased by 28% from 2010 to 2019. In contrast, the population of middle-age adults decreased significantly by 18% while the senior population (age 65 and older) increased by 12%. Table 3 shows the changes in the population shares by age and that the share of adults increased most notably, and the share of middle-age adults decreased. These changes reflect a community that is attracting young adults but not families as the share of children aged 18 and under decreased. In contrast, seniors were the fastest growing population group in the County and there was a very slight decrease in the young adult population County-wide.

TABLE 3: CULVER CITY AGE CHARACTERISTICS AND TRENDS

Age	2010 Estimates			2019 Estimates			2010-2019 % Change	
	#	%	LA County %	#	%	LA County %	Culver City	LA County
0-19 (children)	8,023	21	28	7,745	20	25	-3.5	-13.1
20-24 (college)	2,000	5	8	1,936	5	7	-3.2	-5.3
25-44 (adults)	9,056	23	30	11,586	30	30	27.9	-1.3
45-64 (middle age)	13,998	36	24	11,426	29	25	-18.4	6.8
65+ (seniors)	5,806	15	11	6,476	17	13	11.5	26.7
Total	38,883	100	100	39,169	100	100	0.7	3.3
Median Age	40.5	-	34.3	42.3	-	36.5	-	-

Sources: BOC, Census, 2010; 2015-2019 American Community Survey, 5-Year Estimates, Table S0101

FIGURE 1: CULVER CITY POPULATION SHARE BY AGE



Sources: BOC, Census, 2010; 2015-2019 American Community Survey, 5-Year Estimates, Table S0101

3. RACE AND ETHNICITY

Cultural practices sometimes influence housing needs and preferences and the nation's demographics are becoming increasingly diverse by race and ethnicity. Culver City also reflected these trends, with 39% of the population identifying as non-White (Table 4). However, Culver City is somewhat less diverse than Los Angeles County as a whole, where 49% of the population is non-White. Further, 24% of Culver City residents identified as Hispanic or Latino, compared with 49% of Los Angeles County residents.

As shown in Table 4, White residents made up the largest racial group in Culver City at 61% in 2019. Asians made up 16% of the population and Black residents comprised 9% of the population. The population of Black residents and residents categorized as "All Others" declined by 18% and 28%, respectively. Similarly, the population of Black residents and residents categorized as "All Others" declined in the County as a whole (by 4% and 3%, respectively). Meanwhile, the population of Asian residents and residents indicating two or more races increased by 12% and 24%, respectively. Countywide, the population of Asian residents and residents indicated two or more races also increased (by 10% and 30.1%, respectively). The population of Hispanic or Latino origin increased by 2% between 2010 and 2019. Countywide, the population of Hispanic or Latino origin residents increased by 6%.

TABLE 4: CULVER CITY DEMOGRAPHIC BREAKDOWN AND TRENDS BY RACE AND ETHNICITY

Racial and Ethnic Category	2010			2019			2010-2019 % Change	
	#	%	LA County %	#	%	LA County %	Culver City	LA County
Race								
White	23,033	59	51	23,981	61	51	4.1	4.2
Asian	5,736	15	14	6,396	16	15	11.5	9.9
Black or African American	4,173	11	9	3,429	9	8	-17.8	-3.8
Two or more races	2,185	6	3	2,707	7	4	23.9	30.1
All Others[1]	3,700	10	24	2,656	7	22	-28.2	-3.4
Total	38,827	100	100	39,169	100	100	0.9	3.3
Ethnic Identity								
Hispanic or Latino (of any race)	9,118	23	47	9,291	24	49	1.9	6.3
Not Hispanic or Latino	29,709	77	53	29,878	76	52	0.6	0.7
White	18,314	47	28	17,937	46	26	-2.1	-4.7
Asian	5,680	15	14	6,329	16	14	11.4	9.9
Black or African American	4,043	10	9	3,403	9	8	-15.8	-4.4
All Others[1]	288	1	1	312	1	1	8.3	9.5
Two or more races	1,384	4	2	1,897	5	2	37.1	38.9

Sources: BOC,2006-2010 & 2015-2019 American Community Survey, 5-Year Estimates, Table DP05

Note: 1. All Others includes residents that identified as American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, and "Some other race."

II. EMPLOYMENT

Employment is an important factor affecting housing needs within a community. The jobs available in each employment sector and the wages for these jobs affect the type and size of housing residents can afford.

1. CURRENT EMPLOYMENT

Current employment has a significant influence on the housing needs of the City's residents. Factors which may influence housing needs include the income earned for various jobs, where jobs are located, and whether employees are able to afford to live within a reasonable distance of their workplace. According to the 2015-2019 ACS, the City had an employed population (or workforce) of 22,132 persons. Four of the top five industries in Culver City match those in the County, except that for the City, information is the top sector, with 19% of the job share. Four of the top five industries in Culver City match those in the County, except that for the City, Information is the top sector, with 19% of the job share.

Table 5 shows that the two industries with the largest number of employed Culver City residents were educational services and health care and social assistance (23% of total) and professional, scientific, and management, and administrative and waste management services (21% of total).

While the majority of Culver City's employed residents (54%) are employed in the top three industries, the jobs available within Culver City are more evenly spread out among industries (Table 5). Educational services, healthcare, and social service jobs constitute only 15% of the jobs in Culver City (compared to 23% of the workforce). Most notably, the largest job sector in Culver City is information (19% of total jobs), but only 9% of the City's population work in this industry. The

top city employers are also generally consistent with the most prevalent industries within Culver City: Sony (Arts and Entertainment), Culver City Unified School District and West LA College (Education), Southern California Hospital at Culver City (Healthcare services), and Westfield Shopping Mall (Retail).

Culver City's employment industry patterns are similar to those in Los Angeles County. Four of the top five industries in Culver City match those in the County, except that for the City, Information is the top sector, with 19% of the job share.

TABLE 5: EMPLOYMENT BY SECTOR IN CULVER CITY AND LA COUNTY

Sector	Culver City (%)		LA County (%)
	Workforce[1]	Jobs[2]	Jobs[3]
Educational services, and health care and social assistance	23	15	18
Professional, scientific, and management, and administrative and waste management services	21	18	16
Information	9	19	7
Service-related			
Arts, entertainment, recreation, and accommodation/food services	10	11	14
Retail trade	7	12	11
Other services, except public administration	4	5	4
Technical skilled and unskilled			
Finance and insurance, and real estate and rental and leasing	9	4	6
Manufacturing	6	6	9
Transportation and warehousing, and utilities	3	2	5
Construction	2	4	3
Public administration	3	2	N/A
Wholesale trade	2	2	7
Agriculture, forestry, fishing and hunting, and mining	0.2	0.3	0.12
Total	22,132	49,935	3,871,716

Sources: 1. BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table S2405; 2. Census Transportation Planning Products 2012-2016; 3. Los Angeles County Business Patterns, 2016

2. JOBS-HOUSING BALANCE

A regional balance of jobs-to-housing helps to ensure that the demand for housing is reasonably related to supply. When the number of jobs significantly exceeds the housing supply, the rental and for-sale housing markets may become overheated, requiring households to pay a larger share of their income on housing and resulting in overcrowding and longer commutes as workers seek more affordable housing in outlying areas.

Jobs to housing ratios related the spatial match between jobs and housing and are often used as indicators of economic vitality and quality of life. High ratios of more jobs than housing may lead to issues of housing unaffordability and traffic congestion from commutes, as there is not enough housing to accommodate all the workers in the area. However, there is no standard jobs-housing ratio that would be considered optimum. It is often used as a point of reference compared to regional averages. Table 6 shows that the jobs-to-housing ratio in Culver City was 2.8 in 2016. This is much higher than the balance of the County as a whole, which was about 1.3.[1] Based on the SCAG housing and employment growth estimates, the jobs to housing ratio is also predicted to increase over the next 25 years. However, these statistics do not reflect the fact that many people who work in Culver City live in nearby Westside locations and commute relatively short distances to Culver City jobs. This could mean the workforce living nearby could offset the imbalanced jobs-to-housing ratio. However, various studies have found that over 65% of the Westside's

[1] *SCAG, Profile of Los Angeles County, Local Profiles Report 2019, May 2019.* http://www.scag.ca.gov/Documents/LosAngelesCountyLP.pdf

workforce commutes from outside the Westside.[2,3] These reports indicate a need for more housing in Culver City and the Westside region. To address the impact of employment-generating development on housing demand, the City has adopted a linkage fee on nonresidential development. This fee will take effect in January 2022.

TABLE 6: CULVER CITY JOBS TO HOUSING RATIO

	2016	2020	2035	2045
Total Jobs	49,935	60,312	62,303	64,071
Housing Units	17,528	17,146	17,675	18,014
Jobs to Housing Ratio	2.8	3.5	3.5	3.6

Sources: American Community Survey 2012-2016; Census Transportation Planning Products 2012-2016; 2020 Regional Transportation Plan/Sustainable Communities Strategy Data/Map Book, SCAG 2017.

The General Plan Preferred Land Use Map projects a total of 29,300 (11,500 net new) housing units and 83,000 (23,000 net new) jobs by 2045 – a jobs-to-housing ratio of 2.83. The goal of 2045 General Plan is to facilitate the increase in housing production to reverse the trend of jobs-to-housing imbalance as projected by SCAG.

III. HOUSEHOLD CHARACTERISTICS

Household characteristics indicate the type and size of housing needed in a city. The Census defines a "household" as all persons occupying a housing unit, which may include single persons living alone, families related through marriage or blood, or unrelated persons that share a single unit. Persons in group quarters such as dormitories, retirement or convalescent homes, group homes, or other similar living situations are included in population totals, but are not considered households.

1. HOUSEHOLD TYPES

According to the 2015-2019 ACS, there were a total of 16,796 households living in Culver City. The city's average household size of 2.31 persons is small compared to the County as a whole (2.99 persons per household). The overall share of household types has shifted little over the past ten years, with family households making up about 57% of the total households and non-family households making up 43% (see Table 7).

[2] *Southern California Association of Governments (February 2009). "Westside Cities Workforce Housing Study. "https://www.scag.ca.gov/Documents/WestsideWorkforceHousingStudy_PPT.pdf*

[3] *Los Angeles County Metropolitan Transportation Authority (March 2015). "Subregional Mobility Matrix Westside Cities Final Report." Prepared by Fehr & Peers. https://media.metro.net/projects_studies/lrtp/images/report_mobility_westside.pdf*

TABLE 7: NUMBER OF HOUSEHOLDS BY TYPE IN CULVER CITY

Household Type	2010		2019		2010-2019
	#	%	#	%	% Change
All Households	**16,779**	**100**	**16,796**	**100**	**0.1**
Family Households	**9,344**	**56**	**9,529**	**57**	**2.0**
Married-Couple	*6,826*	*41*	*7,272*	*43*	*6.5*
Other Families	*2,518*	*15*	*2,257*	*13*	*-10.4*
Non-Family Households	**7,435**	**44**	**7,267**	**43**	**-2.3**
Single	*5,649*	*34*	*5,940*	*35*	*5.2*
Other Non-Families	*1,786*	*11*	*1,327*	*8*	*-25.7*
Persons Living in group quarters	**311**		**311**		**--**
Average Household Size	**2.30**		**2.31**		**--**

Sources: BOC, Census, 2010; 2015-2019 American Community Survey, 5-Year Estimates, Tables S2501 and S1101; DOF, Table E-1, 2020

2. TENURE

Tenure in the housing industry typically refers to a housing unit's occupancy status – whether the unit is owner- or renter-occupied. Tenure preferences are primarily related to the household's income, composition, and ages of the householders. A household is cost-burdened if it spends more than 30% of its gross income on housing-related expenses, and renters tend to be more cost-burdened than owners. However, the high costs of homeownership in Southern California also result in a housing cost burden for many homeowners. The tenure distribution (owner versus renter) of a community's housing stock influences several aspects of the local housing market. Tenure influences residential mobility, or turnover, as rental units experience a higher turnover rate than owner-occupied units.

Table 8 compares the number of owner- and renter-occupied units in the City to the County in 2000, 2010, and 2019. On average, the homeownership rate in Culver City between 2000 and 2019 was about 6% higher than in the County. The homeownership rate for Culver City and the County declined consistently from 2000 to 2019.

TABLE 8: OCCUPIED UNITS BY TENURE IN CULVER CITY AND LA COUNTY

	Tenure	2000		2010		2019	
Jurisdiction		#	%	#	%	#	%
Culver City	Owner	9,034	54	9,111	54	8,768	52
	Renter	7,577	46	7,668	46	8,028	48
	TOTAL	16,611	100	16,779	100	16,796	100
LA County	Owner	1,499,744	48	1,544,749	48	1,519,516	46
	Renter	1,634,030	52	1,696,455	52	1,797,279	54
	TOTAL	3,133,774	100	3,241,204	100	3,316,795	100

Sources: BOC, Census, 2000, 2010; 2015-2019 American Community Survey, 5-Year Estimates, Table S2504

3. HOUSEHOLD INCOME

Household income is a primary factor affecting housing needs in a community. Except for households that own a home with little or no mortgage, residents' ability to afford housing is directly related to household income. Table 9 shows median household income in Culver City, LA County, and other Westside cities in 2000, 2010, and 2019. The City's median household income in 2019 ($95,044) was substantially higher than that reported in LA County ($68,044), as had been the case in 2010 and 2000. Income growth in Culver City also outpaced growth in LA County from 2010 to 2017. When compared to other cities in the Westside region, Culver City is most similar in median household income to Santa Monica, while the median household income of Beverly Hills is significantly higher. Although West Hollywood has seen the largest growth in median household income, it still has the lowest median income of the Westside cities.

TABLE 9: MEDIAN HOUSEHOLD INCOME IN CULVER CITY AND LA COUNTY

Jurisdiction	2000 ($)	2010 ($)	2019 ($)	2010-2019 (% Change)	
Culver City	52,065	72,199	95,044	32	
LA County	42,030	55,476	68,044	23	
Santa Monica	50,714	68,842	96,570	40	
Beverly Hills	70,945		83,463	106,936	28
West Hollywood	38,914		52,009	74,044	42

Sources: BOC, Census, 2000,; 2006-2010 & 2015-2019 American Community Survey, 5-Year Estimates, Table S1903

Housing needs and assistance programs are based on income categories established in state and federal law. For the Housing Element, the State Department of Housing and Community Development (HCD) has established five income groups based on area median income (AMI), as shown in Table 10.[4]

TABLE 10: HCD INCOME CATEGORIES

Income Category	% of AMI
Extremely Low[1]	Up to 30% of AMI
Very Low[1]	31-50% of AMI
Low[1]	51-80% of AMI
Moderate	81-120%
Above Moderate	Greater than 120% of AMI

Source: California Dept. of Housing and Community Development

Notes: Extremely Low, Very Low and Low categories together are referred to as "Lower Income."

Under state and federal regulations, the AMI refers to the median income for a metropolitan statistical area; in this case, Los Angeles County.[5] The AMI for Los Angeles County, as determined by HCD, was $77,300 in 2020. According to HCD, county median income must be used to establish income groups for the Housing Element. About 27% of Culver City households are Lower Income (Table 11). 73% of Culver City households were within the moderate/above moderate income categories (greater than 80% AMI), a higher proportion of households compared to the county as a whole (59%).

TABLE 11: HOUSEHOLD DISTRIBUTION BY INCOME CATEGORY IN CULVER CITY AND LA COUNTY

Income Category	Income Category (% of AMI)	Culver City (%)	LA County (%)
Extremely Low	up to 30	11.7	20.6
Very Low	31 to 50	4.9	5.5
Low	51 to 80	10.4	15.2
Moderate	81 to 120	15.0	16.1
Above Moderate	>120	58.0	42.6
Total		100	100

Source: SCAG, RHNA Final Allocation Calculator, March 2021[6]

[4] State income definitions are different compared to federal definitions. For federal housing programs, eligibility is established for households with incomes up to only 80% of the AMI. Under the federal definition these households are considered moderate income. For housing plans that are required by federal regulations, such as the Consolidated Plan and Analysis of Impediments to Fair Housing Choice, the federal income definitions are used.

[5] A metropolitan statistical area refers to a core area with a substantial population and the adjacent communities that are economically and socially connected to that core.

[6] SCAG's RHNA methodology does not include the "extremely low" income category defined by HCD as up to 30% AMI. Instead, SCAG combines both the "extremely low" and "very low" income HCD categories into the "very low" income category defined as households below 50% AMI. According to HUD's Comprehensive Housing Affordability Strategy data, 11.7% of households are extremely low income (less than 30% AMI). However, the precise methodology for developing income distribution by these two sources may be different.

IV. HOUSING STOCK CHARACTERISTICS

This section evaluates the characteristics of the community's housing stock, such as the number and type of housing units, recent growth trends, age and condition, tenure, and vacancy, and helps identify and prioritize needs. A housing unit is defined as a house, apartment, mobile home, or group of rooms, occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters.

1. HOUSING TYPE AND GROWTH TRENDS

HOUSING GROWTH

Between 2000 and 2020, the rate of housing stock growth in Culver City (4.0%) trailed that of the neighboring cities of Santa Monica (10%) and West Hollywood (7.2%) and was comparable to Beverly Hills (3.7%) (see Table 12). Over the last seven years since the 2013-2021 Housing Element was adopted, Culver City added a total of 333 net new housing units to its housing stock, representing a growth rate of 1.9%. Much of the City's residential development activities involve the demolition of existing units and recycling into high density development. This growth rate is consistently lower than those in the neighboring cities of Santa Monica (2.8%) and West Hollywood (4.7%) and LA County (3.7%) from 2013 to 2020. Beverly Hills was the only neighboring city with a rate lower than Culver City (less than 0.1%) from 2013 to 2020.

TABLE 12: WESTSIDE CITIES HOUSING GROWTH

Jurisdiction	# Units			% Change	
	2000	2013	2020	2013-2020	2000-2020
Culver City	17,130	17,486	17,819	1.9	4.0
Santa Monica	47,863	51,210	52,629	2.8	10.0
Beverly Hills	15,856	16,436	16,443	<0.1	3.7
West Hollywood	24,110	24,698	25,853	4.7	7.2
LA County	3,270,909	3,463,492	3,590,574	3.7	9.8

Sources: BOC, Census, 2010; DOF, Table E-1, 2013, 2020

UNIT TYPE AND SIZE

Table 13 provides the DOF estimates for housing types for 2013 and 2020. As shown, the proportional breakdown of various housing types within the city has changed very little over the previous planning period, reflecting the city's slow growth rate and limited home construction. In 2020, the city was almost evenly divided between single-family units (48%) and multi-family units (51%). Single-family detached homes and larger multi-family complexes (5+ units) make up most of the city's housing stock at approximately 39% each. Smaller multi-family complexes (with 2-4 units) comprise approximately 12% of the city's units. About 9% of units were reported as single-family attached units (i.e., condominiums or townhomes), while mobile homes comprised the remaining 1%.

TABLE 13: NUMBER OF HOUSING UNITS BY TYPE IN CULVER CITY

Housing Type	2013		2020		2013-2020 Change	
	#	%	#	%	#	%
Single-Family Homes	8,507	49	8,564	48	57	0.7
Single-Family Detached	6,920	40	6,963	39	43	0.6
Single-Family Attached	1,587	9	1,601	9	14	0.9
Multi-Family Homes	8,783	51	9,039	51	256	2.9
Multi-Family (2-4 units)	2,086	12	2,089	12	3	0.1
Multi-Family (5+ units)	6,697	38	6,950	39	253	3.8
Mobile Homes	196	1	216	1	20	10.2
TOTAL	17,486	100	17,819	100	333	1.9

Source: DOF, Table E-5, 2013, 2020

According to the 2015-2019 ACS, about two-thirds of housing units had two- to three-bedrooms (see Table 14). Studio and one-bedroom units made up 25% of the city's housing stock. The city's larger housing units (four or more bedrooms) only made up 11% of the housing stock.

TABLE 14: NUMBER OF HOUSING UNITS BY SIZE IN CULVER CITY

Unit Size	2019	
	#	%
Studio	720	4
1 bedroom	3,480	21
2 or 3 bedrooms	10,754	64
4 or more bedrooms	1,842	11
TOTAL	16,796	100

Source: BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table S2504

VACANCY RATES

A certain number of vacant units are needed to moderate the cost of housing, allow sufficient choice for residents, and provide an incentive for unit upkeep and repair. Vacancy rates are generally higher among rental properties, as rental units have greater attrition rates than owner-occupied units. A healthy vacancy rate — one which permits sufficient choice and mobility among a variety of housing units — is considered to be 2-3% for ownership units and 5-6% for rental units.

Housing tenure changed slightly from 2000 to 2019, with the rate of homeownership declining slightly from 54% in 2000 to 52% in 2019 (see Table 8). Similarly, the share of renter-households increased from 46% to 48% during the same period. In Culver City, the vacancy rates increased from 3% to 5.1% between 2000 and 2019 (see Table 15). This rise can be attributed to an increase in vacant for-rent units (which accounted for 32% of vacancies in 2000 versus 55% in 2019). Units categorized as "other vacant" also made up a sizeable portion of vacant units in all the years indicated (28% in 2000 and 2010 and 26% in 2019. Short-term rentals fall into this category; therefore, this number may indicate the extent of short-term rentals in the city. During the same period, the proportion of for-sale vacant units dropped to 0% from 22% in 2000. While the city's rental vacancy rate is within the healthy range, the ownership vacancy rate is well below optimum providing homebuyers with virtually no choice when seeking to purchase a home within the city.

TABLE 15: CULVER CITY VACANCY STATUSES

Vacancy Status	2000		2010		2019	
	#	%	#	%	#	%
Vacancy by Tenure						
Owner-occupied	112	1.2	65	0.7	0	0
Renter-occupied	164	2.1	333	4.1	495	5.7
Overall vacancy rate		3.0		4.1		5.1
Vacancy by Type						
For rent	164	32	333	47	495	55
Rented, not occupied	58	11	31	4	165	18
For sale only	112	22	65	9	0	0
Sold, not occupied	0	0	23	3	0	0
For seasonal, recreational, or occasional use	42	8	62	9	11	1
Other vacant	143	28	198	28	236	26
Total Number of Vacant Units	519	100	712	100	907	100

Sources: BOC, Census, 2000, 2010; 2015-2019 American Community Survey, 5-Year Estimates, Table B25004

Note: "Other Vacant" as defined by the Census is a housing unit that does not fit into any year-round vacant category. This may indicate the extent of short-term rentals in the City.

2. HOUSING CONDITIONS

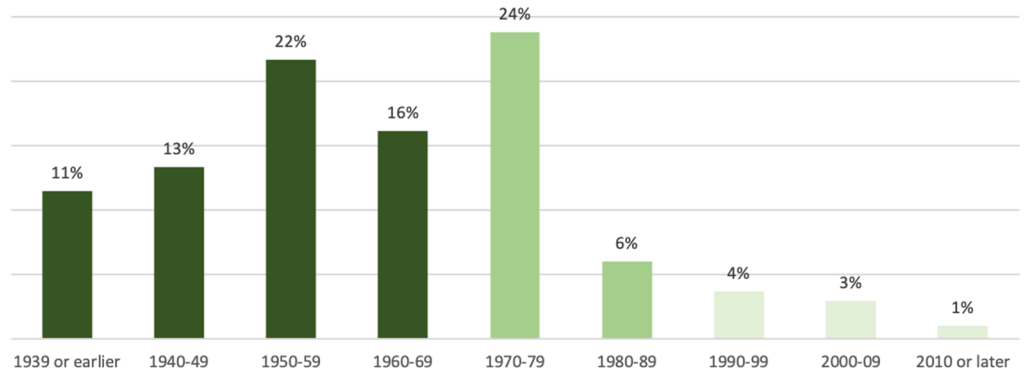
AGE OF HOUSING STOCK

Housing age is often an important indicator of housing condition. Housing units built before stringent limits on the amount of lead in the paint were imposed in 1978, may have interior or exterior building components coated with lead-based paint. Housing units built before 1970 most likely need rehabilitation and have lead-based paint in deteriorated condition. Lead-based paint becomes hazardous to children under age six and pregnant women when it peels off walls, windows, and doors. In general, housing that is 30 years or older may exhibit a need for repairs based on the useful life of materials (such as the roof). Housing over 50 years old is considered aged and is more likely to exhibit a need for major repairs (such as electrical and plumbing systems).

Figure 2 provides the age composition of Culver City's housing stock. About 63% of the city's housing units were built at least 50 years ago (the dark green bars). The vast majority of the City's housing stock, approximately 92%, are at least 30 years old (the dark green and medium green bars). These findings indicate that much of the city's housing possibly needs some maintenance and rehabilitation, including remediation of lead-based paint.

Culver City's housing stock is somewhat older when compared to the County as a whole. In LA County, approximately 86% of units are older than 30 years. While it is typical for housing units to remain in use for much longer than 30 years, it is important to note that older homes need more frequent maintenance and rehabilitation to maintain a good condition.

FIGURE 2: AGE COMPOSITION OF CULVER CITY'S HOUSING STOCK



Source: BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table B25034

HOUSING CONDITIONS

Housing is considered substandard when the living conditions do not meet the minimum standards defined in Section 1001 of the Uniform Housing Code. Households living in substandard conditions are considered to require housing assistance due to the threat to health and safety, even if they are not seeking alternative housing arrangements.

In addition to structural deficiencies and standards, the lack of infrastructure and utilities often indicates substandard conditions. Table 16 identifies the number of Culver City owner- and renter-occupied housing units lacking complete kitchen or plumbing facilities. Units lacking complete facilities are rare in Culver City. According to the 2015-2019 ACS, no owner-occupied units and just 0.1% of renter occupied units lacked complete plumbing facilities. Further, only 0.1% of owner-occupied housing units and 2.8% of renter occupied units lacked complete kitchens. These numbers indicate that complete kitchen facilities are a greater need than plumbing facilities and that renter-occupied units have a greater need for rehabilitation.

TABLE 16: OCCUPIED HOUSING UNITS LACKING COMPLETE KITCHEN AND PLUMBING FACILITIES

	Owner				Renter			
	2009		2019		2009		2019	
	#	%	#	%	#	%	#	%
Occupied housing units	9,579		8,768		6,699		8,028	
Lacking complete plumbing facilities	19	0.2	0	0.0	13	0.2	11	0.1
Lacking complete kitchen facilities	38	0.4	8	0.1	134	2.0	226	2.8

Source: BOC, 2005-2009 & 2015-2019 American Community Survey, 5-Year Estimates, Table S2504

Compared to the housing conditions reported in the 2013-2021 Housing Element, housing conditions have improved overall since 2009. However, the number of rental units lacking complete kitchen facilities has increased since 2009. It is also important to note that the ACS typically undercounts substandard housing conditions as it is not able to report on other subtler housing problems, such as inadequate wiring, leaks, or inadequate or lack of heating[7]. Despite the increase in units lacking kitchen facilities, Culver City's housing stock is in relatively good condition with basic facilities present for most of its occupied units.

Assessing code enforcement activities provides additional insight on the overall condition of the city's housing stock. The City's Code Enforcement Services Division responds to an average of 470 code enforcement cases per year, and is currently (June 2021) addressing 660 unresolved or ongoing cases. Code enforcement cases are generally initiated when the Division receives a complaint of a violation, which is then confirmed by staff. Code enforcement focuses on

[7] *While the ACS also reports on the lack of telephone services, in today's mobile world, landline telephone services are no longer a required service. However, the ACS does not measure Internet access, which is a more important utility for communications.*

violations of the municipal code in a variety of areas, including animal regulations, business licenses, graffiti, building code violations, property maintenance, and substandard housing. Of the City's average of 470 cases per year, an average of nine are related to significant property maintenance issues, substandard housing, or hoarding. The most common issues reported were related to mold, leaks (roof or plumbing), and lack of heat. It is estimated that about half of these properties with violations need substantial rehabilitation while the other half need more minor repairs. Since code enforcement activity is primarily complaint-driven, it is difficult to make accurate assumptions about the overall condition of the city's housing stock based upon this data. However, if just nine of the city's 16,796 occupied housing units have significant property maintenance issues, this represents less than 0.01% of the City's housing stock.

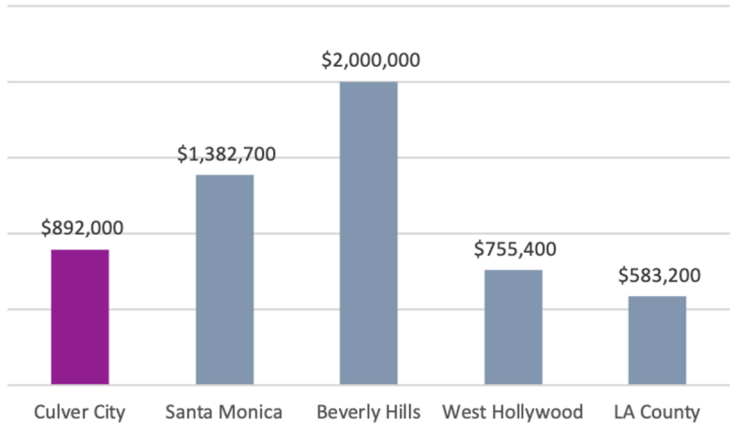
V. HOUSING COSTS & AFFORDABILITY GAP ANALYSIS

Comparing the costs of homeownership and renting to a household's ability to pay for housing can help determine how affordable a community is. This section provides information on the homeownership costs and rental costs in Culver City and compares this to an affordability analysis for households as various income levels.

1. HOME VALUES

Figure 3 compares median home values in the Westside cities and LA County as a whole, based on estimates from the 2015-2019 American Community Survey. As shown, home values in the Westside are significantly higher than the County. Typical home values in Beverly Hills and Santa Monica are higher than in Culver City, while home values in West Hollywood are lower.

FIGURE 3: WESTSIDE CITIES MEDIAN HOME VALUES (2019)



Source: BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table B25077

Since the most recent data available from the American Community Survey is from 2019, home values based on the Zillow Home Value Index (ZHVI) are included below to provide more recent data. The ZHVI is a smoothed seasonally adjusted measure of the typical home value for homes in the 35th to 65th percentile range within a specific geography. According to the ZHVI, the typical home in Culver City was valued at $1,295,775 in December 2020. As shown in Table 17, home values have increased drastically since 2013 (69% increase overall). The value of single-family homes increased at a greater rate than condominiums (67% and 57%, respectively).

TABLE 17: CHANGE IN TYPICAL HOME VALUES IN CULVER CITY

	December 2013 ($)	December 2020 ($)	% Change
Typical Home Value	766,110	1,295,775	69
Single-family homes	888,187	1,486,379	67
Condominiums	410,233	642,220	57

Source: Zillow Home Value Index, accessed March 2021.

2. RENTAL HOUSING

Information on current rental rates in the city was obtained by reviewing advertisements posted on Zillow during June 2021. Table 18 summarizes median multi-family (apartment, condo, townhouses) and single-family home rents by unit size. A total of 192 units were listed for rent on Zillow in June 2021, with the majority of the listings for multi-family units (95%). Just nine single-family homes were listed for rent, with median monthly rents ranging from $2,775 for a one-bedroom unit to $5,200 for a three-bedroom unit. The median monthly rent for multi-family units ranged from $3,120 for a studio unit to $3,798 for a three-bedroom unit. It should be noted that the median monthly rent for a one-bedroom apartment ($3,480) was higher than the rent for a two-bedroom apartment ($3,125). The median rent for studio apartments and two-bedroom apartments were nearly the same. This is likely because many studio and one-bedroom apartments located in newly constructed buildings were listed for rent.

TABLE 18: MEDIAN RENT BY UNIT SIZE IN CULVER CITY (JUNE 2021)

Unit Type	# Available	Median Rent by Unit Size ($)			
		Studio	1-Bedroom	2-Bedrooms	3+ Bedrooms
Multi-Family Unit	183	3,120	3,480	3,125	3,798
Single-Family Unit	9	N/A	2,775	4,250	5,200
All Units	192	3,120	3,475	3,150	4,990

Source: Zillow rental listings, www.zillow.com, accessed June 2, 2021

Table 19 compares median rents for Westside cities, based on data from the 2015-2019 American Community Survey. As shown, rents in the Westside cities were higher than for LA County as a whole. Rents within the Westside cities were generally comparable; however, rents in Beverly Hills tended to be the highest.

TABLE 19: COMPARISON OF MEDIAN RENT BY UNIT SIZE FOR WESTSIDE CITIES (2019)

Jurisdiction	Studio	1-Bedroom	2-Bedrooms	3-Bedrooms	4-Bedrooms	5+ Bedrooms
Culver City	1,281	1,678	2,119	2,795	1,878	-[1]
Santa Monica	1,540	1,703	2,122	2,039	2,647	2,127
Beverly Hills	1,378	1,895	2,745	2,965	3,500+	-[1]
West Hollywood	1,157	1,606	2,080	2,964	2,850	3,500+
LA County	1,085	1,234	1,605	1,909	2,110	2,165

Source: BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table B25077
Note: 1. Data unavailable, likely due to limited number of units of this size available.

3. HOUSING AFFORDABILITY GAP ANALYSIS

Housing affordability is defined as paying no more than 30 to 35% of the gross household income (depending on tenure and income level) on housing expenses (including utilities, taxes, and insurance).

Table 20 provides general estimates on affordable rents and home purchase prices by income category based on the 2020 HCD median household income of $77,300 for LA County and general cost assumptions for utilities, taxes, and property insurance.[8] Given the high costs of homeownership, lower income households are usually confined to rental housing, but the affordability problem also persists in the ownership market. The situation is exacerbated for seniors with their fixed incomes and for large households with lower and moderate incomes given the limited supply of large rental units.

Based on the estimated affordable purchase prices shown in Table 19 and the typical home values presented in Table 17, lower income and moderate income households are unable to afford to purchase a single-family home or condominium in Culver City. This data illustrates that public subsidies are generally required to reduce sales prices to a level that is affordable to low and moderate income buyers. With a typical condominium within the city valued at $642,000, there is an approximately $300,000 "gap" between the market value and the price a moderate income household can afford to pay, depending on household size. For low income households, this gap ranges from $300,000 to over $410,000, depending on household size.

Rental housing that does not impose a cost burden is also difficult to obtain for the city's lower income and moderate income households. Median rents in the city ranged from $3,120 for a studio apartment to $4,990 for a three-bedroom unit (Table 18). As shown in Table 20, affordable monthly rents for lower income and moderate income households range from $442 to $2,240, depending on income category and household size. Therefore, a lower income or moderate income renter-household would not be able to afford a median priced rental unit without being cost burdened. More specifically, there is a $2,500 gap between what an extremely low income four-person household can afford to pay and the median monthly rent for a two-bedroom apartment. For a moderate income four-person household, there is an affordability gap of about $1,030 between what the household can afford and the median market rent for a two-bedroom unit.

[8] *State and federal income limits differ. For the Housing Element, State income limits are used, which are usually higher than the federal levels used in the City's Consolidated Plan and other related documents.*

TABLE 20: HOUSING AFFORDABILITY MATRIX - LA COUNTY (2020)

Household	Annual Income ($)	Monthly Affordable Housing Costs ($)	Utilities ($)	Taxes and Insurance ($)	Affordable Monthly Rent ($)	Affordable Home Purchase Price ($)
Extremely Low Income (under 30% MFI)						
1-Person	23,700	593	151	207	442	61,790
2-Person	27,050	676	166	237	510	72,096
3-Person	30,450	761	190	266	571	80,244
4-Person	33,800	845	223	296	622	86,069
5-Person	36,550	914	264	320	650	86,953
Very Low Income (31 to 50% MFI)						
1-Person	39,450	986	151	345	836	129,241
2-Person	45,050	1,126	166	394	960	149,182
3-Person	50,700	1,268	190	444	1,077	166,966
4-Person	56,300	1,408	223	493	1,185	182,427
5-Person	60,850	1,521	264	532	1,257	191,020
Low Income (51 to 80% MFI)						
1-Person	63,100	1,578	151	552	1,427	230,524
2-Person	72,100	1,803	166	631	1,637	265,026
3-Person	81,100	2,028	190	710	1,837	297,157
4-Person	90,100	2,253	223	788	2,030	327,179
5-Person	97,350	2,434	264	852	2,170	347,334
Moderate Income (81 to 120% MFI)						
1-Person	64,900	1,623	151	568	1,472	238,233
2-Person	74,200	1,855	166	649	1,689	274,020
3-Person	83,500	2,088	190	731	1,897	307,435
4-Person	92,750	2,319	223	812	2,096	338,527
5-Person	100,150	2,504	264	876	2,240	359,325

Sources: HCD Income Limits (2020), and Veronica Tam and Associates (2020)

Assumptions:

1. *CA Dept. of Housing and Community Development (HCD) Income Limits, 2020.*
2. *Affordable housing costs are 30 percent of gross household income.*
3. *Utility costs based on Los Angeles County Development Authority (LACDA) Utility Allowance Schedule, 2020.*
4. *Taxes, insurance, PMI (private mortgage insurance), and HOA (homeowners association) are calculated at 35% of monthly affordable cost.*
5. *Affordable home purchase price is the total purchase price, assuming a 30-year fixed mortgage with a 3% interest rate and 10% down payment.*
6. *Taxes and insurance costs applies to owners only; renters do not usually pay taxes or insurance.*

VI. HOUSING ASSISTANCE NEEDS

This section outlines Culver City's existing housing needs, including those resulting from being housing cost-burdened or living in overcrowding situations. It also evaluates the housing needs for special needs groups such as seniors; persons with disabilities or those experiencing homelessness; and female-headed, large, and/or extremely low-income households.

1. HOUSING COST BURDEN

Housing cost burden is generally defined as households paying more than 30% of their gross income on housing-related expenses. For renters, housing costs include rent and utilities. For owners, housing costs include the mortgage payment, taxes, insurance, and utilities. High housing costs can cause households to spend a disproportionate percentage of their income on housing. This may result in payment problems, deferred maintenance, or overcrowding. Households paying more than 50% of their income on housing are experiencing a *severe housing cost burden*. These households may be at risk of homelessness in the event of illness/disability or a sudden loss of income.

This section uses data from the Comprehensive Housing Affordability Strategy (CHAS) published by the U.S. Department of Housing and Urban Development (HUD). The CHAS provides information related to households with housing problems, including cost burden and overcrowding.[9] The most recent estimates posted by HUD were derived from the 2013-2017 ACS.

As shown in Table 21, nearly half of renter-households in Culver City experienced one or more housing problem, and 43% paid more than 30% of their incomes towards housing costs in 2017 compared to about one-third of homeowners. Extremely low-income households are the most vulnerable group. With limited income, 80% of the households in this income group experienced one or more housing problems, compared to 73% of very low-income households, 69% of low-income households, and 42% of households citywide. Severe housing cost burden impacted 72% of the extremely low-income households, compared to 45% of very low-income households, 26% of low-income households, and 18% of households citywide.

Table 22 provides information on housing problems and cost burden in Los Angeles County, as a point of comparison. Overall, the instance of cost burden and housing problems in general is lower in Culver City when compared to the County. However, the proportion of lower income households (HH) with a cost burden greater than 50% tends to be higher within Culver City.

[9] *The CHAS collects data on four housing issues: 1) housing unit lacks complete kitchen facilities; 2) housing unit lacks complete plumbing facilities; 3) household is overcrowded; and 4) household is cost-burdened.*

TABLE 21: HOUSING PROBLEMS AND COST BURDEN IN CULVER CITY BY INCOME AND TENURE

Household by Type, Income & Housing Problem	Renters (#)	Renters (%)	Owners (#)	Owners (%)	Total HHs (#)	Total HHs (%)
Extremely Low (0-30% AMI)	1,280	66	660	34	1,940	12
with any housing problems	1,045	82	510	77	1,555	80
with cost burden > 30%	1,020	80	515	78	1,535	79
with cost burden > 50%	925	72	475	72	1400	72
Very Low (31-50% AMI)	750	55	625	45	1,375	8
with any housing problems	695	93	315	50	1,010	73
with cost burden > 30%	680	91	305	49	980	71
with cost burden > 50%	495	66	135	22	625	45
Low (51-80% AMI)	1,015	50	1,025	50	2,040	12
with any housing problems	845	83	570	56	1,415	69
with cost burden > 30%	805	79	570	56	1,370	67
with cost burden > 50%	225	22	310	30	535	26
Moderate/Above Moderate (>80% AMI)	4,660	42	6,530	58	11,190	68
with any housing problems	1,200	26	1,750	27	2,950	26
with cost burden > 30%	770	17	1,565	24	2,330	21
with cost burden > 50%	30	1	335	5	365	3
Total Households	7,705	47	8,840	53	16,545	100
with any housing problems	3,780	49	3,145	36	6,925	42
with cost burden > 30%	3,275	43	2,955	33	6,215	38
with cost burden > 50%	1675	22	1,255	14	2,930	18

Source: HUD Comprehensive Housing Affordability Strategy (CHAS) dataset, based on 2013-2017 ACS

TABLE 22: HOUSING PROBLEMS AND COST BURDEN IN LOS ANGELES COUNTY BY INCOME AND TENURE

Household by Type, Income & Housing Problem	Renters (%)	Owners (%)	Total HHs (%)
Extremely Low (0-30% AMI)	79	21	19
With any housing problems	84	76	83
With cost burden > 30%	82	75	81
With cost burden > 50%	70	63	68
Very Low (31-50% AMI)	68	32	15
With any housing problems	91	68	83
With cost burden > 30%	84	65	78
With cost burden > 50%	38	44	40
Low (51-80% AMI)	59	41	18
With any housing problems	68	60	65
With cost burden > 30%	53	54	53
With cost burden > 50%	11	23	16
Moderate/Above Moderate (>80% AMI)	38	62	48
With any housing problems	25	24	25
With cost burden > 30%	15	20	18
With cost burden > 50%	1	4	3
Total Households	54	46	100
With any housing problems	62	39	52
With cost burden > 30%	54	35	45
With cost burden > 50%	29	16	23

Source: HUD Comprehensive Housing Affordability Strategy (CHAS) dataset, based on 2013-2017 ACS

2. OVERCROWDING

HCD defines overcrowding as more than one person per room, including the living room and dining room, but excluding the kitchen and bathroom. Overcrowding occurs when some households cannot accommodate high-cost burdens and instead accept smaller housing or share housing with other individuals or families. The following situations may result in overcrowding:

- A family living in a home that is too small;
- A family that houses extended family members; or
- Unrelated individuals or families doubling up to afford housing.

However, cultural differences may also contribute to the overcrowded conditions. Some cultures may prefer to share living quarters with extended family members, increasing their household sizes and creating a need for appropriately sized, affordable units.

Due to the additional stress imposed by more people living within a unit, overcrowding can strain physical facilities and the delivery of public services, reduce the quality of the physical environment, contribute to a shortage of parking in a neighborhood, and accelerate the deterioration of homes.

According to the 2015-2019 ACS, about 5% of Culver City households are living in overcrowded conditions (786 households) (Table 23). Overcrowding was significantly more common among renter-households when compared to owner-households. About 82% of overcrowded households are of renter households. Culver City residents live in relatively less crowded housing conditions than the rest of Los Angeles County, according to the ACS. The overall rate of overcrowding in the County is more than double that of Culver City at 11%, compared to 5% in the city.

TABLE 23: OVERCROWDING BY TENURE IN CULVER CITY (2019)

	Renters		Owners		Total	
	#	%	#	%	#	%
Overcrowded Households (1.01-1.5 persons per room)	363	4.5	116	1.3	479	2.9
Severely Overcrowded (1.5+ persons per room)	283	3.5	24	0.3	307	1.8
All Overcrowded Households	646	82.2	140	17.8	786	4.7
All Households	8,028	47.8	8,768	53	16,796	100.0

Source: BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table DP04

3. SPECIAL NEEDS

Certain groups in a community may have greater difficulty finding decent, affordable housing due to special circumstances, such as those related to one's age, family characteristics, disability, or employment. As a result, some Culver City residents are at a greater risk of experiencing a cost burden, overcrowding, or other housing problems.

State Housing Element law considers persons with disabilities (including those with developmental disabilities), seniors, large households, female-headed households with children, persons experiencing homelessness, farmworkers, and extremely low-income persons and households to be "special needs" groups. These groups are not mutually exclusive, as a person or household may fall into more than one category. For example, a senior living alone may have a disability and live below the poverty level; or a large household may be female-headed and include a senior. Table 24 summarizes the population and households within these groups in Culver City.

TABLE 24: CULVER CITY'S SPECIAL NEEDS POPULATIONS/HOUSEHOLDS (2019)

Special Needs Group[1]	# of Persons/ Households	% of Population/ Households
Households with Seniors[2]	4,779	28
Senior-Headed Households	4,136	25
Persons with a Disability	3,638	9
Persons with a Developmental Disability	485	1
Single Female-Headed Households with Children	577	3
Large Family Households (5+ persons)	658	4
Farmworkers (persons)[3]	29	<0.1
Persons Experiencing Homelessness	216	1
Extremely Low-Income Households	1,940	12

Sources: BOC, 2015-2019 American Community Survey, 5-Year Estimates; CA Dept. Developmental Services, 2019; Los Angeles Housing Services Authority (LAHSA), Greater Los Angeles Homeless Count, 2020; HUD Comprehensive Housing Affordability Strategy (CHAS) dataset, based on 2013-2017 ACS

Notes:

1. *All data is from the 2015-2019 ACS, except for Persons with Developmental Disabilities (CA DDS), Persons Experiencing Homelessness (LAHSA), and Extremely Low-Income Households (CHAS).*
2. *Includes all households with one or more person age 65 and over.*
3. *Includes all members of the civilian population over 16 employed in farming, fishing, and forestry occupations.*

PERSONS WITH DISABILITIES

Federal laws define a person with a disability as "any person who has a physical or mental impairment that substantially limits one or more major life activities; has a record of such impairment; or is regarded as having such an impairment." In general, a physical or mental impairment includes hearing, mobility and visual impairments, chronic alcoholism, chronic mental illness, AIDS, AIDS Related Complex, and mental retardation that substantially limits one or more major life activities. Major life activities include walking, talking, hearing, seeing, breathing, learning, performing manual tasks, and caring for oneself.

According to the 2015-2019 ACS, about 9% (3,638 persons) of the population reported one or more disabilities. Disabilities are more common among the senior population, with 63% of the population with disabilities being 65 years or older (see Table 25). Disability type also varies by age. Most seniors with disabilities have ambulatory difficulties and independent living difficulties, while cognitive difficulties are most common among children (see Table 26).

TABLE 25: POPULATION WITH DISABILITIES IN CULVER CITY (2019)

Age (Years)	# Persons with a Disability	% of Population with a Disability	% of Total Population
Under 5	0	0	0
5 - 17	232	6	4
18 - 64	1,128	31	4
65 years and over	2,278	63	36
Total	3,638	100	9

Source: BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table S1810

TABLE 26: DISABILITY TYPE BY AGE IN CULVER CITY (2019)

Disability Type[1]	% of Population with a Disability			
	Under 18	18 to 64	65+	Total
With a hearing difficulty	25	21	34	30
With a vision difficulty	16	23	26	24
With a cognitive difficulty	71	46	33	39
With an ambulatory difficulty	14	39	57	49
With a self-care difficulty	58	14	29	26
With an independent living difficulty	--	41	60	50
Total Disabled Persons	232	1,128	2,278	3,638

Source: BOC, 2015-2019 American Community Survey, 5-Year Estimates, Table S1810
Note: 1. A person may have more than one disability type.

Because a disability may prevent a person from working, restrict mobility, or make independent living and self-care difficult, persons with disabilities often have special housing needs. These needs may be related to limited income, accessibility, and location near public transportation and other services. Additionally, some persons with disabilities may need to reside in supportive housing or an institutional setting. State and federal legislation, including the Americans with Disabilities Act (ADA) mandate that a percentage of units in new or substantially rehabilitated multi-family projects be made accessible to individuals with limited physical mobility. However, given the age of Culver City's housing stock, there are limited accessible units within the city. The City's Zoning Code allows for reasonable accommodations following state and federal requirements to allow exceptions to zoning regulations to better accommodate a person with a disability. Reasonable accommodations are discussed in further detail in the Housing Constraints section of the Housing Element.

PERSONS WITH DEVELOPMENTAL DISABILITIES

State law considers an individual's "developmental disability" to be severe and chronic if it:

- Is attributable to a mental or physical impairment or combination of mental and physical impairments;
- Manifests before the individual attains age 18;[10]
- Is likely to continue indefinitely;
- Substantially limits a person's ability to function in three or more of the following major life activity areas: self-care, receptive and expressive language, learning, mobility, self-direction, capacity for independent living, or economic self-sufficiency; and
- Requires a combination and sequence of special, interdisciplinary, or generic services, individualized supports, or other forms of assistance that are of lifelong or extended duration and are individually planned and coordinated.

The Census does not record developmental disabilities. However, according to the California Department of Developmental Services, there are an estimated 485 persons with developmental disabilities living in Culver City. About 52% of these residents with developmental disabilities were 18 years or older. About 75% of the residents with developmental disabilities were living with parents or guardians while 15% were living independently.

While many persons with developmental disabilities can live and work independently, some may require a group living environment with supervision and support. Individuals with more severe disabilities may require an institutional setting where regular medical care and physical therapy can be provided.

According to the State Community Care Licensing Division, there are two facilities with a total capacity for 10 individuals providing 24-hour non-medical care for adults ages 18-59 who need assistance with their daily needs. Additionally, there are seven facilities within the City providing residential care for persons over 60, with a total capacity of 324 persons. Residential care facilities for six or fewer persons are permitted by-right in Culver City in all residential zones and all commercial zones allowing residential development. Larger facilities are generally permitted with a conditional use permit. These requirements are discussed in more detail in the Housing Constraints section of the Housing Element.

ELDERLY

Seniors (persons age 65 and above) are gradually becoming a more substantial segment of the population. Americans are living longer and having fuller lives than ever before in our history and are expected to continue to do so. Elderly households are vulnerable to housing problems due to limited income, the prevalence of physical or mental disabilities, limited mobility, and high healthcare costs. The elderly, particularly those with disabilities, may face increased difficulty in finding housing accommodations.

According to the 2015-2019 ACS, about 17% of the city's population was seniors (Table 27). Between 2010 and 2017, the proportion of elderly persons increased slightly from 15 to 17% (an increase of 670 persons) and senior-headed households increased from 23 to 25% (an increase of 260 households).

Many seniors depend on fixed incomes and many have some type of disability. According to the 2015-2019 ACS, 36% of the total senior population has a disability (Table 25). Senior homeowners may be physically unable to maintain their homes or cope with living alone. The housing needs of this group can be addressed through smaller units, second units on lots with existing homes, shared living arrangements, congregate housing, and housing assistance programs.

[10] *The State of California defines developmental disabilities slightly differently than federal law. The main difference is the manifestation age, which is established at 22 under the federal definition.*

TABLE 27: SENIOR POPULATION AND HOUSEHOLD SHARES IN CULVER CITY

Year	Population over 65		Senior-Headed Households	
	#	% of total	#	% of total
2010	5,806	15	3,876	23
2019	6,476	17	4,136	25

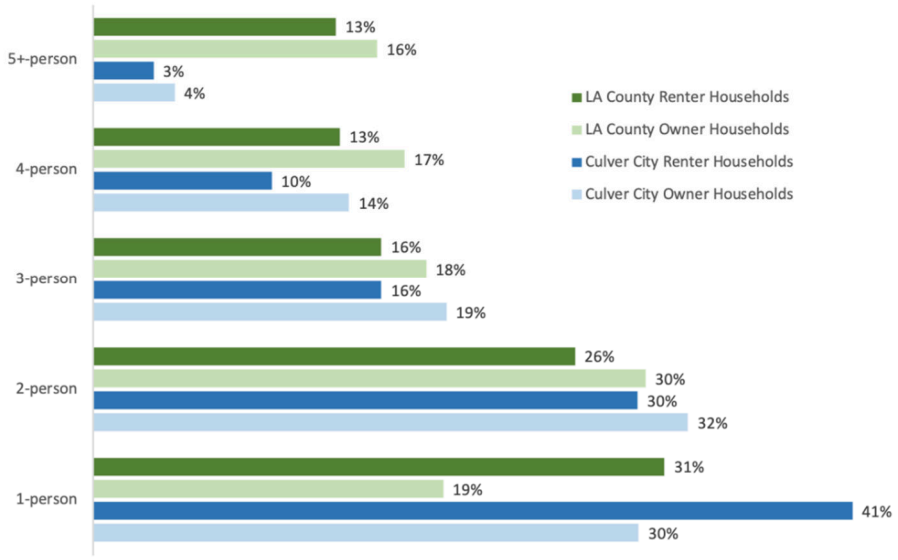
Source: BOC, Census, 2010; 2015-2019 American Community Survey, 5-Year Estimates, Table S1810

LARGE HOUSEHOLDS

Large households are defined as those with five or more members. These households are usually families with two or more children or families living with extended family members such as in-laws or grandparents. It can also include multiple families living in one housing unit to save on housing costs. Large households are a special needs group because the availability of adequately-sized, affordable housing units to serve their needs is often limited. To save for necessities such as food, clothing, and medical care, lower- and moderate-income large households may live in smaller units, resulting in overcrowding.

As shown in Figure 4, households with five or more members comprise the smallest proportion of households in Culver City, at just 4% of owner households and 3% of renter households. While this is generally consistent with the size composition of the city's housing stock (see Table 14), it may also suggest that high housing costs for larger units deter large families from moving into the community. When compared to LA County, Culver City has a significantly higher proportion of one person households. Culver City's proportion of larger households, including four person households and households with five or more people, is lower than the County's.

FIGURE 4: HOUSEHOLD SIZE IN CULVER CITY AND LA COUNTY BY TENURE



Source: BOC, Census, 2010; 2015-2019 American Community Survey, 5-Year Estimates, Table B25009

SINGLE-PARENT AND FEMALE-HEADED HOUSEHOLDS

Single-parent households, particularly female-headed households, often require special consideration and assistance because they tend to have a greater need for affordable housing, accessible daycare, healthcare, and other supportive services. Due to their relatively lower per-capita income and higher living expenses, including daycare, single-parent households have limited opportunities to find affordable, decent, and safe housing.

The number of households that are families with children has not changed greatly in the past decade (see Table 28). In 2019, 27% of households had children, compared with 25% of households in 2010. According to the 2015-2019 ACS, about 825 single-parent households lived within Culver City, representing 5% of the city's households. The majority (70%) of these single-parent households were female-headed. The number of single-parent households, including female-headed, single-parent households, has declined slightly since 2010. While these households make up a small proportion of the population, their needs may be particularly acute due to the factors listed above. Additionally, families with children still make up a quarter of the households in Culver City and may require special assistance.

TABLE 28: HOUSEHOLDS WITH CHILDREN IN CULVER CITY

Household Type	2010		2019	
	#	%	#	%
Households with children under 18	4,266	25	4,464	27
Single-parent households	1,050	6	825	5
Female-headed households with children	722	4	577	3
All Culver City households	16,870	100	16,796	100

Source: BOC, 2006-2010 and 2015-2019 American Community Survey, 5-Year Estimates, Table S1101

FARM WORKERS

Farmworker households tend to have high rates of poverty, disproportionately live in housing that is in poor condition, have high rates of overcrowding, have low homeownership rates, and are predominately members of minority groups. Migrant farmworkers generally live near agricultural areas. Although agriculture produces a total annual gross value of about $136 million per year in LA County, no agricultural activities are found in Culver City or the surrounding communities.[11] Further, the city does not have any areas zoned for agriculture. The 2019 ACS identified only 29 persons (0.1% of the civilian employed population 16 years over) working in farming, fishing, and forestry occupations in Culver City. Based on the above, farm workers are not considered to be a special needs group in Culver City.

PERSONS EXPERIENCING HOMELESSNESS

HUD considers a person to be living in a state of homelessness if the person lacks a fixed, regular, and adequate night-time residence, or if:

- The person is living in a place not meant for human habilitation, in emergency shelter, transitional housing, or is exiting an institution where they temporarily resided;
- The person may lose their primary nighttime residence, which may include a motel or hotel, or a doubled-up situation, within 14 days;
- A family with children or unaccompanied youth is unstably housed; or
- The person is fleeing or attempting to flee domestic violence.

Shelter and service needs of the homeless population are significantly different depending on the population subgroup. A Continuum of Care (CoC) is a program designed to assist a community in its effort to end homelessness by funding nonprofit providers, helping State and local governments quickly rehouse individuals and families experiencing homelessness; improve access to homeless services; and help individuals and families experiencing homelessness become self-sufficient. Los Angeles County's CoC approach to homelessness is a coordinated and systematic local approach to meet the needs of individuals and families experiencing homelessness within these subgroups: chronic persons experiencing homelessness, episodic persons experiencing homelessness, and persons at risk of becoming homeless.

[11] *2017 Crop and Livestock Report, Los Angeles County Agricultural Commission.*

HOMELESS COUNT

While HUD mandates a homeless count every two years for all communities that receive federal funds for homeless programs, the Los Angeles Housing Services Authority (LAHSA), the lead agency for the Los Angeles CoC, conducts a homeless count yearly (see Table 29). The Point-in-Time Count provides a snapshot of the number of people without a permanent, habitable place to live.

The Count revealed a 68% increase in the number of men, women, and children experiencing homelessness in the Los Angeles CoC between 2016 and 2020. There were 66,436 persons experiencing homelessness in 2020, compared to 39,587 in 2016. There were notable increases in the number of unsheltered individuals (56%).

For Culver City, the Count showed a 67% increase in the total number of persons experiencing homelessness. The number of unsheltered persons increased dramatically by 109%, and the largest increase was for those living in tents and encampments (142% increase). While the number of persons experiencing homelessness has increased significantly in recent years, the City's population of persons experiencing homelessness accounts for just 0.3% of the total County homeless population.

TABLE 29: POINT-IN-TIME HOMELESS POPULATION COUNTS IN CULVER CITY AND LA COUNTY

	Culver City			Los Angeles County		
	2016 #	2020 #	% Change	2016 #	2020 #	% Change
All	129	216	67	39,587	66,436	68
Unsheltered	80	167	109	30,753	48,041	56
On the Street	28	62	121	10,850	17,059	57
In Cars/Vans/Campers	40	76	90	12,166	18,904	55
In Makeshift Shelters/Tents	12	29	142	7,737	12,078	56
Sheltered	49	49	0	8,847	18,395	108
In Emergency Shelters	49	49	0	4,387	14,077	221
In Transitional Housing	0	0	0	4,445	4,234	-5
In Safe Havens	0	0	0	15	84	460

Source: LAHSA, Homeless Counts by Community/City Dashboard, 2016, 2020

EMERGENCY SHELTER FACILITIES

Senate Bill 2 of 2007 (*Government Code* §65583) strengthened the planning requirements for local governments in emergency and transitional housing. Cities must estimate the number of persons in need of emergency shelter and determine whether adequate capacity currently exists to serve the need. If there is insufficient capacity, cities are required to identify zones where emergency shelters may be established "by-right" (i.e., without a conditional use permit).

There is one full-time emergency shelter within Culver City, Upward Bound House, located at the intersection of Washington Boulevard and Beethoven Street. This facility was approved for conversion from a motel to an 18-room emergency shelter in 2008. A maximum of 60 persons can be accommodated at the facility. The Housing Division handles the majority of housing referrals for persons experiencing homelessness. The Culver City Senior Center (4095 Overland Avenue also offers housing referral program materials. The Upward Bound House only focuses on families experiencing homelessness and not on single men or women; it does not meet the need of the entire Culver City homeless population. To minimize constraints to providing additional shelter facilities as SB 2 requires, the Zoning Code allows Emergency Shelters by-right in portions of the Industrial General (IG) zone and the East Washington Boulevard Overlay zone, an area which includes about 24 acres (119 parcels). These parcels are located along transportation corridors and therefore have access to services.

Additionally, on March 22, 2021, the City Council directed staff to move forward with the Venice Parking Lot site (9415-25 Venice Blvd.) to build 10 modular units for temporary shelter, affordable housing, or permanent supportive

housing. A budget of $3 million has been allocated to this project. Another $6.8 million has been allocated to construct and operate a 70-bed sprung shelter on the Venice Parking Lot site.

EXTREMELY LOW INCOME HOUSEHOLDS

State law requires that cities analyze the existing and projected housing needs for extremely low income (ELI) households. ELI households have incomes that are 30% or less of the AMI, adjusted for household size. The 2020 AMI for LA County was $77,300 (see Table 20), meaning that a four-person household considered to be ELI has an income of $33,800 or less.[12]

ELI households have various housing problems and needs. The relatively high cost of housing on the Westside often results in cost burden or overcrowding when ELI households "double-up" with more than one family sharing living space. Such conditions may lead to overtaxed utilities and infrastructure, stress, and adverse health effects. According to the 2013-2017 CHAS, there are 1,940 ELI households in Culver City. ELI impacts renter households and senior households disproportionately. Among the ELI households, 66% are renters and 34% are owners. Senior households make up 39% of ELI renters and 64% of ELI owners.

However, ELI renter and owner households are similarly affected by housing problems and cost burdens (see Table 30). About 80% of ELI households have at least one housing problem,[13] and 79% are cost-burdened, paying more than 30% of their monthly income on housing.

TABLE 30: ELI HOUSEHOLDS BY TYPE AND TENURE IN CULVER CITY (2017)

	Renter				Owner				Total
	Senior	Large[1]	All	All (%)	Senior	Large	All	All (%)	
ELI households (#)	495	40	1,280	66	420	0	660	34	1,940
Any housing problem (%)	76	100	82		80	0	77		80
Cost-burdened (%)	77	100	80		80	0	78		79

Sources: HUD Comprehensive Housing Affordability Strategy (CHAS) dataset, based on 2013-2017 ACS

Note: 1. Large households are households containing five or more members.

Though RHNA does not specifically call out ELI households as a category, meeting the housing needs of these persons is an issue for all municipalities. The Culver City Zoning Code allows the development of single room occupancy (SRO) housing as part of mixed use developments. The Zoning Code requires each SRO unit to include bathroom and kitchen facilities and must be a minimum of 200 square feet. SROs help to meet the needs of extremely-low- and very-low-income individuals.

12 HCD publishes annual household income limits for each county in California. The published income limits for extremely low, very low and low income households are used to determine eligibility for some assistance programs and are adjusted upward in high housing cost areas like Southern California. Therefore, the income limits published by HCD for Los Angeles County are higher than the calculated income categories that would result from the applicable percentages of AMI.

13 There are four housing problems in the CHAS data: 1) housing unit lacks complete kitchen facilities; 2) housing unit lacks complete plumbing facilities; 3) household is overcrowded; and 4) household is cost-burdened.

VII. ASSISTED HOUSING AT RISK OF CONVERSION

1. OVERVIEW OF ASSISTED AND AT RISK UNITS

As part of the Housing Element, jurisdictions are required to identify lower income multi-family rental units with affordability covenants that could expire during the coming 10-year period (2021-2031). Appendix C lists affordable units that either participate in a federal, state, or local assistance program, or are income-restricted through some other control measure like a density bonus. The list specifically identifies those projects that may be at risk of converting to market rate housing. This information is used to establish quantified objectives for units that can be conserved during this planning period.

As noted in Appendix C, Table C- 1, 310 assisted rental housing units were identified in Culver City. Assisted affordable units that are at-risk of conversion during 2021-2031 are listed in Table C- 1. As shown in the table, there are a total of 231 units that are at risk during this period: 59 very low income units, 134 low income units, and 38 moderate income units.

2. AT RISK STATUS

California Housing Element Law requires Housing Elements to include a study of all lower income rental housing units that may be lost from the affordable inventory through the expiration of affordability restrictions during the next ten-year period. For this Housing Element, the at-risk analysis covers the period from October 15, 2021, through October 15, 2031.

The premise of the Redevelopment Agency Housing Set-Aside Fund was to increase, improve, and preserve the community's supply of affordable housing for families of very-low, low- and moderate-incomes (*Health and Safety Code* §33334.2(a)). Eligible activities included acquisition, rehabilitation, rental assistance, and assistance to first-time home buyers. In exchange for the use of Housing Set-Aside Funds, income and affordability restrictions were placed on the property in the form of covenants. These covenants are for 45 years for ownership projects and 55 years for rental projects. Covenants are still in effect despite of the elimination of the Redevelopment Agency. The Culver City Housing Authority oversees existing covenants. In Culver City, over the next 10 years, affordability covenants on 231 units have the potential to expire. These include three senior housing projects (190 units), one family rental housing project (20 units), and three group homes serving 21 persons experiencing homelessness and persons with developmental and physical disabilities. To estimate costs, the 21 persons being accommodated at the group homes are treated as separate "households" as they each can be relocated to different housing arrangements as a preservation option.

3. COST ANALYSIS

PRESERVATION COSTS

Preservation of at-risk units can be achieved by providing project-based rental assistance program. This type of assistance largely depends on the income of the household, the housing costs of the unit, and the number of years the assistance is provided. Given that most of the units at risk are either senior units or for persons with disabilities, and both groups tend to have smaller household size and lower incomes, the amount of subsidies required can be extensive. For a very low income two-person household in LA County, affordable rent is about $960 (2020 level). The difference between what this household can afford and the median rent for a one-bedroom unit ($3,480) is $2,520 per month, resulting in an estimated $30,240 in subsidy per unit per year and $6.38 million per year for the 211 units for seniors and persons with disabilities.

For the other 20 rental units not dedicated to a target population, an estimated subsidy of $1,768 per month per unit would be required based on the affordable rent of $2,030 for a four-person low income household and the median

rent of $3,798 for a three-bedroom unit. Overall, $424,320 would be required annually to subsidize the 20 rental units.

NEW CONSTRUCTION/REPLACEMENT

New construction implies construction of a new property with the same number of units and similar amenities as the one removed from the affordable housing stock. The cost of constructing new housing units can vary greatly depending on factors such as location, density, unit sizes, construction materials, and on- and-off-site improvements. The cost to construct a new unit in the City can easily exceed $600,000.[14] To replace the 231 at-risk units would require more than $138 million.

[14] *Demystifying the High Cost of Multifamily Housing Construction in Southern California, February 2020, UC Riverside, School of Business.*

RESOURCES AND OPPORTUNITIES

I. OVERVIEW OF THE REGIONAL HOUSING NEEDS ASSESSMENT

The Regional Housing Needs Assessment (RHNA) is a key tool for local governments to plan for anticipated growth. The RHNA quantifies the anticipated need for housing within each jurisdiction for the 8-year period from October 2021 to October 2029. Communities then determine how they will address this need through the process of updating the Housing Element of the General Plan.

Under state law, regional councils of governments are required to develop housing needs plans for use by local governments in their Housing Element updates. The regional housing needs analysis is derived from the statewide growth forecast, which is then allocated to regions, cities, and counties based on a variety of factors such as local growth trends, future development potential, job growth, and physical constraints (e.g., floodplains, steep slopes, biological habitat). The current RHNA was adopted by SCAG in March of 2021. The methodology developed by SCAG to allocate the RHNA to local jurisdictions in the current planning cycle is notably different than previous cycles. In the 4th and 5th RHNA cycles, allocations were based only on projected household growth. In contrast, the 6th cycle methodology also considered existing housing needs, job accessibility, and transit accessibility. Also, special consideration was given to designated disadvantaged communities whereby a portion of their RHNA was distributed to jurisdictions that are not disadvantaged. According to SCAG's Final RHNA Methodology, disadvantaged communities are "jurisdictions with more than half of the population living in high segregation and poverty are low resource areas as defined by the California Tax Credit Allocation Committee (TCAC)/HCD Opportunity Index Scores".

1. 2021-2029 RHNA FOR CULVER CITY

SCAG determined the RHNA for each city within the SCAG region, plus the unincorporated areas. The total housing growth need for the City of Culver City during the 2021-2029 planning period is 3,341 units. This total is distributed by income category as shown in Table 31.

TABLE 31: 2021-2029 REGIONAL HOUSING NEEDS ASSESSMENT FOR CULVER CITY

Extremely Low*	Very Low	Low	Moderate	Above Moderate	Total
554	554	604	560	1,069	3,341
16.5%	16.5%	18.0%	17.0%	32.0%	100%

**The RHNA did not include the extremely low category. It is estimated to be ½ of the very-low-income need, per Government Code §65583.a.1. The total very-low-income RHNA is 1,108; therefore, 554 is designated as extremely-low-income and 554 is designated as very-low-income.*

Source: SCAG 6th Cycle Final RHNA Allocation Plan, adopted March 2021

2. INVENTORY OF SITES FOR HOUSING DEVELOPMENT

Section 65583(a)(3) of the *Government Code* requires Housing Elements to contain an "inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites." A detailed analysis of vacant land and potential redevelopment opportunities has been prepared and is described in Appendix B. The results of this analysis are summarized in Table 32 below, which indicates the number of dwelling units approved as well as potential units that could be built based on the analysis of parcels shown in Appendix B. The table shows that under the City's current General Plan, available capacity is not adequate to accommodate the 6th cycle RHNA, based on the selection of available sites using objective criteria and known conditions. After adopting the 2045 General Plan (anticipated in 2022), assuming the Preferred Land Use Map, opportunities for housing development in Culver City would be significantly expanded.

Assignment of sites into RHNA income level is based on a combination of density and site size. A default density of 30 dwelling units per acre (du/ac) or more is considered adequate to facilitate lower income housing, pursuant to State law (Assembly Bill [AB] 1397), provided that the site must be at least 0.5 acre in size. Sites meeting the selection criteria offer an overall 71% buffer above the RHNA for Culver City in the 6th cycle.[15]

TABLE 32: RHNA CAPACITY UNDER CURRENT AND GENERAL PLAN PREFERRED LAND USE MAP

	Lower	Moderate	Above Moderate	Total
RHNA	1,712	560	1,069	3,341
Approved/Entitled/Proposed/Pipeline Projects	122	20	358	500
Current General Plan				
Projected ADUs (Conversion/Expansion)	240	24	136	400
Low Density Two-Family/Medium Density Multi-Family	0	196	0	196
CG/CN	1,329	73	32	1,434
Capacity (Projects + Sites)	1,691	313	526	2,530
Surplus/(Shortfall)	(21)	(247)	(543)	(811)
2045 General Plan Preferred Land Use Map				
Incremental Infill				
Conversion/Expansion Scenario	240	24	136	400
Redevelopment Scenario	---	50	104	154
Opportunity Sites	60	40	493	593
Neighborhood Multi-Family (50 du/ac)	184	477	0	661
Mixed Use Medium (65 du/ac)	767	28	178	973
Mixed Use High (100 du/ac)	645	26	78	749
Neighborhood/Corridor MU1	0	73	32	105
Neighborhood/Corridor MU2	1,578	0	0	1,578
Capacity (Projects + Sites)	3,594	738	1,379	5,711
Surplus/(Shortfall)	1,882	178	310	2,370
% Buffer	110%	32%	29%	71%

15 HCD recommends a buffer of at least 15 to 30% to ensure that sufficient capacity exists in the Housing Element to accommodate the RHNA throughout the planning period. HCD, No Net Low Lass Memorandum, October 2, 2019.

II. FINANCIAL AND ADMINISTRATIVE RESOURCES

The City has access to several funding sources to preserve at-risk housing, improvement of existing housing, and development of affordable housing.

1. STATE AND FEDERAL RESOURCES

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM (CDBG)

Federal funding is available from the Department of Housing and Urban Development (HUD) through the CDBG program administered by Los Angeles County. The City receives about $200,000 in funding annually through Los Angeles County Development Authority (LACDA) CDBG Program. The City uses CDBG funds for programs serving seniors, persons with disabilities, and to fund infrastructure improvements.

Through the CARES Act, the City has received also additional one-time CDBG funding (CDBG-CV) from LACDA to address the needs associated with impacts of the COVID-19 pandemic.

SECTION 8 RENTAL ASSISTANCE

The Section 8 Housing Choice Voucher (HCV) program assists very low income seniors, families, and persons with disabilities with the cost of rental housing. Generally, a tenant pays 30% of their adjusted income towards the rent and the Section 8 program pays the balance directly to the landlord. The Culver City Housing Division selects program participants from a waiting list of qualified households, giving preference to Culver City residents, Veterans, the elderly and persons with disabilities. Currently, 215 households are being served with HCVs.

SB 2 PERMANENT LOCAL HOUSING ALLOCATION

In 2017, Governor Brown signed a 15-bill housing package aimed at addressing the State's housing shortage and high housing costs. Specifically, it included the Building Homes and Jobs Act (SB 2, 2017), which establishes a $75 recording fee on real estate documents to increase the supply of affordable homes in California. Because the number of real estate transactions recorded in each county will vary from year to year, the revenues collected will fluctuate.

The first year of SB 2 funds are available as planning grants to local jurisdictions. Culver City received $160,000 for planning efforts to facilitate housing production. For the second year and onward, 70 percent of the funding will be allocated to local governments for affordable housing purposes. A large portion of year two allocations will be distributed using the same formula used to allocate federal Community Development Block Grants (CDBG). However, as a non-entitlement jurisdiction participating in the CDBG program under the Los Angeles County CDBG program, Culver City is receiving funding under the Permanent Local Housing Allocation (PLHA) component of SB 2 through LACDA. SB2 PLHA funds can be used to:

- Increase the supply of housing for households at or below 60 percent of AMI
- Increase assistance to affordable owner-occupied workforce housing
- Assist persons experiencing or at risk of homelessness
- Facilitate housing affordability, particularly for lower and moderate income households
- Promote projects and programs to meet the local government's unmet share of regional housing needs allocation

2. LOCAL RESOURCES

CULVER CITY SUCCESSOR AGENCY

The Culver City Housing Authority serves as the City's Successor Agency to oversee the Low/Moderate Income Housing Asset Fund (LMIHAF). The City anticipates that about $12 million in LMIHAF will be available over the next six years. LMIHAF is used to implement the City's various housing programs. Planned uses of the LMIHAF have been incorporated in the housing programs of this Housing Element.

3. PUBLIC/PRIVATE PARTNERSHIPS

The City will partner with nonprofit housing developers to preserve and develop affordable housing. Active nonprofit developers in Southern California include, but are not limited to:

- Bridge Housing
- Community Corporation of Santa Monica
- Habitat for Humanity
- Jamboree Housing
- Linc Housing
- Los Angeles County Development Authority
- Many Mansions
- Mercy Housing
- Meta Housing
- National CORE

The City will actively pursue affordable housing opportunities with qualified developers.

III. ENERGY CONSERVATION OPPORTUNITIES

State law (*Government Code* §65583(a)(7)) requires a Housing Element to provide an analysis of opportunities for energy conservation in residential development. Not only do such energy conservation measures reduce consumption of non-renewable or limited resources, but they can also substantially lower housing maintenance costs. Despite the mild climate of Southern California, old fixtures and appliances and older housing construction may wastefully consume water, gas, and electrical resources.

In Culver City, where 50% of the housing stock was constructed before 1950 and more than two-thirds was built before the state adopted energy conservation standards in 1975, a substantial number of units are likely to be using energy and water inefficiently. The City's best strategy for effective energy conservation is to promote and encourage energy-efficient retrofitting of existing homes. Common and effective measures include weather-stripping, caulking doors and windows, and installing insulation in ceilings and walls.

All new residential construction in the city is required to be constructed in an energy efficient manner by complying with state energy conservation standards. Also, pursuant to the City's Solar Photovoltaic Ordinance, all new construction projects, commercial or multi-family, of 3 or more units or 10,000 new square feet or greater, are required to install 1 kilowatt (kw) of solar photovoltaic power for each 10,000 square feet of new construction, not including parking garage areas. Additionally, new additions of over 10,000 square feet or major renovations of over 10,000 square feet are required to install 1 kilowatt of solar photovoltaic power for each 10,000 square feet of major renovation or additional area. The solar photovoltaic requirement does not apply to new construction, major remodels, or additions of less than 10,000 square feet. One kilowatt of solar photovoltaic power is estimated to add less than half of 1% to the cost of construction. This ordinance not only helps to conserve energy, but also reduces greenhouse gas emissions.

The City's Green Building Ordinance also helps to reduce energy costs by requiring new developments to incorporate Leadership in Energy and Environmental Design (LEED) equivalent measures. These include energy-efficient glazing, additional building insulation, improved heating, ventilation, and air conditioning (HVAC) efficiency; planting or

retaining on-site trees providing shade; and using re-cycled materials during construction. While these requirements may add to the cost of development, energy conservation is a statewide goal. Many affordable housing programs also encourage the incorporation of green building measures. Furthermore, these measures would reduce long-term operating costs. There is no requirement that projects obtain LEED certification.

The City has also adopted a Water Conservation Ordinance designed to limit water consumption and effectively reduce monthly water costs.

These programs, along with land use strategies that promote transit-oriented development (TOD) projects, will further local and statewide energy conservation goals.

CONSTRAINTS

I. GOVERNMENTAL CONSTRAINTS

1. LAND USE PLANS AND REGULATIONS

GENERAL PLAN

Each jurisdiction in California must prepare a comprehensive, long-term General Plan to guide its future. The Land Use Element of the General Plan establishes the community's vision, goals, and policies for the city's urban form and physical development. The Land Use Element includes basic land use designations and density of development within the various areas of the City. In this way, the Land Use Element and its land use categories greatly influence the type and density of residential development that can occur with a jurisdiction. Culver City's current General Plan was adopted in 1996; however, a comprehensive update to the General Plan, including the Land Use Element, is currently underway and anticipated to be completed in the Fall of 2022. The update will include significant changes to the City's land use designations; therefore, both the current designations and draft proposed designations are discussed in this section.

Table 33 summarizes the six residential land use designations set forth in the existing Land Use Element. In addition to the residential land use categories, housing is also permitted in several commercial land use designations, including the Neighborhood Serving Corridor, General Corridor, and Downtown designations. Within the commercially designated areas, residential development must be part of a mixed-use (MU) development, which combines both commercial and residential uses within the same project. The industrial land use designations do not allow housing.

TABLE 33: CURRENT RESIDENTIAL LAND USE CATEGORIES - CULVER CITY GENERAL PLAN

Designation	Maximum Density (du/ac)	Description
Low Density – Single Family	8.7	One dwelling unit per lot on lots typically 5,000 square feet in area, Accessory Dwelling Units (ADUs), Junior ADUs (JADUs)
Low Density – Two Family	17.4	One to two dwellings per lot/parcel on parcels of not less than 5,000 square feet, ADUs, JADUs
Low Density – Three Family	29	Up to three dwelling units per parcel at not less than 1,500 square feet of net lot area per unit, ADUs, JADUs
Low Density -Multiple Family	15	Multiple family dwellings, as well as single family, two family and three family dwellings, on parcels of 15,000 square feet or more, ADUs, JADUs
Medium Density – Multiple Family	29	Multiple family dwellings, as well as single family, two family and three family dwellings, on parcels of up to 13,000 square feet, ADUs, JADUs
Planned Residential Development	Flexible	Large residential complexes which may consist of more than one building on a site of one acre or larger

Source: Culver City General Plan, 1996; ADU Ordinance (Code Section 17.400.095, 2020)

Table 34 summarizes the Preferred Land Use Map land use designations. Under the Preferred Alternative, new housing growth is distributed throughout the city. The previous Low Density Two Family, Three Family, and Multiple Family designations would be consolidated into the new Incremental Infill designations which would allow for infill development up to four units per parcel, inclusive of ADU and JADUs. The Neighborhood/Corridor designations would allow for a greater mix of uses compared to present conditions, including standalone residential, at more moderate densities. The proposed Mixed Use High designation allows for up to 100 units per acre, significantly higher than what is allowed in any designation under the existing Land Use Element.

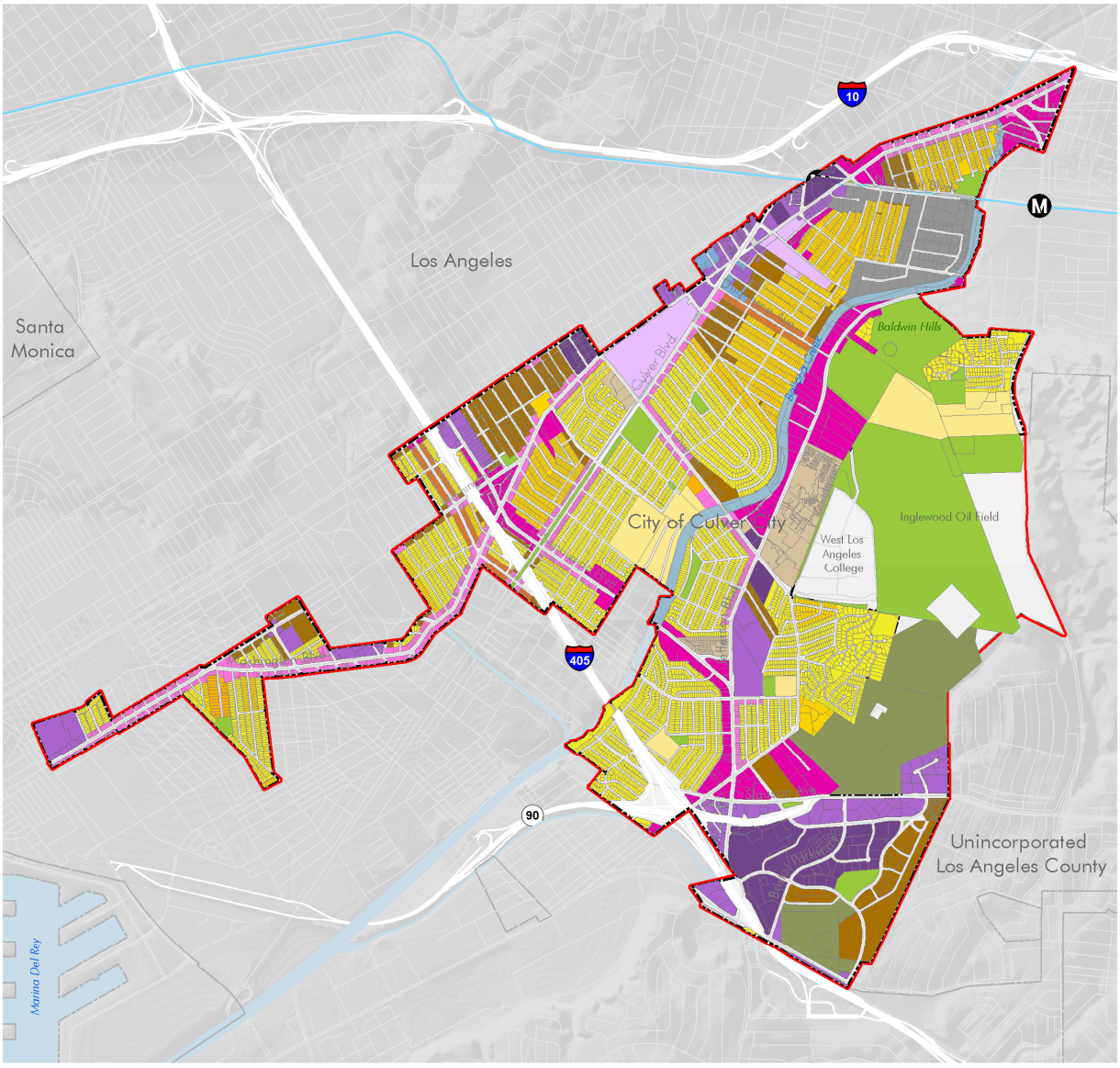
TABLE 34: DRAFT PREFERRED LAND USE MAP DESIGNATIONS - 2045 GENERAL PLAN

Proposed Designations	Maximum Density (du/ac)	Description
Incremental Infill A (Parcels <4,950 square feet)	8.7	• Detached single unit residential, ADUs, JADUs • Standards consistent with existing residential single family (R1) zoning •
Incremental Infill A (Parcels >4,950 square feet)	35	• Detached or attached single unit residential, ADUs, JADUs, duplexes, triplexes, and fourplexes • Standards consistent with existing R1 zoning • Allows up to 4 units per lot • 4th unit must be affordable • Triplex/fourplexes are inclusive of ADUs and JADUs
Incremental Infill B	35	• Detached or attached single unit residential, ADUs, JADUs, duplexes, triplexes, and fourplexes • Standards consistent with existing residential two family (R2)/ residential three family (R3) zoning • Allows up to 4 units per lot for R2 • Allows up to 5 units per lot for R3 • 4th unit must be affordable • Triplex/fourplexes are inclusive of ADUs and JADUs
Incremental Infill C	15	• Detached or attached single unit residential, ADUs, JADUs, duplexes, triplexes, and low density multi-family • Standards consistent with existing RLD zoning •
Corridor Multi-Family	30	• Detached or attached single unit residential, ADUs, JADUs, duplexes, triplexes, and moderate density multi-family • Standards consistent with RMD zoning • Allows up to 9 units per lot
Neighborhood Multi-Family	50	• Mix of multi-family residential •
Neighborhood/Corridor MU 1	35	• Lower-scale, mixed use blending residential, commercial, and retail uses and public spaces serving both surrounding neighborhoods and visitors from nearby areas •
Neighborhood/Corridor MU 2	50	• Moderate-scale, mixed use blending residential, commercial, retail uses, and public spaces •
Mixed Use Medium	65	• A broad range of commercial, office, and residential uses serving both surrounding neighborhoods and visitors from nearby areas •
Mixed Use High	100	• High-intensity active uses and mixed-use development, including retail stores, restaurant, hotels, services, residential, and office uses •
Industrial Mixed Use	65	• A transition between mixed-use and high industrial areas with a mix of residential and industrial uses •

Source: City of Culver City, City Council/Planning Commission Memo, June 28, 2021; Raimi and Associates, Designation Refinement Process, July 2021

As the City is updating the Land Use Element and the Housing Element simultaneously, it has ensured that the policies and land use designations of the Land Use Element will promote residential development to meet the City's RHNA; therefore, the 2045 General Plan preferred land use map designations will not constrain residential development within the city.

FIGURE 5: PREFERRED LAND USE MAP – 2045 GENERAL PLAN



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

0 0.25 0.5 1 Mile

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

Transportation Features
- E Line
- Metro Station

Other Features
- Water
- Parks and Open Spaces

Preferred Plan
- Ballona Creek
- Cemetery
- Corridor Multi Family
- Incremental Infill A
- Incremental Infill B
- Incremental Infill C
- Industrial Mixed Use
- Institutional
- Mixed Use High
- Mixed Use Medium
- Neighborhood Multi Family
- Neighborhood/Corridor MU 1
- Neighborhood/Corridor MU 2
- Open Space
- Planned Unit Residential
- Single Unit Residential
- Studio
- Transportation

ZONING DESIGNATIONS AND DEVELOPMENT STANDARDS

The City regulates the type, location, density, and scale of residential development through the Municipal Code. Zoning regulations serve to implement the General Plan and are designed to protect and promote the health, safety, and general welfare of residents. The Municipal Code also helps to preserve the character and integrity of existing neighborhoods, and sets residential development standards for each zone district. Once the City has adopted the new 2045 General Plan, a comprehensive update to the Zoning Code will be necessary to ensure that the Zoning Code is consistent with and can effectively implement the new General Plan. The following section contains an analysis of the current Zoning Code as it will continue to govern development in the City until updates are adopted.

The six zones that allow for exclusive residential use are as follows:

- R1 Single-Family Residential
- R2 Two-Family Residential
- R3 Three-Family Residential
- RLD Low Density Multiple-Family Residential
- RMD Medium Density Multiple-Family Residential
- RHD High Density Multiple Family Residential

In addition to these zones, residential uses are permitted within either mixed-use or live/work projects in the following four commercial zoning districts:

- CN Commercial Neighborhood
- CG Commercial General
- CC Commercial Community
- CD Commercial Downtown

A summary of the types of residential use permitted within each zoning district is provided in Table 35.

TABLE 35: PERMITTED RESIDENTIAL DEVELOPMENT BY ZONE

Housing Type Permitted	R1	R2	R3	RLD	RMD	RHD	CN	CG	CC	CD
Single-family Detached[1]	P	P	P	P	P	P				
Duplex		P	P	P	P	P				
Triplex			P	P	P	P				
Multi-Family				P	P	P				
Residential Care Facility (6 or fewer residents)	P	P	P	P	P	P	P	P	P	P
Residential Care Facility (7 or more residents)	C[3]	C[3]	C[3]	C	C	C	C	C	C	
Supportive Housing[4]	P	P	P	P	P	P	P[2]	P[2]	P[2]	P[2]
Transitional Housing[4]	P	P	P	P	P	P	P[2]	P[2]	P[2]	P[2]
Accessory Dwelling Units	P	P	P	P	P	P				
Emergency Shelters							C	C	C	
Single Room Occupancy Units							P[2]	P[2]	P[2]	P[2]
Senior Citizen Congregate Care				C	C	C	C	C	C	
Live/work units							P	P	P	P
Mixed Use Projects							P	P	P	P

P=Permitted Use; C=Conditional Use Permit Required
Source: Culver City Zoning Code

Notes:

1. *Includes factory built modular homes and mobile homes/manufactured housing on permanent foundations*
2. *Use only allowed as part of a mixed use project.*
3. *Only allowed on 5+ acre sites*
4. *Use is subject only to those restrictions that apply to other residential uses of the same type in the same zone.*

The East Washington Boulevard Overlay Zone also provides for some residential uses, including live/work units and mixed use projects. Emergency shelters are also permitted by-right in some portions of the Overlay Zone. Low income housing can be accommodated in all zones permitting residential use in Culver City. These may include accessory dwelling units (ADUs) in the R1, R2, and R3 districts, multi-family apartments in the RLD, RMD and RHD zones, as well as high-density commercial/residential mixed-use developments within the Commercial districts.

The Residential Hillsides Overlay Zone (RH) provides area-specific regulations for incremental improvement and sustainable development of hillside neighborhoods. It has slightly different development standards than underlying zoning, mostly taking slope constraints into account.

DEVELOPMENT STANDARDS IN RESIDENTIAL DISTRICTS

A summary of the development standards for the six zones permitting residential development is provided in Table 36. Allowable densities range from 8.7 units/acre in the R1 zone up to 29.0 units/acre in the RMD and RHD zones. These development standards continue to be viewed as necessary to protect the public health, safety, and welfare and maintain the quality of life, and are not considered constraints on the development of housing for all income levels.

The Planned Development (PD) District is applied to areas of existing large scale, multiple-family residential and commercial complexes and to sites suitable for similar large-scale development. Within the PD District, there is no maximum density - only minimum site area (one acre) and height limit (56 feet) apply. A Comprehensive Plan establishes all other standards within the PD District.

TABLE 36: DEVELOPMENT STANDARDS IN RESIDENTIAL ZONES

Development Standard[6]	R1	R2	R3	RLD	RMD	RHD
Minimum Lot Area (sq.ft.)[1]	5,000	5,000	5,000	5,000	5,000	5,000
Minimum Front Yard (ft.)	20	15	10[2]	10[2]	10[2]	10[2]
Minimum Interior Side Yard (ft.)	5	4	5	10	5	10
Minimum Rear Yard (ft.)	15	10	10	15	10[3]	15
Maximum Building Height (ft.)	30	30	30	30	30	40
Maximum Density (units/acre)[4]	8.7	17.4	26.1	15.0	29.0[5]	29.0
Minimum Unit Size (sq. ft.)	1,000 ground floor	SF: 1,000 Duplex: 750/unit	SF: 1,000 Duplex/ Triplex: 750/unit	Micro-unit: 350 Studio: 500 1 Bedroom: 700 2 Bedroom: 900 3 Bedroom: 1,100 >3 Bedroom: 1,100 + 150 for each additional bedroom		

Source: Culver City Zoning Code, 2021
Notes:

1. *Condominium, townhome, or planned development projects may be subdivided with smaller air space sizes for ownership purposes.*
2. *Or one-half of building height, whichever is greater*
3. *5 feet when adjacent to an alley*
4. *Based on applicable minimum development standards (excluding density bonus)*
5. *Up to a maximum of 9 units (excludes RMD parcels on Grand View Blvd. between Washington Pl. and Herbert St.)*
6. *Parcels subject to the RH Overlay may have slightly different standards based on slope.*

DEVELOPMENT STANDARDS IN MIXED-USE DISTRICTS

Residential/commercial mixed-use projects are allowed in four of the City's six commercial zoning districts at a base density of 35 units per acre. In February 2021, the City Council approved an ordinance modifying the City's mixed-use development standards and modified the Community Benefit Incentive program to require a minimum of 15 percent affordable units in new mixed-use projects while also providing an increase in the base density up to 65 units per acre (see Table 37). The ordinance further incentivizes affordable units within mixed-use developments for projects that also qualify for a State Density Bonus by allowing the State bonus to be calculated in addition to the Community Benefit Density Bonus, thus resulting in higher density. In other words, the State Density Bonus would be calculated based on the Community Benefit Density of 50-65 units per acre rather than calculated based on the base density of 35 units per acre.

Development standards for mixed-use projects are summarized in Table 37. These development standards allow building heights ranging from 35 to 56 feet depending on location. The 35-foot height limit only applies to parcels that are adjacent to lower-density R1 or R2 areas. The 56-foot height limit is on parcels in the CD and CG zones where they will not create conflicts with adjacent residential uses or on sites that are adjacent to a parcel in another jurisdiction where a density higher than 35 units/acre is permitted.

TABLE 37: MIXED-USE DEVELOPMENT STANDARDS

Minimum Lot Size			
5,000 square feet *(Two or more abutting parcels may be combined to create a total site development area that is at least 5,000 square feet.)*			
Density			
Base Density: 35 dwelling units/acre Density with Community Benefit Incentive: 1. Up to 50 dwelling units/acre; or, 2. Up to 65 dwelling units/acre on lots identified for transit-oriented development; or, 3. Up to a density allowed by an abutting jurisdiction (up to 65 dwelling units/acre) on a split jurisdiction lot For projects that also qualify for a State Density Bonus, the density bonus shall be calculated in addition to the Community Benefit Density.			
Height			
Adjacent to R1 or R2 Zone	*Adjacent to R3, RLD, RMD, or RHD Zone*	*Adjacent to Non-Residential Zone*	*Split Jurisdiction Lot*
CN/CD/CG Zone: • 35 ft • 45 ft for portion of building ≥35 ft from R1/R2 Zone	CN Zone: 45 ft CD/CG Zone: • 45 ft on lots <150 ft in depth • 56 ft on lots ≥150 ft in depth	CN Zone: 45 ft CD/CG Zone: 56 ft	CN Zone: 45 ft CD/CG Zone: 56 ft
Setbacks[1]			
Building Height	*Front*	*Side and Rear Adjacent to Residential Zone[4]*	*Side and Rear Adjacent to Non-Residential Zone*
Underground	None Required		
Portion of building ≤15 ft	Ground-level 15 ft pedestrian setback required, except setback may vary from 0-15 ft when pedestrian improvements are included in the setback area as approved by the Director[2]	10 ft[3,5]	0 ft[5]
Portion of building >15 ft	5 ft	60 degree clear-zone angle must be maintained, measured from 15 ft above existing grade and 10 ft from the rear/side property lines	0 ft[5]
Portion of building >35 ft abutting R1 or R2 Zone	N/A	35 ft	N/A
Portion of Building >45 ft abutting R3, RLD, RMD or RHD Zone	N/A	50 ft	N/A

Source: Culver City Zoning Code, 2021

1. *Screening, landscaping or greater setback than prescribed herein, may be required where necessary to comply with visual clearance requirements for driveways and where the reviewing authority under a site plan review may condition the use necessary to protect the public interest due to lot, site plan or building configuration and operations.*
2. *Pedestrian improvements include landscaping, benches, outdoor dining, planters, additional bike racks, additional street trees, small plazas, mobility related improvement, or other similar features.*
3. *Adequate screening and landscaping shall be provided*
4. *The width of an alley may be credited toward the setback requirement for properties adjacent to residential zones.*
5. *If abutting an alley, a minimum 2-foot setback is required, except within the TOD area.*

OFF-STREET PARKING REQUIREMENTS

The City's parking requirements for residential zones vary by residential type and housing product (Table 38). Two off-street parking spaces are required per unit for single-family, duplex, or triplex dwellings. Parking requirements for multi-family dwellings and the residential component of mixed-use development are based on the number of bedrooms and include standards for guest parking. Mobile homes are required to have one space per site, plus one guest parking space for each two mobile home sites. The Code does not have a direct incentive to reduce parking standards for providing affordable housing. However, the city's Density Bonus Ordinance includes incentives following *Government Code* §65915. The number of parking spaces provided may also be reduced by paying parking in-lieu fees or for implementing mobility measures as part of project approval.

The graduated parking requirement based on unit size in multi-family projects, and the reduced standard for senior housing units help encourage development of smaller, more affordable units. Reductions in parking for mobility measures aimed at improving transportation options for non-drivers can also benefit residents of affordable projects and encourage the development of new affordable housing. These parking standards are reasonable and do not act as a constraint to affordable developments.

The City is pursuing a comprehensive parking code update which will consider eliminating parking minimums, adopting parking maximums, and measures to reduce required parking by implementing transportation demand management measures.

TABLE 38: RESIDENTIAL PARKING REQUIREMENTS

Type of Unit	Minimum Parking Space Required
Single Family, duplex, and triplex units, includes supportive housing and transitional housing	2 spaces per dwelling unit
Mobile home park	1 space for each mobile home site plus 1 guest space for each 2 mobile home sites
Multi-family dwellings and residential component of mixed-use development, includes supportive housing and transitional housing	Studio micro-units – 0.5 space, or 0 spaces for units in the TOD district
	Studio and 1 bedroom, less than or equal to 900 sf - 1 space
	Studio and 1 bedroom, greater than 900 sf - 2 spaces
	2-3 bedroom units – 2 spaces
	4 bedroom units – 3 spaces (plus 1 space for every bedroom greater than 4)
	Guest parking – 1 space for every 4 units
Accessory dwelling units	None required
Live/work unit	Up to 900 sf – 2 spaces 900 sf to 1500 sf–3 spaces Greater than 1500 sf – 4 spaces
Senior housing	1 space per unit, plus 1 guest parking space for each 10 units
Senior citizen congregate care housing	1 space for each 2 residential units, plus one guest/employee space for each 4 units
Single room occupancy units	0.5 spaces per unit, none required if within TOD district
Residential care facilities	1 space for each 3 patient beds

Source: Culver City Zoning Code, 2021

DENSITY BONUS

State density bonus regulations have changed significantly in recent years. AB 1763, adopted in 2019, requires a density bonus to be granted for projects that include 100 percent lower income units, but allows up to 20 percent of total units in a project that qualifies for a density bonus to be for moderate-income households. Additionally, density bonus projects must be allowed four incentives or concessions, and developments within ½ mile of a major transit stop are allowed a height increase of up to three additional stories or 33 feet. For most projects, a density bonus of 80 percent is required; however, there are no limitations on density for projects located with ½ mile of a major transit stop. The bill also allows developers to request the elimination of minimum parking requirements for rental units affordable to lower-income families that are either supportive housing or special needs housing, as defined. AB 2345, which took effect on January 1, 2021 further incentivizes the production of affordable housing by increasing the maximum density bonus from 35 percent to 50 percent for projects not composed exclusively of affordable housing.

The City last updated its Zoning Ordinance pertaining to Density Bonus in 2005 (Chapter 17.580). However, the ordinance was written in anticipation of future state legislative changes to density bonus law in that it consistently references California Government Code Section 65915 rather than explicitly stating the requirements within the ordinance. Therefore, the City's density bonus regulations comply with recent changes to state law and are not required to be updated at this time. The city has used the Density Bonus Program in the past to support dwelling units developed for lower-income seniors, persons with disabilities, and families.

HOUSING FOR PERSONS WITH DISABILITIES

Persons with physical, mental, and/or developmental disabilities may have special housing needs related to restricted mobility or difficultly caring for oneself. The City's Zoning Code, permitting procedures, and building codes have been analyzed to identify any potential constraints to development of housing for persons with disabilities. The city's provisions for these housing types are discussed below.

RESIDENTIAL CARE FACILITIES

The Culver City Municipal Code provides the following definition for residential care facilities:

Facilities providing 24-hour residential, assisted living, social and personal care for children, the elderly, and people with limited ability for self-care. Varying levels of care and supervision are provided. Residential care facilities may include basic services and community space. Includes board and care homes; children's homes; orphanages; rehabilitation centers; convalescent homes, nursing home and similar facilities. Excludes emergency shelters, transitional housing, supportive housing, and facilities for persons requiring surgical or other primary medical treatment.

Health and Safety Code §§1267.8, 1566.3, and 1568.08 require local governments to treat licensed residential care facilities with six or fewer residents no differently than other by-right single-family housing uses. "Six or fewer persons" does not include the operator, the operator's family, or persons employed as staff. Local agencies must allow these licensed residential care facilities in any area zoned for residential use and may not require licensed residential care facilities for six or fewer persons to obtain conditional use permits or variances that are not required of other family dwellings.

The Code identifies residential care facilities that serve six or fewer persons as permitted uses within all residential zones and all commercial zones allowing residential development with no required discretionary review. Large residential care facilities (7 or more persons) are conditionally permitted in all residential zones, as well as the CN, CG and CC zones. In the R1, R2, and R3 zones, a minimum 5-acre site is required.

The Zoning Code requires one parking space for each three patient beds for residential care facilities. For small facilities with six or fewer persons, this constitutes a parking requirement equivalent to that of a single-family residence. The Zoning Code contains no other development standards that are specific to residential care facilities.

There are currently two group homes in Culver City that address the supportive service and housing needs of persons ages 18 to 59 with developmental disabilities. These homes serve a total of 10 persons.

DEFINITION OF FAMILY

Some definitions of "family" may impermissibly limit the development and siting of group homes for persons with disabilities by defining a family based on biological relation or by size. However, California court cases have ruled that such definition is invalid. The Culver City Zoning Code contains no definition of family and therefore does not place any constraints on housing for persons with disabilities in this regard.

REASONABLE ACCOMMODATION PROCEDURES

In July of 2013, the City Council adopted amendments to the Zoning Code that provide for reasonable accommodation procedures consistent with State law. According to the definition in the Zoning Code, reasonable accommodation means "providing an individual with a disability, or developers of housing for individuals with disabilities, flexibility in the application of land use and zoning regulations or policies, including the modification or waiver of certain requirements when necessary to eliminate barriers to housing opportunities." The Director may grant reasonable accommodations using the same procedures that are applied to administrative modifications.

PROVISION FOR A VARIETY OF HOUSING TYPES

Housing Element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of a variety of types of housing for all income levels, including single- and multi-family homes, mobile homes, transitional and supportive housing, emergency shelters and low barrier navigation centers, and farmworker housing. A summary of the housing types permitted in each zoning designation is provided in Table 35. Additional discussion on various housing types is included below.

SINGLE-FAMILY HOMES

The Culver City Zoning Code defines single-family dwellings as "a building designed for and/or occupied exclusively by one family. The definition also includes: factory-built, modular housing units, constructed in compliance with the Uniform Building Code (UBC), and mobile homes/manufactured housing on permanent foundations." Single-family homes are permitted by-right in all of the City's residential zones.

With the General Plan update, the Preferred Land Use Map proposes to replace the Low Density Residential designation with Incremental Infill, which would allow single-family lots above 4,950 square feet to be developed with a total of three units, or four units if one of the units is deed restricted as affordable housing, inclusive of an ADU and JADU.

MOBILE HOMES/MANUFACTURED HOUSING

There is often an economy of scale in manufacturing homes in a plant rather than on site, thereby reducing cost. State law precludes local governments from prohibiting the installation of mobile homes on permanent foundations on single-family lots. It also declares a mobile home park to be a permitted land use on any land planned and zoned for residential use and prohibits requiring the average density in a new mobile home park to be less than that permitted by the Municipal Code.

As noted above, mobile homes and manufactured housing on a permanent foundation are included in the definition of single-family dwelling and are, therefore, permitted by-right in all of the City's residential zones and subject to development standards consistent with single-family detached dwellings.

MULTI-FAMILY HOUSING

The Zoning Code defines multiple-family dwellings as "a building or a portion of a building used and/or designed as residences for four or more families living independently of each other. Includes: apartments; townhouse development (four or more attached single-family dwellings where no unit is located over another unit); senior citizen multiple-family housing; and common interest development (such as condominiums)."

Currently, multi-family housing is permitted in the RLD, RMD, and RHD zones. Multi-family housing is also permitted as part of mixed use projects within the CN, CG, CC, and CD zones. Duplexes are also permitted in all residential zones except for the R1 zone and triplexes in all residential zones except for the R1 and R2 zones.

Pursuant to the Preferred Land Use Map for 2045 General Plan, duplex, triplex, and fourplex structures will be permitted in Incremental Infill, inclusive of ADUs and JADUs. In addition, multi-family housing will be permitted in Corridor Multi-Family and Neighborhood Multi-Family areas. Standalone multi-family housing will also be permitted in all mixed use designations, and not required to be part of a mixed use project.

FARM WORKER HOUSING

The City's Zoning Ordinance does not identify farm worker housing separately as a permitted use. No agricultural activities are found within Culver City or in the surrounding communities. Additionally, the 2014-2018 American Community Survey identified only 18 persons with agricultural occupations residing in Culver City. Therefore, there is no significant need to provide farm worker housing.

EMERGENCY SHELTERS AND LOW BARRIER NAVIGATION CENTERS

SB 2 of 2007 strengthened the planning requirements for local governments in the area of emergency shelters and transitional/supportive housing. Cities must estimate the number of persons in need of emergency shelter and determine whether adequate capacity currently exists to serve the need. If there is insufficient capacity, cities are required to identify at least one zone where emergency shelters may be established "by-right" (i.e., without a conditional use permit) or enter into a multi-jurisdictional agreement with up to two other agencies to provide a facility.

Passed in 2019, Assembly Bill 139 limits the standards for emergency shelters that may be imposed by local jurisdictions to only standards that apply to residential or commercial development within the same zone, except that a local jurisdiction may apply standards that include the following:

- The maximum number of beds
- Sufficient parking to accommodate all staff, provided that the standards do not require more parking for emergency shelters than other residential or commercial uses in the same zone
- The size and location of onsite waiting and client intake areas
- The provision of onsite management
- The proximity to other emergency shelters, provided that emergency shelters are not required to be more than 300 feet apart
- The length of stay
- Lighting
- Security during hours that the emergency shelter is in operation

In Culver City, emergency shelters are allowed by-right in parts of the IG zone and the East Washington Boulevard Overlay zone as designated in the Zoning Code. The area where emergency shelters are allowed includes about 119 parcels (24 acres) of land. In addition, on March 22, 2021, the City Council directed staff to move forward with the Venice Parking Lot site (9415-25 Venice Blvd.) to build 10 modular units for temporary shelter, affordable housing, or permanent supportive housing. A budget of $3 million has been allocated to this project. Another $6.8 million has been allocated to construct and operate a 70-bed sprung shelter on the Venice Parking Lot site.

According to the 2020 point-in-time homeless count completed by LAHSA, there are an estimated 49 sheltered and 167 unsheltered persons experiencing homelessness living in Culver City. Based on this population, the parcels where emergency shelters are allowed by-right, along with the Venice Parking Lot projects, are adequate to provide emergency shelters for the unsheltered homeless population. Emergency shelters are also conditionally permitted within the CN, CG and CC commercial zoning districts.

Chapter 17.320 of the Zoning Code (Off-Street Parking and Loading) requires that one parking space be provided for each bed within an emergency shelter. Additional standards related to the development of emergency shelters are contained in Section 17.400.046 of the Zoning Code and include requirements related to lot size, facilities for laundry,

secure storage of personal property and refuse, and limitations on outdoor activity. As part of the Zoning Code update to implement 2045 General Plan, the City will address the parking standards for emergency shelters.

Enacted in 2019, AB 101 requires cities to permit a Low Barrier Navigation Center development by-right in areas zoned for mixed uses and nonresidential zones permitting multifamily uses if it meets specified requirements. A "Low Barrier Navigation Center" is defined as "a Housing First,[17] low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing." Low Barrier shelters may include options such as allowing pets, permitting partners to share living space, and providing storage for residents' possessions. AB 101 also sets a timeline for jurisdictions to act on applications for Low Barrier Navigation Center developments. The requirements of this bill are effective through the end of 2026, at which point they are repealed. As part of the Zoning Code update to implement 2045 General Plan, the City will address the provisions for Low Barrier Navigation Centers.

TRANSITIONAL AND SUPPORTIVE HOUSING

Per State Law (SB 2 passed in 2007 and SB 745 passed in 2013), transitional and supportive housing shall be considered residential uses that are subject only to those procedures and requirements that apply to other residential dwellings of the same type in the same zone. In July of 2013 zoning code amendments were adopted by the City Council that contain definitions for transitional and supportive housing and provide regulations for these uses that are no more restrictive than other residential developments of the same type in the same zone.

Adopted in 2018, AB 2162 requires supportive housing projects of 50 units or fewer (for cities with a population of less than 200,000) to be permitted by-right in zones where multi-family and mixed-use developments are permitted. The supportive housing project must meet certain criteria, such as providing a specified amount of floor area for supportive services. The bill also prohibits minimum parking requirements for supportive housing within ½ mile of a public transit stop and requires developers to provide the planning agency with documentation detailing the type of supportive services that would be provided with the housing development. The Housing Plan includes a program to address supportive housing as part of the Zoning Code update to implement 2045 General Plan.

SINGLE ROOM OCCUPANCY

In July of 2013, the City Council adopted Zoning Code amendments (Section 17.400.106) that include explicit reference, development standards and permit procedures to encourage and facilitate Single Room Occupancy (SRO) housing. SRO housing is a permitted use as part of mixed use projects in the CN, CG, CC, and CD zones. The Zoning Code requires SRO housing units to be a minimum of 200 square feet and include kitchen and bathroom facilities. One parking space is required for each unit.

ACCESSORY DWELLING UNITS

The creation of an accessory dwelling unit is permitted by right in all residential zones. Recent state legislation, including AB 68, AB 587, AB 881, and SB 13, modifies the fees, application process, and development standards for accessory dwelling units, with the goal of lowering barriers to accessory dwelling unit development and increasing overall numbers of accessory dwelling units. In January 2020, the City Council adopted updates to the zoning ordinance to comply with current state law (Section 17.400.095). Per the Zoning Code, accessory dwelling units may not exceed 850 square feet for a one-bedroom unit or 1,200 square feet for a two-bedroom or larger unit. The Zoning Code does not require parking for an accessory dwelling unit, and replacement parking is not required when existing off-street parking is demolished or converted in conjunction with the construction of an accessory dwelling unit. Accessory dwelling units may not be sold separately from the primary dwelling or rented for less than 30 days.

[17] Housing First refers to an approach to serving people experiencing homelessness by first providing a decent, safe place to live before addressing any other barriers that may have resulted in the person's homelessness and could put them at risk of homelessness again (e.g., increasing income, improving health, or reducing harmful behaviors).

The proposed 2045 General Plan redesignates the single-family neighborhoods as Incremental Infill areas. Each single-family lot over 4,950 square feet can accommodate up to four units if one of the units is dedicated as affordable housing, inclusive of ADUs and JADUs. The Zoning Code will be updated to implement the 2045 General Plan, including amending the ADU ordinance to implement the Incremental Infill concept, should the City Council adopt the General Plan with the Preferred Land Use Map (adoption scheduled for Fall 2022).

EMPLOYEE HOUSING

State Employee Housing Act (Health and Safety Code Section 17021.5) specifies that any employee housing providing accommodations for six or fewer employees should be deemed a single-family structure with a residential land use designation. In Culver City, caretaker and employee housing is allowed with a conditional use permit in the Light Industrial (IL) and General Industrial (IG) zones. The Housing Plan includes a program to address employee housing as part of the Zoning Code update to implement the 2045 General Plan.

CONDOMINIUM CONVERSIONS

Section 17.400.040 of the Zoning Code contains provisions for the conversion of existing rental dwelling units to condominiums. Condominium conversions of existing developments of five or more rental dwelling units may be permitted subject to approval of a Site Plan Review and Tentative Map by the Planning Commission. Compliance with basic development standards for the zoning district is required. Developments of less than five rental units are prohibited from converting to condominiums.

BUILDING CODES AND ENFORCEMENT

State law prohibits the imposition of building standards that are not necessitated by local geographic, climatic, or topographic conditions and requires that local governments making changes or modifications in building standards must report such charges to the Department of Housing and Community Development and file an expressed finding that the change is needed.

The City's Building Code currently incorporates the 2019 California Building Codes (CBC) as mandated by the State. Newly constructed and renovated buildings must conform to the standards of the CBC.

In 2019, the City also adopted local amendments to the CBC to establish "Reach Code" standards (Culver City Municipal Code (CCMC) Section 15.02.1100). The purpose of the Reach Code is to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional, and global ecosystems. The City's Reach Code is in addition to all current Title 24 Energy Code requirements. The extent of additional improvements required is based upon the type and size of the project.

Additionally, the City's Solar Photovoltaic Ordinance requires all new construction projects of 10,000 square feet or greater to install 1 kilowatt (kw) of solar photovoltaic power for each 10,000 square feet of new construction, not including parking garage areas. Additionally, new additions of over 10,000 new square feet or major renovations of over 10,000 square feet are required to install 1 kilowatt of solar photovoltaic power for each 10,000 square feet of major renovation or additional area. The solar photovoltaic requirement does not apply single- and two-family residences. One kilowatt of solar photovoltaic power is estimated to add less than half of 1% to the cost of construction.

These codes and regulations are reasonable and necessary to ensure health and safety, as well as encourage energy conservation and reduce greenhouse gas emissions. No additional regulations have been imposed by the city that would unnecessarily add to housing costs.

The CBC and the City's amendments to the CBC are implemented by the Building Division during the plan check and permit issuance process. Additionally, Code Enforcement Division staff is responsible for monitoring compliance with the CBC and other property maintenance issues. Code Enforcement staff attempts to assist property owners in carrying out needed maintenance and repairs by providing information and referrals to city assistance programs, particularly for low-income persons, persons with disabilities, and the elderly.

SHORT TERM RENTALS

As home-sharing websites have risen in popularity in recent years, there has been a significant increase in the number of homes being offered on a short-term basis to generate rental income. Homes may be offered as "home-shares," where the primary resident offers one or more rooms to visitors while remaining on site, or whole homes may be rented on a daily or weekly basis. While the impact of short-term rentals on housing availability and affordability is still being evaluated, there is evidence that short-term rentals have a negative effect on housing affordability by changing the way residential properties are used and reducing housing availability for local residents.

Jurisdictions vary in their approach to short-term rentals. On one end of the spectrum, some cities remain silent on the issue and do not create specific permits or regulations for short-term rentals. On the other end, some cities choose to ban short-term rentals of any kind in their city. Many cities do allow short-term rentals in at least some zones, while also requiring permits for rental properties and including performance standards for short-term rentals.

Currently, short-term rentals (less than 30 days) are prohibited in Culver City. The City Council has considered changing the regulations to permit short-term rentals in some form. To provide guidance on this issue, the City formed both a task force and City Council Subcommittee in 2017. Several public meetings were held to gather input from the public on the topic, and to consider proposed short term rental regulations. In February 2019, the City Council held a special meeting to begin the formal process of drafting policy recommendations for short term rentals. Following public input and discussion, the City Council directed staff to begin writing a short-term rental ordinance that would:

1. Allow short term residential rentals in Culver City
2. Limit short term rentals to the host's primary residence only
3. Allow both hosted and unhosted short term rentals
4. Not impose a limitation on the number of nights short term rented annually
5. Not allow short term rental of a duplex, triplex, or apartment unit, except for the primary residence of the owner if it is on site
6. Require neighbor notification by hosts
7. Require annual reporting to City Council on short term residential rentals

2. DEVELOPMENT PROCESSING PROCEDURES

RESIDENTIAL PERMIT PROCESSING

State Planning and Zoning Law provides permit processing requirements for residential development. Within the framework of state requirements, the city has structured its development review process to minimize the time required to obtain permits while ensuring that projects receive careful review.

Early consultation with City staff is encouraged to identify issues as soon as possible and reduce processing time. Many residential uses are permitted by-right and do not require discretionary permits (see Table 35). However, some permitted uses do require Preliminary Project Review (PPR) and/or administrative site plan review as described below.

For projects requiring discretionary permits, the applicant must submit a formal discretionary application with the Current Planning Division after addressing any changes/comments made during the PPR process. Concurrent processing of required discretionary entitlements (e.g., subdivision and site plan review requests) is also provided to expedite the review process. Discretionary project applications are first reviewed by the Project Review Committee (consisting of staff representatives from the Public Works, Building Safety, Fire Prevention, and Current Planning Departments and Divisions). The applicant will then make any required corrections or provide additional information prior to the item being scheduled for a Planning Commission public hearing. Once a decision is made by the Planning Commission, the discretionary application is then ready for building permit plan check (unless the discretionary entitlement procedures require final approval by City Council). The procedures for common discretionary permits are described in greater detail below.

PRELIMINARY PROJECT REVIEW

Applicants are required to undergo a PPR for some discretionary projects. This process allows the applicant to determine the feasibility of the project and make adjustments during the preliminary planning stages to minimize costs. A PPR Request form summarizing the project, along with a proposed site plan indicating parking, and pedestrian and vehicular access, are circulated among city departments for review. The applicant then attends a meeting of the Project Review Committee (PRC) (comprised of representatives of the reviewing departments) at which comments and corrections are provided by the PRC. The PRC meeting is typically held within two to three weeks after the PPR request submittal. Ministerial or non-discretionary projects do not require PPR or PRC review. For discretionary projects, the applicant should address any comments/corrections from the PRC prior to submitting a discretionary permit application.

SITE PLAN REVIEW

As stated in Chapter 17.540 of the Zoning Code, the purpose of the Site Plan Review process is to ensure compliance with the required standards, design guidelines, and ordinances of the City; minimize potential adverse effects on surrounding properties and the environment; and protect the integrity and character of the residential, commercial, and public areas of the City. Site Plan Review is required for residential projects which include the construction of three or more units. For projects consisting of less than ten units, the Community Development Director may approve the site plan review administratively. However, for residential projects proposing ten or more units, or projects that require approval of another discretionary permit, a public hearing is required in front of the Planning Commission, which is the approval authority. The City is currently working on a text amendment to increase the thresholds for Site Plan Review to increase the number of housing units that may be approved administratively that include affordable housing. This is anticipated to be complete in 2021.

Pursuant to AB 1397, RHNA sites that require rezoning to accommodate the lower income RHNA shortfall are subject to by-right approval if the project includes 20% affordable units. To avoid inconsistent application of this incentive, the City will extend the by-right approval to all multi-family projects that include 20% affordable to lower income households.

To approve a site plan review, the Director or Planning Commission must make the following required findings:

- The general layout of the project, including orientation and location of buildings, open space, vehicular and pedestrian access and circulation, parking and loading facilities, building setbacks and heights, and other improvements on the site, is consistent with the purpose and intent stated above, the requirements of the zoning district in which the site is located, and with all applicable development standards and design guidelines.
- The architectural design of the structure(s), and their materials and colors, are compatible with the scale and character of surrounding development and other improvements on the site. The designs are also consistent with the purpose and intent stated above, the requirements of the zoning district in which the site is located, and with all applicable development standards and design guidelines.
- The landscaping, including the location, type, size, color, texture, and coverage of plant materials, provisions for irrigation, and protection of landscape elements, has been designed to create visual relief, complement structures, and provide an attractive environment, and is consistent with the purpose and intent stated above, the requirements of the zoning district in which the site is located, and with all applicable development standards and design guidelines.
- The design and layout of the proposed project will not interfere with the use and enjoyment of neighboring existing or future development, will not result in vehicular or pedestrian hazards, and will be in the best interest of the public health, safety, and general welfare.
- The existing or proposed public facilities necessary to accommodate the proposed project (e.g., fire protection devices, parkways, public utilities, sewers, sidewalks, storm drains, streetlights, traffic control devices, and the width and pavement of adjoining streets and alleys) will be available to serve the subject site.

- The proposed project is consistent with the General Plan and any applicable specific plan.

CONDITIONAL USE PERMIT

Conditional use permits are discretionary permits intended to allow for specific activities and uses whose effect on the surrounding area cannot be determined before being proposed for a particular location (Chapter 17.530 of the Zoning Code). Conditional use permits are not required for the majority of residential uses; however, the City requires a conditional use permit for all large residential care facilities, emergency shelters in the CN, CG, and CC zones, and senior citizen congregate care facilities. Conditional use permits require a public hearing before the Planning Commission. To approve a conditional use permit, the Planning Commission must make five required findings as stated in Chapter 17.530 of the Zoning Code. The Planning Commission may also impose conditions of approval to ensure that the project complies with the required findings. The typical processing time for conditional use permits is three to six months.

TENTATIVE TRACT MAP / TENTATIVE PARCEL MAP

Subdivision of land is regulated by Chapter 15.10 of the Culver City Municipal Code and the Subdivision Map Act. Tentative parcel maps are required when a project proposes to subdivide land into four or fewer parcels. Projects proposing the creation of more than four parcels require a tentative tract map. Both tentative tract maps and tentative parcel maps require a public hearing before the Planning Commission, which is the approval authority. Both tentative tract and tentative parcel maps take approximately three to six months to process.

ENVIRONMENTAL REVIEW

Environmental review is required for all development projects under the California Environmental Quality Act (CEQA). Most projects in Culver City are either Categorically Exempt or require only an Initial Study and Negative Declaration or Mitigated Negative Declaration. Developments that have the potential of creating significant impacts that cannot be mitigated require the preparation of an Environmental Impact Report. Environmental review typically occurs concurrently with entitlement review and the time it takes to process a Negative Declaration or Mitigated Negative Declaration does not typically add to the overall processing time for an application. Additionally, Categorical Exemptions such as accessory dwelling units require a minimal amount of time to process. As a result, state-mandated environmental review does not pose a significant constraint to housing development.

PLAN CHECK

The building permit plan check review period for the processing of residential building permits is generally ten days for the first round of reviews by various city departments and five days for resubmittal, depending on the city's workload. Building codes are applied to new construction, and are monitored and inspected under the building permit process. Where no permits have been obtained, inspections are made in response to request and complaints. As indicated previously, the City's Building Code incorporates the California Building Codes 2019 Edition. The city's Building, Mechanical, Plumbing and Electrical codes include minor revisions and amendments to the Uniform Codes that exceed state standards. These amendments are related to fire alarms, smoke detectors, sprinkler systems, and other basic safety measures. All new structures are required to provide fire sprinklers. Although this requirement adds incrementally to the cost of construction, it is considered a vital public safety issue that justifies the additional cost.

PROCESSING TIME

Permit processing times are often cited as a factor that contributes to the high cost of housing. However, development review and permit processing procedures are necessary to ensure that development proceeds in an orderly manner, consistent with the General Plan. Additionally, the City is obligated to comply with various time requirements imposed by State law, including the Permit Streamlining Act, the Subdivision Map Act, and the California Environmental Quality Act.

The processing times listed in Table 39 include the preliminary plan review process and environmental review, as well as entitlement review.

TABLE 39: PLANNING PERMIT PROCESSING TIMES

Development Application	Processing Time (months)	Reviewing Body
Site Plan Review	6-12	Community Development Director / Planning Commission
Conditional Use Permit	3-6	Planning Commission
Variance	3-6	Planning Commission/City Council
Zone Change	9-12	Planning Commission/City Council
General Plan Amendment	9-12	Planning Commission/City Council
Tentative Parcel Map	3-6	Planning Commission
Tentative Tract Map	3-6	Planning Commission/City Council

Source: City of Culver City, 2021

In summary, the City's review procedures and related processing times help to ensure that the development review process meets all legal requirements and facilitates high quality development within the City. Many proposed residential developments can be approved administratively and discretionary permits are processed concurrently to minimize processing time. Therefore, the city's review procedures do not cause a significant unwarranted constraint to housing development.

3. PLANNING AND DEVELOPMENT FEES

State law limits fees charged for development permit processing to the reasonable cost of providing the service for which the fee is charged. Various fees and assessments are charged by the City and other public agencies to cover the costs of processing permit applications and providing services and facilities such as schools, parks, and infrastructure. Almost all of these fees are assessed through a pro rata share system, based on the magnitude of the project's impact or on the extent of the benefit that will be derived.

Table 40 shows the planning fees for the City of Culver City compared to other Westside cities. As shown, Culver City's fees are most similar to the City of Beverly Hills; however, all the cities shown are generally comparable. Per state law, these fees may not exceed the city's cost to review and process the permit. The City periodically evaluates the actual cost of processing development permits when revising its fee schedule. The last fee schedule update was adopted in 2013.

TABLE 40: COMPARISON OF PLANNING FEES FOR WESTSIDE CITIES

Fee Type	Culver City[1]	Santa Monica	Beverly Hills	West Hollywood
Site Plan Review	Administrative: $4,411 Planning Commission: $20,541	N/A	N/A	Development Permit, Class A: $23,910 Development Permit, Class B: $6,855
Conditional Use Permit	1-2 Units: $8,392 Other: $19,401	$17,241	$21,457	Major: $9,082 Minor: $6,246
Variance	$17,833	$14,328	$14,954	$8,021
Zone Change	$28,627	$24,527	Actual cost; deposit determined by staff	$19,012
General Plan Amendment	$30,310	$16,513	Actual cost; deposit determined by staff	$19,012
Tentative Parcel Map	$15,130[2]	$8,247	$20,247	$4,084
Tentative Tract Map	$16,663 + $30/lot	$8,247	$20,247	$4,084
Time Extension	Administrative: $358 Planning Commission: 50% of application fee		Without public hearing: $1,070 With public hearing: $1,774	Administrative: $2,079 Planning Commission: 50% of application fee

Notes:

1. *Fee includes a 4% Technology Fee.*
2. *Fee is reduced to $7,868 if processed in conjunction with a site plan review.*

Sources: City of Culver City, 2013; City of Santa Monica, 2020; City of Beverly Hills, 2020; City of West Hollywood, 2018

In addition to the planning entitlement fees discussed above, development projects are subject to building permit, plan check, impact, and development fees. Plan check, building permits, and other associated fees cover the cost for the City to review the project to ensure compliance with the California Building Code. Development fees are assessed on new development projects to cover the cost of the additional burden the project places on existing infrastructure and services, including the sewer system, transportation network, parks, and schools. Impact and other fees may be required to support amenities like mobility and parks infrastructure and paying a fair share of costs toward affordable housing. For example, the City recently approved a mobility improvement fee and linkage fee.

Because many of the City's fees are based on building valuation, it is difficult to summarize total fees that apply to all residential projects. Therefore, a specific project example is used to provide a per unit cost for illustrative purposes. Table 41 provides a summary of the development fees and permit costs for a mixed-use project which includes 97 apartment units, approximately 14,000 square feet of commercial space, and one level of subterranean parking. As shown, the total fees per unit for the project are $15,589. However, it should be noted that for a mixed-use project, it is difficult to separate certain fees by the residential and commercial portions of the project; therefore, the actual per unit cost for a standalone residential project is likely lower than what is presented because some fees that apply to the commercial portion of the project have been included in the per unit calculation below. It is also important to note that not all of these costs are due during the entitlement phase of the project. Some fees, including school and sewer facility fees, are due at building permit issuance or before receiving the certificate of occupancy.

Since the City provides an exemption from the public art fee and the parkland fee for affordable projects, a per unit cost for a hypothetical affordable project is also included in Table 41. With these fees excluded, the per unit cost is $14,766.

TABLE 41: SUMMARY OF FEES FOR A TYPICAL MIXED-USE DEVELOPMENT AT 11924 WASHINGTON BLVD.

Project Specifics: Mixed-use development including 97 apartment units (86,501 s.f.), 13,687 s.f. of retail and restaurant space, and one level of subterranean parking (35,313 s.f.)	
Fee Description	Cost ($)
Planning Entitlement Fees	
Preliminary Plan Review	2,392
Site Plan Review	20,541
Environmental Analysis: Mitigated Negative Declaration	6,045
Surcharge for New Residential Construction ($250/unit, $12,750 maximum)[1]	12,750
Building & Safety Fees	
Building Permit Fee (based on project valuation)	373,108
Seismic Fees (Residential, 3 stories or less = valuation x $0.00013, Commercial or Residential, over 3 story = valuation x $0.00028)	Residential: 3,564 Commercial: 834
Plan Check Fees (75% of building permit fee)	279,943
Other Fees	100
Temporary Certificate of Occupancy (3 at $500 each)	1,500
CA Building Standards Fee	1,216
Fire Prevention Plan Check Fee	59,697
Structural Outside Review Fee	11,165
Technology Surcharge (4% of all permit/plan check fees)	28,565
Development and Impact Fees	
School Fees (Residential=$4.08/s.f., Commercial = $0.66/s.f.)	Residential: 484,065 Commercial: 7,569
Commercial/Industrial Tax ($25 for first $250,000 of valuation plus 1.5% of any amount over $250,000)[2]	40,947
In Lieu Parkland Fee[3]	79,854
New Development Impact Fee[2]	8,124
Culver City Sewer Facility Fee	80,451
City of LA Sewer Facility Fee	67,172
Art in Public Places[3] (1% of project valuation)	Project chose an installation over fee
Total Fees	**1,569,601**
Cost per Square Foot (entire project)	**11.58**
Cost per Unit[4]	**15,589**
Cost per Unit for Affordable Project[5]	**14,766**

Source: City of Culver City, Planning, Building & Safety and Public Works Departments

Notes:

1. This fee was enacted as means of recovering the cost of staff time associated with projects - larger projects tend to take up more time so the fee is based on number of units rather than a flat rate.

2. Applies to commercial projects only.

3. Affordable projects are exempt from parkland and public art fees.

4. *The cost per unit calculation excludes fees specifically applied to the commercial portion of project. However, in some cases (i.e. building permit fees and plan check fees), it is difficult to separate the fees based on the commercial/residential portions of the project. Therefore, per unit costs for a standalone development of 97 units would likely be lower than what is presented here.*
5. *The cost per unit for affordable project calculation excludes fees specifically applied to the commercial portion of the project, parkland fees, and public art fees.*

As shown in Table 41, development impact fees make up a significant proportion of the total required fees for a project. A discussion of these fees is included below.

SCHOOL FEES

The city collects school fees on behalf of the Culver City Unified School District to pay for new facilities and the ongoing maintenance of existing buildings and facilities. School fees are levied for all new development, both commercial and residential, over 500 square feet. However, since new residential development naturally creates an additional need for school facilities through the resulting population growth, school fees are significantly higher for residential projects than for commercial projects ($4.08 per square foot compared to $0.66 per square foot). While school fees are often the largest individual fee required to be paid by a developer, the fee amounts are set by the District and the City has no authority over this constraint.

PARKLAND AND PUBLIC ART

Public parks are developed and maintained by the City's Parks, Recreation, and Community Services Department. Municipal Code Title 15, §§15.06.300-15.060.330 (Residential Development Park Dedication and In Lieu Parkland Fee) requires that all new residential developments of two or more dwelling units or additions of one or more units on existing residential developments either dedicate land or pay a fee for the development and/or maintenance of public parks. Title 15 states a goal of providing 3 acres of parkland for every 1,000 residents or, if no land is available, to pay a fee that quantifies the 3 acres per 1,000 resident objective.

Culver City implements an Art in Public Places Program (APPP) requirement for all new residential development projects of five or more units, or remodels of five or more units. The required APPP allocation is 1% of the project valuation. If the APPP allocation is $75,000 or less, it is required to be paid into the Culver City Cultural Trust Fund. If the APPP allocation is greater than $75,000, then the developer may choose to either deposit the amount into the Fund or commission a work of art equivalent in value to the APPP allocation.

To facilitate development of covenanted low and moderate-income units, the City specifically exempts such projects from In-lieu Parkland Fees and Art in Public Places Fees.

SEWER FACILITY FEES

In Culver City, sewer facility fees are due to both the City of Culver City and the City of Los Angeles. Fees are used to fund ongoing maintenance of the wastewater system and expansion of capacity as necessary. The City's wastewater infrastructure is discussed further in the Infrastructure Constraints section

MOBILITY IMPROVEMENT FEE

In June 2021, the City Council adopted the Mobility Improvement Fees Ordinance to partially fund mobility improvement projects and programs to support forecasted growth related to new development. This Ordinance will apply a Mobility Improvement Fee requirement to both new residential and nonresidential development. Beginning August 27, 2021 (the effective date), the fee for new residential developments will be $7,636 per single-unit residential unit, $3,394 per multi-unit residential unit, and $3,818 per accessory dwelling unit. While the City completed a nexus study and economic analysis to ensure the appropriateness of the fee, the City Council has expressed an interest in ongoing monitoring of this new fee to ensure that it does not constrain residential development.

AFFORDABLE HOUSING LINKAGE FEE

In July 2021, the City Council adopted the Affordable Housing Commercial Development Impact Fee Ordinance to fund affordable housing projects. This Ordinance will apply a "linkage" fee to new non-residential development. Beginning in January 2022, the fee will be applied to new non-residential development at $5 per net leasable square foot. The City completed a nexus study to ensure the appropriateness of the fee.

4. ON- AND OFF-SITE IMPROVEMENTS

After the passage of Proposition 13 and its limitation on local governments' property tax revenues, cities and counties have faced increasing difficulty in providing public services and facilities to serve their residents. One of the main consequences of Proposition 13 has been the shift in funding of new infrastructure from general tax revenues to development impact fees and improvement requirements on land developers. The City requires developers to provide on-site and off-site improvements necessary to serve their projects. Such improvements may include water, sewer and other utility extensions, street construction and traffic control device installation that are reasonably related to the project. Dedication of land or in-lieu fees may also be required of a project for rights-of-way, transit facilities, recreational facilities, and school sites, consistent with the Subdivision Map Act.

The City's Capital Improvement Program (CIP) contains a schedule of public improvements including streets, bridges, and other public works projects to facilitate, among other things, the continued build-out of the City's General Plan. The CIP also helps to ensure that construction of public improvements is coordinated with private development.

City road standards vary by roadway designation as provided in Table 42. The City's road standards are typical for cities in Los Angeles County and they do not act as a constraint to housing development. Since the City is fully developed, it is unlikely that any new streets or roadway widening will be required through the subdivision process. With new development projects (housing, commercial, or mixed-use), the City's Public Works Department will usually require improvements for public rights-of-way adjacent to proposed development projects. These improvements can vary depending on the specifics of each development and may include relocation of utilities, new street trees and tree grates, repaving or repair of adjacent alleys, repaving of adjacent sidewalks and streets, restriping of traffic lanes, and installation of traffic signals.

TABLE 42: ROAD IMPROVEMENT STANDARDS

Roadway Designation	Number of Lanes	Right-of-Way Width
Primary Arterial	4 - 6	95 ft.
Secondary Arterial	2 - 4	80 – 94 ft.
Collector Street	2	60 – 79 ft.
Local Street	2	60 ft. or less

Source: City of Culver City General Plan, Circulation Element

Although development fees and improvement requirements increase the cost of housing, cities have little choice in establishing such requirements due to the limitations on property taxes and other revenue sources needed to fund public improvements.

II. NON-GOVERNMENTAL CONSTRAINTS

1. ENVIRONMENTAL CONSTRAINTS

Environmental constraints include physical features such as steep slopes, fault zones, floodplains, sensitive biological habitat, and agricultural lands. In many cases, development of these areas is constrained by state and federal laws (e.g., Federal Emergency Management Agency (FEMA) floodplain regulations, the Clean Water Act and the Endangered Species Act, and the State Fish and Game Code and Alquist-Priolo Act). The Public Safety Element of the City's General Plan discusses the environmental hazards that have the potential to impact the city, including urban fires, seismic shaking, and landslides. The Public Safety Element contains policies to address these hazards and "reduce adverse economic, environmental, and social conditions resulting from fires and geologic hazards." In keeping with the goals and policies of the Public Safety Element, the City's land use plans have been designed to protect sensitive areas from development, and to protect public safety by avoiding development in hazardous areas. While these policies constrain residential development to some extent, they are necessary to support other public policies.

2. INFRASTRUCTURE CONSTRAINTS

As in most cities of similar age, Culver City faces challenges of aging infrastructure and related maintenance issues. However, the city's physical infrastructure is generally of adequate size and capacity to accommodate the projected build-out of the General Plan.

WASTEWATER

The city is served by the Hyperion Wastewater Treatment Plant operated by the City of Los Angeles. The treatment plant has a design capacity of 450 million gallons per day. It is currently functioning at approximately 275 million gallons per day which is about 61% of its capacity. It is unlikely, but expansion of the Hyperion treatment plant may be required if changes in Los Angeles or Culver City land uses cause increased wastewater flows. Costs for wastewater system expansions are passed on to Culver City by the City of Los Angeles in accordance with the Amalgamated Sewer Agreement between the cities. Culver City collects sewer facility charges from new developments to offset these costs. In addition, new development has the potential to impact the local sewer collection system and require capacity upgrades. Developers are required to fund these improvements when necessary. As noted in the previous section, developers are also required to pay sewer facility fees to both Culver City and Los Angeles to fund ongoing maintenance and necessary increases in capacity.

WATER

Water for city residents is supplied by Golden State Water Company and the City of Los Angeles Department of Water and Power (for the portion of the city west of McLaughlin Avenue). The system depends primarily on imported water from Metropolitan Water District (MWD). Water system expansions to individual projects are the responsibility of the developer with fees paid to cover major capital expenditures.

DRY UTILITIES

Gas, electricity, cable, internet, and telephone services are provided by Southern California Gas Company, Southern California Edison, as well as AT&T, Spectrum, and Verizon Communications. All systems are adequate and are upgraded as demand increases. Supplies of natural resources, such as gas, currently appear adequate.

STORM WATER DRAINAGE

Storm water runoff is primarily handled by a flood control system maintained by the Los Angeles County Department of Public Works. Surface drainage uses streets and gutters until the runoff reaches catch basins. The storm drain system is

currently operating within capacity and is sized to accommodate planned growth within the city. The City is required by the National Pollutant Discharge Elimination System (NPDES) to address water quality runoff for construction activities and post-construction runoff from all types of development, including residential projects. In November 2016, city residents approved Measure CW, which provides funding for stormwater projects to improve water quality in the city and region. Best management practices (BMPs) are implemented through the city's NPDES regional storm-water discharge permit. Individual projects are required to comply with all applicable NPDES requirements.

ROAD IMPROVEMENTS AND PARKING

Roadways in Culver City are subject to high levels of traffic, which would be further impacted by new development. To the extent possible, the City addresses this issue by requiring developers to mitigate negative traffic impacts through various methods, such as improvements to the roadway network and traffic control systems, implementation of the Travel Demand Management strategies, and Mobility Improvement Fees to pay a fair share into citywide mobility improvements to reduce vehicle miles traveled.

One of the primary infrastructure issues associated with the current level of development is the limited capacity of on-street parking. The City is addressing this constraint incrementally by ensuring that all new developments, both residential and commercial, provide adequate off-street parking.

The City has a Capital Improvement Program to schedule public improvements including roadway network, traffic control systems and other public works projects to allow for, among other things, the continued build-out of the city's General Plan. This helps to ensure the progression of improvements is coordinated with anticipated development.

3. LAND COSTS

Land represents one of the most significant components of the cost of new housing. Land values fluctuate with market conditions, and overall have been steadily increasing since the Great Recession. Like much of the region, Culver City has little to no vacant land available for residential development. An online survey of residential and commercial real estate listing websites (Zillow and LoopNet) conducted in January 2021 indicated that no vacant property was listed for sale within Culver City. Therefore, properties with existing improvements must be recycled, further adding to the high cost of land.

Per-unit land cost is directly affected by density – higher density allows the cost to be spread across more units, reducing the total unit price. The Culver City Zoning Code allows a base density of 35 units per acre in some areas of the city, which can be increased up to 65 units per acre for projects that incorporate community benefits and located within ½ mile of major transit facilities and higher for projects that use the affordable housing density bonus pursuant to State Density Bonus law. This facilitates lower per-unit land costs compared to lower-density development.

4. CONSTRUCTION COSTS

Construction cost is affected by the price of materials, labor, development standards and general market conditions. According to Cumming, a project management company that compiles data on the construction industry, construction costs in the Los Angeles area can reach over $200 per square foot for single-family residential development, and $294-$529 per square foot for multi-family residential development.[18] The city has no direct influence over materials and labor costs, and the building codes and development standards in Culver City are not substantially different from other cities in the West Los Angeles area.

Similar to land costs, higher density development allows for a reduction in construction costs through economies of scale. This reduction in cost can be particularly beneficial when a project is also receiving a density bonus for affordable housing. Chapter 17.580 of the Culver City Municipal Code contains provisions for density bonuses for developments providing affordable housing as required by state law.

18 Source: Cumming, U.S. Costs per Square Foot of Gross Floor Area 2020

5. TIMING AND DENSITY

Market factors can also constrain the timing between project approval and requests for building permits. In some cases, this may be due to developers' inability to secure financing for construction. In Culver City, the average time between project approval and request for building permit is typically 1 - 3 months.

The City's Mixed Use Ordinance offers a Community Benefits program, whereby if a mixed use project includes 15% of the units as affordable housing, the project would be eligible for a local density bonus that increases the base density to 50 du/ac or up to 65 du/ac if the project is located within the Transit Oriented Development District. The project would also be eligible for the State density bonus (to be calculated after the Community Benefit bonus is applied). Inclusion of micro units also provides additional density bonus up to 14%. Therefore, mixed use projects in Culver City typically achieve over 65 du/ac and up to 80 du/ac using a combination of local and State density bonus laws (see Appendix B for examples of recent mixed use projects and their achieved densities). Also, residential development projects in medium density residential zones rarely go below 80% of the allowable density due to the high land costs.

6. FINANCING AND FORECLOSURES

Culver City is similar to most other communities with regard to private sector home financing programs. The crisis in the mortgage industry and 2008 recession affected the availability and cost of real estate loans and rate of foreclosures. Foreclosures peaked in Culver City in 2011, with 94 foreclosures that year and a total of 410 foreclosures between 2007 and 2018. However, as of 2018, foreclosure rates had dropped to pre-recession levels, with only three foreclosures in 2018.[19] The rise in foreclosure rates and subsequent changes in mortgage underwriting standards are likely to have greater impacts on low-income families than other segments of the community.

The sharp rise in unemployment as a result of the Covid-19 pandemic may impact households' ability to pay their mortgage, particularly lower income households, and may result in an uptick in foreclosures. However, historically low interest rates have also resulted from the pandemic, creating more opportunity for home purchases and refinancing. Overall, the full impact of the pandemic is still unknown.

Table 43 summarizes applications for home loans in Culver City in 2018. Of the total applicants, 68 percent were approved. Loan approval rates are similar to rates in Los Angeles County overall, where 67 percent of all county loans were approved in 2018. Applications for refinance were the most common, comprising about half of all loan applications. Refinance applications were approved 67 percent of the time. Approximately 36 percent of applications were for conventional purchase loans, which were approved 77 percent of the time. Home improvement loans had the highest denial rate at 38 percent.

Under state law, it is illegal for real estate lending institutions to discriminate against entire neighborhoods in lending practices because of the physical or economic conditions in the area ("redlining"). City staff is not aware of any significant incidence of discriminatory lending practices in recent years.

[19] *Source: SCAG 2019 Local Profiles, City of Culver City*

TABLE 43: HOME PURCHASE AND IMPROVEMENT LOAN APPLICATIONS IN CULVER CITY (2018)

Loan Type	Total Applicants	Percent Approved	Percent Denied	Percent Withdrawn
Conventional Purchase	538	77	8	16
Government-Backed Purchase	3	67	0	33
Home Improvement	208	53	38	10
Refinance	757	67	19	14
Total	1,506	68	17	14

Source: www.ffiec.gov, Home Mortgage Disclosure Act (HMDA) data for 2018.

Note: Approved applications include those that are approved and originated (accepted by the applicants) and those that are approved but not accepted by the applicants.

In 2018, FFIEC changed the format of HMDA reporting. Due to delays in the reformatting of data, publicly available data after 2018 is not currently available at city level.

HOUSING PLAN

I. GOALS, OBJECTIVES AND POLICIES

Goals, objectives, and policies convert the community's vision for housing into actions. Goals describe a desired future condition or "end" state and are based on needs and constraints, meant to be aspirational, and orient changes and outcomes. Objectives are specific statements of purpose to achieve goals and policies guide the related actions needed.

Goal 1 *A city that proactively provides equitable access to safe, healthy, and affordable housing for all income levels to create a balanced jobs-to-housing ratio and commits to addressing the housing needs of persons experiencing homelessness and special needs populations.*

Goal 2 *A city with a variety of rental and ownership housing opportunities that complement and enhance the city's goals for continued economic vitality and prosperity.*

Goal 3 *A city that plans to grow sustainably and intelligently by revisiting policies and programs frequently to update and adjust if they are not meeting goals.*

Goal 4 *A city that affirmatively furthers fair housing to reverse the legacy of segregation and provide housing and opportunity for historically disenfranchised groups.*

Objective 1. Housing Maintenance. Encourage a high level of housing maintenance to promote the availability of decent housing and to protect the quality of neighborhood environments.

Policy 1.A *Maintain a housing stock free of health or safety hazards.*

Policy 1.B *Maintain quality neighborhood living environments throughout the entire city.*

Policy 1.C *Assist low and moderate income and special needs households to encourage the rehabilitation and adequate maintenance of existing housing units.*

Policy 1.D *Monitor the maintenance of residential properties and enforce the provisions of the City's building code and property maintenance regulations.*

Policy 1.E *Promote assistance programs and enforce applicable health and safety standards to prevent overcrowding in units.*

Policy 1.F *Promote sustainable development through energy conservation, water consumption, and waste reduction measures to reduce future operating costs, and ensure local regulations support environmental justice that protects public health and open space, and expands the tree canopy.*

Policy 1.G *Promote rehabilitation or replacement of substandard housing with healthy, safe, and affordable housing.*

Objective 2. Housing Supply. Expand opportunities for developing a variety of housing types.

Policy 2.A *Provide for a residential lifestyle that is environmentally sound and aesthetically pleasing and that places a high priority on quality development.*

Policy 2.B *Coordinate the plans, programs, and policies of all city departments to ensure that residential development is orderly, and that new development is adequately and effectively served by a balanced system of transportation, transit, amenities, community facilities, and public services. Residential development must be sensitive to the environmental, recreational, social, and economic needs of the community. The City should promote access, where feasible, to the LA Metro E Line Culver City Station, for new residential development.*

Policy 2.C *Promote mixed use residential development that is sensitive to adjacent residential uses and reinforce the compatible nonresidential uses of the area.*

Policy 2.D *Encourage the incremental infilling of residential neighborhoods to enhance housing affordability and supply through the provision of smaller units.*

Policy 2.E *Promote programs that seek to provide housing opportunities to meet the needs of people who work in the city.*

Policy 2.F *Streamline entitlement, environmental, and permitting processes for sustainable buildings and affordable housing.*

Policy 2.G *Promote reduced parking requirements and discretionary thresholds for review, for affordable housing, to incentivize production*

Policy 2.H *Encourage infill development, such as brownfield site redevelopment.*

Policy 2 I *Explore repurposing of City-owned surface parking lots for affordable housing development.*

Objective 3. Housing Affordability. Encourage a diverse range of rental and ownership housing opportunities that are compatible with the needs of all socioeconomic segments of the community.

Policy 3.A *Encourage the inclusion of affordable housing units in new housing developments by granting incentives as called for by the Zoning Code and the State Density Bonus law.*

Policy 3.B *Actively support affordable housing development by private and non-profit housing developers.*

Policy 3.C *Conserve existing affordable housing, particularly rental and assisted units such as affordable housing that exists naturally in the market.*

Policy 3.D *Explore strategies to Incentivize and reduce the costs of affordable housing production like a 100% affordable housing overlay zone, transit-oriented communities programs, and partnership funding opportunities.*

Policy 3.E *Incentivize converting existing market rate and vacant rental units into affordable units and extend expiring affordability covenants to preserve affordability.*

Policy 3.F *Encourage an equitable distribution and the production of affordable housing in areas that have historically not accommodated affordable housing or have excluded diverse housing opportunities, especially in the highest opportunity areas, to help overcome historic patterns of segregation. Explore strategies like public funding, incentives, infrastructure investments, and a "Right to Return" program to support historically displaced families and individuals in Culver City with housing.*

Policy 3.G *Explore partnering with a non-profit organization to form a community land trust to assist housing providers in developing housing for lower income households.*

Policy 3.H *Encourage new affordable housing production by providing incentives to consolidate adjacent lots and assisting affordable housing developers to identify and consolidate lots.*

Policy 3.I *Explore City-owned sites for 100% affordable housing production.*

Policy 3.J *Incentivize housing development on surface parking lots on underused sites that would not displace existing residents.*

Policy 3.K *Incentivize adaptively reusing existing structures for affordable housing and existing ground floor commercial space for artists and live-work use.*

Objective 4. Housing Access. Improve access to quality housing for all members of the community by eliminating discrimination, reducing governmental and non-governmental constraints, increasing the number of affordable housing units, and supporting access to emergency shelters.

Policy 4.A *Promote efforts aimed at the development of housing available to all income and age levels.*

Policy 4.B *Promote housing opportunities for households of all income levels to help maintain the family-oriented character of the city into the future.*

Policy 4.C *Assist first time home buyers to purchase housing with alternative financing mechanisms.*

Policy 4.D *Promote rental assistance programs to minimize the extent to which lower income households must pay more than 30% of their income for housing.*

Policy 4.E *Promote fair housing and non-discrimination in housing sales and rentals for all, including those outside of designated protected classes, by supporting organizations that provide information, counseling and mediation on fair housing laws and landlord-tenant disputes.*

Policy 4.F *Prohibit discrimination in the sale or renting of housing to anyone on the basis of their special characteristics as protected by state and federal fair housing laws.*

Policy 4.G *Encourage the rehabilitation and construction of barrier-free housing for persons with disability.*

Policy 4.H *Enable elderly and/or persons with disabilities to age in place by providing housing arrangements and programs that accommodate their needs.*

Policy 4.I *Promote the education of homebuyers and renters on their rights, for housing practices and requirements, financing, available subsidies, protections, and housing unit changes.*

Policy 4.J *Explore ways to encourage the development of ownership housing for affordable, moderate/workforce housing, including opportunities for employer-provided permanent housing.*

Policy 4.K *Promote home ownership and related wealth generation opportunities through accessible education and technical assistance, particularly in communities of color and among special needs populations.*

Policy 4.L *Increase access and transparency in the lease-up process for restricted affordable housing units, particularly for those who have experienced or are at-risk of displacement and those who may not be aware of affordable housing choices.*

Objective 5 Housing Stability. Preserve existing affordable housing, prevent the displacement of existing residents, and prevent homelessness.

Policy 5.A *Actively work to prevent or minimize the displacement of existing residents and neighborhood instability from foreclosures. Ensure that rehabilitation of existing units does not negatively impact or permanently displace existing residents. The City shall notify residents about Ellis Act protections and other rights, and provide resident protections including a temporary relocation program with oversight during construction to minimize resident disruption.*

Policy 5.B *Promote outreach and education programs that protect communities, particularly communities of color and special needs populations, from predatory lending, speculative real estate transactions, land acquisition, and other practices that undermine intergenerational wealth growth and housing stability.*

Policy 5.C *Assist persons experiencing homelessness by referral to services and provision of emergency services.*

Policy 5.D *Ensure an adequate supply of emergency or temporary housing for people experiencing or who are at risk of homelessness.*

Policy 5.E *Promote the rapid re-housing of persons experiencing homelessness.*

Policy 5.F *Apply a Housing-First approach to ending homelessness that matches persons experiencing homelessness with appropriate services or services with housing, like permanent supportive and rapid-re-housing options.*

Policy 5.G *Provide a high level of outreach to priority populations experiencing homelessness, as determined by the lead Continuum of Care agency, to inform them of their rights and opportunities for housing and support services.*

Policy 5.H *Encourage a regional fair share approach to providing housing opportunities and assistance to households with special needs, those experiencing homelessness, and extremely low-, very low-, and low-income households.*

Policy 5. I *Create a community engagement and education program to continuously connect with the community on the complexity of how individuals become unhoused and the multitude of solutions and programs needed to support rehousing.*

Policy 5.J *Remove barriers to housing for persons experiencing homelessness, including those related to siting and operating restrictions, that disproportionately affect populations in protected classes, and special needs populations.*

Objective 6 **Housing Production Accountability.** Monitor rental and ownership housing production effectiveness throughout the planning period and adjust as necessary to meet projected needs.

Policy 6.A *Conduct a mid-cycle assessment of the City's progress toward achieving RHNA, and adjust if needed.*

Policy 6.B *Should a mid-cycle assessment require adjustment, implement strategies like establishing a density bonus on inventory sites that is proportionate to the deficit accrued during the first half of the planning period, an affordable housing overlay that applies the density and design standards of the Neighborhood Multi Family designation to Incremental Infill lots for development of deed-restricted affordable units, and expansion of development types subject to by-right approvals.*

Policy 6.C *Monitor and report on housing production towards achieving RHNA periodically throughout the planning period.*

Policy 6.D *Facilitate a balanced jobs to housing ratio citywide.*

Policy 6.E *Continue to evaluate and reduce regulatory and procedural barriers to housing production , such as streamlining the entitlement, environmental, and building permit processes for households of all income levels and those with special needs.*

Policy 6.F *Periodically review City regulations and fees to ensure they are not suppressing housing development.*

Policy 6.G *Ensure that local regulations support innovations in construction technology to the extent that is technically feasible.*

Policy 6.H *Create a community engagement and education program to continuously connect with the community on growth, housing need, homelessness, discriminatory housing practices, how current land use patterns and socioeconomic disparities reflect historically*

racist policies, planning, zoning, and real estate practices; *and the benefits of mixed use and income communities, and amplify and prioritize underrepresented voices to ensure more equitable outcomes.*

Policy 6.I *Explore a pre-approved standard plan program for ADUs subject to ministerial entitlement approval.*

Policy 6.J *Develop objective design standards for residential and mixed use projects to add certainty to the permitting process, promote quality development that maximizes the benefit of nearby amenities and minimizes exposure to features that may result in negative health or environmental impacts, apply universal design principles, promote complete neighborhoods with amenities like open space, and ensure seamless transitions between single-family and multi-family development, commercial and residential development, and industrial and residential development.*

Policy 6.K *Promote public outreach and education on the need to address housing needs relative to other important outcomes like health, the environment, public safety, and transportation.*

Quantified Objectives

The City's eight-year quantified housing objectives are described in Table 44. These objectives reflect the City's assessment of what is feasible during the planning period in light of existing and proposed housing programs, land use policies, financial resources, and anticipated economic conditions.

TABLE 44: QUANTIFIED OBJECTIVES

	Extremely Low/Very Low	Low	Moderate	Above Moderate	Total
New Construction	1,108	604	560	1,069	**3,341**
Preservation	60	60	0	0	**120**
Conservation	59	134	38	0	**231**

II. HOUSING PROGRAMS

California State housing law requires that the Housing Element set forth an eight-year schedule of actions for the 2021-2029 planning period that the City intends to undertake to implement its stated policies and objectives. The following section describes the measures that the city plans to implement consistent with its identified policies and objectives described above. Table 45 identifies the timeframe, responsible agency, and funding source for implementation of housing programs and their quantitative objectives.

MEASURE 1. PROGRAMS TO ENHANCE HOUSING AFFORDABILITY

A. **Section 8 Housing Choice Voucher Program**. Help very low and extremely low income households secure decent, safe and sanitary affordable housing through the provision of rental subsidies through the Section 8 program and conduct outreach to attract new property owners. Through the County of Los Angeles Homeless Initiative and approved by HUD, 50% of annual turnover vouchers will be provided to unhoused individuals.

B. **Rental Assistance Program**. Assist extremely low income up to and including moderate income households to pay for housing through the Rental Assistance Program (RAP).

C. **Shared Housing.** Through the Los Angeles County Measure H Rapid Rehousing Program, assist persons experiencing homelessness with up to 18 months of rental assistance and supportive services.

D. **Existing Covenanted Buildings**. Monitor existing covenanted buildings for compliance with affordability restrictions, and with occupancy and maintenance covenants to upgrade and maintain the character and condition of the neighborhoods while preserving affordability to residents. Housing units covered in the monitoring program include: ownership units assisted under the Mortgage Assistance Program (MAP), affordable rent-restricted units, mobile home park units, and group homes for persons with disabilities.

E. **Preserve At-Risk Affordable Housing Units**. There are a total of 231 affordable units at risk between 2021 and 2031. Pursuant to new State law, the Housing Division will contact property owners at least three years in advance to inquire about their interest in extending their covenants. In exchange for extending covenants the City will offer property owners funding assistance for rehabilitation to address deferred maintenance through the Neighborhood Preservation Program (NPP) and rental assistance to qualified households through the Rental Assistance Program should funding becomes available. In addition, the City will contact non-profit organizations with the capacity to assist in preserving the at-risk units.

F. **Affordable Housing Development Assistance**. Provide financial support and technical assistance to organizations that acquire/rehabilitate and/or develop housing for lower and moderate income households (including extremely low income) and populations with special needs (including persons experiencing homelessness, seniors, persons with developmental or other disabilities). To encourage the inclusion of affordable housing units in new housing development, the Housing Division will partner with the Current Planning Division to offer density bonuses and financial assistance (as funding permits) to developers. The City will continue to inform developers when they first contact Current Planning that the City may be able to provide some financial assistance to their project in exchange for affordability commitments. Additionally, Current Planning will continue to inform developers about the benefits of density bonus when projects are submitted for review.

G. **Inclusionary Housing.** The City amended its Mixed Use Ordinance (§17.400.065) in February 2021 to incentivize inclusion of affordable units in mixed use development projects with a community benefit density bonus. The City will review the ordinance to ensure consistency with 2045 General Plan.

H. **Linkage Fee.** In July 2021, the City Council adopted the Affordable Housing Commercial Development Impact Fee Ordinance to fund affordable housing projects. This Ordinance will apply a "linkage" fee to new non-residential development. Beginning in January 2022, the fee will be applied to new non-residential development at $5 per net leasable square foot. The City completed a nexus study to ensure the appropriateness of the fee.

MEASURE 2. PROGRAMS TO ADDRESS SPECIAL HOUSING NEEDS

A. **Homeless and Special Needs Housing.** The City identified several Successor Agency owned properties for affordable housing (including extremely low income) and special needs housing (including for persons experiencing homelessness, seniors, persons with developmental or other disabilities). The City will continue to evaluate other agency-owned properties or opportunity sites available on the market for affordable and special needs housing.

B. **Zoning Code Amendments to Address Special Needs Housing**. Various bills were passed in the last few years to address the housing choices available to special needs groups. The City will revise the Zoning Code to address the provision for emergency shelters, supportive housing, low barrier navigation center, and employee housing.

C. **Homeless Service Referrals**. Through a contract with Saint Joseph Center, the City provides homeless outreach, data collection, service referral, and emergency motel vouchers. Homeless outreach was expanded to include evenings until 10 pm and Saturdays.

D. **Emergency Shelters.** Upward Bound House (UBH) Family Shelter provides 18 emergency housing beds for families with children experiencing homelessness. Through a contract with UBH, the City provides case management and supportive services to children and their families experiencing homelessness and to children experiencing homelessness and attending Culver City Unified School District.

E. **Group Homes**. A total of six group homes for persons with developmental disabilities provide affordable housing and supportive services to 26 low to moderate income individuals annually. Monitor group homes and housing for persons with special needs to ensure compliance with the Federal Housing Quality Standards (HQS), and City Health and Safety Codes.

MEASURE 3. PROGRAMS TO IMPROVE HOUSING AND NEIGHBORHOOD CONDITIONS

A. **The Neighborhood Preservation Program (NPP).** The NPP provides Deferred Maintenance Grants of up to $5,000 are provided to multi-family property owners who will lease to a Section 8 or household experiencing homelessness.

B. **Healthy and Safe Grant.** The program also offers Healthy and Safe Senior Grants of up to $1,500 to low income seniors to address life safety and code enforcement violations.

C. **Graffiti Removal**. Work with property owners to remove graffiti through the Public Works Department and encouraging local monitoring by owners. Continue to help community groups to organize volunteer graffiti removal activities.

MEASURE 4. PROGRAMS TO FACILITATE ADDITIONAL HOUSING

A. **Adequate Sites for RHNA and Monitoring of No Net Loss (SB 166)**. The current Culver City General Plan does not offer adequate capacity and housing choices to meet the community's housing needs or the State mandated RHNA of 3,341 units for the 6th cycle Housing Element. Based on the current General Plan and objective criteria and local knowledge used to identify available sites with near-term development potential, the City has an overall shortfall of 811 units (21 lower income, 247 moderate income, and 543 above moderate income).

Based on direction from the Culver City City Council, the 2045 General Plan provides for significantly higher density and capacity above the City's RHNA requirements. The City anticipates adopting the 2045 General Plan by Fall 2022. Pursuant to State law, land use designations and implementing zoning to accommodate RHNA shortfall of 811units, plus a buffer to accommodate no net loss requirements. For lower income RHNA and buffer, the sites will provide maximum density of at least 30 du/ac and minimum density of at least 20 du/ac on sites that can accommodate at least 16 units on site. The City will complete the Zoning Code Update to implement 2045 General Plan within three years from October 15, 2021.

The City will develop a monitoring procedure to ensure adequate capacity remains to accommodate the City's remaining RHNA for all income groups, as sites are being developed for residential, nonresidential, or mixed use developments. The City will also conduct a midterm review of the effectiveness of the new land use policies and development standards to ensure the City is on track with its housing production goals.

B. **By-Right Approval**. Pursuant to AB 1397, RHNA sites that are require rezoning to accommodate the lower income RHNA shortfall are subject to by-right approval if the project includes 20% affordable. To avoid

inconsistent application of this incentive, the City will extend the by-right approval to all projects that include 20% affordable to lower income households.

C. **Density Bonus Program**. Provide information on the various density bonus incentives to housing and mixed use development applicants. These include:

- Mixed Use Ordinance – Inclusionary Incentive with Community Benefit Program
- Micro Units Bonus
- State Density Bonus

D. **Accessory Dwelling Units (ADU) Ordinance**. This program has two components:

- ADU Ordinance Amendment: Amend the ADU Ordinance to implement the Incremental Infill designation of 2045 General Plan, which allows up to three units on lots over 4,950 square feet, or up to four units if one of the units is dedicated as affordable housing, inclusive of the ADU and JADU units. The designation would also reimagine the hierarchy of unit size and allow for all units to be of equal size, or whatever breakdown desired by project.
- Monitor ADU Trend: The Housing Element projects 400 ADUs to be constructed over eight years. Monitor the trend of ADU construction to evaluate the effectiveness of Incremental Infill and ADU construction in other residential zones, especially regarding occupancy and affordability. If necessary, adjust the ADU Ordinance to provide additional incentives or remove constraints to ADU construction.

E. **Affordable ADU Incentive Program**. Provide information on the various incentives the City offers to facilitate affordable ADUs:

- Tier 1: Workforce. Provide grants of $25,000 in exchange for affordability covenants.
- Tier 2: Low/Moderate Income. Through an Amnesty Program, provide grants of $50,000 to legalize illegally converted ADUs in exchange for affordability covenants.
- Tier 3: Homeless. One year trial for the creation of homeless units through the provision of $50,000 rehabilitation grants with a ten-year affordability covenant. ADU owners will also receive additional landlord incentives through the Homeless Incentive Program, and tenants will be paired with a Culver City HCV.

F. **Affordable Housing Tools and Best Practices**: The City will explore additional tools and best practices by other communities to facilitate affordable housing. These may include, but are not limited to:

- 100% Affordable Housing Overlay
- Transit-Oriented Communities concept
- Affordable housing partnership funding opportunities
- Enhanced Density Bonus
- Lobby for Article 34 Authority to permit the City to be directly engaged in the development and ownership of affordable housing
- ADU pre-approved standard plans program
- Right to Return program

G. **Hotel/Motel Conversion**. The City conducted a hotel/motel conversion study and identified potential properties for conversion into affordable housing. The City will continue to pursue properties for acquisition and adaptive reuse or redevelopment as affordable and special needs housing.

H. **Objective Design Standards**. Develop objective design standards to comply with SB 330.

I. **Permit Streamlining and Monitoring.** The Current Planning Division is drafting a proposal that will increase the unit threshold that triggers discretionary site plan review. As part of its annual Planning Commission Work Plan review, the Current Planning Division will continue to evaluate processing time improvements to streamline the process. This will include establishing a method to monitor and periodically report on processing times. The

Current Planning Division will also continue to recommend adjusting to facilitate housing production when needed.

MEASURE 5. PROGRAMS TO AFFIRMATIVELY FURTHERING FAIR HOUSING

Fair Housing Outreach and Enforcement

A. **Fair Housing Counseling**. The City participates in the CDBG program under the LACDA CDBG Urban County program. Through the County's program, the Housing Rights Center (HRC) is retained as the fair housing service provider for the participating jurisdictions. The City will continue to refer fair housing inquiries to the HRC.

Housing Mobility and New Housing Opportunities in High Resource Areas

B. **Source of Income Protection**. SB 329 and SB 222 require rental property owners to accept Housing Choice Voucher (HCV) and other public assistance as legitimate sources of income for housing payments. Property owners no longer have the ability to reject HCV, Veterans Affairs Supporting Housing (VASH), or other rental assistance. The City will develop outreach and education materials regarding the use of HCVs. Focus outreach to the Incremental Infill areas to encourage property owners to accept HCVs.

See also Affordable ADU Incentive Program under Measure 4.E.

Anti-Displacement and Tenant Protections

C. **Permanent Rent Control Ordinance**. The Culver City Permanent Rent Control Ordinance sets restrictions on rent increases:

- Landlords may not impose more than one Rent increase for a Covered Rental Unit in any 12- month period.
- The maximum permissible annual rent increase is based on the average annual change in the consumer price index ("CPI change").
- If CPI change is less than 2%, maximum allowable annual rent increase is 2%.
- If CPI change is more than 5%, maximum allowable annual rent increase is 5%.
- A Landlord may impose a Rent increase that takes effect sooner than twelve (12) months following the date of the latest permitted Rent increase under the Interim Rent Control Ordinance, but the prior increase under Interim Rent Control Ordinance in combination with a rent increase under permanent ordinance may not exceed the maximum allowable annual rent increase under the permanent ordinance.

Exemptions to the Ordinance include:

- Dwelling units expressly exempt from rent control per state or federal law.
- Dwelling units occupied after February 1, 1995.
- Single-family homes, condominiums and townhomes.
- Subdivided interest in a subdivision.
- Government subsidized dwelling units.

D. **Landlord-Tenant Mediation Board**. The City's bylaws on the Landlord-Tenant Mediation Board (LTMB) were expanded to include mediation for habitability issues and to require property owners to include a lease addendum for all tenants informing them about the LTMB and mediation services.

E. **Housing Replacement**. This program has two components:

- AB 1397 Replacement Requirement: Development on nonvacant sites with existing residential units is subject to replacement requirement, pursuant to AB 1397. The City will amend the Zoning Code to

require the replacement of units affordable to the same or lower income level as a condition of any development on a nonvacant site consistent with those requirements set forth in State Density Bonus Law.

- Replacement of Units Lost due to Successor Agency Actions: Use financial resources, if available, to help replace residential units lost as a result of Successor Agency actions.

F. **Promotion of Housing Programs**. Market the availability of various housing programs with brochures, flyers, and other public information materials. Specifically, focus promotion of housing programs to neighborhoods with concentrated areas of housing issues.

MEASURE 6. PROGRAMS TO BE INITIATED OR REINSTATED WITH ADDITIONAL FUNDING

With the elimination of redevelopment, the City has limited funding to implement housing programs and services. During the 2021-2029 Housing Element planning period, the City will actively pursue funding to reinstate or initiate the following programs:

A. **Temporary Emergency Rental and Relocation Assistance Program**. Provide funds for security deposit for individuals forced to relocate due to change of use or code enforcement, or for up-to-moderate income tenants involuntarily displaced due to government action such as code enforcement actions or change in land use.

B. **Property Acquisition and Rehabilitation Program**. Provide opportunities to create affordable housing through the Property Acquisition and Rehabilitation program. The program may consider strategies such as providing loan assistance, for example through establishing a trust fund. It may also consider identifying funding for nonprofit affordable housing providers and allowing such providers the right of first offer to acquire existing multi-unit residential properties as they come to market.

C. **West Culver City Residential Rehabilitation Program**. Offer rehabilitation grants to eligible property owners in West Culver City and provide grants to affordable housing developers who wish to acquire and rehabilitate units to provide low income rental housing.

D. **Surcharge Fee for New Construction**. Offset the New Construction Surcharge fee for affordable units assisted by LMIHAF.

E. **Homebuyer Assistance**. Explore resources, financing mechanisms, and/or partnership with nonprofits and lenders to facilitate affordable homeownership opportunities for first-time buyers.

F. **Community Land Trust.** Explore the feasibility of establishing a Community Land Trust that can be used for various affordable housing activities.

TABLE 45: PROGRAM IMPLEMENTATION SUMMARY – 2021-2029

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
Measure 1. Programs to Enhance Housing Affordability				
A. Section 8 Housing Choice Voucher Program	Housing Authority	HUD	215 households	Annually reviewed with Housing Authority Budget and Work Plan approval
B. Rental Assistance Program	Housing Authority	LMIHAF	16 households	Annually reviewed with Housing Authority Budget and Work Plan approval
C. Shared Housing	Housing Authority	Measure H Rapid Rehousing Program	5 households	Annually reviewed with Housing Authority Budget and Work Plan approval
D. Existing Covenanted Buildings	Housing Authority	Housing Authority	Compliance with affordability agreement, Housing Quality Standard, and occupancy requirements.	Annually reviewed with Housing Authority Budget and Work Plan approval
E. Preserve At-Risk Affordable Housing Units	Housing Authority	Housing Authority	• Monitor the at-risk status of 231 affordable units that are potentially at risk of converting to market-rate housing. • Pursuant to new State law, contact property owners at least three years prior to covenant expiration dates for at-risk projects. If owners intend to file a Notice of Intent to opt out of affordable housing, ensure their compliance with the three-year, one-year, and six-month noticing requirements. • Contact nonprofit developers with the capacity and interest in assisting in the preservation of at-risk units. • Pursue funding to assist in the preservation of at-risk units. • Provide information on rental assistance available to affected tenants.	Annually reviewed with Housing Authority Budget and Work Plan approval

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
F. Affordable Housing Development Assistance	Housing Authority	LMIHAF	• Projects with allocated resources include: o Venice Parking Lot – 10 modular housing units for persons experiencing homeless o Virginia Parking Lot – 12 modular housing units for persons experiencing homeless o Community Garden – 6 modular units as permanent supportive housing o United Methodist Church – 75 affordable units	As feasible development opportunities become available.
G. Inclusionary Housing	Current Planning Division	Current Planning Division Budget	• Review and revise the Mixed Use Ordinance as appropriate to ensure consistency with 2045 General Plan. • Monitor to ensure the Mixed Use Ordinance effectively supports affordable housing production.	• By 2023 • Ongoing
H. Linkage Fee	Economic Development Division	Economic Development Division Budget	• Review and revise the Affordable Housing Commercial Development Impact Fee Ordinance as appropriate to ensure consistency with 2045 General Plan. • Monitor to ensure the Affordable Housing Commercial Development Impact Fee Ordinance effectively supports affordable housing production.	• By 2023 • Ongoing
Measure 2. Programs to Address Special Housing Needs				
A. Housing for Homeless and Special Needs	Housing Authority	Housing Authority	• Venice Parking Lot – 10 modular housing units for persons experiencing homelessness and 70-bed sprung shelter on balance of lot • Virginia Parking Lot – 12 modular housing units for persons experiencing homelessness and 100-unit supportive housing or mixed income housing on balance of lot • Community Garden – 6 modular units as permanent supportive housing • Continue to identify other agency-owned properties for affordable and special needs housing.	Pursue projects by 2025

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
B. Zoning Code Amendments to Address Special Needs Housing	Planning Division	Planning Division Budget	• Supportive Housing (AB 2162) - Supportive housing projects of 50 units or less (for cities with a population of less than 200,000) to be permitted by right in zones where multi-family and mixed-use developments are permitted. The supportive housing project must meet certain criteria, such as providing a specified amount of floor area for supportive services. The bill also prohibits minimum parking requirements for supportive housing within ½ mile of a public transit stop. • Emergency Shelter (AB 139) – Parking standards be established solely based on staffing level. • Low Barrier Navigation Center (AB 101) – Requires cities to permit a Low Barrier Navigation Center development by right in areas zoned for mixed uses and nonresidential zones permitting multifamily uses if it meets specified requirements. A *"Low Barrier Navigation Center" is defined as a "Housing First, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing."* CGC §65660 • Employee Housing (California Health and Safety Code Section 17021.5) – Requires that housing for fix or fewer employees be considered a single-family residential use.	By 2023, as part of the comprehensive Zoning Code update to implement 2045 General Plan
C. Homeless Service Referrals	Housing Authority	Housing Authority	• Continue to work with St. Joseph and/or another homeless service provider to conduct homeless outreach and connect individuals experiencing homelessness to services. • Continue to provide up to 50 hotel/motel vouchers as needed	• Ongoing • Annually reviewed with Housing Authority Budget and Work Plan approval
D. Emergency Shelters	Housing Authority	Housing Authority	Provide 18 year-round beds for women with dependent children through Upward Bound House Family Shelter.	Ongoing
E. Group Homes	Housing Authority	Housing Authority	Monitor six group homes for persons with developmental disabilities annually.	Ongoing

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
Measure 3. Programs to Improve Housing and Neighborhood Conditions				
A. Neighborhood Preservation Program	Housing Authority	LMIHAF	Provide 10 NPP Deferred Maintenance Grants.	Annually reviewed with Housing Authority Budget and Work Plan approval
B. Healthy and Safe Grant	Housing Authority	LMIHAF	Provide 5 Safe and Healthy Senior and Disabled Rehabilitation Grants.	Annually reviewed with Housing Authority Budget and Work Plan approval
C. Graffiti Removal	Public Works	Public Works Budget	Remove graffiti within 48 hours.	Ongoing
Measure 4. Programs To Facilitate Additional Housing				
A. Adequate Sites for RHNA	Advance Planning Division	Advance Planning Division Budget	• Adopt 2045 General Plan to provide adequate capacity for RHNA. • Develop a procedure to monitor for No Net Loss (SB 166) to ensure the City continue to have adequate sites for its RHNA for all income groups. • Complete Zoning Code Update to implement 2045 General Plan. • Update the sites inventory to determine adequate capacity for remaining RHNA. • If the City is not meeting its housing production goals, review and revise the Land Use policy and development standards as appropriate to facilitate housing, especially affordable housing for lower income households and those with special needs.	• By Fall 2022 • By 2022 • At least semi-annually • By Within three years from October 15, 2021 • 2024
B. By-Right Approval	Advance Planning Division	Advance Planning Division Budget	As part of the Comprehensive Zoning Code Update to implement 2045 General Plan, amend the Zoning Code to provide by-right approval of projects that set aside 20% affordable units for lower income households.	Within three years from October 15, 2021
C. Density Bonus Program	Current Planning Division	Current Planning Division Budget	Continue to promote the various density bonus incentives to residential and mixed use development applicants.	Ongoing
	Housing Authority	Housing Authority	As funding permits, provide financial assistance to affordable housing approved with a Density Bonus.	Ongoing

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
D. Accessory Dwelling Units Ordinance	Current Planning Division	Current Planning Division Budget	Amend ADU Ordinance to implement the Incremental Infill designation of 2045 General Plan assuming the Preferred Land Use Map is adopted, with the goal of achieving 400 ADUs through conversion/expansion of existing properties and 636 ADUs/multiplexes through the demolition/reconstruction of properties.	Upon adoption of General Plan 2045 and within three years from October 15, 2021
	Current Planning Division	Current Planning Division Budget	• Monitor the construction trend of ADUs. • If ADU construction falls below projection, amend the ADU Ordinance to provide additional incentives or to remove constraints to development.	• Annually • By 2024
E. Affordable ADU Incentive Program	Housing Authority	Housing Authority	Assist homeowners to pursue affordable ADUs: Tier 1: Workforce – 43 Affordable ADUs Tier 2: Low/Mod – 20 Amnesty Properties Tier 3: Homeless – 4 Affordable ADUs	Ongoing
H. Affordable Housing Tools and Best Practices	Advance Planning Division	Advance Planning Division Budget	Study and prioritize the various affordable housing tools for research and analysis.	By 2022
G. Hotel/Motel Conversion	Housing Authority	Housing Authority	Continue to identify properties and negotiate for acquisition and adaptive reduce or redevelopment as affordable and special needs housing.	Ongoing
H. Objective Design Standards	Advance Planning Division	Advance Planning Division Budget	Develop Objective Design Standards to comply with SB 330.	By 2023
I. Permit Streamlining and Monitoring	Current Planning Division	Current Planning Division Budget	Establish a permit processing time tracking, monitoring, and reporting system.	By 2023
Measure 5. Programs to Affirmatively Furthering Fair Housing				
A. Fair Housing Counseling	LACDA/HRC	Urban County CDBG	Continue to refer fair housing inquiries to the HRC.	Ongoing
B. Source of Income Protection	Housing Authority	Housing Authority	Develop outreach and education materials and implement an outreach campaign.	By 2023
C. Permanent Rent Control Ordinance	Housing Authority	Housing Authority	Continue to implement the Rent Control Ordinance.	Ongoing
D. Landlord-Tenant Mediation Board	Housing Authority	Housing Authority	Provide services as requested throughout the planning period	Ongoing

Implementation Measures/Programs	Responsible Agency	Funding Source	Objectives	Schedule
E. Replacement Housing	Current Planning Division	Current Planning Division Budget	Amend Zoning Code to comply with AB 1397, requiring replacement housing as a condition of project approval on nonvacant sites with existing units.	By 2022
	Housing Authority	Housing Authority	Continue to use financial resources of the Redevelopment Agency to help replace residential units lost as a result of Successor Agency actions as applicable.	Ongoing
F. Promotion of Housing Programs	Housing Authority	Housing Authority	Develop multi-media informational materials to promote the various housing programs.	By 2023
Measure 5. Programs to be Initiated or Reinstated with Additional Funding				
A. Temporary Emergency Rental and Relocation Assistance Program	Housing Authority	Not Available	Explore available funding from County, State, and Federal programs.	Annually reviewed with Housing Authority Budget and Work Plan approval
B. Property Acquisition and Rehabilitation Program	Housing Authority	Not Available	Explore available funding from County, State, and Federal programs.	Annually reviewed with Housing Authority Budget and Work Plan approval
C. West Culver City Residential Rehabilitation Program	Housing Authority	Not Available	Explore available funding from County, State, and Federal programs.	Annually reviewed with Housing Authority Budget and Work Plan approval
D. Reduced Surcharge Fee for New Construction/Other Fees	Current Planning Division	Not Available	Explore available funding from County, State, and Federal programs.	Annually reviewed with Housing Authority Budget and Work Plan approval
E. Homebuyer Assistance	Housing Division	Not Available	Explore resources, financing mechanisms, and/or partnership with nonprofits and lenders	Annually reviewed with Housing Authority Budget and Work Plan approval
F. Community Land Trust	Housing Division	Not Available	Explore resources, financing mechanisms, and/or partnership with nonprofits and lenders	Annually reviewed with Housing Authority Budget and Work Plan approval

APPENDIX A: EVALUATION OF THE 2013-2021 HOUSING ELEMENT

Section 65588(a) of the *Government Code* requires that jurisdictions evaluate the effectiveness of the existing Housing Element, the appropriateness of goals, objectives and policies, and the progress in implementing programs for the previous planning period. This appendix contains a review of the housing goals, policies, and programs of the previous housing element, adopted in 2014 and evaluates the degree to which these programs have been implemented during the previous planning period. This analysis also includes an assessment of the appropriateness of goals, objectives, and policies. The findings from this evaluation have been instrumental in determining the City's 2021-2029 Housing Implementation Program.

Table A-1 summarizes the programs contained in the previous Housing Element along with the source of funding, program objectives, accomplishments, and implications for future policies and actions. Table A-2 presents the City's progress in meeting the quantified objectives from the previous Housing Element.

EFFECTIVENESS IN ADDRESSING SPECIAL NEEDS

The extent of special housing needs far exceeds the City's financial capacity, especially with the elimination of redevelopment. Many of the City's special needs housing programs had to be defunded or substantially reduced in scope due to funding limitation. Nevertheless, the City was able to pursue Measure H funds and partnership with LACDA and nonprofits such as Upward Bound House to address special housing needs, especially for persons experiencing homelessness.

The City was able to reinstate the Home Secure program to provide rehabilitation grants for low income and households with disabilities to address health and safety issues in their homes. The most significant progress in addressing special needs population is the City's continued efforts in implementing the Comprehensive Housing Strategy (CHS). The following projects are in progress:

- Venice Parking Lot – Working on installing 10 modular residential units on the lot as temporary shelter. Long-term, this site is targeted for affordable housing or permanent supportive housing.
- Virginia Lot – Working on site plans for 12 modular units as housing for persons experiencing homelessness.
- Community Garden Site – Working on plans to install 6 modular units for permanent supportive housing.
- Pilot ADU Program for Homeless Housing - One year trial for the creation of homeless units through the provision of $50,000 rehabilitation grants with 10-year covenants. ADU owners will also receive additional landlord incentives through the Homeless Incentive Program, and tenants will be paired with a Culver City Section 8 voucher.

The City will continue to pursue additional funding to facilitate affordable housing and special needs housing.

TABLE A-1: HOUSING ELEMENT PROGRAM EVALUATION, 2014-2021

Implementation Measures/Programs	Responsible Agency	Funding Source	Implementation Measure/Program Objectives	Accomplishments	Recommended Future Actions
Measure 1. Continue Current Housing Programs					
1.A. Section 8 Program	Housing Authority	Department of Housing and Urban Development (HUD)	Continue to assist 384 very and extremely low income households to pay for housing through the Section 8 Program.	Funding of $1.3 million serves up to 215 households annually. A Section 8 Waiting List was created in 2016 and approximately 9,000 applicants are on the waiting list. Staff has pulled 1,000 applications from the list. Through the County of Los Angeles Homeless Initiative and approved by HUD, 50% of annual turnover vouchers will be provided to individuals experiencing homelessness (a total of 5 vouchers for Culver City). To date, 6 turnover vouchers have been issued to persons experiencing homelessness and 4 voucher holders have secured permanent units.	Continue to assist very low income households through the Section 8 program and conduct outreach to attract new property owners.
1.B. Rental Assistance Program	Housing Authority	Implementation of this measure is de-funded due to state legislative action eliminating the City Redevelopment Agency.	Assist 68 extremely low to moderate income households to pay for housing through the Rental Assistance Program (RAP).	Due to reduced funding as a result of the elimination of the Redevelopment Agency, this program will sunset within the next 5-10 years. Rental subsidy to persons experiencing homelessness, elderly, and persons with disabilities created under the former RDA are winding down. The program size has been reduced to 16 households ($239,220 expended annually).	With the elimination of the Redevelopment Agency the waiting list is closed for this program and no new applicants will be pulled from the waiting list.
1.C. Shared Housing	Housing Authority	Implementation of this measure was de-funded due to state legislative action eliminating the City Redevelopment Agency. Measure H funds have been	Continue to assist 150 households to locate alternative independent living situations through the Shared Housing Program.	The shared housing program was eliminated in FY 2010-2011 due to the elimination of the Redevelopment Agency. In FY 2019-2020, the program was reintroduced with funding from the County of Los Angeles Measure H Rapid Rehousing	Continue to use Measure H funding to assist up to 5 persons experiencing homelessness annually.

Implementation Measures/Programs	Responsible Agency	Funding Source	Implementation Measure/Program Objectives	Accomplishments	Recommended Future Actions
		identified as a new funding source.		Program. Up to 5 persons experiencing homelessness will be assisted with up to 18 months of rental assistance and supportive services. Currently, there are 6 applicants pending approval. The program is funded at $30,000.	
1.D. Existing Covenanted Buildings	Housing Authority	Housing Authority	Continue monitoring annually and as needed to assure compliance.	Monitoring of income and affordable rent restricted units is conducted annually and starts in November. Monitoring for compliance continues on all Mortgage Assistance Program (MAP), senior housing, mobile home park units, group homes for persons with disabilities, and multi-family housing units with income and rent restrictions.	Continue to monitor existing covenanted buildings for occupancy and maintenance.
1.E. Homeless Service Referrals	Housing Authority	Housing Authority	Continue to assist individuals and families experiencing homelessness through referral to a sponsor agency; provide 20 individuals with hotel/motel vouchers as needed; work with a homeless service provider to conduct homeless outreach	Through a contract with Saint Joseph Center, the City provides homeless outreach, data collection, service referral, and emergency motel vouchers. Homeless outreach was expanded to include evenings until 10 pm and Saturdays. For the period of July 1-December 30, 2020, the following services were provided: • Total of 184 individuals served/referred to supportive services • 21 persons linked to housing programs • 9 persons placed in permanent housing • 30 motel vouchers issued	Continue to work with St. Joseph and/or a homeless service provider to conduct homeless outreach and connect individuals experiencing homelessness to services. Continue to provide hotel/motel vouchers as needed.
1.F. Emergency Shelters	Housing Authority	Housing Authority	Continue to make existing facilities available and provide 65 year-round beds for women with dependent children through the Upward Bound House Family Shelter.	Upward Bound House (UBH) Family Shelter provides 18 emergency housing beds for families with children experiencing homelessness. Through a contract with UBH, the City provides case	Continue to support the Upward Bound House Family Shelter to provide emergency shelter services to children and their families experiencing homelessness. Continue to contract with UBH to provide case management and

Implementation Measures/Programs	Responsible Agency	Funding Source	Implementation Measure/Program Objectives	Accomplishments	Recommended Future Actions
				management and supportive services to children and their families experiencing homelessness in addition to children experiencing homelessness attending Culver City Unified School District. For 2020: • Total of 108 persons (57 children)/42 families served • 52 persons/20 families placed in permanent housing	supportive services to children and families experiencing homelessness.
1.G. Emergency Food Vouchers	Parks, Recreation & Community Services Department (PRCS)	PRCS Budget	Continue to refer needy clients to food voucher providers; secure food vouchers from providers.	The City has referred many patrons in need to the Culver City Area Interfaith Alliance and the SAVES program of St. Augustine Catholic Church. Patrons are also referred to the following organizations: S.O.V.A. Food Pantry (West LA location), the Christian Food Center, St. Gerard's Food Bank, St. Joseph Family Center and Food Pantry, and Muslim Food Bank of Los Angeles. Not all organizations will provide vouchers, but all will provide food.	The city will continue to refer needy clients to the Culver City Interfaith Alliance, the SAVES program at St. Augustine Catholic Church and other organizations. However, this program does not involve direct City funding. It is not included in the 2021-2029 Housing Element as a City program.
1.H. Group Homes	Housing Authority	Housing Authority	Continue to monitor group homes annually or as-needed to ensure compliance with the city's Group Home Programs.	A total of six group homes for persons with developmental disabilities provided affordable housing and supportive services to 26 low to moderate income individuals annually.	Continue to monitor group homes to ensure compliance.
1.I. Neighborhood Preservation Program (NPP)	Housing Division	Implementation of this measure was de-funded due to state legislative action eliminating the City Redevelopment Agency. This program has been reintroduced due to DOF approval of Educational Revenue Augmentation Fund (ERAF) payments.	Continue to implement the Neighborhood Preservation Program (NPP) for qualified low and moderate income households and to owners of multi-family housing with qualified low income tenants. The annual objective is 75 units.	The program was reintroduced in FY 2018-2019. Neighborhood Preservation Grants of up to $5,000 are provided to multi-family property owners who will lease to a Section 8 or households experiencing homelessness. Healthy and Safe Senior Grants of up to $1,500 are provided to low income seniors to address life safety and code enforcement violations.	Continue to provide Neighborhood Preservation Grants to multi-family property owners who lease to homeless and low income households and Safe Senior Grants to low income seniors.

Implementation Measures/Programs	Responsible Agency	Funding Source	Implementation Measure/Program Objectives	Accomplishments	Recommended Future Actions
1.J. Graffiti Removal	Public Works	Public Works Budget	Continue to work with building owners to remove graffiti by coordinating the services of removal companies and encouraging local monitoring by owners. Continue to help community groups organize volunteer graffiti removal activities. Achieve a 48 hour removal rate.	The Culver City Graffiti Crew continues to work with local businesses and homeowners to abate graffiti.	Continue to work with property owners, businesses, and residents to identify and remove graffiti within 48 hours.
1.K. Fair Housing Counseling	Housing Authority	Implementation of this measure was de-funded due to state legislative action eliminating the City Redevelopment Agency.	Continue to provide information and assistance regarding landlord/ tenant rights and issues as needed; sponsor one fair housing workshop annually.	The City has contracted with Bet Tzedek to provide Fair Housing counseling services. The City enacted Permanent Rent Control and Tenant Protection Ordinances in September 2020. Bet Tzedek provides legal services for Culver City residents under the Ordinances. Bet Tzedek also provides legal services for Culver City resident under the Statewide Eviction Moratorium.	Although funding for this program was eliminated, the Housing Division will continue to provide fair housing information and refer to the Housing Rights Center. The 2021-2029 Housing Element includes a new series of programs and actions that the City will undertake to affirmatively furthering fair housing.
1.L. Landlord-Tenant Mediation Board	Housing Authority	Housing Authority	Continue to mediate disputes between landlords and tenants through the Landlord Tenant Mediation Board as requested.	The bylaws on the Landlord-Tenant Mediation Board (LTMB) were expanded to include mediation for habitability issues and to require property owners to include a lease addendum for all tenants informing them about the LTMB and mediation services. In 2019, a total of 6 mediations were requested and 3 mediations were conducted. No mediations were requested in 2020.	Continue to fund mediations of rent increase and habitability issues between landlords and tenants through the Landlord-Tenant Mediation Board.
1.M. Temporary Emergency Rental and Relocation Assistance Program	Housing Authority	Implementation of this measure is de-funded due to state legislative action eliminating the City Redevelopment Agency.	Continue to provide security deposit assistance to individuals forced to relocate due to change of use or code enforcement as needed.	This program was not implemented due to the dissolution of the Redevelopment Agency.	Implementation of the measure will be resurrected once funding from State/Federal resources becomes available and the city is eligible for such funding sources.
1.N. Property Acquisition and Rehabilitation Program	Housing Authority	Implementation of this measure is de-funded due to state legislative action eliminating the	Provide opportunities to eliminate blight and create affordable housing by providing assistance for management and preservation of affordable	This program was discontinued prior to its scheduled implementation due to the elimination of the Redevelopment Agency.	Implementation of the measure will be resurrected once funding from State/Federal resources becomes available and the city is eligible for such funding sources.

Implementation Measures/Programs	Responsible Agency	Funding Source	Implementation Measure/Program Objectives	Accomplishments	Recommended Future Actions
		City Redevelopment Agency. I	housing to specified problem buildings.		
1.O. Home Secure	Housing Authority	Implementation of this measure was de-funded due to state legislative action eliminating the City Redevelopment Agency. This program has been reintroduced due to DOF approval of ERAF payments.	Continue to contract with Jewish Family Services to install security and safety devices and offer education & community resource information to the elderly and persons with disabilities, with an annual objective of 20 households.	This program was reintroduced in FY 2018-2019 due to DOF approval of ERAF payments. The Healthy and Safe Grant Program provides rehabilitation grants up to $1,500 to low income and/or households with disabilities to address health and safety issues in their homes.	Continue to provide Healthy and Safe Grants to low income and/or households with disabilities to address health and safety issues in their homes.
1.P. Affordable Housing Development Assistance	Housing Authority	Implementation of this measure was de-funded due to state legislative action eliminating the City Redevelopment Agency. This program has been reintroduced due to DOF approval of ERAF payments.	Offer funding assistance to affordable housing developers to acquire, rehabilitate, and provide affordable housing as feasible opportunities become available.	This program was reintroduced in FY 2018-2019 due to DOF approval of ERAF payments. In January 2021, the Council adopted an Inclusionary Mixed Use Ordinance including the approval of micro-units of 350 sq. ft. A total of 357 new units is projected to be constructed over the next 5 fiscal years. Other incentives include: administrative approval of affordable housing units and reduction of building permit fees for affordable and workforce housing units.	Through the implementation of the mechanisms listed, continue to offer affordable housing development assistance.
1.Q. Redevelopment Agency Housing Replacement	Housing Division	Implementation of this measure is de-funded due to state legislative action eliminating the City Redevelopment Agency.	Continue to use financial resources of the Redevelopment Agency to help replace residential units lost as a result of Successor Agency actions as applicable.	There were no residential units lost due to Redevelopment Agency actions during the planning period.	This measure will remain in the event that actions by the Successor Agency results in a loss of units. A new replacement housing requirement pursuant to AB 1397 is included in the 2021-2029 Housing Element.
Measure 2. Programs To Facilitate Additional Housing					
2.A. Density Bonus Program	Housing Authority and Planning Divisions	Housing Authority and Planning Division Budgets	Implement local Density Bonus Ordinance and provide information to applicants.	Information regarding the Density Bonus Program is provided to developers inquiring about construction of new residential units.	Continue to provide information to applicants/developers and process any Density or Other Bonus Incentive (DOBI) applications that are submitted during the next Planning Cycle. Additionally, provide appropriate funding for affordable housing approved with a Density Bonus if

Implementation Measures/Programs	Responsible Agency	Funding Source	Implementation Measure/Program Objectives	Accomplishments	Recommended Future Actions
					such funding sources become available in the future.
2.B. West Culver City Residential Rehabilitation Program	Housing and Current Planning Divisions	Implementation of this measure is de-funded due to state legislative action eliminating the City Redevelopment Agency.	Implement program to offer rehabilitation grants to eligible property owners and provide grants to affordable housing developers to acquire and rehabilitate units to provide housing to lower income renters.	This program was not implemented during the planning period due to dissolution of the Redevelopment Agency.	Implementation of this program will be resurrected once funding from State/Federal sources becomes available.
2.C. Accessory Dwelling Ordinance	Current Planning Division	Current Planning Division Budget	Implement the ordinance which permits accessory dwelling units subject to an Administrative Use Permit.	In January 2020, the City adopted an updated ADU ordinance to comply with recent changes in state law including AB 68, AB 587, AB 670, AB 671, and AB 881. The Affordable ADU Incentive Program commenced outreach in December 2020. The program provides grants to homeowners who wish to create an ADU unit either through new construction or garage conversion. The grant amounts are up to $50,000 in exchange for a covenant restriction to rent to workforce, low/moderate and households experiencing homelessness.	The Planning Division will continue to work with applicants who wish to build ADUs under the Accessory Dwelling Ordinance provisions. The Division will continue to monitor changes in State law pertaining to ADUs and update the City's zoning code accordingly. The General Plan update introduces a new strategy for ADU development through the Incremental Infill land use designation.
2.D. Design Guidelines	Current Planning Division	Current Planning Division Budget	Develop Design Guidelines for residential zones to ensure new multi-family development is consistent with the existing low-density character. Ensure that the guidelines do not cause an undue burden on housing supply and affordability.	Design guidelines have been completed for the Gateway and Gateway Adjacent neighborhoods. The City is in the process of creating guidelines for the remaining residential neighborhoods.	The 2021-2029 Housing Element includes a program to develop objective design standards pursuant to SB 330.
2.E. Nine Units per Lot Restriction	Current Planning Division	Current Planning Division Budget	Submit to City Council an analysis of the impact(s) of the 9 units-per-lot restriction by September 2014.	The Current Planning Division has continued to study this issue and will report their findings to the City Council.	The General Plan update proposes a new Land Use Plan that addresses the nine units per lot restriction.
2.F. Comprehensive Housing Strategy (CHS)/ Redevelopment Site Study	Redevelopment Agency	Housing Authority/ Implementation of this measure is de-funded due to state legislative action eliminating the	Complete and present a study of former Redevelopment Agency-owned sites to analyze opportunities for housing or mixed-use developments with	Due to the elimination of Redevelopment funding, only years 1 & 2 were completed which include: Culver Villas (3 low income, 9 moderate income	Assist CHS sites with appropriate funding should funding sources become available in the future. For FY 2020-2021, $8 million is earmarked to support affordable

Implementation Measures/Programs	Responsible Agency	Funding Source	Implementation Measure/Program Objectives	Accomplishments	Recommended Future Actions
		City Redevelopment Agency.	affordable components, as identified beyond years one and two of the CHS, including sites along commercial corridors that are currently underutilized to determine the feasibility of small scale parking garages combined with housing.	units); Tilden Terrace (14 very low income, 6 low income, and 12 moderate income units); and Globe Ownership Housing (4 low income, 4 moderate income, 2 workforce units). For FY 2020-2021, $8 million is earmarked to support affordable housing production and the implementation of an ADU Incentive Program.	housing production and the implementation of an ADU Incentive Program.
2.G. Comprehensive Housing Strategy and Infill Development Programs	Current Planning Division	Current Planning Division Budget/ ERAF payments	Pursue affordable housing development in years one and two by monitoring development applications and encouraging developers to use DOBI or similar programs to ensure the incorporation of an affordable housing component.	Current Planning staff monitors incoming projects and interest in project sites to discuss and encourage DOBI applications in order to include affordable housing within development projects. With the introduction of ERAF payments, a series of Request for Proposals were released in FY 2018-2019 soliciting firms to provide site plans for both residential and commercial lots throughout the City. These lots will be considered for the production of affordable and workforce housing and housing for the persons experiencing homelessness. These studies will review conversion of underutilized motels for the creation of affordable units or emergency shelters, site planning for a Safe Parking Program for the homeless and a regional homeless shelter, and other alternative housing types for affordable housing such as storage containers and micro-units.	Staff will continue to process affordable housing development proposals that are part of the CHS and encourage DOBI applications to include affordable units within proposed residential developments. Continue to study selected lots for potential sites for affordable and workforce housing, and/or housing for persons experiencing homelessness. Specific infill Successor Agency owned properties that are targeted for affordable housing are incorporated into the 2021-2029 Housing Element.
2.H. Comprehensive Housing Strategy/Housing Priority List	Housing Division	Implementation of this measure is de-funded due to state legislative action eliminating the City Redevelopment Agency.	Facilitate production of the city's RHNA allocation within the planning period by acquiring sites on the priority list.	Prior to its implementation this program was defunded due to State legislated elimination of the Redevelopment Agency.	Specific infill Successor Agency owned properties that are targeted for affordable housing are incorporated into the 2021-2029 Housing Element.

Implementation Measures/Programs	Responsible Agency	Funding Source	Implementation Measure/Program Objectives	Accomplishments	Recommended Future Actions
2.I. Washington/Venice Land Use	Current Planning Division	Current Planning Division Budget	Present feasibility analysis of the two sites identified in the CHS for potential multi-family affordable housing development after year 1 and 2 of the CHS.	This program has been eliminated due to lack of funding.	Specific infill Successor Agency owned properties that are targeted for affordable housing are incorporated into the 2021-2029 Housing Element.
2.J. Work Force Housing	Current Planning Division	Current Planning Division Budget	Increase awareness of need for workforce housing and present CHS feasibility sites to the Redevelopment Agency after program year 2 of the CHS.	This program has been eliminated due to lack of funding.	Specific infill Successor Agency owned properties that are targeted for affordable housing are incorporated into the 2021-2029 Housing Element.
2.K. Single Room Occupancy (SRO) Housing	Current Planning Division	Current Planning Division Budget	Work with developers wishing to construct SRO Housing.	An amendment addressing SRO's was adopted by the City Council in July of 2013	Process applications for SRO development. This routine function is not included in the 2021-2029 Housing Element as a separate program.
2.L. Zoning for Emergency Shelters and Transitional/ Supportive Housing	Current Planning Division	Current Planning Division Budget	Work with developers wishing to construct emergency shelters and Transitional/Supportive Housing. Amend the Zoning Code for Supportive Housing to ensure consistency with SB2 by July of 2014.	An amendment addressing emergency shelters and transitional/supportive housing was adopted by the City Council in July of 2013.	AB 2162, adopted in 2018, imposes new requirements on how cities regulate supportive housing. This program will be modified to include updating the Zoning Code to comply with new requirements. Process applications for Emergency Shelters and Transitional/Supportive Housing development.
2.M. Definition of "Family"	Current Planning Division	Current Planning Division Budget	Add a definition of "family" in the Municipal Code in 2013-2014 to be consistent with State law.	The Housing Element contains a definition of "family" which is consistent with State law. The Zoning Code contains no definition and there is no need for a definition within the Code at this time.	This program has been completed and is not be included in the 2021-2029 Housing Element.
2.N. Reasonable Accommodation Procedures	Current Planning Division	Current Planning Division Budget	Work with individuals who apply for Reasonable Accommodations.	An amendment addressing reasonable accommodation procedures was adopted by the City Council in July of 2013. Staff continues to work with individuals who apply for Reasonable Accommodations.	Continue to process applications for Reasonable Accommodations. This routine function is not longer listed in the 2021-2029 Housing Element as a separate housing program.
2.O. Reduced Parking For Affordable Units	Current Planning Division	Current Planning Division Budget	Adopt reduced parking in the Municipal Code in 2013-2014.	The Current Planning Division has continued to study this issue and will report their findings to the City Council. The City currently complies with State Density Bonus Law regarding	This will be conducted as part of the comprehensive Zoning Code update to implement the new General Plan.

Implementation Measures/Programs	Responsible Agency	Funding Source	Implementation Measure/Program Objectives	Accomplishments	Recommended Future Actions
				parking for affordable housing projects.	
2.P. Reduced Surcharge Fee for New Construction/Other Fees	Current Planning Division	Implementation of this measure is de-funded due to state legislative action eliminating the City Redevelopment Agency.	The city will offset the New Construction Surcharge fee for affordable units assisted by the Redevelopment Agency with housing set-aside funds.	This measure cannot be implemented due to the State legislated elimination of Redevelopment Agencies. It will be resurrected when funding sources become available.	This program will be resurrected should state/federal funding sources become available and the city is eligible for such funding.
Measure 3. Housing Division Administrative Activities					
3.A. Financial Support and Technical Assistance	Housing Authority	Implementation of this measure was de-funded due to state legislative action eliminating the City Redevelopment Agency. This program has been reintroduced due to DOF approval of ERAF payments.	Provide ongoing financial support and technical assistance to organizations that develop housing for populations with special needs as feasible projects are identified.	This program was reintroduced in FY 2018-2019 due to DOF approval of ERAF payments. A total of $7.5 million is programmed over 5 fiscal years to provide capital costs for modular housing units and gap financing for new construction of 186 affordable housing units.	Continue to provide technical assistance and financial support as funding allows.
3.B. Facilitate Financing Negotiations for Affordable Housing Development	Housing Authority	Implementation of this measure is de-funded due to state legislative action eliminating the City Redevelopment Agency. This program has been reintroduced due to DOF approval of ERAF payments.	Work with local lending agencies, on behalf of developers, to assist in securing financing for low- and moderate-income rental housing, as feasible projects are identified.	This program was reintroduced in FY 2020-2021 due to DOF approval of ERAF payments. A total of $7.5 million is programmed over 5 fiscal years to provide capital costs for modular housing units and gap financing for new construction of 186 affordable housing units.	Continue to provide technical assistance and financial support as funding allows.
3.C. Facilitate Financing Negotiations for Home Purchases	Housing Authority	Implementation of this measure is de-funded due to state legislative action eliminating the City Redevelopment Agency.	Work with private lenders to encourage them to provide mortgage financing that facilitates home ownership.	This measure cannot be implemented due to the State legislated elimination of Redevelopment Agencies. It will be resurrected when funding sources become available.	This program will be modified and reinstated should state/federal funding sources become available and the City is eligible for such funding.
3.D. Preserve At-Risk Housing Units	Housing Authority	Implementation of this measure is de-funded due to state legislative action eliminating the City Redevelopment Agency.	Contact property owners one year prior to covenant expiration dates for at-risk projects, to gauge interest in and incentivize further participation. Offer NPP funding (should it become available) to property owners to address deferred maintenance in exchange for extending affordability covenants.	This measure cannot be implemented due to the State legislated elimination of Redevelopment Agencies. It will be resurrected when funding sources become available.	Preservation of at-risk housing is a requirement of the Housing Element law. This program is modified in the 2021-2029 Housing Element to focus on monitoring and coordination with nonprofits with the financial capacity of preserve at-risk housing.

Implementation Measures/Programs	Responsible Agency	Funding Source	Implementation Measure/Program Objectives	Accomplishments	Recommended Future Actions
4. Regulatory Incentives					
4.A. Development Incentives	Current Planning Division	Current Planning Division Budget	Publicize the DOBI program on the city website and at the public counter, work with developers wishing to participate by dedicating a percentage of dwelling units as affordable in exchange for incentives, and process applications as received.	Current Planning staff continues to provide information on the availability of affordable housing density bonus incentives to applicants constructing multi-family housing projects.	The city will continue to provide information on the DOBI program and work with developers who wish to process a DOBI application.
4.B. Streamline Permit Approval Process	Current Planning Division	Current Planning Division Budget	Give priority processing to projects providing affordable units to reduce development costs associated with time delays.	The city has made efforts in streamlining applications with affordable housing components. No additional application fee or special request by the applicant is required.	The 2021-2029 Housing Element includes a program to develop procedures to comply with SB 35 streamlined processing.
4.C. Consultant Priority Processing Program	Current Planning Division	Current Planning Division Budget	Facilitate affordable housing development by giving applicants the option to expedite project processing through the use of outside contract staff throughout the planning period.	The Fee for Service program has not been requested by applicants and staff has not needed to use this program for processing in a timely manner.	The City will continue to offer this service should applicants request it. However, this is a routine function and is not included in the 2021-2029 Housing Element as a separate housing program.
5. Distribute Public Information					
5.A. Promotion of Housing Programs	Housing Authority	Housing Authority budget	Continue to promote the housing rehabilitation and maintenance programs with brochures, flyers, and other public information materials.	In an effort to attract and retain property owners to participate in affordable housing programs, an Owner Fair was approved for the 2019-20 FY. The program was scheduled for April 2020. This program is on hold due to the COVID-19 pandemic. The program will promote incentives to property owners to lease to Section 8 and persons experiencing homelessness. Incentives include signing bonuses, rehabilitation grants, vacancy loss and assistance with security deposits.	Continue to promote the housing rehabilitation and maintenance programs with brochures, flyers, and other public information materials. Hold an Owner Fair to promote incentives to property owners to lease to Section 8 and unhoused persons when permitted by public health guidelines.
5.B. Distribution of Anti-Graffiti Design Information	Current Planning Division	Current Planning Division Budget	Continue to promote anti-graffiti program and provide developers with information regarding architectural designs, building materials and landscaping that serve to deter graffiti.	City staff has yet to formally research this program. However, the following anti-graffiti design measures are utilized: Public Works Department requires anti-graffiti coating on certain items such as poles for discretionary projects;	This is a routine staff function and is not included in the 2021-2029 Housing Element as a separate housing program.

Implementation Measures/Programs	Responsible Agency	Funding Source	Implementation Measure/Program Objectives	Accomplishments	Recommended Future Actions
				Current Planning Division has landscaping requirements which on a case-by-case basis will serve to deter graffiti.	
5.C. Distribution of Noise Abatement Information	Current Planning Division	Current Planning Division Budget	Continue to distribute information about noise abatement practices, and materials including landscape elements such as walls or berms that may reduce noise impacts to the community.	The City's Noise Ordinance is enforced by the Code Enforcement Division and Police Department. Formal distribution of information regarding noise abatement practices and materials has not been conducted by the City. However, upgraded noise reduction measures for multi-family and mixed use projects are required either by code or as project-specific mitigation measures.	Continue enforcement of the Noise Ordinance by Code Enforcement and the Police Department. Continue to incorporate noise reduction measures into multi-family and mixed use projects as required either by code or as project-specific mitigation measures.
5.D. Database of Housing Opportunities	Current Planning Division and Housing Authority	Current Planning Division and Housing Authority Budgets	Continue to maintain database of housing development opportunities on commercial and industrial lots in the city.	With the introduction of ERAF payments, a series of Requests for Proposals will be released in 2019 and 2020 soliciting firms to provide site plans, maps, and cost estimates for both residential and government-owned properties throughout the City. These properties will be considered for the production of affordable and workforce housing, and housing for the unhoused, and an emergency shelter. The Emergency Shelter Feasibility Study and the Motel Reuse Feasibility Study were completed and City currently considering next steps.	Pursuant to State law, the City will provide the land inventory for residential development on City website and update at least annually. This is incorporated into the Adequate Sites for RHNA program.

TABLE A- 2: PROGRESS IN ACHIEVING QUANTIFIED OBJECTIVES, 2013-2021

Program Category	Quantified Objective	Progress 2013-2021
New Construction*		
Very Low	48	39
Low	29	13
Moderate	31	25
Above Moderate	77	717
Total	185	890
Rehabilitation		
Very Low	13	
Low	12	
Moderate	15	
Above Moderate	0	
Total	40	
Conservation		
Very Low	101	
Low	7	
Moderate	4	
Above Moderate	0	
Total	112	

**Quantified objective for new construction is for the period October 2013 – October 2021 per the RHNA*

APPENDIX B: RESIDENTIAL SITES INVENTORY

I. OVERVIEW

This appendix details the residential sites inventory for accommodating the RHNA. The City of Culver City is in the process of updating the General Plan. This Housing Element is consistent with the Preferred Land Use Map for 2045 General Plan. The sites identified represent a subset of sites made available through the General Plan update and meeting certain criteria for being considered with development or redevelopment potential at the time of writing this Housing Element. These criteria include existing uses, existing FAR, age of structures (year structure built), improvement-to-land ratio, lot size, adjacency to parcels with redevelopment potential and lot consolidation potential, and expressed interest of developers or property owners, among others. It should be noted that sites properly designated for residential and mixed use development, but do not meet these objective criteria are not included in the sites inventory. However, not making the sites inventory list in the Housing Element does not preclude properties from being able to develop according to their General Plan designation and zoning.

II. PROGRESS TOWARD RHNA

While the 6th cycle Housing Element planning period covers from October 15, 2021, through October 15, 2029, the RHNA projection period begins June 30, 2021. Table B-1 shows the progress towards meeting the RHNA. Housing projects that have been proposed, approved, or entitled for construction during the projection period can be credited against the 6th cycle RHNA. Pipeline projects are those with development application forthcoming. Income distribution of the units is based on project applications or proposals.

For the United Methodist Church project, the City is providing a $2 million permanent loan to assist in the construction of affordable units at the rear of the Church parking area. For the Virginia lot, the City is currently working on site plans to provide 12 modular units on site as housing for persons experiencing homelessness.

TABLE B-1: PROGRESS TOWARD RHNA

Project	Type	Extremely Low/ Very Low (50 AMI)	Low (80 AMI)	Moderate (120 AMI)	Workforce (129 AMI)	Above Moderate	Total
Plan Check							
3725 Robertson	Mixed Use	1	0	1	1	9	**12**
Entitled							
Jackson Condos - 4051 and 4055 Jackson	Residential	0	0	0	0	9	**9**
Proposed							
Triangle Site - 12717 Washington	Mixed Use	5	0	11	1	127	**144**
11111 Jefferson	Mixed Use	19	0	0	0	211	**230**
Community Garden (City-Owned)	Residential	6	0	0	0	0	**6**
7th Day Adventist - 11828 Washington	Residential	4	0	8	0	0	**12**
Pipeline Projects							
United Methodist - 4464 Sepulveda	Residential	75	0	0	0	0	**75**
Virginia Lot Modular - 10555 Virginia	Residential	12	0	0	0	0	**12**
Total		**122**	**0**	**20**	**2**	**356**	**500**

III. OPPORTUNITY SITES

City staff identified several opportunity sites for future residential housing (see Table B-2):

- **Virginia Lot:** This City-owned site is being planned for residential uses. A portion of this site is being planned for 12 modular units (see Pipeline Projects above). The balance of the site (about 2.37 acre) has a parking lease that is set to expire in 2025. The City plans to pursue either permanent supportive housing or a mixed income affordable housing project upon expiration of the parking lease. This site has a Neighborhood/Corridor MU2 designation under 2045 General Plan, with a base density of 50 units per acre. Given the lot site the City anticipates 100 mixed income units can be achieved.
- **Westfield Shopping Center:** This shopping center is currently for sale. Based on the City's discussions with the property owner and prospective buyer/developer, future plans for the shopping center include adding residential units to the back of the shopping center. An estimated 193 market rate units have been proposed by the property owner.
- **Entrance Parcels to West Los Angeles Community College (WLAC):** The Los Angeles Community College District owns two vacant parcels (totaling 7.87 acres) toward the entrance to the WLAC. The College District has expressed interest in making the parcels available for residential development. Current zoning for these parcels is IG but will become Neighborhood/Corridor MU2 under 2045 General Plan. An estimated 300 market rate units can be accommodated on these vacant parcels.

TABLE B-2: OPPORTUNITY SITES

Site	Current Status	2045 General Plan Preferred Land Use	Allowable Density (du/ac)	Size (ac)	Potential Units	RHNA Income Level
Virginia Lot 10555 Virginia APN: 4209030901	Remaining piece of property, excluding modular units site Current parking lease expires in 2025 Target for supportive housing or affordable housing	Neighborhood/ Corridor MU 2	50	2.37	100	40% Very Low 20% Low 40% Moderate
Westfield Shopping Center APN: 4134003011	Westfield is for sale and developer in discussion with City regarding acquisition and development of housing to the back of the mall	Mixed Use High	100	3.57	193	Market rate housing
Parcel at entrance to WLAC APN: 4296001902 4296001903	Site owned by College District	Neighborhood/ Corridor MU 2	50	3.93 3.94	300	Market rate housing

IV. INCREMENTAL INFILL

1. INFILLING SINGLE-FAMILY NEIGHBORHOODS

The Culver City 2045 General Plan preferred land use map introduces a new concept – Incremental Infill – into the City's existing low density residential neighborhoods, allowing for more than just detached single-family units, ADUs, and JADUs, in these neighborhoods. See Figure B-1 for illustrations of incremental infill. Lots over 4,950 square feet will allow up to four units, if the fourth one is dedicated as affordable housing to lower income households, inclusive of an ADU and JADU. Specifically:

Proposed development standard changes:

- Modification (relaxation) of ADU standards
- Allowance of up to 3 market-rate and 1 additional affordable unit (4 total), effectively increasing the density to 35 units per acre, compared to the existing 8.7 units per acre
- No size limitation for individual units, i.e. all units could be the same size and type
- Current standards are 1,200 square feet for a two-bedroom detached ADU, 800 square feet for a one-bedroom ADU, and 500 square feet for a JADU
- Maintain all existing R1 height and setback standards

Development options:

Infilling the single-family neighborhood can occur under two different scenarios:

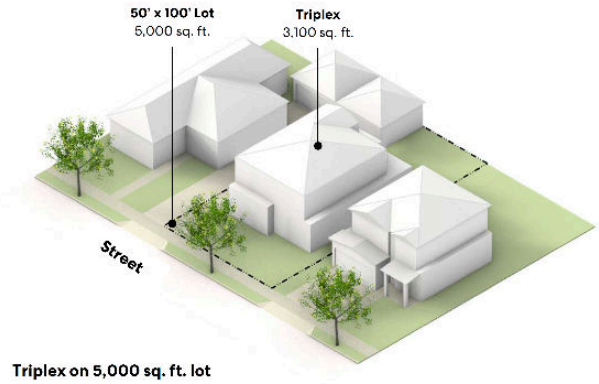
- **Conversion and/or addition:** An owner can convert and add to an existing single-family home for a total of up to four units on the property, inclusive of ADU/JADU. The total square footage is intended to match what is currently allowed in the associated zoning district.
- **Redevelopment:** New construction of up to four new units, inclusive of ADU/JADU, with the total square footage intended to match what is currently allowed in the associated zoning district.

FIGURE B-1: INCREMENTAL INFILL ILLUSTRATIVE EXHIBITS

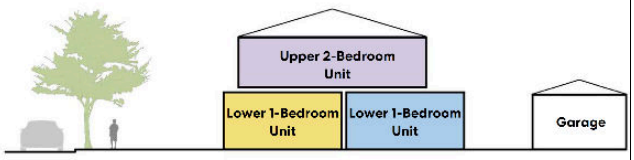
Single-Family Land Use Map Options

Incremental Infill 1: Triplex (3-Unit Development)

- Three-unit triplex can be accommodated within existing single-family R1 standards
  - Meets all setback and height standards
  - Meets floor area allowances under current standards
- Provides option to create "equal" units, i.e. up to three units of the same configuration
- Avoids "back yard" or "pool house" units
  - Units can have entry with clear access from street
- Requires modification of ADU Ordinance



Triplex on 5,000 sq. ft. lot

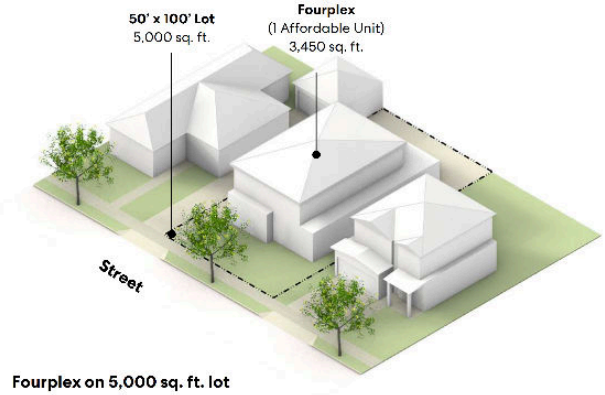


Unit diagram: up to three units allowed

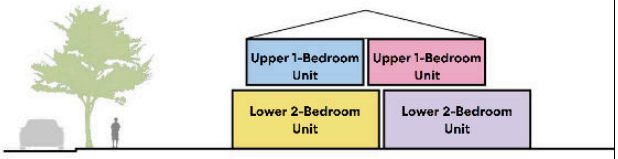
Single-Family Land Use Map Options

Incremental Infill 1: Fourplex (3-Unit + 1 Affordable Unit)

- Fourplex can generally be accommodated within existing R1 standards
  - Meets all setback and height standards
  - May slightly exceed floor area allowances on small lots
- Creates opportunity for dedicated affordable units
- Provides option to create "equal" units, i.e., four units of the same configuration
- Avoids "back yard" or "pool house" units
  - Units can have entry with clear access from street
- Requires modification of ADU Ordinance



Fourplex on 5,000 sq. ft. lot



Unit diagram: up to four units allowed, with one designated affordable

2. ESTIMATING CAPACITY FOR RHNA

Based on the Assessor's data on estimated lot size, a total of 5,598 parcels within the Incremental Infill designation are over 4,950 square feet and therefore eligible to utilize the flexibility offered by this designation. However, many factors can affect the overall yield, most critically the condition and placement of the existing units on site and the property owners' interest in redevelopment or infill development.

CONVERSION/ADDITION SCENARIO

- A property owner can take advantage of the flexible ADU standards and develop two to three additional units on site. Pursuant to State law, estimate of ADU capacity for RHNA purposes can only be based on trend and not on eligible lots. The City updated its ADU Ordinance in August 2020 and implementation has contributed to the following trends:
- The production of more, smaller housing units - Since the adoption of the ordinance, no existing single-family residential homes have been completely demolished without being rebuilt with an ADU. The average rebuild (including the ADU floor area) totaled 3,370 square feet, approximately 300 square feet less than the average in preceding years when less than 10% were rebuilt with an ADU.
- A higher percentage of overall single-family residential building permits that resulted in renovation/remodel with an ADU as opposed to full demo/rebuild.
- A higher ratio of new units produced per building permit issued because when individuals are choosing to invest in their properties, they are opting to add units as opposed to just demolition/rebuild or remodel their existing home.

Using August 14, 2020, as the cutoff date for establishing trend, the City's ADU production trend from conversion/expansion is as follows:

- August 14, 2017 – August 13, 2018: 29 ADUs
- August 14, 2018 – August 13, 2019: 50 ADUs
- August 14, 2019 – August 13, 2020: 52 ADUs
- August 14, 2020 – August 13, 2021: 49 ADUs (projected)

Based on the ADU production trend, it would be conservative to assume 50 ADUs per year from conversion/expansion, assuming a stable trend similar to the past three year. Housing Element law requires that the City facilitate the development of ADUs. The income distribution of the 400 ADUs shown in Table B-3 over eight years is based on SCAG's survey and recommended distribution, which have been received and approved by the State HCD for use in the Housing Element. This Housing Element also includes Implementation Measures 4.D, 4.E, and 4.F to facilitate ADU production.

TABLE B-3: ADU INCOME DISTRIBUTION PER SCAG AFFORDABILITY STUDY

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
SCAG Affordability Study	15.0%	2.0%	43.0%	6.0%	34.0%	100.0%
Projected ADUs	60	8	172	24	136	400

Note: SCAG Affordability Study takes into consideration that a portion of the ADUs/JADUs are being available to family and extended family members at no or reduced rents.

REDEVELOPMENT SCENARIO

Within the Incremental Infill designation, a property owner can choose to redevelop the site into any configuration, including a fourplex (inclusive of the ADU and JADU), and not restricted to single-family detached/attached units with ADUs. As mentioned before, 5,598 parcels designated Incremental Infill meet the lot size requirement of 4,950 square feet or larger. However, it is unrealistic to anticipate that all the eligible properties will be redeveloped. The following criteria are used to exclude the less likely properties:

- Sites currently occupied by public uses such as parks and utility easements
- Sites with existing structure built within the last 50 years
- Sites with Improvement-to-Land Value Ratio more than 0.50 (i.e., improvements on site worth 50% of land value and less are more likely to be demolished)
- Existing FAR more than 0.25 (and therefore redevelopment is less likely to yield significant net increase in square footage above the allowable FAR of 0.45 plus 1,200 square feet)
- Net increase (subtracting existing units on site) is not more than two units

Application of these criteria would remove about 75% of the parcels as potential redevelopment sites, with 1,410 parcels remaining. Assuming each would redevelop to maximize the potential on site (four units), the net increase would be 4,266 units or an average yield of just above three units per parcel. However, property owners' interest in redevelopment, which is not measurable, is the most critical factor in determining the realistic yield in the Incremental Infill area. According to data collected for a study conducted by UCLA, which examines the trend of recycling in single-family neighborhoods *20*, Culver City could potentially expect 109 market feasible units per 1,000 eligible parcels for recycling. Therefore, the 1,410 eligible parcels could be expected to generate 154 market feasible units. While the City's Incremental Infill concept encourages the inclusion of affordable units in recycling activities, this Housing Element conservatively assumes about 1/3 of the net new units as moderate income units and the remaining as above moderate income units.

V. INVENTORY OF SITES

1. AVERAGE DEVELOPMENT DENSITY

Residential recycling in Culver City primarily occurs on small lots zoned for R2, R3, RLD and RMD. Given the high cost of land and small lots, the average yield is about 14 du/ac at R2 and RLD lots (about 83% of the allowable density). See Table B-4 for more information on the density of recent residential and mixed use projects. Average yield is about 25 du/ac at R3, RMD, and RHD lots (about 85% of the allowable density). For this sites inventory analysis, an average yield of 80% is used for recycling residential properties.

However, the majority of the residential construction in recent years has occurred as part of a mixed use development within the City's various commercial districts. Underused commercial uses are being redeveloped into multi-story mixed use projects, often involving the consolidation of at least two to three parcels. Under the current General Plan, standalone residential projects are not allowed in these commercial districts but would be permitted under the 2045 General Plan Preferred Land Use Map. Under current General Plan and zoning, base density for mixed use development is 35 du/ac but increases to 50-65 du/ac if located within the Transit-Oriented District. Due to the community benefit program for mixed use projects with15% inclusionary housing, virtually all mixed use projects exceed 65 du/ac with State density bonus. For mixed use development or residential projects in mixed use areas, the sites inventory assumes an average yield at 90% of the allowable density, excluding density bonus.

Most selected parcels meet all three criteria (old structures, low existing FAR, and low improvement-to-land ratio)and exclude existing uses that are not likely to recycle. Such uses include existing public uses or uses that are associated with national or regional chains where redevelopment potential involves the strategic planning of a larger than local context. However, some parcels that do not meet all three criteria are included because the parcels are located within a block of

[20] *"One to Four: The Market Potential of Fourplexes in California's Single-Family Neighborhoods" by Paavo Monkkonen, Ian Carlton, and Kate Macfarlane, June 2020.*

primarily underused properties, or high vacancies render the properties feasible for redevelopment even if the structures may be somewhat valuable.

TABLE B-4: DENSITY OF RECENT RESIDENTIAL AND MIXED USE PROJECTS

Project	Type	Site Size (acres)	Units	Actual Density (du/ac)	Lot Consolidation	Prior Uses
Residential						
4044-4068 Globe	For-Sale	0.74	10	13.5	5 parcels	Caltrans surplus property
4219-4229 Ince	For-sale	0.42	6	14.4	3 parcels	Residential
4112-4118 Wade	For-Sale	0.27	4	14.8	1 parcel	Residential
3906-3910 Sawtelle	Rental	0.16	4	25.0	2 parcels	Residential
4032-4038 La Salle	For-Sale	0.16	4	25.0	1 parcel	Residential
4180 Duquesne	For-Sale	0.16	4	25.0	1 parcel	Residential
4051-4055 Jackson	For-Sale	0.31	9	29.0	2 parcels	Residential
Mixed Use						
3725 Robertson	Rental	0.14	12	85.7	2 parcels	City-owned parking Underutilized Industrial
11141 Washington	Assisted Living Units	0.88	116	131.8	4 parcels	Underutilized Commercial
11111 Jefferson	Rental	3.43	230	67.1	4 parcels	Surface Parking, USPS, Restaurant, Auto Repair
12821 Washington	Rental	0.55	37	67.3	2 parcels	Motel

2. INTENSIFYING EXISTING MULTI-FAMILY NEIGHBORHOODS

Under the current General Plan, the existing multi-family residential neighborhoods offer densities between 15 and 29 du/ac. The majority of the residential recycling activities have resulted in small condo/townhome developments that do not provide opportunity for affordable housing. The 2045 General Plan Preferred Land Use Map provides two multi-family residential designations: Corridor Multi-Family (30 du/ac) and Neighborhood Multi-Family (50 du/ac). Within the Corridor Multi-Family area, recycling opportunities are limited despite the increase to 30 du/ac, given the lot sizes and existing uses. Therefore, this analysis of recycling opportunities focuses on the Neighborhood Multi-Family designation, which offers a density of up to 50 du/ac, significantly above the current allowable densities. To identify potential properties for recycling, the following criteria were applied:

- Existing lot is vacant
- For nonvacant lots:
    - Existing use is not condos, townhomes, apartments, or civic uses (i.e., schools)
    - Existing structure is at least 50 years old
    - Existing Improvement-to-Land Ratio (ILR) is less than 1.0 (i.e., the land is more valuable than the structure)
    - Net increase in housing units if redeveloped under 2045 General Plan at 40 du/ac (80% of allowable density) is at least four times the existing number of units on site

A total of 162 parcels met these criteria all containing only a single-family home or duplex units on site. The current General Plan designates these parcels primarily as Low Density Two Family and Medium Density Multi-Family and

would yield only 265 net new units. Given the small lot sizes and density ranging from 17 to 29 du/ac, these parcels could facilitate moderate income housing only.

With a significantly increased density to 50 du/ac, these properties present potential for intensification to yield a total of 656 net new units under 2045 General Plan Preferred Land Use Map. Without lot consolidation, however, these parcels are too small individually to facilitate affordable housing pursuant to the state law threshold of 0.5 acre as minimum size. This sites inventory identifies several groups of contiguous parcels with the potential for lot consolidation and feasible for facilitating 184 lower income units based on density. The remaining small sites can accommodate 477 moderate income units.

3. INTEGRATING RESIDENTIAL USES IN COMMERCIAL AND INDUSTRIAL AREAS

Under the current General Plan, mixed use development is permitted in CN, CD, and CG zones at a base density of 35 du/ac. However, the City amended the Mixed Use Ordinance in 2021, incentivizing 15% of the units to be affordable to very low income households in a mixed use development if a developer takes advantage of the community benefit density bonus, and increasing the base density to 50-65 du/ac. 2045 General Plan provides for several mixed use designations. To identify potential properties for redevelopment, the following criteria were applied:

- Existing lot is vacant
- For nonvacant lots:
    - Existing structure is at least 30 years old
    - Existing ILR is less than 1.0 (i.e., the land is more valuable than the structure)
    - Existing FAR is less than 1.0

Aerial photos were reviewed to examine the exterior condition, lot dimensions, and physical configuration of structures on site to determine if there are obvious constraints to redevelopment. A few small parcels, while not meeting the above criteria, are included in the inventory because they are located adjacent to groups of contiguous underutilized parcels.

NEIGHBORHOOD/CORRIDOR MIXED USE

Many areas proposed to be designated as Neighborhood/Corridor Mixed Use 1 have been identified by local architects and developers as exhibiting signs of disrepair and decline. The challenge in these areas is small lot sizes. A total of 26 parcels were identified to have near-term potential due to existing conditions and uses. These parcels total 3.84 acres and can accommodate 105 units. Based on existing conditions, these parcels have an average FAR of only 0.78 and ILR of 0.53. Most existing structures were constructed more than 50 years ago. However, due to their small sizes, these parcels are not assigned to the lower income sites inventory. If a site can be consolidated with no more than five parcels to at least 0.5 acre, the parcels are assigned to moderate income RHNA. Otherwise, parcels are assigned to above moderate income RHNA.

Several blocks of commercial strip businesses within the Neighborhood/Corridor Mixed Use 2 area have been identified with redevelopment potential. Average existing FAR among these is 0.39 with an average ILR of 0.54. The majority of these structures were built during the 1950s and 1960s. These areas are currently zoned CG that allows mixed use development at 50 du/ac. Under 2045 General Plan Preferred Land Use Map, the Neighborhood/Corridor Mixed Use designation would also allow standalone residential development at 50 du/ac and up to four stories. Based on existing conditions, these areas (total 35.9acres) present potential for redevelopment and can facilitate the development of lower income housing. An estimated 1,576 units can be accommodated at 90% of the allowable density. Most parcels are over 0.5 acre. However, these blocks of contiguous parcels can be developed as large-scale developments or by consolidating three to four parcels into moderately sized projects. Consolidating three to four parcels for mixed use and multi-family development is a typical trend in Culver City.

MIXED USE MEDIUM

A total of 37 parcels of existing underutilized commercial and industrial uses offer potential for redevelopment, including two shopping centers with single-story structures and significant areas designated for surface parking. Currently, these areas are designated CRR, CG, CN, and IG, and are developed with single-story and mostly antiquated commercial and industrial uses. Average existing FAR among these properties is only 0.31 and an average ILR of 0.32.

Two shopping centers with potential for residential development similar to the scenario presented by the Westfield Mall (see Opportunity Sites discussions) are included in the inventory:

- Target Site (with uses as Target, 99 Cents, Pet Smart, Toys R US, which went out of business) – only 20% of this site (primarily the parking area) is used to estimate potential for residential units.
- Trader Joe's site – Trader Joe's and a fast food restaurant are the primary tenants. Only 20% of this site (primarily the parking area) is used to estimate potential for residential units.

Development of the surface parking areas at the shopping center sites is expected to most likely yield mixed income projects.

Mixed use development is permitted in the CG and CN properties at a base density of 50 du/ac. An estimated 321 units can be accommodated on the parcels currently zoned CG and CN. The other CRR and IG properties have no potential for new housing based on current development regulations.

Under 2045 General Plan Preferred Land Use Map, these areas are designated for Mixed Use Medium with a density of 65 du/ac and allow up to four stories. Overall, these areas blocks can potentially accommodate 973 units. Based on the density and lot consolidation potential, these areas are feasible for facilitating lower income housing.

MIXED USE HIGH

Mixed Use High area is currently developed with hotels, office parks, commercial/retail uses, and public institutional uses; most may not have near-term redevelopment potential. However, four parcels designated for Regional Center under the current General Plan are developed with older single-story office use. Structures were constructed more than 30 years ago. Average existing FAR is about 0.30. 2045 General Plan Preferred Land Use Map designation of Mixed Use High would allow this area to intensity ten-folds and up to five stories. These parcels can be developed individually or consolidated as a single project. This 6.9-acre area can potentially accommodate 619 units at 100 du/ac. Based on density, Mixed Use High can facilitate lower income housing. Parcels can potentially be developed separately or jointly, with each parcel exceeding one acre in size.

In addition, the Raintree Plaza is also included in the inventory. This shopping center is located adjacent to existing medium density residential uses. This shopping center was built in 1974 with a low use of the land. Tenants at this single-story shopping center include small restaurants, grocery store, and a UPS store. Only 20% of this site (primarily the parking area) is used to estimate potential for 130 residential units. A mixed income project is assumed in this sites inventory.

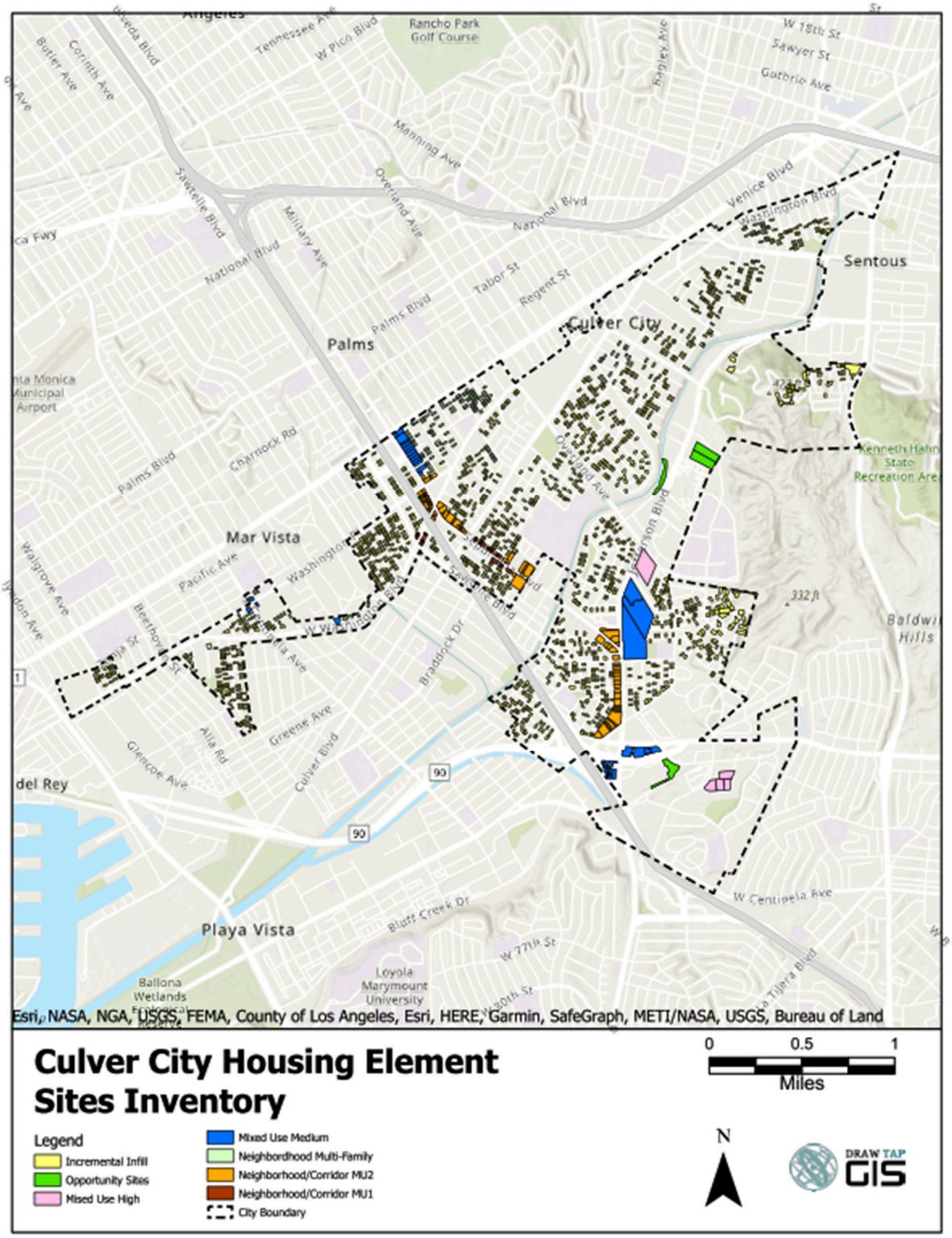
4. SUMMARY

Table B-5 summarizes the capacity of the sites selected following the above methodology. These sites offer limited residential potential under the current General Plan. With 2045 General Plan Preferred Land Use Map, the same sites offer a buffer of 71% above the RHNA. Figure B-2 provides a visual summary of the sites inventory.

TABLE B-5: CAPACITY FOR RHNA UNDER CURRENT GENERAL PLAN AND 2045 GENERAL PLAN PREFERRED LAND USE MAP

	Lower	Moderate	Above Moderate	Total
RHNA	1,712	560	1,069	3,341
Approved/Entitled/Proposed/Pipeline Projects	122	20	358	500
Current General Plan				
Projected ADUs (Conversion/Expansion)	240	24	136	400
Low Density Two-Family/Medium Density Multi-Family	0	196	0	196
CG/CN	1,329	73	32	1,434
Capacity (Projects + Sites)	1,691	313	526	2,530
Surplus/(Shortfall)	(21)	(247)	(543)	(811)
2045 General Plan Preferred Land Use Map				
Incremental Infill				
Conversion/Expansion Scenario	240	24	136	400
Redevelopment Scenario	---	50	104	154
Opportunity Sites	60	40	493	593
Neighborhood Multi-Family (50 du/ac)	184	477	0	661
Mixed Use Medium (65 du/ac)	767	28	178	973
Mixed Use High (100 du/ac)	645	26	78	749
Neighborhood/Corridor MU1		0	73	32	105
Neighborhood/Corridor MU2	1,578	0	0	1,578
Capacity (Projects + Sites)	3,594	738	1,379	5,711
Surplus/(Shortfall)	1,882	178	310	2,370
% Buffer	110%	32%	29%	71%

FIGURE B-2: SUMMARY OF SITES INVENTORY



The parcel level sites inventory is presented on the following pages.

Legend:



Incremental Infill



Opportunity Sites



Neighborhood Multi-Family



Neighborhood/Corridor MU1



Neighborhood/Corridor MU2



Mixed Use Medium



Mixed Use High

Site Address/Intersection	Assessor Parcel Number	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan Designation	Current Zoning	Proposed General Plan (GP) Designation	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Existing Units/ FAR	Imp-Land Ratio	Year Built	Conso-lidation
4126 MINERVA AVE	4233026005			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4026 MINERVA AVE	4233027008			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1945	
4036 MINERVA AVE	4233027010			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1944	
4111 BLEDSOE AVE	4233026027			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
4060 MINERVA AVE	4233027015			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4043 BLEDSOE AVE	4233027028			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1945	
4039 BLEDSOE AVE	4233027029			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1945	
4029 BLEDSOE AVE	4233027031			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.23	1944	
4137 BLEDSOE AVE	4233026022			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1944	
4076 MINERVA AVE	4233027018			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1925	
4059 BLEDSOE AVE	4233027025			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4030 MINERVA AVE	4233027009			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.14	1944	
4047 BLEDSOE AVE	4233027027			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
4019 BLEDSOE AVE	4233027033			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1949	
4050 BLEDSOE AVE	4233028002			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4025 ALBRIGHT AVE	4233028011			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4016 MINERVA AVE	4233027006			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.19	1945	
4065 BLEDSOE AVE	4233027023			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1947	
4035 BLEDSOE AVE	4233027030			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1952	
4031 ALBRIGHT AVE	4233028012			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4039 ALBRIGHT AVE	4233028014			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4131 BLEDSOE AVE	4233026023			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.17	1947	
4070 MINERVA AVE	4233027017			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4063 BLEDSOE AVE	4233027024			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
4051 BLEDSOE AVE	4233027026			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1947	
4017 ALBRIGHT AVE	4233028010			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4062 BLEDSOE AVE	4233028024			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1942	
4114 ALBRIGHT AVE	4233029010			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1951	
4047 ALBRIGHT AVE	4233028016			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1946	
4075 ALBRIGHT AVE	4233028031			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1944	
4118 BLEDSOE AVE	4233029016			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4114 BLEDSOE AVE	4233029015			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1941	
4068 BLEDSOE AVE	4233028025			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1949	
4131 ALBRIGHT AVE	4233029028			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1950	
4067 ALBRIGHT AVE	4233028033			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1951	
4125 ALBRIGHT AVE	4233029036			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1950	
11317 HERBERT ST	4233030010			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.18	1942	
4028 ALBRIGHT AVE	4233030024			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4020 ALBRIGHT AVE	4233030026			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1946	
4048 ALBRIGHT AVE	4233030020			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1946	
4047 GLOBE AVE	4233031004			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4052 ALBRIGHT AVE	4233030019			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4016 ALBRIGHT AVE	4233030027			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4024 ALBRIGHT AVE	4233030025			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.50	1946	
4051 GLOBE AVE	4233031002			1	2	0.19	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1951	
4027 GLOBE AVE	4233031008			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1949	
4059 GLOBE AVE	4233031027			1	2	0.19	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.46	1944	
4077 GLOBE AVE	4233032017			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4073 GLOBE AVE	4233032018			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.50	1927	
4072 GLOBE AVE	4233033020			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.21	1944	
3949 REDWOOD AVE	4236027011			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1947	
3923 REDWOOD AVE	4236027018			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1943	
3927 REDWOOD AVE	4236027017			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1941	
3919 REDWOOD AVE	4236027019			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1956	

Site Address/Intersection	Assessor Parcel Number	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan Designation	Current Zoning	Proposed General Plan (GP) Designation	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Existing Units/ FAR	Imp-Land Ratio	Year Built	Conso-lidation
3937 REDWOOD AVE	4236027014			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
3932 WALGROVE AVE	4236027031			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1953	
3940 WALGROVE AVE	4236027033			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1947	
3934 GLENCOE AVE	4236028016			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1949	
3933 REDWOOD AVE	4236027015			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1941	
3952 WALGROVE AVE	4236027036			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
13350 ZANJA ST	4236028022			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.39	1946	
3922 WALGROVE AVE	4236027037			1	2	0.22	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1947	
3931 WALGROVE AVE	4236028027			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1943	
3936 WALGROVE AVE	4236027032			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1946	
3938 GLENCOE AVE	4236028015			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1949	
3932 GLENCOE AVE	4236028017			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1943	
3953 WALGROVE AVE	4236028033			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1943	
3922 GLENCOE AVE	4236028019			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.11	1953	
13356 ZANJA ST	4236028021			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
13344 ZANJA ST	4236028023			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
3933 WALGROVE AVE	4236028028			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1943	
3851 GLOBE AVE	4214001027			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
3841 GLOBE AVE	4214001025			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
3939 GLOBE AVE	4214002007			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
3975 GLOBE AVE	4214002033			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1943	
3945 GLOBE AVE	4214002008			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.22	1948	
3969 GLOBE AVE	4214002034			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1943	
3955 GLOBE AVE	4214002037			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.10	1943	
3959 GLOBE AVE	4214002036			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1943	
3929 GLOBE AVE	4214002005			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.13	1948	
3946 ALBRIGHT AVE	4214003032			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
3962 ALBRIGHT AVE	4214003029			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.19	1947	
3952 ALBRIGHT AVE	4214003031			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
3916 ALBRIGHT AVE	4214003044			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1947	
3922 ALBRIGHT AVE	4214003037			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1947	
11324 MATTESON AVE	4214003041			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11320 MATTESON AVE	4214003042			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
3856 ALBRIGHT AVE	4214004007			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1947	
3966 ALBRIGHT AVE	4214003028			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1944	
3822 ALBRIGHT AVE	4214004015			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1949	
3816 ALBRIGHT AVE	4214004016			1	2	0.20	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1949	
3828 ALBRIGHT AVE	4214004013			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
3836 BLEDSOE AVE	4214005010			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	-	0	
3842 BLEDSOE AVE	4214005009			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
3828 BLEDSOE AVE	4214005011			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1950	
3850 BLEDSOE AVE	4214005007			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
3822 BLEDSOE AVE	4214005013			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1947	
3839 ALBRIGHT AVE	4214005020			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1949	
11321 MATTESON AVE	4214004029			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1946	
3849 ALBRIGHT AVE	4214005022			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1947	
3829 ALBRIGHT AVE	4214005018			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
3825 ALBRIGHT AVE	4214005017			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.18	1950	
3845 ALBRIGHT AVE	4214005021			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1952	
3855 ALBRIGHT AVE	4214005023			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.18	1947	
4211 HUNTLEY AVE	4217011039			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1929	
4135 HUNTLEY AVE	4217011036			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4205 HUNTLEY AVE	4217011038			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1926	
4201 HUNTLEY AVE	4217011037			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1945	

Site Address/Intersection	Assessor Parcel Number	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan Designation	Current Zoning	Proposed General Plan (GP) Designation	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Existing Units/ FAR	Imp-Land Ratio	Year Built	Conso-lidation
4126 HUNTLEY AVE	4217011050			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1929	
4215 HUNTLEY AVE	4217011040			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1929	
11689 MCDONALD ST	4218005035			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11649 MCDONALD ST	4218005031			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1951	
11639 MCDONALD ST	4218005030			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5224 SLAUSON AVE	4218006031			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1951	
5175 DAWES AVE	4218006042			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1951	
5195 DAWES AVE	4218006044			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.47	1951	
5215 DAWES AVE	4218006046			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.34	1951	
11535 MCDONALD ST	4218006068			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1951	
11515 MCDONALD ST	4218006066			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1951	
11545 MCDONALD ST	4218006069			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.16	1951	
11516 MCDONALD ST	4218006056			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5160 EMPORIA AVE	4218009015			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5235 SELMARAINE DR	4218009026			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1951	
5215 SELMARAINE DR	4218009024			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1951	
5225 SELMARAINE DR	4218009025			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1951	
11662 MCDONALD ST	4218009017			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1951	
5234 SELMARAINE DR	4218009033			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5244 SELMARAINE DR	4218009032			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.39	1951	
5164 SELMARAINE DR	4218009040			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5245 SLAUSON AVE	4218009053			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5235 SLAUSON AVE	4218009052			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.34	1951	
5184 SELMARAINE DR	4218009038			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5205 SLAUSON AVE	4218009049			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1951	
5255 SLAUSON AVE	4218009054			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5386 SELMARAINE DR	4218011027			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.50	1951	
5406 SELMARAINE DR	4218011025			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5430 SELMARAINE DR	4218011022			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1951	
5385 SELMARAINE DR	4218012009			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5381 ETHELDO AVE	4218013008			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1951	
5429 SELMARAINE DR	4218012014			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5413 SELMARAINE DR	4218012012			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5391 EMPORIA AVE	4218013029			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1951	
5372 ETHELDO AVE	4218013017			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11773 HAMMACK ST	4218015004			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5383 EMPORIA AVE	4218013028			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5284 ETHELDO AVE	4218014029			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.24	1951	
4028 COLONIAL AVE	4231001051			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1939	
4014 COLONIAL AVE	4231001054			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4026 WASATCH AVE	4231003009			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1947	
4048 WASATCH AVE	4231003004			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1949	
4016 WASATCH AVE	4231003011			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1942	
4042 WASATCH AVE	4231003006			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
4049 COLONIAL AVE	4231003024			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1924	
4045 COLONIAL AVE	4231003025			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
4019 COLONIAL AVE	4231003018			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1940	
4023 COLONIAL AVE	4231003019			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1949	
12732 MAXELLA AVE	4231004001			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1950	
4035 COLONIAL AVE	4231003027			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1944	
4352 MOORE ST	4231004018			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
12813 SHORT AVE	4231004028			1	2	0.11	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1953	
4356 MOORE ST	4231004019			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1927	
4373 MCCONNELL BLVD	4231004030			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1951	

Site Address/Intersection	Assessor Parcel Number	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan Designation	Current Zoning	Proposed General Plan (GP) Designation	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Existing Units/ FAR	Imp-Land Ratio	Year Built	Conso-lidation
4361 MCCONNELL BLVD	4231004032			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1958	
4358 MOORE ST	4231004020			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1928	
4353 MCCONNELL BLVD	4231004034			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.22	1947	
4249 MILDRED AVE	4231005012			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1926	
4257 MILDRED AVE	4231005014			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1938	
4217 MILDRED AVE	4231005004			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.20	1924	
4204 MCCONNELL BLVD	4231005024			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1924	
4216 MCCONNELL BLVD	4231005027			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1924	
4232 MCCONNELL BLVD	4231005031			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1926	
4240 MCCONNELL BLVD	4231005033			1	3	0.13	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.35	1938	
4260 MCCONNELL BLVD	4231005037			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1927	
4236 MCCONNELL BLVD	4231005032			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
4244 MCCONNELL BLVD	4231005034			1	2	0.26	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1937	
4281 MILDRED AVE	4231005021			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1927	
4264 MCCONNELL BLVD	4231005038			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1952	
4252 MILDRED AVE	4231006013			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1925	
4264 MILDRED AVE	4231006016			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1925	
4244 MILDRED AVE	4231006011			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1925	
4221 NEOSHO AVE	4231006022			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1926	
4240 MILDRED AVE	4231006010			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1948	
4211 NEOSHO AVE	4231006020			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.11	1947	
4321 NEOSHO AVE	4231007008			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1947	
4314 MILDRED AVE	4231007012			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.10	1926	
4267 NEOSHO AVE	4231006031			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1948	
4333 NEOSHO AVE	4231007013			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
4276 MILDRED AVE	4231007027			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
4357 NEOSHO AVE	4231007033			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1938	
4309 NEOSHO AVE	4231007003			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1942	
4306 MILDRED AVE	4231007007			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1931	
4272 MILDRED AVE	4231007026			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.16	1926	
4037 WASATCH AVE	4231019036			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1947	
4017 WASATCH AVE	4231019032			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1948	
4023 BOISE AVE	4231019051			1	2	0.20	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1950	
4173 NEOSHO AVE	4231022014			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1951	
4133 NEOSHO AVE	4231022007			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1941	
4124 MILDRED AVE	4231022021			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.35	1928	
4152 MILDRED AVE	4231022028			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.30	1941	
4177 NEOSHO AVE	4231022015			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1941	
4187 NEOSHO AVE	4231022017			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1947	
4132 MILDRED AVE	4231022023			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1923	
4172 MILDRED AVE	4231022033			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.29	1948	
4143 NEOSHO AVE	4231022009			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1924	
4177 MILDRED AVE	4231023022			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	-	0	
4145 MILDRED AVE	4231023014			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.35	1952	
4136 MCCONNELL BLVD	4231023030			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1924	
4142 MCCONNELL BLVD	4231023032			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1926	
4133 MILDRED AVE	4231023011			1	3	0.13	Low Density Two Family	R2	Incremental Infill B			35	4	Vacant	other	-	0.25	1926	
4189 MILDRED AVE	4231023025			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1930	
4190 MCCONNELL BLVD	4231023044			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1924	
4174 MCCONNELL BLVD	4231023040			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.50	1927	
4172 MCCONNELL BLVD	4231023039			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1948	
4148 MCCONNELL BLVD	4231023033			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1925	
4129 MILDRED AVE	4231023010			1	3	0.13	Low Density Two Family	R2	Incremental Infill B			35	4	Vacant	other	-	0.30	1926	
4150 MCCONNELL BLVD	4231023034			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.18	1924	

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4154 MCCONNELL BLVD	4231023035			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1924	
4129 MCCONNELL BLVD	4231024006			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
4189 MCCONNELL BLVD	4231024021			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
4255 MCCONNELL BLVD	4231025016			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1924	
4233 MCCONNELL BLVD	4231025010			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1947	
4237 MCCONNELL BLVD	4231025011			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1932	
4209 MCCONNELL BLVD	4231025005			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1947	
4241 MCCONNELL BLVD	4231025012			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1947	
4249 MCCONNELL BLVD	4231025014			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
4158 MCCONNELL BLVD	4231023036			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.21	1924	
4186 MCCONNELL BLVD	4231023043			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1924	
4110 MOORE ST	4231026013			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1944	
4140 MOORE ST	4231026020			1	2	0.11	Open Space	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1942	
4027 MEIER ST	4231027011			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1947	
4031 ROSABELL ST	4231027007			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1940	
4043 MEIER ST	4231027014			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.50	1929	
4065 ROSABELL ST	4231027015			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1940	
4023 MEIER ST	4231027010			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
4035 MEIER ST	4231027012			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.24	1951	
12251 HERBERT ST	4232008005			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
12315 HERBERT ST	4232007001			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
12275 HERBERT ST	4232008007			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.06	1950	
12227 HERBERT ST	4232008003			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
12350 HERBERT ST	4232009005			1	3	0.14	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.48	1950	
4026 BERRYMAN AVE	4233001012			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1930	
4040 BERRYMAN AVE	4233001009			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.34	1944	
4036 BERRYMAN AVE	4233001010			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1946	
4080 BERRYMAN AVE	4233001001			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4070 BERRYMAN AVE	4233001003			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4081 MINERVA AVE	4233001030			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
4061 MINERVA AVE	4233001026			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1940	
4031 MINERVA AVE	4233001020			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1944	
4212 BERRYMAN AVE	4233002013			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1940	
4116 BERRYMAN AVE	4233002020			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.22	1939	
4057 MINERVA AVE	4233001025			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1949	
4071 MINERVA AVE	4233001028			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4126 BERRYMAN AVE	4233002018			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1939	
4161 MINERVA AVE	4233002034			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.11	1947	
4141 MINERVA AVE	4233002030			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1926	
4151 MINERVA AVE	4233002032			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1944	
4127 MINERVA AVE	4233002027			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4137 MINERVA AVE	4233002029			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1952	
4226 COOLIDGE AVE	4233003017			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1926	
4232 COOLIDGE AVE	4233003016			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1953	
4238 COOLIDGE AVE	4233003015			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1924	
4218 COOLIDGE AVE	4233003019			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1954	
4206 COOLIDGE AVE	4233003021			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1926	
4202 COOLIDGE AVE	4233003022			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.23	1946	
4209 BERRYMAN AVE	4233003038			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1940	
4117 BERRYMAN AVE	4233003032			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1948	
4211 BERRYMAN AVE	4233003039			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1924	
4110 COOLIDGE AVE	4233003028			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1945	
4233 BERRYMAN AVE	4233003043			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1925	
4028 COOLIDGE AVE	4233004011			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.09	1944	

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4229 BERRYMAN AVE	4233003042			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
4027 BERRYMAN AVE	4233004019			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1944	
4061 BERRYMAN AVE	4233004026			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1946	
4219 BERRYMAN AVE	4233003040			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1947	
4068 COOLIDGE AVE	4233004003			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
4034 COOLIDGE AVE	4233004010			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4071 BERRYMAN AVE	4233004028			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1946	
4077 BERRYMAN AVE	4233004029			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1939	
4048 COOLIDGE AVE	4233004007			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4031 BERRYMAN AVE	4233004020			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.20	1944	
4018 COOLIDGE AVE	4233004013			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4021 BERRYMAN AVE	4233004018			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4067 BERRYMAN AVE	4233004027			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1946	
4041 BERRYMAN AVE	4233004022			1	3	0.12	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.34	1944	
4052 MCLAUGHLIN AVE	4233005006			1	2	0.14	Low Density Three Family	R3	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4039 COOLIDGE AVE	4233005023			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1944	
4022 MCLAUGHLIN AVE	4233005012			1	2	0.14	Low Density Three Family	R3	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4081 BERRYMAN AVE	4233004030			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4072 MCLAUGHLIN AVE	4233005002			1	2	0.14	Low Density Three Family	R3	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4046 MCLAUGHLIN AVE	4233005007			1	2	0.14	Low Density Three Family	R3	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.44	1944	
4075 COOLIDGE AVE	4233005030			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1947	
4025 COOLIDGE AVE	4233005020			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1944	
4049 COOLIDGE AVE	4233005025			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1953	
4059 COOLIDGE AVE	4233005027			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1942	
4228 MCLAUGHLIN AVE	4233006010			1	2	0.14	Low Density Three Family	R3	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4218 MCLAUGHLIN AVE	4233006012			1	2	0.14	Low Density Three Family	R3	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.37	1944	
4208 MCLAUGHLIN AVE	4233006014			1	2	0.14	Low Density Three Family	R3	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.40	1944	
4202 MCLAUGHLIN AVE	4233006015			1	2	0.14	Low Density Three Family	R3	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.28	1944	
4035 COOLIDGE AVE	4233005022			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4045 COOLIDGE AVE	4233005024			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1944	
4248 MCLAUGHLIN AVE	4233006006			1	2	0.14	Low Density Three Family	R3	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.47	1947	
4136 MCLAUGHLIN AVE	4233006016			1	2	0.14	Low Density Three Family	R3	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4130 MCLAUGHLIN AVE	4233006017			1	2	0.14	Low Density Three Family	R3	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.32	1940	
4121 COOLIDGE AVE	4233006026			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.17	1941	
4127 COOLIDGE AVE	4233006027			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
4222 MCLAUGHLIN AVE	4233006011			1	2	0.14	Low Density Three Family	R3	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4238 MCLAUGHLIN AVE	4233006008			1	2	0.14	Low Density Three Family	R3	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4117 COOLIDGE AVE	4233006025			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1939	
4213 COOLIDGE AVE	4233006032			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4131 COOLIDGE AVE	4233006028			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
4239 COOLIDGE AVE	4233006037			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1926	
3423 SHERBOURNE DR	4312025005			1	2	0.14	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1940	
3419 SHERBOURNE DR	4312025004			1	2	0.14	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.36	1931	
3427 SHERBOURNE DR	4312025006			1	2	0.14	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.34	1957	
3335 SHERBOURNE DR	4312024010			1	2	0.14	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1922	
3339 SHERBOURNE DR	4312024011			1	2	0.14	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.39	1924	
10757 FLAXTON ST	4203001047			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
10721 FLAXTON ST	4203001040			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.47	1948	
10753 FLAXTON ST	4203001046			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
10737 FLAXTON ST	4203001043			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1948	
10747 FLAXTON ST	4203001045			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
10786 DESHIRE PL	4203002016			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1956	
10806 DESHIRE PL	4203002020			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1956	
10796 DESHIRE PL	4203002018			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.19	1956	

Site Address/Intersection	Assessor Parcel Number	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan Designation	Current Zoning	Proposed General Plan (GP) Designation	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Existing Units/ FAR	Imp-Land Ratio	Year Built	Conso-lidation
10790 DESHIRE PL	4203002017			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.20	1956	
10814 CLARMON PL	4203003001			1	2	0.29	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1953	
10784 CLARMON PL	4203003008			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
10793 OVERLAND AVE	4203003014			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
10798 CLARMON PL	4203003005			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
10773 OVERLAND AVE	4203003012			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.47	1951	
10803 OVERLAND AVE	4203003015			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
10816 GALVIN ST	4203003035			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1951	
10815 FLAXTON ST	4203003029			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
10893 GALVIN ST	4203003038			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
10801 GALVIN ST	4203003018			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1951	
10802 CLARMON PL	4203003004			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
10853 GALVIN ST	4203003023			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.17	1951	
10810 CLARMON PL	4203003054			1	2	0.23	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1952	
10727 KELMORE ST	4203004053			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1948	
10873 GALVIN ST	4203003055			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1951	
10728 WHITBURN ST	4203004072			1	3	0.11	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.49	1948	
10743 KELMORE ST	4203004056			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1948	
10732 WHITBURN ST	4203004071			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
10772 WHITBURN ST	4203004063			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
10737 WHITBURN ST	4203004084			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.24	1948	
10731 WHITBURN ST	4203004083			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1948	
10738 FLAXTON ST	4203004102			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1948	
10728 FLAXTON ST	4203004104			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1948	
10741 WHITBURN ST	4203004085			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
10721 WHITBURN ST	4203004081			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
10727 WHITBURN ST	4203004082			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1948	
10748 FLAXTON ST	4203004100			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1948	
10760 FLAXTON ST	4203004098			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
10718 FLAXTON ST	4203004106			1	3	0.12	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.23	1948	
10662 DRAKEWOOD AVE	4203007062			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1955	
10618 FLAXTON ST	4203007052			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1958	
10646 DRAKEWOOD AVE	4203007059			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1961	
10641 YOUNGWORTH RD	4203007069			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1955	
10608 FLAXTON ST	4203007076			1	2	0.23	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1958	
10649 YOUNGWORTH RD	4203007068			1	2	0.23	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1955	
10724 KELMORE ST	4203008062			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1948	
10611 YOUNGWORTH RD	4203007075			1	2	0.22	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1956	
10724 RANCH RD	4203008074			1	2	0.25	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1954	
10815 KELMORE ST	4203009002			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
10682 RANCH RD	4203008087			1	2	0.25	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.23	1953	
10871 KELMORE ST	4203009007			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.22	1951	
10705 CRANKS RD	4203008090			1	2	0.28	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1954	
10912 WHITBURN ST	4203009013			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
10890 WHITBURN ST	4203009015			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.19	1951	
10828 WHITBURN ST	4203009021			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
10803 WHITBURN ST	4203009027			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
10815 WHITBURN ST	4203009028			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1951	
10816 WHITBURN ST	4203009022			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1951	
10889 STEVER ST	4203010009			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1951	
10849 STEVER ST	4203010005			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
10803 STEVER ST	4203010001			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
10915 STEVER ST	4203010011			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.24	1951	
10828 STEVER ST	4203011013			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	

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10944 STEVER ST	4203011002			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11314 RUDMAN DR	4203013002			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11237 GRAYRIDGE DR	4203013020			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11210 GRAYRIDGE DR	4203013039			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11301 GRAYRIDGE DR	4203013027			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1951	
11340 MALAT WAY	4203014004			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11267 GRAYRIDGE DR	4203013023			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.45	1951	
11230 GRAYRIDGE DR	4203013037			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1951	
11300 MALAT WAY	4203014008			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11364 MALAT WAY	4203014002			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11218 MALAT WAY	4203014017			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11210 MALAT WAY	4203014018			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11257 RUDMAN DR	4203014026			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.08	1951	
11217 RUDMAN DR	4203014022			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11277 RUDMAN DR	4203014028			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11266 MALAT WAY	4203014012			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11255 MALAT WAY	4203015007			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11241 HANNUM AVE	4203015036			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
11221 HANNUM AVE	4203015040			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.15	1944	
11243 STEVENS AVE	4203015055			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1949	
10750 RANCH RD	4203016253			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1954	
10752 RANCH RD	4203016254			1	2	0.21	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1954	
5717 TELLEFSON RD	4203016249			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1954	
10746 MOLONY RD	4203017054			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1954	
5920 CULVIEW ST	4203017048			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1954	
5913 TELLEFSON RD	4203017069			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1954	
5915 TELLEFSON RD	4203017068			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1954	
10756 MOLONY RD	4203017057			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1954	
11328 HANNUM AVE	4203018006			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1942	
11346 HANNUM AVE	4203018010			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
11352 HANNUM AVE	4203018011			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
11319 PLAYA ST	4203018014			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.08	1942	
11336 HANNUM AVE	4203018008			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1949	
11313 STEVENS AVE	4203018025			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1942	
11358 HANNUM AVE	4203018028			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1941	
11349 MALAT WAY	4203018042			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
10742 CRANKS RD	4203019043			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1954	
5921 CULVIEW ST	4203019038			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1954	
10744 CRANKS RD	4203019044			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1954	
10746 CRANKS RD	4203019045			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.45	1954	
10747 STEPHON TER	4203019055			1	3	0.13	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.25	1954	
10751 STEPHON TER	4203019054			1	3	0.12	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.25	1954	
10729 CRANKS RD	4203019067			1	2	0.26	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.23	1954	
10744 STEPHON TER	4203019058			1	2	0.25	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1954	
10741 CRANKS RD	4203019072			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1954	
5716 TELLEFSON RD	4203019084			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1954	
10739 CRANKS RD	4203019071			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1954	
10743 CRANKS RD	4203019073			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1954	
10731 CRANKS RD	4203019068			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1954	
11329 HANNUM AVE	4203021042			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
11319 HANNUM AVE	4203021044			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1942	
11359 HANNUM AVE	4203021022			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1941	
11345 HANNUM AVE	4203021025			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1942	
10609 FLAXTON ST	4203022205			1	2	0.32	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.20	1955	

Site Address/Intersection	Assessor Parcel Number	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan Designation	Current Zoning	Proposed General Plan (GP) Designation	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Existing Units/ FAR	Imp-Land Ratio	Year Built	Conso-lidation
10615 FLAXTON ST	4203022203			1	2	0.34	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.23	1959	
0	4203022804			1	2	0.29	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	#DIV/0!	0	
10601 YOUNGWORTH RD	4203022210			1	2	0.37	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1955	
5717 EL RINCON WAY	4203028238			1	3	0.16	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.25	1954	
5721 EVEWARD RD	4203028226			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1954	
10640 YOUNGWORTH RD	4203029199			1	2	0.30	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1956	
10661 RANCH RD	4203029201			1	2	0.60	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1956	
5707 STEVER CT	4203028219			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1954	
10618 YOUNGWORTH RD	4203029196			1	2	0.29	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1956	
10630 YOUNGWORTH RD	4203029211			1	2	0.24	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1956	
10612 YOUNGWORTH RD	4203029194			1	2	0.44	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.09	1956	
10688 CRANKS RD	4203030127			1	2	0.25	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1956	
9032 LUCERNE AVE	4204001009			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.42	1953	
10661 CRANKS RD	4203029209			1	2	0.97	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1959	
10680 ESTERINA WAY	4203030114			1	2	0.50	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.22	1922	
10688 ESTERINA WAY	4203030116			1	2	0.52	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1957	
10622 YOUNGWORTH RD	4203029197			1	2	0.22	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1956	
9058 LUCERNE AVE	4204001003			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1948	
9024 LUCERNE AVE	4204001015			1	2	0.17	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.41	1923	
4215 INCE BLVD	4204001037			1	2	0.20	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.16	1941	
3982 SHEDD TER	4204011019			1	2	0.32	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1960	
5803 VICSTONE CT	4204010002			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1955	
3829 CRESTVIEW RD	4204011042			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.47	1959	
3849 LEEVIEW CT	4204012026			1	2	0.21	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1957	
3967 SHEDD TER	4204013040			1	2	0.41	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1962	
7009 WRIGHTCREST DR	4204013045			1	2	0.34	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.50	1900	
5926 WRIGHTCREST DR	4204015021			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1956	
7006 WRIGHTCREST DR	4204013022			1	2	0.23	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1964	
3825 CRESTVIEW RD	4204011043			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.45	1959	
3979 SHEDD TER	4204013043			1	2	0.38	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.22	1962	
3122 REID AVE	4205008004			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1926	
3138 REID AVE	4205008017			1	2	0.31	Ballona Creek	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1948	
3110 REID AVE	4205008007			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1938	
3226 ROBERTS AVE	4205011006			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1946	
3234 ROBERTS AVE	4205011004			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.46	1946	
3210 ROBERTS AVE	4205011010			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.33	1949	
3109 REID AVE	4205011013			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.30	1940	
3209 ROBERTS AVE	4205012006			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.09	1939	
3113 REID AVE	4205011014			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.08	1925	
3133 REID AVE	4205011019			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.44	1948	
3147 REID AVE	4205011021			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.41	1915	
3204 ROBERTS AVE	4205011011			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.38	1942	
3143 REID AVE	4205011020			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.04	1928	
3414 MCMANUS AVE	4205012002			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.26	1923	
3460 FAY AVE	4205015003			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1946	
3452 FAY AVE	4205015005			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.33	1947	
3444 FAY AVE	4205015007			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1925	
3410 FAY AVE	4205015015			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.27	1939	
3426 FAY AVE	4205015011			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.36	1931	
3422 FAY AVE	4205015012			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1947	
3401 MCMANUS AVE	4205015017			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.45	1942	
3460 CATTARAUGUS AVE	4205016001			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.24	1928	
3414 CATTARAUGUS AVE	4205016012			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1939	
3413 FAY AVE	4205016017			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1923	

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3443 FAY AVE	4205016024			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1941	
3410 CATTARAUGUS AVE	4205016013			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.41	1923	
3409 FAY AVE	4205016016			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1928	
3455 FAY AVE	4205016027			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1937	
3451 FAY AVE	4205016026			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.35	1923	
3465 FAY AVE	4205016029			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.32	1947	
3350 SHERBOURNE DR	4205018024			1	2	0.14	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1922	
3430 SHERBOURNE DR	4205019018			1	2	0.14	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1947	
3421 CATTARAUGUS AVE	4205019005			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.33	1936	
3438 SHERBOURNE DR	4205019020			1	2	0.14	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1947	
3322 SHERBOURNE DR	4205018018			1	2	0.14	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.38	1927	
3413 CATTARAUGUS AVE	4205019003			1	2	0.12	Low Density Single Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1923	
3540 SCHAEFER ST	4206002014			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1947	
3574 SCHAEFER ST	4206002022			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.33	1923	
3578 SCHAEFER ST	4206002023			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.41	1923	
3556 SCHAEFER ST	4206002018			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.46	1931	
3548 HELMS AVE	4206003010			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1947	
3562 HELMS AVE	4206003013			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.36	1925	
3530 HELMS AVE	4206003006			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.34	1925	
3570 HELMS AVE	4206003015			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	-	1924	
3549 SCHAEFER ST	4206003026			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.23	1922	
3574 HELMS AVE	4206003016			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1924	
3556 HELMS AVE	4206003012			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.39	1925	
3584 HELMS AVE	4206004001			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1924	
3592 HELMS AVE	4206004003			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.48	1925	
3602 HELMS AVE	4206004005			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1922	
3606 HELMS AVE	4206004006			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1937	
3610 HELMS AVE	4206004007			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.27	1945	
3628 HELMS AVE	4206004011			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1927	
3617 SCHAEFER ST	4206004029			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1928	
3638 HELMS AVE	4206004013			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.20	1925	
3586 WESLEY ST	4206005002			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.26	1945	
3594 WESLEY ST	4206005004			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1948	
3630 HELMS AVE	4206004012			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.34	1927	
3643 HELMS AVE	4206005023			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1887	
3632 WESLEY ST	4206005012			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1925	
3635 HELMS AVE	4206005025			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.26	1928	
3625 HELMS AVE	4206005027			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1947	
3562 WESLEY ST	4206006011			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.14	1936	
3556 WESLEY ST	4206006010			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.33	1940	
3541 HELMS AVE	4206006026			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1927	
8862 CARSON ST	4206007009			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.46	1950	
8906 CARSON ST	4206008001			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.31	1945	
4160 HIGUERA ST	4206008014			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1922	
3625 WESLEY ST	4206008029			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1952	
3607 WESLEY ST	4206008033			1	2	0.11	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.06	1936	
8952 CARSON ST	4206008011			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1928	
4156 HIGUERA ST	4206008013			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.14	1924	
9026 CARSON ST	4206009010			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.31	1922	
9030 CARSON ST	4206009009			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.20	1924	
9020 CARSON ST	4206009011			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.29	1924	
4161 HIGUERA ST	4206009014			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1952	
9041 LUCERNE AVE	4206009026			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.18	1923	
9033 LUCERNE AVE	4206009024			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	-	1938	

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0	4206010003			1	3	0.14	Low Density Two Family	R2	Incremental Infill B			35	4	Vacant	other	-	-	0	
9047 LUCERNE AVE	4206009027			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.11	1937	
9048 HUBBARD ST	4206010006			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1947	
9016 HUBBARD ST	4206010013			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.21	1928	
9022 HUBBARD ST	4206010012			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1923	
9015 CARSON ST	4206010021			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.27	1929	
9021 CARSON ST	4206010022			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.44	1923	
9055 CARSON ST	4206010030			1	3	0.14	Low Density Two Family	R2	Incremental Infill B			35	4	Vacant	other	-	0.25	1924	
8951 CARSON ST	4206011021			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.19	1923	
8906 HUBBARD ST	4206011002			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1947	
8955 CARSON ST	4206011020			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1922	
8934 HUBBARD ST	4206011008			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1922	
4112 HIGUERA ST	4206011015			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1923	
8898 HUBBARD ST	4206012001			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1929	
4108 HIGUERA ST	4206011014			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.21	1923	
4116 HIGUERA ST	4206011016			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.26	1922	
8948 HUBBARD ST	4206011011			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1947	
4126 HIGUERA ST	4206011018			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.27	1938	
8902 HUBBARD ST	4206011001			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1950	
8912 HUBBARD ST	4206011003			1	2	0.17	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.31	1922	
8944 HUBBARD ST	4206011010			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.36	1946	
8952 HUBBARD ST	4206011012			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1924	
8885 CARSON ST	4206012012			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1923	
8917 KRUEGER ST	4206016022			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1947	
8916 KRUEGER ST	4206017003			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.41	1951	
8922 KRUEGER ST	4206017004			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.32	1949	
8929 HUBBARD ST	4206017023			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.38	1926	
8943 HUBBARD ST	4206017020			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1922	
4037 HIGUERA ST	4206018017			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.36	1922	
9047 HUBBARD ST	4206018025			1	3	0.18	Low Density Two Family	R2	Incremental Infill B			35	4	Vacant	other	-	0.48	1925	
9011 KRUEGER ST	4206019018			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.33	1938	
3979 HIGUERA ST	4206019016			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.28	1947	
0	4206019029			1	3	0.20	Low Density Two Family	R2	Incremental Infill B			35	4	Vacant	other	-	-	0	
4120 VAN BUREN PL	4206024014			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.47	1925	
4230 IRVING PL	4206025007			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.30	1927	
4240 IRVING PL	4206025009			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1951	
9523 LUCERNE AVE	4206025011			1	2	0.11	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.34	1950	
4121 VAN BUREN PL	4206025016			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.36	1947	
4065 VAN BUREN PL	4206026025			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.47	1923	
4091 VAN BUREN PL	4206026030			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1936	
4167 BALDWIN AVE	4207013010			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.42	1923	
4177 BALDWIN AVE	4207013012			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.34	1940	
4144 BALDWIN AVE	4207014027			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1921	
4125 LA SALLE AVE	4207014005			1	3	0.15	Low Density Two Family	R2	Incremental Infill B			35	4	Vacant	other	-	0.25	1928	
4171 LA SALLE AVE	4207014014			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.37	1949	
4178 BALDWIN AVE	4207014034			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.39	1923	
4154 BALDWIN AVE	4207014029			1	3	0.15	Low Density Two Family	R2	Incremental Infill B			35	4	Vacant	office	-	0.43	1930	
4125 MADISON AVE	4207015005			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.50	1930	
4121 MADISON AVE	4207015004			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.36	1924	
4151 MADISON AVE	4207015010			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.41	1926	
4115 MADISON AVE	4207015003			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1925	
4135 MADISON AVE	4207015007			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.45	1923	
4110 LA SALLE AVE	4207015020			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.42	1947	
4141 MADISON AVE	4207015008			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1923	

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4110 MADISON AVE	4207016020			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.11	1920	
4120 MADISON AVE	4207016022			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.29	1926	
4155 LINCOLN AVE	4207016011			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.32	1929	
4184 MADISON AVE	4207016035			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.02	1941	
4150 LINCOLN AVE	4207017029			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.31	1956	
4121 LAFAYETTE PL	4207018004			1	2	0.20	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.26	1947	
4174 LINCOLN AVE	4207017034			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1927	
4115 LAFAYETTE PL	4207018003			1	2	0.20	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1927	
4140 LAFAYETTE PL	4207019008			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.41	1923	
4184 LAFAYETTE PL	4207019017			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.44	1920	
4180 LAFAYETTE PL	4207019016			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1940	
4164 LAFAYETTE PL	4207019013			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1920	
4171 IRVING PL	4207019035			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.27	1926	
9621 FARRAGUT DR	4207019041			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1938	
4181 LAFAYETTE PL	4207021002			1	2	0.17	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4115 IRVING PL	4207019023			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.40	1916	
4240 LAFAYETTE PL	4207020008			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4191 LAFAYETTE PL	4207021004			1	2	0.17	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.28	1925	
4230 LAFAYETTE PL	4207020006			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.32	1930	
4145 IRVING PL	4207019030			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.42	1923	
4175 LAFAYETTE PL	4207021001			1	2	0.17	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.30	1923	
4185 IRVING PL	4207019038			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1938	
4215 LAFAYETTE PL	4207021008			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1924	
4221 LAFAYETTE PL	4207021009			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.44	1938	
4225 LAFAYETTE PL	4207021010			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1938	
4214 LINCOLN AVE	4207022018			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.33	1924	
4220 LINCOLN AVE	4207022019			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1926	
4231 LINCOLN AVE	4207023006			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1941	
4211 LINCOLN AVE	4207023002			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.49	1926	
4240 MADISON AVE	4207023021			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.33	1938	
9944 FARRAGUT DR	4207023016			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.14	1942	
4234 MADISON AVE	4207023020			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.17	1922	
4244 MADISON AVE	4207023022			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1938	
4224 LA SALLE AVE	4207024022			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1926	
4225 LA SALLE AVE	4207025005			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	-	0	
4234 LA SALLE AVE	4207024024			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.42	1930	
4275 MADISON AVE	4207024015			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.28	1927	
4265 MADISON AVE	4207024013			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.33	1927	
4205 LA SALLE AVE	4207025001			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.10	1921	
4234 BALDWIN AVE	4207025023			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.48	1924	
4220 BALDWIN AVE	4207025020			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.28	1947	
4224 BALDWIN AVE	4207025021			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1921	
4244 BALDWIN AVE	4207025025			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.24	1923	
4254 BALDWIN AVE	4207025027			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1923	
4245 BALDWIN AVE	4207026009			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.26	1914	
4225 BALDWIN AVE	4207026005			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.45	1920	
4231 BALDWIN AVE	4207026006			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1924	
4220 REVERE PL	4207026020			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.45	1923	
4221 BALDWIN AVE	4207026004			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1938	
4210 REVERE PL	4207026018			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4244 REVERE PL	4207026025			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.50	1925	
4224 REVERE PL	4207026021			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1947	
4230 REVERE PL	4207026022			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.32	1923	
4261 REVERE PL	4207027006			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1947	

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4290 JACKSON AVE	4207027020			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1928	
4284 JACKSON AVE	4207027019			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.24	1928	
10842 OREGON AVE	4208013007			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1950	
10880 OREGON AVE	4208013013			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1928	
10856 OREGON AVE	4208013009			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
10827 ARIZONA AVE	4208013029			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1951	
10835 OREGON AVE	4208014032			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1929	
10886 OREGON AVE	4208013014			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1952	
10847 OREGON AVE	4208014030			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1928	
10815 OREGON AVE	4208014036			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1928	
10889 OREGON AVE	4208014900			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	-	1951	
10819 OREGON AVE	4208014035			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.24	1928	
10761 OREGON AVE	4208015019			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.14	1928	
10771 OREGON AVE	4208015017			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
10751 OREGON AVE	4208015021			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
10757 OREGON AVE	4208015020			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1949	
10717 OREGON AVE	4208015028			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1929	
10721 OREGON AVE	4208015027			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1930	
10713 OREGON AVE	4208015029			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
4054 HURON AVE	4208025011			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4028 HURON AVE	4208025006			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1929	
4034 HURON AVE	4208025007			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.29	1948	
4060 CHARLES AVE	4208024004			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.33	1926	
4038 HURON AVE	4208025008			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.41	1947	
4124 HURON AVE	4208026014			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4063 CHARLES AVE	4208025030			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.28	1946	
4117 CHARLES AVE	4208025022			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.44	1951	
4153 MILTON AVE	4208026020			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4129 MILTON AVE	4208026057			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1950	
4121 CHARLES AVE	4208025021			1	2	0.11	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.23	1951	
4101 CHARLES AVE	4208025026			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1954	
4128 HURON AVE	4208026015			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.37	1939	
10934 ALETTA AVE	4208027007			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1947	
4137 MILTON AVE	4208026055			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.27	1941	
4133 MILTON AVE	4208026056			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1941	
10952 ALETTA AVE	4208027012			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1941	
4166 JASMINE AVE	4209001034			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1941	
4170 JASMINE AVE	4209001035			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.33	1952	
4174 JASMINE AVE	4209001036			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1941	
4412 VINTON AVE	4209005009			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1952	
4396 VINTON AVE	4209005006			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4436 VINTON AVE	4209005013			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1952	
4384 VINTON AVE	4209005004			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1952	
4212 VINTON AVE	4209007003			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
4248 VINTON AVE	4209007010			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1939	
4324 VINTON AVE	4209006003			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4218 VINTON AVE	4209007004			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1938	
4339 JASMINE AVE	4209006013			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4314 VINTON AVE	4209006020			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1940	
4272 VINTON AVE	4209007015			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1938	
4282 VINTON AVE	4209007017			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1938	
4262 VINTON AVE	4209007013			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1938	
4223 JASMINE AVE	4209007035			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.49	1941	
4114 VINTON AVE	4209008004			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	-	0	

Site Address/Intersection	Assessor Parcel Number	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan Designation	Current Zoning	Proposed General Plan (GP) Designation	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Existing Units/ FAR	Imp-Land Ratio	Year Built	Conso-lidation
4293 JASMINE AVE	4209007021			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1939	
4259 JASMINE AVE	4209007028			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1941	
4120 VINTON AVE	4209008005			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.39	1928	
4140 VINTON AVE	4209008009			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1938	
4144 VINTON AVE	4209008010			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1938	
4229 JASMINE AVE	4209007034			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1941	
4160 VINTON AVE	4209008013			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1938	
4170 VINTON AVE	4209008015			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1938	
4150 VINTON AVE	4209008011			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1938	
4140 MOTOR AVE	4209009013			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1928	
4163 JASMINE AVE	4209008022			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4150 MOTOR AVE	4209009015			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1938	
4133 JASMINE AVE	4209008028			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1928	
4123 JASMINE AVE	4209008031			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	-	0	
4234 MOTOR AVE	4209010007			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1939	
4164 MOTOR AVE	4209009018			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1938	
4154 MOTOR AVE	4209009016			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
4179 VINTON AVE	4209009023			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.45	1940	
4120 MOTOR AVE	4209009009			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1954	
4173 VINTON AVE	4209009024			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.45	1938	
4220 MOTOR AVE	4209010004			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1939	
4279 VINTON AVE	4209010024			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1940	
4209 VINTON AVE	4209010038			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1937	
4229 VINTON AVE	4209010034			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1937	
4320 MOTOR AVE	4209011008			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4419 VINTON AVE	4209012013			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.16	1952	
4321 MOTOR AVE	4209013003			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1952	
4401 VINTON AVE	4209012016			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4363 VINTON AVE	4209012021			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.50	1952	
4315 VINTON AVE	4209011019			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4321 VINTON AVE	4209011018			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4369 MOTOR AVE	4209013011			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4387 MOTOR AVE	4209013014			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4354 LE BOURGET AVE	4209013021			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1952	
4330 LE BOURGET AVE	4209013025			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.34	1952	
4324 LE BOURGET AVE	4209013026			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4264 LE BOURGET AVE	4209014005			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
4281 MOTOR AVE	4209014011			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1939	
4274 LE BOURGET AVE	4209014007			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4280 LE BOURGET AVE	4209014015			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1939	
4140 LE BOURGET AVE	4209015015			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1928	
4150 LE BOURGET AVE	4209015017			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1940	
4143 MOTOR AVE	4209015032			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1928	
4174 LE BOURGET AVE	4209015022			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1938	
4139 MOTOR AVE	4209015033			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1940	
4153 MOTOR AVE	4209015030			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1940	
4163 MOTOR AVE	4209015028			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1928	
4114 MENTONE AVE	4209016009			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
4149 MOTOR AVE	4209015031			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
4148 MENTONE AVE	4209016016			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1939	
4178 MENTONE AVE	4209016022			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1939	
4119 LE BOURGET AVE	4209016041			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.20	1939	
4268 MENTONE AVE	4209017013			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1940	
4188 MENTONE AVE	4209016024			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1939	

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4129 LE BOURGET AVE	4209016039			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1940	
4139 LE BOURGET AVE	4209016037			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4158 MENTONE AVE	4209016018			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.47	1939	
4142 MENTONE AVE	4209016015			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.39	1940	
4173 LE BOURGET AVE	4209016030			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1939	
4163 LE BOURGET AVE	4209016032			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
4228 MENTONE AVE	4209017005			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.12	1938	
4238 MENTONE AVE	4209017007			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1939	
4169 LE BOURGET AVE	4209016031			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1938	
4232 MENTONE AVE	4209017006			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1949	
4237 LE BOURGET AVE	4209017022			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1940	
4227 LE BOURGET AVE	4209017024			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1939	
4273 LE BOURGET AVE	4209017015			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1939	
4263 LE BOURGET AVE	4209017017			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.39	1939	
4213 LE BOURGET AVE	4209017027			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1939	
4391 MENTONE AVE	4209019006			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4351 LE BOURGET AVE	4209018008			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4390 KEYSTONE AVE	4209019019			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4438 KEYSTONE AVE	4209019011			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4397 KEYSTONE AVE	4209020002			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1952	
4457 KEYSTONE AVE	4209020012			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1952	
4535 JASMINE AVE	4209020014			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4319 MENTONE AVE	4209021004			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1952	
4325 MENTONE AVE	4209021005			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4343 MENTONE AVE	4209021008			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.23	1952	
4355 MENTONE AVE	4209021010			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1952	
4336 KEYSTONE AVE	4209021015			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4331 MENTONE AVE	4209021006			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1952	
4349 MENTONE AVE	4209021009			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4318 KEYSTONE AVE	4209021018			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4324 KEYSTONE AVE	4209021017			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1952	
4242 KEYSTONE AVE	4209022008			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1949	
4201 MENTONE AVE	4209022023			1	2	0.21	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1946	
4241 MENTONE AVE	4209022017			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1942	
4154 KEYSTONE AVE	4209023012			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
4212 KEYSTONE AVE	4209022002			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
4261 MENTONE AVE	4209022013			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1939	
4140 KEYSTONE AVE	4209023009			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1939	
4144 KEYSTONE AVE	4209023010			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4190 KEYSTONE AVE	4209023019			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1928	
4133 MENTONE AVE	4209023034			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1948	
4257 KEYSTONE AVE	4209025008			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1939	
4159 MENTONE AVE	4209023029			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4197 KEYSTONE AVE	4209024015			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1939	
4119 KEYSTONE AVE	4209024030			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
4229 KEYSTONE AVE	4209025013			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
4235 KEYSTONE AVE	4209025012			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1938	
4123 MENTONE AVE	4209023036			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1941	
4115 MENTONE AVE	4209023037			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1923	
4319 KEYSTONE AVE	4209026038			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4325 KEYSTONE AVE	4209026039			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.08	1952	
4169 KEYSTONE AVE	4209024020			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1936	
4355 KEYSTONE AVE	4209026015			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1952	
4361 KEYSTONE AVE	4209026016			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1952	

Site Address/Intersection	Assessor Parcel Number	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan Designation	Current Zoning	Proposed General Plan (GP) Designation	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Existing Units/ FAR	Imp-Land Ratio	Year Built	Conso-lidation
4313 KEYSTONE AVE	4209026037			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1952	
4331 KEYSTONE AVE	4209026011			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4123 KEYSTONE AVE	4209024029			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1928	
4367 KEYSTONE AVE	4209026017			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1952	
5112 PICKFORD WAY	4210001018			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
5039 PICKFORD WAY	4210002013			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
5008 FAIRBANKS WAY	4210002020			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1944	
5045 PICKFORD WAY	4210002012			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
5166 PICKFORD WAY	4210001029			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1941	
5152 PICKFORD WAY	4210001026			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.39	1939	
5029 PICKFORD WAY	4210002015			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1941	
5044 PICKFORD WAY	4210002011			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1941	
5028 PICKFORD WAY	4210002008			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1943	
5034 FAIRBANKS WAY	4210002025			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1941	
5024 PICKFORD WAY	4210002007			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1943	
5028 FAIRBANKS WAY	4210002024			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1941	
5025 PICKFORD WAY	4210002016			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
5012 FAIRBANKS WAY	4210002021			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1948	
5018 WESTWOOD BLVD	4210003011			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
5039 FAIRBANKS WAY	4210003002			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1940	
5113 WESTWOOD BLVD	4210003020			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
5035 WESTWOOD BLVD	4210003024			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1941	
5029 WESTWOOD BLVD	4210003025			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1949	
5113 PICKFORD WAY	4210004010			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1937	
5107 PICKFORD WAY	4210004011			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1949	
5142 FAIRBANKS WAY	4210004019			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1938	
5116 WESTWOOD BLVD	4210004032			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
5113 FAIRBANKS WAY	4210004028			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1928	
5132 FAIRBANKS WAY	4210004017			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1929	
5123 FAIRBANKS WAY	4210004026			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1930	
10841 PICKFORD WAY	4210006006			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1939	
10951 WESTWOOD BLVD	4210005019			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
5132 WESTWOOD BLVD	4210004035			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1938	
10965 WESTWOOD BLVD	4210005016			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.39	1940	
10845 PICKFORD WAY	4210006005			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1937	
10840 FAIRBANKS WAY	4210006016			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1938	
10820 FAIRBANKS WAY	4210006012			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1944	
10810 PICKFORD WAY	4210007015			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1938	
10824 PICKFORD WAY	4210007018			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.22	0	
10844 PICKFORD WAY	4210007022			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.34	1939	
10936 PICKFORD WAY	4210008021			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
10912 PICKFORD WAY	4210008016			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.22	1939	
10966 PICKFORD WAY	4210008027			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
10947 PICKFORD WAY	4210009006			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1940	
10906 PICKFORD WAY	4210008015			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1939	
10962 PICKFORD WAY	4210008026			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1943	
10975 PICKFORD WAY	4210009001			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.47	1944	
10963 PICKFORD WAY	4210009003			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
10920 FAIRBANKS WAY	4210009018			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
10937 PICKFORD WAY	4210009008			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
10957 PICKFORD WAY	4210009004			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
10906 FAIRBANKS WAY	4210009015			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.39	1940	
10942 FAIRBANKS WAY	4210009022			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1940	
10951 PICKFORD WAY	4210009005			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	

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10974 PICKFORD WAY	4210008028			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1944	
10967 PICKFORD WAY	4210009002			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1941	
10930 FAIRBANKS WAY	4210009020			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1939	
10951 FAIRBANKS WAY	4210010005			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1940	
10943 FAIRBANKS WAY	4210010007			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
10966 FAIRBANKS WAY	4210009027			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1941	
10913 FAIRBANKS WAY	4210010014			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.45	1940	
11043 WESTWOOD BLVD	4210011007			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1940	
11020 RHODA WAY	4210011018			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.23	0	
11056 RHODA WAY	4210011025			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1946	
11063 WESTWOOD BLVD	4210011003			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1941	
10937 FAIRBANKS WAY	4210010008			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1930	
10931 FAIRBANKS WAY	4210010009			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
10921 FAIRBANKS WAY	4210010011			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1928	
11067 WESTWOOD BLVD	4210011002			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1944	
10871 OCEAN DR	4210013004			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1950	
11021 WESTWOOD BLVD	4210011011			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
11051 OCEAN DR	4210013020			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.47	1950	
10752 FARRAGUT DR	4210017002			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
11066 RHODA WAY	4210011027			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1944	
10831 OCEAN DR	4210013002			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1950	
10748 FARRAGUT DR	4210017003			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
10749 FRANKLIN AVE	4210018022			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1939	
10714 FRANKLIN AVE	4210018031			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
10728 GARFIELD AVE	4210018008			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	-	0	
10742 FRANKLIN AVE	4210018027			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1948	
10728 FRANKLIN AVE	4210018030			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1941	
10756 FRANKLIN AVE	4210018025			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1940	
10729 FRANKLIN AVE	4210018018			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
10729 FARRAGUT DR	4210018035			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1942	
10750 BARMAN AVE	4210019014			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
10764 BARMAN AVE	4210019011			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1938	
10749 FARRAGUT DR	4210018039			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1941	
10717 GARFIELD AVE	4210019001			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
10728 BARMAN AVE	4210019018			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1947	
10709 BRADDOCK DR	4210019024			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.20	1946	
10739 BRADDOCK DR	4210019028			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1939	
10749 BRADDOCK DR	4210019030			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
10759 BRADDOCK DR	4210019032			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.47	1940	
4214 ELENDA ST	4210021016			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1948	
10848 WAGNER ST	4210022008			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.50	1941	
10808 WAGNER ST	4210022016			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1939	
10816 WAGNER ST	4210022014			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.11	1947	
10818 WAGNER ST	4210022013			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1928	
10835 GARFIELD AVE	4210024007			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.24	1939	
10825 GARFIELD AVE	4210024005			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1940	
10823 BARMAN AVE	4210023018			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1940	
10842 BARMAN AVE	4210024019			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
10819 BRADDOCK DR	4210024030			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1940	
10818 BRADDOCK DR	4210024049			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1940	
10848 BRADDOCK DR	4210024043			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
10843 BRADDOCK DR	4210024035			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
10831 FARRAGUT DR	4210025013			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1940	
10844 FRANKLIN AVE	4210025017			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1946	

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10843 FRANKLIN AVE	4210025031			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1940	
10840 FRANKLIN AVE	4210025018			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1947	
10817 FRANKLIN AVE	4210025026			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
10834 GARFIELD AVE	4210025036			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
10837 FRANKLIN AVE	4210025030			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1949	
10816 FRANKLIN AVE	4210025023			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1941	
10932 BARMAN AVE	4210027037			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1946	
10931 BRADDOCK DR	4210027022			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.17	1941	
10942 BARMAN AVE	4210027035			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	-	0	
10966 BARMAN AVE	4210027030			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1942	
10941 BRADDOCK DR	4210027024			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1940	
10935 BRADDOCK DR	4210027023			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
10915 BRADDOCK DR	4210027019			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
10923 BRADDOCK DR	4210027021			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.45	1941	
4327 ELENDA ST	4210028004			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1942	
10947 BARMAN AVE	4210028011			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.23	1941	
10927 LINDBLADE ST	4210029007			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.24	1926	
10930 WAGNER ST	4210029019			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.17	1926	
10942 WAGNER ST	4210029017			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.39	1939	
10936 WAGNER ST	4210029018			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1926	
11031 WAGNER ST	4210031005			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
11023 LINDBLADE ST	4210032002			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
11053 WAGNER ST	4210031010			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1939	
11017 LINDBLADE ST	4210032001			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1940	
11033 LINDBLADE ST	4210032004			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1939	
11053 LINDBLADE ST	4210032008			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.18	1939	
11027 BARMAN AVE	4210033003			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1949	
11061 BARMAN AVE	4210033009			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11018 WAGNER ST	4210032018			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.39	1939	
11056 LINDBLADE ST	4210033011			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1940	
11027 BRADDOCK DR	4210034016			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1927	
11050 BARMAN AVE	4210034025			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1940	
11046 BARMAN AVE	4210034026			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
4044 HARTER AVE	4213007015			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4058 HARTER AVE	4213007013			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.06	1939	
4043 TILDEN AVE	4213007006			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.47	1946	
4040 HARTER AVE	4213007016			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4102 HARTER AVE	4213007021			1	2	0.19	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.36	1946	
4037 HURON AVE	4213008008			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.33	1924	
4063 HURON AVE	4213008015			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1939	
4032 TILDEN AVE	4213008026			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.44	1949	
4036 TILDEN AVE	4213008027			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1949	
4112 TILDEN AVE	4213008036			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1941	
4047 HURON AVE	4213008010			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1947	
4140 TILDEN AVE	4213008043			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1946	
11018 ALETTA AVE	4213009004			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.35	1947	
4042 TILDEN AVE	4213008028			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.22	1946	
11034 ALETTA AVE	4213009008			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.33	1927	
11042 ALETTA AVE	4213009010			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1948	
4133 HARTER AVE	4213010007			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.26	1941	
4147 HARTER AVE	4213010010			1	2	0.15	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1942	
4186 CENTER ST	4213010014			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.34	1944	
4158 CENTER ST	4213010021			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.37	1941	
4162 CENTER ST	4213010020			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1944	

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4061 HARTER AVE	4213011015			1	2	0.17	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.27	1942	
4147 CENTER ST	4213012008			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1947	
4155 CENTER ST	4213012010			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1942	
4170 CENTER ST	4213010018			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.37	1942	
4151 CENTER ST	4213012009			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4135 CENTER ST	4213012005			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4178 COMMONWEALTH AVE	4213013013			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1942	
4191 CENTER ST	4213013009			1	2	0.11	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.30	1945	
4174 COMMONWEALTH AVE	4213013014			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1942	
4170 COMMONWEALTH AVE	4213013015			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.27	1948	
4154 COMMONWEALTH AVE	4213012011			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1942	
4146 COMMONWEALTH AVE	4213012013			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.42	1944	
4166 COMMONWEALTH AVE	4213013016			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1942	
4161 COMMONWEALTH AVE	4213014011			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4139 CENTER ST	4213012006			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4162 COMMONWEALTH AVE	4213013017			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.09	1942	
4185 COMMONWEALTH AVE	4213014017			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1944	
3944 TULLER AVE	4213020015			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
3928 TULLER AVE	4213020018			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.16	1947	
3924 TULLER AVE	4213020024			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
3964 TULLER AVE	4213021004			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1938	
3960 TULLER AVE	4213021003			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1949	
3968 TULLER AVE	4213021005			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1944	
5299 DOBSON WAY	4215002017			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1950	
5271 DOBSON WAY	4215002014			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5327 DOBSON WAY	4215002020			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
4231 TULLER AVE	4213025006			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
5359 DOBSON WAY	4215002024			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5379 DOBSON WAY	4215002026			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11123 PICKFORD WAY	4215003014			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1950	
11111 PICKFORD WAY	4215003013			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1950	
11147 WESTWOOD BLVD	4215004024			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1950	
5195 KAREN CIR	4215004014			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1950	
11167 WESTWOOD BLVD	4215004026			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5168 KAREN CIR	4215004008			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.45	1950	
11168 BRADDOCK DR	4215010003			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
11138 BRADDOCK DR	4215010009			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.14	1947	
11134 BRADDOCK DR	4215010010			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1944	
11144 BRADDOCK DR	4215010008			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
11130 BRADDOCK DR	4215010011			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1944	
11120 BRADDOCK DR	4215010013			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1944	
11110 BRADDOCK DR	4215010014			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.13	1942	
11108 BRADDOCK DR	4215010015			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1949	
11133 GARFIELD AVE	4215010023			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1956	
4445 COMMONWEALTH AVE	4215010024			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1956	
11153 BRADDOCK DR	4215011014			1	3	0.12	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.07	1947	
11107 BRADDOCK DR	4215011006			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1942	
11166 BARMAN AVE	4215011021			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
11175 BARMAN AVE	4215012012			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.11	1947	
11142 BARMAN AVE	4215011026			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.19	1944	
11169 BARMAN AVE	4215012013			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1944	
11151 BARMAN AVE	4215012016			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1944	
11138 LINDBLADE ST	4215012023			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
11165 BARMAN AVE	4215012014			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	

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11132 LINDBLADE ST	4215012022			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.17	1944	
11101 BARMAN AVE	4215012036			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
11114 LINDBLADE ST	4215012018			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1942	
11125 BARMAN AVE	4215012032			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.39	1942	
11155 LINDBLADE ST	4215013013			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1948	
11157 BARMAN AVE	4215012015			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1944	
11102 LINDBLADE ST	4215012017			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.23	1944	
11142 LINDBLADE ST	4215012024			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.18	1944	
11178 WAGNER ST	4215013004			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1944	
11129 BARMAN AVE	4215012031			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1942	
11113 BARMAN AVE	4215012035			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
11172 WAGNER ST	4215013003			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1947	
11182 WAGNER ST	4215013005			1	2	0.13	Low Density Single Family	CG	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1949	
11128 WAGNER ST	4215013018			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1944	
11101 LINDBLADE ST	4215013033			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1944	
11147 LINDBLADE ST	4215013025			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1944	
11131 LINDBLADE ST	4215013028			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1944	
11141 WAGNER ST	4215014013			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.39	1944	
11147 WAGNER ST	4215014012			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1944	
11131 WAGNER ST	4215014015			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1944	
11117 WAGNER ST	4215014017			1	3	0.12	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.37	1942	
11107 WAGNER ST	4215014020			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1950	
11155 WAGNER ST	4215014031			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.17	1944	
4367 TULLER AVE	4215016016			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4372 GLOBE AVE	4215016019			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1946	
4323 GLOBE AVE	4215017005			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1928	
4331 GLOBE AVE	4215017007			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1940	
4319 GLOBE AVE	4215017004			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1927	
4327 GLOBE AVE	4215017006			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4343 GLOBE AVE	4215017010			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
4355 GLOBE AVE	4215017013			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
4315 GLOBE AVE	4215017037			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1926	
4351 GLOBE AVE	4215017012			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1927	
4335 GLOBE AVE	4215017008			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1947	
4363 GLOBE AVE	4215017015			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1947	
4362 HUNTLEY AVE	4215017022			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
4370 HUNTLEY AVE	4215017020			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.19	1941	
4359 GLOBE AVE	4215017014			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
11240 BARMAN AVE	4215018016			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
11257 BRADDOCK DR	4215018023			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
11220 BARMAN AVE	4215018007			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
4330 HUNTLEY AVE	4215017038			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1968	
11250 BARMAN AVE	4215018020			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.02	1940	
4358 HUNTLEY AVE	4215017023			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.21	1930	
11216 BARMAN AVE	4215018006			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1940	
11230 BARMAN AVE	4215018011			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.15	1953	
11237 BRADDOCK DR	4215018015			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
11262 BARMAN AVE	4215018024			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
11245 GARFIELD AVE	4215019003			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.09	1952	
11237 GARFIELD AVE	4215019004			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11238 BRADDOCK DR	4215019014			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
11217 FRANKLIN AVE	4215020005			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1952	
11266 BRADDOCK DR	4215019009			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
11241 FRANKLIN AVE	4215020010			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	

Site Address/Intersection	Assessor Parcel Number	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan Designation	Current Zoning	Proposed General Plan (GP) Designation	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Existing Units/ FAR	Imp-Land Ratio	Year Built	Conso-lidation
11242 BRADDOCK DR	4215019013			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1940	
11258 BRADDOCK DR	4215019010			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1939	
11248 BRADDOCK DR	4215019012			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
11218 BRADDOCK DR	4215019018			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
11224 BRADDOCK DR	4215019017			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
11228 GARFIELD AVE	4215020017			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11257 FRANKLIN AVE	4215020013			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11250 GARFIELD AVE	4215020020			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1952	
11266 FRANKLIN AVE	4215021001			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11228 FRANKLIN AVE	4215021008			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1952	
11256 FRANKLIN AVE	4215021002			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11244 FRANKLIN AVE	4215021004			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11251 FRANKLIN AVE	4215020012			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11236 FRANKLIN AVE	4215021006			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4461 HUNTLEY AVE	4215023012			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.20	1952	
11286 BRADDOCK DR	4215023015			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
5423 JANISANN AVE	4216002006			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1950	
11106 ORVILLE ST	4216001003			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1953	
5353 KALEIN DR	4216002014			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5319 KALEIN DR	4216002018			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1950	
5419 BLANCO WAY	4216003015			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.11	1950	
5395 KALEIN DR	4216002007			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5429 BLANCO WAY	4216003016			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5442 BLANCO WAY	4216003030			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5422 BLANCO WAY	4216003032			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1950	
5343 BLANCO WAY	4216004004			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5379 BLANCO WAY	4216004008			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5349 BLANCO WAY	4216004005			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5409 BLANCO WAY	4216004011			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1950	
5332 KALEIN DR	4216005004			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1950	
5333 JANISANN AVE	4216005012			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11121 ORVILLE ST	4216006011			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1953	
5303 JANISANN AVE	4216005015			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1950	
11124 MCDONALD ST	4216006015			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1953	
5372 KALEIN DR	4216005008			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5382 JANISANN AVE	4216004028			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1950	
11160 ORVILLE ST	4216005017			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.16	1953	
5342 JANISANN AVE	4216004024			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11191 ORVILLE ST	4216006027			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.22	1952	
11172 WOOLFORD ST	4216006032			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1953	
11159 WOOLFORD ST	4216007023			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1953	
11139 MCDONALD ST	4216007006			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1953	
11385 MCDONALD ST	4216008015			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1953	
11164 WOOLFORD ST	4216006033			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.34	1952	
11147 WOOLFORD ST	4216007014			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1953	
5215 PURDUE AVE	4216009008			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11156 WOOLFORD ST	4216006037			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.17	1953	
5208 BERRYMAN AVE	4216009030			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1951	
5257 PURDUE AVE	4216009002			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1951	
11206 MCDONALD ST	4216010019			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.22	1953	
11226 MCDONALD ST	4216010015			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1953	
11226 WOOLFORD ST	4216011001			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11276 WOOLFORD ST	4216011006			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11205 WOOLFORD ST	4216010025			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.07	1953	

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11246 ORVILLE ST	4216012007			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1952	
11227 HAYTER AVE	4216012012			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11225 HAYTER AVE	4216012019			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1953	
11220 ORVILLE ST	4216012017			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1953	
11257 PORT RD	4216012009			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1952	
11214 ORVILLE ST	4216012015			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1953	
11521 PATOM DR	4216014034			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11414 DILLER AVE	4216014002			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11405 PATOM DR	4216014023			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1951	
11506 DILLER AVE	4216014029			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11492 DILLER AVE	4216014030			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11433 PATOM DR	4216014020			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1951	
11462 PATOM DR	4216015011			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11214 HAYTER AVE	4216017003			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5413 BERRYMAN AVE	4216016004			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1952	
11465 CULVER PARK DR	4216015033			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5419 BERRYMAN AVE	4216016003			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
5426 DILLER AVE	4216016007			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.17	1951	
11208 HAYTER AVE	4216017002			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1950	
11269 RYANDALE DR	4216017018			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1950	
11219 RYANDALE DR	4216017025			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1950	
11293 PATOM DR	4216018015			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11226 HAYTER AVE	4216017005			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1950	
11269 PATOM DR	4216018018			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11226 PATOM DR	4216019005			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1950	
11220 PATOM DR	4216019004			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1950	
11238 PATOM DR	4216019007			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11253 PATOM DR	4216018020			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1950	
11246 PATOM DR	4216019008			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11262 PATOM DR	4216019010			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.03	1950	
11245 CULVER PARK DR	4216019021			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1950	
11219 CULVER PARK DR	4216019025			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11261 CULVER PARK DR	4216019019			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.13	1950	
11202 CULVER PARK DR	4216020001			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11226 CULVER PARK DR	4216020005			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.15	1950	
11286 CULVER PARK DR	4216020013			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1950	
11254 CULVER PARK DR	4216020009			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1950	
11262 CULVER PARK DR	4216020010			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.47	1950	
11343 SEGRELL WAY	4216021012			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11306 CULVER PARK DR	4216021015			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1952	
11324 CULVER PARK DR	4216021016			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11359 SEGRELL WAY	4216021011			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1952	
11426 CULVER PARK DR	4216021025			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11505 SEGRELL WAY	4216022009			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11430 CULVER PARK DR	4216021026			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11467 SEGRELL WAY	4216022012			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11455 SEGRELL WAY	4216022014			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11506 CULVER PARK DR	4216022022			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.50	1951	
11466 SEGRELL WAY	4216028010			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11506 SEGRELL WAY	4216028013			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11514 SEGRELL WAY	4216028014			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11454 SEGRELL WAY	4216028008			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1952	
11478 SEGRELL WAY	4216028012			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11570 SEGRELL WAY	4216028020			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1952	

Site Address/Intersection	Assessor Parcel Number	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan Designation	Current Zoning	Proposed General Plan (GP) Designation	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Existing Units/ FAR	Imp-Land Ratio	Year Built	Conso-lidation
11390 SEGRELL WAY	4216029015			1	3	0.12	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.25	1952	
11558 SEGRELL WAY	4216028019			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1952	
11430 SEGRELL WAY	4216029022			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11238 SEGRELL WAY	4216030007			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.11	1950	
11232 SEGRELL WAY	4216030006			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11246 SEGRELL WAY	4216030008			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
4265 MCCONNELL BLVD	4231025036			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.39	1949	
12803 SHORT AVE	4231004029			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1951	
4022 BOISE AVE	4231019042			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4181 MILDRED AVE	4231023023			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.29	1947	
5206 EMPORIA AVE	4218009010			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1951	
10810 DESHIRE PL	4203002021			1	2	0.23	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.06	1956	
10850 WHITBURN ST	4203009019			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11223 GARFIELD AVE	4215019006			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11225 WOOLFORD ST	4216010021			1	3	0.16	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.38	1953	
11176 MCDONALD ST	4216007028			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1953	
11202 HAYTER AVE	4216017001			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11294 HAYTER AVE	4216017014			1	2	0.26	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5175 SELMARAINE DR	4218009020			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1951	
10802 DESHIRE PL	4203002019			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1956	
10818 MOLONY RD	4203017063			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1954	
10702 RANCH RD	4203008076			1	2	0.21	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.34	1956	
11007 OCEAN DR	4210013011			1	2	0.20	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11017 OCEAN DR	4210013013			1	2	0.20	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.45	1950	
5722 TELLEFSON RD	4203019081			1	2	0.25	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1954	
10763 WHITBURN ST	4203004089			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1948	
11103 MCDONALD ST	4216007012			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1953	
	4203022209			1	3	0.24	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	-	0	
11278 RYANDALE DR	4216018012			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.20	1950	
11213 HUNTLEY PL	4215021018			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1955	
11223 ORVILLE ST	4216011019			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1953	
11224 ORVILLE ST	4216012018			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1953	
10630 FLAXTON ST	4203007055			1	2	0.21	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1954	
11325 GRAYRIDGE DR	4203013029			1	2	0.21	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11298 GRAYRIDGE DR	4203013030			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.22	1951	
5721 TELLEFSON RD	4203016247			1	2	0.23	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1954	
11033 OCEAN DR	4210013016			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1950	
10672 ESTERINA WAY	4203030110			1	2	0.36	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1961	
10757 CRANKS RD	4203019078			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1954	
11003 OCEAN DR	4210013010			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
4455 HUNTLEY AVE	4215023013			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1952	
5442 JANISANN AVE	4216003012			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1950	
11202 RYANDALE DR	4216018001			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1950	
11262 RYANDALE DR	4216018010			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11220 RYANDALE DR	4216018004			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
10851 FLAXTON ST	4203003032			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1951	
10777 KELMORE ST	4203004061			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
10716 LUGO WAY	4203008082			1	2	0.35	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1954	
11393 MALAT WAY	4203018046			1	2	0.22	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1951	
10734 CRANKS RD	4203017045			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1954	
6019 LINDA WAY	4203020258			1	2	0.47	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1967	
11023 OCEAN DR	4210013014			1	2	0.20	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11422 SEGRELL WAY	4216029020			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
5350 SAWTELLE BLVD	4216004031			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1953	

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4408 KEYSTONE AVE	4209019016			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4454 VINTON AVE	4209005016			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.47	1952	
11050 ALETTA AVE	4213009012			1	2	0.13	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.28	1933	
3983 GLOBE AVE	4214002032			1	2	0.23	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1944	
4135 VAN BUREN PL	4206025019			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.46	0	
	4204013906			1	3	0.40	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	#DIV/0!	0	
4297 JASMINE AVE	4209007020			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.27	1939	
10963 LINDBLADE ST	4210029024			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
3817 GLOBE AVE	4214001019			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1951	
9430 LUCERNE AVE	4204001033			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.25	1950	
4127 LA SALLE AVE	4207014006			1	3	0.16	Low Density Two Family	R2	Incremental Infill B			35	4	Vacant	other	-	0.25	1922	
7000 WRIGHTCREST DR	4204013903			1	3	0.27	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	-	0	
4200 MENTONE AVE	4209017001			1	2	0.25	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4381 MOTOR AVE	4209013013			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
4156 HARTER AVE	4213009015			1	2	0.14	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.28	1942	
4463 KEYSTONE AVE	4209020013			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1952	
11043 BARMAN AVE	4210033006			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1939	
11114 WAGNER ST	4215013016			1	3	0.12	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.39	1942	
11113 LINDBLADE ST	4215013032			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.18	1942	
3820 PERHAM DR	4204011045			1	2	0.22	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1959	
4020 BERRYMAN AVE	4233001013			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.15	1944	
4058 COOLIDGE AVE	4233004005			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1927	
6020 WRIGHT TER	4204013034			1	2	0.22	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.45	1964	
4101 COOLIDGE AVE	4233006023			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
4064 COOLIDGE AVE	4233004004			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1926	
5961 WRIGHTCREST DR	4204011015			1	2	0.30	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.23	1961	
3975 SHEDD TER	4204013042			1	2	0.21	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.47	1959	
5153 PICKFORD WAY	4210004002			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1938	
5147 PICKFORD WAY	4210004003			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.46	1946	
10821 OCEAN DR	4210013001			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.45	1950	
11367 HERBERT ST	4233028027			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1946	
4047 BERRYMAN AVE	4233004023			1	3	0.12	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.12	1930	
4085 GLOBE AVE	4233032023			1	2	0.28	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.26	1951	
11133 BRADDOCK DR	4215011010			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1949	
11265 GARFIELD AVE	4215019001			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.08	1952	
3983 SHEDD TER	4204013025			1	2	0.26	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1963	
4164 HIGUERA ST	4206008015			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.43	1947	
6003 WRIGHTCREST DR	4204011025			1	2	0.64	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1958	
6021 WRIGHT TER	4204013024			1	2	0.31	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1961	
3971 SHEDD TER	4204013041			1	2	0.23	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1961	
11102 WESTWOOD BLVD	4215003044			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.50	1950	
11158 BRADDOCK DR	4215010005			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.13	1947	
11118 WAGNER ST	4215013017			1	3	0.12	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.21	1942	
4143 COMMONWEALTH AVE	4213014007			1	2	0.12	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.44	1946	
11323 HERBERT ST	4233030009			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1945	
11117 LINDBLADE ST	4215013031			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1942	
5174 KAREN CIR	4215004007			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1950	
5341 EMPORIA AVE	4218013022			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.39	1951	
4070 ALBRIGHT AVE	4233030007			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5344 ETHELDO AVE	4218013020			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11201 ORVILLE ST	4216011025			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1953	
10772 CLARMON PL	4203003011			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.47	1952	
12387 HERBERT ST	4232007007			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1950	
12363 HERBERT ST	4232007005			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1950	

Site Address/Intersection	Assessor Parcel Number	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan Designation	Current Zoning	Proposed General Plan (GP) Designation	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Existing Units/ FAR	Imp-Land Ratio	Year Built	Conso-lidation
12202 HERBERT ST	4232010024			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1950	
12362 HERBERT ST	4232009004			1	3	0.15	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.25	1950	
12302 HERBERT ST	4232009009			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.38	1950	
12282 HERBERT WAY	4232009011			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
12386 HERBERT ST	4232009003			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1950	
11850 ATLANTIC AVE	4233013013			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1941	
4083 BLEDSOE AVE	4233027020			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1945	
4106 MINERVA AVE	4233026001			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1944	
4136 HUNTLEY AVE	4217011053			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1946	
4071 TILDEN AVE	4213007044			1	2	0.18	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.30	1942	
4243 BERRYMAN AVE	4233003045			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.23	1953	
10659 CRANKS RD	4203029210			1	2	0.31	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1955	
6010 LINDA WAY	4203020252			1	2	0.43	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1954	
10684 CRANKS RD	4203030126			1	2	0.28	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1954	
10744 RANCH RD	4203008073			1	2	0.36	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.16	1953	
10807 OVERLAND AVE	4203003026			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5721 EL RINCON WAY	4203028240			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.45	1954	
4211 MADISON AVE	4207024002			1	2	0.16	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00	0.49	1921	
11672 MCDONALD ST	4218009016			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11763 HAMMACK ST	4218015003			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
10813 CLARMON PL	4203003048			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1952	
10780 WHITBURN ST	4203004062			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1955	
10786 FLAXTON ST	4203004093			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
11203 MALAT WAY	4203015001			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
10804 GALVIN ST	4203003036			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.50	1951	
11359 RUDMAN DR	4203014036			1	2	0.20	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1951	
11203 GRAYRIDGE DR	4203013016			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11346 RUDMAN DR	4203013001			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11303 MALAT WAY	4203018038			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1951	
11354 STEVENS AVE	4203018048			1	2	0.26	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.13	1942	
10903 WHITBURN ST	4203009036			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5185 STEVENS CIR	4215002004			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5203 DOBSON WAY	4215002006			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5174 STEVENS CIR	4215004017			1	3	0.12	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.30	1950	
5247 DOBSON WAY	4215002011			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1950	
5195 DOBSON WAY	4215002005			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
5213 DOBSON WAY	4215002007			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.21	1950	
5482 BLANCO WAY	4216003026			1	2	0.20	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.45	1950	
11389 SEGRELL WAY	4216021009			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1952	
11294 RYANDALE DR	4216018014			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1950	
11576 CULVER PARK DR	4216022029			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11405 SEGRELL WAY	4216021008			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1952	
11418 CULVER PARK DR	4216021023			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.48	1951	
11570 CULVER PARK DR	4216022028			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11401 PATOM DR	4216014024			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11293 CULVER PARK DR	4216019015			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1950	
11406 CULVER PARK DR	4216021020			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.16	1951	
11815 ATLANTIC AVE	4233012018			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1940	
10777 OREGON AVE	4208015016			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
4320 VINTON AVE	4209006002			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1953	
4327 JASMINE AVE	4209006017			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.42	1952	
4329 JASMINE AVE	4209006016			1	2	0.21	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1952	
4182 LE BOURGET AVE	4209015023			1	2	0.21	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1948	
4390 MENTONE AVE	4209018016			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.43	1952	

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4297 MOTOR AVE	4209014008			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.29	1940	
4196 MENTONE AVE	4209016025			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1939	
4209 KEYSTONE AVE	4209025017			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1939	
4197 MCCONNELL BLVD	4231024023			1	3	0.12	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.19	1926	
4295 MCCONNELL BLVD	4231025031			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1949	
4064 MOORE ST	4231027028			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1956	
4225 MCCONNELL BLVD	4231025008			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.47	1957	
4226 MOORE ST	4231025033			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1939	
11915 ATLANTIC AVE	4233014021			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1947	
3841 CRESTVIEW RD	4204011039			1	2	0.22	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.45	1959	
3846 LENAWEE AVE	4204010009			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1955	
3845 LEEVIEW CT	4204012025			1	2	0.19	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.34	1956	
6217 HETZLER RD	4204006157			1	2	0.45	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.33	1954	
	4204006153			1	3	0.15	Low Density Single Family	R1	Incremental Infill A			35	4	Non-Vacant	industrial	-	-	0	
6310 TOMPKINS WAY	4204006163			1	2	0.61	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1952	
3823 PERHAM DR	4204011026			1	2	0.25	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.35	1962	
11575 SEGRELL WAY	4216022001			1	2	0.17	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.24	1952	
5350 SLAUSON AVE	4218011046			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.22	1969	
5326 SLAUSON AVE	4218011053			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.37	1951	
5454 SELMARAINE DR	4218011019			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
3980 TULLER AVE	4213021007			1	2	0.16	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.36	1947	
3974 TULLER AVE	4213021006			1	3	0.14	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-	0.10	1941	
4048 COLONIAL AVE	4231002057			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1931	
4058 COLONIAL AVE	4231002059			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.49	1944	
4054 COLONIAL AVE	4231002058			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1924	
12375 HERBERT ST	4232007006			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.30	1950	
5274 SLAUSON AVE	4218006026			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1951	
5174 DAWES AVE	4218006059			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1951	
5194 DAWES AVE	4218006061			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.40	1951	
11506 MCDONALD ST	4218006073			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5165 DAWES AVE	4218006041			1	2	0.11	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11626 MCDONALD ST	4218009042			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1951	
5185 SLAUSON AVE	4218009047			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1951	
5275 DAWES AVE	4218006052			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.44	1951	
11565 MCDONALD ST	4218006071			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.28	1951	
11652 MCDONALD ST	4218009018			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5144 DAWES AVE	4218006055			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1951	
5265 SLAUSON AVE	4218009055			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5461 SELMARAINE DR	4218012018			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5442 EMPORIA AVE	4218012019			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11694 PORT RD	4218012033			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.32	1951	
5302 SELMARAINE DR	4218011034			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.27	1951	
5313 SELMARAINE DR	4218012003			1	2	0.12	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1951	
5335 EMPORIA AVE	4218013021			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.26	1951	
11714 PORT RD	4218012035			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
11703 PORT RD	4218014030			1	2	0.13	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
5305 ETHELDO AVE	4218015007			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.41	1951	
11674 PORT RD	4218012001			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.25	1951	
4334 HUNTLEY AVE	4215017039			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00	0.31	1968	
	4204001069			1	2	0.42	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00		0	
	4206004040			1	2	0.19	Low Density Two Family	R2	Incremental Infill B			35	3	Non-Vacant	single_family	1.00		0	
3813 LENAWEE AVE	4204010135			1	2	0.18	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00		0	
3815 LENAWEE AVE	4204010137			1	2	2.20	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00		0	
3814 LENAWEE AVE	4204010130			1	3	0.12	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-		0	

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3816 LENAWEE AVE	4204010131			1	3	0.12	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-		0	
3812 LENAWEE AVE	4204010129			1	3	0.13	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-		0	
3840 LENAWEE AVE	4204010134			1	2	0.14	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00		0	
3810 LENAWEE AVE	4204010128			1	2	0.22	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00		0	
3838 LENAWEE AVE	4204010133			1	2	0.15	Low Density Single Family	R1	Incremental Infill A			35	3	Non-Vacant	single_family	1.00		0	
4064 COLONIAL AVE	4231002913			1	3	0.19	Low Density Single Family	R1	Incremental Infill A			35	4	Vacant	other	-		0	
10555 VIRGINIA AVE	4209030901	40	20	40		2.37	General Corridor	CG	Neighborhood/Corridor MU2	Neighborhoo	20	50	100	Non-Vacant	Parking portion of Virginia lot	-	-		
	4134003011				193	3.57	Regional Center	CRR	Mixed Use High		20	100	193	Non-Vacant	Westfield Shopping Center	0.95	0.25		
	4296001902				150	3.94	Industrial	IG	Neighborhood/Corridor MU2		20	50	150	Vacant	WLAC parcel	-	-	0	
	4296001903				150	3.93	Industrial	IG	Neighborhood/Corridor MU2		20	50	150	Vacant	WLAC parcel	-	-	0	
3326 CAROLINE AVE	4312024016			4		0.14	Low Density Two Family	R2	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.61	1950	
3330 CAROLINE AVE	4312024017			5		0.14	Low Density Two Family	R2	Neighborhood Multi Family		20	50	5	Non-Vacant	other	-	0.25	1927	
3322 CAROLINE AVE	4312024015			4		0.14	Low Density Two Family	R2	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1922	
3805 ALBRIGHT AVE	4214005001			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.53	1947	
11358 VENICE BLVD	4214005002			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.27	1949	
3410 CAROLINE AVE	4312025012			4		0.14	Low Density Two Family	R2	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.51	1923	
3420 CAROLINE AVE	4312025014			4		0.14	Low Density Two Family	R2	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.24	1927	
3414 CAROLINE AVE	4312025013			4		0.14	Low Density Two Family	R2	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.47	1927	
3344 HELMS AVE	4312027002	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.68	1941	A
3340 HELMS AVE	4312027003	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.28	1947	A
3336 HELMS AVE	4312027004	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.28	1925	A
3341 CAROLINE AVE	4312027021	2	2			0.14	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1923	A
3345 CAROLINE AVE	4312027022	2	2			0.14	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.41	1922	A
3321 HELMS AVE	4312028004			5		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.67	1923	
3317 HELMS AVE	4312028003			3		0.12	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.67	1952	
4209 VAN BUREN PL	4204001028			5		0.16	Medium Density Multiple Famil	R2	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.25	1937	
4215 VAN BUREN PL	4204001027			4		0.13	Medium Density Multiple Famil	R2	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.37	1937	
4068 LINCOLN AVE	4207009023			5		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.25	1946	
4064 LINCOLN AVE	4207009022			5		0.16	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.25	1927	
4029 MADISON AVE	4207011004			6		0.16	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	6	Vacant	other	-	-	0	
4030 LA SALLE AVE	4207011018			6		0.16	Medium Density Multiple Famil	CG	Neighborhood Multi Family		20	50	6	Vacant	other	-	-	0	
4022 LA SALLE AVE	4207011017			5		0.16	Medium Density Multiple Famil	CG	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.55	1925	
4025 JACKSON AVE	4209001005			5		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.25	1925	
4021 JACKSON AVE	4209001004			5		0.16	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.44	1925	
3863 MIDWAY AVE	4208018007	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.27	1941	B
3850 WESTWOOD BLVD	4208018027	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1940	B
3840 WESTWOOD BLVD	4208018026	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.15	1941	B
3856 WESTWOOD BLVD	4208018028	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.75	1941	B
3870 WESTWOOD BLVD	4208018031	1	2			0.12	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1941	B
3862 WESTWOOD BLVD	4208018029	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.56	1941	B
3866 WESTWOOD BLVD	4208018030	1	2			0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1941	B
3851 WESTWOOD BLVD	4208019008	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.49	1941	C
3836 SPAD PL	4208019020	1	2			0.10	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1946	C
3848 SPAD PL	4208019022	1	2			0.10	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1947	C
3824 SPAD PL	4208019018	1	2			0.10	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1947	C
3842 SPAD PL	4208019021	1	2			0.10	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1947	C
3830 SPAD PL	4208019019	1	2			0.10	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.35	1947	C
3854 SPAD PL	4208019023	1	2			0.10	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1947	C
3863 WESTWOOD BLVD	4208019010			4		0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1941	
3867 WESTWOOD BLVD	4208019011			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.49	1941	
3871 WESTWOOD BLVD	4208019013			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.44	1941	
3869 WESTWOOD BLVD	4208019012			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1941	
3857 SPAD PL	4208020009	1	2			0.11	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.85	1947	D
3837 SPAD PL	4208020012	1	2			0.11	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1946	D

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3864 GIRARD AVE	4208020025	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1939	D
3906 GIRARD AVE	4208020021	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.96	1939	D
3872 GIRARD AVE	4208020023	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.55	1930	D
3847 SPAD PL	4208020010	1	2			0.11	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1947	D
3843 SPAD PL	4208020011	1	2			0.11	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.49	0	D
3827 SPAD PL	4208020014	1	2			0.11	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.30	1947	D
3900 GIRARD AVE	4208020022	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.19	1939	D
3868 GIRARD AVE	4208020024	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.33	1947	D
3822 GIRARD AVE	4208020034	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1939	D
3863 SPAD PL	4208020008	2	2			0.13	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.29	1947	D
3833 SPAD PL	4208020013	1	2			0.11	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1946	D
3815 SPAD PL	4208020015	2	2			0.15	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.85	1947	D
3844 GIRARD AVE	4208020029	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.40	1947	D
3840 GIRARD AVE	4208020030	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.84	1939	D
3858 GIRARD AVE	4208020026	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1940	D
3826 GIRARD AVE	4208020033	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1939	D
3822 COLLEGE AVE	4208021004			5		0.17	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.27	1920	
3817 GIRARD AVE	4208021017			4		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1930	
3823 GIRARD AVE	4208021018			4		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1930	
3837 GIRARD AVE	4208021021			4		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1928	
3833 GIRARD AVE	4208021020			4		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.40	1947	
3853 GIRARD AVE	4208021024			4		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.43	1947	
3857 GIRARD AVE	4208021025			4		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1950	
4061 ELENDA ST	4208024011			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.41	1949	
4081 ELENDA ST	4208024008			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1949	
4073 ELENDA ST	4208024010			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1949	
4077 ELENDA ST	4208024009			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.44	1949	
4111 ELENDA ST	4208026006	1	2			0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.37	1949	E
4107 ELENDA ST	4208026007	1	2			0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.57	1949	E
4117 ELENDA ST	4208026005	1	2			0.12	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.65	1949	E
4103 ELENDA ST	4208026043	1	2			0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.28	1949	E
4119 ELENDA ST	4208026004	1	2			0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.42	1949	E
3822 PROSPECT AVE	4208022005			5		0.17	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.25	1947	
3823 COLLEGE AVE	4208022019			5		0.17	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.66	1941	
3818 TILDEN AVE	4213004016			4		0.13	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1928	
3817 HURON AVE	4213004003			5		0.17	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.87	1927	
11049 MATTESON AVE	4213004026	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.67	1949	F
3866 TILDEN AVE	4213004024	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.44	1947	F
11043 MATTESON AVE	4213004027	2	2			0.13	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.95	1949	F
3868 TILDEN AVE	4213004025	2	2			0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1947	F
3931 HURON AVE	4213003008	3	3			0.17	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	6	Non-Vacant	other	-	0.88	1945	G
3924 TILDEN AVE	4213003022	3	3			0.21	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	6	Non-Vacant	single_family	2.00	0.42	1953	G
3918 TILDEN AVE	4213003021	3	4			0.24	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	7	Non-Vacant	single_family	2.00	0.72	1940	G
11100 VENICE BLVD	4213005002			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1954	
3813 TILDEN AVE	4213005025			4		0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1938	
3918 BENTLEY AVE	4213006005			5		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.38	1940	
3914 BENTLEY AVE	4213006004			5		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.84	1940	
3921 BENTLEY AVE	4213017022			3		0.12	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.19	1940	
3919 BENTLEY AVE	4213017023			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.40	1940	
3929 BENTLEY AVE	4213017021			3		0.12	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.53	1947	
3857 BENTLEY AVE	4213018005			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1939	
3853 BENTLEY AVE	4213018006			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.58	1964	
3951 BENTLEY AVE	4213017018			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.26	1939	
3955 BENTLEY AVE	4213017017			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.34	1939	

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12316 MITCHELL AVE	4235019016			4		0.13	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.95	1954	
	4214004017			3		0.08	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Vacant	other	-	-	0	
11277 CULVER BLVD	4217011054			4		0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.61	1950	
4025 CENTINELA AVE	4231001050			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1948	
4015 CENTINELA AVE	4231001048			5		0.17	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.79	1908	
4045 CENTINELA AVE	4231002054			3		0.12	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.41	1941	
3350 CAROLINE AVE	4312024021			4		0.14	Low Density Two Family	R2	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.59	1947	
3342 CAROLINE AVE	4312024019			4		0.14	Low Density Two Family	R2	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.48	1941	
3419 CAROLINE AVE	4312026011			4		0.15	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.29	1923	
3319 CAROLINE AVE	4312027016			4		0.14	Low Density Two Family	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	-	1922	
3341 HELMS AVE	4312028008			5		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.25	1923	
5604 KINSTON AVE	4203003052			5		0.13	Medium Density Multiple Famil	R1	Neighborhood Multi Family		20	50	5	Non-Vacant	other	-	0.57	1951	
3526 HELMS AVE	4206003005			3		0.12	Low Density Two Family	R2	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.45	1923	
3527 SCHAEFER ST	4206003031			3		0.12	Low Density Two Family	R2	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.59	1927	
3552 WESLEY ST	4206006009			3		0.12	Low Density Two Family	R2	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.52	1939	
4044 LINCOLN AVE	4207009018			5		0.16	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.45	1938	
4044 MADISON AVE	4207010025			5		0.16	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.25	1923	
4077 LINCOLN AVE	4207010018			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1929	
4069 MADISON AVE	4207011012			5		0.16	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.47	1924	
4104 BALDWIN AVE	4207014020			5		0.16	Low Density Two Family	R2	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.34	1923	
4140 BALDWIN AVE	4207014038			5		0.15	Low Density Two Family	R2	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.68	1964	
4105 LINCOLN AVE	4207016001			5		0.15	Low Density Two Family	R2	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.37	1922	
3913 SPAD PL	4208020002			5		0.16	Low Density Two Family	CG	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.25	1922	
3812 PROSPECT AVE	4208022003			3		0.12	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.31	1935	
3837 COLLEGE AVE	4208022022			5		0.17	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.28	1947	
3845 COLLEGE AVE	4208022024			5		0.17	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.16	1923	
4055 JACKSON AVE	4209001011			5		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.17	1926	
4065 JACKSON AVE	4209001013			5		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	retail_commercial	1.00	0.53	1926	
4075 JACKSON AVE	4209001015			5		0.16	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.50	1925	
10966 VENICE BLVD	4213001003			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.18	1927	
3822 HURON AVE	4213001005			5		0.17	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.28	1941	
3862 HURON AVE	4213001013			5		0.17	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.67	1941	
3836 HURON AVE	4213001008			5		0.17	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.45	1948	
3910 HURON AVE	4213002002			5		0.17	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.75	1951	
3950 HURON AVE	4213002038			5		0.17	Medium Density Multiple Famil	CG	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.77	1934	
3944 TILDEN AVE	4213003025			5		0.16	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.92	1941	
3956 TILDEN AVE	4213003028			5		0.16	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.25	1941	
3847 HURON AVE	4213004009			5		0.17	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.69	1940	
3832 TILDEN AVE	4213004018			4		0.13	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.11	1950	
3846 BENTLEY AVE	4213005008			4		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1939	
3944 BENTLEY AVE	4213006010			5		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.63	1939	
3971 TILDEN AVE	4213006026			4		0.14	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.32	1942	
3928 BENTLEY AVE	4213006007			5		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.25	1939	
11164 PIGGOTT DR	4213017007			3		0.12	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.48	1940	
3973 BENTLEY AVE	4213017010			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1939	
3971 BENTLEY AVE	4213017015			4		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	4	Non-Vacant	single_family	1.00	0.25	1940	
3867 BENTLEY AVE	4213018003			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Vacant	single_family	1.00	-	0	
3833 BENTLEY AVE	4213018010			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1939	
3823 BENTLEY AVE	4213018012			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1939	
3843 BENTLEY AVE	4213018008			3		0.12	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.11	1939	
4230 TULLER AVE	4213024004			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.27	1946	
4216 TULLER AVE	4213024002			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1946	
11232 CULVER BLVD	4215016001			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1947	
4024 WADE ST	4231024029			13		0.38	Low Density Multiple Family	CG	Neighborhood Multi Family		20	50	13	Non-Vacant	single_family	2.00	0.16	1952	

Site Address/Intersection	Assessor Parcel Number	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan Designation	Current Zoning	Proposed General Plan (GP) Designation	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Existing Units/ FAR	Imp-Land Ratio	Year Built	Conso-lidation
3930 HURON AVE	4213002007			5		0.17	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.17	1926	
9650 LUCERNE AVE	4204001041			6		0.22	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	6	Non-Vacant	single_family	2.00	0.45	1950	
12308 MITCHELL AVE	4235019018			3		0.12	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.25	1969	
3831 MIDWAY AVE	4208018014			3		0.11	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.50	1941	
4076 LAFAYETTE PL	4207007025			6		0.18	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	6	Non-Vacant	single_family	1.00	0.40	1920	
4233 EAST BLVD	4233012036			5		0.17	Medium Density Multiple Famil	R1	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.07	1938	
4069 LA SALLE AVE	4207012011			6		0.16	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	6	Non-Vacant	other	-	0.37	1946	
	4207010049			5		0.15	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	5	Non-Vacant	single_family	1.00	0.23	0	
4198 MARCASEL AVE	4233014002			7		0.21	Low Density Single Family	CG	Neighborhood Multi Family		20	50	7	Non-Vacant	single_family	1.00	0.43	1940	
12462 WASHINGTON PL	4231003014			3		0.10	Medium Density Multiple Famil	RMD	Neighborhood Multi Family		20	50	3	Non-Vacant	single_family	1.00	0.51	1949	
11299 WASHINGTON BLVD	4233032026			6		0.20	General Corridor	CG	Neighborhood/Corridor MU 1		20	35	6	Non-Vacant	Retail	0.27	0.18	1976	X
11291 WASHINGTON BLVD	4233032025			3		0.11	General Corridor	CG	Neighborhood/Corridor MU 1		20	35	3	Non-Vacant	Office	1.02	0.69	1976	X
11287 WASHINGTON BLVD	4233032013			1		0.06	General Corridor	CG	Neighborhood/Corridor MU 1		20	35	1	Non-Vacant	Retail	1.11	1.50	1973	X
11282 WASHINGTON BLVD	4217011063			5		0.18	General Corridor	CG	Neighborhood/Corridor MU 1		20	35	5	Non-Vacant	Office	0.79	0.51	1981	X
11272 WASHINGTON BLVD	4217011065			5		0.18	General Corridor	CG	Neighborhood/Corridor MU 1		20	35	5	Non-Vacant	Low intensity strip commercial	0.59	0.43	1973	Y
11280 WASHINGTON BLVD	4217011061			3		0.12	General Corridor	CG	Neighborhood/Corridor MU 1		20	35	3	Non-Vacant	Office	0.41	0.26	1971	Y
11268 WASHINGTON BLVD	4217011064			5		0.18	General Corridor	CG	Neighborhood/Corridor MU 1		20	35	5	Non-Vacant	Office	1.65	3.64	1990	Z
11262 WASHINGTON BLVD	4217011005			1		0.06	General Corridor	CG	Neighborhood/Corridor MU 1		20	35	1	Non-Vacant	Office	0.59	0.22	1960	Z
4318 SEPULVEDA BLVD	4215014026				3	0.13	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	3	Non-Vacant	Office/retail	0.39	0.34	1958	AA
4316 SEPULVEDA BLVD	4215014025				3	0.13	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	3	Non-Vacant	Strip commercial	1.21	0.94	0	AA
4328 SEPULVEDA BLVD	4215013007			3		0.13	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	3	Non-Vacant	Strip commercial	0.73	0.73	1951	AB
4320 SEPULVEDA BLVD	4215013006			4		0.14	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	4	Non-Vacant	Strip commercial	0.56	0.80	1951	AB
4334 SEPULVEDA BLVD	4215013008			8		0.27	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	8	Non-Vacant	Strip commercial	0.47	0.19	1950	AB
4360 SEPULVEDA BLVD	4215012010				1	0.06	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	1	Non-Vacant	Office	0.96	2.50	1976	AC
4354 SEPULVEDA BLVD	4215012007				1	0.06	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	1	Non-Vacant	Retail	0.74	1.50	1958	AC
4364 SEPULVEDA BLVD	4215012011				5	0.16	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	5	Non-Vacant	Moderate intensity strip commercial	0.63	0.18	1953	AC
4346 SEPULVEDA BLVD	4215012006				5	0.17	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	5	Non-Vacant	Moderate intensity strip commercial	0.80	0.17	1946	AC
4356 SEPULVEDA BLVD	4215012037				3	0.11	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	3	Non-Vacant	Moderate intensity strip commercial	0.60	0.33	1947	AC
4410 SEPULVEDA BLVD	4215011003				1	0.05	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	1	Non-Vacant	Strip commercial	0.89	0.27	1952	AD
4416 SEPULVEDA BLVD	4215011034				6	0.21	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	6	Non-Vacant	Strip commercial	0.12	0.27	1968	AD
4406 SEPULVEDA BLVD	4215011004				4	0.15	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	4	Non-Vacant	Strip commercial	0.62	0.23	1962	AD
4477 SEPULVEDA BLVD	4215020023			10		0.33	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	10	Non-Vacant	Office	0.33	1.92	1974	AG
4439 SEPULVEDA BLVD	4215019020			1		0.05	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	1	Non-Vacant	Strip commercial	0.94	1.00	1948	AG
11204 BRADDOCK DR	4215019021			3		0.11	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	3	Non-Vacant	Strip commercial	0.90	0.19	1946	AG
4441 SEPULVEDA BLVD	4215019019			2		0.07	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	2	Non-Vacant	Office	1.00	2.08	1976	AG
4411 SEPULVEDA BLVD	4215018035			13		0.42	Neighborhood Serving Corridor	CG	Neighborhood/Corridor MU 1		20	35	13	Non-Vacant	Strip commercial	0.65	0.30	1989	
11469 JEFFERSON BLVD	4216028023	17	17			0.78	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	34	Non-Vacant	retail_commercial	0.38	0.53	1986	K
5401 SEPULVEDA BLVD	4216030031	6	7			0.30	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	13	Non-Vacant	retail_commercial	0.47	0.10	1957	L
11417 JEFFERSON BLVD	4216028003	8	8			0.36	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	16	Non-Vacant	retail_commercial	0.28	0.15	1953	K
5569 SEPULVEDA BLVD	4216029010	6	7			0.29	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	13	Non-Vacant	retail_commercial	0.31	0.31	1953	K
5431 SEPULVEDA BLVD	4216030025	13	13			0.60	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	26	Non-Vacant	retail_commercial	0.38	0.19	1950	L
5415 SEPULVEDA BLVD	4216030027	6	7			0.31	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	13	Non-Vacant	retail_commercial	0.30	0.64	1951	L
5495 SEPULVEDA BLVD	4216030023	10	10			0.45	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	20	Non-Vacant	retail_commercial	0.42	0.15	1986	L
11405 JEFFERSON BLVD	4216028022	16	16			0.72	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	32	Non-Vacant	retail_commercial	0.26	0.52	1962	K
5541 SEPULVEDA BLVD	4216029027	14	14			0.64	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	28	Non-Vacant	office	0.29	0.47	1957	K
5411 SEPULVEDA BLVD	4216030028	7	8			0.36	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	15	Non-Vacant	retail_commercial	0.25	0.46	1951	M
	4216029030	9	9			0.42	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	18	Non-Vacant	transportation_utilities	0.94	0.01	1952	K
	4216028004	7	8			0.35	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	15	Non-Vacant	transportation_utilities	0.98	0.02	0	K
5567 SEPULVEDA BLVD	4216029009	6	6			0.27	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	12	Non-Vacant	retail_commercial	0.34	1.53	1955	K
5405 SEPULVEDA BLVD	4216030029	6	6			0.27	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	12	Non-Vacant	retail_commercial	0.36	1.74	1953	L
5421 SEPULVEDA BLVD	4216030026	10	10			0.45	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	20	Non-Vacant	retail_commercial	0.24	1.04	1951	L
5529 SEPULVEDA BLVD	4216029001	9	9			0.42	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	18	Non-Vacant	retail_commercial	0.12	1.56	1986	K
5559 SEPULVEDA BLVD	4216029007	5	5			0.24	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	10	Non-Vacant	retail_commercial	0.53	0.65	0	K
5547 SEPULVEDA BLVD	4216029028	19	20			0.88	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	39	Non-Vacant	mixed_use	0.28	1.06	1970	K

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11441 JEFFERSON BLVD	4216028005	35	35			1.57	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	70	Non-Vacant	retail_commercial	0.53	3.96	1957	K
5563 SEPULVEDA BLVD	4216029008	5	6			0.25	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	11	Non-Vacant	retail_commercial	0.61	0.94	1991	K
5573 SEPULVEDA BLVD	4216029029	54	55			2.44	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	109	Non-Vacant	retail_commercial	0.24	0.06	1952	K
5445 SEPULVEDA BLVD	4216030024	10	10			0.45	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	20	Non-Vacant	retail_commercial	0.45	0.60	1952	L
4025 SEPULVEDA BLVD	4213022016	1	1			0.06	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	2	Non-Vacant	office	0.49	0.37	1947	M
11222 WASHINGTON PL	4213022039	7	8			0.35	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	15	Non-Vacant	retail_commercial	0.20	0.91	1974	M
4014 TULLER AVE	4213022045	5	5			0.23	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	10	Non-Vacant	office	-	-	0	M
4051 SEPULVEDA BLVD	4213022007	1	1			0.05	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	2	Non-Vacant	office	-	0.00	0	M
4024 TULLER AVE	4213022035	3	4			0.17	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	7	Non-Vacant	office	-	-	0	M
4043 SEPULVEDA BLVD	4213022010	1	1			0.06	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	2	Non-Vacant	office	0.38	0.23	1947	M
4020 TULLER AVE	4213022036	2	2			0.10	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	4	Non-Vacant	office	-	-	0	M
4041 SEPULVEDA BLVD	4213022049	2	3			0.11	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	5	Non-Vacant	retail_commercial	0.20	0.23	1953	M
	4213022030	1	1			0.05	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	2	Non-Vacant	office	-	-	0	M
4017 SEPULVEDA BLVD	4213022018	2	2			0.11	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	4	Non-Vacant	retail_commercial	0.18	0.23	1950	M
11209 WASHINGTON BLVD	4213022005	1	1			0.05	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	2	Non-Vacant	parking	0.91	0.09	1977	M
4016 TULLER AVE	4213022047	3	3			0.14	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	6	Non-Vacant	parking	1.03	0.15	1985	M
11204 WASHINGTON PL	4213022040	4	4			0.20	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	8	Non-Vacant	retail_commercial	0.12	0.12	1948	M
11201 WASHINGTON BLVD	4213022033	2	3			0.11	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	5	Non-Vacant	parking	0.90	0.13	1977	M
4031 SEPULVEDA BLVD	4213022037	2	3			0.11	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	5	Non-Vacant	retail_commercial	0.57	0.44	1964	M
4023 SEPULVEDA BLVD	4213022017	1	1			0.06	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	2	Non-Vacant	office	0.81	0.34	1954	M
4027 SEPULVEDA BLVD	4213022015	2	3			0.11	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	5	Non-Vacant	retail_commercial	0.54	0.26	1947	M
11215 WASHINGTON BLVD	4213022041	2	3			0.11	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	5	Non-Vacant	parking	0.33	0.67	1959	M
4051 SEPULVEDA BLVD	4213022008	2	2			0.11	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	4	Non-Vacant	retail_commercial	0.81	0.72	1949	M
4028 TULLER AVE	4213022043	2	3			0.12	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	5	Non-Vacant	office	0.57	0.97	1990	M
11201 WASHINGTON BLVD	4213022006	3	4			0.17	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	7	Non-Vacant	mixed_use	1.17	1.50	1977	M
11201 WASHINGTON BLVD	4213022048	9	9			0.41	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	18	Non-Vacant	mixed_use	0.15	1.06	1969	M
4045 SEPULVEDA BLVD	4213022009	1	1			0.06	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	2	Non-Vacant	retail_commercial	0.76	0.66	1961	M
3992 SEPULVEDA BLVD	4213017003	10	11			0.48	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	21	Non-Vacant	Hotel parking	-	-	0	R
11167 WASHINGTON PL	4213017002	2	3			0.12	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	5	Non-Vacant	Strip commercial	0.24	0.60	2013	R
11151 WASHINGTON PL	4213017001	8	8			0.37	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	16	Non-Vacant	Office/retail	0.24	0.19	1928	R
3970 SEPULVEDA BLVD	4213017004	5	5			0.23	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	10	Non-Vacant	Low intensity strip commercial	0.33	0.35	1984	R
4420 SEPULVEDA BLVD	4213014041	20	21			0.93	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	41	Non-Vacant	Office	0.26	1.15	1959	S
4238 SEPULVEDA BLVD	4213014040	4	4			0.19	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	8	Non-Vacant	Low intensity strip commercial	0.42	0.18	1984	S
4120 SEPULVEDA BLVD	4213014001	3	4			0.17	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	7	Non-Vacant	Parking	0.95	0.01	1927	S
4114 SEPULVEDA BLVD	4213014004	17	18			0.79	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	35	Vacant	Low intensity strip commercial	-	-	0	S
4130 SEPULVEDA BLVD	4213014044	11	12			0.52	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	23	Non-Vacant	Parking	0.98	0.01	1966	S
4224 SEPULVEDA BLVD	4213014042	3	4			0.17	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	7	Non-Vacant	Office	0.33	1.24	1954	S
4246 SEPULVEDA BLVD	4213014039	4	4			0.18	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	8	Non-Vacant	Office/retail	0.10	0.45	1972	S
4114 SEPULVEDA BLVD	4213014045	13	13			0.59	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	26	Non-Vacant	Office/retail	0.83	0.07	1979	S
4228 SEPULVEDA BLVD	4213014037	5	6			0.26	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	11	Non-Vacant	Low intensity strip commercial	0.53	0.19	1952	S
4204 SEPULVEDA BLVD	4213014024	5	6			0.26	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	11	Non-Vacant	Office	0.54	0.23	1955	S
0	4213014028	1	2			0.07	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	3	Vacant	Parking	-	0.01	0	S
4200 SEPULVEDA BLVD	4213014043	25	26			1.15	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	51	Non-Vacant	Low intensity industrial use	0.56	0.16	1953	S
11218 WASHINGTON BLVD	4213023039	4	5			0.21	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	9	Non-Vacant	Low intensity strip commercial	0.33	0.40	1947	T
11208 WASHINGTON BLVD	4213023001	4	4			0.20	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	8	Non-Vacant	Office/retail	0.24	0.13	1978	T
11216 WASHINGTON BLVD	4213023030	2	3			0.12	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	5	Non-Vacant	Office/retail	0.40	0.36	1972	T
4444 SEPULVEDA BLVD	4215010029	17	18			0.79	General Corridor	CN	Neighborhood/Corridor MU 2		20	50	35	Non-Vacant	Strip commercial	0.33	1.13	1970	AE
4436 SEPULVEDA BLVD	4215010028	6	6			0.28	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	12	Non-Vacant	Low intensity strip commercial	0.20	0.29	2013	AE
4545 SEPULVEDA BLVD	4215021023	61	61			2.72	General Corridor	R1	Neighborhood/Corridor MU 2		20	50	122	Non-Vacant	Office	0.23	0.22	1962	AH
4491 SEPULVEDA BLVD	4215021012	5	5			0.22	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	10	Non-Vacant	Retail	0.25	0.85	1954	AH
4520 SEPULVEDA BLVD	4215007019	35	35			1.58	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	70	Non-Vacant	Storage/warehouse	0.12	1.89	1967	AI
4512 SEPULVEDA BLVD	4215009012	17	17			0.78	General Corridor	CN	Neighborhood/Corridor MU 2		20	50	34	Non-Vacant	Office	0.18	0.62	1958	AI
0	4215007001	8	9			0.39	General Corridor	CN	Neighborhood/Corridor MU 2		20	50	17	Vacant	Storage/warehouse	-	-	0	AI
0	4215001020	7	8			0.34	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	15	Non-Vacant	Parking	1.06	-	0	AJ

Site Address/Intersection	Assessor Parcel Number	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Parcel Size (Acres)	Current General Plan Designation	Current Zoning	Proposed General Plan (GP) Designation	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant	Description of Existing Uses	Existing Units/ FAR	Imp-Land Ratio	Year Built	Conso-lidation
5380 SEPULVEDA BLVD	4215001013	5	6			0.25	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	11	Non-Vacant	Office/retail	0.29	0.19	1999	AJ
5350 SEPULVEDA BLVD	4215001010	19	20			0.87	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	39	Non-Vacant	Low intensity strip commercial	0.16	0.47	1968	AJ
11111 JEFFERSON BLVD	4215001016	43	43			1.93	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	86	Non-Vacant	Low intensity strip commercial	0.32	0.46	1961	AJ
5347 SEPULVEDA BLVD	4216003045	16	16			0.72	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	32	Non-Vacant	Retail	0.52	0.53	2002	AK
5329 SEPULVEDA BLVD	4216003037	8	8			0.36	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	16	Non-Vacant	Hotel/Motel	0.47	1.33	1954	AK
5309 SEPULVEDA BLVD	4216003008	8	8			0.36	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	16	Non-Vacant	Commercial	0.43	1.93	1967	AK
5399 SEPULVEDA BLVD	4216003042	11	11			0.51	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	22	Non-Vacant	Office	0.22	1.65	1969	
5299 SEPULVEDA BLVD	4216002001	21	22			0.96	General Corridor	CG	Neighborhood/Corridor MU 2		20	50	43	Non-Vacant	Low intensity strip commercial	0.22	0.14	1955	
11046 JEFFERSON BLVD	4203006015	94	94			16.14	Regional Center	CRR	Mixed Use Medium		20	65	188	Non-Vacant	Shopping center with closed Toys R Us - 20% of site (p	0.30	0.70	1962	
3868 SEPULVEDA BLVD	4213018019	17	18			0.61	General Corridor	CG	Mixed Use Medium		20	65	35	Non-Vacant	accommodation	0.39	0.09	1926	H
3848 SEPULVEDA BLVD	4213018017	17	18			0.61	General Corridor	CG	Mixed Use Medium		20	65	35	Non-Vacant	commercial_centers	0.03	0.01	1954	H
3850 SEPULVEDA BLVD	4213018018	17	18			0.61	General Corridor	CG	Mixed Use Medium		20	65	35	Non-Vacant	accommodation	0.82	0.73	1940	H
3838 SEPULVEDA BLVD	4213018016	11	12			0.41	General Corridor	CG	Mixed Use Medium		20	65	23	Non-Vacant	accommodation	-	-	0	H
3800 SEPULVEDA BLVD	4213018014	8	9			0.30	General Corridor	CG	Mixed Use Medium		20	65	17	Non-Vacant	accommodation	-	-	0	H
11166 VENICE BLVD	4213018013	17	17			0.59	General Corridor	CG	Mixed Use Medium		20	65	34	Non-Vacant	mixed_use_commercial	0.05	0.25	1957	H
3816 SEPULVEDA BLVD	4213018015	45	45			1.54	General Corridor	CG	Mixed Use Medium		20	65	90	Non-Vacant	commercial_centers	0.07	0.17	1969	H
	4232006019	4	5			0.16	General Corridor	CN	Mixed Use Medium		20	65	9	Non-Vacant	office	0.42	0.74	1961	H
12402 WASHINGTON PL	4231001047	8	9			0.30	General Corridor	CN	Mixed Use Medium		20	65	17	Non-Vacant	commercial_centers	0.12	0.04	1954	H
12329 WASHINGTON PL	4235019022	8	9			0.29	General Corridor	CN	Mixed Use Medium		20	65	17	Non-Vacant	special_use	0.53	0.60	1961	H
5722 BANKFIELD AVE	4134001900	10	10			0.35	Industrial	IG	Mixed Use Medium		20	65	20	Non-Vacant	transportation	1.00	-	1955	I
	4134001018	2	3			0.09	General Corridor	CG	Mixed Use Medium		20	65	5	Non-Vacant	transportation	0.97	0.19	0	H
5901 SEPULVEDA BLVD	4134001016	17	18			0.61	General Corridor	CG	Mixed Use Medium		20	65	35	Non-Vacant	commercial_centers	0.55	0.22	1978	H
5649 SELMARAINE DR	4134001002	3	4			0.12	Industrial	IG	Mixed Use Medium		20	65	7	Vacant	light_industrial	-	-	0	I
5664 SELMARAINE DR	4134001008	8	9			0.30	Industrial	IG	Mixed Use Medium		20	65	17	Non-Vacant	light_industrial	0.64	0.19	1965	I
5665 SELMARAINE DR	4134001004	3	3			0.11	Industrial	IG	Mixed Use Medium		20	65	6	Non-Vacant	light_industrial	0.64	0.21	1950	I
5734 BANKFIELD AVE	4134001015	5	6			0.19	Industrial	IG	Mixed Use Medium		20	65	11	Non-Vacant	light_industrial	0.69	0.25	1949	I
5726 BANKFIELD AVE	4134001012	1	2			0.06	Industrial	IG	Mixed Use Medium		20	65	3	Non-Vacant	light_industrial	0.60	0.52	1955	I
5728 BANKFIELD AVE	4134001013	1	2			0.06	Industrial	IG	Mixed Use Medium		20	65	3	Non-Vacant	light_industrial	0.54	0.43	1948	I
5659 SELMARAINE DR	4134001003	6	7			0.23	Industrial	IG	Mixed Use Medium		20	65	13	Non-Vacant	light_industrial	0.60	0.19	1952	I
5730 BANKFIELD AVE	4134001014	1	2			0.06	Industrial	IG	Mixed Use Medium		20	65	3	Non-Vacant	light_industrial	0.58	0.73	1955	I
5677 SELMARAINE DR	4134001007	7	7			0.24	Industrial	IG	Mixed Use Medium		20	65	14	Non-Vacant	light_industrial	0.83	0.27	1949	I
5669 SELMARAINE DR	4134001005	3	3			0.11	Industrial	IG	Mixed Use Medium		20	65	6	Non-Vacant	light_industrial	0.64	0.23	1950	I
5722 BANKFIELD AVE	4134001902	1	2			0.06	Industrial	IG	Mixed Use Medium		20	65	3	Non-Vacant	light_industrial	0.40	-	1930	I
5673 SELMARAINE DR	4134001006	3	3			0.11	Industrial	IG	Mixed Use Medium		20	65	6	Non-Vacant	light_industrial	0.64	0.11	1950	I
11971 WASHINGTON BLVD	4233015035	15	15			0.52	General Corridor	CG	Mixed Use Medium		20	65	30	Non-Vacant	Payless Shoesource went out of business	0.22	0.12	1977	
3928 SEPULVEDA BLVD	4213017036	17	18			0.60	General Corridor	CG	Mixed Use Medium		20	65	35	Non-Vacant	Hotel/Motel	0.80	0.77	1987	P
3932 SEPULVEDA BLVD	4213017035	14	15			0.51	General Corridor	CG	Mixed Use Medium		20	65	29	Non-Vacant	Moderate intensity strip commercial	0.62	0.30	1963	P
3916 SEPULVEDA BLVD	4213017033	17	18			0.60	General Corridor	CG	Mixed Use Medium		20	65	35	Non-Vacant	Office	0.63	0.41	1979	P
3908 SEPULVEDA BLVD	4213017034	17	18			0.61	General Corridor	CG	Mixed Use Medium		20	65	35	Non-Vacant	Moderate intensity strip commercial	0.64	0.88	1989	P
3900 SEPULVEDA BLVD	4213018020	17	18			0.61	General Corridor	CG	Mixed Use Medium		20	65	35	Non-Vacant	Hotel/Motel	0.70	1.19	1992	P
3958 SEPULVEDA BLVD	4213017011	6	7			0.22	General Corridor	CG	Mixed Use Medium		20	65	13	Non-Vacant	Hotel/Motel	0.85	0.47	1955	Q
3954 SEPULVEDA BLVD	4213017026	19	20			0.68	General Corridor	CG	Mixed Use Medium		20	65	39	Vacant	Strip commercial parking	-	-	0	Q
10828 JEFFERSON BLVD	4203006019	6	6		44	4.84	Regional Center	CRR	Mixed Use Medium		20	65	56	Non-Vacant	Target Shopping Center (capacity assumed at 20%)	0.38	1.20	1962	N
10824 JEFFERSON BLVD	4203006020	14	14	28	80	11.68	Regional Center	CRR	Mixed Use Medium		20	65	136	Non-Vacant	Target Shopping Center (capacity assumed at 20%)	1.09	0.10	1962	N
6150 W SLAUSON	4134002003	6	6		46	4.97	Regional Center	CRR	Mixed Use Medium		20	65	58	Non-Vacant	Trader Joes Shopping Center (capacity assumed at 20%	-	0.16	0	O
0	4134002004				8	0.72	Regional Center	CRR	Mixed Use Medium		20	65	8	Non-Vacant	Trader Joes Shopping Center (capacity assumed at 20%	0.69	0.10	1975	O
6076 BRISTOL PKWY	4134005025	89	89			1.98	Regional Center	CRB	Mixed Use High		20	100	178	Non-Vacant	office	0.31	0.75	1979	J
6031 UPLANDER WAY	4134005004	87	87			1.94	Regional Center	CRB	Mixed Use High		20	100	174	Non-Vacant	light_industrial	0.28	0.35	1979	J
5821 UPLANDER WAY	4134005003	64	65			1.44	Regional Center	CRB	Mixed Use High		20	100	129	Non-Vacant	light_industrial	0.30	0.36	1979	J
5835 SUMNER WAY	4134005002	69	69			1.54	Regional Center	CRB	Mixed Use High		20	100	138	Non-Vacant	wholesale_warehousing	0.36	0.44	1979	J

VI. REVIEW OF 5TH CYCLE SITES INVENTORY

One of the Guiding Principles for the 2021-2029 Housing Element calls for an assessment of the probability of development based on the experience of the 5th cycle Housing Element. This section reviews the outcome of the 5th cycle Housing Element sites inventory, and considerations for using that outcome to benchmark the 6th cycle inventory for RHNA.

1. OUTCOME OF THE 5TH CYCLE SITES INVENTORY

For the previous 5th cycle Housing Element, the City had a RHNA of only 185 units:

- 48 very low income units
- 29 low income units
- 31 moderate income units
- 77 above moderate units

Based on units approved at the time of the Housing Element update, the City had already met its above moderate income RHNA units. The residential sites inventory included in the 5th cycle Housing Element identified a total capacity of 490 lower income units and 51 moderate income units for the remaining RHNA of 108 lower and moderate income units. These sites are presented as Tables B-3 through B-5 of the 2013-2021 Housing Element:

- Table B-3: Culver City Housing Strategy Sites
- Table B-4: Mixed Use Sites within TOD Area
- Table B-5: Vacant Land Inventory

Among the Culver City Housing Strategy Sites, only two of the sites were identified as Tier One sites, one of which – 4044-4068 Globe was developed. Among the Tiers Two, Three, and Four sites, three projects are substantial rehabilitation of existing units or redevelopment of existing units that overall, did not intend to yield significant net increases in units. Nevertheless, these Culver City Housing Strategy sites were not pursued due primarily to the dissolution of the Redevelopment Agency. The site in Table B-4 in the 5th cycle Housing Element is developed as the Ivy Station. Table B-5 included seven vacant sites, two of which have been developed. Among the remaining five vacant sites, two are less than 2,500 square feet and at best could accommodate only one unit each. Overall, excluding the Culver City Housing Strategy Sites, four of the eight sites (50%) identified in the 5th sites inventory were developed.

Furthermore, the City was able to meet a significant portion of its RHNA for the 2013-2021 Housing Element. Specifically, the City was able to achieve the following:

- 39 very low income units (81.3% of RHNA)
- 13 low income units (44.8% of RHNA)
- 25 moderate income units (80.6% of RHNA)
- 717 above moderate income units (931.2% of RHNA)

The 5th cycle Housing Element also includes Table B-6: Underdeveloped RMD Parcels. These sites, with an estimated potential 660 new units, were intended to provide additional opportunities for above moderate income RHNA units only. However, upon close examination of these sites, the majority were not feasible sites. Many sites showed a zero or negative yield or the net yield ratio was too low to render redevelopment financially feasible. For these exact reasons, the 6th cycle RHNA for the 2021-2029 Housing Element does not rely on areas that are currently developed as medium density residential for accommodating the RHNA because the likelihood of redevelopment is limited and the net yield is insignificant.

2. BENCHMARKING AGAINST OUTCOME OF THE 5TH CYCLE SITES INVENTORY

The outcome of the 5th cycle sites inventory can be used as a reference for developing the 6th cycle inventory of sites. However, benchmarking the outcome of the 5th cycle inventory as a standard for the 6th cycle sites inventory may be inappropriate for the following reasons:

MAGNITUDE OF RHNA INCREASE

The 6th cycle RHNA for Culver City is 3,341 units – a 17-fold increase – compared to the RHNA of 185 units for the 5th cycle. Developing a sites inventory for 3,341 RHNA units is understandably far more challenging than compiling sites for 185 units (and half of it will already be met at the time of the Housing Element adoption). The City was able to use vacant sites – TOD and Mixed Use sites – to fulfill its remaining RHNA. There are few vacant sites left in Culver City (and none of significant size). The sites inventory for the 6th cycle must rely on nonvacant sites with potential for redevelopment over the next eight years. The characteristics and magnitude of the sites requirements make benchmarking the 6th cycle against the outcome of the 5th cycle sites less relevant.

GENERAL PLAN 2045

The 5th cycle sites inventory relies on the current General Plan and zoning regulations for development potential. However, the City is undergoing a comprehensive update to the General Plan. As part of the General Plan update, the City proposes to increase density for most of the City as shown in Table B-6. The significant land use policy change would incentivize redevelopment of existing nonvacant sites. A particular incentive that is critical to the City's 6th cycle RHNA strategy is allowing standalone residential development in Mixed Use areas. The current General Plan does not permit standalone residential development in these areas. Regional and local development trends all point to the preference and demand for residential development or mixed use development, over 100 percent commercial development.

TABLE B-6: PREFERRED LAND USE ALTERNATIVE COMPARED TO EXISTING ZONING

Preferred Land Use Alternative		Existing Zoning	
Residential Types			
Incremental Infill A For Parcels < 4,950 SF	• Detached single unit residential, ADUs, JADUs • Standards consistent with existing R1 • Allows up to: o 2 stories o 8.7 du/ac	**R1**	• Allows up to: o 2 stories o 8.7 du/ac
Incremental Infill A For Parcels > 4,950 SF	• Detached or attached single unit residential, duplexes, triplexes, and fourplexes, inclusive of ADU/JADUs • Standards consistent with existing R1 • Allows up to: o 4 units per lot (4th unit must be affordable) o 2 stories o 35 du/ac		
Incremental Infill B	• Detached or attached single unit residential, duplexes, triplexes, and fourplexes, inclusive of ADU/JADUs • Standards consistent with existing R2/R3 • Allows up to: o 4 units per lot (4th unit must be affordable) o 2 stories o 35 du/ac	**R2 and R3**	• Allows up to: o 2 stories o 35 du/ac

Preferred Land Use Alternative		Existing Zoning	
Incremental Infill C	• Detached or attached single unit residential, duplexes, triplexes, and low density multifamily, inclusive of ADU/JADUs • Allows up to: o 2 stories o 15 du/ac	RLD	• Allows up to: o 2 stories o 15 du/ac
Corridor Multi-Family	• Detached or attached single unit residential, duplexes, triplexes, and moderate density multifamily, inclusive of ADU/JADUs • Allows up to: o 9 units per lot o 2 stories o 30 du/ac	RMD	• Allows up to: o 2 stories o 29 du/ac
Neighborhood Multi-Family	• A mix of multifamily residential • Allows up to: o 3 stories o 50 du/ac	RHD, RMD	• Allows up to: o 2 stories o 29 du/ac
Commercial and Mixed Use Types			
Neighborhood/ Corridor MU 1	• Lower-scale, mixed use blending residential, commercial, and retail uses and public spaces serving both surrounding neighborhoods and visitors from nearby areas • Allows up to 35 du/ac	CC, CD, CG, CN, CRB, CRR	• Allows up to: o 35' - 65' o 35 - 65 du/ac, no residential in CRB, CRR o Development intensity determined site-by-site based on adjacent standards and setbacks
Neighborhood/ Corridor MU 2	• Moderate-scale, mixed use blending residential, commercial, retail uses, and public spaces • Allows up to 50 du/ac	CC, CD, CG, CN, CRB, CRR	• Allows up to: o 35' - 65' o 35 - 65 du/ac, no residential in CRB, CRR o Development intensity determined site-by-site based on adjacent standards and setbacks
Mixed Use Medium	• A broad range of commercial, office, and residential uses serving both surrounding neighborhoods and visitors from nearby areas • Allows up to 65 du/ac	CC, CD, CG, CN, CRB, CRR	• Allows up to: o 35' - 65' o 35 - 65 du/ac, no residential in CRB, CRR o Development intensity determined site-by-site based on adjacent standards and setbacks
Mixed Use High	• High-intensity active uses and mixed-use development, including retail stores, restaurant, hotels, services, residential, and office uses • Allows up to 100 du/ac	CC, CD, CG, CN, CRB, CRR	• Allows up to: o 35' - 65' o 35 - 65 du/ac, no residential in CRB, CRR o Development intensity determined site-by-site based on adjacent standards and setbacks

Preferred Land Use Alternative		Existing Zoning	
Industrial Mixed Use	• A transition between mixed-use and high industrial areas with a mix of residential and industrial uses • Allows up to 65 du/ac	IG, IL	• Development intensity determined site-by-site based on adjacent standards and setbacks • No residential allowed
School	• School sites and facilities • Allows up to 8.7 du/ac		

RULE OF ADEQUATE SITES HAS CHANGED

AB 1397 sets strict requirements for adequate sites for lower income RHNA. Specifically, sites must be between 0.5 acre and 10 acres to be considered feasible for lower income. The City of Culver City has many very small sites that do not qualify for facilitating lower income RHNA under new State law. As shown in B-7, not even 500 parcels in the City meet the size requirement under AB 1397 and lot consolidation is required to assemble properties into an adequately sized site to facilitate development, especially affordable housing.

TABLE B-7: PARCEL SIZES

Parcel Size	Number	Percent
<4,950 SF	1,635	17
4,950 SF to 0.5 acres	7,233	77
0.5 acres to 10 acres	499	5
More than 10 acres	24	0
Total	9,391	100

However, as stated before, a site not meeting the criteria as RHNA sites can be equally developed according to its General Plan and zoning designations. There is no material difference to the property owner or developer whether the site is included in the inventory because the City of Culver City proposes to extend the by-right approval of projects with 20 percent lower income units to all multi-family projects regardless of whether the site is included in the inventory.

LIKELIHOOD OF REDEVELOPMENT ON NONVACANT SITES

When a jurisdiction relies on nonvacant sites for more than 50% of the lower income RHNA, AB 1397 requires the resolution adopting the Housing Element to include a specific finding. This finding must state that **the uses on nonvacant sites identified in the inventory to accommodate the lower income RHNA are likely to be discontinued during the planning period and the factors used to make that determination**. In order to legitimately make this finding, HCD requires that local jurisdictions be as diligent as possible in selecting sites with potential for redevelopment and exclude sites that are not probable. Including a significant number of sites but then discounting them by a probability factor may appear to be internally conflicting with this finding that the City would have to make.

This Housing Element sites inventory uses objective criteria – year of structure, existing FAR, and improvement to land ratio, as well as local knowledge, to compile the sites inventory. This approach is intended to facilitate the ability to include the required finding when adopting the Housing Element. This is also a front-end approach to the probability analysis, rather than a back-end approach by including more potential sites using less stringent criteria and then discount the sites by a probability factor.

Furthermore, using less stringent criteria to include more sites in the inventory and then discounting the sites by a probability factor may prematurely include sites that are less viable for redevelopment. This approach would make the 7th cycle Housing Element update more challenging, as sites identified in the 6th cycle Housing Element inventory that are not developed during the planning period, are subject to a higher standard of feasibility analysis during the next housing cycle round.

HCD's Sites Inventory Guidebook recommends a buffer for the lower and moderate income RHNA for 15 to 30%. This Housing Element compiles a sites inventory that includes a buffer of 71% overall and 110% for the lower income RHNA.

APPENDIX C: INVENTORY OF AFFORDABLE HOUSING UNITS

I. INTRODUCTION

This appendix identifies all multi-family rental housing projects in Culver City that are under an affordability covenant, along with those housing projects that are at risk of losing their affordability restrictions within the ten-year period of October 2021 to October 2031. This information is used in establishing quantified objectives for units that can be conserved during this planning period. The inventory of assisted units includes all units that have been assisted under any federal, state, or local program.

II. INVENTORY OF ASSISTED UNITS

Table C- 1 provides an inventory of all government assisted rental properties in Culver City. Generally, the inventory consists of HUD 202 and 811, former Culver City Redevelopment Agency Housing Set-Aside Fund, and density bonus properties. Target income affordability levels include very low, low, and moderate income groups. A total of 319 assisted rental housing units were identified in Culver City.

III. UNITS AT RISK

Affordable units that are at-risk of conversion during the period between 2021 and 2031 are included at the top of Table C- 1. As shown in the table, there are a total of 231 units that are at risk during this period: 59 very low income units, 134 low income units, and 38 moderate income units. The analysis of preservation options for these units is contained in Section II, Housing Needs Assessment.

TABLE C- 1: INVENTORY OF INCOME-RESTRICTED RENTAL UNITS IN CULVER CITY

Address	Covenant Expires	Description	# of Units	Income Level	Owner
Units At Risk of Conversion, 2021-2031					
5100 Overland Avenue	2022	Multi-unit complex for up-to-low income seniors. Purchased property for $800,000 from Agency. Must submit HUD forms.	100	100 Up-to-Low	Rotary Plaza c/o Gloria Caster, Regional Mgr. Retirement Housing Foundation 911 No. Studebaker Road Long Beach, CA 90815
8692 Washington Blvd.	2027	Multi-family complex for low-to-moderate income households at affordable rents. Received total of $329,000 in loans from Agency.	20	10 Low 10 Moderate	Tina and Anthony Mollica 3928 Van Buren Avenue Culver City, CA 90230
5166 Sepulveda Blvd.	2029	Multi-unit complex for elderly and low- income seniors with disabilities. Section 202 program. Purchased property for $400,000 from Agency.	48	48 Very Low	Menorah Housing Foundation 10991 W. Pico Bl Los Angeles, CA 90064
3434 Caroline Avenue	2030	Group home for low income at a total house rent no more than $781. Purchased from Agency with a forgivable loan of $91,500.	3	3 Low	Caroline House Corp. Norma Delgado, General Mgr. 5601 W. Slauson Ave., Suite 180 Culver City, CA 90230
3975 Overland Avenue (Studio Royale)	In Perpetuity Studio Royale (1 VL & 2 L units) - 2031	Multi-unit complex for seniors. Agency provided tax exempt financing of $4,638,000. Palm Court units transferred to Studio Royale (3995 Overland).	42	11 Very Low 21 Low 10 Moderate	G & K Management Gabby Chavez Head of Compliance P.O. Box 3623 Culver City, CA 90231
11124 Fairbanks Way	2031	Group home for low-to-moderate income for those with developmental disabilities at affordable rents. Received $319,211 grant.	6	6 Up-to-Moderate	Kayne/ERAS Center 5350 Machado Lane Culver City, CA 90230
10918 Barman Avenue	2031	Group home for low-to-moderate income for those with developmental disabilities at affordable rents. Received $390,500 for purchase of property.	6	6 Up-to-Moderate	Exceptional Children Foundation (ECF) Attn: Scott Bowling 8740 Washington Bl Culver City, CA 90230
10181 Braddock Drive/4180 Jasmine Avenue	2032	Group home for low-to-moderate income persons with developmental disabilities at affordable rents. Purchased property from Agency for $412,250.	6	6 Up-to-Moderate	Home Ownership Made Easy (HOME) Norma Delgado, General Mgr. 5601 W. Slauson Ave., Suite 180 Culver City, CA 90230
Total At Risk			**231**	**59 Very Low** **134 Low** **38 Moderate**	

Address	Covenant Expires	Description	# of Units	Income Level	Owner
Units Not at Risk of Conversion					
4061 Grandview Bl.	DOBI – 2036 CCRA – 2061	Senior Assisted Living CCRA: 1 Low and 3 Moderate units Density Bonus: 8 Low and 11 Moderate units	23	9 Low 14 Moderate	Management Company: Sunrise Senior Living Attn: Janice Johndrow Janice.johndrow@sunriseseniorliving.com 206-618-7549
Culver Villas 4043 Irving Place	2068	Culver Villas-Low to Moderate-Pay $5,000 check to Housing each monitoring cycle.	12	3 Low 9 Moderate	George Matsonsus Sal Gonzales Lonsdale Real Estate 4043 Irving Place, Unit #206 Culver City, CA 90232 (323)788-9309
Tilden Terrace 11042-11056 West Washington Blvd.	2069	Mixed income, mixed-use multi-family rental housing.	32	14 Very Low 6 Low 12 Moderate 1 Manager	Los Angeles Housing Partnership, Inc. (LAHP) Attn: Charles Kim 800 South Figueroa, Suite 1270 Los Angeles, CA 90017
Baldwin Project/Lucky Apartments 12821 Washington Blvd.	2075	Upward Bound House Preference Density Bonus	3	3 - Very Low	Jim Suhr Tooley Asset Services Company (424) 291-6580
4031-35 Jackson Avenue	In Perpetuity	Multi-family complex for low-to-moderate income households. Purchased by CCRA in 2002 for $1,010,000.	9	3 Very Low 3 Low 3 Moderate	Culver City Housing Authority (CCHA) c/o Metropolitan 12240 Venice Blvd. #23 Los Angeles, CA 90066
Total Not At Risk			**79**	**20 Very Low** **21 Low** **38 Moderate**	
Total Units			**310**	**79 Very Low** **155 Low** **76 Moderate**	

Source: City of Culver City, Housing Division, 2021.

APPENDIX D: PUBLIC PARTICIPATION

I. OVERVIEW

The City of Culver City implemented a robust engagement program for the General Plan, including the Housing Element. A summary of the engagement activities is attached at the end of this appendix. This Appendix refers to a comprehensive package of community meetings, surveys, and other activities materials and summaries for the General Plan, specifically related to housing, and specifically related to the Housing Element. It includes links to more information where available.

Throughout the General Plan/Housing Element development process, a key message from the community that most significantly influences the General Plan and Housing Element is the desire of the community to move toward a proactive local affordable housing agenda. The General Plan Preferred Land Use Alternative responds to this community goal by incorporating the Incremental infill concept that significantly reduces the amount of land available for single-family residential uses. Replacing single-family homes are infill opportunities that allow up to four units per low-density residential lot, inclusive of accessory units. This approach will allow additional affordable housing opportunities to be spread throughout the community. The pro-housing community goal also led to density increase in almost all residential and mixed designations in the city and introduction of mixed use development in some industrial areas.

Other significant input from the community includes exploring affordable housing tools such as:

- Affordable Housing Overlay
- Streamlining for affordable housing development
- Emergency streamlining of housing development (increasing the threshold for site plan review requirements)
- Community land trust
- Article 34 authority

Specifically, the Housing Element includes a program to prioritize and explore the various options for affordable housing. The City Council has directed staff to begin studying these various tools, rather than delaying until after the adoption of the Housing Element.

Pursuant to AB 1397, RHNA sites that require rezoning after the statutory deadline of the Housing Element (October 15, 2021) would be subject to by-right approval if the project includes 20% affordable units. The Housing Element recommends extending by-right approval of all projects with 20% affordable units, regardless of whether the site is identified as a RHNA site.

II. ENGAGEMENT SUMMARY

On June 14, 2021, a GPU Deliverables and Engagement Summary, detailing milestones to date, including housing-related items, was presented to City Council. That document has been updated as of September 2021 and is included herein. While nearly every General Plan Update (GPU) engagement event and activity has touched on housing to a degree, the below summarizes the most recent and closely related to housing.

The General Plan Advisory Committee (GPAC) and Housing Technical Advisory Committee (HTAC) have received presentations on and discussed Culver City's existing conditions, issues, opportunities, and alternatives related to housing and reviewed the Draft Housing Element. The Advisory Committee on Housing and Homelessness (ACOHH) received a presentation on and discussed the Draft Housing Element. The Planning Commission (PC) and City Council (CC) held several meetings on land use and housing that informed the Draft Housing Element, including City Council's meetings on the Housing Element Guiding Principles and PC's review and discussion of the Draft Housing Element. See Introduction, Section VI. City Council Guiding Principles for further detail.

- August 13, 2020: GPAC – Housing, land use, and community design
- September 10, 2020: GPAC – Land use and community design
- October 8, 2020: GPAC – Land use and community design
- December 8, 2020: HTAC – Identify housing issues and opportunities
- January 27, 2021: Community workshop on land use scenarios
- January 27, 2021: CC/PC – Land use scenarios
- March 11, 2021: HTAC – Innovative housing programs, initiatives, tools
- April 8, 2021: GPAC – Proposed land use alternatives
- April 12, 2021: CC – Adopted Housing Element Guiding Principles
- April 20, 2021: HTAC – Land use strategies and alternatives
- April 29 and May 5, 2021: Community workshops on land use alternatives
- April 29 to June 13, 2021: Online land use alternatives survey
- May 12, 2021: PC – HEU kickoff
- June 10, 2021: GPAC – Proposed land use alternatives
- June 23, 2021: CC/PC – Discussion on exclusionary zoning practices and direction to staff on affordable housing studies
- June 23 and 28: CC/PC – Direction on preferred land use map to inform the HEU sites inventory analysis
- July 22, 2021: GPAC – Draft Housing Element review
- July 28, 2021: HTAC – Draft Housing Element review
- July 28, 2021: PC – Draft Housing Element review
- August 16, 2021: ACOHH – Draft Housing Element review
- July 19 to October 1, 2021: Online Draft Housing Element public comment period

During July and August 2021, the City received draft Housing Element input from the GPAC, HTAC, ACOHH, and PC and the public through 147 pages of correspondence (Attachment 4) and 215 comments on the online Draft. The type of input received includes sites inventory and related methodology, housing plan (policies and programs), fair housing assessment, and other revisions that don't materially affect the document. Comments received on specific sections of the Draft H Housing Element EU were primarily on how the draft could be improved, other sites to consider for the inventory, and on where the Housing Element does not comply with the City of Culver City City Council's Housing Element Guiding Principles, some with suggestions on how to do so.

The GPU team considered all the diverse perspectives reflected in the community's comments and input received to date and revised technical aspects of the Draft Housing Element wherever feasible before submitting this draft version to the California Department of Housing and Community Development (HCD) for their 60-day review period. The revised Draft Housing Element was submitted to HCD on September 10, 2021.

The community will continue to leave comments on the interactive public review draft online at pictureculvercity.com/draft-housing-element through October 1. Another round of revisions will be made during October-November, after the GPU team reviews all comments received on the online draft from July 10 to October 1 and HCD's comments are received. These revisions will be reflected in the Final Housing Element for Planning Commission and City Council consideration.

Also, the GPU team anticipates the Housing Element will be amended after adoption during the remaining GPU process based on the results of the Westside Cities Council of Governments' Regional Early Action Planning (REAP) Grant project. The REAP project seeks to develop a comprehensive subregional approach to accelerate housing production to accommodate critically needed affordable housing within the Westside subregion. Refer to Item C-4 on the August 9, 2021, City of Culver City City Council agenda for the full REAP scope.

Following Appendix F, Acronyms, is a package of engagement and event summary materials related to the Housing Element. A summary of engagement information can also be found at pictureculvercity.com/housing-element.

APPENDIX E: FAIR HOUSING ASSESSMENT

I. OVERVIEW OF AB 686

In 2017, Assembly Bill 686 (AB 686) introduced an obligation to affirmatively further fair housing (AFFH) into California state law. AB 686 defined "affirmatively further fair housing" to mean "taking meaningful actions, in addition to combat discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity" for persons of color, persons with disabilities, and other protected classes. The Bill added an assessment of fair housing to the Housing Element, which includes the following components:

- A summary of fair housing issues and assessment of the jurisdiction's fair housing enforcement and outreach capacity;
- An analysis of segregation patterns, concentrations of poverty, disparities in access to opportunities, and disproportionate housing needs;
- An assessment of contributing factors; and
- An identification of fair housing goals and actions.

The AFFH rule was originally a federal requirement applicable to entitlement jurisdictions (with population over 50,000) or participating jurisdictions (population under 50,000) through a county program to receive HUD Community Planning and Development (CPD) funds from HUD. Before the 2016 federal rule was repealed in 2019, jurisdictions receiving CPD funds were required to prepare an Assessment of Fair Housing (AFH) or Analysis of Impediments to Fair Housing Choice (AI). AB 686 states that jurisdictions can incorporate findings from either report into the Housing Element.

This analysis relies on the following data sources: California Department of Housing and Community Development (HCD) 2021 Affirmatively Furthering Fair Housing (AFFH) Data Viewer, 2018 Los Angeles County Analysis of Impediments to Fair Housing Choice (2020 AI), U.S. Department of Housing and Urban Development (HUD) 2021 AFFH Data, 2015-2019 American Community Survey (ACS) (5-Year Estimates), and HUD Comprehensive Housing Affordability Strategy (CHAS) Data based on the 2013-2017 ACS, among others.

For the purpose of HUD CPD funds (CDBG, HOME, and ESG)[21], the Los Angeles County Development Authority (LACDA) functions as the lead agency to receive these funds on behalf of 48 small cities (with population less than 50,000), including Culver City, and the unincorporated County areas. Collectively, this geography is known as the Urban County. Much of the data provided by HUD for AFFH analysis is based on this collective Urban County geography.

[21] *Community Development Block Grants (CDBG); HOME investment Partnership (HOME); and Emergency Solutions Grants (ESG).*

II. ASSESSMENT OF FAIR HOUSING ISSUES

1. FAIR HOUSING ENFORCEMENT AND OUTREACH

The Los Angeles County CDBG Urban County program contracts with the Housing Rights Center (HRC) for fair housing services. HRC contract does not include providing fair housing records for individual jurisdictions participating in the Urban County program.

In FY 2019-2020, HRC received 2,038 calls for general housing inquiries and 356 calls related to fair housing inquiries. Among the 356 inquires, fair housing issues relating to disabilities (physical and mental) represented the majority (82%) of the protected classifications. Trailing distantly behind was source of income at 5% of the inquiries.

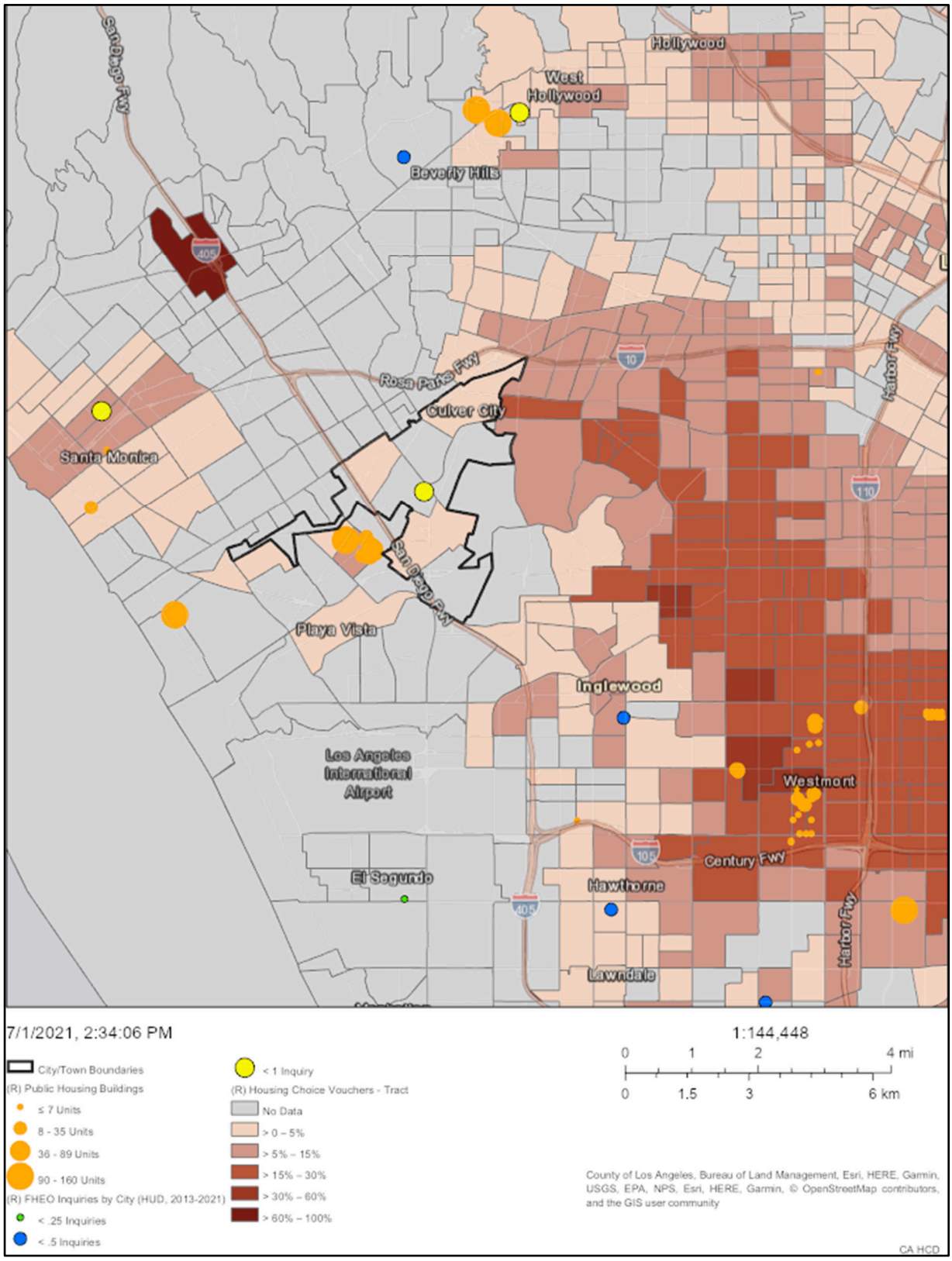
During FY 2019-2020, 83 housing discrimination cases were opened, the majority were reconciled or withdrawn. Two cases were referred to litigation and three cases were referred to the Department of Fair Employment and Housing (DFEH). Among the 83 cases opened, physical disability (47%), mental disability (22%), and source of income (19%) represented the majority of the protected classes.

Annually, HRC conducts outreach and education throughout the Los Angeles Urban County. Typical activities include Public Service Announcements/media/advertisements; community presentations; literature distribution; and management trainings.

For federally funded Urban County programs, the County has committed to complying with the Fair Housing Act, Title VIII of the Civil Rights Act of 1968, as amended by the Fair Housing Amendments Act of 1988, 42 U.S.C. §§ 3601 et seq., by ensuring that housing is available to all persons without regard to race, color, religion, national origin, disability, familial status (having children under age 18), or sex. LACDA prohibits discrimination in any aspect of housing on the basis of race, color, religion, national origin, disability, familial status, or sex. Furthermore, HRC under contract with LACDA, monitors fair housing compliance for both state and federal fair housing laws.

Figure E-1 shows public housing buildings, HUD Office of Fair Housing and Equal Opportunity inquiries (FHEO), and housing choice vouchers (HCV) for Culver City and the surrounding areas. There are no public housing buildings in Culver City. Between January 2013 and March 2021, HUD received 26 FHEO inquiries from Culver City residents; four related to disability, one related to race, three related to familial status, two related to sex, and 16 general inquiries. Less than 5% of renters in three Culver City tracts are receiving Housing Choice Vouchers (HCVs). To protect the confidentiality of those receiving HCV Program assistance, tracts containing 10 or fewer voucher holders have been omitted from this data set.

FIGURE E-1: PUBLIC HOUSING BUILDING, FHEO INQUIRIES, AND HCVS



Source: HCD AFFH Data Viewer (HUD 2020 Public Housing Program data, HUD FHEO 2013-2021 data, HUD 2020 HCV data), 2021.

2. INTEGRATION AND SEGREGATION

RACE AND ETHNICITY

HUD tracks racial or ethnic dissimilarity[22] trends for Urban County programs. Dissimilarity indices show the extent of distribution between two groups, in this case racial/ethnic groups, across census tracts. The following shows how HUD views various levels of the index:

- <40: Low Segregation
- 40-54: Moderate Segregation
- >55: High Segregation

HUD only records AFFH data, including dissimilarity indices for jurisdictions receiving CDBG funds. Culver City is part of the County CDBG program, collectively known as the Urban County. Because the HUD index is not available for Culver City alone, dissimilarity indices for the City were calculated using 2000 Census, 2010 Census, and 2015-2019 ACS block group demographics estimates. This section also includes an analysis of racial/ethnic minority trends geographically and over time using the 2021 HCD AFFH Data Viewer and ACS estimates.

Regional Trend. Dissimilarity indices for the Los Angeles Urban County and Los Angeles County region from 1990 to 2020 are shown in Table E-1. Dissimilarity between non-White and White communities in the Los Angeles Urban County and throughout the Los Angeles County region has worsened since 1990. For both Los Angeles Urban County jurisdictions and the entire County, dissimilarity between Black and White communities has improved slightly, while dissimilarity between Hispanic/White and Asian or Pacific Islander/White communities has worsened. Based on HUD's index, segregation between Asian or Pacific Islander/White in the Los Angeles Urban County communities is moderate, while segregation between non-White/White, Black/White, and Hispanic/White Los Angeles Urban County communities is high.

TABLE E-1: RACIAL/ETHNIC DISSIMILARITY TRENDS – URBAN COUNTY AND LOS ANGELES COUNTY

Racial/Ethnic Group	1990	2000	2010	2020
Los Angeles Urban County (Including Culver City)				
Non-White/White	53.33	53.62	53.85	55.87
Black/White	68.29	63.51	60.24	64.21
Hispanic/White	62.81	64.99	64.38	65.12
Asian or Pacific Islander/White	41.58	48.57	49.62	52.79
Los Angeles County				
Non-White/White	55.32	55.5	54.64	56.94
Black/White	72.75	68.12	65.22	68.85
Hispanic/White	60.12	62.44	62.15	63.49
Asian or Pacific Islander/White	43.46	46.02	45.77	49.78

Source: HUD AFFH Data, 2020.

Ethnic and racial composition of a region is useful in analyzing housing demand and any related fair housing concerns, as it tends to demonstrate a relationship with other characteristics such as household size, locational preferences, and mobility. According to the 2015-2019 ACS, approximately 54% of the Culver City population belongs to a racial or ethnic minority group (Table E-2). In comparison, racial/ethnic minorities make up 74% of the population countywide. Culver City's racial/ethnic minority population is smaller than neighboring jurisdictions to the east and south including

[22] *Index of dissimilarity is a demographic measure of the evenness with which two groups are distributed across a geographic area. It is the most commonly used and accepted method of measuring segregation.*

Hawthorne (89.7%, Inglewood, (95.5%), and the City of Los Angeles (71.5%) but larger than the northern adjacent cities of Beverly Hills (22.2%), Santa Monica (35.4%) and West Hollywood (24.6%).

TABLE E-2: RACIAL/ETHNIC COMPOSITION OF LA COUNTY, CULVER CITY AND NEIGHBORING CITIES

Jurisdiction	White	Black	Amer. Ind.	Asian	Pac. Isldr.	Other	Two or More	Hispanic/Latino
LA County	26.2%	7.8%	0.2%	14.4%	0.2%	0.3%	2.3%	48.5%
Culver City	45.8%	8.7%	0.1%	16.2%	0.1%	0.6%	4.8%	23.7%
Beverly Hills	77.8%	1.9%	0.2%	9.1%	0.0%	0.4%	4.7%	5.9%
Hawthorn	10.3%	24.1%	0.2%	7.5%	0.3%	0.5%	2.2%	54.8%
Inglewood	4.5%	39.6%	0.3%	2.0%	0.4%	0.4%	2.2%	50.6%
Los Angeles (city)	28.5%	8.6%	0.2%	11.5%	0.1%	0.4%	2.3%	48.5%
Santa Monica	64.6%	4.4%	0.1%	9.8%	0.1%	0.6%	5.0%	15.4%
West Hollywood	75.4%	3.6%	0.1%	5.6%	0.3%	0.3%	4.5%	10.3%

Source: 2015-2019 ACS (5-Year Estimates).

Figure E-2 shows the racial/ethnic minority concentrations in the region. Central Los Angeles County areas have high concentrations of non-White populations. The San Fernando Valley is also composed of mainly of block groups with non-White majority populations. Coastal communities, including coastal South Bay cities through Malibu, tend to have smaller racial/ethnic minority populations. The areas around Beverly Hills and West Hollywood also have smaller concentrations of racial/ethnic minorities.

Local Trend. Dissimilarity indices for Culver City were calculated using 2000 Census, 2010 Census, and 2015-2019 ACS block group demographic estimates (Table E-3). The 2015-2019 ACS data indicates that Culver City is less segregated than the Urban County and Los Angeles County collectively. Since 2000, segregation between Black and White communities and Asian and White communities has worsened. Dissimilarity indices for Hispanic and White populations have gone down since the 2000 Census. Based on HUD's dissimilarity index thresholds, Black and White populations are moderately segregated while segregation between White populations and non-White, Asian, and Hispanic populations is low. Entropy indices for were also calculated for Culver City block groups.[23] The entropy index is a multigroup measurement of segregation and diversity ranging from 0 to 1. A score of less than 0.37 indicates low diversity and a score greater than 0.74 indicates high diversity.[24] Culver City has an entropy index score of 0.10.

TABLE E-3: RACIAL/ETHNIC DISSIMILARITY TRENDS – CULVER CITY

Racial/Ethnic Group	2000*	2010	2019
Non-White/White	22.65	17.24	21.71
Black or African American/White	39.27	46.96	44.64
Asian/White	13.72	14.64	29.57
Hispanic or Latino/White	35.31	26.80	26.14

Note: One block group (tract 7030.01, block group 3) contains some area that is not is not within the Culver City limits.

** 2000 Census block group data was not available for one tract (7030.01, block groups 1-3)) and one block group (tract 7025.02, block group 3).*

Source: Veronica Tam & Associates, 2021; 2000 Census, 2010 Census, 2015-2019 ACS block group demographic estimates; HCD AFFH Guidance for All public Entities and for Housing Elements, April 2021.

[23] *Monkkonen, Paavo. University of California, Los Angeles (UCLA), Culver City Entropy Indices, August 2021.*

[24] *Othering & Belonging Institute at UC Berkeley, The Roots of Structural Racism Project – Technical Appendix, 2021.*

Table E-4 shows the change in racial/ethnic composition in Culver City using the 2006-2010 and 2015-2019 ACS. Overall, the racial/ethnic minority population has increased since from 52.8% in 2010 to 54.2% currently. The White and Black/African American populations have decreased slightly, while the population of Asian, Hispanic/Latino, and persons of two or more races has increased.

TABLE E-4: CHANGE IN RACIAL/ETHNIC COMPOSITION (2010-2019)

Race/Ethnicity	2010		2019	
White	18,314	47.2%	17,937	45.8%
Black or African American	4,043	10.4%	3,403	8.7%
American Indian and Alaska Native	58	0.1%	54	0.1%
Asian	5,680	14.6%	6,329	16.2%
Native Hawaiian and Other Pacific Islander	12	0.0%	38	0.1%
Some other race	218	0.6%	220	0.6%
Two or more races	1,384	3.6%	1,897	4.8%
Hispanic or Latino	9,118	23.5%	9,291	23.7%
Total	**38,827**	**100.0%**	**39,169**	**100.0%**

Source: 2006-2010 ACS (5-Year Estimates).

Figure E-3 and Figure E-2 compare the racial/ethnic minority population in Culver City between 2010 and 2018. The racial/ethnic minority population in most block groups has increased since 2010. Block groups with the highest percent of racial/ethnic minorities (between 60 and 80%) are located along the western and northeastern City boundaries, and in block groups in the southern section of the City. Racial/ethnic minorities make up between 40 and 60% in a majority of the City.

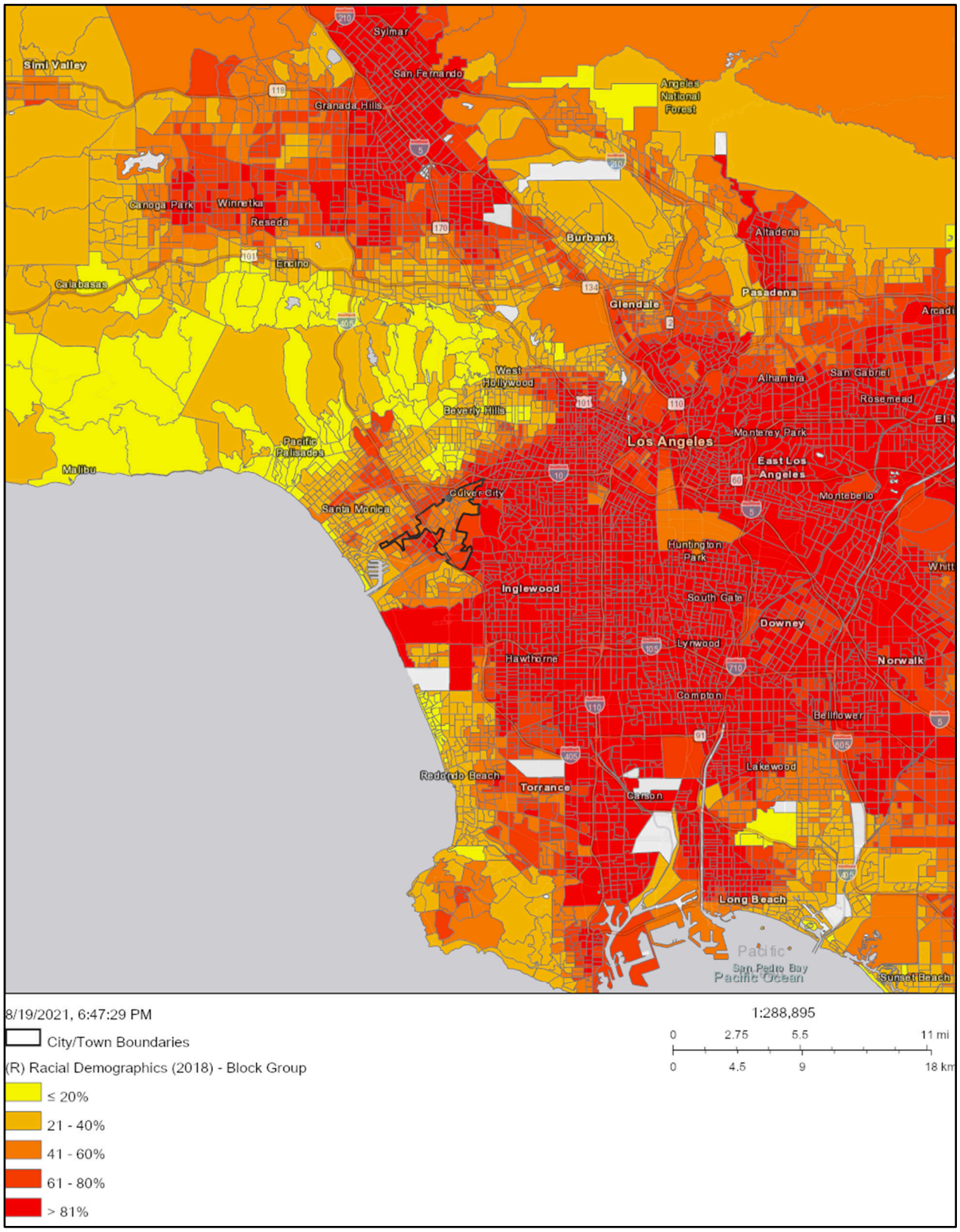
Sites Inventory. Figure E-4 also shows the sites inventory used to meet the City's 2021-2029 Regional Housing Needs Assessment (RHNA). RHNA sites are generally evenly distributed throughout Culver City. However, a larger proportion of lower income RHNA units are in block groups with higher concentrations of racial/ethnic minorities compared to moderate and above moderate income units (Table E-5). Most very low and low income RHNA units are in block groups where racial/ethnic minorities make up between 61% and 80% of the population. Approximately 68% of moderate income units and 70.9% of above moderate income units are located in 41% to 60% racially/ethnically minority concentrated block groups. The majority (61%) of all RHNA units are in block groups where 41-60% of the population belongs to a racial or ethnic minority group, while 35.1% of all RHNA units are in block groups where 61-80% of the population belongs to a racial/ethnic minority group.

TABLE E-5: DISTRIBUTION OF RHNA UNITS BY RACIAL/ETHNIC MINORITY CONCENTRATION

Racial/Ethnic Minority Concentration (Block Group)	Very Low Income	Low Income	Moderate Income	Above Moderate Income	All RHNA Units
21-40%	0.0%	0.0%	5.6%	6.5%	3.9%
41-60%	46.5%	46.2%	68.0%	70.9%	61.0%
61-80%	53.5%	53.8%	26.4%	22.7%	35.1%
Total	**1,679**	**1,741**	**2,054**	**3,637**	**9,111**

Note: The RHNA sites in this analysis include 1,410 Incremental Infill parcels that met the objective criteria for site selection.

FIGURE E-2: REGIONAL RACIAL/ETHNIC MINORITY CONCENTRATIONS



Source: HCD AFFH Data Viewer (Esri 2010, 2018), 2021.

FIGURE E-3: RACIAL/ETHNIC MINORITY CONCENTRATIONS (2010)

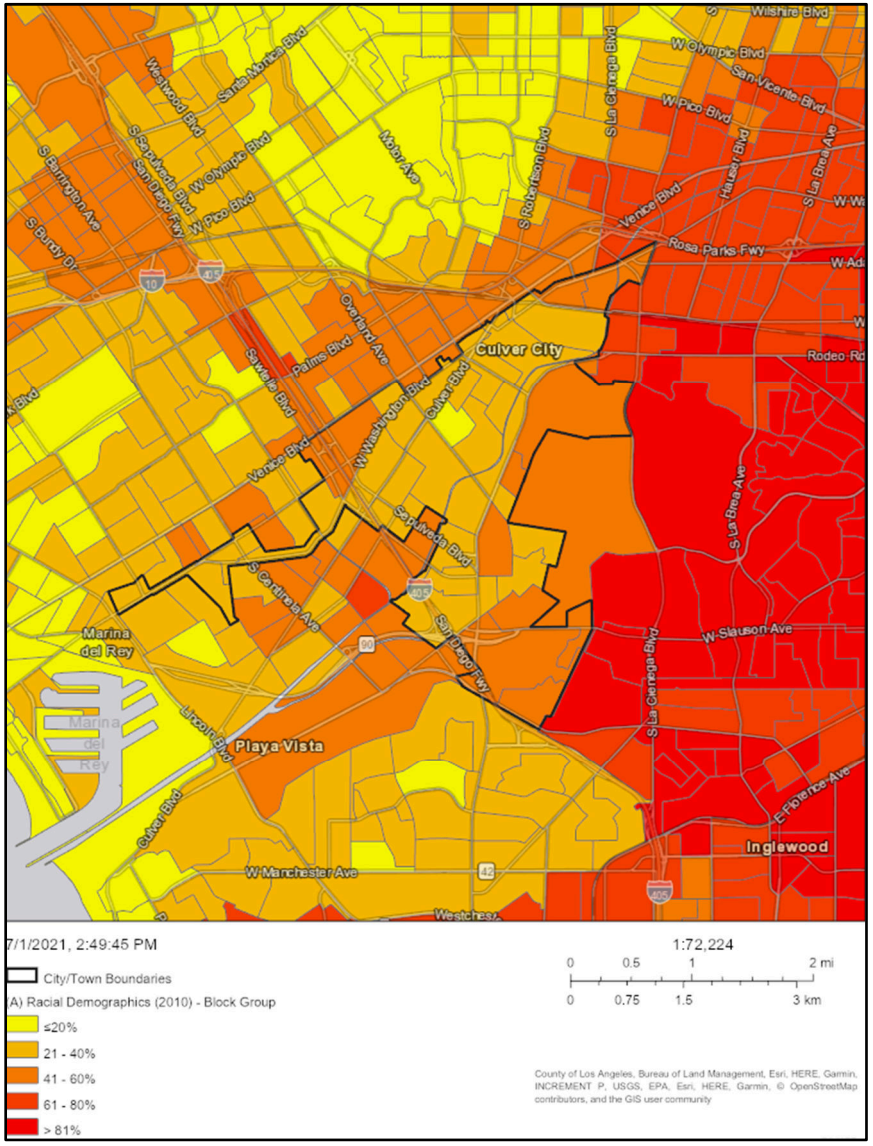
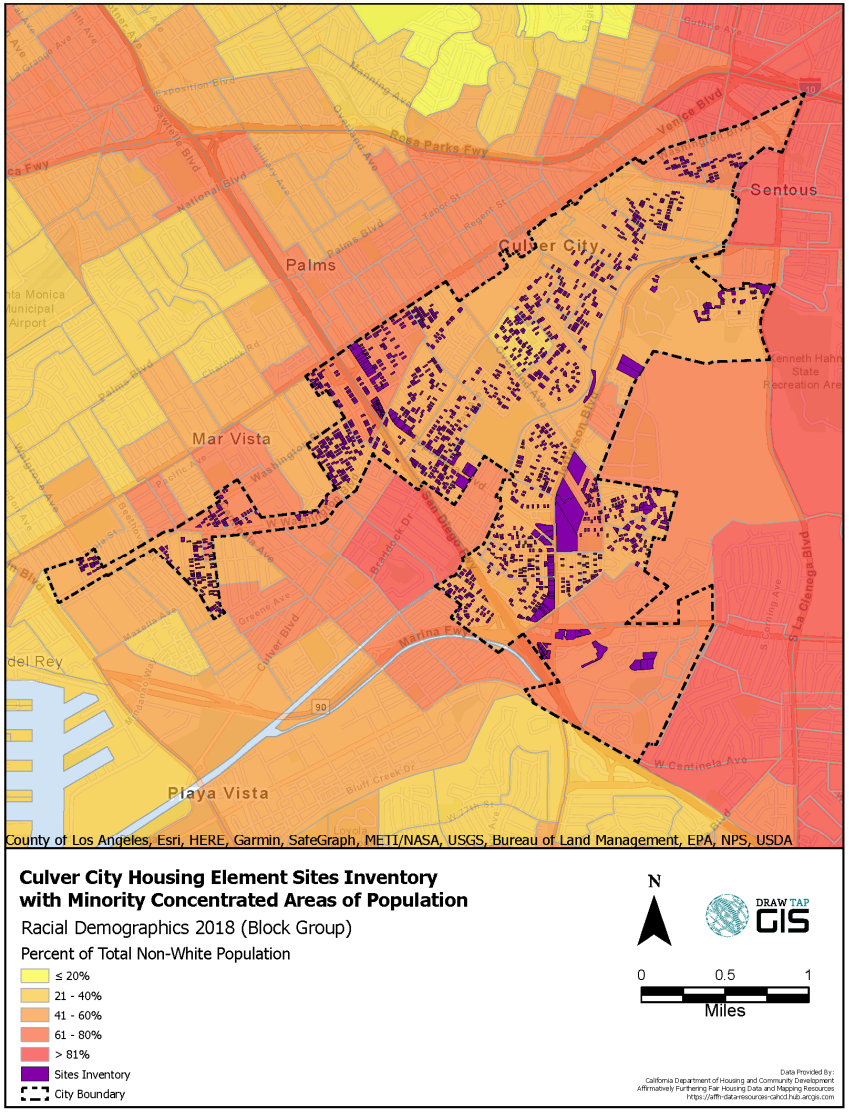


FIGURE E-4: MINORITY CONCENTRATIONS AND RHNA SITES (2018)



Source: HCD AFFH Data Viewer (Esri 2010, 2018), 2021.

DISABILITY

Persons with disabilities have special housing needs because of their fixed income, the lack of accessible and affordable housing, and the higher health costs associated with their disability.

Regional Trend. According to the 2015-2019 ACS, approximately 9.3% of Culver City residents experience a disability, compared to 9.9% countywide. The neighboring cities of Beverly Hills (8.7%), Hawthorne (9.6%), and Santa Monica (9.4%) have populations of persons with disabilities below the County average, while Inglewood (12.5%), the City of Los Angeles (10.1%), and West Hollywood all have larger populations of persons experiencing disabilities.

As shown in Figure E-5, tracts in Culver City are generally consistent with the concentrations of persons with disabilities in the region. Tracts with populations of persons with disabilities exceeding 20% are in the central Los Angeles County areas, Santa Monica (Sawtelle Veterans Affairs (VA) Center), San Fernando Valley, and San Gabriel Valley areas.

Local Trend. Since the 2008-2012 ACS, the disabled population in Culver City and the county has increased from 8% and 9.3%, respectively. The most common disability types in Culver City are independent living difficulties and ambulatory difficulties. Approximately 5.8% of the Culver City population has an independent living difficulty and 4.8% has an ambulatory difficulty. Disabilities are most common amongst elderly residents; 12.4% of the population 65 years and older and 19.6% of the population 75 years and older experience a disability. Despite the smaller proportion of persons with disabilities in Culver City, Culver City has a larger population of seniors aged 65 or older (16.5%) compared to Los Angeles County as a whole (13.3%).

Figure E-6 and Figure E-7 compare the disability population over time using the 2010-2014 and 2015-2019 ACS. The concentration of persons with disabilities has increased in tracts in the northeastern and southern sections of the City. In three tracts, the 10 to 20% of the population are persons with disabilities. In the remainder of the City, less than 10% of the population experiences a disability. Tracts with larger populations of persons with disabilities are not generally concentrated in one area of Culver City.

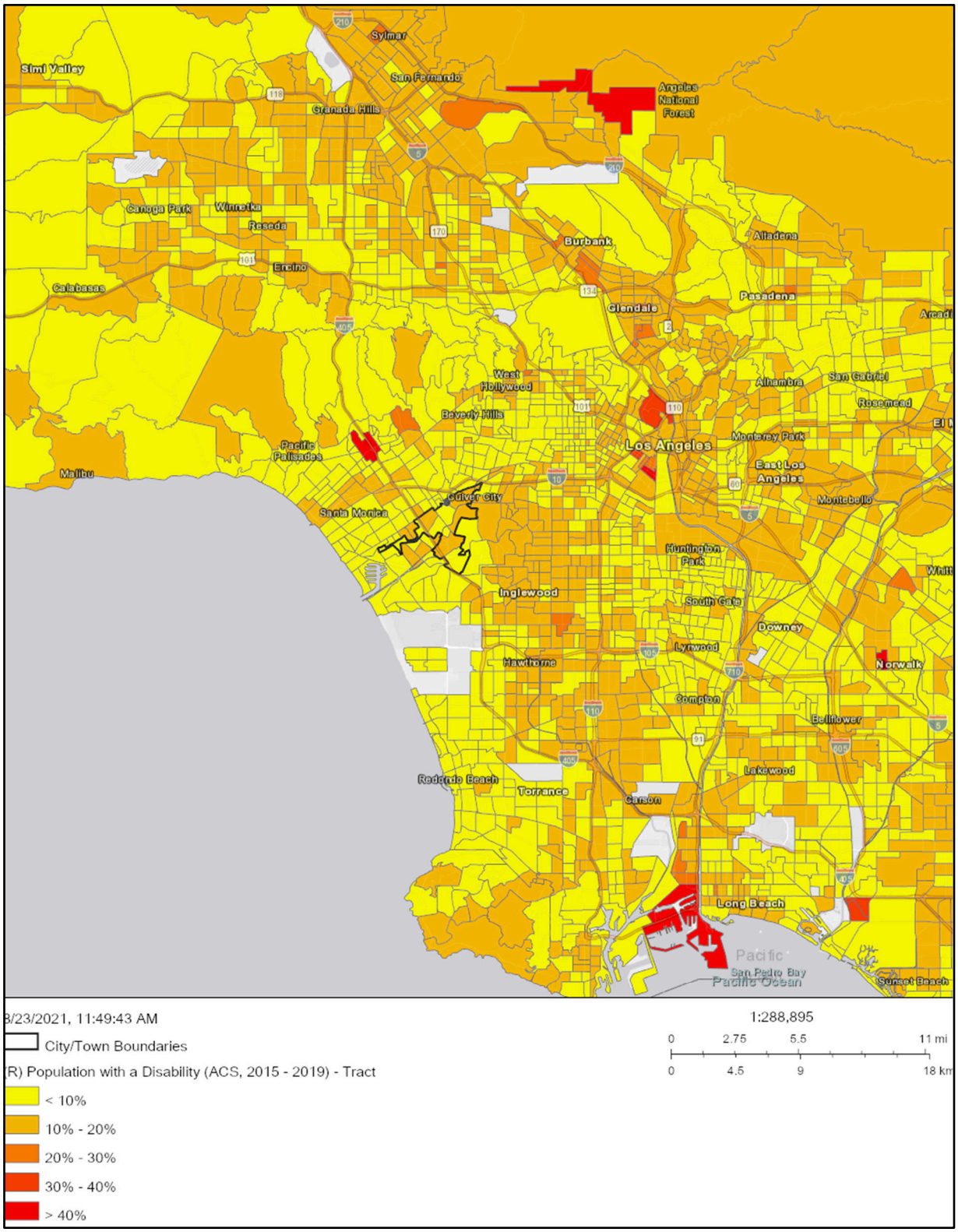
Sites Inventory. Figure E-7 also shows the distribution of RHNA sites along with the current disability concentration by census tract. Some of the larger sites used to meet the City's 2021-2029 RHNA are in tracts in the southern areas of the City, where the persons with disabilities make up more than 10% of the total tract population. As presented in Table E-6, 37.5% of all RHNA units are in tracts where less than 10% of the population experiences a disability, and 62.5% of units are in tracts where 10-20% of the population experiences a disability. In general, a slightly larger proportion of lower income RHNA units are in tracts with a larger population of persons with disabilities. Approximately 68% of very low income units and 68.5% of low income units are in tracts with a disabled population exceeding 10%, compared to 60.9% of moderate income units, and 58% of above moderate income units.

TABLE E-6: DISTRIBUTION OF RHNA UNITS BY POPULATION OF PERSONS WITH DISABILITIES

Disabled Population (Tract)	Very Low Income	Low Income	Moderate Income	Above Moderate Income	All RHNA Units
<10%	31.9%	31.5%	39.1%	42.0%	37.5%
10-20%	68.1%	68.5%	60.9%	58.0%	62.5%
Total	**1,679**	**1,741**	**2,054**	**3,637**	**9,111**

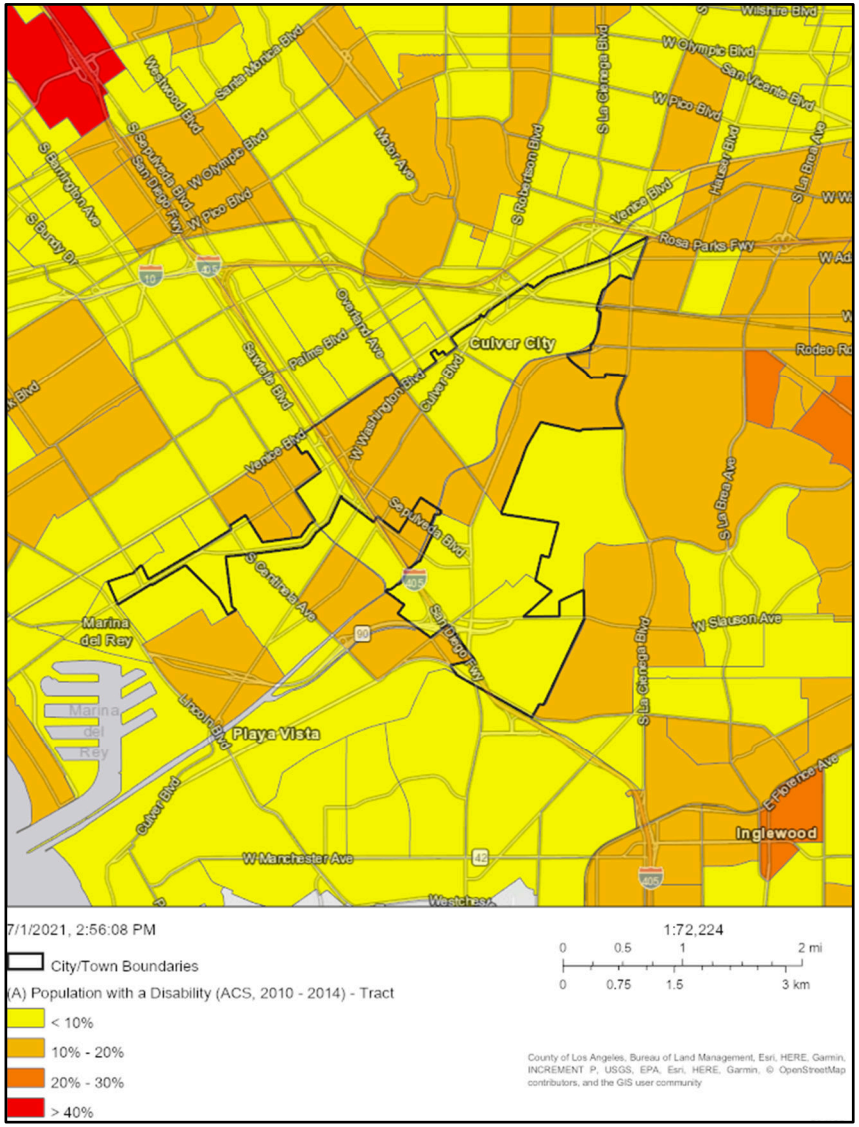
Note: The RHNA sites in this analysis include 1,410 Incremental Infill parcels that met the objective criteria for site selection.

FIGURE E-5: REGIONAL CONCENTRATION OF PERSONS WITH DISABILITIES



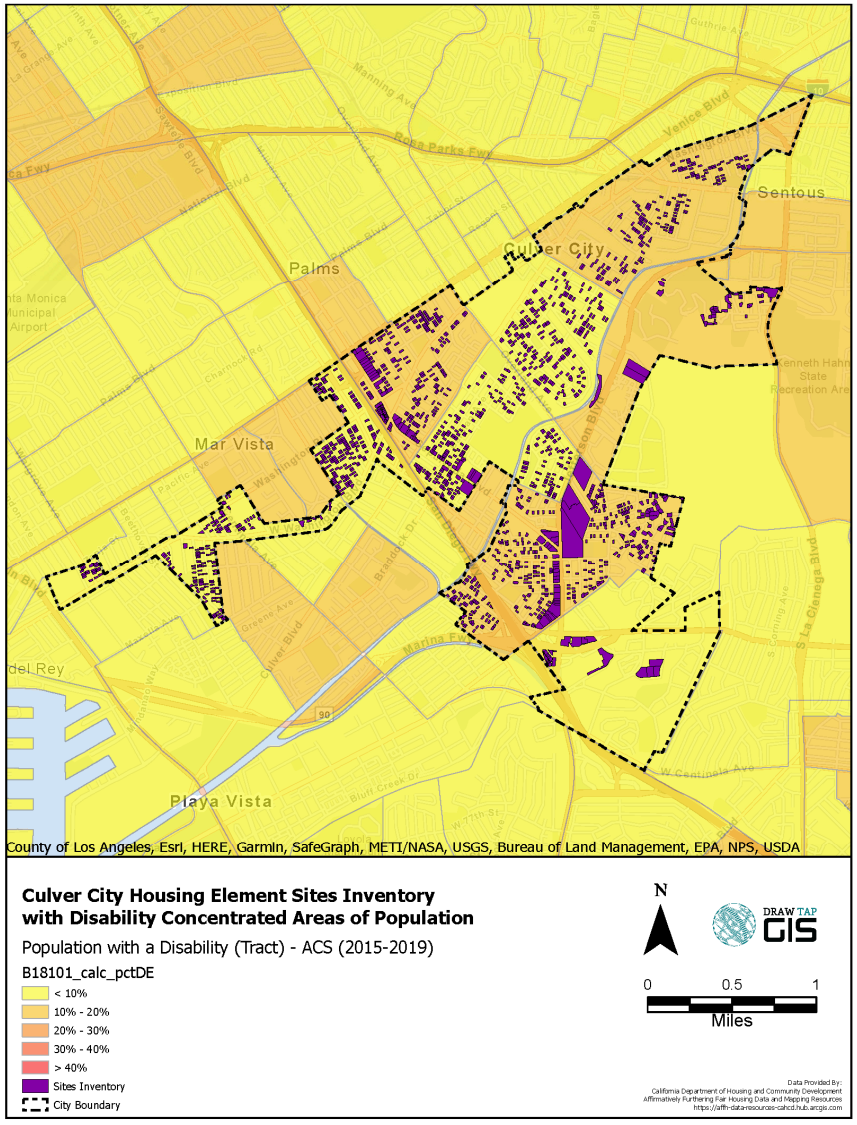
Source: HCD AFFH Data Viewer (2015-2019 ACS), 2021.

FIGURE E-6: CONCENTRATION OF PERSONS WITH DISABILITIES (2014)



Source: HCD AFFH Data Viewer (2010-2014 ACS), 2021.

FIGURE E-7: PERSONS WITH DISABILITIES AND RHNA SITES (2019)



Source: HCD AFFH Data Viewer (2015-2019 ACS), 2021.

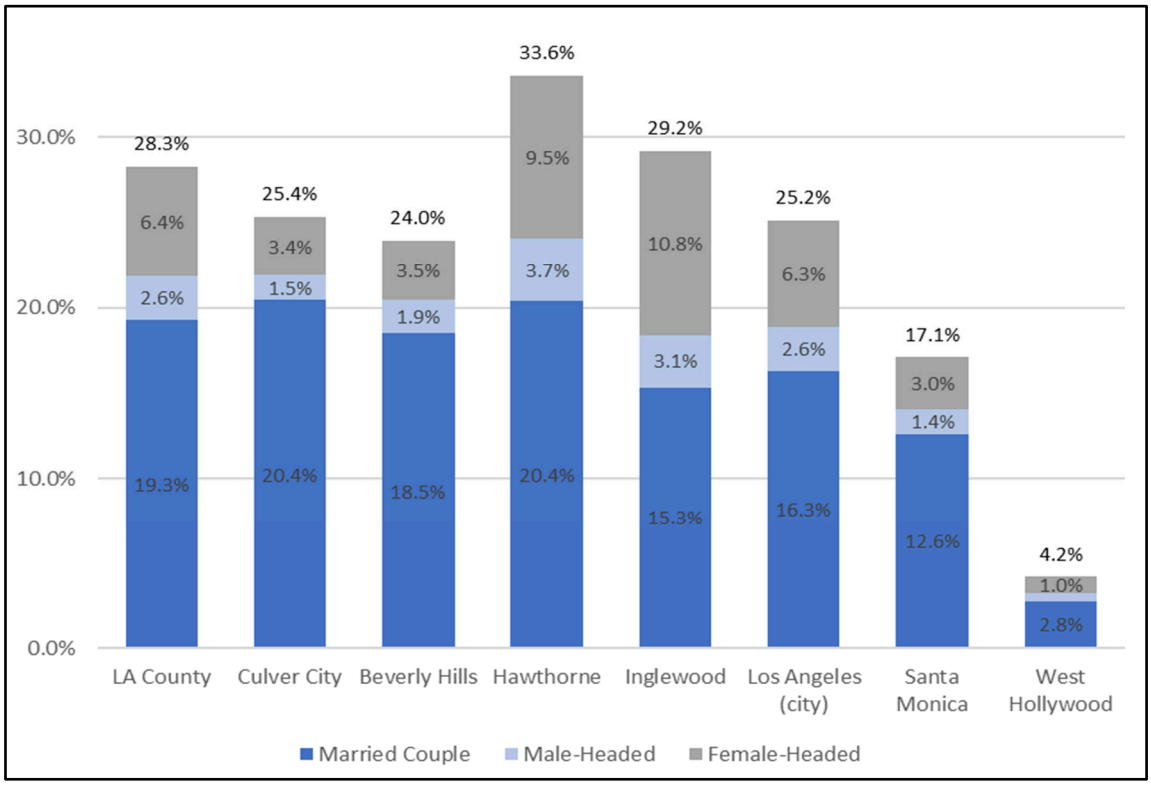
FAMILIAL STATUS

Familial status refers to the presence of children under the age of 18, whether the child is biologically related to the head of household, and the martial status of the head of households. Families with children may face housing discrimination by landlords who fear that children will cause property damage. Some landlords may have cultural biases against children of the opposite sex sharing a bedroom. Differential treatments such as limiting the number of children in a complex or confining children to a specific location are also fair housing concerns. Single-parent households are also protected by fair housing law.

Regional Trend. Approximately 25.4% of Culver City households are households with children (Figure E-8). The City's share of households with children is smaller than the county (28.3%) and the neighboring cities of Hawthorne (33.6%), and Inglewood (29.2%), but larger than Beverly Hills (24%), the City of Los Angeles (25.2%), Santa Monica (17.1%) and West Hollywood (4.2%). Figure E-8 shows the distribution of households with children in Los Angeles County, Culver City, and neighboring jurisdictions. Hawthorne and Inglewood have the highest share of single-parent households. Culver City, Beverly Hills, Santa Monica, and West Hollywood have significantly smaller shares of single-parent households compared to 9% countywide.

Figure E-9 and Figure E-10 show the regional concentration of children living in married couple and single-parent female-headed households. Tracts where more than 40% of children live in female-headed households are concentrated in the central County areas around Inglewood and the City of Los Angeles, Long Beach, and in a few tracts in the San Fernando Valley and San Gabriel Valley areas. In most tracts, more than 60% of children live in married couple households.

FIGURE E-8: HOUSEHOLDS WITH CHILDREN – LA COUNTY, CULVER CITY, AND NEIGHBORING CITIES



Source: 2015-2019 ACS (5-Year Estimates).

Local Trend. As discussed above, 25.4% of Culver City households are households with children, including 20.4% married couple households, 1.5% single male-headed households, and 3.4% single female-headed households. As

shown in Table E-7, the City's share of households with children has remained constant since the 2006-2010 ACS. The proportion of married couple families with children has increased slightly, while the proportion of single-parent households has decreased.

TABLE E-7: CHANGE IN HOUSEHOLD TYPE COMPOSITION (2010-2019)

Household Type	2010		2019	
	Households	Percent	Households	Percent
With Children	4,266	25.3%	4,258	25.4%
Married Couple	3,216	19.1%	3,433	20.4%
Male Headed	328	1.9%	248	1.5%
Female Headed	722	4.3%	577	3.4%
Total HHs	**16,870**	**100.0%**	**16,796**	**100.0%**

Source: 2006-2010 & 2015-2019 ACS (5-Year Estimates).

As shown in Figure E-11, over 60% of children in all Culver City tracts live in married couple households. In the northern and southern areas of the City, over 80% of children live in married couple households. Figure E-12 shows the percentage of Children in female-headed households. In two tracts, 20-40% of children live in female-headed households. Fewer than 20% of children in the remainder of the City live in female-headed households.

Sites Inventory. Figure E-11 and Figure E-12 also show the sites inventory used to meet the City's 2021-2019 RHNA. As discussed above, Culver City is partially comprised of tracts where 60-80% of children live in married couple households and tracts where over 80% of children live in married couple households. Approximately 52% of all RHNA units are in tracts where 60-80% of children live in married couple households, and 48.5% of units are in tracts where over 80% of children live in married couple households (Table E-8). A larger proportion of lower income units are in tracts with a higher concentration of children in married couple households; 62.6% of very low income units and 64.2% of low income units are in tracts where over 80% of children are in married couple households, compared to only 44% of moderate income units and 37% of above moderate income units. As shown in Table E-9, majority of very low (97.6%), low (98.9%), and moderate income units (85.8%) are in tracts where fewer than 20% of children live in single-parent female-headed households. A larger proportion of above moderate income units (20%) are in tracts with a higher concentration of children female-headed households

TABLE E-8: DISTRIBUTION OF RHNA UNITS BY CHILDREN IN MARRIED COUPLE HOUSEHOLDS

Percent of Children in Married Couple Households (Tract)	Very Low Income	Low Income	Moderate Income	Above Moderate Income	All RHNA Units
60-80%	37.4%	35.8%	56.0%	63.0%	51.5%
>80%	62.6%	64.2%	44.0%	37.0%	48.5%
Total	**1,679**	**1,741**	**2,054**	**3,637**	**9,111**

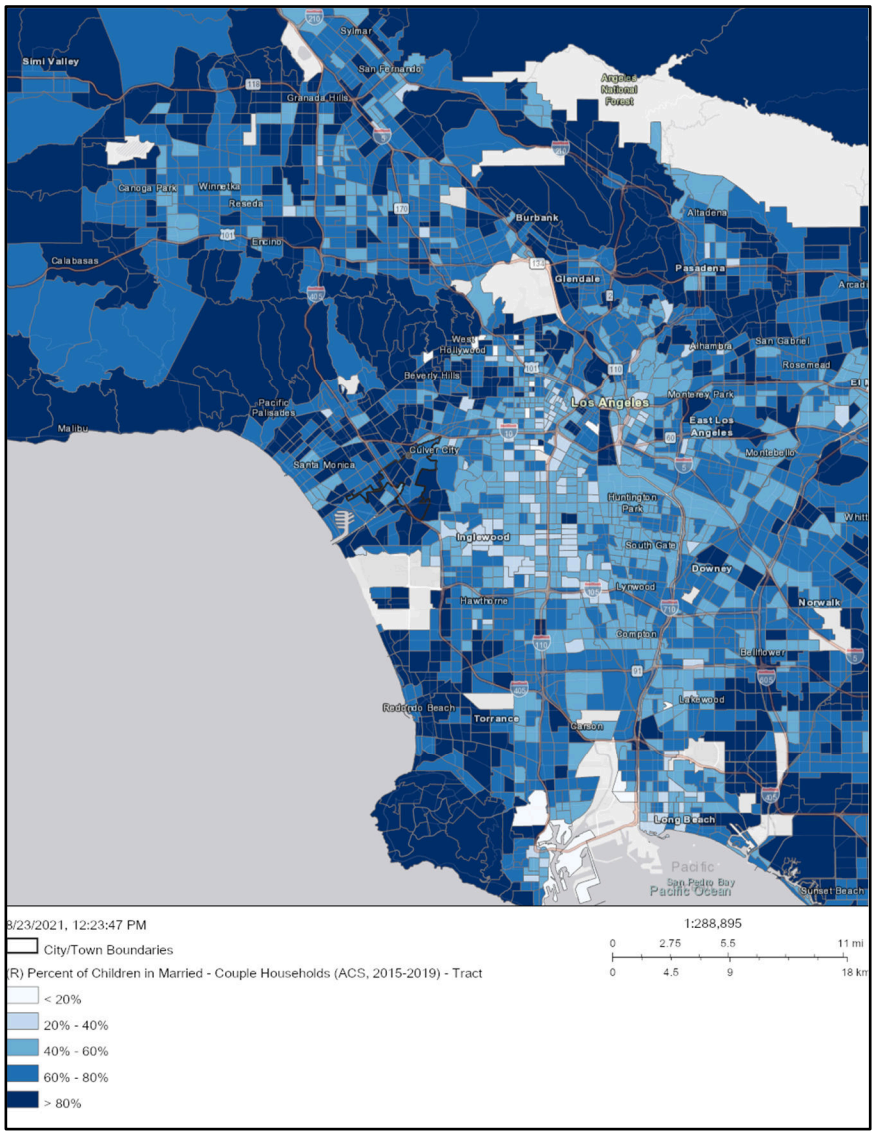
Note: The RHNA sites in this analysis include 1,410 Incremental Infill parcels that met the objective criteria for site selection.

TABLE E-9: DISTRIBUTION OF RHNA UNITS BY CHILDREN IN FEMALE-HEADED HOUSEHOLDS

Percent of Children in Female-Headed Households (Tract)	Very Low Income	Low Income	Moderate Income	Above Moderate Income	All RHNA Units
<20%	97.6%	98.9%	85.8%	80.0%	88.1%
20-40%	2.4%	1.1%	14.2%	20.0%	11.9%
Total	**1,679**	**1,741**	**2,054**	**3,637**	**9,111**

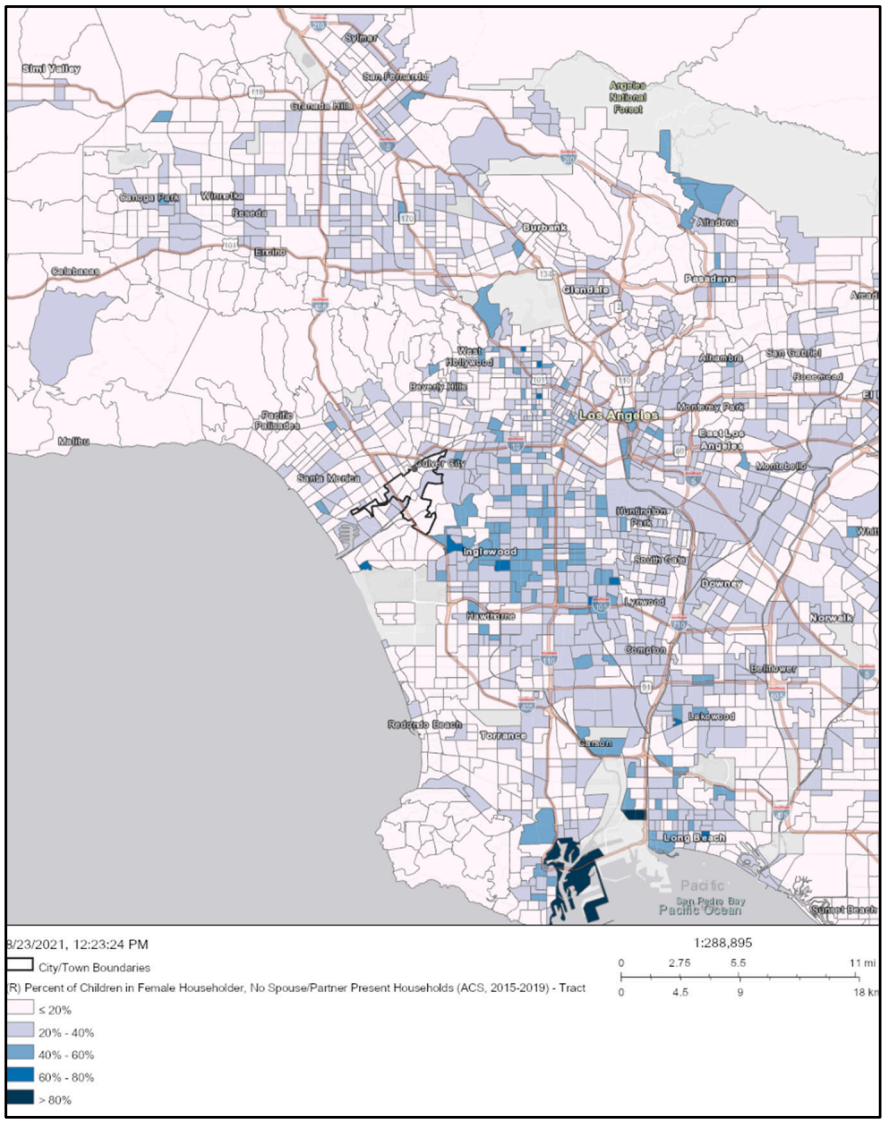
Note: The RHNA sites in this analysis include 1,410 Incremental Infill parcels that met the objective criteria for site selection.

FIGURE E-9: REGIONAL CONCENTRATION OF CHILDREN IN MARRIED COUPLE HOUSEHOLDS



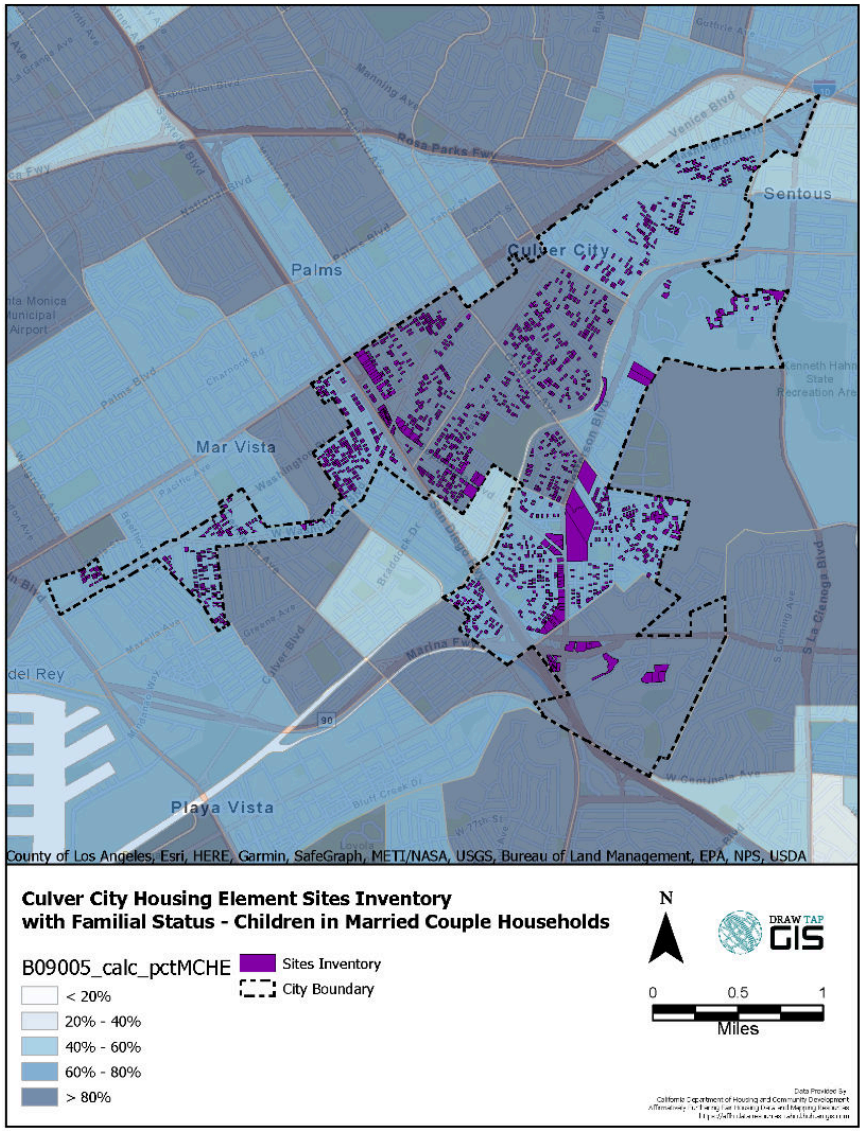
Source: HCD AFFH Data Viewer (2015-2019 ACS), 2021.

FIGURE E-10: REGIONAL CONCENTRATION OF CHILDREN IN FEMALE-HEADED HOUSEHOLDS



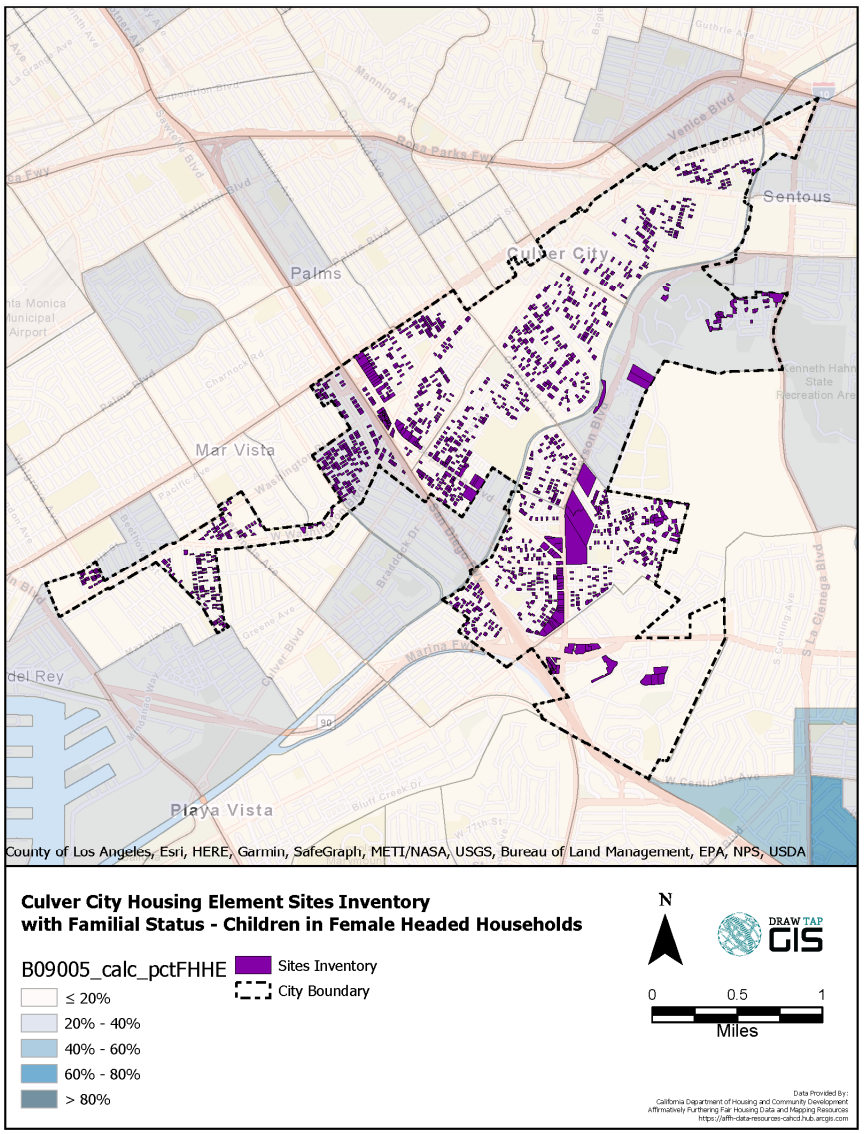
Source: HCD AFFH Data Viewer (2015-2019 ACS), 2021.

FIGURE E-11: CONCENTRATION OF CHILDREN IN MARRIED COUPLE HOUSEHOLDS AND RHNA SITES



Source: HCD AFFH Data Viewer (2015-2019 ACS), 2021.

FIGURE E-12: CONCENTRATION OF CHILDREN IN FEMALE-HEADED HOUSEHOLDS AND RHNA SITES



Source: HCD AFFH Data Viewer (2015-2019 ACS), 2021.

INCOME

Identifying low- or moderate-income (LMI) geographies and individuals is important to overcome patterns of segregation. HUD defines a LMI area as a census tract or block group where over 51% of the population is LMI.

Regional Trend. HUD's 2013-2017 CHAS data (Table E-10) shows that 32.4% of Culver City households earn 80 percent or less than the county area median income (AMI) and are considered lower income, a smaller share than the county (51.6%). According to the 2015-2019 ACS, the median household income in Culver City is $95,044, higher than $68,044 in the County and the adjacent jurisdictions of Hawthorne ($54,215), Inglewood ($54,400), the City of Los Angeles ($62,142) and West Hollywood ($74,044), but lower than Beverly Hills ($106,936) and Santa Monica ($96,570).

TABLE E-10: INCOME DISTRIBUTION IN CULVER CITY AND LOS ANGELES COUNTY

Income Category	Culver City		Los Angeles County	
	Households	Percent	Households	Percent
<30% AMI	1,940	11.7%	641,055	19.5%
31-50% AMI	1,375	8.3%	482,070	14.6%
51-80% AMI	2,040	12.3%	578,285	17.5%
81-100% AMI	1,575	9.5%	312,595	9.5%
>100% AMI	9,615	58.1%	1,281,195	38.9%
Total	**16,545**	**100.0%**	**3,295,200**	**100.0%**

Source: HUD CHAS Data (based on the 2013-2017 ACS, 2020.

Figure E-13 shows concentrations of Lower and Moderate Income (LMI) concentrations by tract regionally. Tracts with high concentrations of LMI households exceeding 50% of the population are located in the central Los Angeles County areas, and parts of the San Gabriel Valley and San Fernando Valley. Generally, coastal areas, the South Bay cities of Palos Verdes Estates and Rolling Hills through Malibu, have fewer LMI households.

Local Trend. As discussed previously, less than a third of the Culver City population is considered low income. Figure E-14 shows LMI areas in the City by census block group. There are no block groups in Culver City with LMI populations exceeding 75%. The western side of the City has higher concentrations of LMI households making up 50 to 75% of the population. There is a total of five block groups in the City with LMI populations exceeding 50%. Most of the City is made up of block groups where the LMI population is less than 50%.

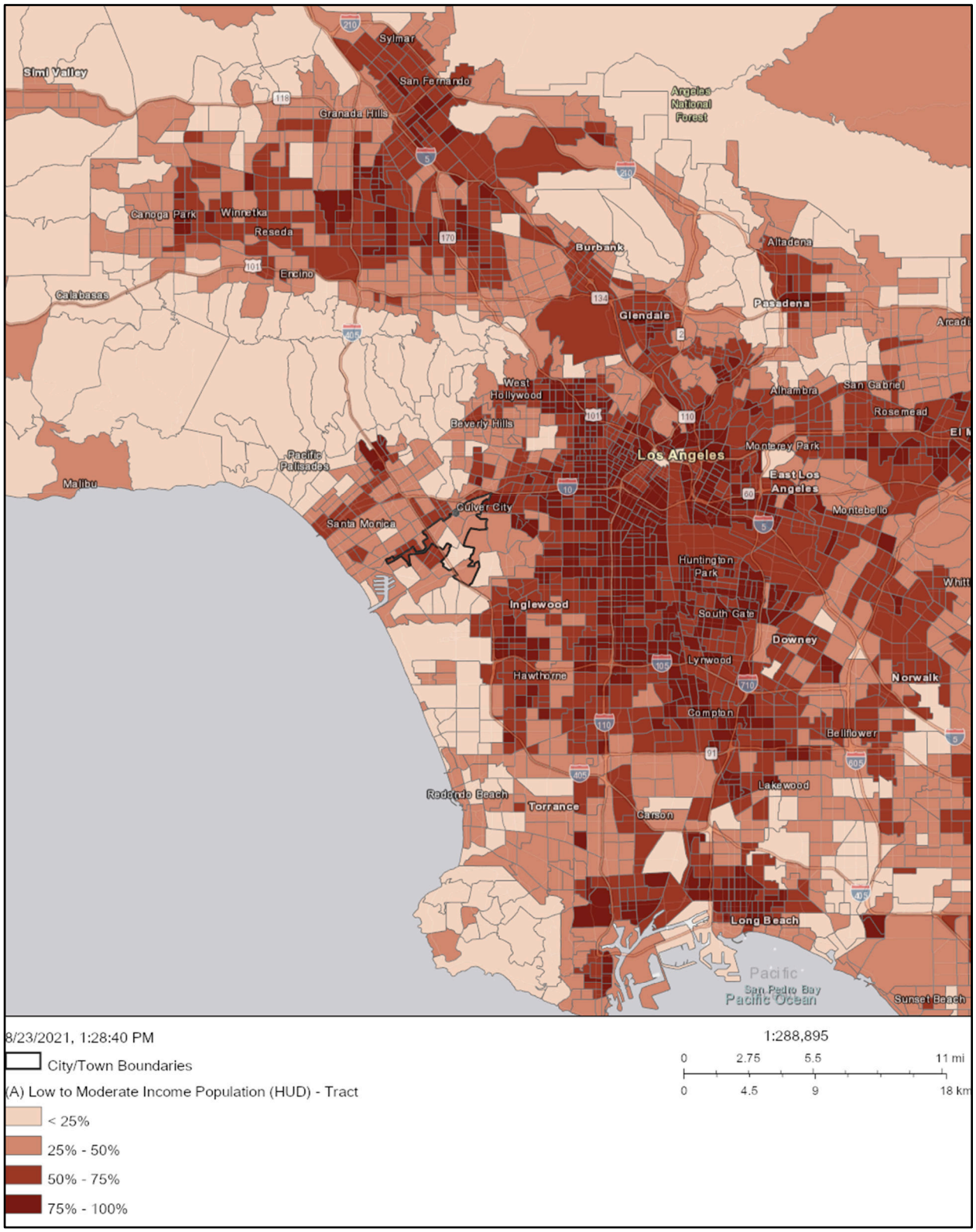
Sites Inventory. Figure E-14 also shows the sites used to meet the City's RHNA. As discussed previously, sites are generally evenly distributed throughout the City. Table E-11 shows that 39.4% of all RHNA units are in block groups where fewer than 25% of households are LMI, 45.7% of units are in block groups where 25-50% of households are LMI, and 14.8% of units are in block groups where 50-75% of households are LMI. Approximately 401% of moderate income units and 48% of above moderate income units are located in block groups where less than 25% of the population is LMI, compared to only 31% of very low income units and 29.3% of low income units.

TABLE E-11: BREAKDOWN OF RHNA UNITS BY LMI POPULATION

LMI Population (Block Group)	Very Low Income	Low Income	Moderate Income	Above Moderate Income	All RHNA Units
<25%	31.0%	29.3%	40.6%	47.6%	39.4%
25-50%	43.7%	43.9%	44.1%	48.4%	45.7%
50-75%	25.3%	26.8%	15.3%	4.0%	14.8%
Total	**1,679**	**1,741**	**2,054**	**3,637**	**9,111**

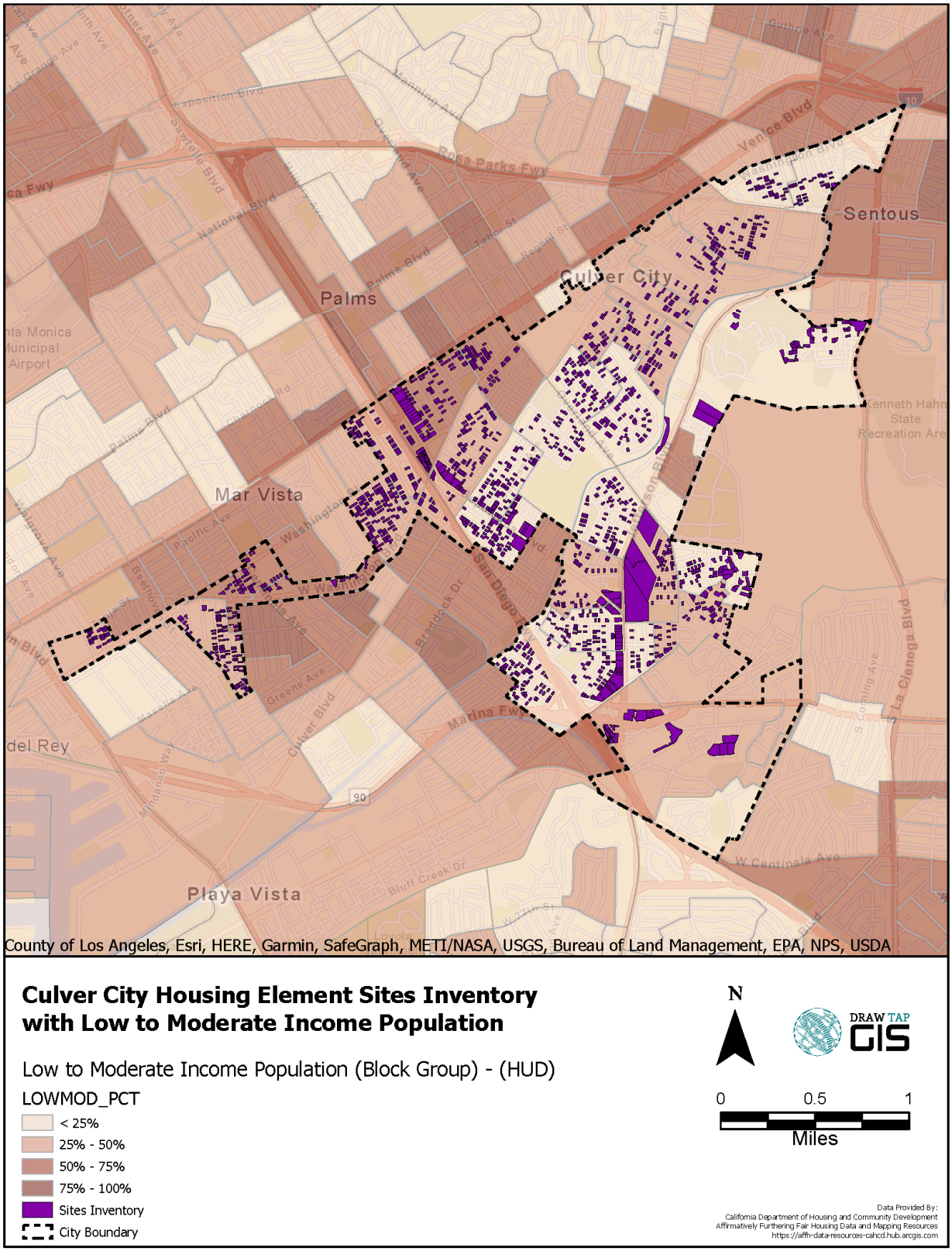
Note: The RHNA sites in this analysis include 1,410 Incremental Infill parcels that met the objective criteria for site selection.

FIGURE E-13: REGIONAL CONCENTRATION OF LMI HOUSEHOLDS



Source: HCD AFFH Data Viewer (HUD, 2011-2015 ACS), 2021.

FIGURE E-14: CONCENTRATION OF LMI HOUSEHOLDS



Source: HCD AFFH Data Viewer (HUD, 2011-2015 ACS), 2021.

3. RACIALLY OR ETHNICALLY CONCENTRATED AREAS OF POVERTY

RACIALLY/ETHNICALLY CONCENTRATED AREAS OF POVERTY (R/ECAPS)

In an effort to identify racially/ethnically concentrated areas of poverty (R/ECAPs), HUD has identified census tracts with a majority non-White population (greater than 50%) with a poverty rate that exceeds 40% or is three times the average tract poverty rate for the metro/micro area, whichever threshold is lower. The California Fair Housing Task Force, made up of the California Tax Credit Allocation Committee (TCAC) and HCD, created Opportunity Maps to identify opportunity characteristics for California jurisdictions. The TCAC Opportunity Maps identify areas of high segregation and poverty. TCAC Opportunity Maps area discussed in detail in Section 4, *Access to Opportunities*, of this Fair Housing Assessment.

According to HUD's 2020 R/ECAP mapping tool based on the 2009-2013 ACS, there are no R/ECAPs in Culver City. There are also no areas of high segregation and poverty identified in the city. A regional view of R/ECAPs, TCAC designated areas of high segregation and poverty, and poverty status by tract in Los Angeles County are shown in Figure E-15. R/ECAPs, areas of high segregation and poverty, and tracts with higher concentrations of persons under the poverty level are most concentrated in the central county areas. R/ECAPs and areas of high segregation and poverty closest to Culver City are in the City of Los Angeles, east and southwest of Culver City. There are no tracts in the city where the population of persons below the poverty level exceeds 20%. In all but three Culver City tracts, less than 10% of the population is below the poverty level.

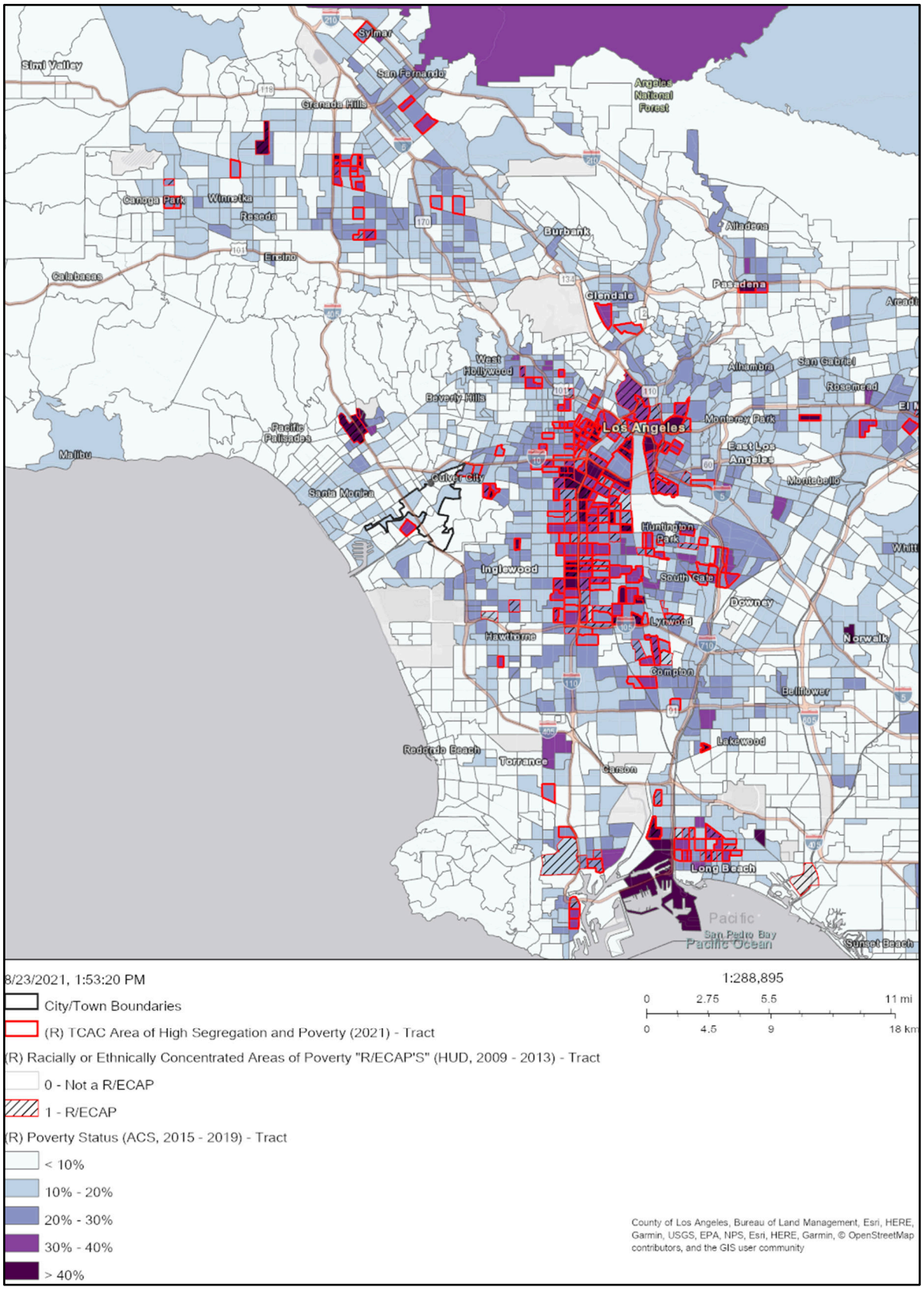
Table E-12 shows poverty status by race, ethnicity, and disability status. Culver City has a significantly smaller population of persons below the poverty level than the County. In the city, 13% of persons of a different race not listed, 9.8% of the Hispanic/Latino population, and 6.8% of the Asian population is below the poverty level compared to only 6.1% of the population citywide.

TABLE E-12: POVERTY STATUS BY RACE/ETHNICITY AND DISABILITY STATUS

	Culver City		Los Angeles County	
	Total Population	% Below Poverty Level	Total Population	% Below Poverty Level
Black/African American	3,360	2.9%	799,551	20.8%
American Indian/Alaska Native	123	0.0%	71,877	18.1%
Asian	6,369	6.8%	1,449,582	11.1%
Native Hawaiian/Pacific Islander	43	0.0%	27,126	11.5%
Some other race	2,460	13.0%	2,097,544	19.2%
Two or more races	2,653	4.5%	393,536	11.7%
Hispanic/Latino	9,212	9.8%	4,835,446	18.1%
White alone, not Hispanic	17,833	4.6%	2,593,271	9.6%
With a disability	--	--	936,003	21.2%
Total	**38,868**	**6.1%**	**9,928,773**	**14.9%**

-- = Data not available.
Source: 2015-2019 ACS (5-Year Estimate).

FIGURE E-15: R/ECAPS ,TCAC AREAS OF HIGH SEGREGATION AND POVERTY, AND POVERTY STATUS



Source: HCD AFFH Data Viewer (HUD, 2009-2013; 2021 TCAC Opportunity Maps; 2015-2019 ACS), 2021.

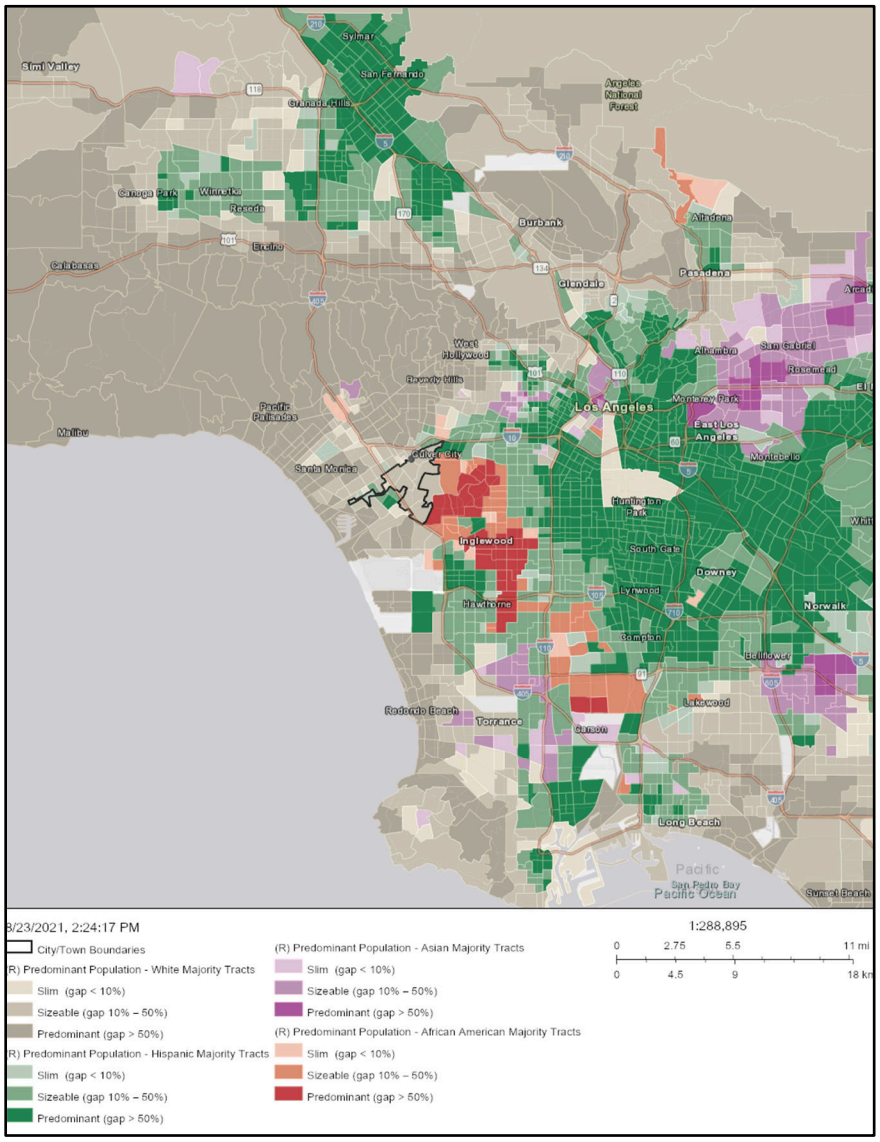
RACIALLY/ETHNICALLY CONCENTRATED AREAS OF AFFLUENCE (RCAAS)

While racially concentrated areas of poverty and segregation (R/ECAPs) have long been the focus of fair housing policies, racially concentrated areas of affluence (RCAAs) must also be analyzed to ensure housing is integrated, a key to fair housing choice. A HUD Policy Paper defines racially concentrated areas of affluence as affluent, White communities. According to this report, Whites are the most racially segregated group in the United States and "in the same way neighborhood disadvantage is associated with concentrated poverty and high concentrations of people of color, conversely, distinct advantages are associated with residence in affluent, White communities." Based on their research, HCD defines RCAAs as census tracts where 1) 80% or more of the population is white, and 2) the median household income is $125,000 or greater (slightly more than double the national median household income in 2016).

Figure E-16 shows racial/ethnic predominant populations and Figure E-17 shows median income by block group for the region. Central Los Angeles County areas comprised of mostly Hispanic majority tracts. The City of Inglewood and the surrounding areas have predominantly African American populations, parts of the San Gabriel Valley have Asian and Hispanic predominant populations, and several jurisdictions in the San Fernando Valley have Hispanic predominant populations. Many of these areas also have lower median incomes. In comparison, the coastal areas, from the South Bay to Malibu, the westside cities, Beverly Hills and the Pacific Palisades neighborhood, and parts of Burbank, Glendale, and Pasadena are comprised of tracts with White predominant populations. A majority of block groups in these areas also have median incomes exceeding the 2020 HCD median income of $87,100.

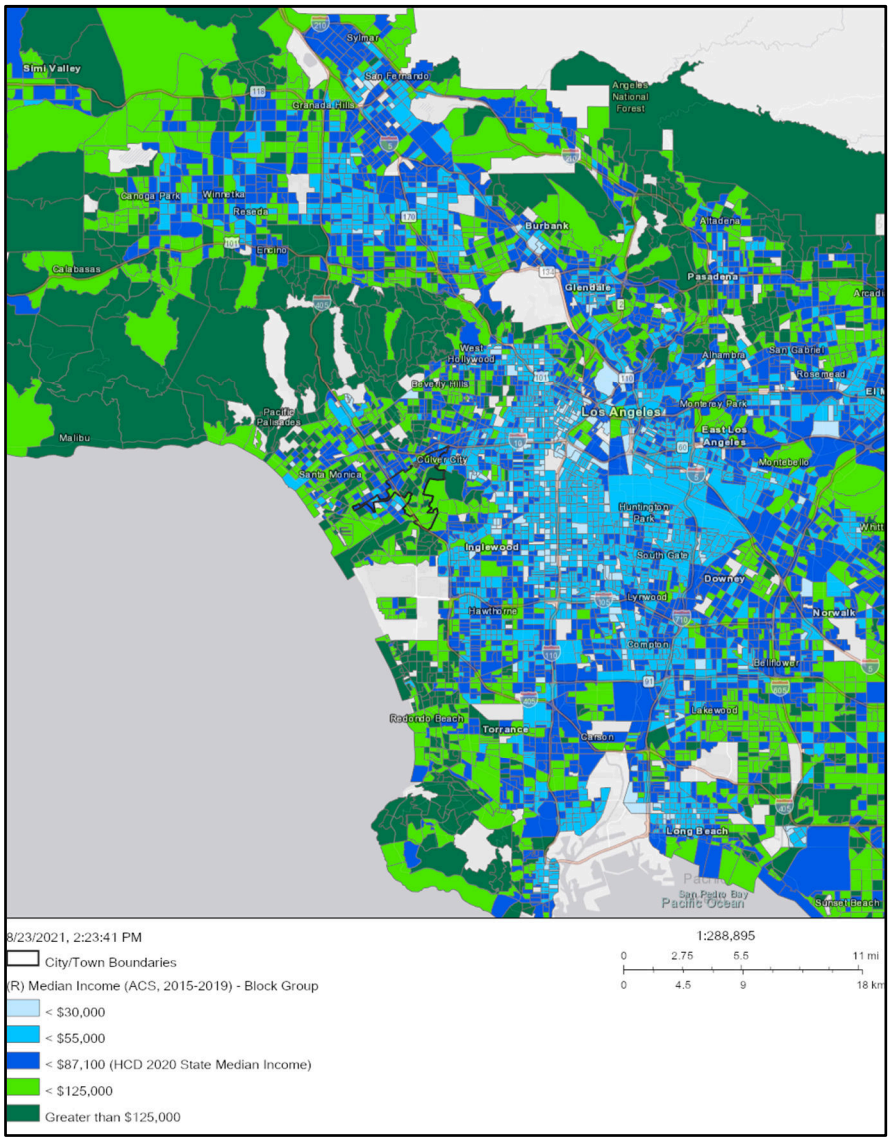
Figure E-18 shows racial/ethnic minority populations and median incomes by block group in Culver City. Several block groups in the City have median incomes over $125,000. Block groups along the northwestern City boundary have median incomes below $125,000, many below the State average of $87,100. Most tracts in Culver City are White predominant; however, there are no block groups in the City where racial/ethnic minorities make up less than 20% of the population. Therefore, there are no areas in the City that are considered RCAAs.

FIGURE E-16: PREDOMINANT RACIAL/ETHNIC POPULATIONS



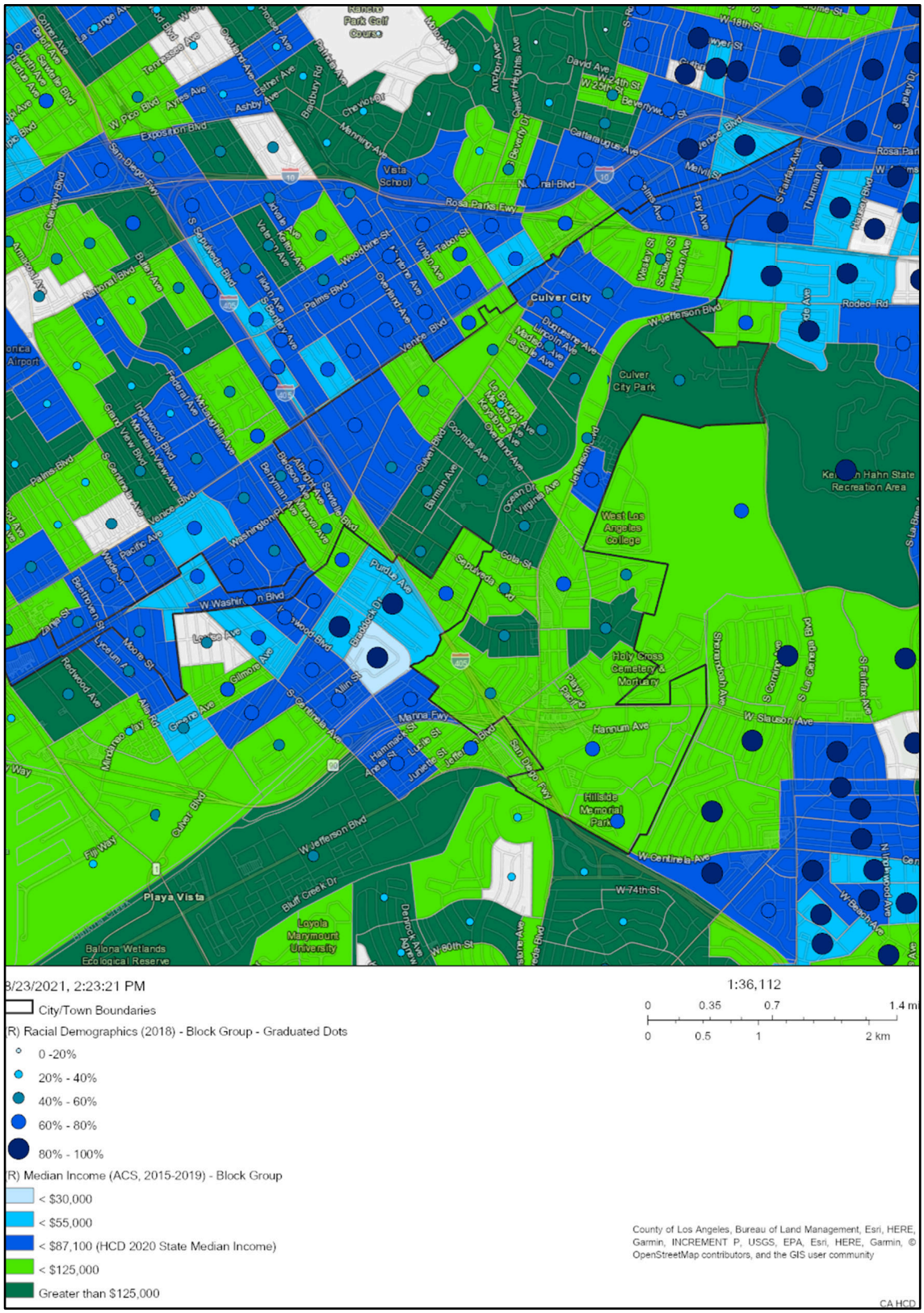
Source: HCD AFFH Data Viewer, 2021.

FIGURE E-17: REGIONAL MEDIAN INCOME BY BLOCK GROUP



Source: HCD AFFH Data Viewer (2015-2019 ACS), 2021.

FIGURE E-18: RACIAL/ETHNIC MINORITY POPULATIONS AND MEDIAN INCOME BY BLOCK GROUP



Source: HCD AFFH Data Viewer (2015-2019 ACS), 2021.

4. ACCESS TO OPPORTUNITIES

HUD developed an index for assessing fair housing by informing communities about disparities in access to opportunity based on race/ethnicity and poverty status. Table E-14 shows index scores for the following opportunity indicator indices (values range from 0 to 100):

- *Low Poverty Index:* The labor market engagement index provides a summary description of the relative intensity of labor market engagement and human capital in a neighborhood. This is based upon the level of employment, labor force participation, and educational attainment in a census tract. The higher the score, the less exposure to poverty in a neighborhood.
- *School Proficiency Index:* The school proficiency index uses school-level data on the performance of 4th grade students on state exams to describe which neighborhoods have high-performing elementary schools nearby and which are near lower performing elementary schools. The higher the score, the higher the school system quality is in a neighborhood.
- *Labor Market Engagement Index:* The labor market engagement index provides a summary description of the relative intensity of labor market engagement and human capital in a neighborhood. This is based upon the level of employment, labor force participation, and educational attainment in a census tract. The higher the score, the higher the labor force participation and human capital in a neighborhood.
- *Transit Trips Index:* This index is based on estimates of transit trips taken by a family that meets the following description: a 3-person single-parent family with income at 50 percent of the median income for renters for the region (i.e. the Core-Based Statistical Area (CBSA)). The higher the trips transit index, the more likely residents in that neighborhood utilize public transit.
- *Low Transportation Cost Index:* This index is based on estimates of transportation costs for a family that meets the following description: a 3-person single-parent family with income at 50 percent of the median income for renters for the region/CBSA. The higher the index, the lower the cost of transportation in that neighborhood.
- *Jobs Proximity Index:* The jobs proximity index quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within a region/CBSA, with larger employment centers weighted more heavily. The higher the index value, the better access to employment opportunities for residents in a neighborhood.
- *Environmental Health Index:* The environmental health index summarizes potential exposure to harmful toxins at a neighborhood level. The higher the index value, the less exposure to toxins harmful to human health. The higher the value, the better environmental quality of a neighborhood.

To assist in this analysis, the Department of Housing and Community Development (HCD) and the California Tax Credit Allocation Committee (TCAC) convened in the California Fair Housing Task Force (Task Force) to "provide research, evidence-based policy recommendations, and other strategic recommendations to HCD and other related state agencies/departments to further the fair housing goals (as defined by HCD)." The Task force has created Opportunity Maps to identify resources levels across the state "to accompany new policies aimed at increasing access to high opportunity areas for families with children in housing financed with 9% Low Income Housing Tax Credits (LIHTCs)". These opportunity maps are made from composite scores of three different domains made up of a set of indicators. Based on these domain scores, tracts are categorized as Highest Resource, High Resource, Moderate Resource, Moderate Resource (Rapidly Changing), Low Resource, or areas of High Segregation and Poverty. Table E-13 shows the full list of indicators.

TABLE E-13: DOMAINS AND INDICATORS FOR OPPORTUNITY MAPS

Domain	Indicator
Economic	Poverty Adult education Employment Job proximity Median home value
Environmental	CalEnviroScreen 3.0 pollution Indicators and values
Education	Math proficiency Reading proficiency High School graduation rates Student poverty rates
Poverty and Racial Segregation	Poverty: tracts with at least 30% of population under federal poverty line Racial Segregation: Tracts with location quotient higher than 1.25 for Blacks, Hispanics, Asians, or all people of color in comparison to the County

Source: CA Fair Housing Task Force, Methodology for TCAC/HCD Opportunity Maps, December 2020.

Regional Trend. HUD provides AFFH data for jurisdictions receiving their own CDBG funds. Because Culver City is part of the Los Angeles County CDBG Program (Urban County), there is no HUD AFFH data for Culver City alone.

In the Los Angeles Urban County, Hispanic residents are most likely to be impacted by poverty, low labor market participation, and poor environmental quality. Black residents experience the lowest school proficiency and have the least access to employment opportunities. White residents scored the highest in low poverty, labor market participation, jobs proximity, and environmental health and Asian/Pacific Islander residents scored the highest in school proficiency. Hispanic residents are most likely to use public transit and Black residents have the lowest transportation costs.

Compared to the County, Urban County residents, regardless of race or ethnicity, were less likely to be exposed to poverty and have higher school proficiency. Residents countywide are more likely to use public transit and have lower transportation costs compared to Urban County residents. Environmental health is better in the Urban County for White, Black, and Native American residents, but worse for Hispanic and Asian residents.

TABLE E-14: HUD OPPORTUNITY INDICATORS

	Low Poverty	School Prof.	Labor Market	Transit	Low Trans. Cost	Jobs Prox.	Envi. Health
Urban County (including Culver City)							
Total Population							
White, Non-Hispanic	70.12	72.18	68.22	76.66	67.60	55.10	22.89
Black, Non-Hispanic	46.29	41.09	42.82	84.10	73.91	41.10	14.44
Hispanic	40.70	43.31	34.05	84.98	73.75	44.48	11.98
Asian or Pacific Islander, Non-Hispanic	68.38	72.86	66.73	82.22	68.98	51.22	13.86
Native American, Non-Hispanic	54.75	55.06	48.03	77.80	69.62	45.65	20.02
Population below federal poverty line							
White, Non-Hispanic	61.23	66.91	61.96	79.48	71.45	55.51	20.59
Black, Non-Hispanic	29.03	29.31	27.29	85.47	76.25	30.59	12.84
Hispanic	28.75	35.77	26.10	87.23	76.67	41.99	10.38
Asian or Pacific Islander, Non-Hispanic	61.63	70.67	62.58	83.88	72.41	51.16	13.30
Native American, Non-Hispanic	41.92	47.90	41.36	84.81	73.95	51.00	12.82
Los Angeles County							
Total Population							
White, Non-Hispanic	65.19	68.03	67.43	77.63	73.13	54.59	21.35
Black, Non-Hispanic	36.07	33.82	35.34	87.25	79.02	40.72	11.92
Hispanic	35.53	39.72	35.73	86.48	77.78	43.70	12.36
Asian or Pacific Islander, Non-Hispanic	55.03	61.94	57.64	85.13	75.98	51.11	13.13
Native American, Non-Hispanic	48.40	50.70	48.58	81.04	75.36	45.88	17.68
Population below federal poverty line							
White, Non-Hispanic	53.66	60.62	59.62	83.19	78.51	56.98	18.46
Black, Non-Hispanic	24.12	28.03	26.41	88.34	81.07	36.90	11.74
Hispanic	25.05	33.70	29.50	89.09	80.94	44.63	10.63
Asian or Pacific Islander, Non-Hispanic	45.45	57.59	51.41	88.58	80.61	52.88	11.05
Native American, Non-Hispanic	33.63	39.10	36.05	84.43	78.22	47.65	16.22

Source: HUD AFFH Data, 2020.

Figure E-19 shows the TCAC Opportunity Map for the region. High and highest resource areas are concentrated in the eastern County areas, from Beverly Hills to Calabasas, coastal areas, from the South Bay cities to Malibu, north San Gabriel Valley, and around Burbank. The central County areas are comprised of mostly low resource areas and areas of high segregation and poverty.

Local Trend. Opportunity Map scores for Culver City census tracts are presented in Table E-15 and Figure E-20. Nearly all tracts in the city are highest or high resource. In total, there are six highest resource tracts, three high resource tracts, and one moderate resource tract in Culver City. Tracts in the central and eastern areas of the City are categorized as highest and high resource. One tract in the western corner on the City is considered moderate resource. There are no tracts in the City that are categorized as areas of high segregation and poverty. The moderate resource tract also contains block groups with higher concentrations of racial/ethnic minorities and LMI households (see Table E-11 and

Figure E-14). The individual scores for the domains described above (economic, environment, and education) are further detailed in the following sections.

TABLE E-15: TCAC OPPORTUNITY MAP SCORES BY CENSUS TRACT

Tract	Economic Domain Score	Environmental Domain Score	Education Domain Score	Composite Score	Final Category
6037702400	0.899	0.099	0.804	0.444	Highest Resource
6037702501	0.977	0.341	0.873	0.814	Highest Resource
6037702502	0.933	0.267	0.891	0.705	Highest Resource
6037702600	0.93	0.165	0.911	0.703	Highest Resource
6037702700	0.945	0.33	0.727	0.528	Highest Resource
6037702801	0.814	0.496	0.767	0.422	High Resource
6037702802	0.892	0.21	0.552	0.215	High Resource
6037702803	0.751	0.184	0.438	-0.032	Moderate Resource
6037703001	0.913	0.139	0.561	0.232	High Resource

Source: CA Fair Housing Task Force, HCD/TCAC Opportunity Maps, 2021.

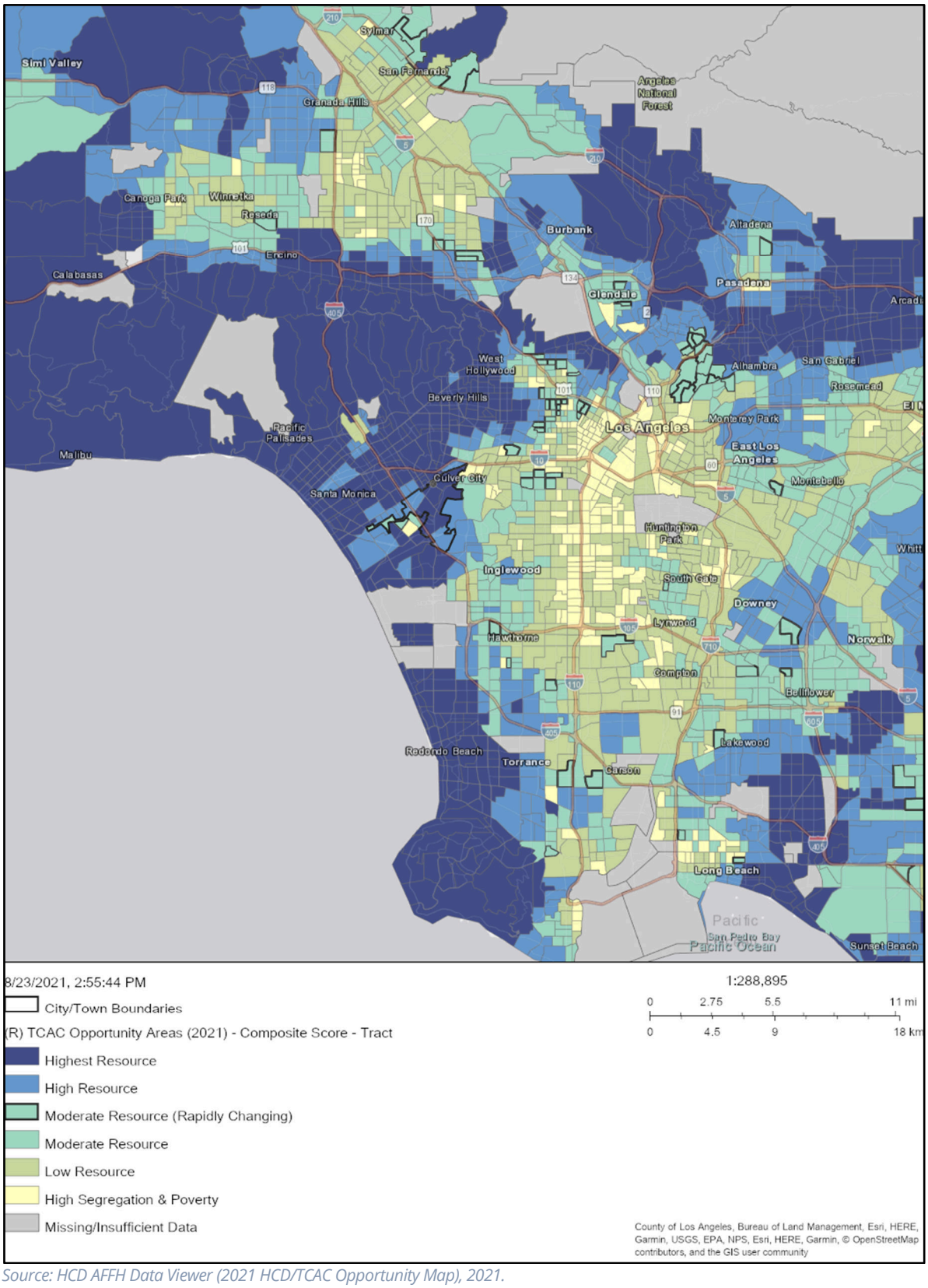
Sites Inventory. Figure E-19 also includes the sites used to meet Culver City's 2021-2029 RHNA and Table E-16 shows how those sites are distributed by TCAC opportunity score. As discussed previously, there is only one tract categorized as moderate resource in the City. Only 6% of all RHNA units, including 2.1% of very low income units, 2.2% of low income units, 9% of moderate income units, and 7.8% of above moderate income units, are located in the moderate resource tract. Most very low (53.7%) and low (55.5%) income units are in high resource tracts, and most moderate (65%) and above moderate (70.9%) income units are in highest resource tracts.

TABLE E-16: DISTRIBUTION OF RHNA UNITS BY TCAC OPPORTUNITY SCORE

TCAC Opportunity Area (Tract)	Very Low Income	Low Income	Moderate Income	Above Moderate Income	All RHNA Units
Highest Resource	44.2%	42.3%	65.0%	70.9%	59.2%
High Resource	53.7%	55.5%	25.9%	21.2%	34.8%
Moderate Resource	2.1%	2.2%	9.0%	7.8%	6.0%
Total	**1,679**	**1,741**	**2,054**	**3,637**	**9,111**

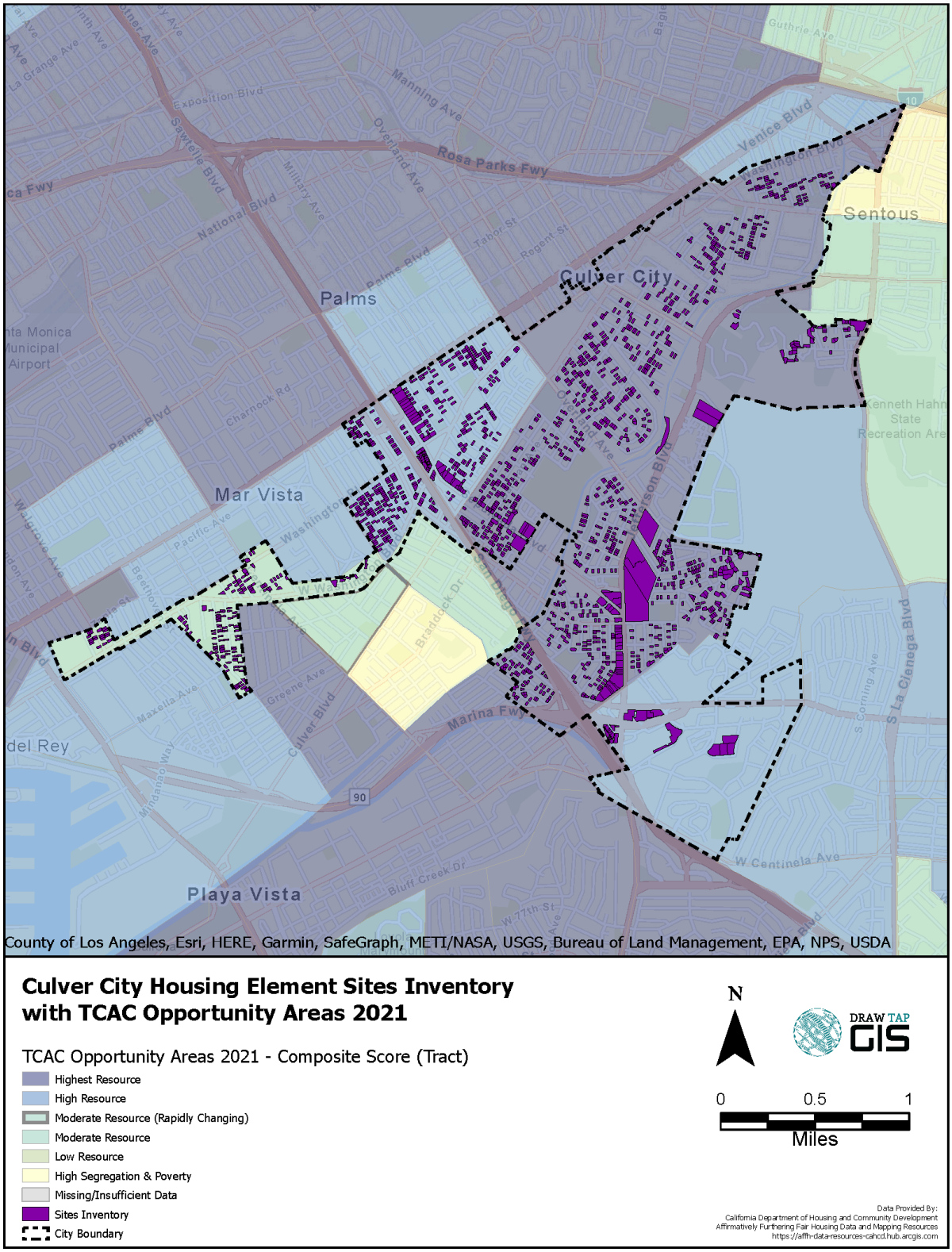
Note: The RHNA sites in this analysis include 1,410 Incremental Infill parcels that met the objective criteria for site selection.

FIGURE E-19: REGIONAL TCAC OPPORTUNITY AREAS (FINAL CATEGORY)



Source: HCD AFFH Data Viewer (2021 HCD/TCAC Opportunity Map), 2021.

FIGURE E-20: TCAC OPPORTUNITY AREAS (FINAL CATEGORY) AND SITES INVENTORY



Source: HCD AFFH Data Viewer (2021 HCD/TCAC Opportunity Map), 2021.

ECONOMIC

As described previously, the Fair Housing Task Force calculates economic scores based on poverty, adult education, employment, job proximity, and median home values. Refer to Table E-13 for the complete list of TCAC Opportunity Map domains and indicators.

Regional Trend. Figure E-21 shows TCAC economic scores by tract regionally. Culver City and the neighboring jurisdictions of Santa Monica and Beverly Hills are all comprised of tracts with economic scores in the highest quartile. Central Los Angeles County areas tend to have lower economic scores compared to coastal areas, northern San Gabriel Valley areas, and eastern San Fernando Valley areas. Areas surrounding Long Beach and most of the San Fernando Valley also have lower economic scores.

Local Trend. According to the 2021 Task Force maps presented in Figure E-22, all of Culver City received economic scores in the highest quartile. Culver City scored similar to jurisdictions to the west and north, but higher than Los Angeles County areas to the east.

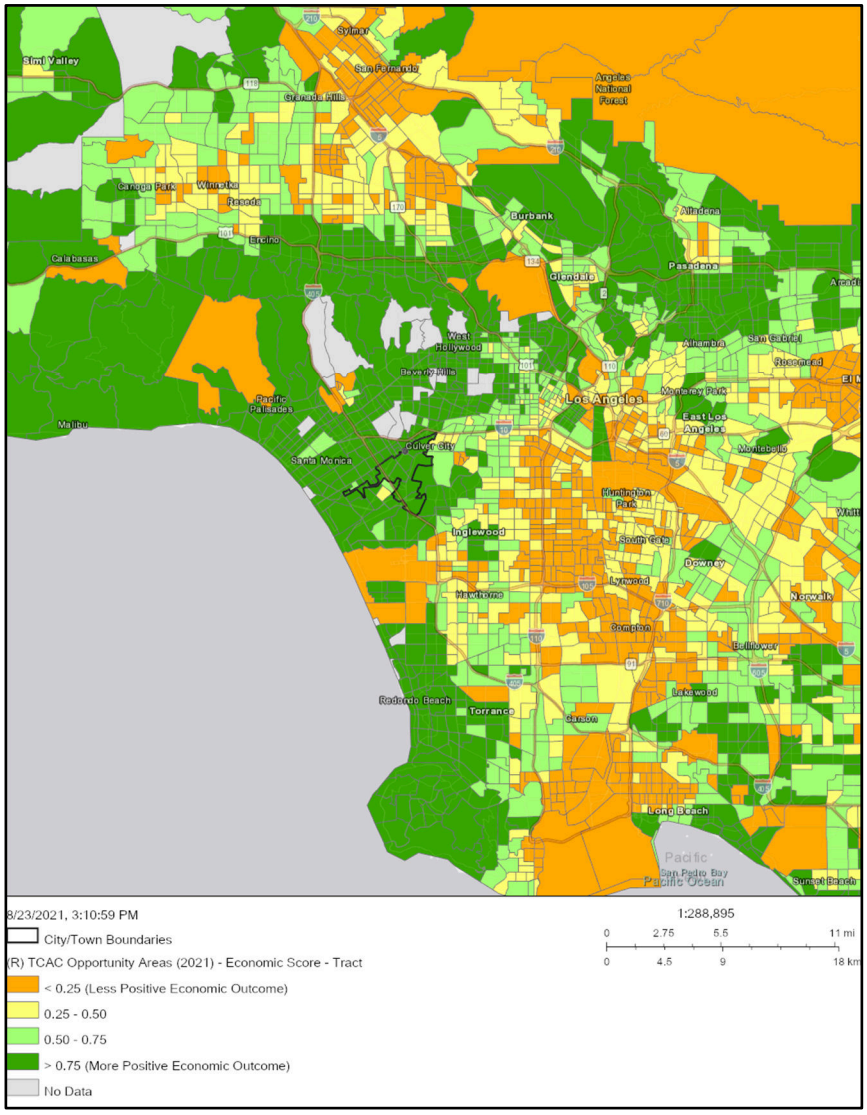
EDUCATION

As described above, the Fair Housing Task Force determines education scores based on math and reading proficiency, high school graduation rates, and student poverty rates. Refer to Table E-13 for the complete list of Opportunity Map domains and indicators.

Regional Trend. Regionally, education and economic scores follow a similar trend (Figure E-23). Coastal cities, from the South Bay to Malibu, and areas around Burbank and Arcadia generally have the highest education scores in the County. The central County areas have a high concentration of tracts scoring in the lowest quartile for education.

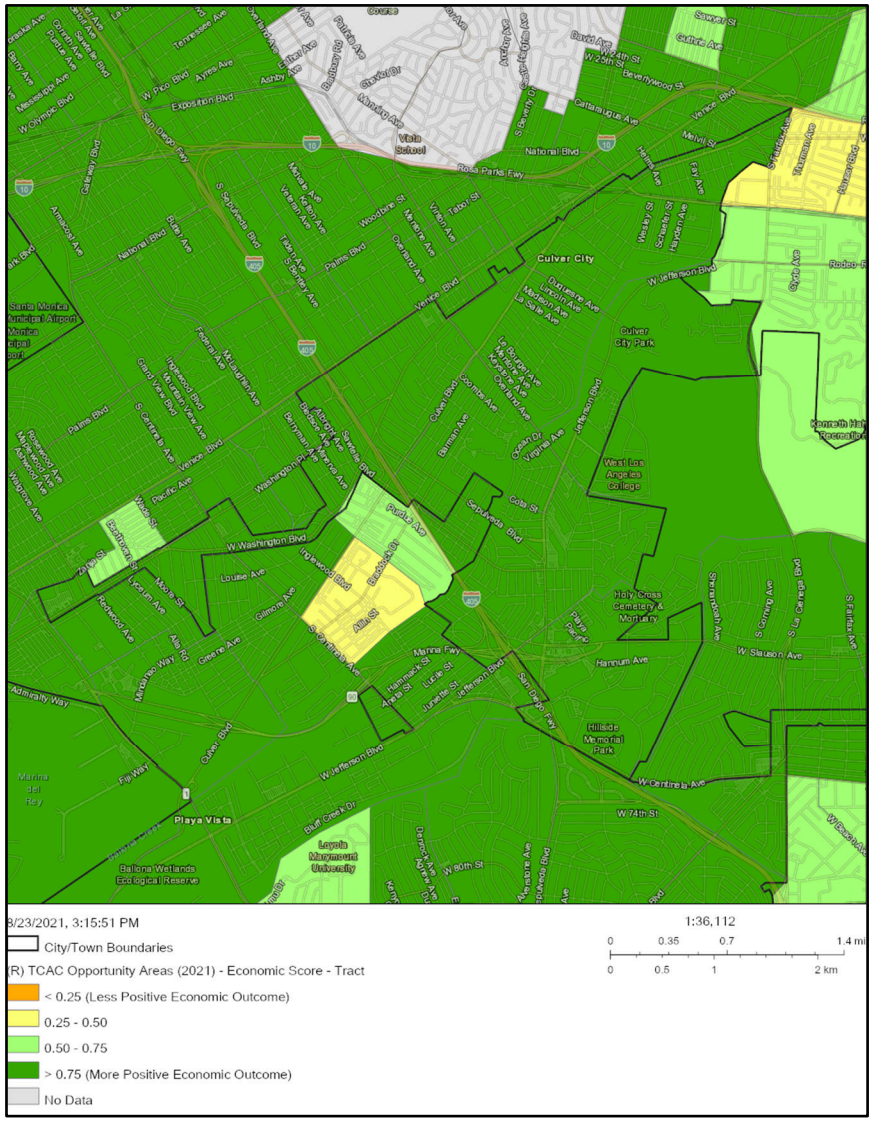
Local Trend. As shown in Figure E-24, the tract in the western corner of the city received a lower education score than the rest of the city. The central, southern, and northeastern areas of the city received education scores of 0.50 and above. As described above, the tract on the western side of Culver City with a lower education score is also categorized as a moderate resource area (see Figure E-20).

FIGURE E-21: REGIONAL TCAC ECONOMIC SCORES



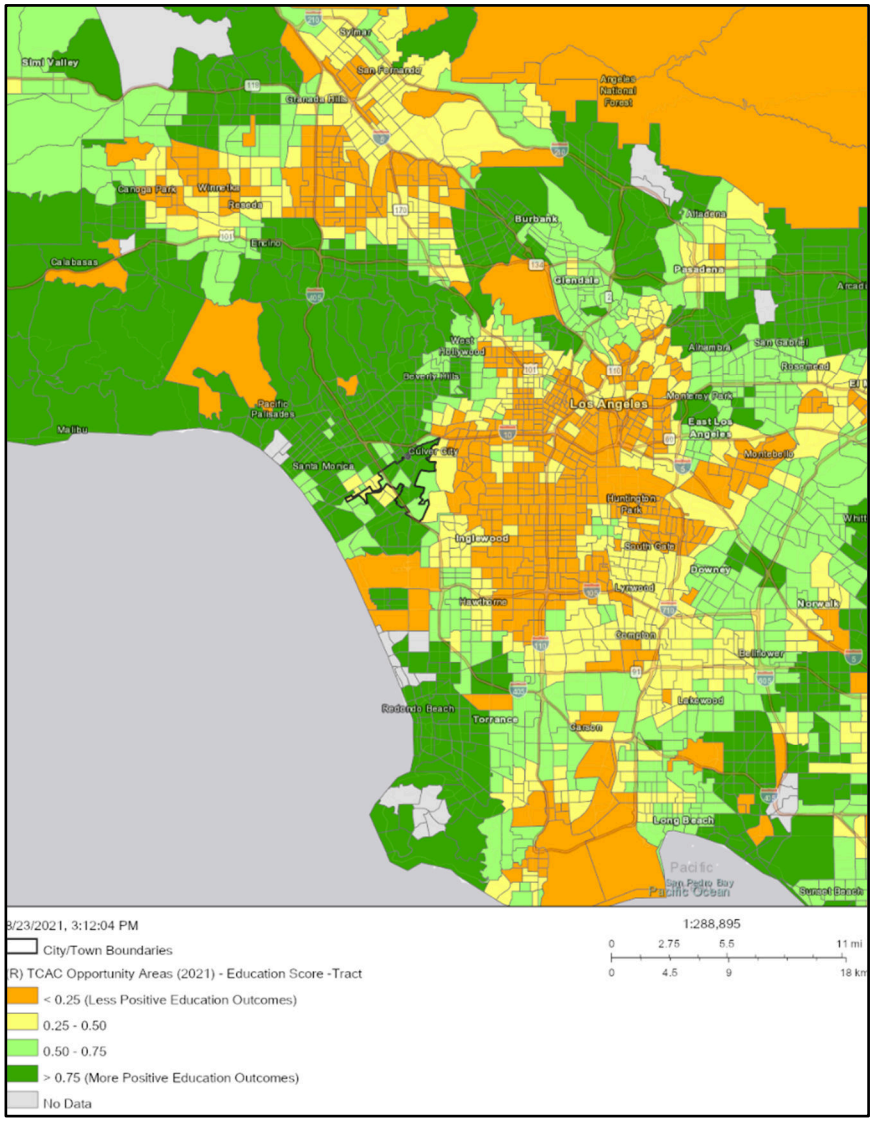
Source: HCD AFFH Data Viewer (2021 HCD/TCAC Opportunity Map), 2021.

FIGURE E-22: TCAC ECONOMIC SCORES



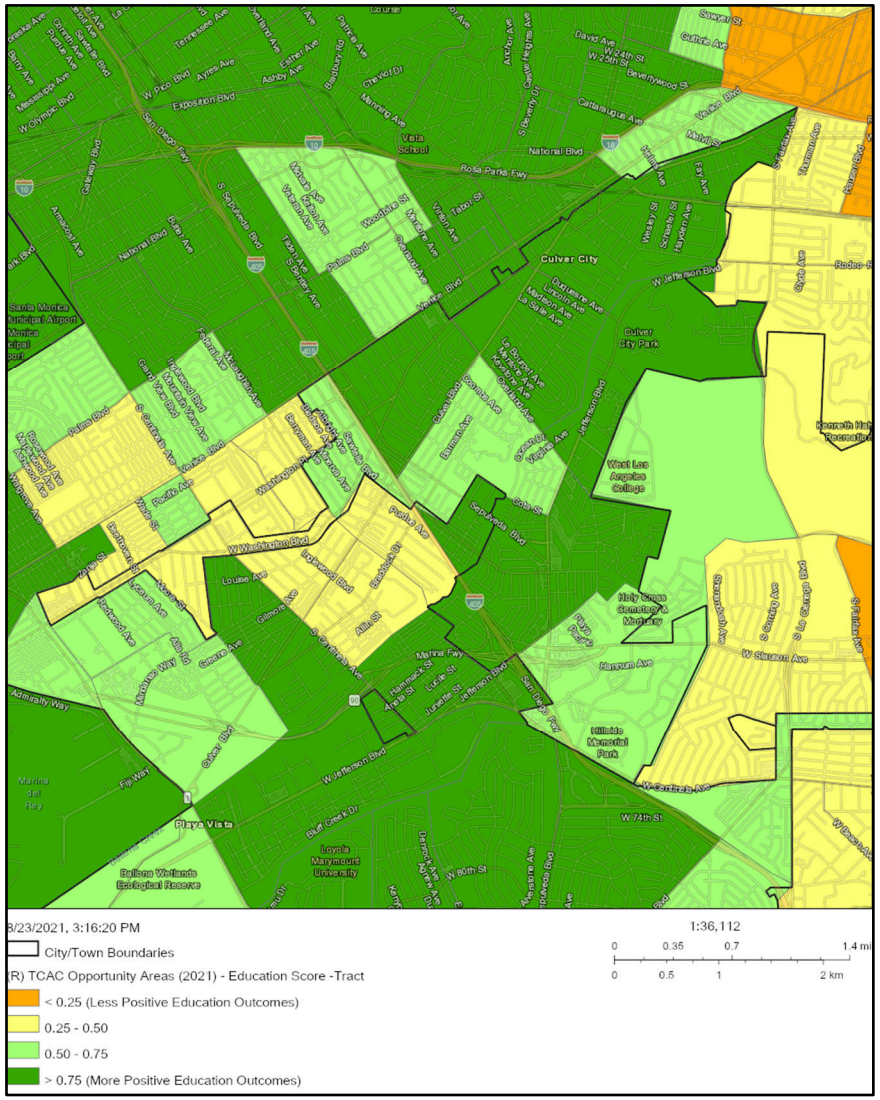
Source: HCD AFFH Data Viewer (2021 HCD/TCAC Opportunity Map), 2021.

FIGURE E-23: REGIONAL TCAC EDUCATION SCORES



Source: HCD AFFH Data Viewer (2021 HCD/TCAC Opportunity Map), 2021.

FIGURE E-24: TCAC EDUCATION SCORES



Source: HCD AFFH Data Viewer (2021 HCD/TCAC Opportunity Map), 2021.

ENVIRONMENTAL

Environmental health scores are determined by the Fair Housing Task Force based on CalEnviroScreen 3.0 pollution indicators and values. The California Office of Environmental Health Hazard Assessment (OEHHA) compiles these scores to help identify California communities disproportionately burdened by multiple sources of pollution. In addition to environmental factors (pollutant exposure, groundwater threats, toxic sites, and hazardous materials exposure) and sensitive receptors (seniors, children, persons with asthma, and low birth weight infants), CalEnviroScreen also takes into consideration socioeconomic factors. These factors include educational attainment, linguistic isolation, poverty, and unemployment. Refer to Table E-13 for the complete list of Opportunity Map domains and indicators.

Regional Trend. Figure E-25 shows TCAC environmental scores by tract regionally. There are more tracts in the County that scored in the lowest quartile for environmental scores compared to economic and education scores. Areas around Inglewood, Malibu, Rancho Palos Verdes, Redondo Beach, Altadena, and Long Beach have the highest concentration of tracts with environmental scores in the highest quartile.

Local Trend. Figure E-26 shows that tracts in the northeastern, southern, and western corners of Culver City received environmental scores in the lowest quartile. All tracts in Culver City scored below 0.50, indicating less positive environmental outcomes. These areas also have higher concentrations of racial/ethnic minorities. As described above, the tract in the western corner of the City also received lower education scores and is considered a moderate resource area (see Figure E-20 and Figure E-24). Despite the low environmental scores citywide, most tracts in Culver City are categorized as high and highest resource.

CalEnviroScreen 4.0 scores are shown in Figure E-27. CalEnviroScreen 4.0 is the OEHHA's most updated California Communities Environmental Health Screening Tool used to identify communities that are disproportionately burdened by multiple sources of pollution. CalEnviroScreen 4.0 scores are based on percentiles; lower percentile scores mean better environmental conditions. Most tracts scored in the 50th percentile or higher. One tract in the northeastern area of the city scored between the 31st and 40th percentile. The western tract scored in the highest percentile in the city (between the 71st and 80th percentile). As discussed previously, this tract also has a lower education score and is considered a moderate resource area (see Figure E-20 and Figure E-24).

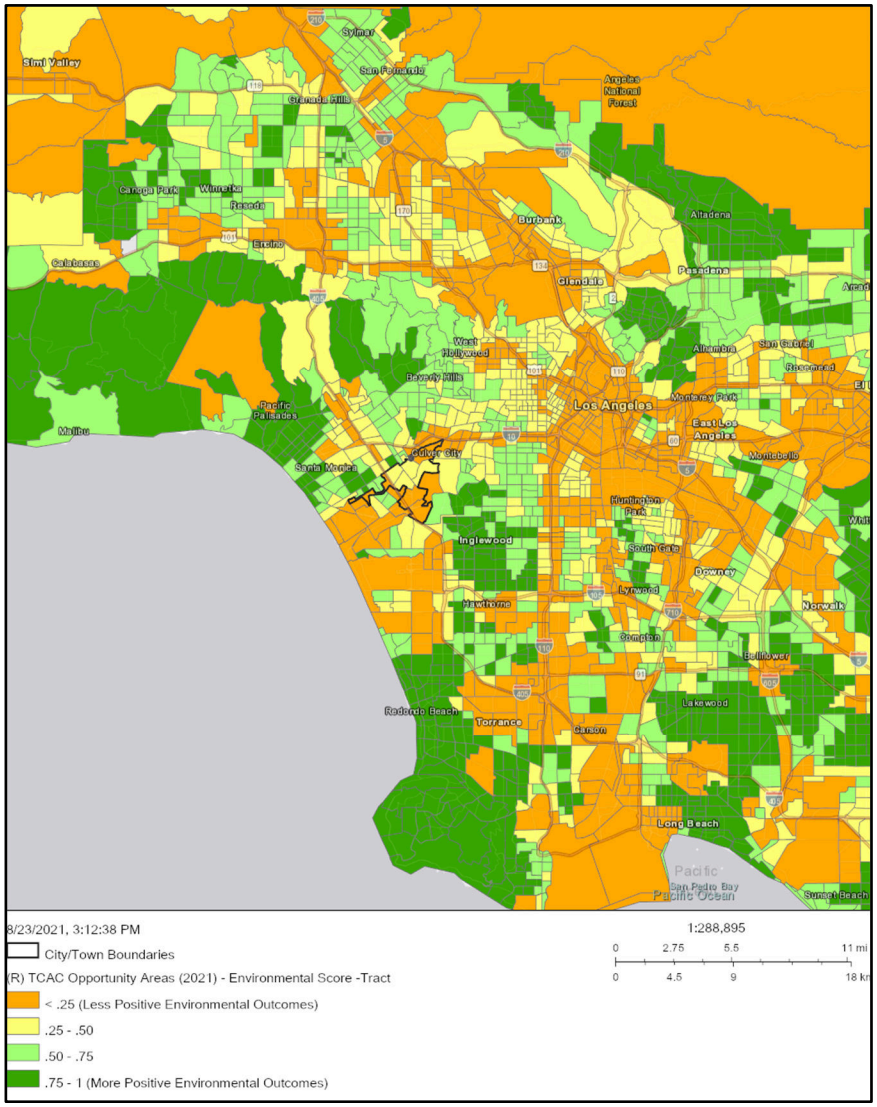
Sites Inventory. Figure E-27 also shows the sites inventory used to meet the City's 2021-2029 RHNA. Sites are generally distributed throughout the city. As presented in Table E-17, over 50% of RHNA units are in tracts that scored in the 61st to 70th CalEnviroScreen 4.0 percentile. Only 8.9% of very low income units and 8.7% of low income units in tracts below the 50th percentile.

TABLE E-17: DISTRIBUTION OF RHNA UNITS BY CALENVIROSCREEN 4.0 SCORE

CalEnviroScreen 4.0 Percentile (Tract)	Very Low Income	Low Income	Moderate Income	Above Moderate Income	All RHNA Units
31-40%	0.0%	0.0%	14.3%	10.9%	7.6%
41-50%	8.9%	8.7%	14.3%	14.6%	12.3%
51-60%	25.4%	24.0%	14.2%	26.8%	23.2%
61-70%	63.7%	65.2%	48.2%	39.9%	51.0%
71-80%	2.1%	2.2%	9.0%	7.8%	6.0%
Total	**1,679**	**1,741**	**2,054**	**3,637**	**9,111**

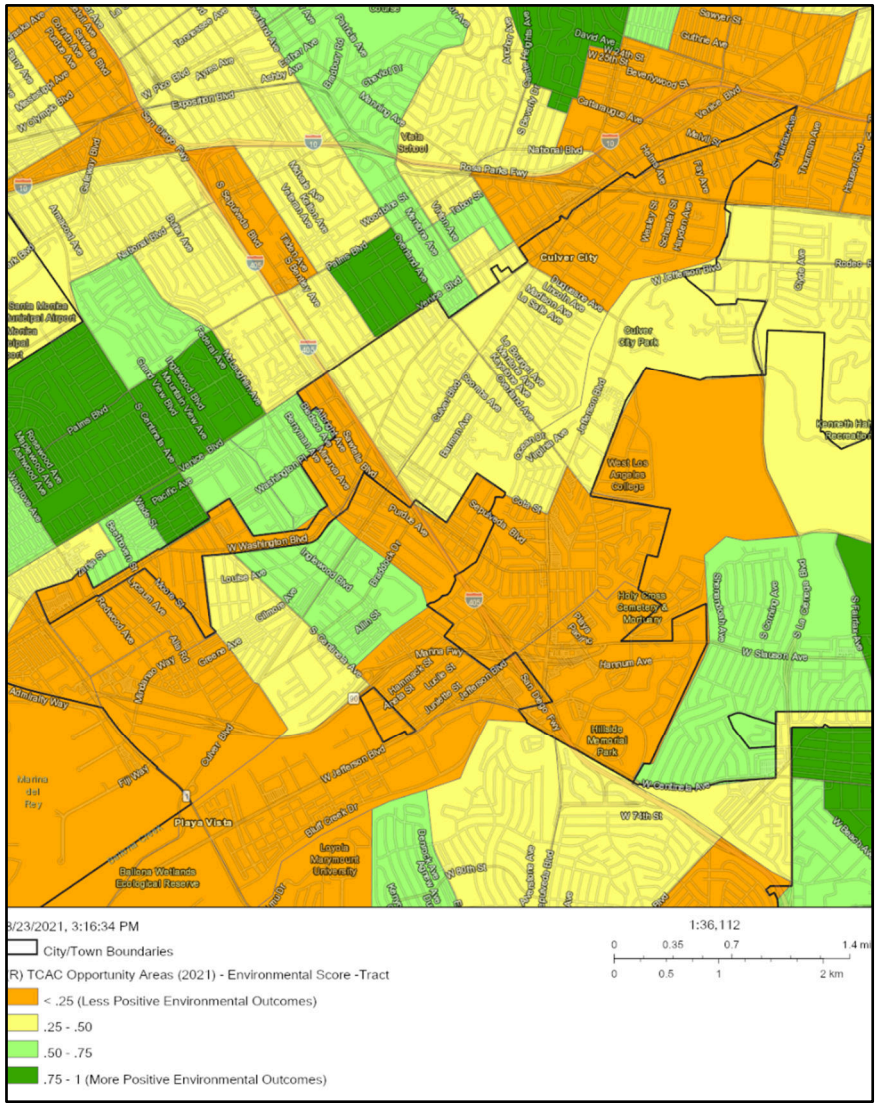
Note: The RHNA sites in this analysis include 1,410 Incremental Infill parcels that met the objective criteria for site selection.

FIGURE E-25: REGIONAL TCAC ENVIRONMENTAL SCORES



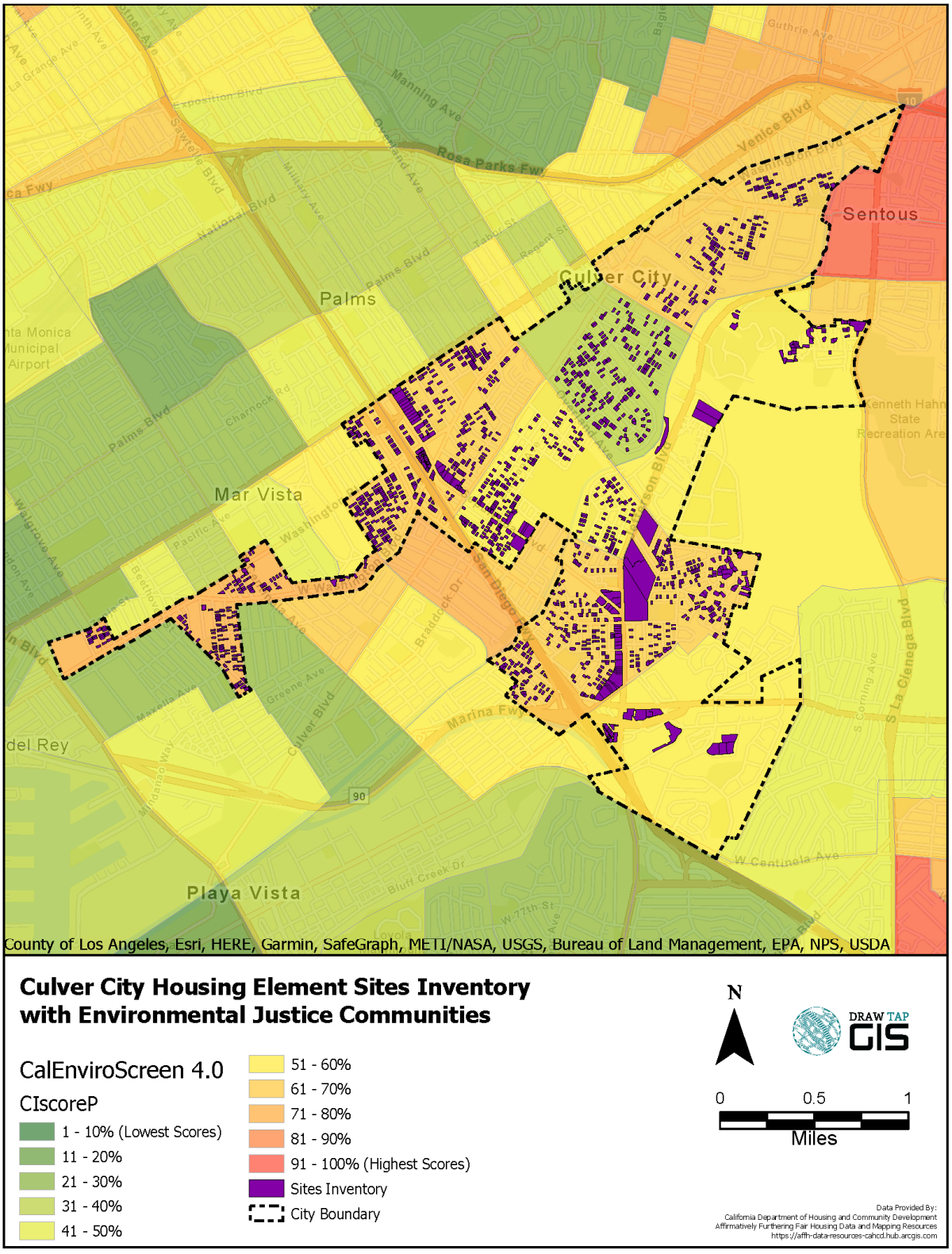
Source: HCD AFFH Data Viewer (2021 HCD/TCAC Opportunity Map), 2021.

FIGURE E-26: TCAC ENVIRONMENTAL SCORES



Source: HCD AFFH Data Viewer (2021 HCD/TCAC Opportunity Map), 2021.

FIGURE E-27: CALENVIROSCREEN 4.0 SCORES AND RHNA SITES



Source: HCD AFFH Data Viewer (CalEnviroScreen 4.0, 2021), 2021.

TRANSPORTATION

HUD's Job Proximity Index, shown in Table E-14 previously, can be used to show transportation need geographically. The Job's Proximity Index calculates how accessible a given residential neighborhood is based on its distance to all job locations within a Core Based Statistical Areas (CBSA). It applies more weight to larger employment centers. Block groups with lower jobs proximity indices are located further from employment opportunities and have a higher need for transportation. Availability of efficient, affordable transportation can be used to measure fair housing and access to opportunities. SCAG developed a mapping tool for High Quality Transit Areas (HQTA) as part of the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG defines HQTAs as areas within one-half mile from a major transit stop and a high-quality transit corridor. This section also utilizes All Transit metrics to identify transportation opportunities in Los Angeles County and Culver City.

Regional Trend. All Transit explores metrics that reveal the social and economic impact of transit, specifically looking at connectivity, access to jobs, and frequency of service.[25] Culver City's All Transit Performance score of 8.8 is higher than the surrounding jurisdictions of Beverly Hills (8.2), Hawthorne (7.3), Inglewood (7.7), Santa Monica (8.8), West Hollywood (8.7), the City of Los Angeles (7.7), and the County (6.8). The County's score of 6.8 indicates a moderate combination of trips per week and number of jobs accessible that enable a moderate number of people to take transit to work. Countywide, 6.7% or commuters use transit.

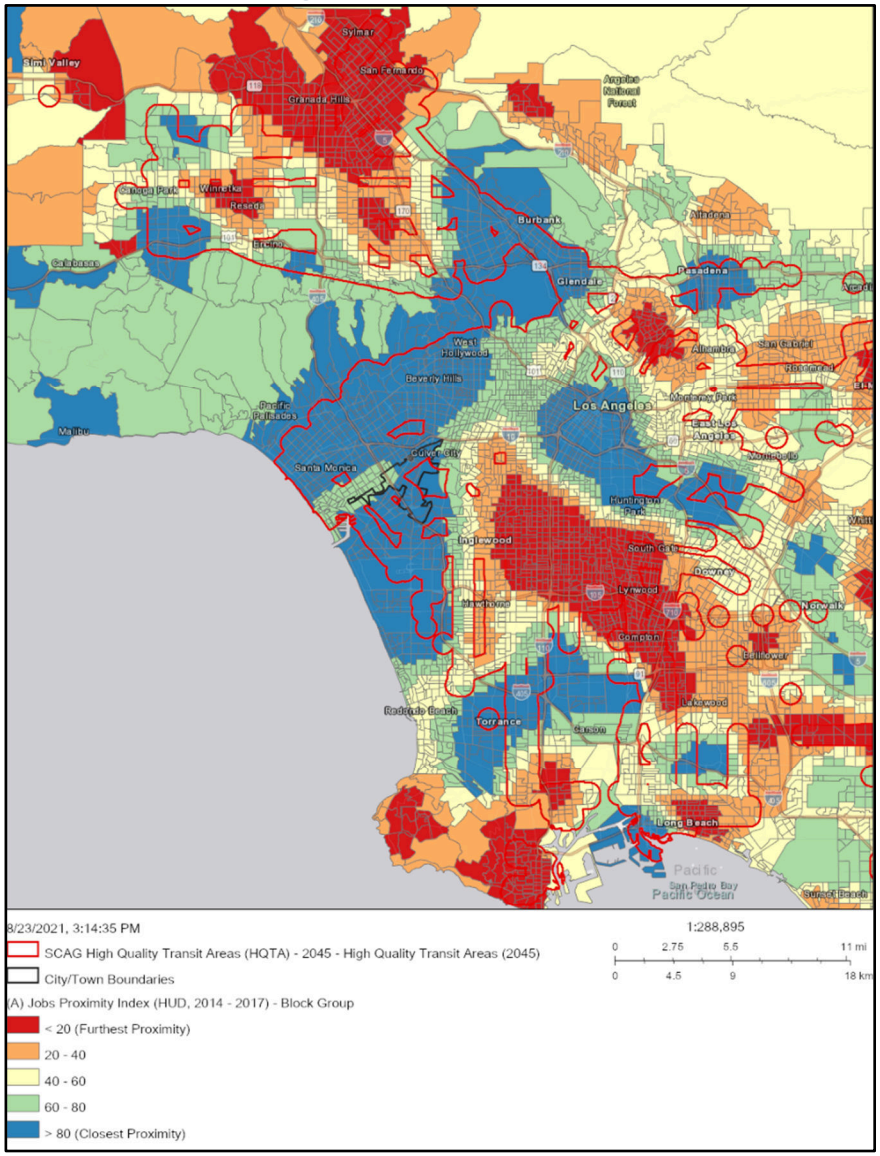
As shown in Figure E-28, block groups around Santa Monica/Beverly Hills, Glendale/Burbank, Torrance, downtown Los Angeles, and coastal areas around El Segundo have the highest jobs proximity index scores indicating there are accessible employment opportunities in those areas. Central County areas, from Inglewood to Bellflower, southern South Bay cities, and parts of San Fernando Valley have the lowest jobs proximity index scores. Most of the central County areas and San Fernando Valley are considered HQTAs.

Local Trend. The City's All Transit score of 8.8 illustrates an "excellent" combination of trips per week and number of jobs accessible that enable a moderate number of people to take transit to work. Culver City has a lower proportion of households with commuters that use transit (3.4%) than the County (6.7%).

HUD's Job Proximity Index, described previously, can be used to show transportation need geographically. Block groups with lower jobs proximity indices are located further from employment opportunities and have a higher need for transportation. As shown in Figure E-29, employment opportunities are very accessible for most block groups in the City. Block groups in the northeastern, central, and southern sections of the City are located closest to employment opportunities. Employment opportunities are slightly less accessible in the western corner of the City. This area also received lower education and environmental scores and is considered a moderate resource area (see Figure E-20, Figure E-24, and Figure E-26). Almost all of Culver City is considered an HQTA.

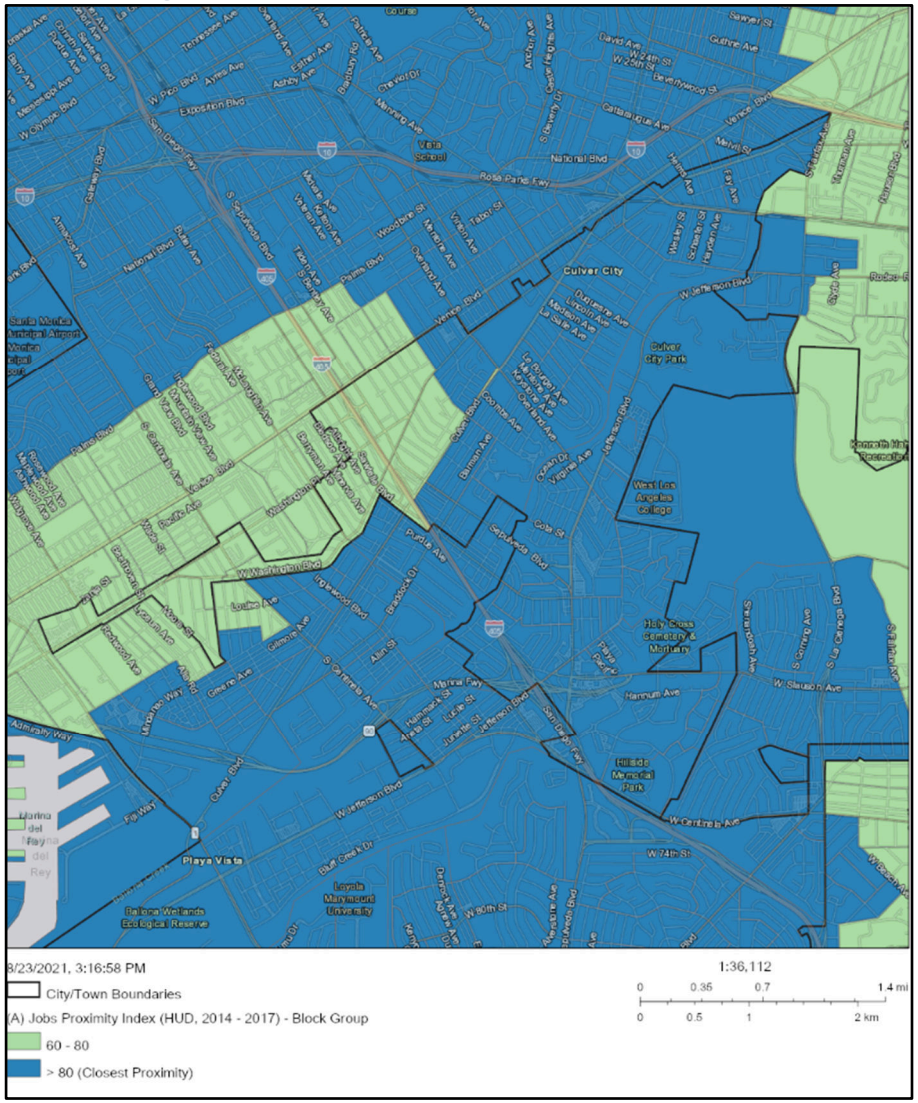
[25] AllTransit. 2019 Metrics: AllTransit Performance Score. https://alltransit.cnt.org/. Accessed July 2021.

FIGURE E-28: REGIONAL JOBS PROXIMITY INDICES AND HQTAS



Source: HCD AFFH Data Viewer (HUD, 2014-2017), 2021; SCAG 2045 HQTAs, 2021.

FIGURE E-29: JOBS PROXIMITY INDEX BY BLOCK GROUP



Source: HCD AFFH Data Viewer (HUD, 2014-2017), 2021.

5. DISPROPORTIONATE HOUSING NEEDS

Housing problems in Culver City were calculated using HUD's 2020 Comprehensive Housing Affordability Strategy (CHAS) data based on the 2013-2017 ACS. Table E-18 breaks down households by race and ethnicity and presence of housing problems for Culver City and Los Angeles County households. The following conditions are considered housing problems:

- Substandard Housing (incomplete plumbing or kitchen facilities)
- Overcrowding (more than 1 person per room)
- Cost burden (housing costs greater than 30%)

In Culver City, 35.6% of owner-occupied households and 49.1% of renter-occupied households have one or more housing problem. The City has a lower proportion of households with a housing problem compared to the County, where 38.9% of owner-occupied households and 62.3% of renter-occupied households experience a housing problem. In Culver City, Hispanic renter-occupied households and Black owner-occupied households have the most housing problems. Approximately 59% of Black owner-occupied households and 65% of Hispanic renter-occupied households experience a housing problem.

TABLE E-18: HOUSING PROBLEMS BY RACE/ETHNICITY

With Housing Problem	White	Black	Asian	Am. Indian	Pac. Isldr.	Hispanic	Other	All
Culver City								
Owner-Occupied	32.2%	59.2%	31.9%	0.0%	--	43.9%	30.0%	35.6%
Renter-Occupied	42.1%	50.0%	46.3%	--	--	64.5%	34.2%	49.1%
Los Angeles County								
Owner-Occupied	32.1%	41.5%	38.3%	39.7%	39.7%	48.2%	36.5%	38.9%
Renter-Occupied	52.6%	63.7%	56.3%	56.4%	55.5%	71.1%	55.7%	62.3%

Source: HUD CHAS Data (based on 2013-2017 ACS), 2020.

COST BURDEN

Households are considered cost burdened if they pay 30% or more of their gross income in housing costs, and severely cost burdened if they pay 50% or more of their gross income in housing costs.

Regional Trend. Cost burden by tenure for Los Angeles County based on HUD CHAS data is shown in Table E-19. Approximately 45.4% of Los Angeles County households are cost burdened, including 35% of owner-occupied households and 54.2% of renter-occupied households. Non-Hispanic Black and Hispanic renter households have the highest rate of cost burden of 59.6% and 58.3%, respectively. Non-Hispanic White and non-Hispanic Pacific Islander owner households have the lowest rate of cost burden of 31.1% and 33.3%, respectively. Cost burden is more common amongst renter households than owner households regardless of race or ethnicity.

TABLE E-19: COST BURDEN BY RACE/ETHNICITY – LOS ANGELES COUNTY

Race/Ethnicity	Cost Burden (>30%)	Severe Cost Burden (>50%)	Total Households
Owner-Occupied			
White, non-Hispanic	31.1%	14.8%	648,620
Black, non-Hispanic	40.0%	19.6%	104,895
Asian, non-Hispanic	34.4%	15.8%	255,890
Amer. Ind, non-Hispanic	36.9%	16.3%	3,215
Pacific Isldr., non-Hispanic	33.3%	14.8%	2,165
Hispanic	39.5%	17.8%	470,670
Other	34.9%	17.2%	26,905
Renter-Occupied			
White, non-Hispanic	49.4%	27.5%	541,545
Black, non-Hispanic	59.6%	34.8%	206,950
Asian, non-Hispanic	47.6%	25.5%	226,765
Amer. Ind, non-Hispanic	48.8%	26.8%	4,420
Pacific Isldr., non-Hispanic	47.9%	22.5%	4,355
Hispanic	58.3%	30.5%	755,590
Other	50.9%	27.5%	43,210

Source: HUD CHAS Data (based on 2013-2017 ACS), 2020.

Local Trend. As presented in Table E-19, Black owner households and Hispanic renter households in Culver City have the highest rate of cost burden in the City (58.5% and 58.2%, respectively). Cost burden amongst owner-households is lower than renter-households for all racial/ethnic groups other than Black households. None of the 15 American Indian owner-occupied households are cost burdened. White owner households, Asian owner households, and "other" renter households are the least cost burdened racial/ethnic groups. Overall, 37.6% of households in Culver City are cost burdened, including 33.4% of owner-occupied households and 42.5% of renter-occupied households. Cost burden is less common in Culver City than throughout the County.

Figure E-30 compares cost burdened owner households using the 2010-2014 and 2015-2019 ACS. The proportion of cost burdened homeowners has decreased since the 2010-2014 ACS, specifically in tracts along the northwest City boundary. Only 20-40% of owners in these tracts experience cost burden, compared to 40-60% throughout the rest of the City.

Cost burden trends for renter-occupied households is shown in Figure E-31. Since the 2010-2014 ACS, the proportion of cost burdened renters has fluctuated throughout the City. Two tracts in the western corner of the City saw the proportion of cost burdened renters increase from 40-60% to 60-80%. These tracts also have higher concentrations of racial/ethnic minorities and LMI households and one is categorized as moderate resource (see Figure E-2, Figure E-14, and Figure E-20). However, several tracts in the central and southern areas of the City saw a decrease in cost burdened renters.

TABLE E-20: COST BURDEN BY RACE/ETHNICITY – CULVER CITY

Race/Ethnicity	Cost Burden (>30%)	Severe Cost Burden (>50%)	Total Households
Owner-Occupied			
White, non-Hispanic	31.3%	15.2%	5,605
Black, non-Hispanic	58.5%	21.8%	735
Asian, non-Hispanic	26.7%	10.7%	1,350
Amer. Ind, non-Hispanic	0.0%	0.0%	15
Hispanic	36.4%	8.1%	990
Other	33.3%	13.3%	150
Renter-Occupied			
White, non-Hispanic	36.8%	19.5%	3,410
Black, non-Hispanic	42.6%	28.7%	680
Asian, non-Hispanic	34.4%	12.4%	1,295
Hispanic	58.2%	31.5%	2,045
Other	30.9%	3.6%	275

Source: HUD CHAS Data (based on 2013-2017 ACS), 2020.

Sites Inventory. Figure E-30 and Figure E-31 also show the sites inventory used to meet the City's 2021-2029 RHNA. All RHNA units are in tracts where 20% to 60% of owners overpay for housing. A larger proportion of lower income units are in tracts where 40-60% of owners are cost burdened, while a larger proportion of moderate and above moderate income units are in tracts where only 20-40% of owners are cost burdened. More than half of the units used to meet the RHNA are in tracts where 40-60% of renters overpay for housing. There are more lower income units in tracts where less than 40% of renter overpay compared to moderate and above moderate income units.

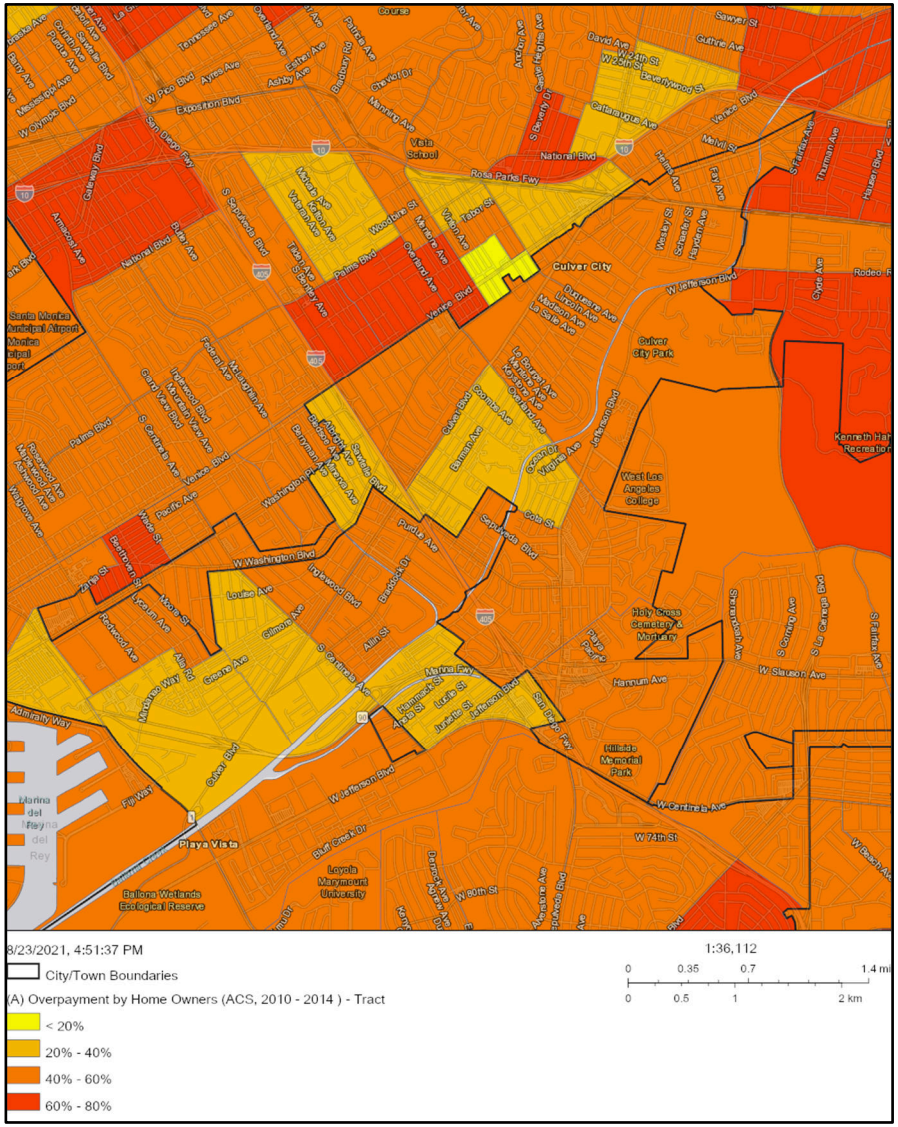
TABLE E-21: DISTRIBUTION OF RHNA UNITS BY PERCENT OF COST BURDENED OWNERS

Overpaying Owners (Tract)	Very Low Income	Low Income	Moderate Income	Above Moderate Income	All RHNA Units
20-40%	35.2%	36.1%	52.9%	43.5%	42.7%
40-60%	64.8%	63.9%	47.1%	56.5%	57.3%
Total	**1,679**	**1,741**	**2,054**	**3,637**	**9,111**

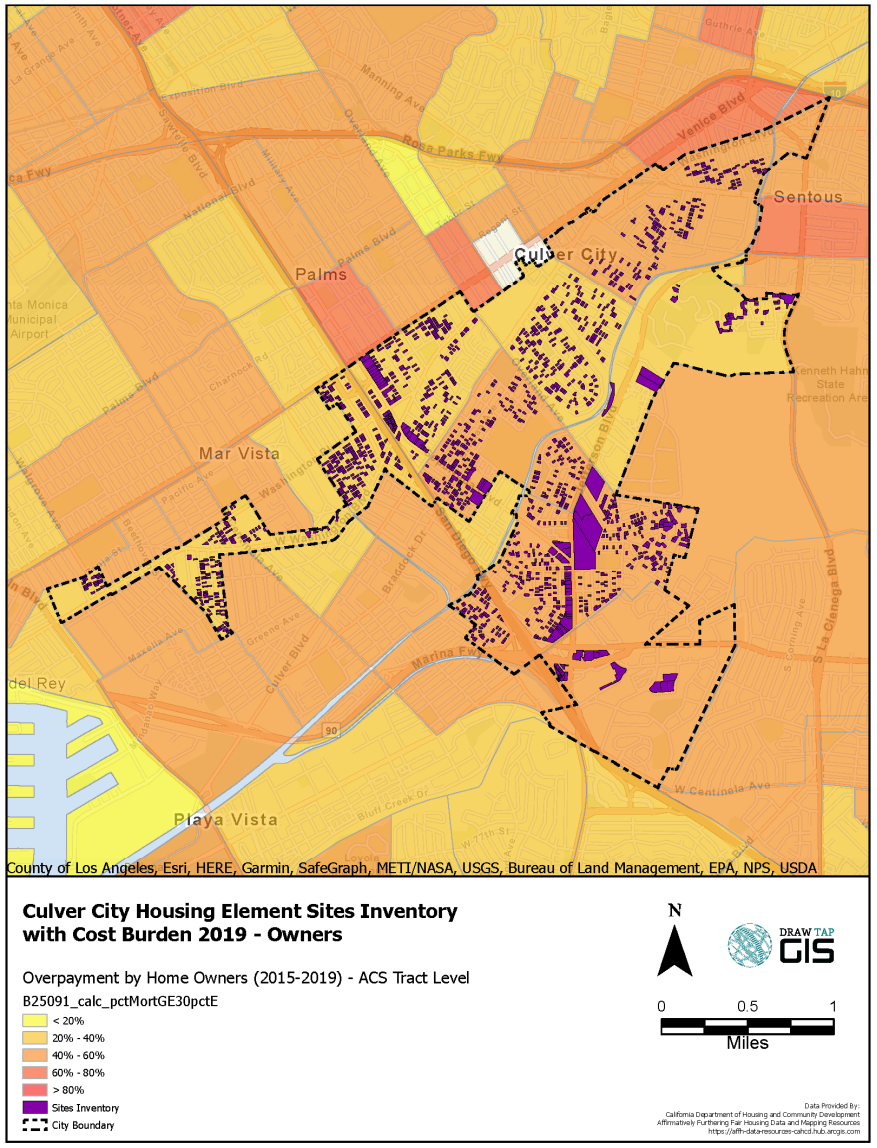
TABLE E-22: DISTRIBUTION OF RHNA UNITS BY PERCENT OF COST BURDENED RENTERS

Overpaying Renters (Tract)	Very Low Income	Low Income	Moderate Income	Above Moderate Income	All RHNA Units
20-40%	23.0%	22.8%	14.3%	17.7%	18.9%
40-60%	44.2%	42.3%	61.3%	69.7%	57.9%
60-80%	32.8%	34.9%	24.4%	12.6%	23.2%
Total	**1,679**	**1,741**	**2,054**	**3,637**	**9,111**

FIGURE E-30: (A) OVERPAYMENT BY HOMEOWNERS (2010-2014)

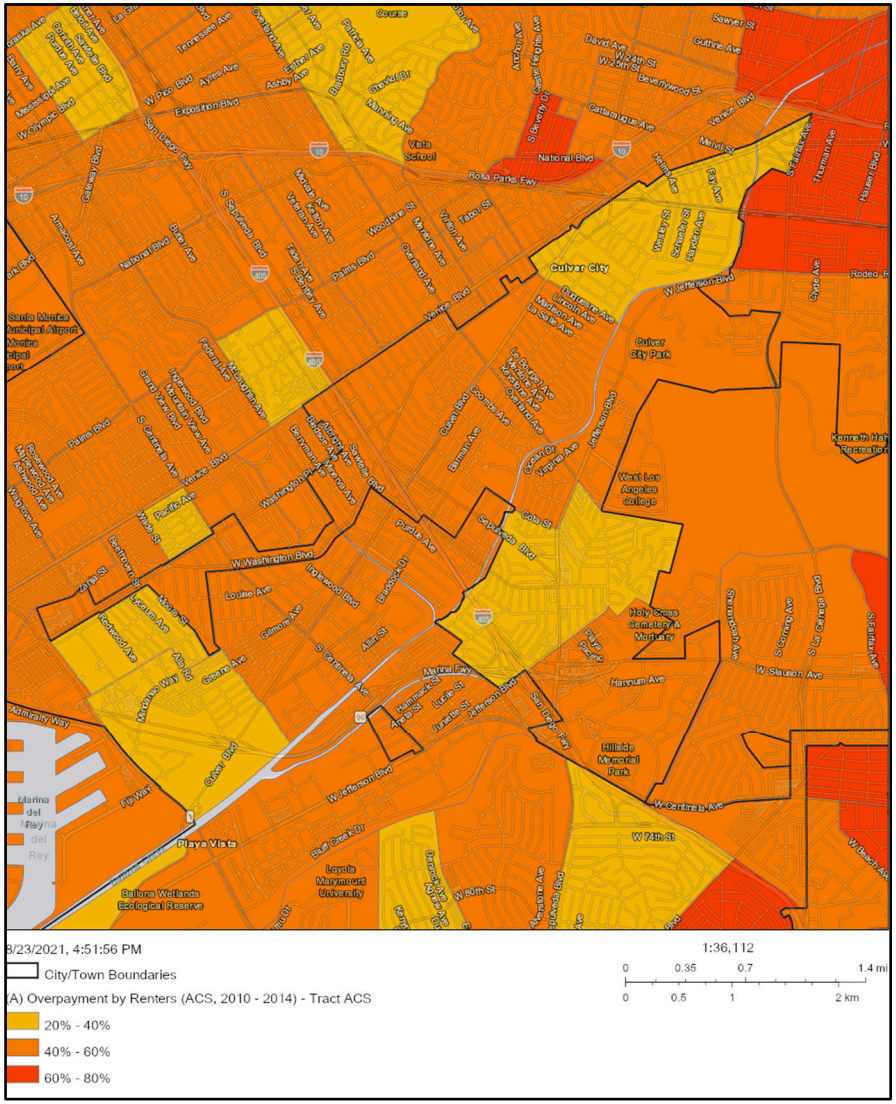


(B) OVERPAYMENT BY HOMEOWNERS (2015-2019)

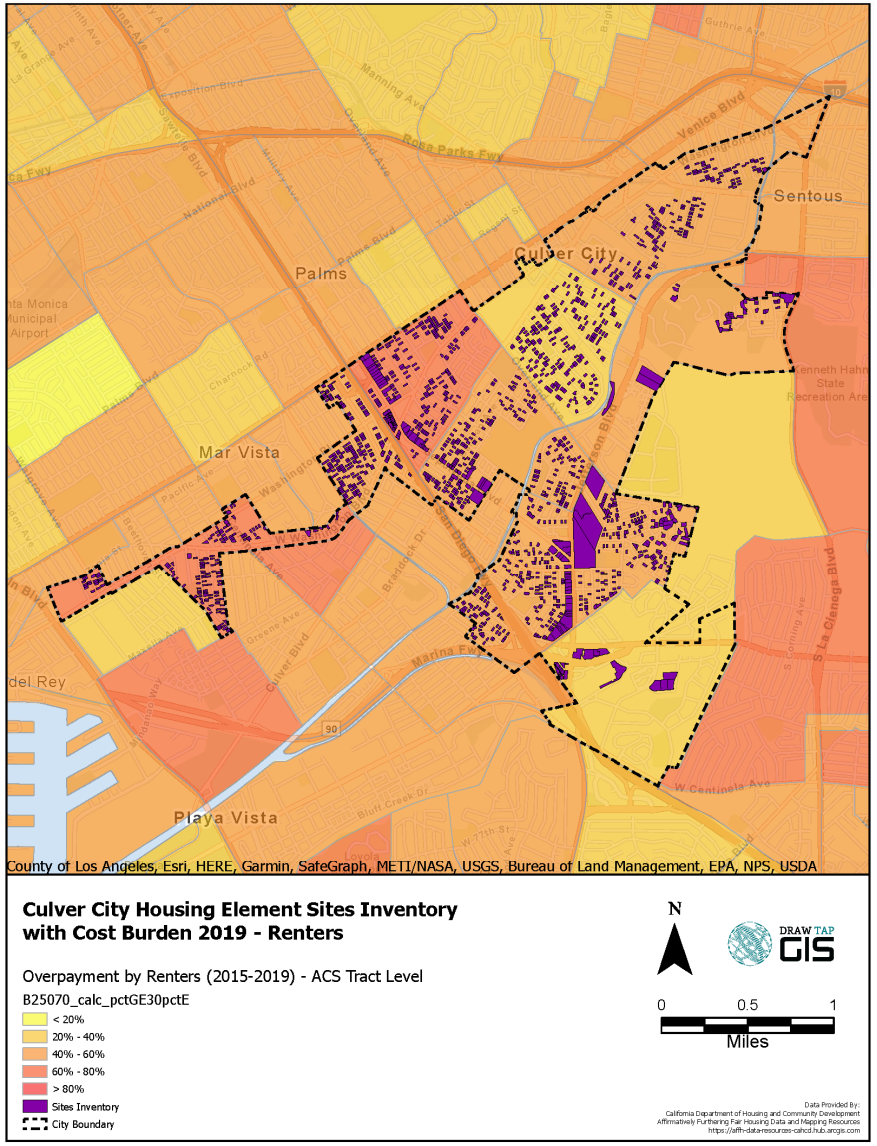


Source: HCD AFFH Data Viewer (2010-2014 and 2015-2019 ACS), 2021.

FIGURE E-31: (A) OVERPAYMENT BY RENTERS (2010-2014)



(B) OVERPAYMENT BY RENTERS (2015-2019)



Source: HCD AFFH Data Viewer (2010-2014 and 2015-2019 ACS), 2021.

OVERCROWDING

A household is considered overcrowded if there is more than one person per room and severely overcrowded is there is more than 1.5 persons per room. HUD CHAS data based on the 2013-2017 ACS is used to show overcrowding in Culver City and Los Angeles County.

Regional Trend. As shown in Table E-, approximately 5.7% of owner-occupied households and 16.7% of renter-occupied households throughout the County are overcrowded. Severe overcrowded is also an issue in the County, especially amongst renter households. Approximately 1.5% of owner households and 7.6% of renter households are severely overcrowded.

Figure E-32 shows concentrations of overcrowded households by tract regionally. Overcrowded households are most concentrated in the central County areas, including the City of Los Angeles, South Gate, and Compton, and in parts of the San Fernando Valley.

Local Trend. Table E-23, below, shows that 2.7% of owner-occupied households and 8.7% of renter-occupied households in Culver City are overcrowded. Overcrowding is less common in Culver City than the County. Only 0.8% of owner households and 3.8% of renter households in Culver City are severely overcrowded.

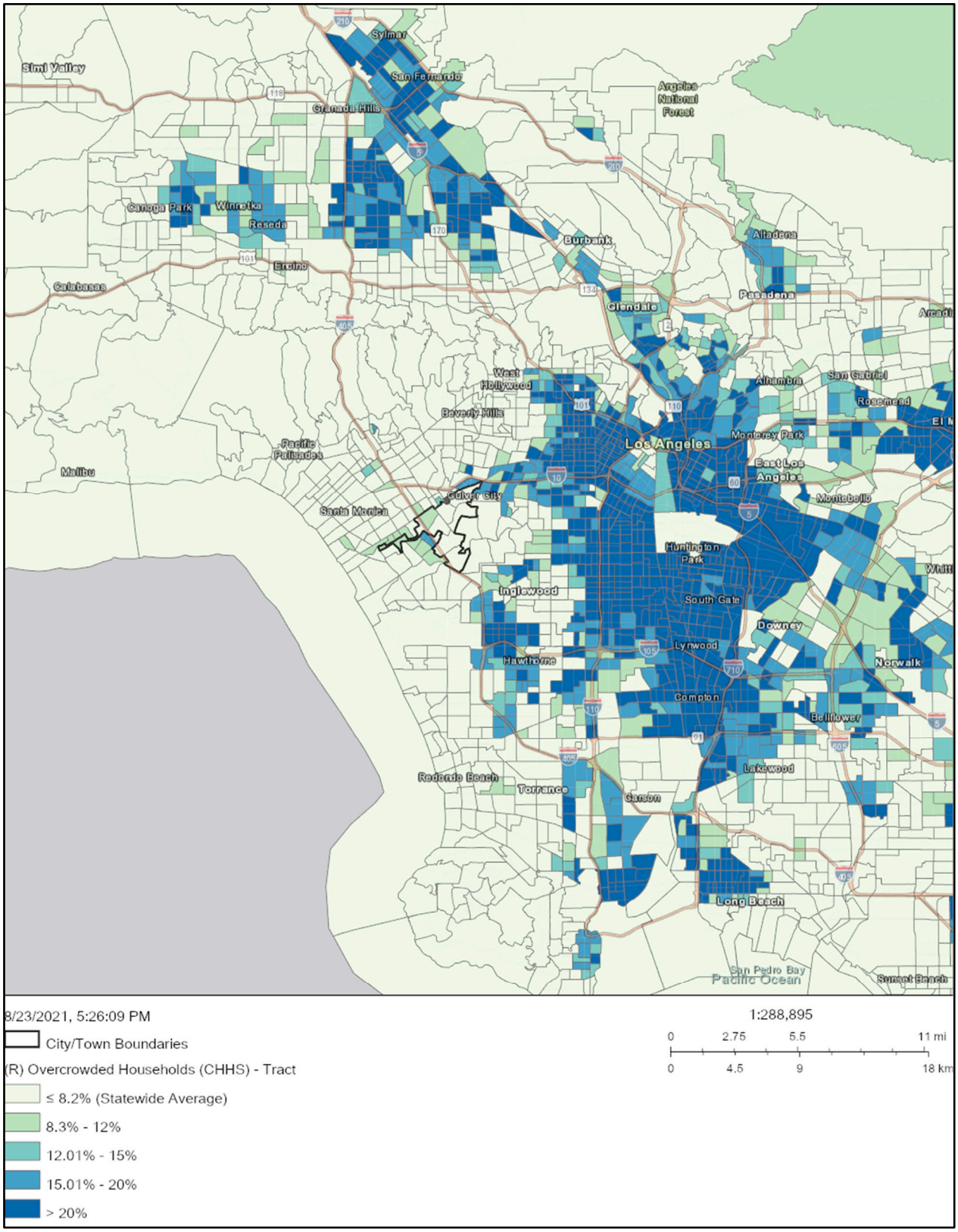
Figure E-33 shows the concentration of overcrowded and severely overcrowded households in Culver City by census tract. Overcrowded households account for less than 8.2% (statewide average) of households in most tracts. Between 8.3 and 12% of households are overcrowded in two tracts in the western corner of the City. As discussed previously, these tracts also have a higher concentration of cost burdened renters, racial/ethnic minorities, and LMI households (see Figure E-2, Figure E-14, and Figure E-31). One of the tracts with a higher concentration of overcrowded households is also a moderate resource area (see Figure E-20). There are no tracts in Culver City with a concentration of severely overcrowded households exceeding 5%.

TABLE E-23: OVERCROWDING BY TENURE

	Overcrowded (>1 person per room)		Severely Overcrowded (>1.5 person per room)		Total Households
	Households	Percent	Households	Percent	
Culver City					
Owner-Occupied	240	2.7%	70	0.8%	8,840
Renter-Occupied	670	8.7%	295	3.8%	7,705
Los Angeles County					
Owner-Occupied	85,870	5.7%	23,025	1.5%	1,512,365
Renter-Occupied	298,460	16.7%	134,745	7.6%	1,782,835

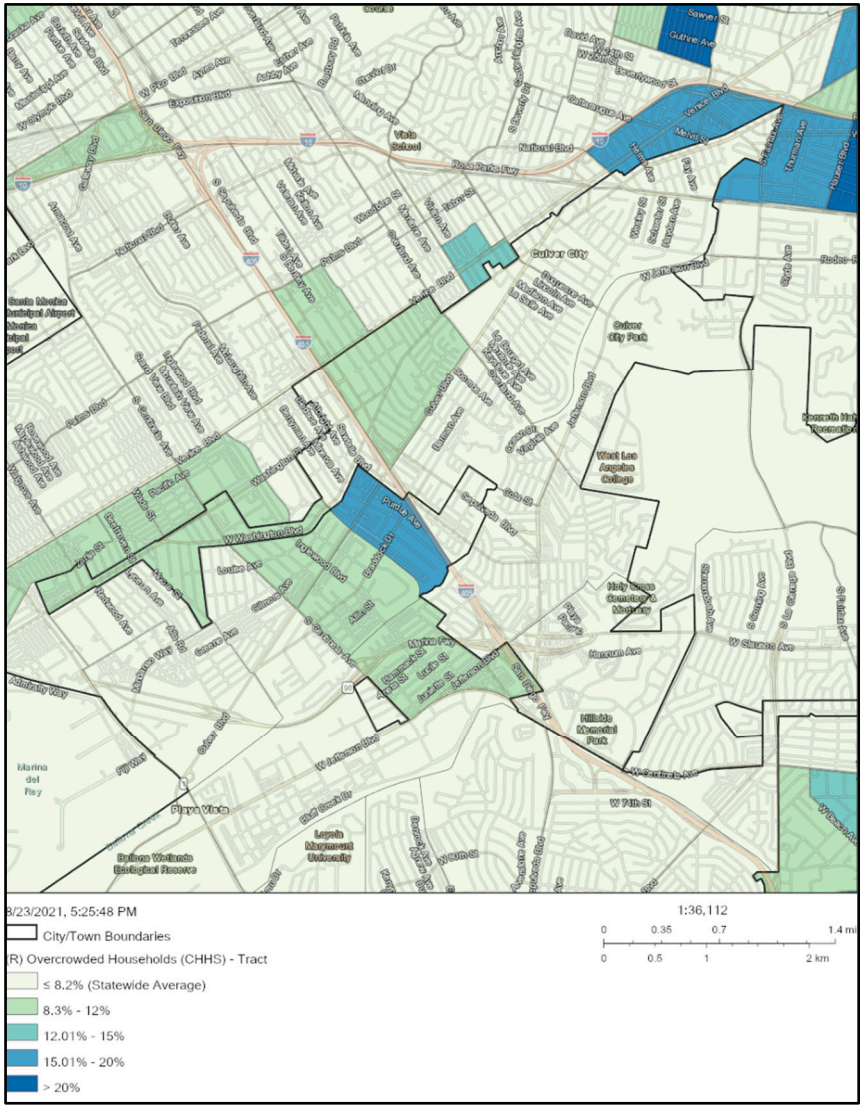
Source: HUD CHAS Data (based on 2013-2017 ACS), 2020.

FIGURE E-32: REGIONAL CONCENTRATION OF OVERCROWDED HOUSEHOLDS

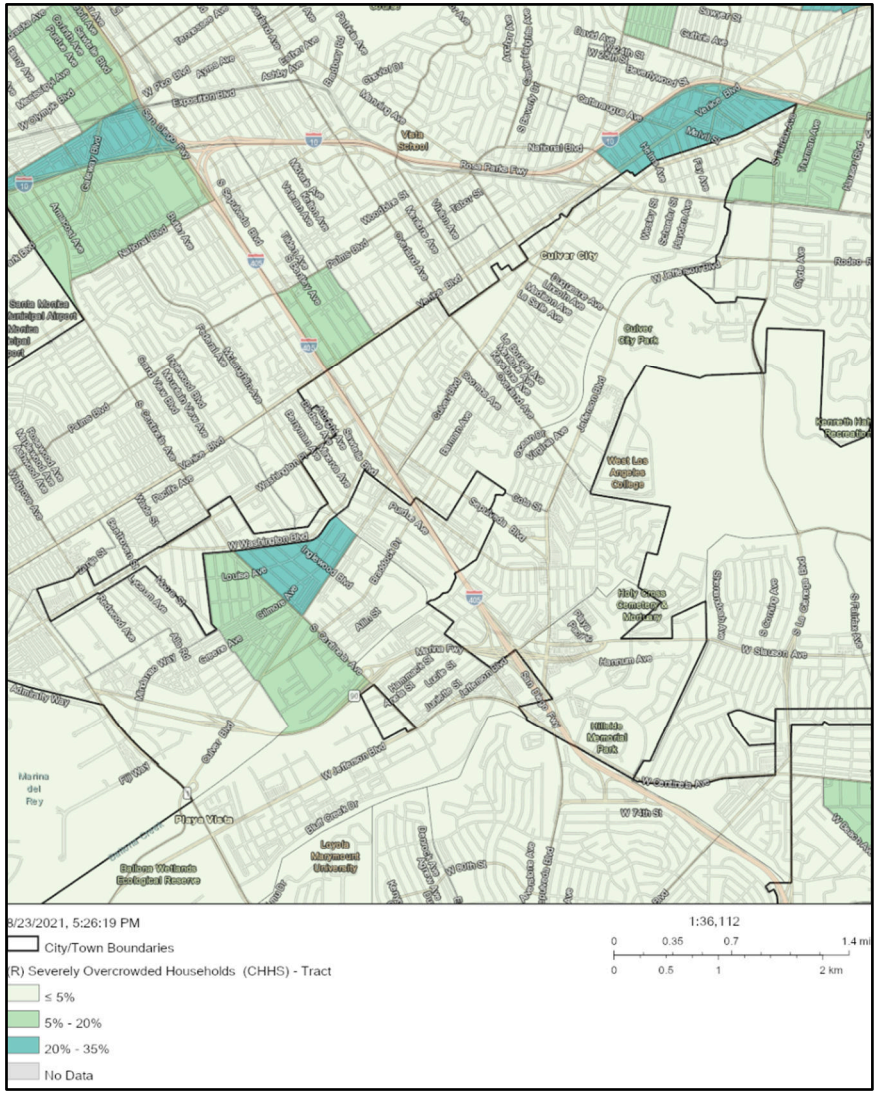


Source: HCD AFFH Data Viewer (2020 HUD CHAS data), 2021.

FIGURE E-33: (A) OVERCROWDED HOUSEHOLDS BY CENSUS TRACT



(B) SEVERELY OVERCROWDED HOUSEHOLDS BY CENSUS TRACT



Source: HCD AFFH Data Viewer (2020 HUD CHAS data), 2021.

SUBSTANDARD HOUSING

Incomplete plumbing or kitchen facilities and housing stock age can be used to measure substandard housing conditions. Incomplete facilities are estimated using 2020 HUD CHAS data, and housing age is based on the 2015-2019 ACS.

Regional Trend. Less than one percent of owner-occupied households and 2.8% of renter-occupied households in Los Angeles County lack complete plumbing or kitchen facilities (Table 24). Overall, only 1.7% of households in the County lack complete facilities.

Housing age can also be used as an indicator for substandard housing and rehabilitation needs. In general, residential structures over 30 years of age require minor repairs and modernization improvements, while units over 50 years of age are likely to require major rehabilitation such as roofing, plumbing, and electrical system repairs. In the County, 86% of the housing stock was built prior to 1990, including 60.5% built prior to 1970 (Table E-25).

Local Trend. In Culver City, 0.7% of owner-occupied households and 4.4% percent of renter-occupied households lack complete plumbing or kitchen facilities, a larger proportion than the County. Overall, 2.4% of Culver City households lack complete facilities.

According to the 2015-2019 ACS, approximately 92.4% of the housing stock in Culver City was built prior to 1990 and may be susceptible to deterioration compared to 85.9% Countywide (Table E-). Tracts 7026, 7027, and 7028.02, located along the western city boundary, have the highest concentration of housing units built more than 50 years ago. Tracts 7028.01 and 7028.03, also located in the western corner of the city, have the highest concentration of new housing units built in 1990 or later. The median year built for housing units by tract is show in Figure E-34.

TABLE E-24: INCOMPLETE PLUMBING OR KITCHEN FACILITIES

	Lacking Complete Kitchen or Plumbing Facilities		Total Households
	Households	Percent	
Culver City			
Owner-Occupied	60	0.7%	8,840
Renter-Occupied	339	4.4%	7,705
Los Angeles County			
Owner-Occupied	6,850	0.5%	1,512,365
Renter-Occupied	50,030	2.8%	1,782,835

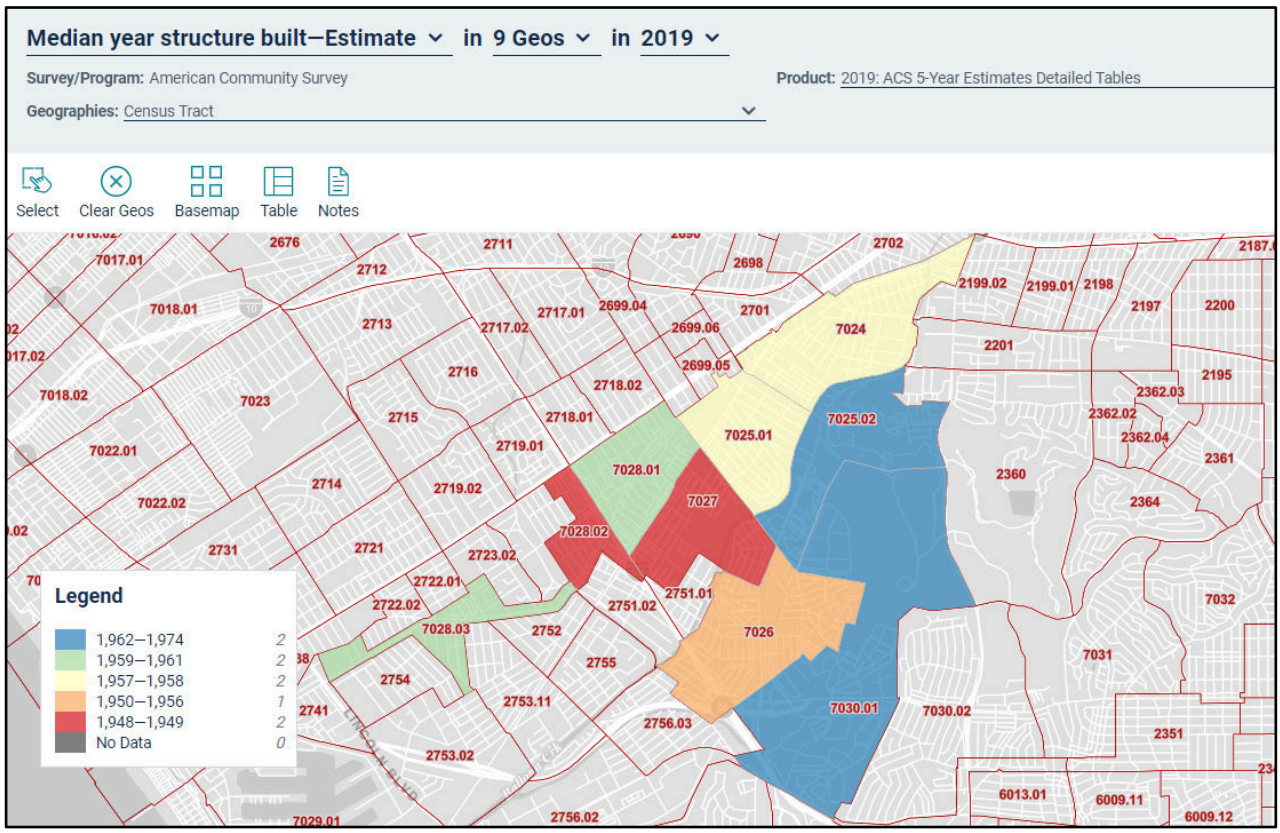
Source: HUD CHAS Data (based on 2013-2017 ACS), 2020.

TABLE E-25: HOUSING STOCK AGE

Tract/Jurisdiction	1969 or Earlier (50+ Years)	1970-1989 (30-50 Years)	1990 or Later (<30 Years)	Total Units
7024	68.3%	22.0%	9.7%	2,056
7025.01	63.7%	31.7%	4.7%	2,214
7025.02	18.3%	77.8%	3.9%	2,170
7026	86.4%	9.5%	4.1%	2,369
7027	86.2%	6.1%	7.8%	1,322
7028.01	65.0%	21.0%	13.9%	2,259
7028.02	94.1%	3.6%	2.3%	912
7028.03	64.1%	23.4%	12.4%	1,229
7030.01	47.8%	44.0%	8.2%	3,307
Culver City	*62.6%*	*29.8%*	*7.6%*	*17,703*
Los Angeles County	*60.5%*	*25.4%*	*14.1%*	*3,542,800*

Source: 2015-2019 ACS (5-Year Estimates).

FIGURE E-34: MEDIAN YEAR STRUCTURE BUILT BY CENSUS TRACT



Source: 2015-2019 ACS (5-Year Estimates).

DISPLACEMENT RISK

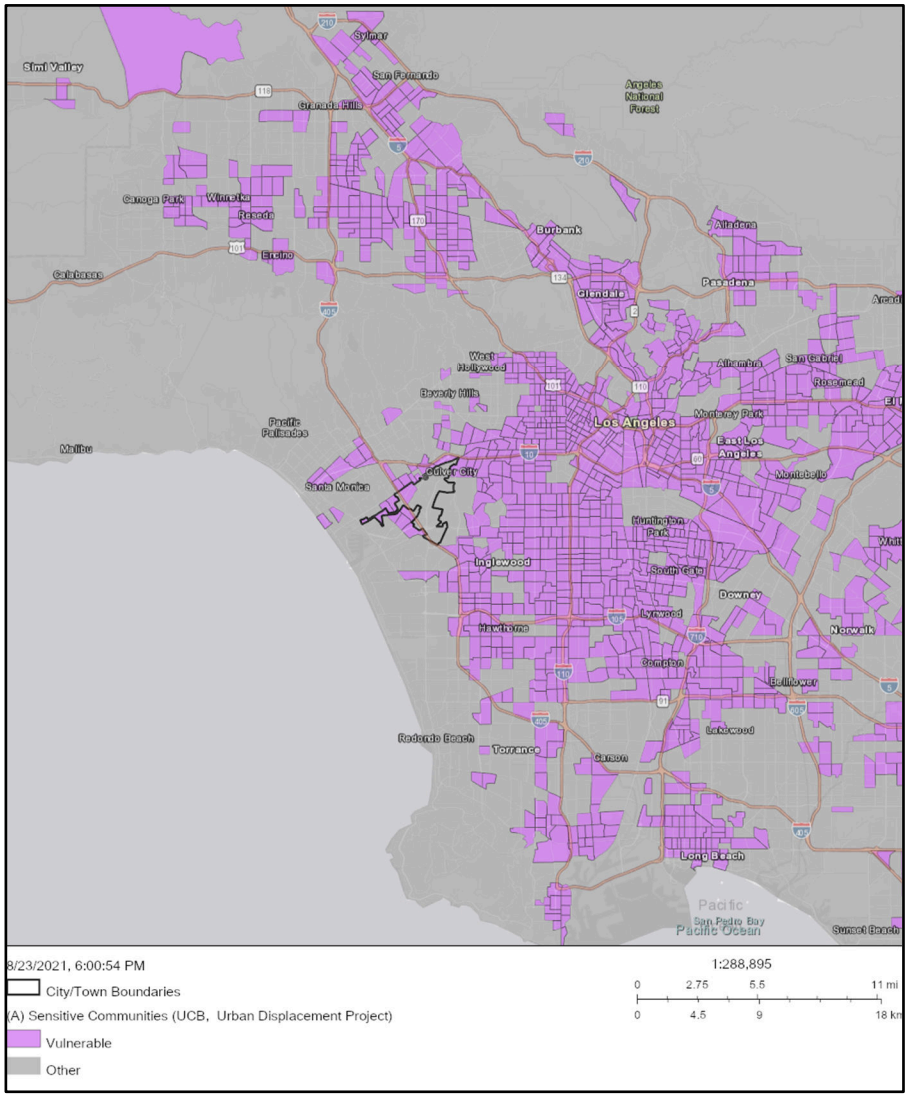
HCD defines sensitive communities as "communities [that] currently have populations vulnerable to displacement in the event of increased development or drastic shifts in housing cost." The following characteristics define a vulnerable community:

- The share of very low income residents is above 20%; and
- The tract meets two of the following criteria:
  - Share of renters is above 40%,
  - Share of people of color is above 50%,
  - Share of very low-income households (50% AMI or below) that are severely rent burdened households is above the county median,
  - They or areas in close proximity have been experiencing displacement pressures (percent change in rent above County median for rent increases), or
  - Difference between tract median rent and median rent for surrounding tracts above median for all tracts in county (rent gap).

Regional Trend. Figure E-35 shows sensitive communities at risk of displacement in the region. Vulnerable communities are most concentrated in the central County areas around the City of Los Angeles, Inglewood, South Gate, and Compton, East Los Angeles, and parts of the San Gabriel Valley and San Fernando Valley. There are fewer vulnerable communities in coastal areas and between Calabasas, Malibu, and Beverly Hills.

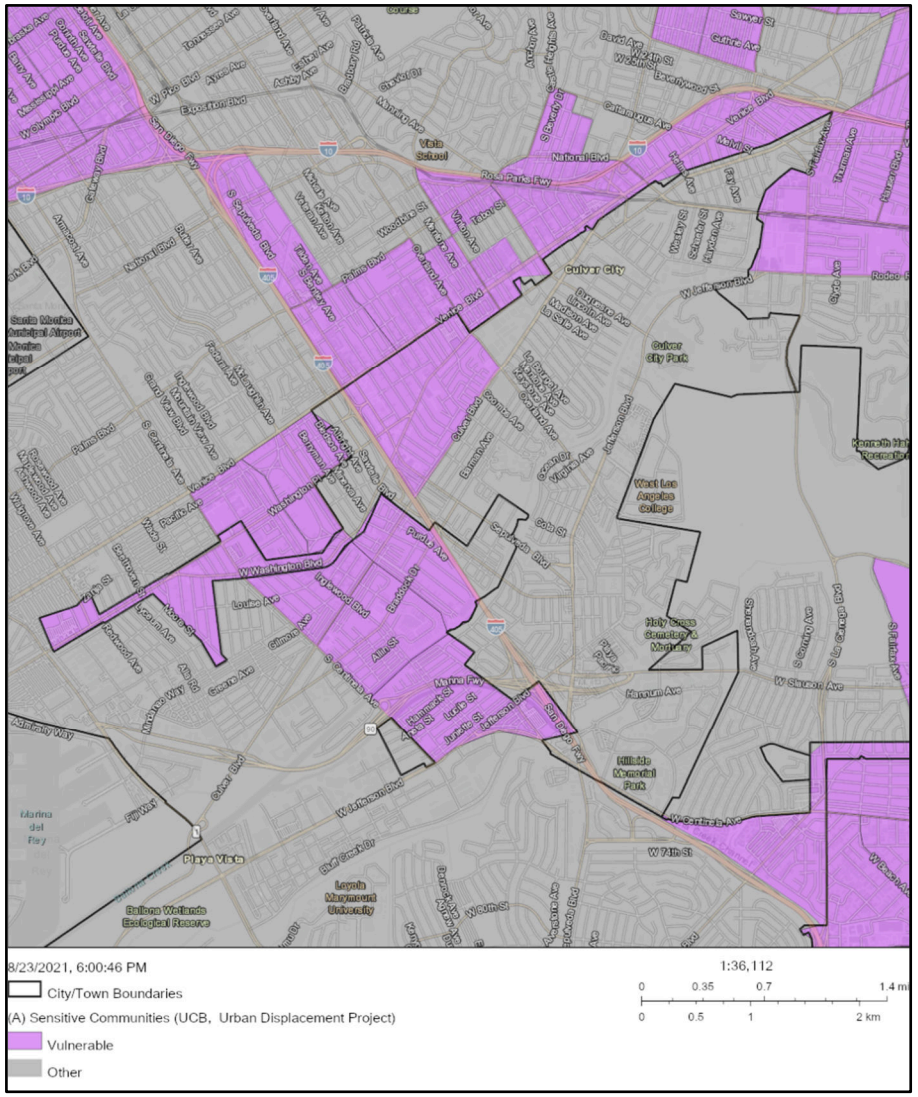
Local Trend. HCD has identified two vulnerable communities with populations that may be vulnerable to displacement in the event of increased redevelopment or drastic shifts in housing cost in Culver City. These vulnerable communities are located on the western side of the City (Figure E-36). These tracts also have higher concentrations of racial/ethnic minorities, LMI households, and cost burdened renters (see Figure 2, Figure E-13, and Figure E-31). These tracts also received lower jobs proximity index scores than the rest of the City (see Figure E-29). The tract in the far western corner is considered a moderate resource area (see Figure E-20).

FIGURE E-35: REGIONAL COMMUNITIES AT RISK OF DISPLACEMENT



Source: HCD AFFH Data Viewer (2020 Urban Displacement Project), 2021.

FIGURE E-36: SENSITIVE COMMUNITIES AT RISK OF DISPLACEMENT



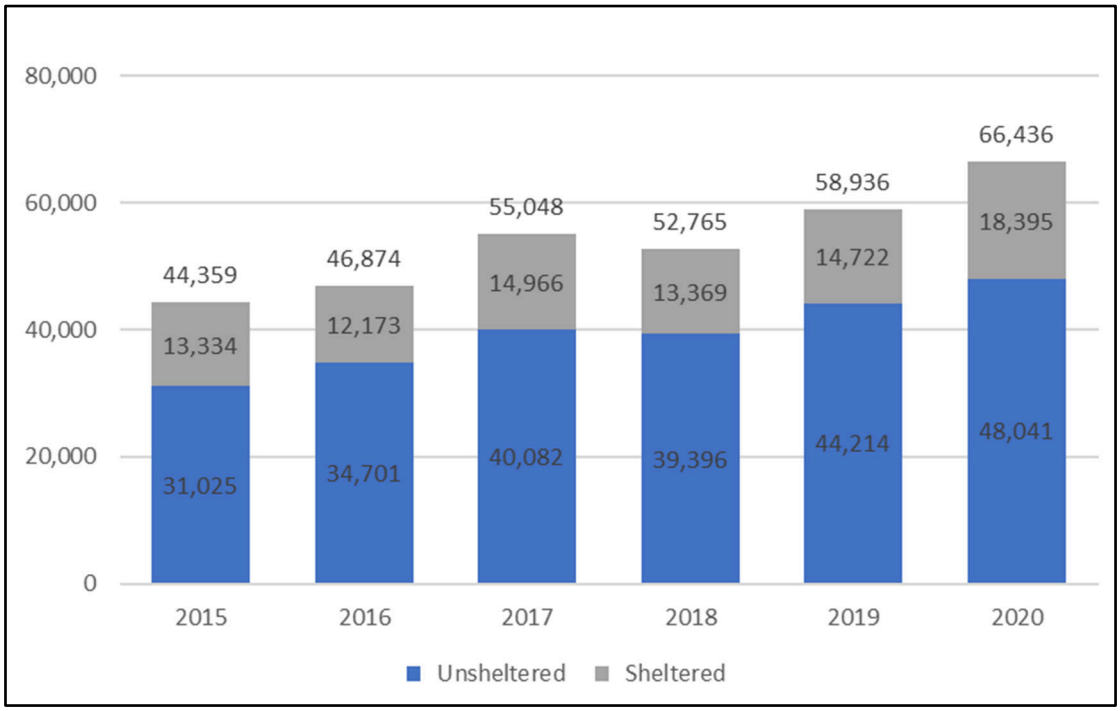
Source: HCD AFFH Data Viewer (2020 Urban Displacement Project), 2021.

HOMELESSNESS

Regional Trend. The Los Angeles Homeless Services Authority (LAHSA) estimates there were 66,436 persons experiencing homelessness in the Los Angeles County, according to the 2020 Greater Los Angeles Homeless Point-in-Time (PIT) Count. Figure E-37 shows the Los Angeles County homeless populations from 2015 to 2020. Approximately 72% of the homeless population is unsheltered and 28% is sheltered. The homeless population has increased nearly 50% since 2015, and 12.7% since 2019. As of January 2020, the total Los Angeles County population has increased by only 0.5% since 2015 and decreased by 0.1% since 2019 according to Department of Finance (DOF) estimates.

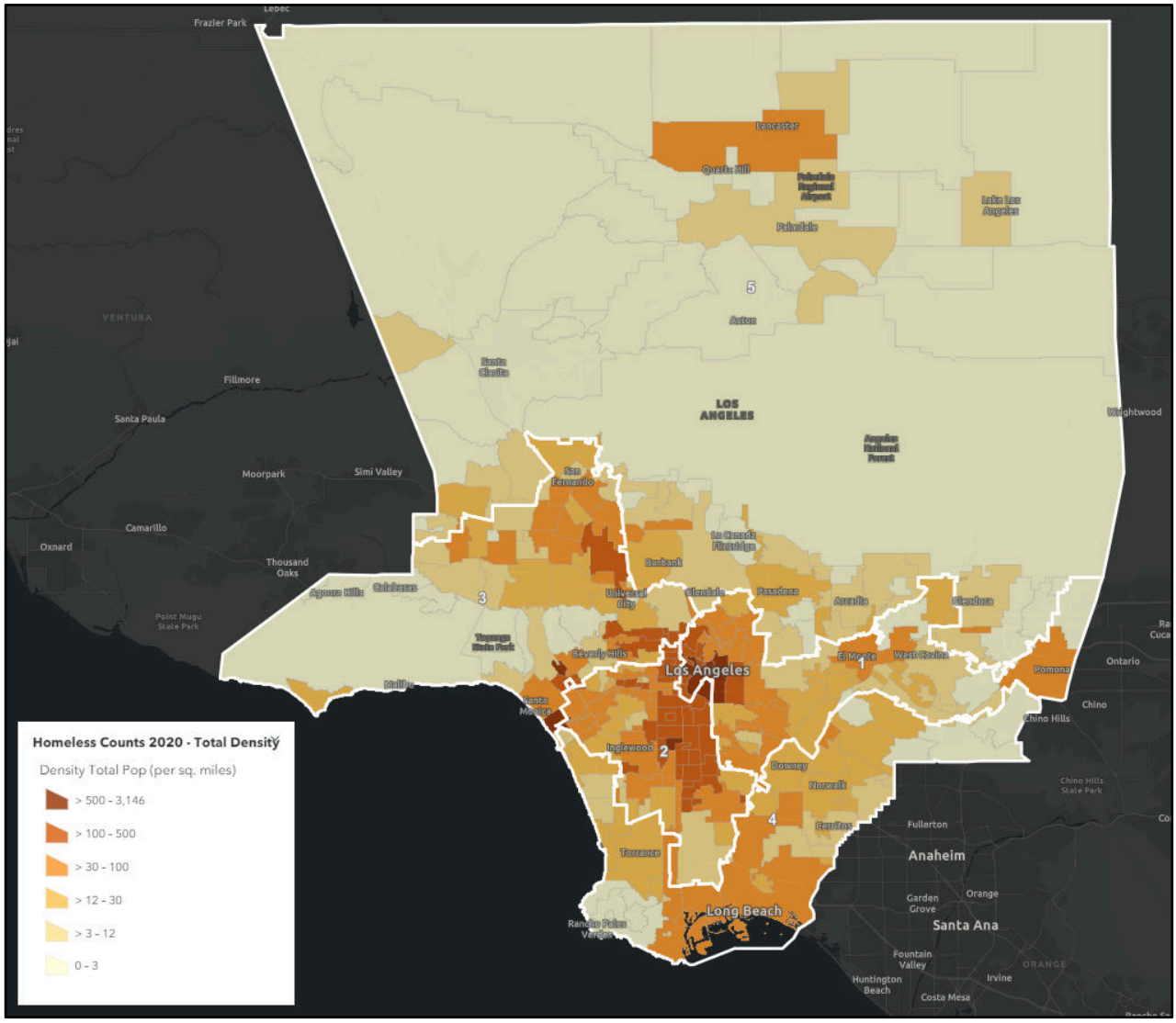
Figure E-38 shows the density of homeless population density in persons per square mile by community. The central Los Angeles County jurisdictions have the highest density of persons experiencing homelessness. In general, the number of persons experiencing homelessness decreases towards the Los Angeles County boundaries. Jurisdictions with high concentrations of homelessness outside of the central County areas include Venice, unincorporated West Los Angeles, and North Hollywood.

FIGURE E-37: LOS ANGELES COUNTY HOMELESS POPULATION PIT COUNT TREND (2015-2020)



Source: Los Angeles Homeless Services Authority (LAHSA), 2015-2020 LA County/LA Continuum of Care (CoC) Homeless Counts.

FIGURE E-38: LOS ANGELES COUNTY HOMELESS COUNT DENSITY (2020)



Source: Los Angeles County Homelessness & Housing Map (based on 2020 LAHSA Homeless PIT Count), 2021.

Table E-26 shows the homeless populations in 2019 and 2020 by population type, gender, and health/disability. Approximately 19.3% of the homeless population belongs to a family with one or more child, 38.4% are chronically homeless, and 22.3% have a serious mental illness. Since 2019, the population of homeless family members (+45.7%), persons experiencing chronic homelessness (+54.2%), persons fleeing domestic violence (+40%), non-binary/gender non-conforming persons (+325.5), and persons with a substance use disorder (+104%) have increased the most drastically. The population of transgender persons and persons with HIV/AIDS experiencing homelessness have decreased by 81.4% and 4.7%, respectively.

TABLE E-26: HOMELESS POPULATION DEMOGRAPHICS (2019-2020)

	2019		2020		Percent Change
	Persons	Percent	Persons	Percent	
Total	58,936	100.0	66,436	100.0	12.7
Individuals	50,071	85.0	53,619	80.7	7.1
Transitional Aged Youth (18-24)	3,635	6.2	4,278	6.4	17.7
Unaccompanied Minors (under 18)	66	0.1	74	0.1	12.1
Family Members*	8,799	14.9	12,817	19.3	45.7
Veterans	3,878	6.6	3,902	5.9	0.6
People Experiencing Chronic Homelessness	16,528	28.0	25,490	38.4	54.2
Fleeing Domestic/Intimate Partner Violence	3,111	5.3	4,356	6.6	40.0
Gender					
Male	39,348	66.8	44,259	66.6	12.5
Female	18,331	31.1	21,129	31.8	15.3
Non-Binary/Gender Non-Conforming	200	0.3	851	1.3	325.5
Transgender	1,057	1.8	197	0.3	-81.4
Health and Disability**					
Substance Use Disorder	7,836	13.3	15,983	24.1	104.0
HIV/AIDS	1,306	2.2	1,245	1.9	-4.7
Serious Mental Illness	13,670	23.2	14,790	22.3	8.2
Percent of Total County Population	--	0.6	--	0.7	--

**Members of families with at least one child under 18.*

*** Indicators are not mutually exclusive.*

Source: Los Angeles Homeless Services Authority (LAHSA), 2019-2020 LA County/LA Continuum of Care (CoC) Homeless Counts.

The following data refers to the Los Angeles Continuum of Care (CoC) region, covering all Los Angeles County jurisdictions except for the cities of Long Beach, Pasadena, and Glendale. Special needs groups are considered elderly or disabled (including developmental disabilities), female-headed households, large families, farmworkers, and people experiencing homelessness.

Approximately 19.5% of the homeless population are members of families with one or more child under the age of 18, 9.9% are elderly persons aged 62 and older, 17% have a physical disability, and 8.3% have a developmental disability. Only 32% of homeless persons with a developmental disability, 17.3% with a physical disability, and 21.5% of homeless seniors are sheltered. Over 75% of family members are sheltered (Table E-27).

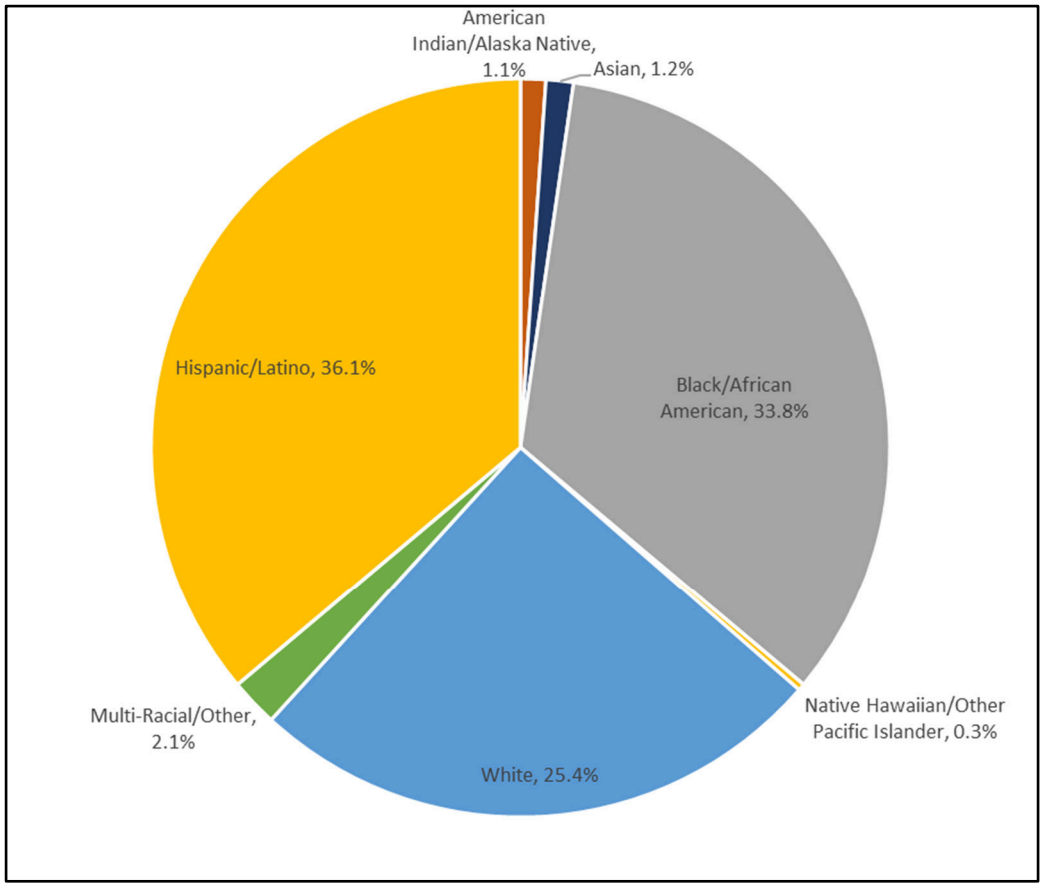
TABLE E-27: HOMELESS POPULATIONS AND SPECIAL NEEDS GROUPS

Special Needs Group	Sheltered	Unsheltered	Total
Developmental Disability	32.1%	67.9%	5,292
Physical Disability	17.3%	82.7%	10,833
Family Members	76.3%	23.7%	12,416
62+	21.5%	78.5%	6,290

Source: LAHSA, 2020 LA CoC Homeless Counts; 2015-2019 ACS (5-Year Estimates)

Figure E-39 shows the homeless population by race and ethnicity. The Hispanic/Latino, Black/African American, and White populations make up the largest proportions of the homeless population. The Black/African American population is the most overrepresented in the Los Angeles CoC region. Approximately 33.8% of homeless persons are Black or African American, compared to only 7.8% of the population countywide. The American Indian and Alaska Native population is also overrepresented, making up only 0.2% of the County population, but 1.1% of the homeless population.

FIGURE E-39: LOS ANGELES COC HOMELESS POPULATION BY RACE/ETHNICITY



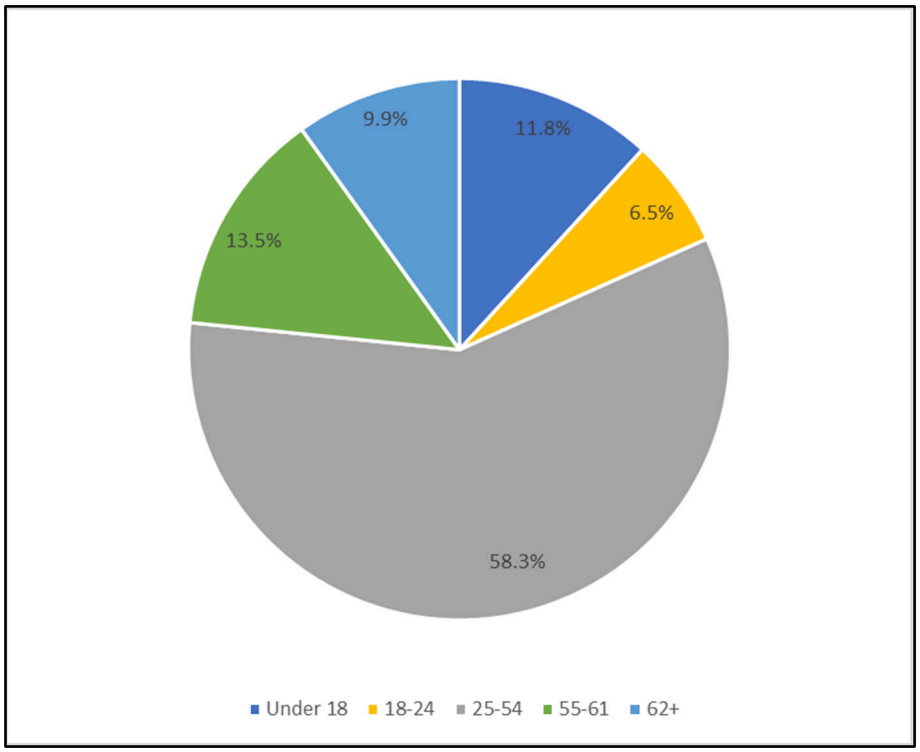
Race/Ethnicity	Homeless Population		Percent of Total Population
	Persons	Percent	
American Indian/ Alaska Native	686	1.1	0.2
Asian	774	1.2	14.4
Black/African American	21,509	33.8	7.8
Hispanic/Latino	23,005	36.1	48.5
Native Hawaiian/Other Pacific Islander	205	0.3	0.2
White	16,208	25.4	26.2
Multi-Racial/Other	1,319	2.1	2.6

Source: LAHSA, 2020 LA CoC Homeless Counts; 2015-2019 ACS (5-Year Estimates)

Figure E-40 shows the distribution of homeless persons in the Los Angeles CoC region by age. Adults aged 25 to 54 make up most of the homeless population, followed by adults aged 55 to 61, and children under 18. Children

account for 11.8% of the homeless population and seniors (age 62+) account for 9.9% of the population. Approximately 6.6% of the homeless population is transitional aged youths between the ages of 18 and 24.

FIGURE E-40: LOS ANGELES COC HOMELESS POPULATION BY AGE

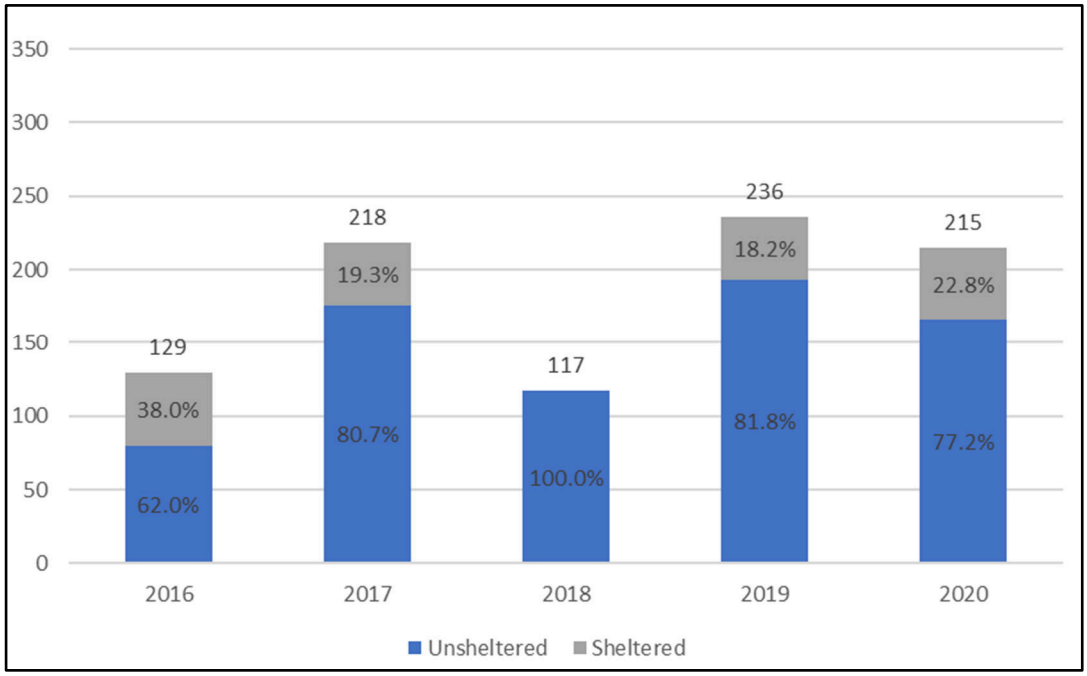


Age	Homeless Population		Percent of Total Population
	Persons	Percent	
Under 18	7,491	11.8	22.0
18-24	4,181	6.6	9.7
25-54	37,138	58.3	43.2
55-61	8,606	13.5	8.7
62+	6,290	9.9	16.4

Source: LAHSA, 2020 LA CoC Homeless Counts; 2015-2019 ACS (5-Year Estimates).

Local Trend. Figure E-41 shows the homeless population trend in Culver City from 2016 to 2020. As of 2020, there are 215 persons experiencing homelessness in Culver City. Of the 215 persons counted in Culver City during the 2020 Greater Los Angeles Homeless Count, 77% were unsheltered and 23% were sheltered. All sheltered persons in Culver City were in emergency shelters. Of the unsheltered population, 37.3% were on the street, 16.9% were in vans, 14.5% were in cars, 14.5% were in RVs/campers, 9% were in makeshift shelters, and 7.8% were in tents. The population of persons experiencing homelessness in Culver City has increased 66.7% since 2016 but decreased 8.9% since 2019.

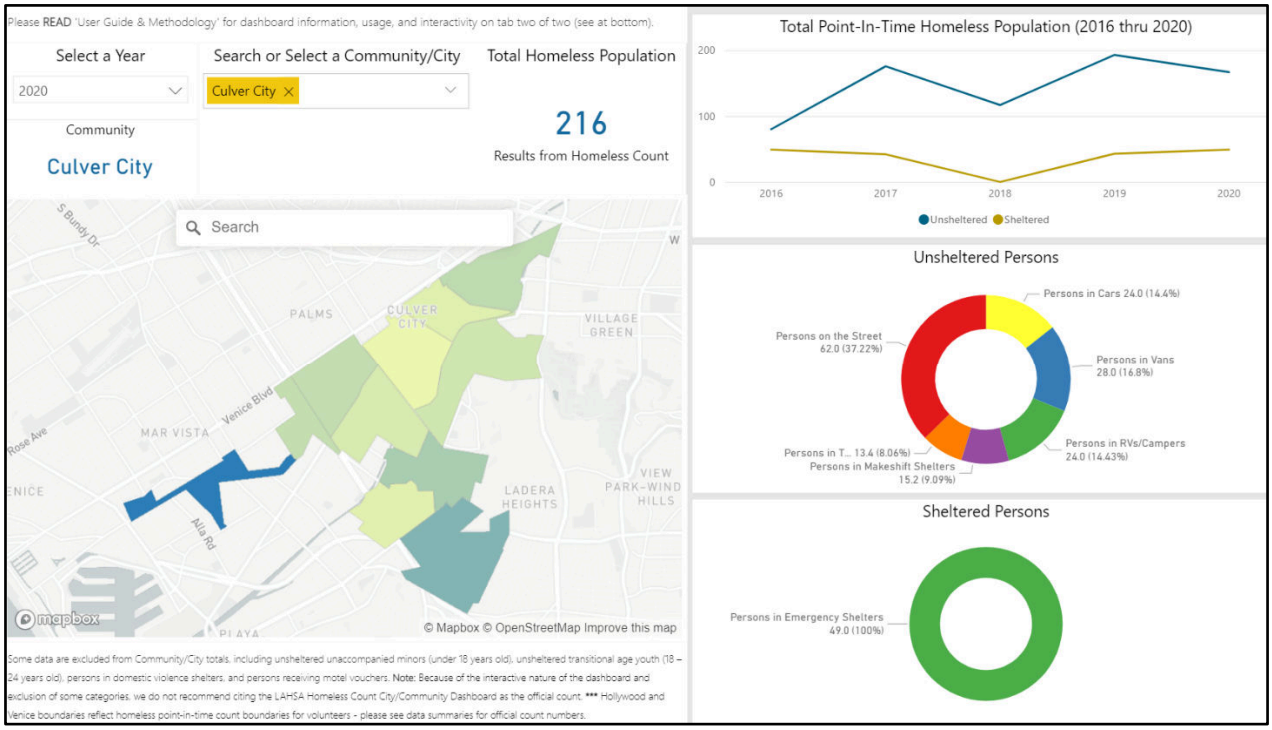
FIGURE E-41: CULVER CITY HOMELESS POPULATION PIT COUNT TREND (2016-2020)



Source: LAHSA, 2020 Greater Los Angeles City/Community Homelessness Reports Service Planning Area 5.

A summary of the homeless population in Culver City, provided by LAHSA, is shown in Figure E-42. As discussed previously, unsheltered persons make up more than 75% of the Culver City homeless population. The tract in the western and southern corners of the City had the largest homeless populations based on the 2020 PIT Count. Homeless counts by tract are shown in Table E-25. Tract 7028.03, the western corner of the city, has the largest homeless population. This tract contains all the sheltered persons counted in Culver City as well as the Upward Bound House emergency shelter. According to the 2021 LAHSA Housing Inventory Count, Upward Bound House has a total of 50 beds, 44 of which were occupied in January 2021. Approximately 17.8% of the 2020 homeless population was counted in tract 7030.01 and 13.9% was counted in tract 7026, both located in southern Culver City.

FIGURE E-42: CULVER CITY HOMELESS POPULATION SUMMARY



Note: Because of the interactive nature of the [LAHSA homeless count] dashboard and exclusion of some categories, LAHSA does not recommend citing this dashboard as the official count. Estimates shown in Figure E-41 are from the 2020 Greater Los Angeles City/Community Homelessness Reports rather than the dashboard.
Source: LAHSA 2020 Homeless Count by Community/City.

TABLE E-28: HOMELESS COUNT DATA BY CENSUS TRACT

Census Tract	Community Name	Unsheltered	Sheltered	Total	Percent of Total
702400	Culver City	24	0	24	10.9
702501	Culver City	2	0	2	0.9
702502	Culver City/Baldwin Hills/Crenshaw	13	0	13	5.9
702600	Culver City	30	0	30	13.9
702700	Culver City	9	0	9	4.1
702801	Culver City	16	0	16	7.3
702802	Culver City	16	0	16	7.2
702803	Culver City	20	49	69	32.0
703001	Culver City/ Ladera Heights	39	0	39	17.8
Total		**168**	**49**	**217**	**100.0**

Note: LAHSA does not recommend aggregating census tract-level data to calculate numbers for other geographic levels. Due to rounding, census tract-level data may not add up to the total for Los Angeles City Council District, Supervisorial District, Service Planning Area, or the Los Angeles CoC.
Source: LAHSA 2020 Homeless Count Data by Census Tract.

The Los Angeles County Coordinated Entry System (LA County CES) assesses individuals to match them with available housing resources and programs. From July to December 2020, 275 individuals in Culver City were assessed through CES, including 14 youths, 55 families, 39 veterans, and 49 persons aged 62 or older. Culver

City is a part of Service Planning Area (SPA) 5, serving West Los Angeles communities including Beverly Hills, Brentwood, Culver City, Malibu, Pacific Palisades, Playa del Rey, Santa Monica, and Venice. Culver City and SPA 5 CES assessments and services are presented in Table E-29.

TABLE E-29: CES ASSESSMENTS BY TYPE AND SERVICES

	Culver City	SPA 5	City Percent of SPA 5
CES Assessments			
Total Persons	341	2,791	12.2
Individuals	275	2,267	12.1
Youth	14	173	8.1
Families	55	370	14.9
Veterans	39	531	7.3
Persons Aged 62+	49	461	10.6
Types of Services Provided to Those Assessed			
Interim Housing	124	993	12.5
Rapid Re-Housing	76	699	10.9
Street Outreach (Contacts)	184	1,232	14.9
Street Outreach (Engagements)	109	431	25.3
Other (Non-Permanent)	74	807	9.2
Placed into Permanent Housing*	54	458	11.8

**Includes persons that have moved into permanent housing during the report period (through either rapid re-housing, permanent supportive housing, or other permanent destinations).*
Note: For households with more than one person (including families), the assessment of the head of household is applied to all members.
Source: LAHSA Homelessness Statistics by City (July 1, 2020 – December 31, 2020), March 2021.

6. SUMMARY OF FAIR HOUSING ISSUES

Table E-30, below, shows a summary of the issues identified in this Assessment of Fair Housing. Fair housing issues are most concentrated in tracts on the western side of the City along the northwestern border, where there are higher concentrations of racial/ethnic minorities, LMI households, and cost burdened renters. These areas are also considered vulnerable communities at risk of displacement, and one of these tracts is categorized as a moderate resource area.

TABLE E-30: SUMMARY OF FAIR HOUSING ISSUES

Fair Housing Issue	Summary
Enforcement and Outreach	
Fair Housing Records	• HRC provides fair housing services, including outreach and education, to the Los Angeles Urban County including Culver City; however, no specific service records on Culver City are available. • During the 2019-2020 FY, HRC received 356 fair housing inquiries opened 83 housing discrimination cases; most of the discrimination cases were related to physical and mental disabilities. • Between January 2013 and March 2021, HUD received 26 FHEO inquiries from Culver City residents. • Less than 5% of renters in three Culver City tracts receive HCVs.
Integration and Segregation	

Fair Housing Issue	Summary
Race/Ethnicity	• Based on HUD's dissimilarity index, non-White and White communities in the Urban County are highly segregated. • 54% of Culver City residents belong to a racial/ethnic minority group, compared to 74% in the County. • The racial/ethnic minority population has grown since 2010 in most Culver City block groups. • A larger proportion of lower income RHNA units are in block groups with higher concentrations of racial/ethnic minorities compared to moderate and above moderate income units.
Disability	• 9.3% of Culver City residents experience a disability compared to 9.9% in the County. • A slightly larger share of lower income RHNA units are in tracts with larger populations of disabled persons compared to moderate and above moderate income units.
Familial Status	• 26.6% of Culver City households have one or more child; 4.9% are single-parent households and 3.4% are single-parent female-headed households. • More than 20% of children live in female-headed households in only two tracts in the City. • A larger proportion of lower income units are in tracts where over 80% of children are in married couple households and fewer than 20% of children are in female-headed households, compared to moderate and above moderate income units.
Income	• 32.4% of Culver City households earn less than 80% of the County AMI, compared to 51.6% countywide. • The western side of the City has higher concentrations of LMI households making up 50-75% of the population. • More lower income RHNA units are located in block groups where 50-75% of the population is LMI compared to moderate and above moderate income units.
Racially or Ethnically Concentrated Areas of Poverty	
Racially/Ethnically Concentrated Areas of Poverty (R/ECAPs)	• There are no R/ECAPs in Culver City; there are also no tracts categorized as areas of high segregation and poverty by the Fair Housing Task Force.
Racially/Ethnically Concentrated Areas of Affluence (RCAAs)	• Most Culver City tracts are predominantly White, but none have racial/ethnic minority populations below 20%. • Several block groups in the central and eastern sections of the City have median incomes exceeding $125,000. • None of the block groups in the City are considered RCAAs.
Access to Opportunities	
	• Urban County residents are less likely to be exposed to poverty and have better access to higher quality schools than residents countywide; environmental health is better in the Urban County for White, Black, and Native American residents, but worse for Hispanic and Asian residents. • Most tracts in Culver City are considered high and highest resource areas; the tract on the western end of the City is categorized as moderate resource.

Fair Housing Issue	Summary
	• A majority of lower income RHNA units are in high resource areas, while a majority of moderate and above moderate income units are in highest resource areas.
Economic	• All of the tracts in the City scored in the highest quartile of economic scores.
Education	• Tracts on the eastern side of the City received higher education scores than the tract on the western side. • The tract with the lowest education score is considered a moderate resource area.
Environmental	• Tracts along the western, southern, and eastern City boundaries received environmental scores in the lowest quartile. • Tracts in the northern/central areas of the City received environmental scores between 0.25 and 0.50; all tracts in Culver City received lower environmental scores below 0.50.
Transportation	• Culver City received an All Transit Performance score of 8.8, higher than most surrounding jurisdictions and the County. • The eastern, southern, and central sections of the City have the highest jobs proximity indices between 80 and 100; the block groups on the western side of the City received slightly lower jobs proximity indices between 60 and 80. • Nearly all of Culver City is considered an HQTA.
Disproportionate Housing Needs	
	• 35.6% of owner households and 49.1% of renter households in Culver City have one or more housing problem • Hispanic renter-occupied households and Black owner-occupied households have the most housing problems in the City.
Cost Burden	• Black owner households and Hispanic renter households have the highest rate of cost burden in the City. • The proportion of cost burdened owners has decreased in most tracts since the 2010-2014 ACS. • The proportion of cost burdened renters has fluctuated throughout the City since the 2010-2014 ACS; two tracts on the western side of the City saw an increase in cost burdened renters from 40-60% to 60-80%.
Overcrowding	• 2.7% of owner households and 8.7% of renter households are overcrowded in Culver City. • The concentration of overcrowded households exceeds the Statewide average in two tracts on the western side of the City.
Substandard Housing Conditions	• Less than 1% of owner households and 4.4% of renter households lack complete plumbing or kitchen facilities in the City. • Culver City has an aging housing stock, where 92.4% of housing was built prior to 1990 compared to only 85.9% countywide. • Tracts along the western City boundary have the largest proportion of housing units built in 1969 or earlier.
Displacement	• Two tracts on the western side of the City are considered vulnerable communities at risk of displacement.

III. IDENTIFICATION AND PRIORITIZATION OF CONTRIBUTING FACTORS

The following are contributing factors that affect fair housing choice in Culver City.

1. LACK OF HOUSING OPPORTUNITIES IN HIGH RESOURCE AREAS AND HOUSING MOBILITY

Overpaying renters are most concentrated in two tracts in the western areas of Culver City. Fewer than 5% of renters in these all Culver City tracts receive HCVs despite the concentration of overpaying renters. The City lacks outreach and education methods to disseminate information about HCVs, including encouraging property owners to accept HCVs throughout the City, specifically in higher resource areas.

CONTRIBUTING FACTORS

- Lack of local private fair housing outreach and enforcement
- Lack of local public fair housing enforcement
    - Insufficient outreach and education efforts related to fair housing, being only a participant to the County's program
- Lack of resources for fair housing agencies and organizations
- Concentration of overpaying renters

2. DISPLACEMENT RISK OF LOW INCOME RESIDENTS DUE TO ECONOMIC PRESSURES

Tracts on the western side of the City are considered vulnerable communities at risk of displacement. This area also has higher concentrations of LMI households and cost burdened renters and is a lower opportunity area. Between 60% and 80% of renter households in this section of the City overpay for housing.

CONTRIBUTING FACTORS

- Displacement of residents due to economic pressures
- Land use and zoning laws
- Location and type of affordable housing
- Unaffordable rents
- Concentration of poverty in some tracts
- Availability of affordable housing

3. SUBSTANDARD HOUSING CONDITIONS

Approximately 0.7% of owner households and 4.4% of renter households in Culver City lack complete kitchen or plumbing facilities. Approximately 62.6% of the City's housing stock was built prior to 1970 (50+ years old), and over

90% was built prior to 1990 (30+ years old). Tracts along the western City boundary have the highest concentration of housing units aged 50 or older.

CONTRIBUTING FACTORS

- Age of housing stock
- Cost of repairs or rehabilitation
- Lack of public investments in specific neighborhoods, including services or amenities

APPENDIX F: ACRONYMS

AB	Assembly Bill
AC	Acre
ADU	Accessory Dwelling Unit
AMI	Area Median Income
CDBG	Community Development Block Grant
CEQA	California Environmental Quality Act
CHS	Culver City Comprehensive Housing Strategy
CPD	HUD Community Planning and Development
CPI	Consumer Price Index
CUP	Conditional Use Permit
DFEH	State Department of Fair Employment and Housing
DOBI	Density or Other Bonus Incentive DOBI
DOF	California Department of Finance
DU	Dwelling unit
DU/AC	Dwelling Unit Per Acre
ELI	Extremely low income
ERAF	Educational Revenue Augmentation Fund
FAR	Floor area ratio
FHEO	U. S. Department of Fair Housing and Equal Opportunity
FMR	Fair market rent
FY	Fiscal Year
HCD	California Department of Housing and Community Development
HCV	Housing Choice Voucher
HH	Households
HMDA	Home Mortgage Disclosure Act
HOA	Homeowners Association
HOME	HOME Investment Partnership Act
HQS	Housing Quality Standards
HUD	U.S. Department of Housing and Urban Development
ILR	Improvement-to-Land Ratio

JADU	Junior Accessory Dwelling Unit
LACDA	Los Angeles County Development Authority
LAHSA	Los Angeles Homeless Services Authority
LBNC	Low Barrier Navigation Center
LMIHAF	Low/Moderate Income Housing Asset Fund
LTMB	Landlord-Tenant Mediation Board
MAP	Mortgage Assistance Program
MF	Multi-family
MTA	Metropolitan Transportation Authority
NPP	Neighborhood Preservation Program
PLHA	Permanent Local Housing Allocation
PMI	Private Mortgage Insurance
PSH	Permanent Supportive Housing
RAP	Rental Assistance Program
RHNA	Regional Housing Needs Assessment
SB	Senate Bill
SCAG	Southern California Association of Governments
SF	Single-family
TOD	Transit Oriented Development
UBH	Upward Bound House
VL	Very low income
VASH	Veterans Affairs Supporting Housing
WLAC	West Los Angeles Community College

General Plan 2045 Culver CITY

GPU / HOUSING ELEMENT
ENGAGEMENT SUMMARY

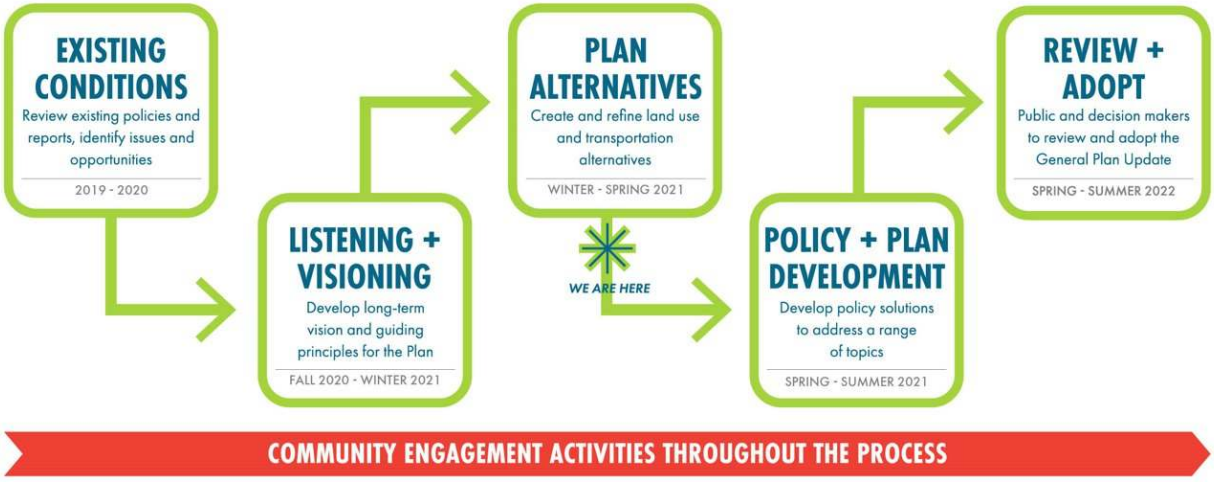
As of September 2021



Introduction

To inform Culver City's general plan, the community's blueprint for meeting its long-term vision for 2045, the General Plan Update (GPU) team facilitated various community engagement events and opportunities. Engagement events and opportunities include advisory body meetings, community workshops, online engagement, and an educational forum with micro surveys. These engagement opportunities inform the goals and vision for the GPU and are also meant to foster public ownership of the General Plan.

Where available, documents, event summaries, and other resources are linked throughout.



Summary of Engagement

Even before the GPU officially kicked off, the project team began its community engagement process, understanding that a robust and meaningful community engagement process is critical for ensuring that the GPU reflects the community's vision for 2045 and is successful. The community engagement process will continue through the end of the GPU process, during the review and adoption phase. Engagement activities that asked housing-related questions are denoted with a star (*) and the questions are listed below the activity in italicized text.

Past

- 36 Stakeholder interviews
- 4 Pop-up meetings
- 16 Speaker Series events
- Project updates to City bodies
    - City Council (July 13, 2020)

  - Planning Commission (January 22, 2020)
  - Cultural Affairs Commission (August 18, 2020)
  - Committee on Homelessness (February 23, 2021)
- 8 Online Educational Forum videos and micro surveys on topic-specific existing conditions reports*
  - *What are the priority housing issues in Culver City?*
  - *Are there any specific priority groups we should target new housing for?*
  - *What types of housing would you be most interested in seeing in Culver City?*
  - *What is one long-term policy idea would you like the General Plan team to explore?*
- Online Issues and Opportunities Visioning survey (250+ responses)
- Online Public Safety survey (2,500+ responses)
- Online Story Bank (November 25, 2020 – June 13, 2021)
- Online Land Use Alternatives Survey (Spanish version) (April 29, 2021 – June 13, 2021), (680 participants)*
  - *Would you support incremental infill (up to four units) in existing single-unit residential areas (Alternative 2)?*
  - *Would you support incremental densification (up to six units) in existing single-unit residential areas (Alternative 3)?*
  - *Would you consider requiring residential projects to provide affordable housing that helps implement the Vision and Guiding Principles to achieve their maximum density?*
  - *What two potential benefits of incremental infill are of most interest to you?*
  - *What two potential aspects of incremental infill are of the most concern to you?*
  - *Would you support intensifying the city's commercial corridors to support new housing and jobs adjacent to multimodal transportation, like transit?*
  - *Would you support removing commercial requirements for residential projects along the city's commercial corridors to improve the feasibility of developing residential?*
- Online Mobility Alternatives Survey (May 27, 2021 – June 7, 2021)
- City Council visioning study session (September 3, 2019)
- City Council/Planning Commission land use strategies study session (January 27, 2021)
- Planning Commission Housing Element study session (May 12, 2021)
- 2 City Council meetings on Housing Element Guiding Principles (March 22 and April 12, 2021)
- Community Visioning Festival Workshop (150 participants)
- Community Land Use Strategies Workshop (Spanish interpretation) (90 participants)*
  - *Are there specific groups we should target new housing for?*
  - *What housing types would you be most interested in seeing in Culver City?*
  - *Missing middle housing is a good strategy to accommodate new housing in Culver City (Strongly agree, agree, neutral, disagree, strongly disagree).*
  - *More housing should be allowed near transit (Strongly agree, agree, neutral, disagree, strongly disagree).*

- 2 Community Land Use Alternatives Workshops (Spanish interpretation) (80 participants) *
    - *Incremental infill is a good strategy to accommodate new housing in Culver City (Strongly support, support, neutral, oppose, strongly oppose).*
    - *What two potential benefits of incremental infill are of most interest to you?*
    - *What two potential aspects of incremental infill are of the most concern to you?*
    - *What is your vision for the city's residential neighborhoods?*
- Community Mobility Alternatives Workshop (Spanish interpretation) (60 participants)
- City Council/Planning Commission meetings discussing single-family zoning and addressing exclusionary practices and direction on a Preferred Land Use Map. Alternatives presented were refined to reflect community input collected between September 2019 and June 2021, including at GPAC and TAC meetings, and community workshops (June 23 and June 28, 2021)*
- Advisory Committee on Housing and Homelessness (August 16, 2021)*
- Planning Commission meeting to discuss the draft Housing Element (July 28, 2021)*

Participant Demographics for Engagement that Asked Housing-Related Questions

Events	Participants	Race/Ethnicity	Age	Tenure
Census Data *Source: U.S. Census American Community Survey, 2014-2019.*		White or Caucasian: 46% Hispanic or Latino: 24% Asian or Asian American: 16% Black or African American: 9% Another Race: 6%	Under 18: 19% 18 - 29: 12% 30 – 39: 15% 40 – 49: 17% 50 – 59: 14% 60 – 69: 12% 70 or older: 12%	Own: 52% Rent: 48%
Housing Micro survey	79	White or Caucasian: 58% Hispanic or Latino: 18% Asian or Asian American: 10% Black or African American: 7% Another Race: 14%	Under 18: 0% 18 - 24: 4% 25 – 34: 21% 35 – 44: 22% 45 – 54: 23% 55 – 64: 19% 65 or older: 11%	Not asked

Events	Participants	Race/Ethnicity	Age	Tenure
Land Use Alternatives Survey	680	White or Caucasian: 67% Hispanic or Latino: 9% Asian or Asian American: 14% Black or African American: 3% Another Race: 8%	Under 18: 0% 18 - 29: 2% 30 – 39: 13% 40 – 49: 28% 50 – 59: 22% 60 – 69: 22% 70 or older: 13%	Own: 89% Rent: 11%
Community Land Use Strategies Workshop	95	White or Caucasian: 68% Hispanic or Latino: 24% Asian or Asian American: 10% Black or African American: 10% American Indian/Alaska Native: 2% Native Hawaiian/Pacific Islander: 2%	Under 18: 5% 18 – 30: 7% 31 – 64: 77% 65 or older: 12%	Not asked
Community Land Use Alternatives Workshops	77	White or Caucasian: 70% Hispanic or Latino: 5% Asian or Asian American: 11% Black or African American: 5% Another Race: 8%	Under 17: 2% 18 – 29: 7% 30 – 39: 13% 40 – 49: 26% 50 – 59: 24% 60 – 69: 11% 70 or older: 17%	Own: 67% Rent: 12% Unhoused: 2% Other: 23%
Draft Housing Element	123	White or Caucasian: 68% Hispanic or Latino: 11% Asian or Asian American: 12% Black or African American: 14% Native American or Alaska Native: 1% Native Hawaiian or Other Pacific Islander: 2% Another Race: 7%	Under 17: 0% 18 – 29: 6% 30 – 39: 12% 40 – 49: 24% 50 – 59: 19% 60 – 69: 22% 70 or older: 18%	Own: 89% Rent: 11% Other: 0%

Ongoing

- Volunteer communications network
- Online Engagement Availability Survey
- Interactive project website
- 19 General Plan Advisory Committee meetings (Materials and summaries on each event page) (+2 scheduled through Fall 2021 to review draft policies)
- 18 Technical Advisory Committees meetings (Materials and summaries on each event page) (+3 scheduled through Fall 2021)
- Draft Housing Element Update public comments (July 19, 2021 – October 1, 2021)

Upcoming

- Environmental Review Scoping Meeting (September 2021)
- Environmental Justice/Community Health Workshop in collaboration with University of California's Prytaneum team, Policy Survey, Tactical Urbanism Demonstration (Fall 2021)
- Planning Commission meeting to discuss the revised Housing Element (November 2021)
- City Council hearing to adopt the Housing Element and environmental clearance documents (December 2021 or January 2022)
- The GPU team will plan 2022 events closer to the end of this year.

RESOLUTION NO. 2021-R034

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, ESTABLISHING GUIDING PRINCIPLES FOR THE CITY'S HOUSING ELEMENT UPDATE FOR THE 6TH PLANNING PERIOD.

WHEREAS, the City of Culver City (City) is required by state law to adopt a revised "housing element" of its general plan by October 15, 2021; with a 120-day grace period ending February 12, 2022; and

WHEREAS, the state law governing housing elements has been substantially revised and strengthened since the City's current 2013-2021 Housing Element was adopted and certified as compliant by the California Department of Housing and Community Development (HCD); and

WHEREAS, Assembly Bill 725 requires the City to adopt a revised housing element before January 1, 2022, to avoid allocating 25% of its Regional Housing Needs Assessment (RHNA) share for moderate- and above moderate-income housing to sites zoned to accommodate at least four on-site multi-family housing units; and

WHEREAS, the revised housing element must accommodate the City's share of the regional need for new housing from October 15, 2021 to October 15, 2029, affirmatively further fair housing, and remove unwarranted constraints to the development of housing; and

WHEREAS, the City's failure to adopt a revised, substantially compliant housing element by October 15, 2021 (with a 120-day grace period ending February 12, 2022) would trigger significant consequences, including (i) a requirement to prepare a four-year update for the sixth cycle by October 15, 2025 (with no 120-day grace period); (ii) ineligibility for a grace period for submission of the seventh cycle Housing Element update ; (iii) ineligibility for state or regional grant funds that are contingent upon Housing Element certification; and (iv) a

requirement that the City's Housing Element allocate 25% of its RHNA share for moderate- and above moderate-income housing to sites zoned to accommodate at least four on-site multi-family housing units if the Housing Element is adopted on or after January 1, 2022; and

WHEREAS, regardless of when the Housing Element is adopted, all sites requiring rezoning to comply with the adopted Housing Element will be subject to by-right approval if they include at least 20% affordable units, between the time the Housing Element is adopted until the zoning map is amended; and

WHEREAS, climate change, wildfires, and the moral imperative to provide opportunities for socioeconomic mobility create an urgent need for rapid expansion of the multifamily housing supply in locations with high housing prices; good access to transit, jobs and schools; and separation from the wildland-urban interface; and

WHEREAS, a housing element that advances the goals of the state law governing housing elements will strengthen local control by solving a statewide problem through regional cooperation.

NOW, THEREFORE, the City Council of the City of Culver City does **HEREBY RESOLVE** as follows:

SECTION 1. The City Council hereby directs its Community Development Department and General Plan Update consultants (GPU Team) to abide by the following Guiding Principles (Principles) when designing and drafting the City's Housing Element for the sixth planning period. The GPU Team will follow the Principles that state law also requires to make the state-mandated deadline for City Council adoption of the updated Housing Element (Phase 1). To the extent feasible, the GPU Team will also follow Principles that go beyond these requirements in Phase 1, so long as doing so does not risk missing the adoption deadline. Otherwise, these Principles will be explored further after adoption as part of the larger GPU

update process (Phase 2), and, as needed, the Housing Element will be updated and amended when the GPU is adopted.

PRINCIPLE 1. The estimate of a site's (parcel or group of parcels) "realistic capacity" (number of new residential units in the planning period) shall be adjusted to reflect the site's "likelihood of development" during the planning period. The estimate shall also account for other required capacity factors per California Government Code Section (CGC §) 65583.2(c)(2), which include land use controls and site improvement requirements; typical densities of existing or approved residential developments at a similar affordability level in the jurisdiction; and the current or planned availability and accessibility of sufficient water, sewer, and dry utilities.

PRINCIPLE 2. As a starting point for projecting sites' likelihood of development during the planning period, the Housing Element should report the proportion of parcels in the previous Housing Element's site inventory that were developed during the previous planning period. If this information cannot be obtained, its lack of availability should be acknowledged, and the housing element should report the proportion of the City's aggregate RHNA target for the fifth cycle the City is currently projected to meet. Other factors may also be applied to adjust the likelihood-of-development projections, as advised in HCD's Site Inventory Guidebook (Guidebook), such as performance standards mandating a specified portion of residential development in mixed use or nonresidential zones; local or regional development trends in the same nonresidential zoning districts; and local or regional track records, past production trends, or net unit yields for redeveloping sites or intensification based on similar parcels' development rates adjusted to reflect market and regulatory changes. Housing element programs that make development more economically feasible generally will warrant upward adjustments to the projected likelihood of development.

PRINCIPLE 3. Sites which are designated as suitable for accommodating lower-income housing shall be zoned to allow at least 30 dwelling units per acre, per the "Mullin density" safe harbor of CGC § 65583.2(c)(3)(A) and (B)(iv).

PRINCIPLE 4. Zoned capacity for lower-income housing should be equitably distributed throughout the city, consistent with the new statutory requirement that housing elements affirmatively further fair housing per CGC § 65583(c)(3). More specifically, the ratio of "realistic capacity for new Mullin-density housing" to "total number of extant housing units" should be at least as large in high-opportunity neighborhoods as it is in low-opportunity neighborhoods.

PRINCIPLE 5. The Housing Element should provide a sufficient capacity buffer (after any initial rezoning required by the housing element) to comply with the state's No Net Loss law (CGC § 65863) throughout the planning period, without further rezoning to ensure sufficient capacity exists to accommodate the RHNA throughout the planning period. The Housing Element should assume a buffer of at least 30% for the lower-income and moderate-income RHNA allocations. The mid-cycle adjustment required by Principle 7 would include assessing whether an additional buffer is needed to keep the City in compliance with No Net Loss during the second half of the planning period.

PRINCIPLE 6. If, after applying Principles (1) through (5), the capacity or distribution of developable sites under current zoning is determined to be inadequate, the Housing Element's site inventory table shall specify the minimum additional density that will be allowed on each site. This additional capacity shall be codified through rezoning pursuant to CGC §§ 65583(c) and 65583.2(c); provided, however, that the rezoning may reduce permissive density on some sites if the reduction is offset with an equal or greater increase in capacity on other sites, and the change is memorialized with amendments to the housing element's site inventory table. It shall be a fundamental, mandatory, and clear policy of the general plan to

allow development of inventory sites at the density specified in inventory table, including "minimum additional density" if any, except in the rare instance where such development would have a "specific, adverse impact upon the public health or safety" per the Housing Accountability Act (CGC § 65589.5(d)(2) and (j)(1)).

PRINCIPLE 7. The Housing Element shall set feasible quantified objectives in each income category, which should include a trigger for automatic mid-cycle adjustments in the event that the City has not permitted at least 50% of the quantified objective in each category by the midpoint of the planning period. This adjustment should include, at a minimum, a density bonus on inventory sites proportionate to any deficit accrued during the first half of the planning period. It may also include an option for developers to elect ministerial permitting of projects on the inventory sites, and/or a procedure for developers to obtain waivers of development standards that render redevelopment of a site economically infeasible but are not necessary for public health or safety. The automatic mid-cycle adjustment should be deemed a "fundamental, mandatory and clear" component of the general plan.

PRINCIPLE 8. The Housing Element's analysis of constraints, required by CGC § 65583(a), shall include an assessment of the City's compliance with development-permitting requirements under state law. The GPU Team will conduct a high-level analysis of the City's permit processing procedures and timeframes. The GPU Team will update the Housing Element based on analysis prepared as part of the Westside Council of Government's Regional Early Action Planning (WSCCOG REAP) project, which will identify Westside cities' development and governmental constraints on housing production and provide policy actions for eliminating or reducing the identified constraints.

The analyses should assess the following Governmental constraints:

a. the timeframes of the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21080.1, 21080.2, and 21151.5(a) and CEQA Guidelines §§ 15107 and 15108), including the implied 30-day period for making CEQA exemption determinations;

b. the timeframes and "deemed approved" provisions of the Permit Streamlining Act (CGC § 65943 et seq.);

c. the timeframes and "deemed approved" provisions of the state accessory dwelling unit law (CGC § 65852.2(b)); and

d. the notice and "deemed to comply" provisions of the Housing Accountability Act (CGC § 65589.5(j)(2)) and SB 35 (CGC § 65913.4(c)).

Insofar as the City is not in substantial compliance with these provisions, or lacks the data needed to ascertain compliance, the Housing Element should include concrete program actions to achieve compliance and to process building permits for development projects which have been "deemed approved" as a matter of state law.

PRINCIPLE 9. To the extent feasible, the Housing Element's analysis of constraints should be grounded in quantitative data. The GPU Team will update the housing element based on the WSCCOG REAP project findings, for comparisons between the City and peer municipalities in regions where the housing market's response to sharp increases in demand has taken the form of rapidly expanding housing production rather than rapidly escalating housing prices. Data used in the analysis of constraints will be released to the public absent an overriding privacy interest.

PRINCIPLE 10. State law requires "a diligent effort by the local government to achieve public participation of all economic segments of the community in the development of the housing element," per CGC § 65583(c)(8). To this end, public opinion should be gathered through, among other things, a survey about housing priorities, and this survey should elicit basic

demographic information about the respondent (age, place of residence, status as tenant or homeowner, race/ethnicity).

SECTION 2. Prior to the 60-day HCD draft housing element review period, the GPU Team will give the Planning Commission a summary of which Principles were followed in Phase 1 and which will need to be completed in Phase 2.

SECTION 3. Nothing in this Resolution shall limit the City Council's discretionary powers or the public hearing process in the City's future consideration and adoption of the Housing Element.

SECTION 4. Should any Principles established in this Resolution be found to be in conflict with state law, the latter shall take precedence.

APPROVED and ADOPTED on this 12th day of April, 2021.

ALEX FISCH, MAYOR
City of Culver City, California

ATTEST:

JEREMY GREEN, City Clerk
A21-00038

APPROVED AS TO FORM:

for CAROL A. SCHWAB, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF CULVER CITY)

Certification of Resolution No. 2021-R034

I, Jeremy Green, City Clerk of the City of Culver City, do hereby certify that the foregoing Resolution was duly passed, approved, and adopted at a regular meeting of the City Council, which was held on the 12th day of April 2021, at the Mike Balkman Council Chambers by the following vote:

AYES: McMorrin, Lee, Fisch

NOES: Eriksson, Vera

ABSENT: None

ABSTAIN: None

Certified on this 12th day of April 2021, at the City of Culver City.

Jeremy Green, CMC, City Clerk
Ex-Officio Clerk of the City Council
City of Culver City, State of California

General Plan 2045

Culver CITY

GPAC Meeting #18
Draft Housing Element Review

July 22, 2021

Agenda



- Summary of Community Input
- Housing Element and Regional Housing Needs Allocation (RHNA) Basics
- Review of Draft Housing Element
- Next Steps

General Plan 2045 Culver CITY

What We Have Heard

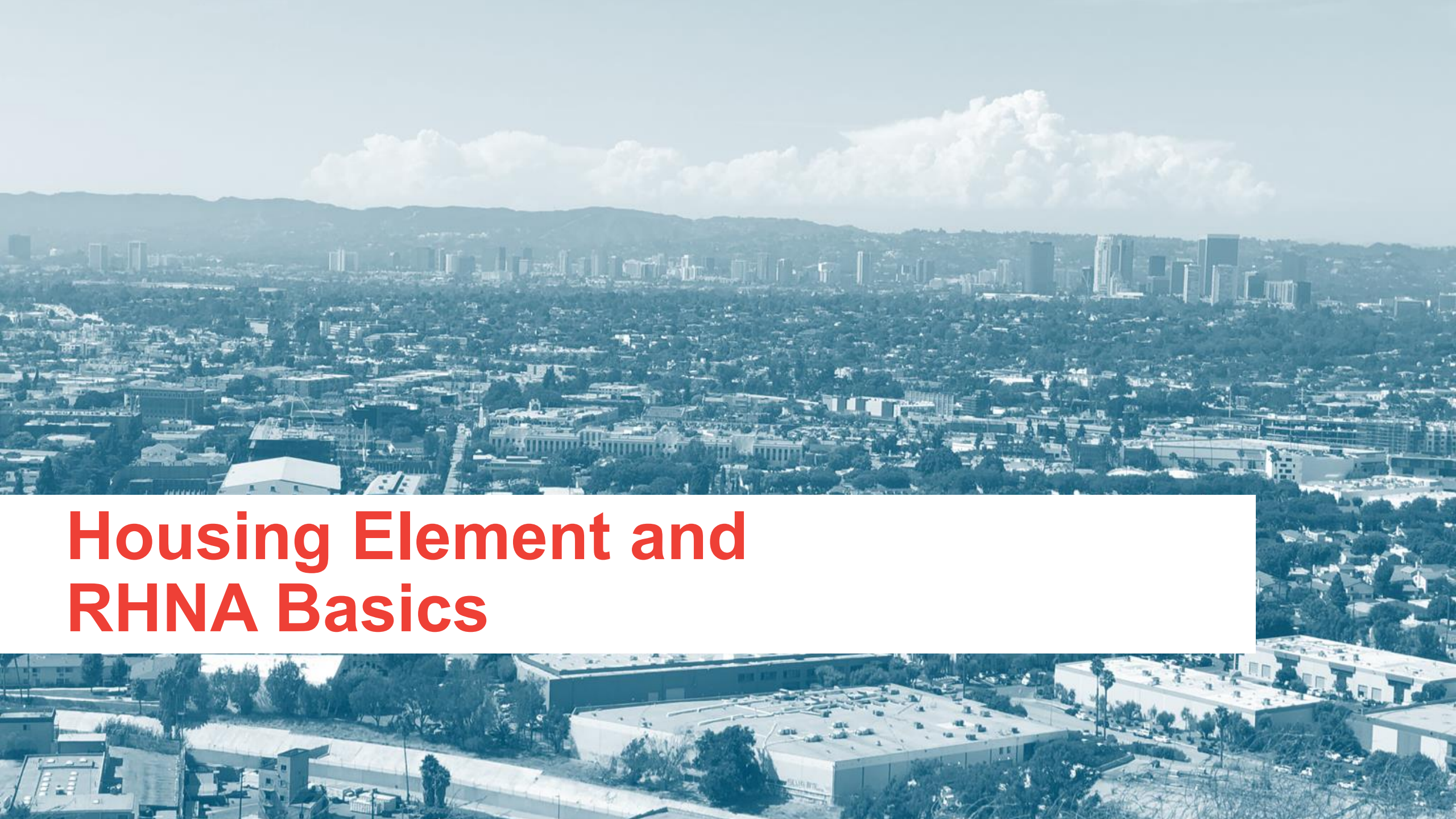
6/14/21 City Council Report

- A **diverse and expanded range of housing options** for different income levels, household compositions, stages of life, and marginalized populations
- A culturally, racially, and economically diverse community that manages growth to prevent displacement and **provide affordable housing**
- 6th cycle Culver City Housing Element to **lead the State** in providing affordable housing
- Increase housing production to address **jobs/housing imbalance**
- Address affirmatively furthering fair housing in the distribution of new housing; **equitably distribute growth throughout the city**
- Address **gentrification** and **displacement; renter protections**
- Need to create more **equitable pathways to ownership for wealth building**
- Increase **missing middle housing** as part of the solution
- **Housing options** for families, seniors, artists, young adults, and homeless
- Create **funding sources** for affordable housing
- Concern about **single family zoning as exclusionary**
- Concern about **eliminating single family zoning** and overbuilding
- **Need for creativity** (affordable housing overlays, land trust)



- Community Visioning Festival 2/8/20
- GPAC 8/13/20, 9/10/20, 10/8/20, 4/8/21, 6/10/21
- Housing Technical Advisory Committee 12/8/20, 3/11/21, 4/20/21
- Community Land Use Scenarios Workshop 1/27/21
- City Council/Planning Commission Study Session 1/27/21
- Land Use Alternatives Workshops 4/29 & 5/5/21
- City Council/Planning Commission Joint Session 6/23 and 6/28/21

General Plan 2045 Culver CITY



Housing Element and RHNA Basics

Housing Element Basics

- A policy guide, part of the General Plan
- State law requires agencies to update Housing Elements by statutory deadline
  - October 15, 2021 (with 120-day grace period)
- Housing Element cycles
  - Existing: 2013-2021 (5th cycle)
  - Update: 2021-2029 (6th cycle)
- State Department of Housing and Community Development (HCD) reviews Housing Elements for compliance with State law

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Housing Element Requirements

- Accommodate projected housing demand mandated by the State through the Regional Housing Needs Allocation (RHNA)
- Increase housing production to meet demand
- Preserve existing affordable housing stock
- Improve the safety, quality, and condition of existing housing
- Facilitate the development of housing for all income levels and household types including special needs populations
- Affirmatively furthering fair housing

Housing Element Contents

Housing Needs Assessment	Housing and demographic trends, special needs populations, affordable housing preservation
Resources and Opportunities	Adequate sites for Regional Housing Needs Allocation (RHNA), financial and administrative
Housing Constraints	Governmental and non-governmental
Housing Plan	Goals, policies, programs, and quantified objectives; review of previous housing programs
Evaluation of 2013-2021 Housing Element	
Sites Inventory and Analysis	Progress toward RHNA, sites, infill, inventory
Inventory of affordable units	Inventory of assisted units, units at risk
Fair Housing Assessment	Segregation, access to opportunities, displacement risks

Adequate Sites Analysis

- Identify vacant and underutilized sites with near-term development potential within 8 years
- Assembly Bill 1397 Adequate Lower Income Sites Analysis
  - Default density: 30 dwelling units per acre
  - Size: at least 0.5 acre but not larger than 10 acres
- Senate Bill 166 No Net Loss
  - Applies to lower and moderate income RHNA
  - Agencies must maintain adequate sites to accommodate remaining unmet RHNA by each income category throughout the entire planning period.
  - Department of Housing and Community Development recommends applying a buffer of 15-30% to the number of units allocated.

Regional Housing Needs Allocation

- Minimum number of housing units each community is responsible to accommodate.
- Two separate requirements:
  - Adequate sites analysis at the time of Housing Element adoption
    - Must demonstrate adequate sites for Regional Housing Needs Allocation by income level
  - Production during 8-year planning period
    - Production objectives based on resources
    - Good faith efforts

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Regional Housing Needs Allocation

HCD	SCAG		LA County Nearby Cities	
Projection for statewide growth and allocates to regions in the state 3.5 million units	Imperial County	15,993	Beverly Hills	3,104
	Los Angeles County	**812,060**	**Culver City**	**3,341**
	Orange County	183,861	Glendale	13,425
	Riverside County	167,351	Inglewood	7,439
	San Bernardino County	138,110	Los Angeles City	456,643
	Ventura County	24,452	Santa Monica	8,895
	Total SCAG	**1,341,827**	West Hollywood	3,933

HCD = State Department of Housing and Community Development
SCAG = Southern California Association of Governments

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Regional Housing Needs Allocation

Income Level	2021 Income Limits*	6th Cycle (2021-2029) Culver City RHNA	
Very Low (50% AMI)	$59,100	1,108	33.1%
Low (80% AMI)	$94,600	604	18.1%
Moderate (120% AMI)	$96,000	560	16.8%
Above Moderate (>120% AMI)	>$96,000	1,069	32.0%
Total		**3,341**	**100.0%**

**State income limits shown for a household of four*
AMI = Area Median Income

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Draft Housing Element Review

Meeting the RHNA

Selecting Sites for RHNA

- Housing Element Sites Inventory is NOT the universe of all sites that may be redeveloped
- Sites not identified in the Sites Inventory can be developed according to GP and Zoning
- AB 1397 sets strict standards for lower income RHNA
  - Maximum density must be at least 30 dwelling units per acre
  - Sites must be at least 0.5 acre
  - Sites requiring rezoning after October 15, 2021 – must be able to accommodate at least 16 units on site
- Cannot factor in density bonus or inclusionary housing units
- Objective criteria for selecting potential sites
- Distribution of sites throughout the community
- Multiple strategies for reaching the RHNA
  - ADUs
  - Pipeline projects
  - Incremental infill
  - Opportunity sites
  - Intensifying existing multi-family neighborhoods
  - Integrating residential uses in commercial areas

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Incremental Infill – Two Potential Scenarios:

- **Conversion and/or Addition**
  - Essentially an ADU scenario
  - State law does not allow estimating RHNA units based on capacity
  - Based on a trend of 50 units per year, inflating to 75 units per year due to incentives
- **Redevelopment**
  - 5,598 parcels meet 4,950-square-foot threshold
  - Eliminate parcels based on:
    - Existing uses
    - Age of structure
    - Improvement to land ratio
    - Existing floor area ratio
    - Net increase
  - 1,410 eligible parcels remain
  - Assume 15% to be redeveloped

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Intensifying Existing Multi-Family Neighborhoods

- **Land use designations**
  - Corridor Multi-Family (30 dwelling units per acre)
  - Neighborhood Multi-Family (50 dwelling units per acre)
- **Criteria used for screening**
  - Existing use
  - Age of structure
  - Improvement-to-land ratio
  - Increase is at least 4 times the existing number of units on site
  - 162 parcels but not all with consolidation potential to 0.5 acre

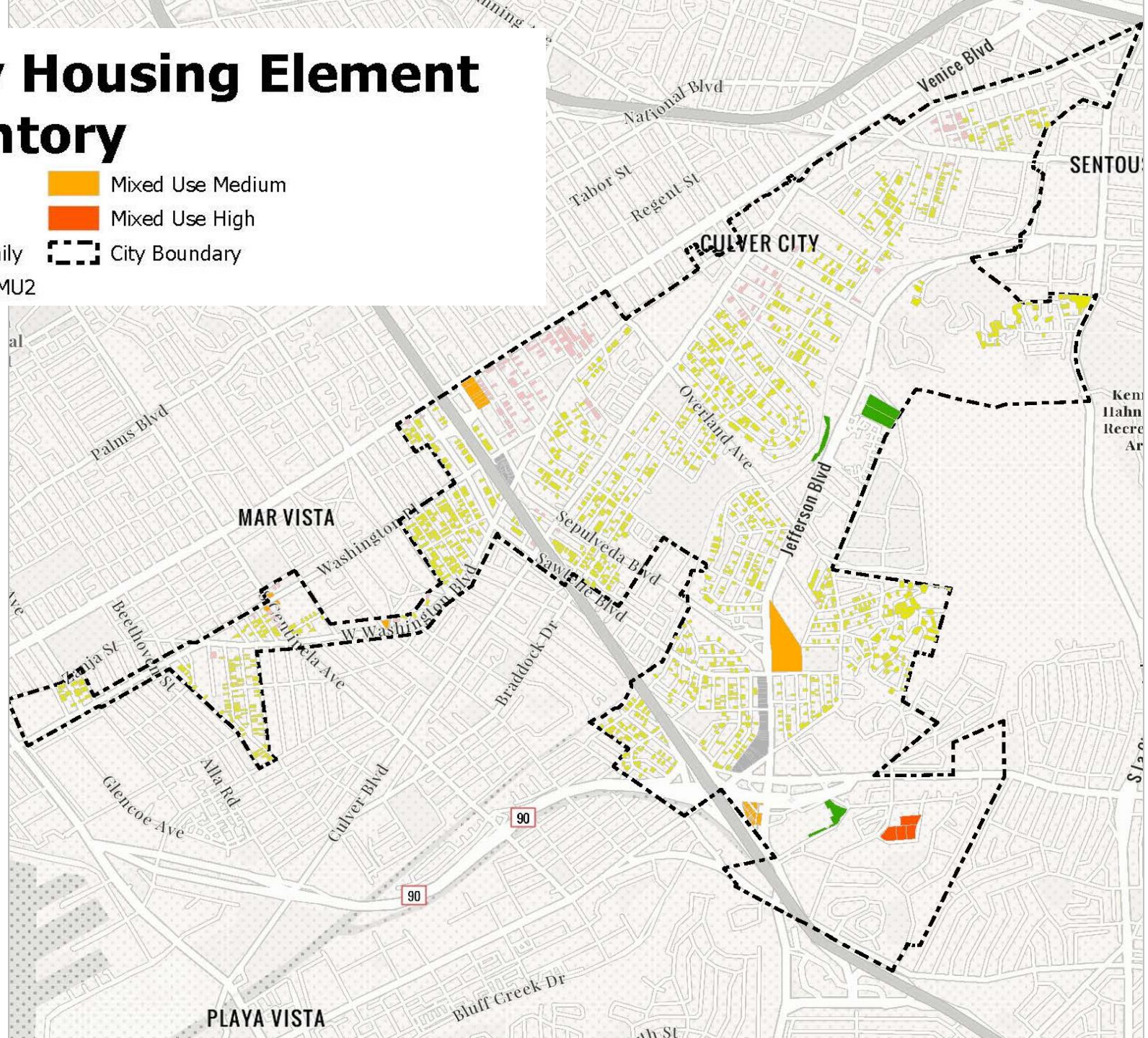
Integrating Residential Uses in Commercial and Industrial Areas

- **Land use designations**
  - Neighborhood/Corridor Mixed Use (50 dwelling units per acre)
  - Mixed Use Medium (65 dwelling units per acre)
  - Mixed Use High (100 dwelling units per acre)
- **Criteria used for screening**
  - Existing use
  - Age of structure
  - Improvement-to-land ratio
  - Existing floor area ratio

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Culver City Housing Element Sites Inventory

- Incremental Infill
- Opportunity Sites
- Neighborhood Multi-Family
- Neighborhood/Corridor MU2
- Mixed Use Medium
- Mixed Use High
- City Boundary



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Sites Inventory

	Lower	Moderate	Above Moderate	Total
RHNA	1,712	560	1,069	3,341
Approved/Entitled/Proposed/Pipeline Projects	122	20	358	500
Current General Plan				
Projected ADUs (Conversion/Expansion)	360	36	204	600
Low Density Two-Family/Medium Density Multi-Family	0	196	0	196
CG/CN	681	25	0	706
Capacity (Projects + Sites)	1,163	277	562	2,002
Surplus/(Shortfall)	(549)	(283)	(507)	(1,339)
2045 General Plan Preferred Land Use Map				
Incremental Infill				
Conversion/Expansion Scenario	360	36	204	600
Redevelopment Scenario	---	212	424	636
Opportunity Sites	60	40	493	593
Neighborhood Multi-Family (50 du/ac)	184	477	0	661
Mixed Use Medium (65 du/ac)	682	0	0	682
Mixed Use High (100 du/ac)	619	0	0	619
Neighborhood/Corridor MU2	691	0	0	691
Capacity (Projects + Sites)	2,718	1,209	1,055	4,982
Surplus/(Shortfall)	1,006	225	410	1,641
% Buffer	58%	40%	38%	49%

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Quantified Objectives

	Extremely Low/Very Low	Low	Moderate	Above Moderate	Total
RHNA	1,108	604	560	1,069	**3,341**
New Construction	400	400	600	1,200	**2,600**
Preservation	60	60	0	0	**120**
Conservation	59	134	38	0	**231**

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Progress in Achieving Quantified Objectives, 2013-2021

Program Category	Quantified Objective	Progress 2013-2021
New Construction*		
Very Low	48	39
Low	29	13
Moderate	31	25
Above Moderate	77	717
Total	185	890
Rehabilitation		
Very Low	13	
Low	12	
Moderate	15	
Above Moderate	0	
Total	40	
Conservation		
Very Low	101	
Low	7	
Moderate	4	
Above Moderate	0	
Total	112	

*Quantified objective for new construction is for the period October 2013 – October 2021 per the RHNA

General Plan 2045 Culver CITY

Housing Goals

- **Goal 1:** A city that proactively provides equitable access to affordable housing for all income levels and one that has multiple programs to address the housing needs of persons experiencing homelessness and special needs populations.
- **Goal 2:** A city with a variety of housing opportunities that complement and enhance the city's goals for continued economic vitality and prosperity.
- **Goal 3:** A city that plans to grow sustainably and intelligently by revisiting policies and programs frequently to update and adjust if they are not meeting goals.
- **Goal 4:** A city that affirmatively furthers fair housing to reverse the legacy of segregation and provide housing and opportunity for historically disenfranchised groups.

Housing Objectives

Objective 1. Housing Maintenance. Encourage a high level of housing maintenance to promote the availability of decent housing and to protect the quality of neighborhood environments.

Objective 2. Housing Supply. Expand opportunities for developing a variety of housing types.

Objective 3. Housing Affordability. Provide rental and ownership housing opportunities that are compatible with the range of income levels of Culver City residents.

Objective 4. Housing Access. Improve access to quality housing for all members of the community by eliminating discrimination, reducing physical constraints, increasing the number of affordable housing units, and supporting access to emergency shelters.

Objective 5. Housing Production Accountability. Monitor housing production effectiveness throughout the planning period and adjust as necessary.

Housing Programs:
Measure 1. Enhancing Housing Affordability

Program	Status
Housing Choice Voucher	Existing
Rental Assistance	Existing
Shared Housing	Existing
Existing Covenant Buildings	Existing
Preservation of At-Risk Affordable Housing Units	Existing, updated to reflect new State law on noticing requirements
Affordable Housing Development Assistance	Existing, updated to include pipeline projects
Inclusionary Housing	Existing, with modified actions to ensure consistency with 2045 General Plan
Linkage Fee	Existing, with modified actions to ensure consistency with 2045 General Plan

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Housing Programs:
Measure 2. Addressing Special Housing Needs

Program	Status
Homeless and Special Needs Housing	Existing, expanded to include pipeline projects
Zoning Code Amendments	New, homeless, Low Barrier Navigation Center, Supportive Housing, Employee Housing etc.
Homeless Service Referrals	Existing
Emergency Shelters	Existing
Group Homes	Existing

Housing Programs:
Measure 3. Improving Housing and Neighborhood Conditions

Program	Status
Neighborhood Preservation Program	Existing
Healthy and Safe Grant	Existing
Graffiti Removal	Existing

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Housing Programs:
Measure 4. Facilitating Additional Housing

Program	Status
Adequate Sites for RHNA and Monitoring No Net Loss	New, with built in monitoring requirement and mid-term review of trend and adjustment to policies/actions if necessary
By-Right Approval	New, and expanding to cover all projects with 20% affordable units
Density Bonus	Existing
Accessory Dwelling Unit Ordinance	New, amend to implement Incremental Infill and with built in monitoring
Affordable ADU Incentive Program	Existing, pilot program
Affordable Housing Tools and Best Practices	New, Council direction to prioritize
Hotel/Motel Conversion	New
Objective Design Standards	New

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Housing Programs:
Measure 35 Affirmatively Furthering Fair Housing

Program	Status
Fair Housing Counseling	Existing
Source of Income Protection	New
Permanent Rent Control Ordinance	Existing
Landlord-Tenant Mediation Board	Existing
Housing Replacement	New
Promotion of Housing Programs	New

Housing Programs:
Measure 6. To be Initiated or Reinstated with Additional Funding

Program	Status
Temporary Emergency Rental and Relocation Assistance	Discontinued, to be reinstated
Property Acquisition and Rehabilitation	Discontinued, to be reinstated
West Culver City Residential Rehabilitation Program	Discontinued, to be reinstated
Surcharge Fee for New Construction	Discontinued, to be reinstated
Homebuyer Assistance	New

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What’s Next?

HOUSING ELEMENT

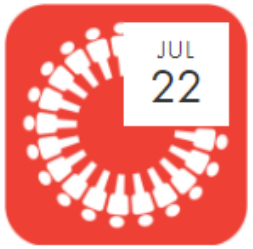
The City of Culver City is in the process of updating the 2021-2029 Housing Element Update. This page outlines frequently asked questions, provides information on participating, documentation prepared, and upcoming events.

THE FIRST PUBLIC DRAFT OF THE HOUSING ELEMENT IS NOW AVAILABLE FOR REVIEW BY CULVER CITY STAKEHOLDERS. PLEASE VISIT THE DRAFT HOUSING ELEMENT PAGE TO REVIEW THE DRAFT HOUSING ELEMENT.

PARTICIPATE IN THE UPDATE PROCESS

There are numerous ways to participate throughout the planning process. Attend one of the several events coming up on the Housing Element:

Upcoming Events



GPAC Meeting #18 - Housing Element

JUL 22, 2021 •
7:00 PM – 10:00 PM



Housing TAC Meeting #4

JUL 28, 2021 •
10:00 AM – 12:00 PM



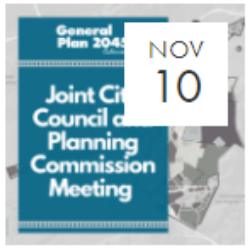
Draft Housing Element Presentation at Planning Commission

JUL 28, 2021 •
7:00 PM – 9:00 PM



State Review of Draft Housing Element

AUG 1, 2021 – SEP 30, 2021 •
12:01 AM



Project Updates at Planning Commission

NOV 10, 2021 •
7:00 PM – 11:59 PM

What's Next?

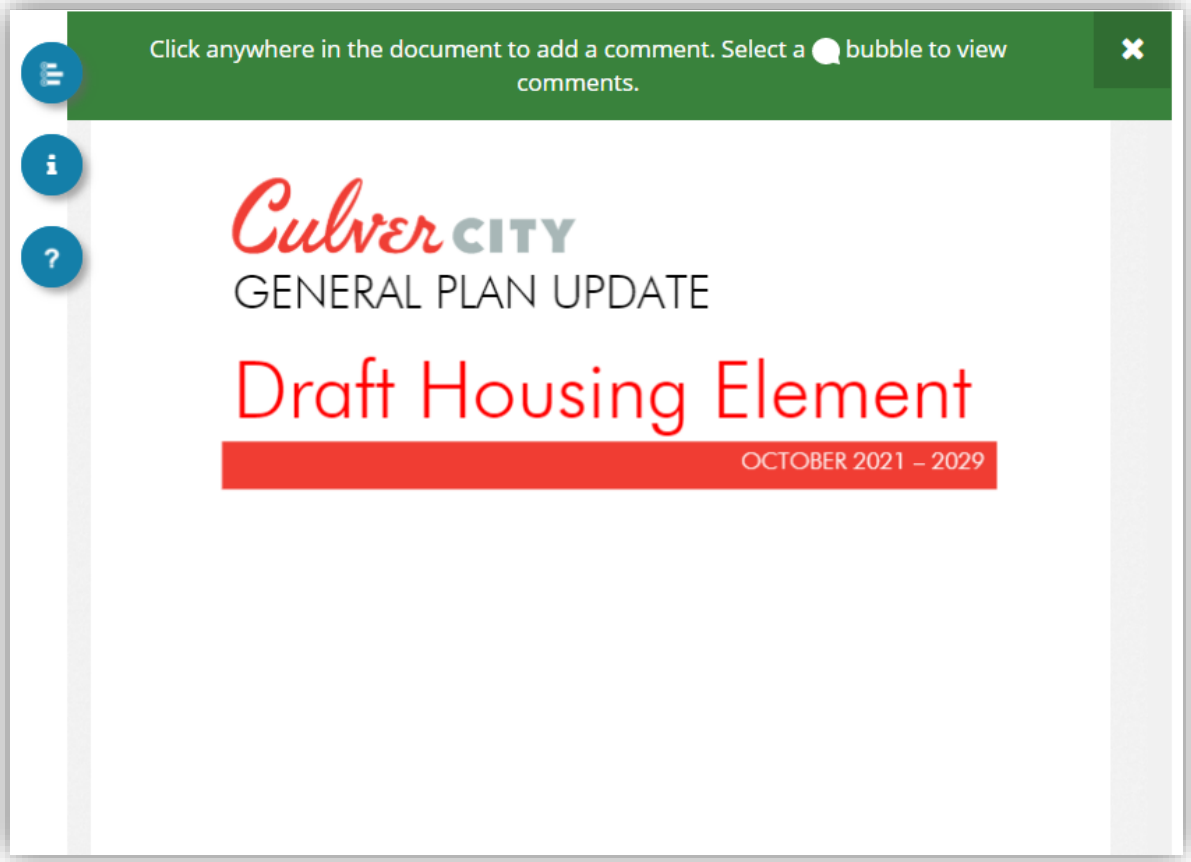
Housing TAC: July 28
Planning Commission: July 28

HCD Review: Aug-Sept
Planning Commission: Nov
City Council Adoption: Dec

Stay tuned:
www.pictureculvercity.com

We Want to Hear from You!

- **Housing Element Webpage (pictureculvercity.com/housing-element)**
  - Upcoming meetings
  - Past engagement
  - FAQ
- **Public Review Draft Housing Element**
  - Review the Draft Housing Element
  - Comment and provide thumbs up/thumbs down
  - Comment period open until Oct. 1, 2021



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General Plan 2045

Culver CITY

GPAC Meeting 18

July 22, 2021

LAND USE ALTERNATIVES SURVEY SUMMARY

Survey Dates: April 29 to June 13

General Plan 2045 Culver CITY



Land Use Alternatives Survey Summary

This document presents a summary of results from the land use alternatives survey which was open from April 29 to June 13, 2021.

Introduction

The City of Culver City is updating its General Plan. The General Plan Update (GPU) is a process to develop a roadmap to make Culver City the best it can be for everyone. This effort will result in a visionary new 25-year citywide plan that will help create a prosperous and sustainable city. It will enhance characteristics that make Culver City great, improve issues that reduce quality of life, and identify opportunities to leverage our innovation and creativity. The GPU will cover important topics to the community, including housing, mobility, climate change, public safety, arts and culture, sustainability, and more.

At this phase of the three-year GPU process, the City is developing and seeking input on land use and mobility alternatives through various meetings, workshops, the land use alternatives survey, and an exercise focusing on mobility alternatives. The land use alternatives illustrate different approaches to accommodate future growth in the city and achieve the community's vision for Culver City over the next 25 years to 2045. These alternatives are based on technical studies and community input collected between September 2019 and April 2021. The purpose of this land use alternatives survey was to gather input from the community on the alternatives to understand the community's preferences for how to achieve an equitable, inclusive, and connected Culver City for all.

The land use alternatives survey was available online from April 29 through June 13, 2021. It covered options presented at community workshops on April 29 and May 5, 2021. Materials from the workshops, as well as more information about the alternatives, are available for review on the project website.

To encourage community participation in the survey, the City employed several strategies:

- Email announcement to all stakeholders on the GovDelivery General Plan Update and General Plan Advisory Committee email lists.
- Announcement on the project website with a pop-up directing visitors to the survey.
- Announcement on the City website news page.
- Announcement slider on the City cable channel.
- Social media platforms, including Twitter, Facebook, NextDoor, and Instagram.
- Staff invited City Council, Planning Commission, GPAC, and Technical Advisory Committee Members to repost and share the survey announcement to broaden the survey's reach.
- The project team promoted the survey at the land use alternatives workshops on April 29 and May 5, 2021, and at the mobility alternatives workshop on May 27, 2021.
- Request to share information through the volunteer communications network with survey links to stakeholders, including neighborhood organizations.
- The project team translated the survey to Spanish, made it available on the same project website page as the English version, and used similar outreach strategies to encourage engagement.

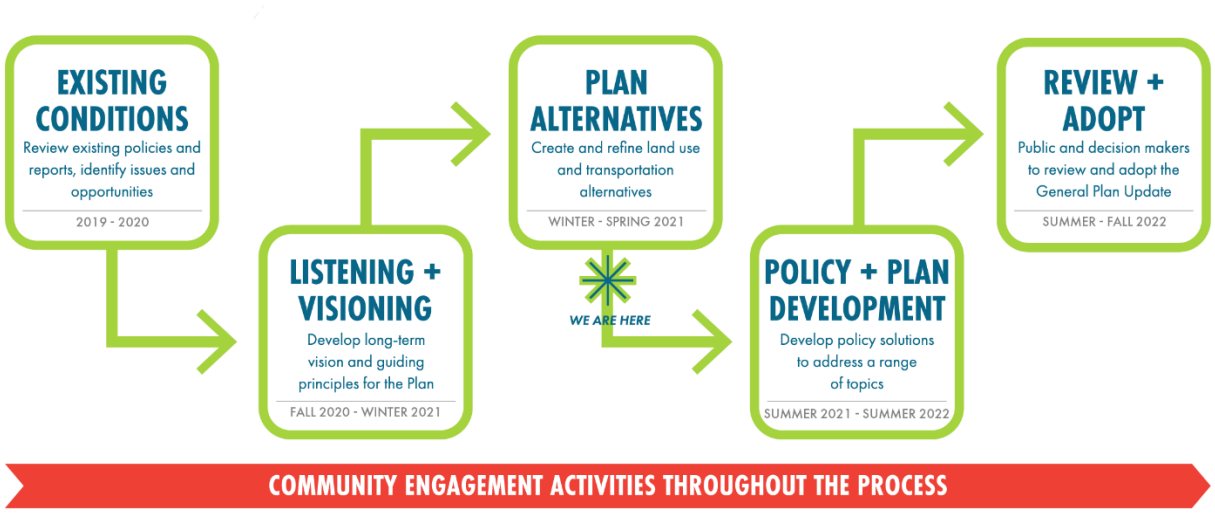
This report summarizes trends from the land use alternatives survey. Appendix A contains all questions and 680 responses received through the English version of the survey. Appendix B contains all questions and three responses received through the Spanish version of the survey. Note that for the purposes of the analysis, the

project team translated Spanish responses and combined all responses into one spreadsheet, totaling 683 responses.

Context

The GPU is currently in the "Plan Alternatives" phase of the planning process (see Figure 1), where the purpose is to create and refine land use and mobility alternatives for the public and decision-makers to review. These alternatives were informed by earlier phases of the project, including the "Existing Conditions" phase, in which the project team conducted technical analysis and reviewed existing policies and reports, and the "Listening + Visioning" phase, in which the project team engaged community members, stakeholders, and technical experts to refine the existing conditions research and develop the Community Vision, Core Values, and Guiding Principles for the updated General Plan. Following finalization of the Community Vision, Core Values and Guiding Principles, the GPU team engaged the community, stakeholders, and technical experts to help develop and refine preliminary concepts for alternatives from December to April 2021 through advisory body meetings (General Plan Advisory Committee and Technical Advisory Committees) and a Land Use Strategies Community Workshop. The results of this community engagement have shaped the land use alternatives presented to the community for feedback in April 2021.

Figure 1. Project Phases and Timeline



What We Asked

As with other surveys for the GPU, the land use alternatives survey asked about respondent demographics and socioeconomic characteristics, these are summarized in the Survey Respondents section. The remainder of the survey focused on the options presented at the community workshops and included questions about priorities for: Citywide, Residential Neighborhoods, Commercial Corridors, Industrial Areas, and Building Heights. Respondents were also invited to provide general comments or questions about the alternatives. All questions and responses collected from the survey are included in Appendices A and B.

What We Heard

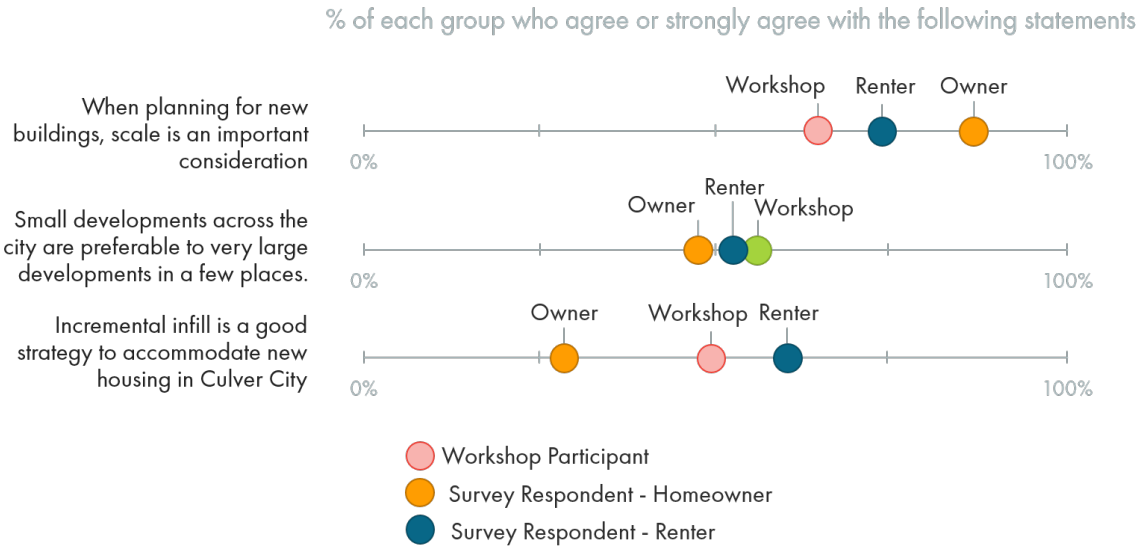
The sections below describe and illustrate selected survey responses that were analyzed by the GPU team and the Appendices show every response collected in English and Spanish.

The figures illustrating the survey responses highlight relevant and notable demographic data and compare survey responses to workshop participant responses. In addition to noticing a difference between survey and workshop participants, the GPU team noted divided opinions in responses from homeowners compared to renters. Because of these notable differences, some of the figures summarizing the survey responses break down the responses by homeowners and renters to show these patterns.

Citywide

Nearly all (94%) of survey respondents were neutral, agreed, or strongly agreed that considering scale is important for new buildings citywide. Half of all respondents agreed or strongly agreed that small versus very large developments are preferable and another 20% were neutral on this statement. Lastly, responses to the third statement about incremental infill[1] as a strategy for new housing show the greatest split in opinion between owners and renters (Figure 2).

Figure 2. Citywide Development Priority Statements (Selected Statements)



Residential Neighborhoods

As with the citywide statement regarding infill development, most responses to the residential neighborhood priorities were vastly split between renters and homeowners (Figure 3). Homeowners, who disproportionately responded to the survey compared to the percent of Culver City residents who are homeowners (see Figure

[1] Infill development is the act of repurposing vacant or formerly developed land in areas that are already largely developed for new development. Incremental Infill is development that occurs incrementally. For the GPU, this refers to development throughout the plan horizon through 2045, with residential areas allowing densities up to four units on a lot, and most development allowing existing units to remain with the option to add new units.

17), were strongly opposed to infill development. 63% of respondents indicated they would strongly oppose incremental infill (up to four units) in existing single-unit residential areas.

Figure 4 and Figure 5 show what potential benefits and concerns respondents identify for infill housing. Many respondents (33%) see infill as an opportunity for more affordable housing and (30%) are concerned about potential impacts on on-street parking and traffic.

Figure 3. Support for Incremental Infill Development in Residential Neighborhoods

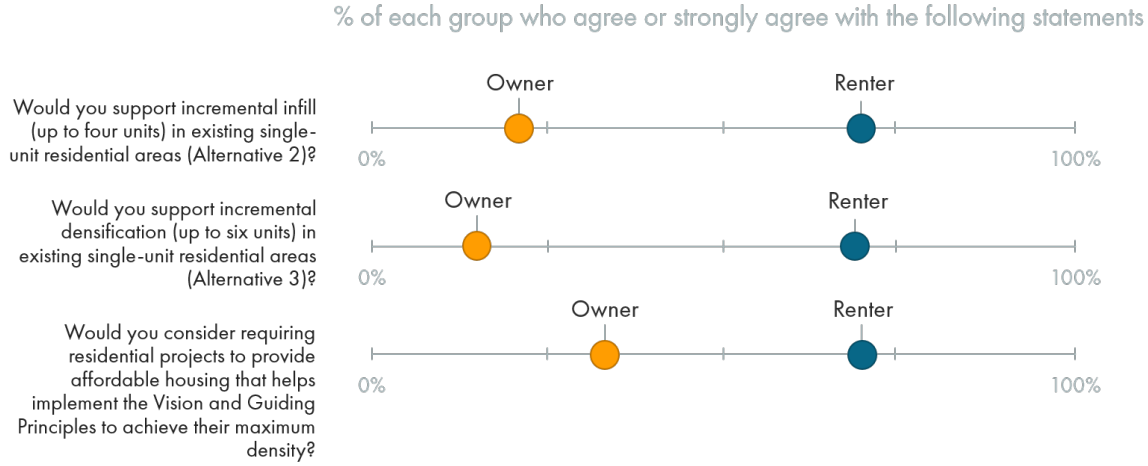


Figure 4. Potential Benefits of Allowing Incremental Infill Development in Residential Neighborhoods

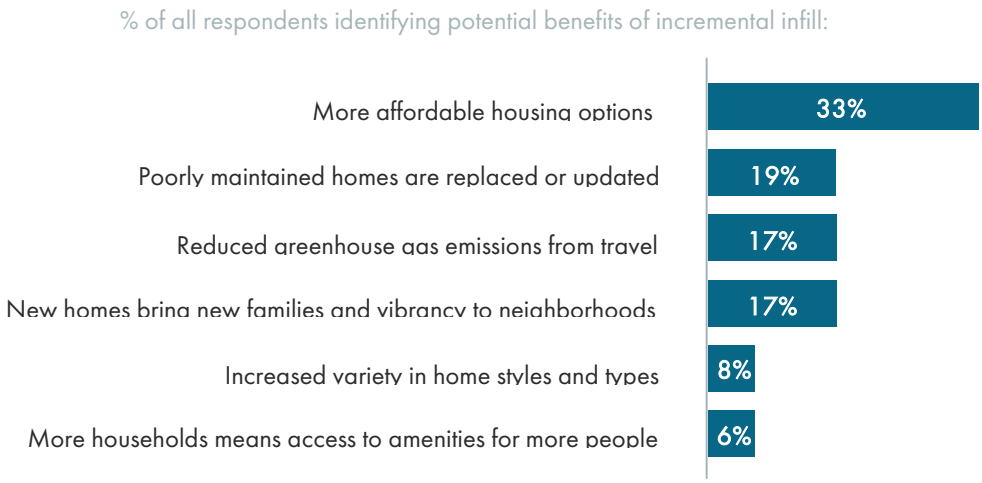
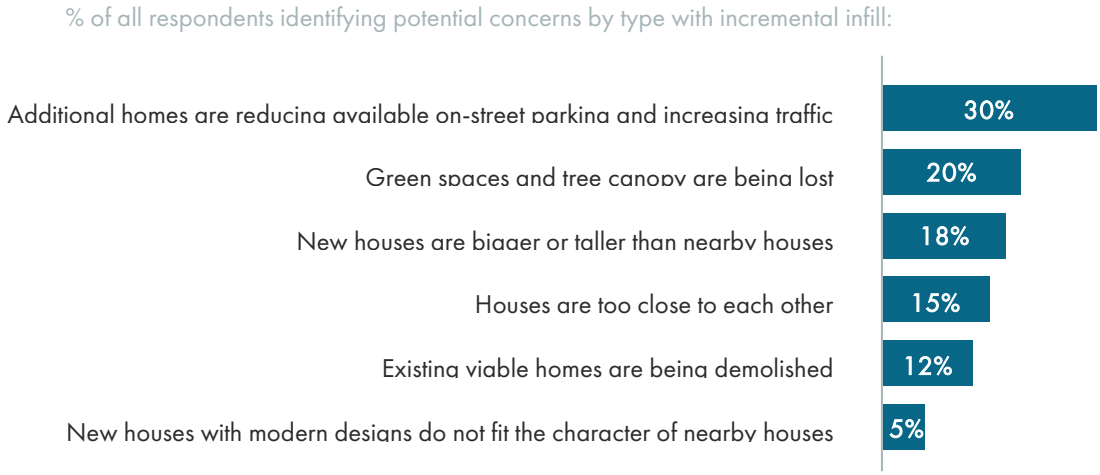


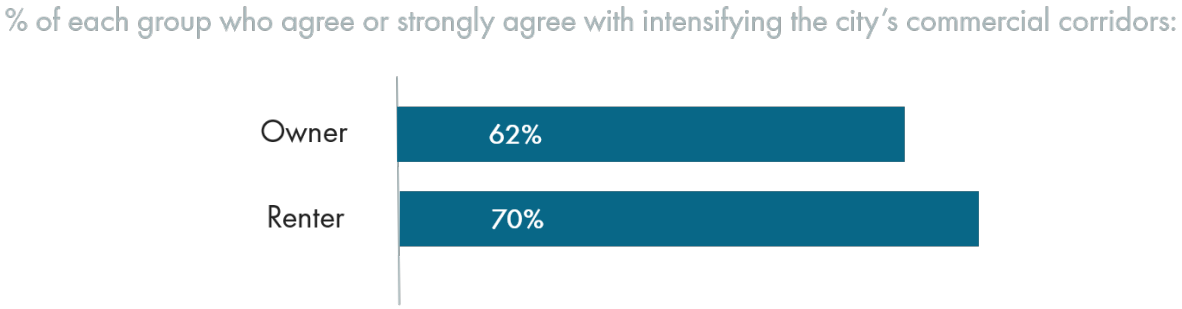
Figure 5. Potential Concerns with Allowing Incremental Infill Development in Residential Neighborhoods



Commercial Corridors

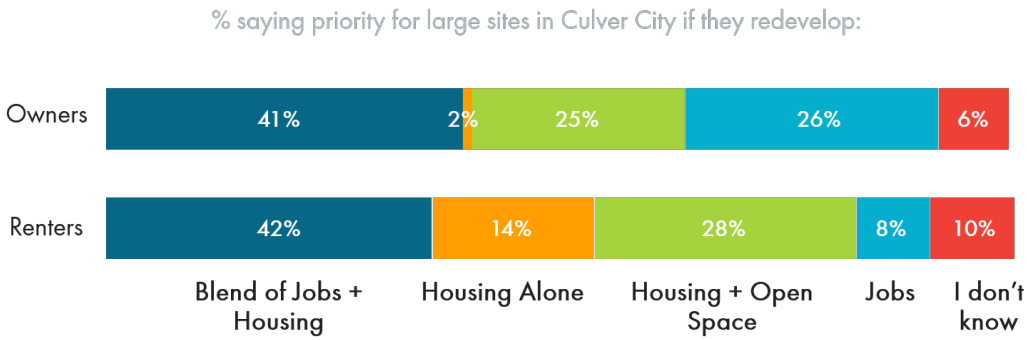
Almost two-thirds (65%) of respondents would support intensifying[2] the city's commercial corridors to support new housing and jobs next to multimodal transportation infrastructure, like transit. Renters were more likely than homeowners to support this intensification (Figure 6) and were also more likely to support adding housing if large sites were to redevelop (Figure 7). Overall, homeowners were more likely to say redevelopment should add more jobs (Figure 7).

Figure 6. Support for Intensifying the Land Uses Along Commercial Corridors to Support New Housing and Jobs



[2] Intensity is the ratio of building floor area to total lot area in commercial areas, or floor area ratio (FAR).

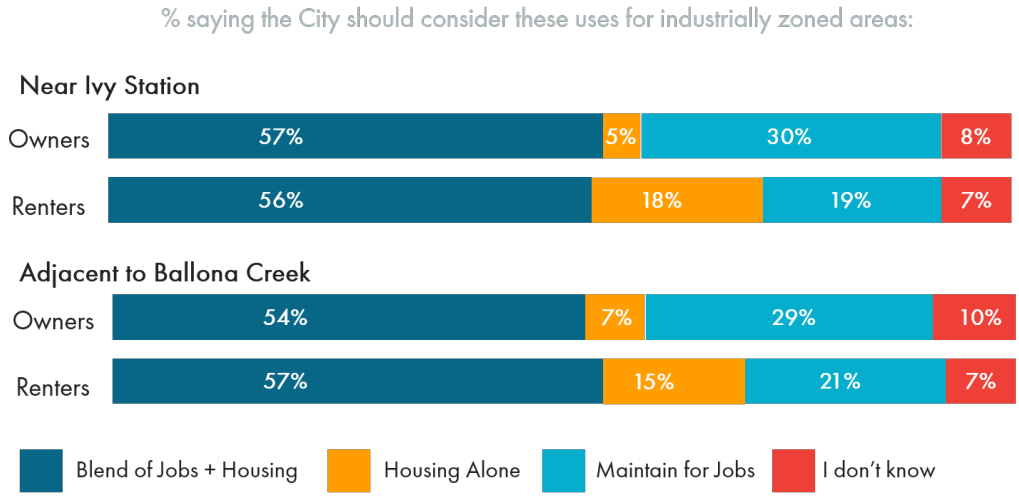
Figure 7. Priority Uses for Intensification of Commercial Corridors



Industrial Areas

In industrial areas near Ivy Station and next to Ballona Creek, owners and renters would prioritize a blend of jobs and housing more than other uses. However, homeowners were more likely to say that the City should consider maintaining jobs and renters were more likely to say housing alone should be built in those areas (Figure 8).

Figure 8. Priority Uses for Ivy Station and Ballona Creek Industrial Areas



Building Heights

Homeowners were more likely to be aware of Culver City's 56-Foot Height Limit (Figure 9) and were also more opposed to allowing for any buildings above 56 feet (Figure 10). When asked if respondents would allow development to exceed the 56-foot height limit (Figure 11), most (39%) suggested specific parcels in specific locations like near transit, 21% suggested higher density areas in the city, 18% suggested exemptions for projects that provide onsite open space, 17% would allow exemptions for projects that provide affordable housing that exceed the City's requirements, and 6% would allow the exemption citywide.

Figure 9. Awareness of 56-Foot Height Limit

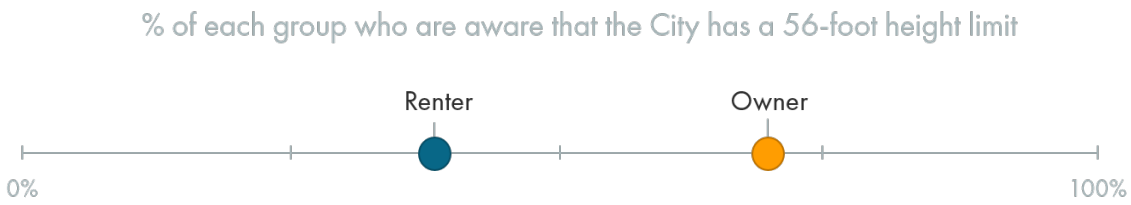


Figure 10. Support for Allowing Building Heights Above 56 Feet

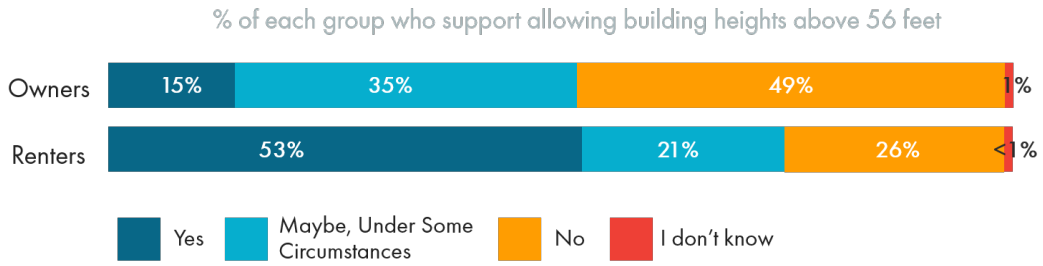
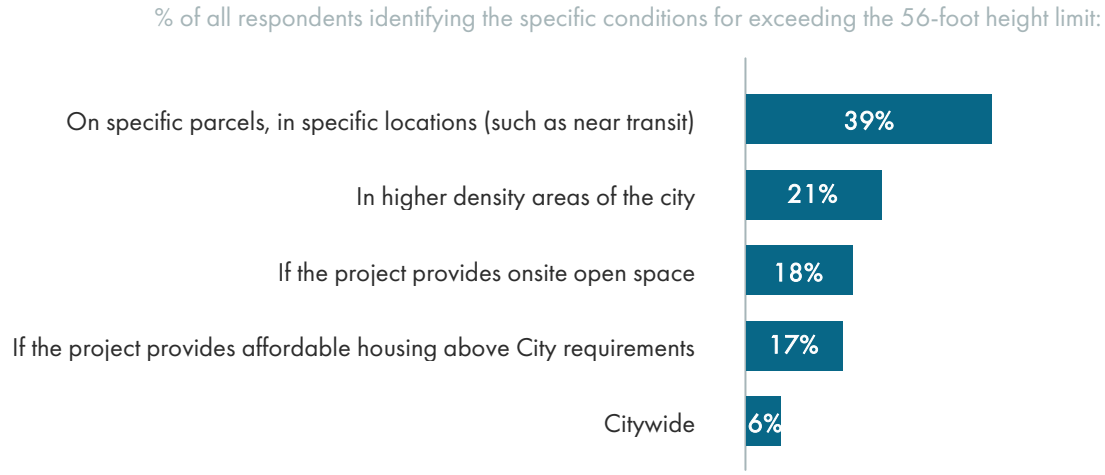


Figure 11. Specific Conditions for Potentially Allowing 56-Foot Height Limit Increases



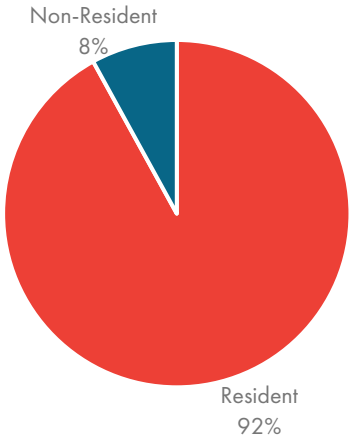
Survey Respondents

Everyone who lives, works, plays, or spends time in Culver City for other activities is invited and welcome to engage in the GPU process. Tracking demographic data throughout GPU activities helps to ensure those participating in the process represent the diverse values and experiences that make Culver City the community it is today. The following bullet points and charts describe survey respondent demographics.

- A total of 683 people participated in the survey between April 29 and June 14, 2021. Not all respondents completed the survey and some skipped questions or left the survey screen before finishing.
- Of the total respondents, 3 respondents provided input in Spanish. The Appendix shows the English translation for the Spanish responses.

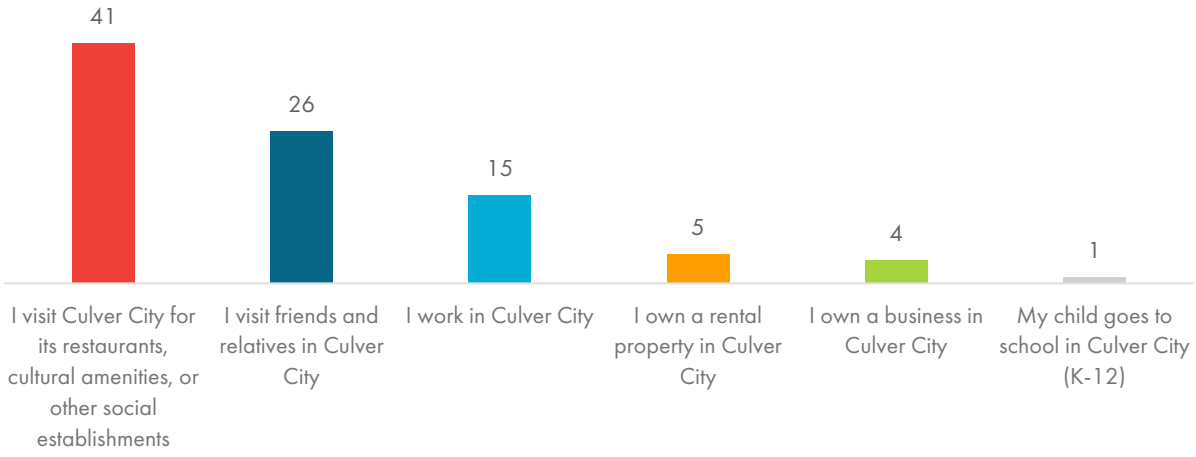
A total of 675 respondents answered the question of whether they live in Culver City and 92% lived in Culver City and 8% did not.

Figure 12 Percent of Respondents Who Live in Culver City



Almost all of the respondents who did not live in Culver City have at least one tie to Culver City, including: I visit Culver City for its restaurants, cultural amenities, or other social establishments (n=41); I visit friends and relatives in Culver City (n=26); I work in Culver City (n=15); I own a rental property in Culver City (n=5); I own a business in Culver City (n=4); My child goes to school in Culver City (K-12) (n=1); and other options.

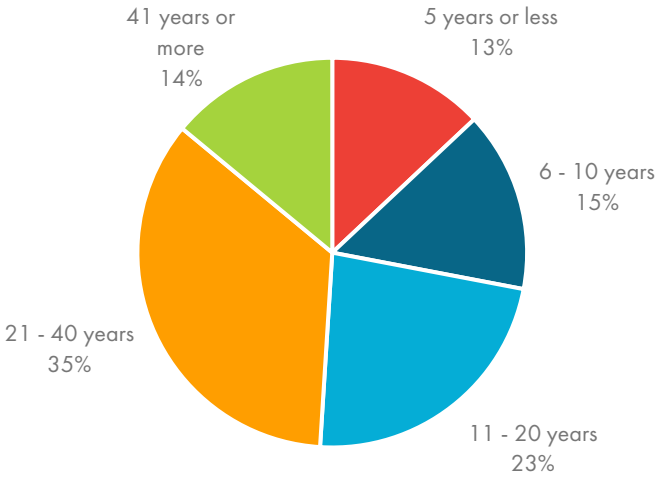
Figure 13 Non-Culver City Resident Respondents' Ties to Culver City (Shows the Number of Respondents. Respondents Can Select More than One Option)



Respondents who did live in Culver City were asked how long they have lived in the city:

- 13% have lived in the city for 5 years or less,
- 15% have lived in the city for 6 to 10 years,
- 23% have lived in the city for 11 to 20 years,
- 35% have lived in the city for 21 to 40 years, and
- 14% have lived in the city for 41 years or more.

Figure 14 Number of Years Culver City Residents Who Responded to the Survey Have Lived in Culver City

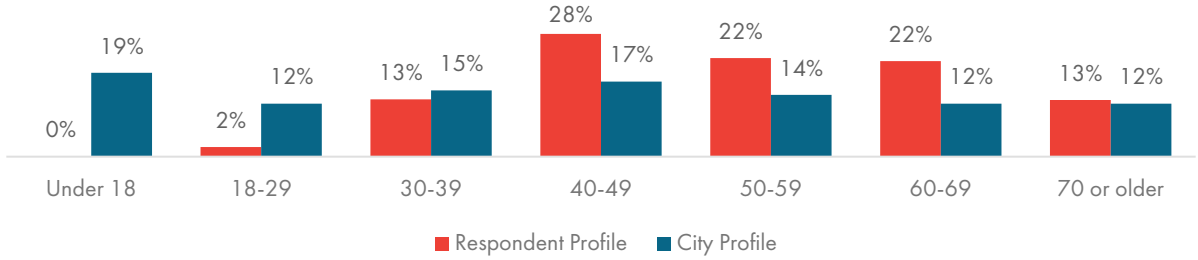


Age, Race and Ethnicity, and Housing Tenure

Respondents did not proportionately represent the city's population by age, race and ethnicity, or tenure (see Figures 15-17).

Most participants who lived in Culver City and provided age information (n=600) were older than the general population of the city: about 28% of the respondents were between the ages of 40 and 49 compared to 17% in the city; about 44% were between the ages of 50 and 69, compared to 26% in the city; and about 2% were between the ages of 18 and 29 compared to 12% in the city. Only one respondent was under 18 years old, making their representative share in the survey less than 1% compared to 19% in the city.

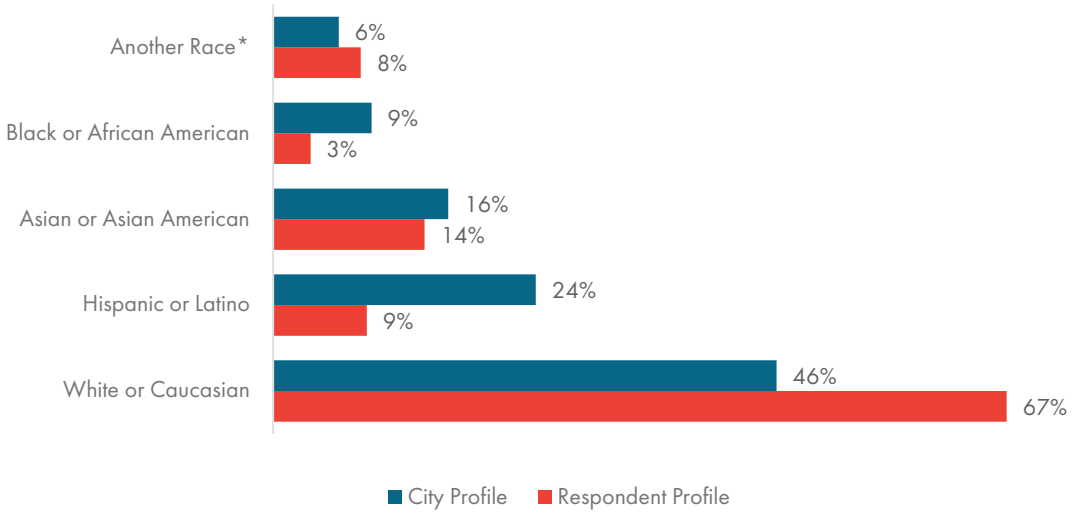
Figure 15. Age Profile Comparison



City Profile Data Source: U.S. Census American Community Survey, 2014-2019

More respondents who lived in Culver City and provided race or ethnicity responses (n=643) identified as White or Caucasian (67%), which is greater than their representative share of the general population of the city (46%) and than all other race/ethnicity groups in both the survey and the city. People who identified as Asian or Asian American had the second highest participation rate (14%); this number is close to the Asian or Asian American representation in the city (16%). Those who identify as Hispanic or Latino (9%) or Black (3%) had some of the lowest participation rates in comparison to their respective representation rates (24% and 9%) in the city.

Figure 16. Race or Ethnicity Profile Comparison

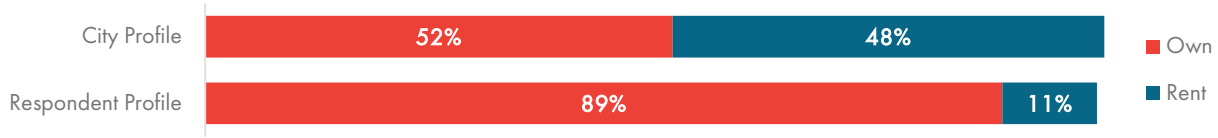


* Note: For the purposes of comparing survey response data to demographic data from the American Community Survey, "Another race" includes all responses not represented in White or Caucasian, Hispanic or Latino, Asian or Asian American, or Black or African American in the survey.

City Profile Data Source: U.S. Census American Community Survey, 2014-2019

The overwhelming majority of respondents who lived in Culver City and provided housing tenure information (n=618) were homeowners (89%); a significant over-representation compared to the 52% of housing units in the city that are owner-occupied and 48% that are renter-occupied.

Figure 17. Housing Tenure Comparison



City Profile Data Source: U.S. Census American Community Survey, 2014-2019

Next Steps

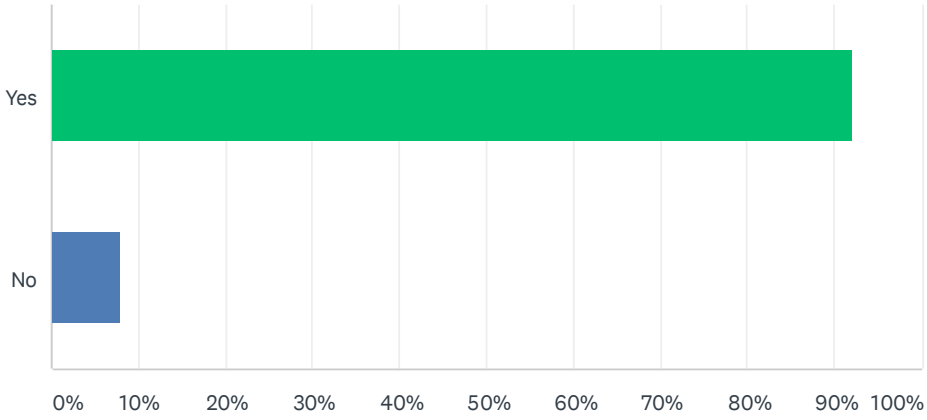
After reviewing the survey results, the GPU team will share this information with the City Council and Planning Commission. These two bodies will then guide the GPU team on how to move forward with the next phase of the project, Policy and Plan Development (see Figure 1). Planning Commission will suggest its recommendation to City Council on which land use alternative to study for its environmental impacts and City Council will make the final decision. Completing this study will help the GPU team further refine the alternative to one that is environmentally practical and develop the corresponding General Plan and its policies.

Appendix A: Survey Responses – English

This appendix is an export of all survey responses collected in Survey Monkey. A total of 680 responses were collected through the English version of the survey.

Q1 Do you live in Culver City?

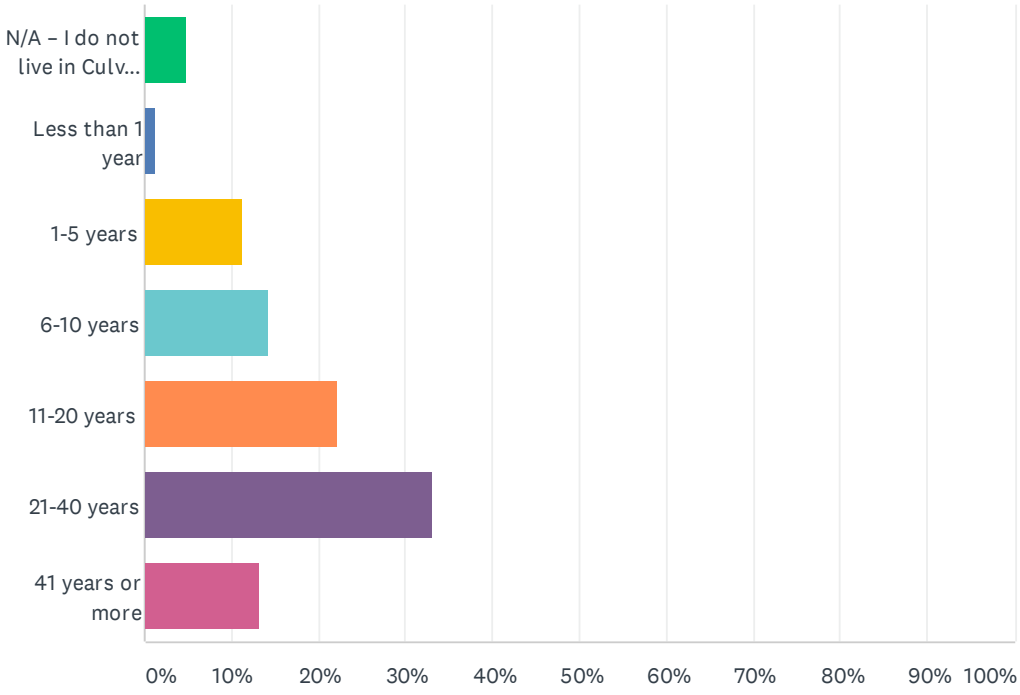
Answered: 672 Skipped: 8



ANSWER CHOICES	RESPONSES	
Yes	91.96%	618
No	8.04%	54
TOTAL		672

Q2 How many years have you lived in Culver City?

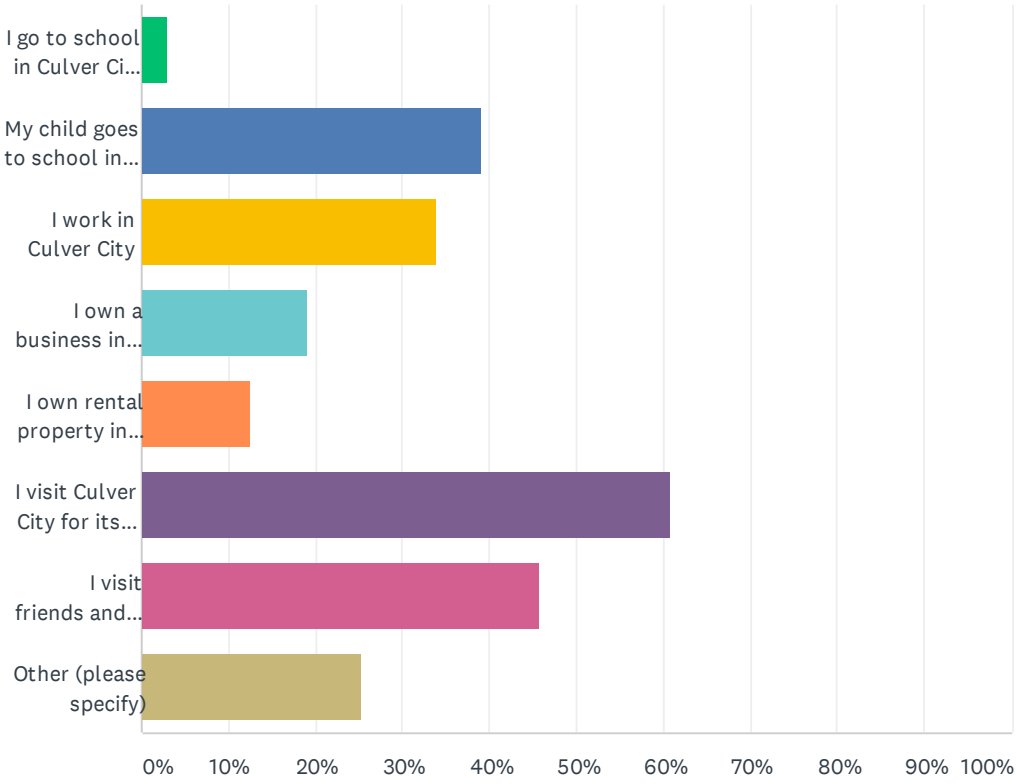
Answered: 651 Skipped: 29



ANSWER CHOICES	RESPONSES	
N/A – I do not live in Culver City	4.92%	32
Less than 1 year	1.23%	8
1-5 years	11.21%	73
6-10 years	14.29%	93
11-20 years	22.12%	144
21-40 years	33.03%	215
41 years or more	13.21%	86
TOTAL		651

Q3 Which of the following are true? Select all that apply.

Answered: 633 Skipped: 47



ANSWER CHOICES	RESPONSES	
I go to school in Culver City (Including K-12, West LA College, Antioch University, and others)	2.84%	18
My child goes to school in Culver City (K-12)	39.18%	248
I work in Culver City	33.97%	215
I own a business in Culver City	18.96%	120
I own rental property in Culver City	12.64%	80
I visit Culver City for its restaurants, cultural amenities, or other social establishments	60.98%	386
I visit friends and relatives in Culver City	45.81%	290
Other (please specify)	25.28%	160
Total Respondents: 633		

#	OTHER (PLEASE SPECIFY)	DATE
1	4th generation resident	6/14/2021 11:04 AM
2	I own a home in Culver City.	6/14/2021 10:06 AM
3	Both my children when through and graduated from the Culer City School system.	6/14/2021 9:53 AM
4	I live in Culver City	6/13/2021 10:46 PM
5	I own a house in Culver City	6/13/2021 10:38 PM

6	Live in Culver City; children attended Culver City schools; own property in Culver City; have friends in Culver City; frequent restaurants, amenities and social establishments in Culver City	6/13/2021 10:38 PM
7	My children went to school in Culver City.	6/13/2021 8:20 PM
8	My child graduated from Culver City schools.	6/13/2021 7:43 PM
9	retired	6/13/2021 11:37 AM
10	I live here	6/13/2021 10:35 AM
11	I LIVE in Culver City	6/13/2021 6:51 AM
12	I shop in Culver City	6/12/2021 11:20 PM
13	I live here.	6/12/2021 8:39 PM
14	I own a home in Culver City	6/12/2021 5:47 PM
15	I live in Culver City	6/12/2021 1:59 PM
16	I have owned a business in CC. I have lived here most of my life. I bought and paid for my home without any help from Culver City or other public agencies. I don't understand why people want subsidies in CC nor do I understand why CC should cut down on homes. I'd like to know what the size of the apartment units will be in terms of square footage and bedrooms. I believe the arguments put forth for this drastic change in our zoning are self-serving and do NOT promote the best interests of our residents.	6/12/2021 1:18 PM
17	I live here	6/12/2021 11:51 AM
18	my 3 children went to Culver City schools	6/12/2021 9:08 AM
19	Homeowner	6/12/2021 8:32 AM
20	I own a single family home in Culver City	6/11/2021 10:21 PM
21	Two kids attended CC schools k -12	6/11/2021 8:46 PM
22	I own a single family home in Culver City	6/11/2021 8:41 PM
23	I lived there for 35 years	6/11/2021 6:19 PM
24	I am trying to find a preschool spot in Culver City (unsuccessful so far)	6/11/2021 7:55 AM
25	I own a home in Culver City	6/11/2021 7:51 AM
26	I own a home in Culver city, and am retired	6/10/2021 9:59 PM
27	Culver City is my home	6/10/2021 9:35 PM
28	own my own condo	6/10/2021 8:01 PM
29	I live in Culver City!!!	6/10/2021 6:16 PM
30	I live in Culver City	6/10/2021 5:01 PM
31	I’m retired	6/10/2021 4:39 PM
32	Retired	6/10/2021 4:28 PM
33	I own a home in CC and shop, eat and use facilities within the city.	6/10/2021 4:12 PM
34	Raising my family in Culver City	6/10/2021 3:27 PM
35	live here	6/10/2021 3:02 PM
36	I own a home in Culver City	6/10/2021 2:49 PM
37	Now retired, I went to CCHS, my wife taught school here, my 4 children went to CC schools. I'm 68 and lived here my whole life.	6/10/2021 2:42 PM
38	Homeowner	6/10/2021 12:56 PM
39	I’ve lived here since 1965. I’m a retired 911 dispatcher for Culver City.	6/10/2021 12:40 PM

40	we live here and our children attended K-12 here.	6/10/2021 12:39 PM
41	I own a house and live in CC	6/10/2021 12:37 PM
42	we live here and our children attended k-12 here.	6/10/2021 12:37 PM
43	My children will be attending CCUSD schools in the future	6/10/2021 12:33 PM
44	Homeowner	6/10/2021 12:18 PM
45	My daughter lives in Culver City and is a single parent. I am my granddaughter's Babysitter and spend more time at her house and with them than I do at my abode.	6/10/2021 11:31 AM
46	homeowner	6/9/2021 9:39 AM
47	I own a condo and retired. I visit businesses in Culver City particularly restaurants, grocery stores and the pool	6/7/2021 5:00 PM
48	I own a house in Culver City	6/4/2021 11:05 PM
49	I enjoy long walks through the Culver City and surrounding communities.	6/4/2021 5:47 PM
50	Own house	6/4/2021 2:53 PM
51	I own a house in Culver CIty	6/4/2021 2:08 PM
52	I live in Culver City	6/4/2021 1:48 PM
53	I live one block north of Culver City. I am a member of Culver City based Organizations. I have formally represented adjacent residents on an L.A. Based NC and a Homeowners Association.	6/4/2021 12:37 PM
54	Live in Culver City. Children had gone to CC schools.	6/3/2021 10:29 PM
55	I volunteer in Culver City	6/3/2021 10:09 PM
56	I use the library, parks and open space in Culver City	6/3/2021 6:41 PM
57	I own a home	6/3/2021 5:55 PM
58	My child went to school in Culver City	6/3/2021 3:06 PM
59	I own single family residence in Culver City	6/3/2021 7:20 AM
60	I live in culver city	6/2/2021 9:04 PM
61	I rent a house	5/31/2021 4:05 PM
62	Own and live in property in Culver City	5/30/2021 3:36 PM
63	Live in Palms which you know is kind of Culver City but kind of not	5/29/2021 8:38 AM
64	i rent in culver city	5/29/2021 6:29 AM
65	Retired in Culver City	5/28/2021 4:26 PM
66	All my children attended CC SCHOOLS	5/28/2021 1:04 PM
67	I own a single family home in Culver City	5/28/2021 12:58 PM
68	I use recreational spaces in Culver City	5/28/2021 12:54 PM
69	I am a UCLA student and a renter living in Fox Hills.	5/28/2021 10:32 AM
70	I live here	5/27/2021 8:54 PM
71	I own a home in CC	5/27/2021 4:35 PM
72	Home owner for over 25 years.	5/27/2021 3:19 PM
73	I use the Julian Dixon Library regularly.	5/27/2021 11:51 AM
74	I rent here!	5/27/2021 10:43 AM
75	live in CC	5/26/2021 12:40 PM

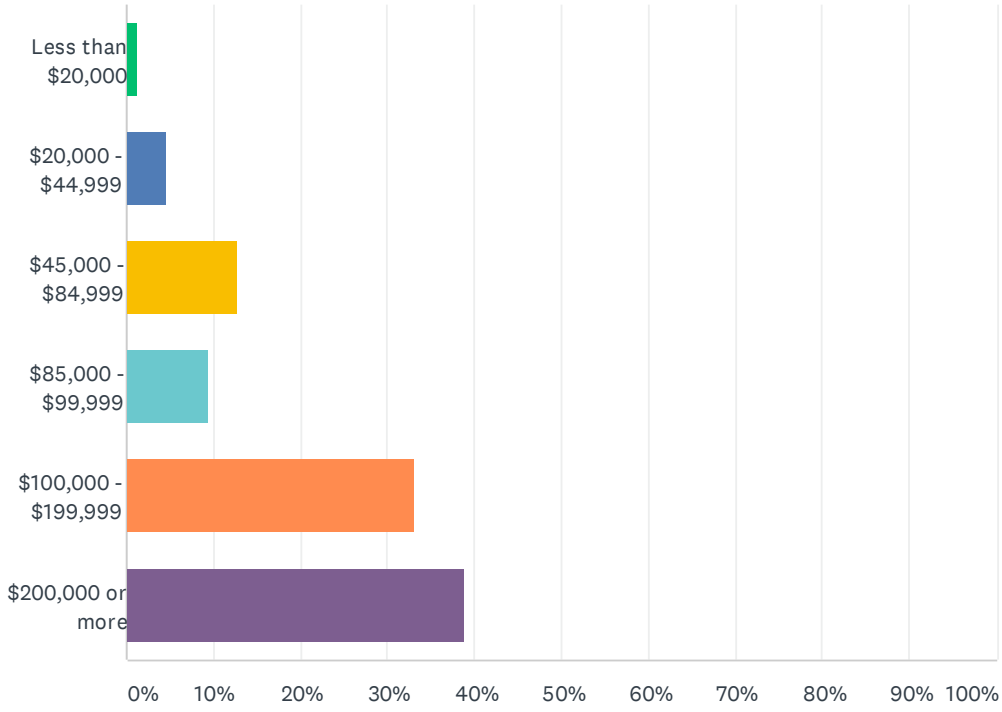
76	I use the Boneyard dog park and the Culver City Trader Joe's	5/26/2021 11:57 AM
77	I went to school and have children that went to school in culver city	5/26/2021 9:48 AM
78	I used to live in Culver City	5/25/2021 8:54 PM
79	Hometown, went to Culver Schools, retired and own home	5/25/2021 1:43 PM
80	live in CC	5/25/2021 1:13 PM
81	I live a block away from downtown Culver City and visit it daily.	5/25/2021 11:57 AM
82	We do most of our shopping in Culver City since we live just over the border in LA.	5/25/2021 9:25 AM
83	Live here	5/24/2021 8:01 PM
84	I live in Del Rey, literally a few blocks away is within culver city limits	5/20/2021 9:30 PM
85	I live directly across the street from Culver City border, so CC policies affect my daily life, commute, bike and walking access, etc.	5/20/2021 8:41 PM
86	Our children have graduated from Culver City schools.	5/20/2021 5:32 AM
87	I own my house in Culver City	5/19/2021 5:39 PM
88	Real Estate Developer	5/19/2021 11:53 AM
89	I live in Culver City	5/18/2021 10:27 PM
90	I RENT IN CULVER CITY	5/18/2021 3:59 PM
91	I live here for 35 years.	5/17/2021 10:22 PM
92	i live here	5/16/2021 11:31 AM
93	Resident	5/16/2021 8:48 AM
94	Resident	5/16/2021 8:46 AM
95	I workout in CC	5/14/2021 8:37 PM
96	We own a home in Culver Coty	5/14/2021 6:09 PM
97	I have been a Temple Akiba member for approx. 30+ years	5/14/2021 12:13 PM
98	Much of this section does not seem to apply to people who live here - I do not think of myself as "visiting" Culver City when I go to a restaunant or see friends	5/14/2021 6:30 AM
99	I own a home in Culver City	5/13/2021 5:27 PM
100	I live in Culver City	5/13/2021 4:51 PM
101	walking trails	5/13/2021 8:11 AM
102	Live in culver city	5/12/2021 7:06 PM
103	Resident and former Cultural Affairs Commissioner	5/12/2021 4:58 PM
104	I am retired in Culver City.	5/12/2021 3:24 PM
105	Homeowner	5/12/2021 3:11 PM
106	Live in Culver City	5/12/2021 2:00 PM
107	Used to work in Culver City, now retired here.	5/12/2021 1:57 PM
108	member of Temple Akiba in Culver City	5/12/2021 1:56 PM
109	I live here.	5/12/2021 1:55 PM
110	I live here!!	5/12/2021 1:53 PM
111	I live in Palms	5/12/2021 1:15 PM
112	I	5/12/2021 11:04 AM

113	Culver City is part of my daily urban system (shopping, amenities, friends)	5/12/2021 10:58 AM
114	Home owner	5/12/2021 10:25 AM
115	Rent a home in Culver City	5/12/2021 8:25 AM
116	My kids did go through high school here	5/11/2021 10:59 PM
117	I live in Culver City	5/11/2021 10:37 PM
118	Work from home	5/11/2021 9:43 PM
119	own a house here	5/11/2021 9:17 PM
120	I own a condo in Culver City	5/11/2021 5:56 PM
121	I own a house and my children went to K-12 at CCUSD schools	5/11/2021 5:01 PM
122	live here	5/11/2021 3:56 PM
123	Grew up in Culver City; graduated CC schools	5/11/2021 3:26 PM
124	Born and Raised in Culver City	5/11/2021 3:22 PM
125	i live here	5/11/2021 3:20 PM
126	I own a home in Culver City (How is that not one of the options?)	5/11/2021 3:19 PM
127	I live in my home in Culver City	5/11/2021 3:02 PM
128	Retired	5/11/2021 2:59 PM
129	I went to school in CC, my children went to school in CC, I worked in CC, I'm retired in CC	5/11/2021 1:23 PM
130	Family lives in Culver CIty	5/11/2021 11:18 AM
131	I own a single family home in Culver City	5/10/2021 1:46 PM
132	I live here	5/10/2021 9:22 AM
133	Own and live in a home in CC	5/10/2021 9:22 AM
134	I live here, my children went to CCUSD	5/10/2021 9:02 AM
135	kids went to CC schools	5/9/2021 7:22 PM
136	I walk, run and bicucle through-out Culver city	5/9/2021 1:46 PM
137	own a house	5/8/2021 3:58 PM
138	I am a long time resident and a single family home owner.	5/8/2021 11:38 AM
139	Culver City homeowner	5/7/2021 11:02 PM
140	My child *will* go to school in Culver City (is not old enough yet).	5/6/2021 12:11 PM
141	I live in Culver City	5/5/2021 6:24 PM
142	I live here	5/5/2021 4:32 PM
143	Taught school in CCUSD and children attended school here.	5/5/2021 2:36 PM
144	Both my children went through the CCUS system.	5/5/2021 1:28 PM
145	I used to teach in CC and my children and nieces and nephews attended schools.	5/5/2021 1:07 PM
146	Kids graduated ccusd	5/5/2021 11:49 AM
147	i live in culver city	5/5/2021 10:11 AM
148	I own my home in Culver City	5/4/2021 5:23 PM
149	Grandchildren go to school in CC	5/4/2021 11:40 AM
150	I am a renter in Culver City and work at USC (took the Expo Line to work in pre-Zoom times)	5/3/2021 10:19 PM

151	Own a Home in Culver City	5/3/2021 6:57 PM
152	I own a home I live in in culver city	5/3/2021 7:50 AM
153	I own a home in Culver City	5/2/2021 10:49 PM
154	I live here in an apartment	5/2/2021 10:45 AM
155	My children graduated from CCHS.	5/1/2021 8:43 PM
156	I live in culver city and shop here	5/1/2021 7:37 AM
157	I own a home in Culver City	4/30/2021 4:58 PM
158	volunteer at CCHS and CCUSD, kids went to school here	4/30/2021 12:59 PM
159	I work at home	4/29/2021 6:27 PM
160	I live, shop, dine, and recreate in Culver City	4/29/2021 5:22 PM

Q4 What best describes your annual household income level?

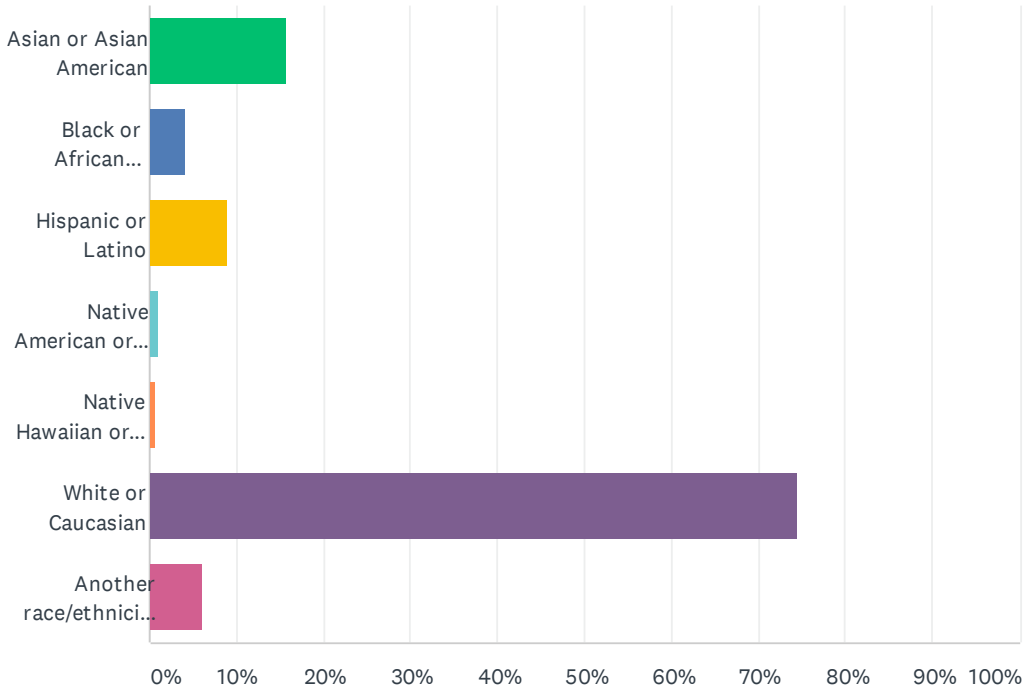
Answered: 625 Skipped: 55



ANSWER CHOICES	RESPONSES	
Less than $20,000	1.28%	8
$20,000 - $44,999	4.64%	29
$45,000 - $84,999	12.80%	80
$85,000 - $99,999	9.44%	59
$100,000 - $199,999	32.96%	206
$200,000 or more	38.88%	243
TOTAL		625

Q5 With which race or ethnic group(s) do you most identify? Select all that apply.

Answered: 635 Skipped: 45



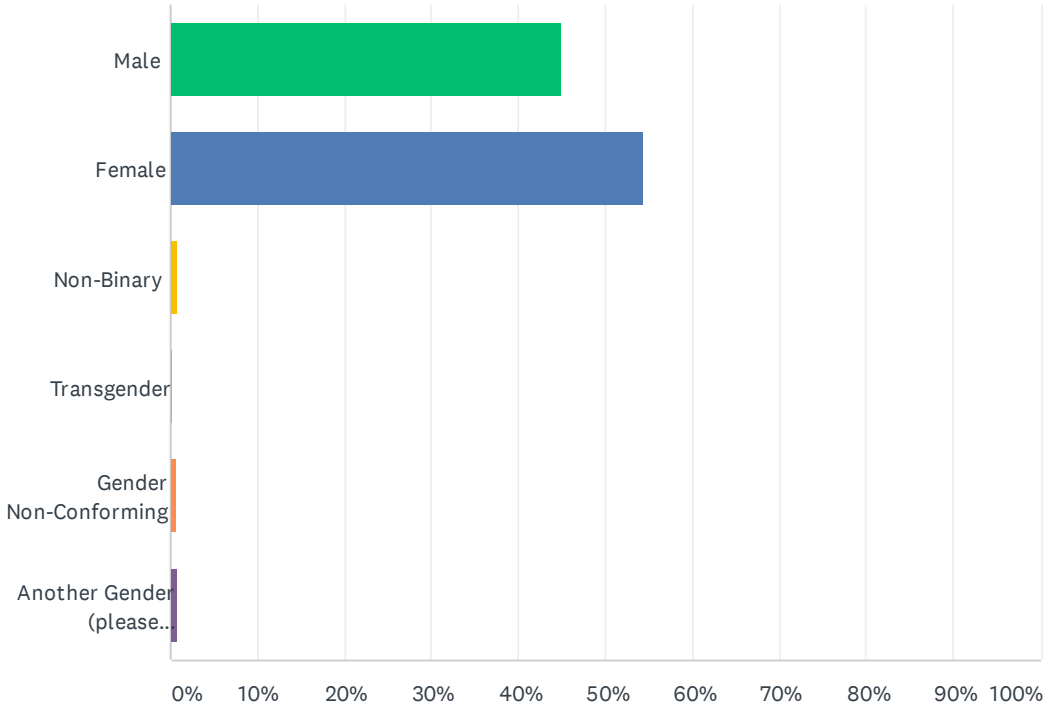
ANSWER CHOICES	RESPONSES	
Asian or Asian American	15.59%	99
Black or African American	4.09%	26
Hispanic or Latino	8.98%	57
Native American or Alaska Native	0.94%	6
Native Hawaiian or other Pacific Islander	0.63%	4
White or Caucasian	74.49%	473
Another race/ethnicity (please specify)	5.98%	38
Total Respondents: 635		

#	ANOTHER RACE/ETHNICITY (PLEASE SPECIFY)	DATE
1	Arab American	6/12/2021 11:20 PM
2	Questions like these divide us instead of bringing us together	6/12/2021 9:42 PM
3	Middle Eastern	6/12/2021 7:12 PM
4	None	6/12/2021 1:18 PM
5	varies in household	6/12/2021 8:32 AM
6	american	6/11/2021 1:05 PM

7	American	6/11/2021 12:52 PM
8	Middle eastern	6/11/2021 7:47 AM
9	Jewish	6/10/2021 6:16 PM
10	Eastern European	6/10/2021 2:30 PM
11	Jewish	6/10/2021 2:14 PM
12	I do not "identify." How's it done?	6/4/2021 5:47 PM
13	mixed	6/4/2021 2:08 PM
14	Decline to state	6/4/2021 1:12 PM
15	mixed	6/3/2021 6:19 PM
16	Mixed	6/3/2021 2:25 PM
17	Jewish	5/31/2021 11:32 PM
18	Italian - Serbian	5/25/2021 1:43 PM
19	Jew	5/25/2021 12:16 AM
20	Indian Subcontinent	5/24/2021 11:18 PM
21	Mixed race	5/19/2021 8:30 AM
22	Middle Eastern	5/14/2021 10:00 AM
23	American	5/13/2021 4:48 PM
24	California native	5/12/2021 3:28 PM
25	What difference does my race make to you?	5/12/2021 3:24 PM
26	Descended from apes like everyone else.	5/12/2021 1:55 PM
27	Jew	5/11/2021 10:37 PM
28	Filipino	5/11/2021 4:37 PM
29	N/A	5/11/2021 3:56 PM
30	Swedish, Irish and Mexican, Indian	5/11/2021 3:22 PM
31	decline to identify	5/11/2021 3:14 PM
32	Prefer not to answer	5/10/2021 9:33 PM
33	Human Race	5/10/2021 2:45 PM
34	Indian American	5/10/2021 12:53 PM
35	European/American Diverse	5/9/2021 1:46 PM
36	Italian	5/5/2021 1:28 PM
37	Italian	5/5/2021 1:24 PM
38	South Asian	5/4/2021 11:26 AM

Q6 What gender do you identify with? Select all that apply.

Answered: 648 Skipped: 32

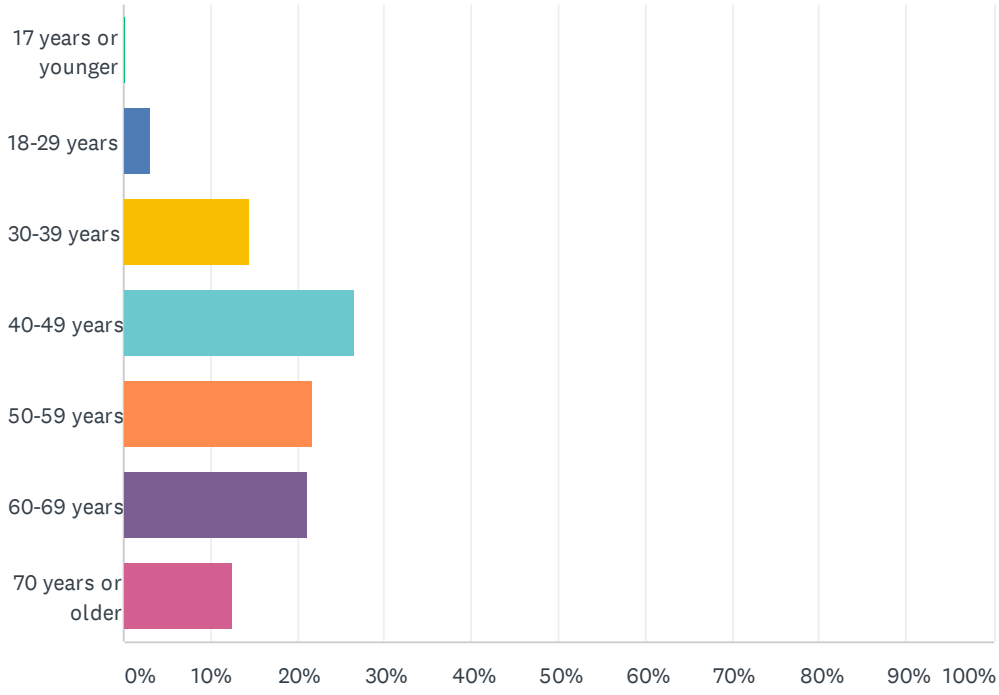


ANSWER CHOICES	RESPONSES	
Male	44.91%	291
Female	54.48%	353
Non-Binary	0.93%	6
Transgender	0.15%	1
Gender Non-Conforming	0.62%	4
Another Gender (please specify)	0.77%	5
Total Respondents: 648		

#	ANOTHER GENDER (PLEASE SPECIFY)	DATE
1	I	6/13/2021 10:38 PM
2	y	6/11/2021 7:55 AM
3	I do not "identify." How's it done?	6/4/2021 5:47 PM
4	N/A	5/11/2021 3:56 PM
5	Prefer not to specify	5/10/2021 9:33 PM

Q7 What is your age group?

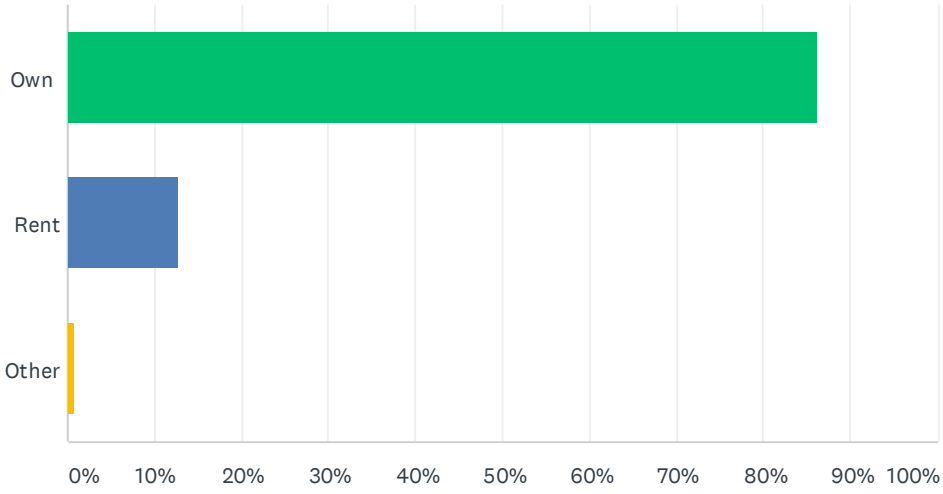
Answered: 650 Skipped: 30



ANSWER CHOICES	RESPONSES	
17 years or younger	0.15%	1
18-29 years	3.23%	21
30-39 years	14.46%	94
40-49 years	26.62%	173
50-59 years	21.69%	141
60-69 years	21.23%	138
70 years or older	12.62%	82
TOTAL		650

Q8 Do you own or rent your residence?

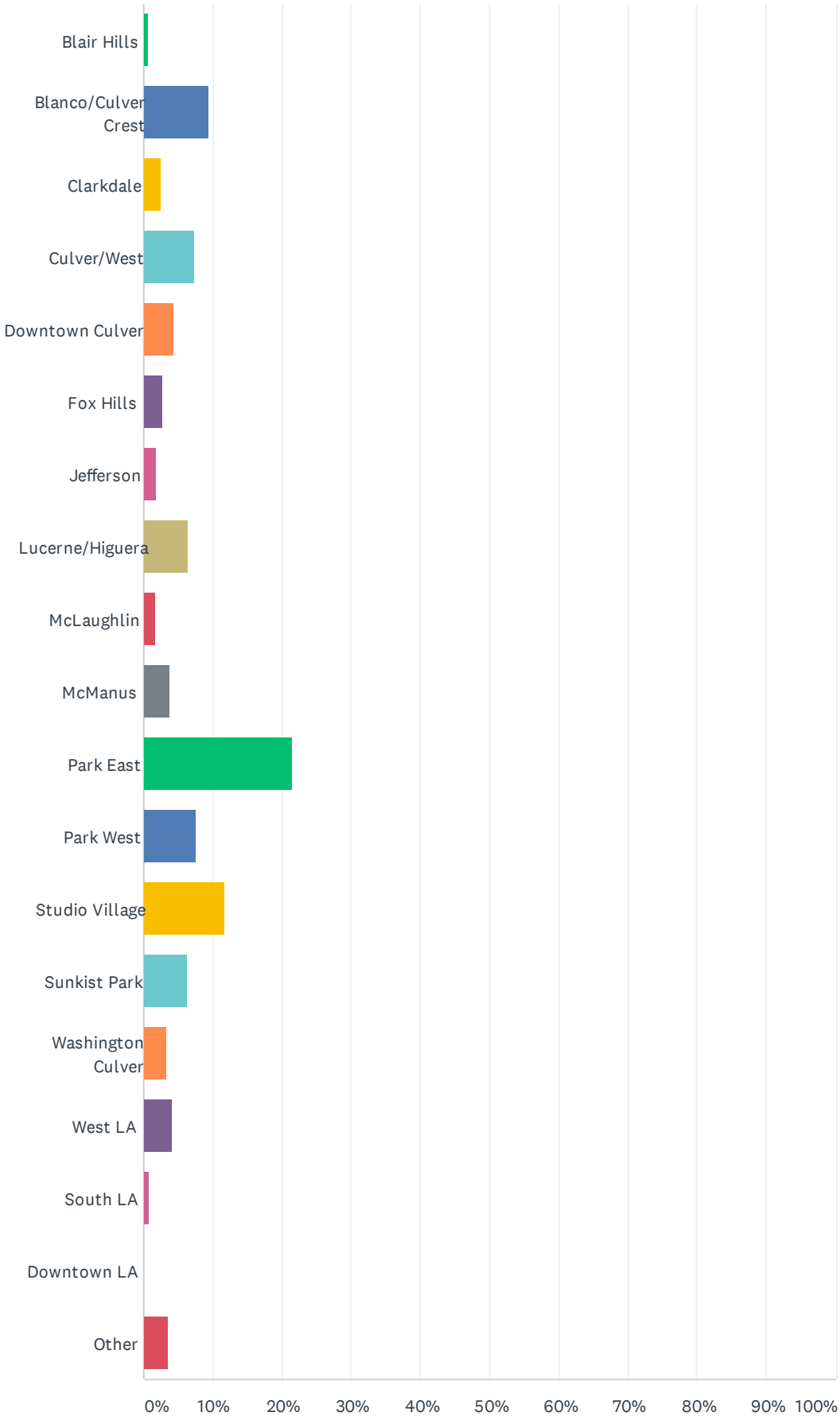
Answered: 669 Skipped: 11



ANSWER CHOICES	RESPONSES	
Own	86.25%	577
Rent	12.86%	86
Other	0.90%	6
TOTAL		669

Q9 Where do you live?See the map here for reference.

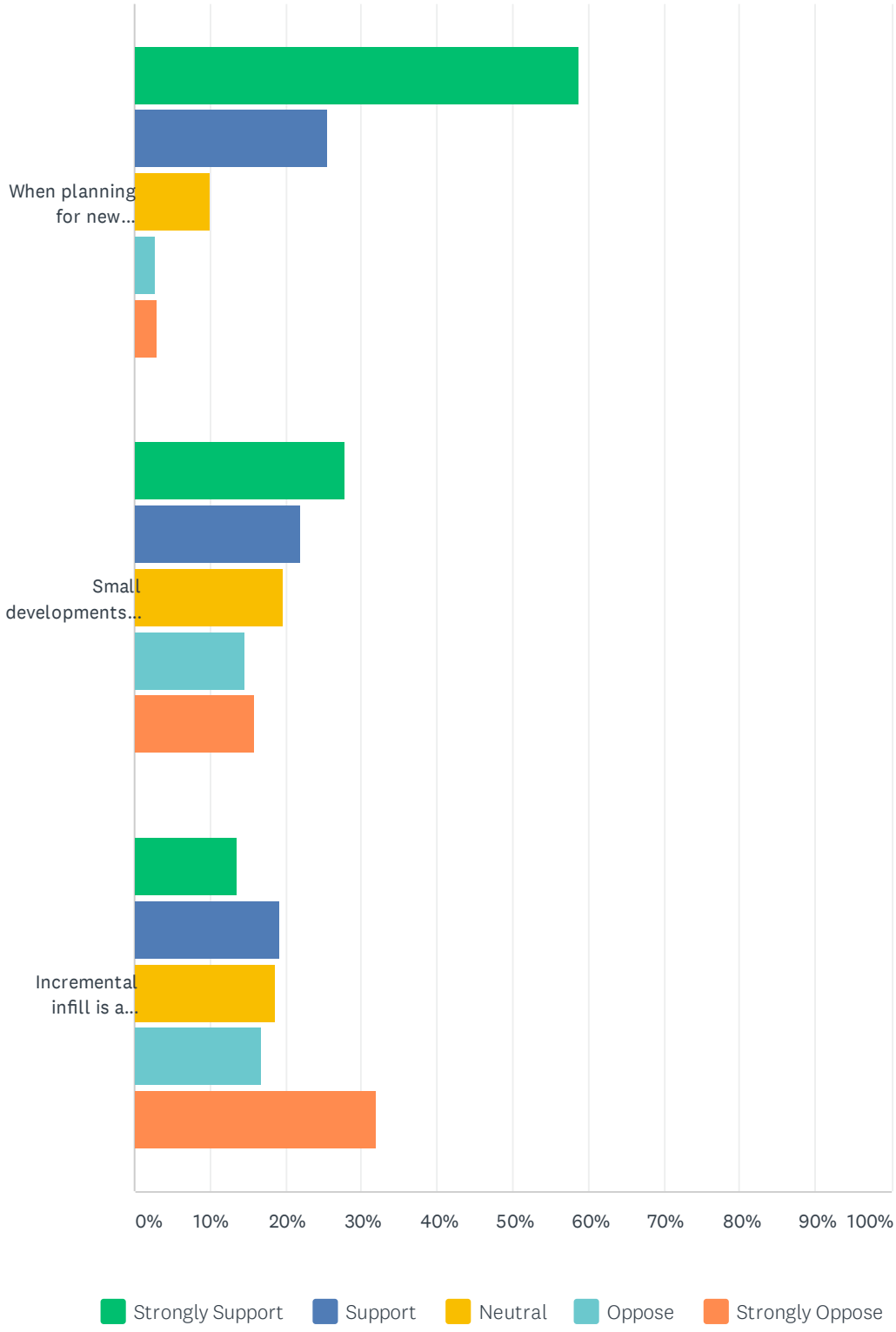
Answered: 662 Skipped: 18


Blair Hills
Blanco/Culver Crest
Clarkdale
Culver/West
Downtown Culver
Fox Hills
Jefferson
Lucerne/Higuera
McLaughlin
McManus
Park East
Park West
Studio Village
Sunkist Park
Washington Culver
West LA
South LA
Downtown LA
Other
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

ANSWER CHOICES	RESPONSES	
Blair Hills	0.60%	4
Blanco/Culver Crest	9.37%	62
Clarkdale	2.57%	17
Culver/West	7.40%	49
Downtown Culver	4.38%	29
Fox Hills	2.72%	18
Jefferson	1.96%	13
Lucerne/Higuera	6.50%	43
McLaughlin	1.66%	11
McManus	3.78%	25
Park East	21.45%	142
Park West	7.55%	50
Studio Village	11.63%	77
Sunkist Park	6.34%	42
Washington Culver	3.32%	22
West LA	4.23%	28
South LA	0.91%	6
Downtown LA	0.00%	0
Other	3.63%	24
TOTAL		662

Q10 Rate your level of agreement with each of the following statements.

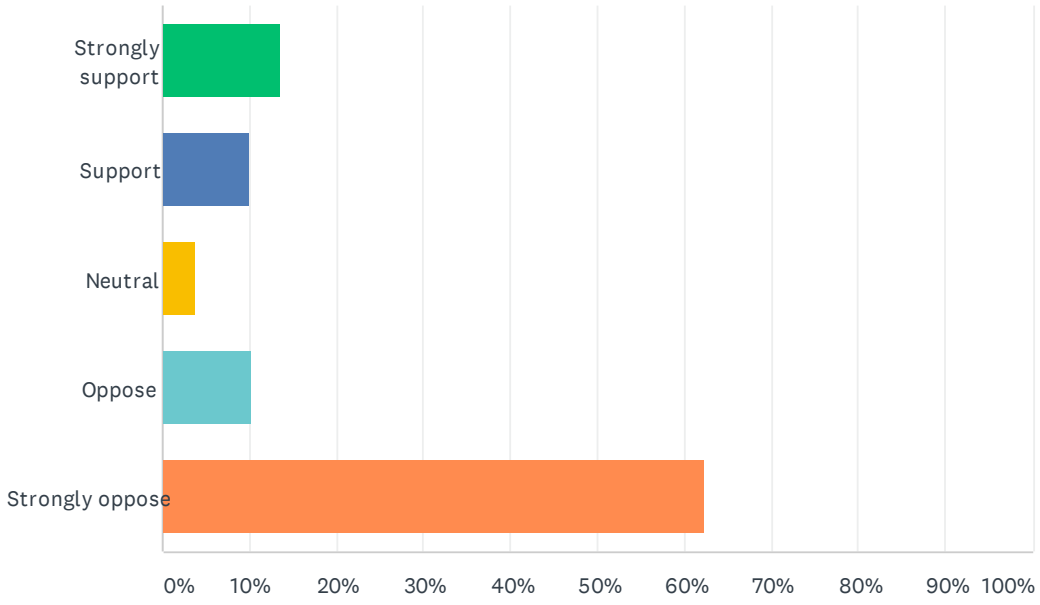
Answered: 641 Skipped: 39



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE	STRONGLY OPPOSE	TOTAL
When planning for new buildings, scale is an important consideration.	58.74% 373	25.51% 162	10.08% 64	2.68% 17	2.99% 19	635
Small developments across the city are preferable to very large developments in a few places.	27.76% 176	21.92% 139	19.72% 125	14.67% 93	15.93% 101	634
Incremental infill is a good strategy to accommodate new housing in Culver City.	13.58% 85	19.17% 120	18.53% 116	16.77% 105	31.95% 200	626

Q11 Would you support incremental infill (up to four units) in existing single-unit residential areas (Alternative 2)?

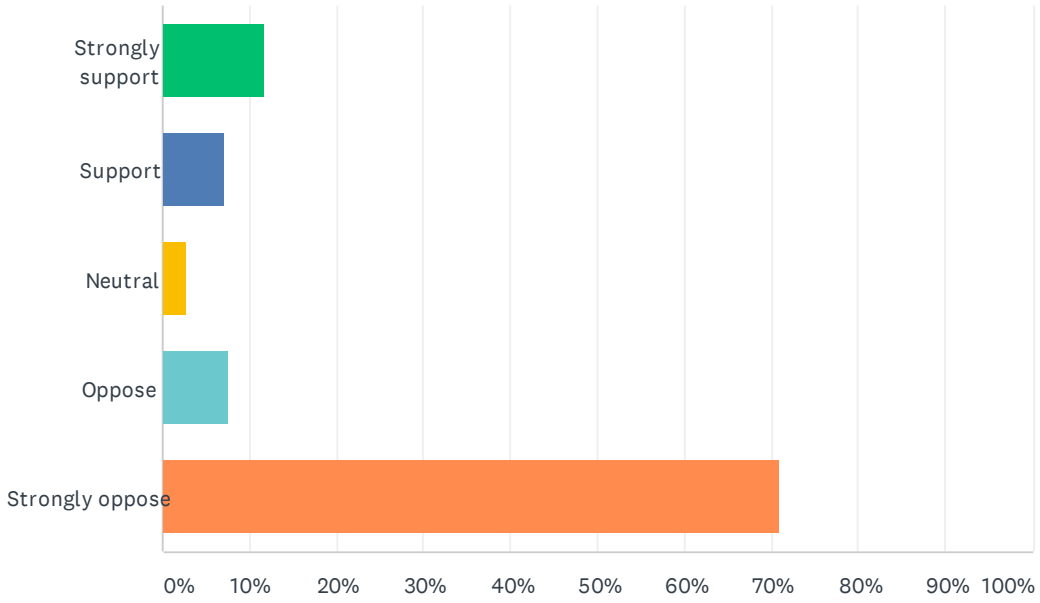
Answered: 607 Skipped: 73



ANSWER CHOICES	RESPONSES	
Strongly support	13.51%	82
Support	10.05%	61
Neutral	3.79%	23
Oppose	10.21%	62
Strongly oppose	62.44%	379
TOTAL		607

Q12 Would you support incremental densification (up to six units) in existing single-unit residential areas (Alternative 3)?

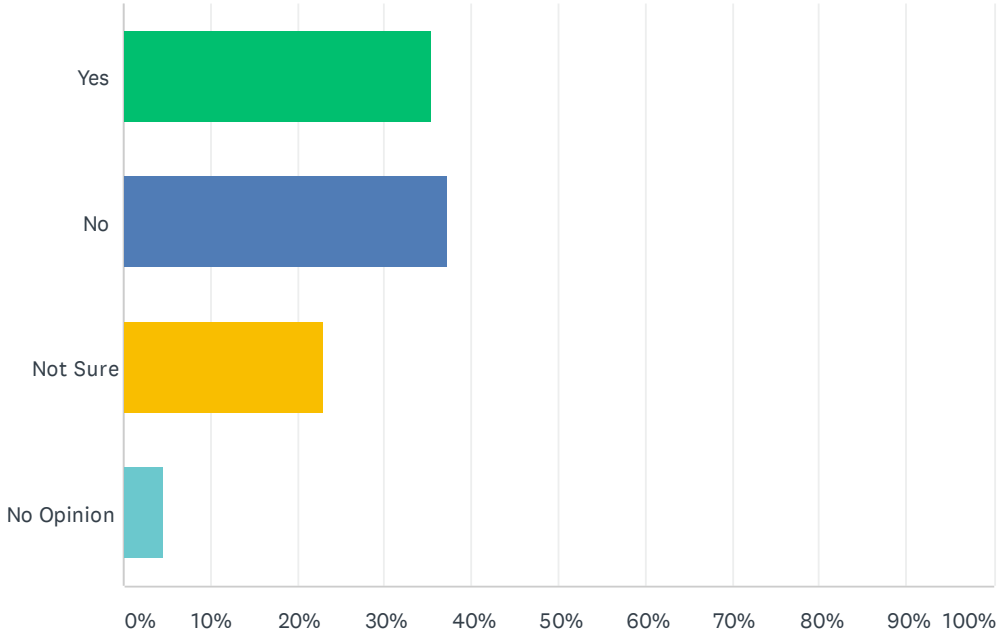
Answered: 604 Skipped: 76



ANSWER CHOICES	RESPONSES	
Strongly support	11.75%	71
Support	7.12%	43
Neutral	2.65%	16
Oppose	7.62%	46
Strongly oppose	70.86%	428
TOTAL		604

Q13 Would you consider requiring residential projects to provide affordable housing that helps implement the Vision and Guiding Principles to achieve their maximum density?

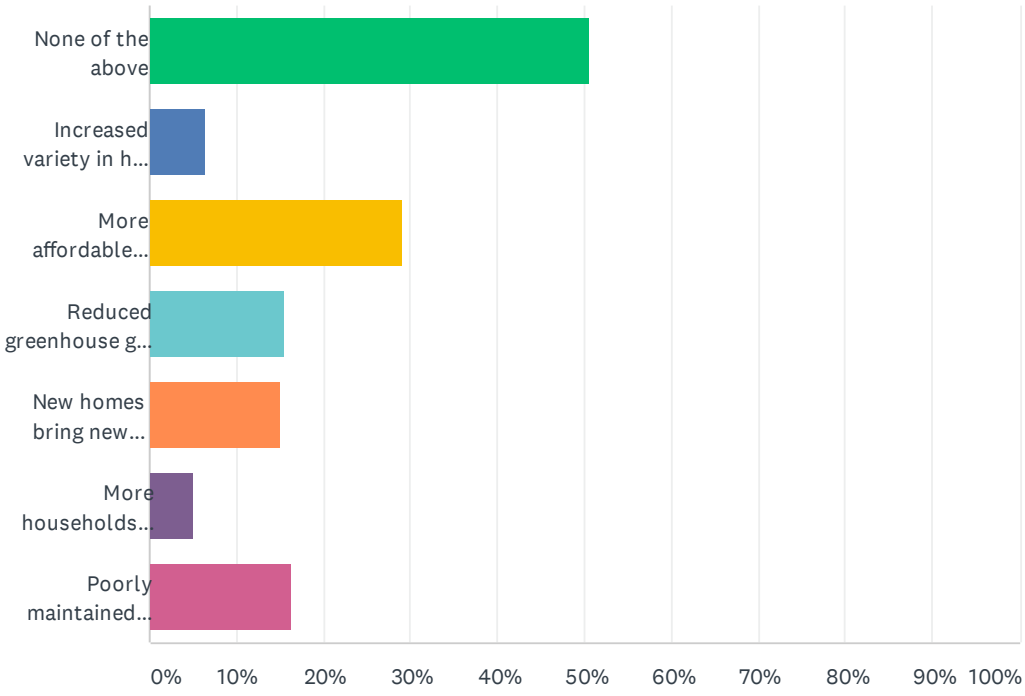
Answered: 600 Skipped: 80



ANSWER CHOICES	RESPONSES	
Yes	35.33%	212
No	37.17%	223
Not Sure	23.00%	138
No Opinion	4.50%	27
TOTAL		600

Q14 What two (2) potential benefits of incremental infill are of most interest to you?

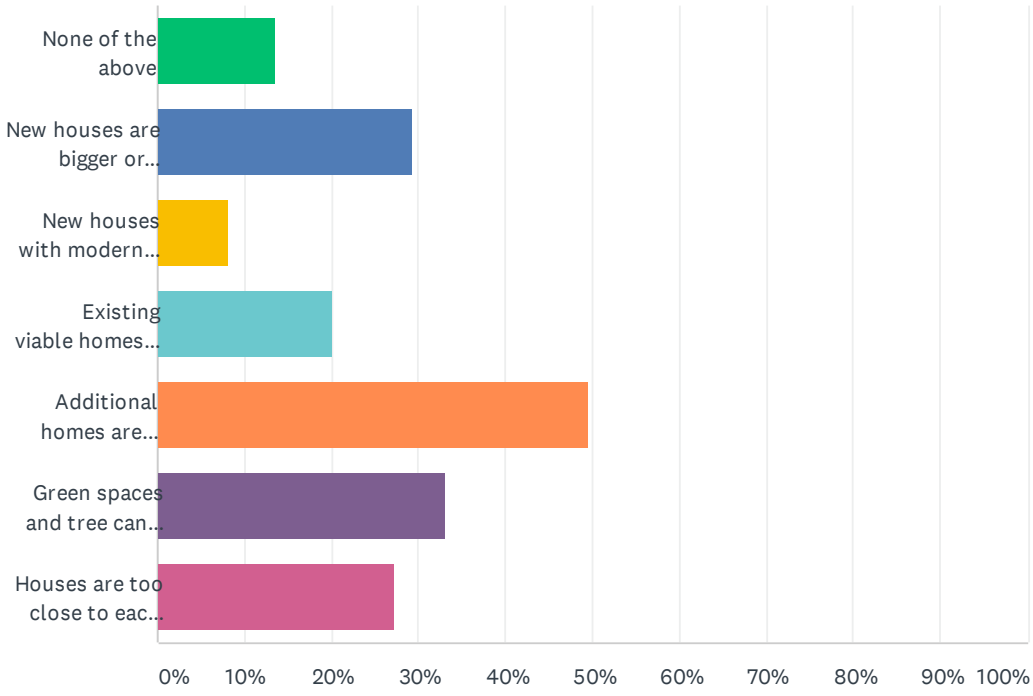
Answered: 610 Skipped: 70



ANSWER CHOICES	RESPONSES	
None of the above	50.66%	309
Increased variety in home styles and types	6.56%	40
More affordable housing options	29.18%	178
Reduced greenhouse gas emissions from travel	15.41%	94
New homes bring new families and vibrancy to neighborhoods	15.08%	92
More households means access to amenities for more people	5.08%	31
Poorly maintained homes are replaced or updated	16.39%	100
Total Respondents: 610		

Q15 What two (2) potential aspects of incremental infill are of the most concern to you?

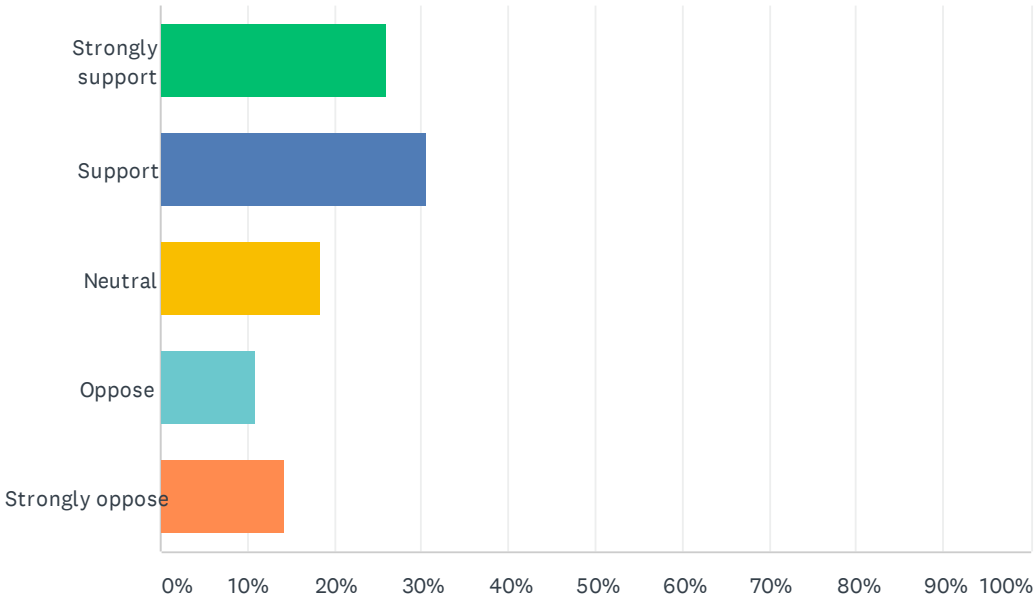
Answered: 610 Skipped: 70



ANSWER CHOICES	RESPONSES	
None of the above	13.61%	83
New houses are bigger or taller than nearby houses	29.34%	179
New houses with modern designs do not fit the character of nearby houses	8.20%	50
Existing viable homes are being demolished	20.16%	123
Additional homes are reducing available on-street parking and increasing traffic	49.67%	303
Green spaces and tree canopy are being lost	32.95%	201
Houses are too close to each other	27.21%	166
Total Respondents: 610		

Q16 Would you support allowing those types of uses in residential neighborhoods along main streets?

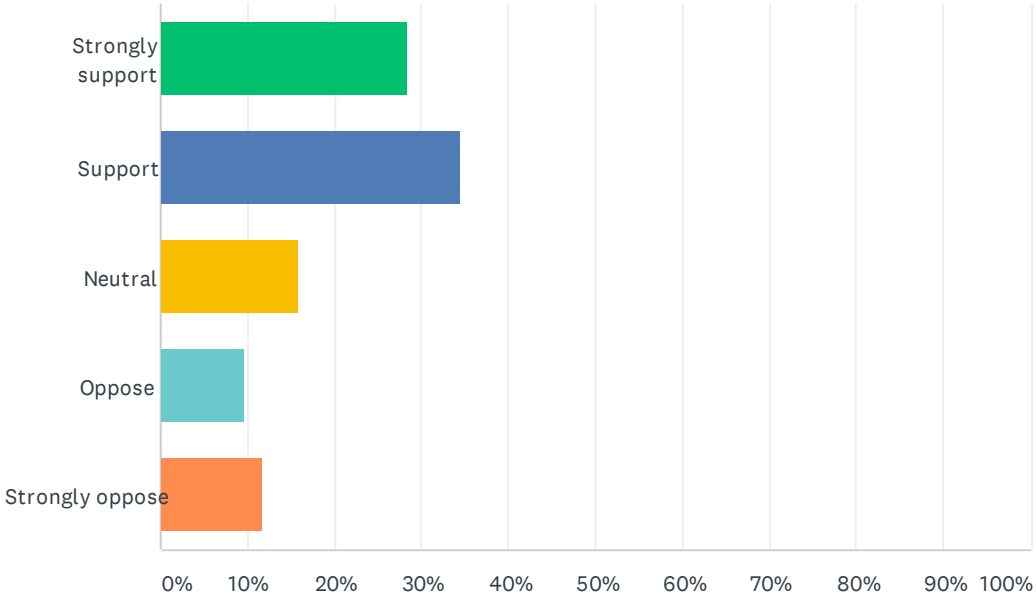
Answered: 606 Skipped: 74



ANSWER CHOICES	RESPONSES	
Strongly support	25.91%	157
Support	30.53%	185
Neutral	18.48%	112
Oppose	10.89%	66
Strongly oppose	14.19%	86
TOTAL		606

Q17 Would you support intensifying the city's commercial corridors to support new housing and jobs adjacent to multimodal transportation, like transit?

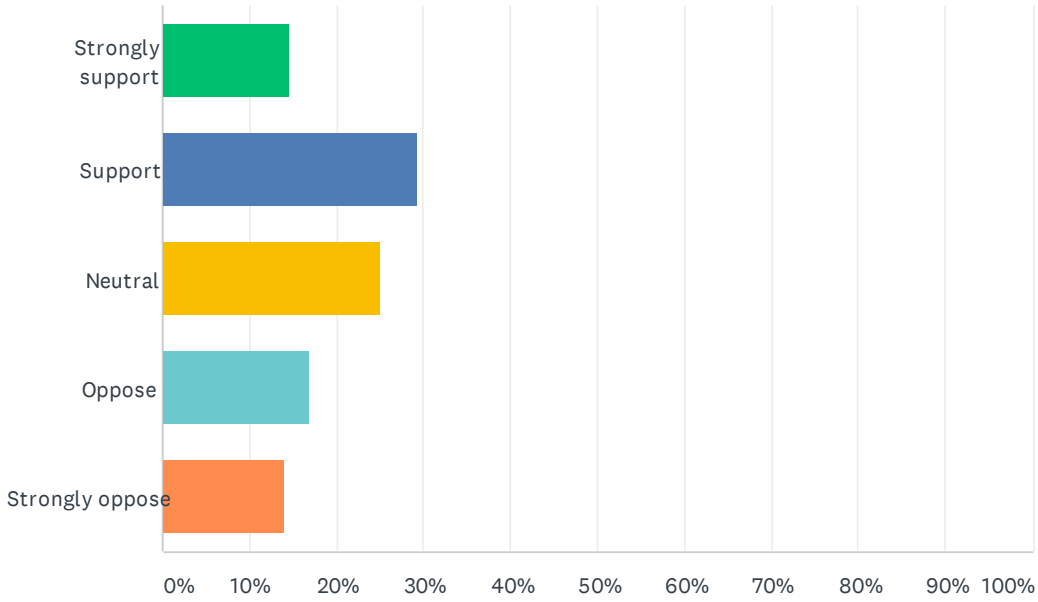
Answered: 588 Skipped: 92



ANSWER CHOICES	RESPONSES	
Strongly support	28.40%	167
Support	34.52%	203
Neutral	15.82%	93
Oppose	9.52%	56
Strongly oppose	11.73%	69
TOTAL		588

Q18 Would you support removing commercial requirements for residential projects along the city's commercial corridors to improve the feasibility of developing residential?

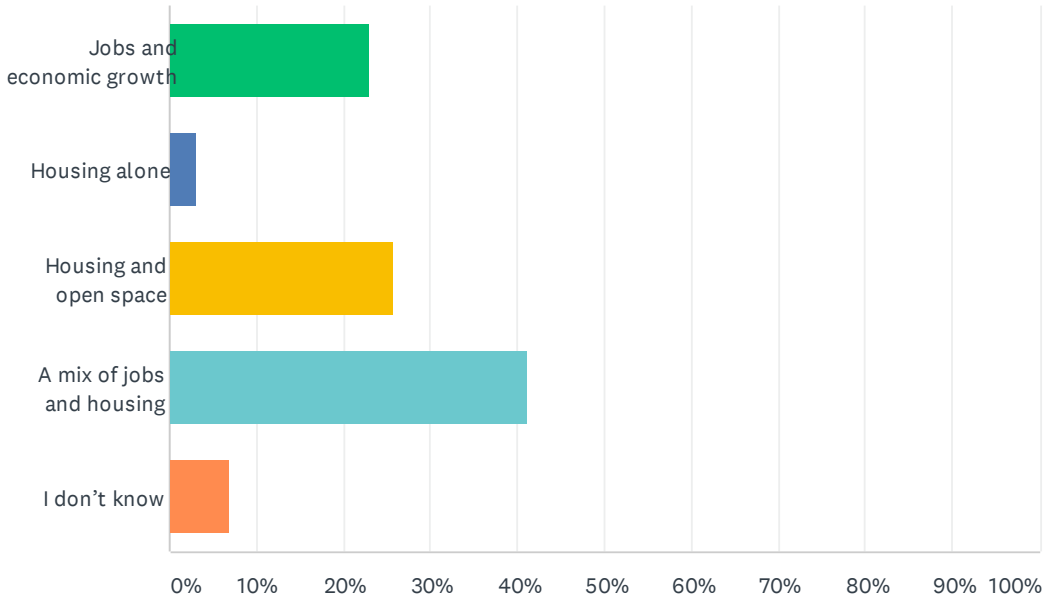
Answered: 587 Skipped: 93



ANSWER CHOICES	RESPONSES	
Strongly support	14.65%	86
Support	29.30%	172
Neutral	25.04%	147
Oppose	17.04%	100
Strongly oppose	13.97%	82
TOTAL		587

Q19 If these types of sites were to redevelop, what should the City prioritize on the sites?

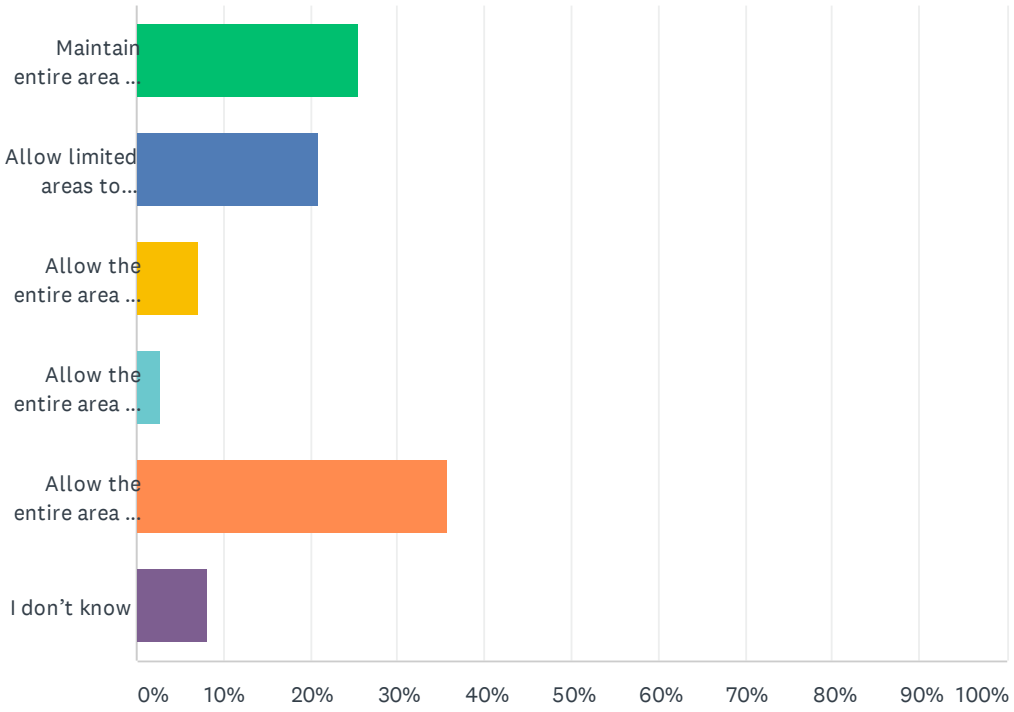
Answered: 593 Skipped: 87



ANSWER CHOICES	RESPONSES	
Jobs and economic growth	23.10%	137
Housing alone	3.04%	18
Housing and open space	25.63%	152
A mix of jobs and housing	41.32%	245
I don't know	6.91%	41
TOTAL		593

Q20 What should the City consider for the industrially zoned areas adjacent to Ivy Station?

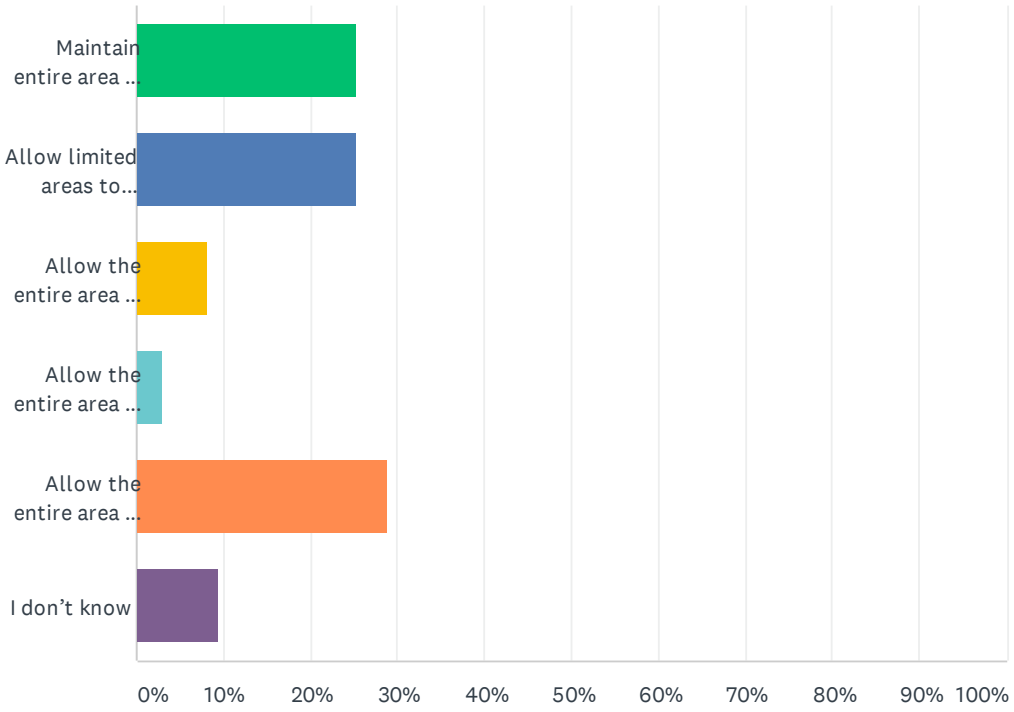
Answered: 580 Skipped: 100



ANSWER CHOICES	RESPONSES	
Maintain entire area as industrial and small businesses uses	25.52%	148
Allow limited areas to transition over time to housing, economic growth, or a blend	20.86%	121
Allow the entire area to transition to housing	7.07%	41
Allow the entire area to transition to economic growth	2.76%	16
Allow the entire area to transition to a blend of housing and economic growth	35.69%	207
I don't know	8.10%	47
TOTAL		580

Q21 What should the City consider for the industrially zoned areas along Ballona Creek?

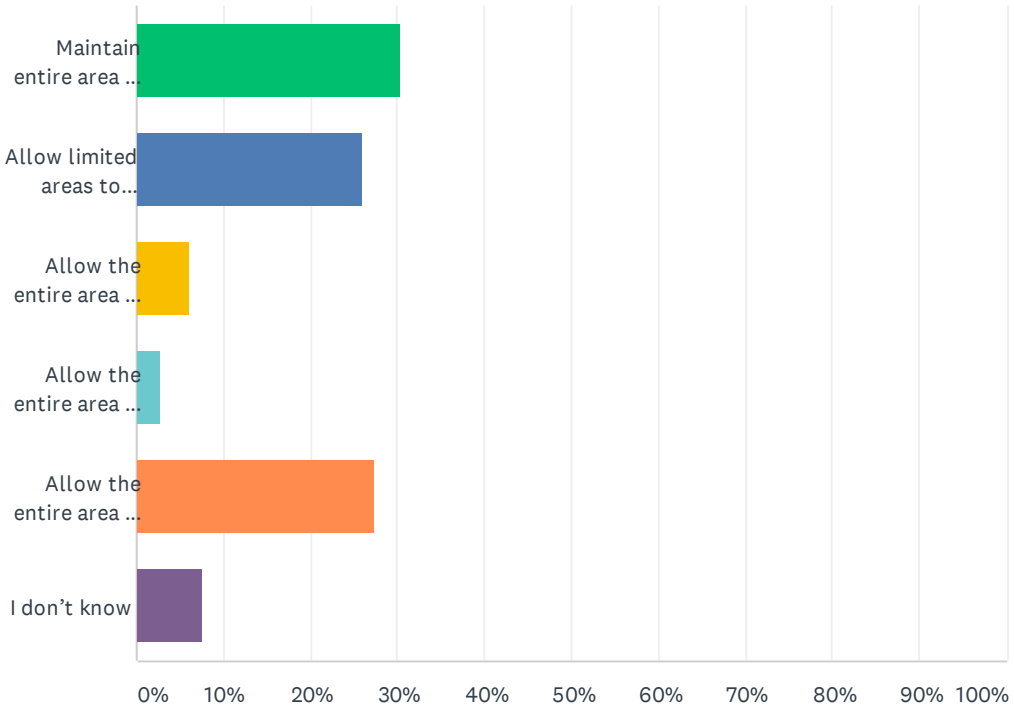
Answered: 577 Skipped: 103



ANSWER CHOICES	RESPONSES	
Maintain entire area as industrial and small businesses uses	25.30%	146
Allow limited areas to transition over time to housing, or economic growth, or a blend	25.30%	146
Allow the entire area to transition to housing	8.15%	47
Allow the entire area to transition to economic growth	2.95%	17
Allow the entire area to transition to a blend of housing and economic growth	28.94%	167
I don't know	9.36%	54
TOTAL		577

Q22 What should the City consider for the industrially zoned areas in the Hayden Tract?

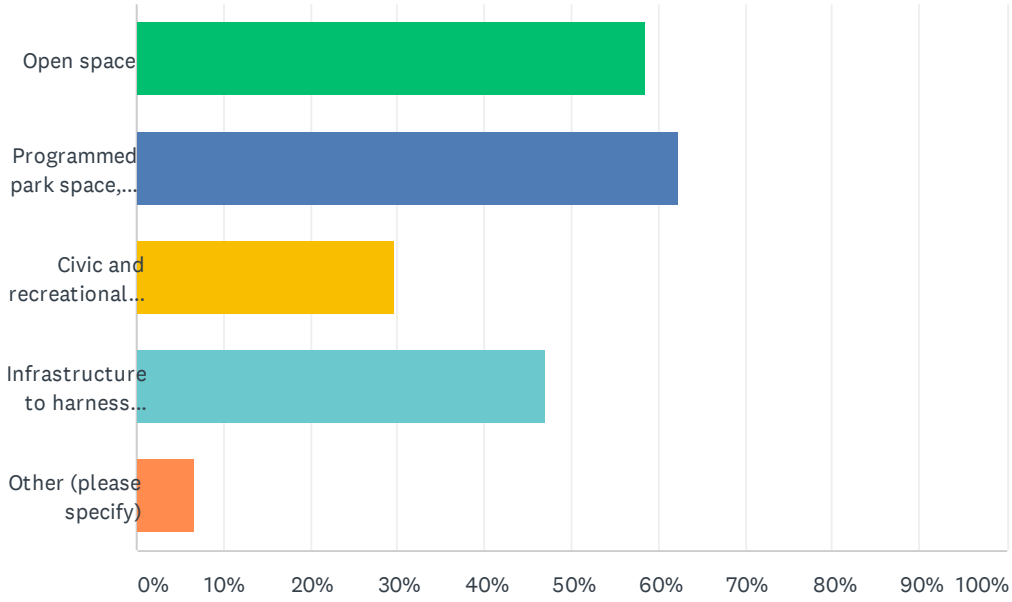
Answered: 577 Skipped: 103



ANSWER CHOICES	RESPONSES	
Maintain entire area as industrial and small businesses uses	30.33%	175
Allow limited areas to transition over time to housing, or economic growth, or a blend	26.00%	150
Allow the entire area to transition to housing	6.07%	35
Allow the entire area to transition to economic growth	2.77%	16
Allow the entire area to transition to a blend of housing and economic growth	27.38%	158
I don't know	7.45%	43
TOTAL		577

Q23 The Inglewood Oil Field may be decommissioned over the General Plan horizon by the year 2045. If this happens and the land is environmentally remediated to be safe for human use, what would you like to see on this site? Residential uses are not included below as an option as the level of remediation that would be required makes it unlikely. Check all that apply.

Answered: 576 Skipped: 104



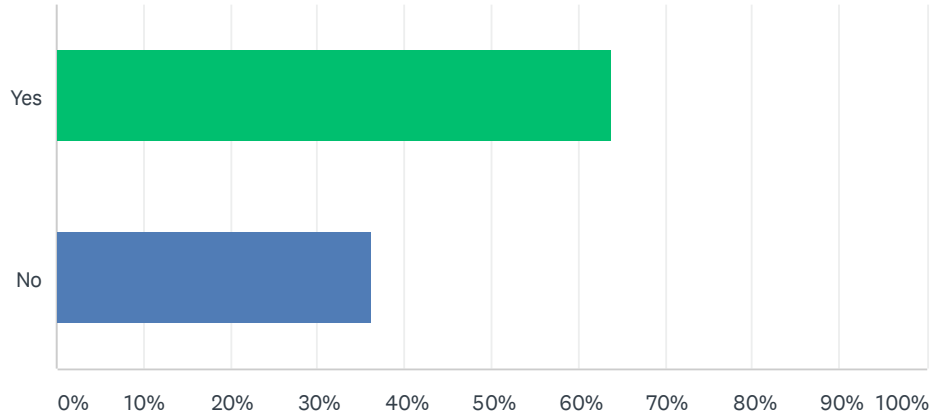
ANSWER CHOICES	RESPONSES	
Open space	58.68%	338
Programmed park space, such as sports fields or playgrounds	62.33%	359
Civic and recreational buildings	29.69%	171
Infrastructure to harness renewable energy, such as solar and wind energy	47.05%	271
Other (please specify)	6.60%	38
Total Respondents: 576		

#	OTHER (PLEASE SPECIFY)	DATE
1	Mix of open space, programmed park space, and cultural arts space	6/12/2021 11:29 PM
2	Housing	6/12/2021 10:29 AM
3	A mix of programmed park space, civic and recreational buildings, and renewable energy.	6/11/2021 8:28 PM
4	Mix of commercial, housing and open space	6/11/2021 1:11 PM
5	We need more space for schools	6/10/2021 7:19 PM
6	Infrastructure, including another school, civic buildings	6/10/2021 5:47 PM

7	Park and trails for mountain biking	6/10/2021 5:44 PM
8	Trails for biking and walking.	6/4/2021 6:00 PM
9	Expansion of the Stoneview Nature Center	6/4/2021 12:46 PM
10	golf course	6/3/2021 6:35 PM
11	never going to happen	6/2/2021 8:38 PM
12	Transit access point (subway, bus stops, pedestrian and bike routes	6/1/2021 3:34 PM
13	Golf Course	5/31/2021 2:00 PM
14	Walking and Bike Path Infrastructure in making crossing the Baldwin HIlls to Slauson Safely without a Car. Mountain Bike trails & Hiking Trails -- note how busy these types of trails are in Kenneth Hahn Park. Nothing else like it in this part of Los Angeles.	5/31/2021 12:10 AM
15	Unknown at this time.	5/30/2021 5:29 PM
16	Hiking trails and parkland	5/29/2021 3:13 PM
17	hike/bike path	5/29/2021 6:39 AM
18	Bury La Cienega and create NYC Central Park-style green space	5/26/2021 3:35 PM
19	mix of all of the above	5/26/2021 12:45 PM
20	hiking trails, room to wander!	5/25/2021 12:31 PM
21	Pool,	5/24/2021 11:26 PM
22	Hydrogen production	5/12/2021 9:06 PM
23	Green Space that absorbs Pollution like trees; indoor athletic space to allow for a respite from the outdoor pollution	5/12/2021 6:50 PM
24	Residential	5/12/2021 1:51 PM
25	I'm concerned about hazard exposure to children, which is why I did not select programmed play space.	5/12/2021 12:56 PM
26	Combination of park space and timber production	5/12/2021 11:07 AM
27	Hiking trails, golf course	5/12/2021 12:13 AM
28	Maybe build community or civic center/ park and overlook and solar panel roofs on buildings/parking shade	5/11/2021 10:35 PM
29	mix of housing and economic growth	5/11/2021 3:11 PM
30	Programmed space would be nice but I worry that area will be too poluted despite remidiation efforts	5/11/2021 3:02 PM
31	Overnight camping, RV access parking/camping	5/10/2021 9:40 PM
32	mixture of above	5/10/2021 9:11 AM
33	Botanical garden	5/5/2021 11:35 PM
34	If it is deemed not likely safe enough for Residential use, then it is not safe enough for our children/playgrounds.	5/5/2021 9:50 AM
35	We need more green space. It would make sense to make this a park so that we have parks on the hill for people to enjoy. Culver City does not have a Central Park or a Golden Gate Park. We need it.	5/5/2021 8:31 AM
36	performance space, hiking trails. we do not have enough green	5/4/2021 5:04 PM
37	It's too far out to assess what is most needed by the community. However, some form of outdoor recreation should likely be prioritized.	5/4/2021 10:52 AM
38	All potential uses to benefit the city including housing, commercial, industrial	4/30/2021 3:07 PM

Q24 Are you aware that the City has a 56 foot height limit?

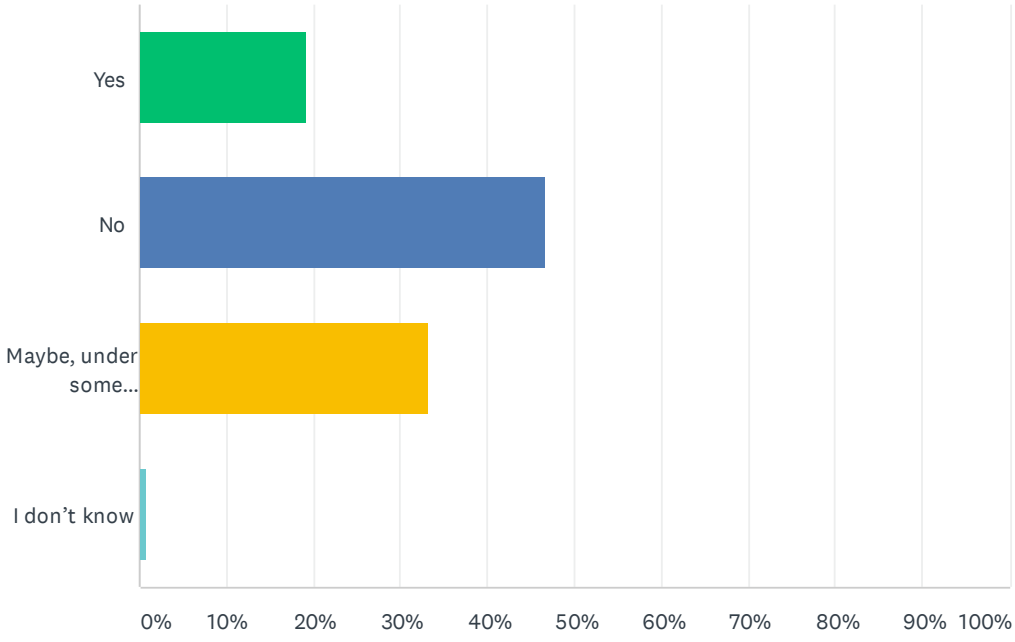
Answered: 576 Skipped: 104



ANSWER CHOICES	RESPONSES	
Yes	63.89%	368
No	36.11%	208
TOTAL		576

Q25 Would you support allowing building heights above 56 feet?

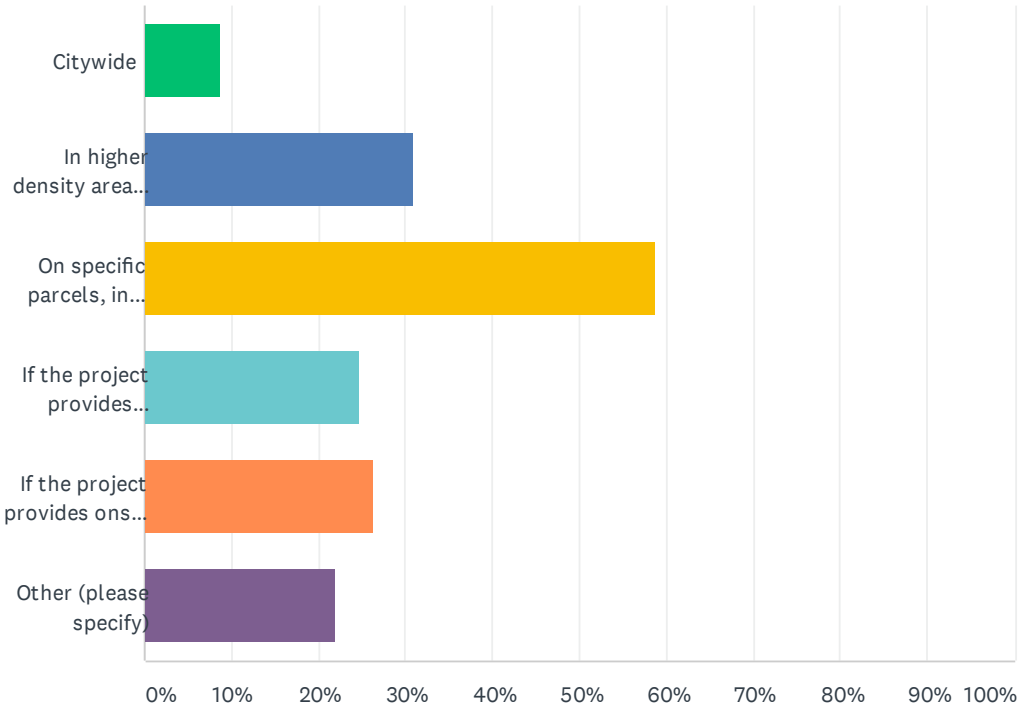
Answered: 576 Skipped: 104



ANSWER CHOICES	RESPONSES	
Yes	19.27%	111
No	46.70%	269
Maybe, under some circumstances	33.16%	191
I don't know	0.87%	5
TOTAL		576

Q26 Under what circumstances would you consider changing the height limit? Check all that apply.

Answered: 533 Skipped: 147



ANSWER CHOICES	RESPONSES	
Citywide	8.82%	47
In higher density areas of the city	30.96%	165
On specific parcels, in specific locations (such as near transit)	58.72%	313
If the project provides affordable housing above City requirements	24.77%	132
If the project provides onsite open space	26.45%	141
Other (please specify)	21.95%	117
Total Respondents: 533		

#	OTHER (PLEASE SPECIFY)	DATE
1	none	6/14/2021 10:13 AM
2	none	6/13/2021 11:44 PM
3	No excptions to 56 foot hight limit.	6/13/2021 5:45 PM
4	If LA developed realistic public transportation options that could actually reduce the numbers of cars on the road. And we had a viable solution to the strain on water caused by the current drought.	6/13/2021 2:35 PM
5	If parking and public transportation expanded to account for the higher population.	6/13/2021 2:34 PM
6	I would recommend that we do not increase the height limit	6/12/2021 9:49 PM

7	It depends entirely on the proposed project	6/12/2021 5:55 PM
8	Leave the heigh limit as is; reduce the number of people in CC.	6/12/2021 1:24 PM
9	None	6/12/2021 1:20 PM
10	Need to cap the height and should only be near Metro or Malls	6/12/2021 12:00 PM
11	under no circumstances	6/12/2021 10:06 AM
12	if the project prevents densification of existing non-densified spaces	6/12/2021 8:39 AM
13	no areas	6/12/2021 7:50 AM
14	None	6/11/2021 8:56 PM
15	under no circumstances	6/11/2021 8:54 PM
16	I would need more specifics	6/11/2021 7:35 PM
17	Only for commercial	6/11/2021 8:06 AM
18	never ever	6/10/2021 10:08 PM
19	None	6/10/2021 9:17 PM
20	None	6/10/2021 6:24 PM
21	None	6/10/2021 5:48 PM
22	Would not consider	6/10/2021 4:03 PM
23	I would not support increasing height limits	6/10/2021 3:42 PM
24	The height limit was voted on for a reason, and should be kept as such. Too many projects are being exempeted due to "affordable" units, and it seems like affordable units are being included in such projects just to get the exemption.	6/10/2021 3:26 PM
25	I don’t at all	6/10/2021 2:37 PM
26	None	6/10/2021 2:24 PM
27	Never	6/10/2021 1:36 PM
28	None	6/10/2021 1:24 PM
29	I strongly disagree with building above 56 feet.	6/10/2021 1:04 PM
30	NOT near residential areas!!	6/10/2021 12:42 PM
31	None when one goes up, it opens the floodgates for more and more	6/10/2021 12:39 PM
32	If there are different heights within the complex, not just the entire building one height.	6/10/2021 11:46 AM
33	The height limit should be waived for projects that are at least 50% truly affordable but never in R1 and R2 areas.	6/10/2021 11:19 AM
34	Strongly support Citywide change, but critical for as much land as possible to be allowed to develop at increased heights	6/10/2021 8:46 AM
35	none	6/9/2021 9:46 AM
36	none	6/7/2021 5:10 PM
37	none	6/4/2021 9:50 PM
38	The complete elimination of parcel tax.	6/4/2021 6:05 PM
39	Would not change the existing approved Measure.	6/4/2021 12:49 PM
40	none	6/3/2021 7:32 AM
41	Nothing should change this law	6/2/2021 8:38 PM
42	no circumstances	6/1/2021 10:42 PM

43	Never change current height limit	5/31/2021 2:01 PM
44	Do NOT change the limit.	5/30/2021 5:29 PM
45	None	5/30/2021 7:08 AM
46	No increase	5/29/2021 3:13 PM
47	would not consider for hotels or luxury apartments	5/29/2021 6:41 AM
48	None	5/28/2021 1:36 PM
49	Transfer Development Rights Zoning	5/27/2021 10:53 AM
50	None	5/25/2021 4:09 PM
51	never	5/25/2021 1:11 PM
52	None. No need for buildings above that limit.	5/25/2021 12:57 PM
53	If it takes into account the swell in traffic	5/25/2021 12:00 PM
54	if adequate parking and traffic flow are required	5/25/2021 11:37 AM
55	In no circumstances	5/25/2021 9:28 AM
56	Under no circumstances. Please take a look at Westwood next to Wilshire corridor. It's awful to have houses and parks dwarfed by high rises. People move to CC because the don't want to live in dense city zone.	5/25/2021 7:00 AM
57	Never change the height limit	5/25/2021 12:23 AM
58	Maybe for open spaces, but I don't want Culver City to be filled with skyscraper buildings	5/24/2021 11:27 PM
59	NOT IN R1 / single-family areas. We need trees.	5/24/2021 3:33 PM
60	None	5/19/2021 6:43 PM
61	This is a loaded question. I would not consider changing the height limit under any of the circumstances listed. "None" should be an option.	5/19/2021 8:43 AM
62	NO 56FT IS PLENTY HIGH	5/18/2021 4:06 PM
63	NONE	5/17/2021 10:30 PM
64	I would not	5/17/2021 3:52 PM
65	none	5/16/2021 11:49 AM
66	None!	5/16/2021 7:34 AM
67	none	5/16/2021 4:55 AM
68	I do not support it in any case. Keep our city unique	5/16/2021 4:42 AM
69	would not support	5/15/2021 12:04 PM
70	I believe higher building are not appropriate for this area. The eyesore on LaCienega is a perfect example	5/14/2021 6:15 PM
71	Away from R1 areas	5/14/2021 5:17 PM
72	It should not change	5/14/2021 1:49 PM
73	Do not change the height limit or we'll look like L.A.	5/14/2021 12:31 PM
74	under no circumstances	5/14/2021 9:24 AM
75	Would not change the height limit	5/13/2021 5:01 PM
76	none	5/13/2021 8:30 AM
77	I think we have more than enough tall building's buildings	5/12/2021 5:14 PM
78	None	5/12/2021 5:06 PM

79	None. Nothing higher than 56 feet. Better yet, go back to the old height limit.	5/12/2021 3:32 PM
80	None, it will cause us to lose the small town vibe.	5/12/2021 3:19 PM
81	I do not support this. Should have this as an option	5/12/2021 2:53 PM
82	I do not support going over the height limit. Among other reasons it's a way for politicians to indulge in corruption.	5/12/2021 2:21 PM
83	Never. You have to draw a line and this is a good point to do so.	5/12/2021 2:02 PM
84	I wouldn't	5/12/2021 1:58 PM
85	if the project heightens the quality of the urban fabric like public cut-throughs, high quality "silent" sides of the buildings	5/12/2021 11:12 AM
86	None	5/11/2021 10:24 PM
87	Only if developers actually provide affordable housing. None of the new developments near theMetro have affordable housing!!!	5/11/2021 9:58 PM
88	Only in a concentrated grouping, eg by Brotman	5/11/2021 9:28 PM
89	None	5/11/2021 9:16 PM
90	If project provides housing for more than one family. Wealthy individuals are using the bonus to build bigger homes for themselves, demolishing livable homes and ruining the character of the neighborhood. Building an ADU shouldn't be grounds for someone to circumvent the height restrictions and build a mega mansion for themselves. This is not creating more affordable housing for Culver City.	5/11/2021 6:05 PM
91	Nothing above current height	5/11/2021 5:18 PM
92	I don't support increasing the height limit under any circumstances	5/11/2021 4:00 PM
93	Next to the train	5/11/2021 3:34 PM
94	There is a population density issue. Adding more people does not solve this issue.	5/11/2021 3:22 PM
95	None of the above	5/11/2021 3:14 PM
96	I would not support that whatsoever	5/10/2021 9:40 PM
97	Never	5/10/2021 6:05 PM
98	none	5/10/2021 6:01 PM
99	I would vote not to change the current height limit.	5/10/2021 10:54 AM
100	Do NOT approve of increased height limit	5/10/2021 9:30 AM
101	please don't change the height limit	5/9/2021 7:27 PM
102	Would not support change height limit	5/9/2021 2:09 PM
103	No circumstances whatsoever	5/9/2021 1:29 PM
104	REDUCE HEIGHT LIMIT	5/8/2021 10:49 AM
105	No increase in height	5/5/2021 11:36 PM
106	On a case by case basis	5/5/2021 10:46 PM
107	If the new building does not encroach on single family homes	5/5/2021 2:43 PM
108	none	5/5/2021 12:43 PM
109	none	5/5/2021 10:16 AM
110	Near transit makes sense. NOT in R1, or R2. Those neighborhoods should be preserved. We need to see our sky.	5/5/2021 8:35 AM
111	only in areas that can handle it, like commercial business park. The height limit is why Culver City is pretty. We are not overshadowed by tall buildings. We can see the blue sky!	5/4/2021 5:25 PM

112	None	5/4/2021 11:46 AM
113	under no circumstances	5/4/2021 11:39 AM
114	None	5/3/2021 2:12 PM
115	Along major streets. Ex Sepulveda, Culver, Washington, Jefferson	5/2/2021 10:55 PM
116	On existing, aging multifamily buildings	5/2/2021 9:52 AM
117	No	4/29/2021 6:35 PM

Q27 What other information would you need to provide informed input regarding the land use alternatives?

Answered: 293 Skipped: 387

#	RESPONSES	DATE
1	I do not approve of such ideas as “limited transition to housing” because that is clearly a way to allow developers to get a foot in the door, and soon the word “limited” will be forgotten, and all out drastic change will result. Hence, to keep the character of much of Culver City as a largely single family home, R-1 zoned city, I strongly oppose these limited measures, which are likely to lead to unlimited measures in the near future.	6/14/2021 10:15 AM
2	Traffic study around potential new development	6/13/2021 10:47 PM
3	I will need to observe what suggestions are made and what options are being considered.	6/13/2021 8:34 PM
4	I would like to understand if there are other options beyond the proposed Land Use alternatives to create affordable housing. I would like to see more data on Remote Work offerings by the Big Tech companies moving to the area (Will they allow their employees to live elsewhere and work online or will they expect employees to come into the office?). I would like to see data on projected population decline.	6/13/2021 8:11 PM
5	Please do not change R1 rules for residential neighborhoods!	6/13/2021 5:46 PM
6	I would need to know to what extent the taller building would block out sunlight or create a claustrophobic environment for surrounding residents. Not being careful here could lead to a mass exodus out of the city. People have invested a lot of money to live in an area free of "cityness". Not being careful here could easily make areas far less attractive as a place to live. In addition, I feel that the measures being considered are being considered way too swiftly. The alternatives being considered are thoughtful, but they do not address the fundamental issue at the root of homelessness and poverty; namely wealth inequality. We should be addressing this through local and federal wealth re-distribution. Several people at higher governmental levels have attempted solutions to this problem (AOC, Andrew Yang, Elizabeth Warren). We should actively support those efforts and even attempt implementation on a local level. Poorly conceived re-zoning will not solve this problem; a problem which is only going to worsen as automation and an unequal educational system makes wealth inequality worse over time. Furthermore, these re-zoning efforts will put power into the hands of developers - NOT a good idea. We need to put a lot more thought into this.	6/13/2021 5:23 PM
7	How any changes would affect our property values.	6/13/2021 4:11 PM
8	I support Alternative 1. Increasing density along commercial corridors while maintaining the character and affordability of the current R1/R2 neighborhoods provides the right mix for Culver City. Alternatives 2 and 3 put and undue burden on people who chose to move to R1/R2 neighborhoods many years ago. R1/R2 neighborhoods are already capable of being densified using ADUs without the need to rezone, and while keeping the air space, greenery, and character of the neighborhoods, and ADUs generally provide for cheaper rent than newly developed 4 or 6 unit developments. The RHNA targets can be more than met using Alternative 1, particularly with increased height limits added to Alternative 1, and the City will be in a better position to require more affordable units in larger scale developments as a condition of permitting than the City would be in requiring affordable units in 4 or 6 unit developments.	6/13/2021 2:49 PM
9	90% of additional housing should be on the main Corredor’s such as Washington, Venus, Culver Boulevard. Etc...	6/13/2021 2:40 PM
10	How does the city plan to update its infrastructure to cope with a higher population? i.e. Schools (student to teacher ratio is already too high), parking (there is already a shortage), traffic (our streets are gridlocked during rush hour already). Also, can the city provide proof that the housing they intend to generate will actually address the diversity and lack-of-affordable-housing issues they claim are behind the rezoning.	6/13/2021 2:39 PM

11	How does the city plan to update its infrastructure to cope with a higher population? i.e. Schools (student to teacher ratio is already too high), parking (there is already a shortage), traffic (our streets are gridlocked during rush hour already). Can the city provide data to support the idea that upzoning will create more affordable housing and ease inequality?	6/13/2021 2:38 PM
12	Single - Family zoning should not be changed	6/13/2021 1:41 PM
13	t residential use. It also should be mentioning the old Orchard hardware store site on Jefferson Blvd. and the old Westcom Credit Union building at the corner of Sepulveda & Slauson as possible sites for re-purposing into residential units. You can create more affordable residential units per acre from the ground up and have it supported by AB 2345 which will provide up to 50% bonuses by the state. This legislation was just passed last year and can be deployed in a timely manner to our problem.	6/13/2021 11:01 AM
14	Density is necessary. Otherwise things just grow outwards, like LA itself. People want to be able to walk to things around them, see people in their community, and enjoy vibrant amenities. Driving sucks, parking sucks. I fully support the model of residential buildings with commercial spaces at ground level. It brings business and transit options. The people who generally oppose this are those who already have their piece of the pie. I believe it's possible to make changes in a slow and sustained way, but people demanding to keep single family zoning a block outside of the downtown core is ridiculous.	6/13/2021 10:45 AM
15	Complete transparency on initiatives as important as this should be made available to citizens.	6/13/2021 8:42 AM
16	How has this worked in other similar areas. Has increased housing really decreased the use of cars?	6/12/2021 11:31 PM
17	Eliminating R-1 and allowing multi units on one property seems ridiculous. This is not going to solve affordable housing at all. High dollar developers will purchase these individual homes, build a monster property with 4 to 6 units and charge an astronomical amount of rent. We are seeing it right now in Culver City with a two bedroom One bathroom home selling for $1 million, 60 days later after renovations are done the same home is selling for $1.4 million. This is not affordable! greedy developers will be taking over Culver City and ruin our neighborhoods.	6/12/2021 9:11 PM
18	Infrastructure improvements to accommodate increased development.	6/12/2021 8:41 PM
19	I am very concerned of our city becoming a high density city, our neighborhoods becoming extinct. I'm also concerned with the increase of multi level housing development all around Culver City. There will evidently be an increase in traffic congestion, air pollution and crime. As it stands now there is an increase in morning traffic in Lindberg Park area from parents dropping off kids. In prior years kids use to walk or bike to school not now especially with the increase in homeless / mentally challenged people in our community it's not safe anymore.	6/12/2021 8:37 PM
20	Please don't eliminate R1 zoning or change our existing R1 zoning. We are already congested and no one wants to see our beautiful neighborhoods bought out and flipped into multi-unit eyesores.	6/12/2021 7:17 PM
21	I strongly oppose eliminating single-family (R1) zoning.	6/12/2021 5:56 PM
22	I strongly oppose the proposal to eliminate the current R1 zones. As a single family residence owner, I do not want to see R4 housing on my street. I am supportive of higher density housing in areas where large tracts are being transformed from industrial to housing and economic growth areas, such as the Ivy Station. I would also support transforming industrial areas such as the Hayden Tract to denser economic growth and housing areas. But please do not turn already established R1 neighborhoods into R4 neighborhoods. This will ruin Culver City and I would strongly consider leaving should this proposal go through.	6/12/2021 4:31 PM
23	Allow multiple ADUs on single family lots	6/12/2021 2:07 PM
24	Getting rid of R-1 zoning is a bad idea and would greatly impact neighborhoods. No amount of housing construction will enable all of the people who live in states/countries with poor weather to move here; housing will always be relatively unaffordable due to the desirability of the area. The only way to make housing here affordable in a capitalist system will be to increase density to the point that traffic and noise and parking problems make it so that people don't want to live here, and then prices will fall. This seems like a poor solution. Leave R-1 alone. Build big buildings in downtown LA and spend more on transit (like Crenshaw entension). With enough transit lines, the network effect will allow much better housing options.	6/12/2021 1:56 PM
25	I'd like to know why the city is proposing to undercut the very basis of "community" by	6/12/2021 1:31 PM

	eliminating R-1 zoning. In addition, why did you never tell us loud and clear that the "vision" for CC was to eliminate single homes? It's terrible that I only learned about this at the last moment in a way that I understood. You have purposefully kept from us the fact that all along your solution for meeting some hypothetical guidelines included increasing land use in my neighborhood. Why didn't you UP FRONT tell us about zoning changes instead of waiting to the last moment to toss out this draconian measure as the solution to all YOUR problems. I'm happy with the way Culver City is now. There is no benefit to any of us to bring more people into CC, none. STOP what you're planning now and take a thousand steps back and think this all through again. Sop presenting us with propaganda about how thorough and complete the research and input has been. Seriously, it's really a mess. You have pitted homeowners against poor people and people of color while many of the homeowners in this town are in fact people of color! What kind of leadership brings city-wide brawls into the community?! I want the facts not the "vision".	
26	Stop building so much in Culver City! Leave R1 alone!	6/12/2021 1:21 PM
27	will duplexes/triplexes etc. in current R1s be required to have garages? (I support and welcome no matter what, but would like for those opposed to have one less complaint re parking).	6/12/2021 12:15 PM
28	Need to preserve single family and low density areas. Allow these homeowners to decide if they want to provide ADU's, but keep them from overpowering the neighborhoods. Keep higher density housing in areas near Metro stops, Malls and provide at least 15% low income housing in these areas.	6/12/2021 12:02 PM
29	Elminating R1 would eliminate the path to home ownership for many. Home ownership is key to creating generational wealth. It would give developers all the power as they could easily outbid families. Families won't be building these 6 units, developers will be. Therefore you will be taking potential power and wealth from families and handing it over to developers. But what's new?	6/12/2021 11:59 AM
30	My family moved here for the single family neighborhood characteristics of less traffic, better parking, more neighbor interactions, near to schools and less density.	6/12/2021 11:18 AM
31	I would prefer that you go slow on your decisions on changing Culver City. The city council is not being transparent in their dealings with the residents. I would have expected a piece of mail talking about all of these versus seeing a flyer on the door about huge changes that are going on at the council. There is enough going on with the pandemic that I am disappointed that the council seems to be hiding important information from its constituents. This is an important topic and there has not been enough engagement with the community.	6/12/2021 10:34 AM
32	specific plans regarding what locations are being considered and what is being considered for these locations	6/12/2021 9:28 AM
33	Multi residential homes among single family homes is a very negative idea as over time these will destroy neighborhoods, drive home values down and transform parts of Culver City away from its neighborly approach	6/12/2021 8:14 AM
34	Increasing density decreases the quality of life in our City. Car traffic, foot traffic, pollution, difficulty finding parking, crime, noise are all made worse. I am in favor of keeping our City the jewel it has been for the past many years. Do not increase the density.	6/12/2021 7:53 AM
35	What parking requirements are going to be. Building more offices or housing with inadequate parking will only make life in Culver City miserable. Even with electric cars, they need to be parked. Already with people converting garages and adding granny flats with no parking required has made streets hard to navigate, especially along the commercial corridors with all of the new restaurants with no street parking in front, customers are filling up all along the residential streets nearby. CC should resist the state in eliminating parking. Cars are not going away. Whether they use gas or electric, they still need a parking place. The recharging stations just remove parking spaces and bestows them on the elite class.	6/11/2021 10:36 PM
36	I wonder why the single family homes areas need to be modified to 3/4 family units rather than just 2 family. Also will it change the 45% ratio of dwelling to property size. Will the multifamily units need to conform to that ratio as well. If not why, and isn't the reason for that ratio to protect the character of the neighborhood. If that is the rationale why would a large multifamily dwelling that on the same size lot not substantially change the character?	6/11/2021 9:31 PM
37	Community outreach and input from homeowners.	6/11/2021 9:22 PM

38	Totally against infill in 70 year old existing single family neighborhoods. Lots are small and adding will cause crowding and will be a detriment to the neighborhoods. A really bad idea. If there is not room to add additional housing, there just is not. It cannot be forced.	6/11/2021 9:01 PM
39	Cost implications and impact additional density has on local schools	6/11/2021 8:54 PM
40	Any UPZONING must be done as a part of a comprehensive plan. NO Upzoning without a fully developed plan for increasing density AND creating more affordable housing.	6/11/2021 8:34 PM
41	How do you plan on you making this survey available to Culver City residents who lack internet access or may not be tech savvy?	6/11/2021 7:37 PM
42	Do NOT change R-1 zoning. Our city is already too grid locked, and residents bought in R-1 zoned areas for a reason. The city will go bankrupt from the lawsuits from the homeowners who have been bait and switched into living in areas packed with too many people, too many cars and no peace	6/11/2021 7:33 PM
43	What would the on-site parking requirement would be for four-plex in R1 zone. Site plan of how a four plex could fit on a 5000 square foot lot with adequate parking for four households and still provide some open space. How many on-street parking spaces are there on a typical R1 block and how would this accommodate guest parking for four-plexes on every parcel.	6/11/2021 7:30 PM
44	With more housing, how does the city plan to accommodate more kids in the school system? How does the city plan to deal with more traffic if there's more housing?	6/11/2021 7:00 PM
45	I think upzoning is a short-sighted path forward and a big mistake. It will not solve our AFFORDABLE HOUSING problem and just enrich developers and create more expensive/high rent housing - which we don't need (800 vacant units in CC right now proves that). We have made out beds having big corporations in Culver City (Amazon, Apple, etc.) and now we have to do everything we can do maintain the quality of life that attracted those corporations to our city. PLEASE don't approve upzoning and look to develop city owned land and other large parcels for affordable housing, not our beautiful neighborhoods.	6/11/2021 6:22 PM
46	Visualizations of gentle density	6/11/2021 2:53 PM
47	Much more outreach is needed	6/11/2021 1:13 PM
48	Leave it alone and stop trying to stack us in like cordwood! Enough is enough!	6/11/2021 1:01 PM
49	High density does not equal affordable housing. Packing more onto one lot only gives more pollution, less green space, more cars. Affordable housing should be combined with mixed use along commercial corridors..	6/11/2021 8:12 AM
50	I strongly urge the city NOT to eliminate all R1 zoning. I do not believe that this will achieve the goal of increased affordable housing, but will only benefit developers at the cost of the livability of our neighborhoods.	6/11/2021 8:10 AM
51	When we bought a duplex, we noticed two things right away. First, when we tried to get a spot at Lin Howe for our daughter, we were number 247 on the waiting list! Second, 4 of our neighbors were evicted from their duplexes so developers could tear the buildings down and build more bigger, uglier, and far more expensive ones in their place. This tells me that the city isn’t planning for ramifications of increased density - needing more schools, dealing with more traffic and pressure on parking, etc. It also confirms that developers are just in it for the money, and allowing them to destroy the city’s precious stock of older, closer-to-affordable homes, is a terrible idea. Affordable units should be put next to transit. Clear pathways for people to keep their R1s and build ADUs.	6/11/2021 8:07 AM
52	I need more information about what is considered "affordable" housing and what restraints would be placed on developers / owners to ensure that units remain affordable in the future. The proposals that I see now seem to be a huge boon to developers but I see little guaranteeing affordable units. I don't see how allowing developers to destroy an existing single family home and replace it with 3 market price units will address affordability. I think a much better way to reach the goals of increasing housing stock and affordable units would be to: 1) allow large, very dense housing in specified areas near transit with a requirement that a certain percentage of units be allocated for low income housing, 2) allow 3-4 units on parcels currently designated R2 with an incentives/ requirements to encourage affordable housing because this would not dramatically change the character of those neighborhoods, 3) do not change R1 zoning but make a concerted effort to boost ADU development on R1 parcels. Perhaps the city could take steps to reduce the cost of and time involved in permitting ADUs, provide a handful	6/11/2021 7:16 AM

	of pre-approved ADU plans for residents that conform to common lot sizes, encourage the development of existing garages into small affordable housing, etc... There is a value in maintaining a sense of place and neighborhood. There is an environmental cost to destroying existing buildings so that new, much larger ones can be built, and there is a an argument of basic fairness for those who already live in Culver City. All of these point towards not eradicating R1 zoning. As a side note, I don't live in R1 housing but I think those neighborhoods should be able to retain their basic character. Also, I would like more information about who in the city is discussing the effect on the school system and ensuring an adequate supply of daycare if the number of housing units will be increasing dramatically.	
53	Eliminating single family zoning would be a huge mistake. This changes the entire dynamic of the city and is something that should NOT be decided by the 5 members of the city council! The best part of Culver City is the small town feel in the midst of a metropolitan city. By eliminating single family zoning developers will come in and make Culver City unrecognizable in the worst possible way. Please please please bring this to a vote instead of making it a city council decision.	6/11/2021 7:00 AM
54	Any changes being considered need to be supported with examples of similar policies being good for existing communities and be put on the ballot	6/10/2021 11:45 PM
55	I have a very large concern about affordable housing and accountability: We don't want to end up becoming another Santa Monica with 4-8 units on every lot, with horrible parking and congestion. While having friends that own and live in buildings in Santa Monica as long term tenants, what accountability does Culver City have to enforce units that can stay as affordable housing? What if developers move in one of their family members for affordable housing and a year later, they move out and the unit is now classified as "market rate?" It's a huge concern.	6/10/2021 11:31 PM
56	I don't need any more Input. you the city lied to us about the mosque. I have proof of what was promised to us in writing. and you turned your back to use.	6/10/2021 10:12 PM
57	Seems Funny there are no stats on what we as a city agree is the definition of healthy growth from a population standpoint and income From businesses	6/10/2021 10:09 PM
58	We need to maintain the R1 zoning designation and preserve our residential neighborhoods throughout the city	6/10/2021 9:43 PM
59	Over building has become a problem. The traffic is unbearable. New homes are dwarfing neighbors, taking away their light and privacy. This city has become unaffordable and unlivable. Nothing being built is affordable. Single family homes need to remain in tact so families have a home to purchase. Reducing the “supply” of SFHs is not helping single moms, families of lower SES, etc be able to purchase homes! We need to be more creative on how we are addressing housing and cost of living here. We do not want to live in condos and apartments with our young children. Speaking of young children… there is no entertainment in CC other than parks. We need things for people to do other than eat and go to a park (and possibly movie if the theater opens up). Use land for some family friendly entertainment!	6/10/2021 7:59 PM
60	A timeline and exact plans for each area of the city	6/10/2021 7:20 PM
61	I don’t know. But this city is being over developed. Traffic is already out of control.	6/10/2021 6:25 PM
62	Please do not change current residential zoning -- specifically R1 and R2. Allowing more density and size in these areas will be antithetical to the goal of more affordable housing and only serve the needs of developers. Instead focus on large sites that can provide economies of scale in areas that warrant large projects.	6/10/2021 6:08 PM
63	Build multi family housing in area where there is the space. Do not convert r1 into a gold mine for developers. Fastest way to ruin a great place. There is lots of room for new housing without sacrificing our neighborhoods	6/10/2021 5:53 PM
64	The City can do a better job communicating these decisions to residents through mailings, emails, neighborhood associations, and other mechanisms. For instance, if we receive mailings about the increase to trash collection fees, it would seem that the City could also more proactively communicate items like this that will have a significant impact on the future quality of life for residents.	6/10/2021 5:48 PM
65	Support more parks and recreational areas; opposed to more housing, especially higher density housing and more people and traffic	6/10/2021 4:55 PM
66	If ADUs are allowed on every parcel then potentially there could be many more housing units.	6/10/2021 4:54 PM

67	Traffic alleviation plans	6/10/2021 4:33 PM
68	I want to know that homeowners' rights are protected. We purchased in an R1 neighborhood because of the family feel and quiet streets where our kids would one day play. Space, trees and peace are of supreme importance to us and if that changes dramatically, we will move our family elsewhere. Changing the rules after families have made the biggest investment of their lives is inherently unfair.	6/10/2021 3:45 PM
69	If R-1 goes away and single family homes are slowly eliminated, when would that process start?	6/10/2021 3:29 PM
70	MORE COMMUNITY OUTREACH AND INPUT!!!	6/10/2021 3:27 PM
71	DO NOT UPZONE OUR R1 NEIGHBORHOODS. You have operated in a veil of secrecy regarding these developer and tax increase schemes, and now expect us to just accept looming structures, destruction of trees, and lack of privacy as a blight upon our way of life. HOW DARE YOU!!	6/10/2021 3:10 PM
72	There are additional negative factors to allowing additional density in these neighborhoods, such as the fact that developers will easily be able to outbid individuals, and be able to build rows of expensive condos and apartments. Already, the traffic in Culver City in rush hour was terrible pre-pandemic and probably return just as bad as people go back to work. Unless the densification occurs right at transit stations, more condos and apartments will just encourage more driving, and the subsequent traffic and pollution that results from this.	6/10/2021 3:03 PM
73	We need to keep R1 properties as they are. I bought my home in an R1 Area because I wanted a home not an apartment. you are ruining the city with density. We are no longer the small town feeling we used to be. Stop destroying the city I love.	6/10/2021 2:39 PM
74	Stop increasing density	6/10/2021 2:24 PM
75	Thank you for working hard to improve our city and plan for our future.	6/10/2021 1:40 PM
76	This type of planning is going to ruined Culver City. We don’t have infrastructure that can support much more people in our city. Schools don’t have enough space even for existing students, traffic is terrible, and getting worse by day. Also, where are those people going to park their cars? Streets are full in all neighborhoods in Culver City. I have feeling that planners in Culver City don’t live in Culver City.	6/10/2021 1:12 PM
77	What is the goal of increasing the density with zoning? Is it to create affordable housing or just more housing? Will supply and demand result is more affordable housing? Why would that same concept not apply to the city's decision on rent control? If you purchased property in an area that is already zoned R2 (or larger) and the streets are a mix of single family homes, duplexes, triplexes and larger than you made a conscious decision to live there. On the other hand, if you purchased a home on a street with R1 zoning with all single family homes you also may have made a conscious decision to live in that style of neighborhood. We need more housing, we need more affordable and work force housing. Increasing the zoning density is only going to result in the construction of more high end, expensive housing.	6/10/2021 1:07 PM
78	YOU CAN NOT COME INTO OUR NEIGHBORHOODS AND START BUILDING APARTMENT HOUSES OR DUPLEX HOUSING. THE LARGE HOMES THAT ARE BEING BUILD ARE FINE. WE ARE LOSING THE SMALL TOWN CHARM BUT AT LEAST THERE IS ONLY ONE FAMILY IN THESE HOMES. YOU ARE TRYING TO CONVINCE PEOPLE THAT THIS WILL HELP BRING AFFORDABLE HOUSING TO CC. THAT IS A LIE. LEAVE US ALONE	6/10/2021 1:06 PM
79	Do not allow anything but R1 on 5000 sf lots.	6/10/2021 1:01 PM
80	The whole charm of this city and why I moved here was specifically because it reminded me of the 50s as far as the neighborhood feel. It is a place where you can come and park and walk and not see the homeless and you can walk to your neighborhood market and place to eat. It is a place where you can forget that you live in this crazy city! Please don't change this area as it Has already changed way too much	6/10/2021 12:56 PM
81	The city should look forward.	6/10/2021 12:47 PM
82	This survey is very biased toward up-zoning. Also, the language could be clearer as some words used are very specific jargon within development and planning genre and could be confusing to most residents.	6/10/2021 12:44 PM

83	No where in this survey do you discuss changes to our schools, emergency services or other critical necessities for a growing community. You cannot continue to build more business and homes and not add to these resources. This survey seriously lacks a vision to help put current residents minds at ease.	6/10/2021 12:43 PM
84	Survey seems a little targeted to certain goals. My one and only concern is allowing multi unit housing in Carlson Park and the other long term single unit neighborhoods. Density can be addressed in other areas, but Culver City's strength is being a small town in a big city and you will undermine that if you start shoving apartment buildings into the neighborhoods people move here for.	6/10/2021 12:38 PM
85	Rezoning existing neighborhoods to allow multi-unit housing when they do not currently will drastically change the fabric of the neighborhoods that make Culver City so sought after. It will turn it into any other neighborhood in the city impacting the desirability of the area and removing the draw. There are many land sites that are already zoned to support multi-unit housing on larger streets and corridors that can be used smarter achieving the same objective for the city and not undoing what makes it great.	6/10/2021 12:28 PM
86	One of the reasons Culver City remains as a highly desirable area to live is because it feels small-town in the midst of the LA hustle. The development in downtown Culver/Hayden is fantastic, but the residential neighborhood with single-family homes are what give this pocket it's charm. Packing the lots for mult-level housing does nothing to add affordable housing to this area, as the taxes and cost of living are already high. The reality is developers will outbid families (again what give Culver it's charm) and create expensive condos that aren't intended for affordable housing living to begin with. I strongly oppose this and am concerned that Culver will shift away from a suburban enclave, to a mini metropolis.	6/10/2021 12:20 PM
87	I am not necessarily opposed to multi family dwellings in R1 zones IF the total size and height of the buildings are not massive. Afterall a single family home can also be too big for the area. Therefore to me, height and size are most important. However, having some R1 neighbourhoods is preferable. There can be mixed used areas in other parts of the city. I would support more re zoning commercial areas for mixed use with housing. There is a lot of used retail, commerical and office spaces that could be converted to housing. Especially along the main travel corridors. For example couldn't older businesses on Sepulveda be converted to housing or have apartments on a second floor? Culver City needs more varied types of housing, not just studio/1/2 bedroom luxury apartments. Townhouses, multi family houses, loft spaces in industrial buildings, even micro housing for the homeless, etc. The two infill projects, La Ballona where the drive in was, and the Emerald Estates on Overland, are wonderful infill projects. While the Toy R Us space has now been rented, why couldn't a space like that be converted to housing? There really isn't much affordable housing been built.	6/10/2021 11:57 AM
88	The existence of this survey should be communicated more widely. The term "General Plan" is not self-evident to most people. There needs to be greater emphasis on affordable housing; CC already has more than enough housing for high-income residents, both owners and renters. Changing commercial zoning to accommodate higher density housing should take priority over upzoning (i.e. destroying) R1 and R2 neighborhoods. This survey appears to be designed to steer respondents toward these upzoning alternatives without consideration of the 100% overlay approach.	6/10/2021 11:24 AM
89	Who approved the giant building that just went up at La Cienega and Jefferson? It is clearly too tall, doesn't fit the area, a noise nuisance, a traffic disaster, and is a tool for gentrification. This is an example of what Culver City should NOT be doing.	6/10/2021 11:06 AM
90	We do not support elimination of R1 zoning. And disagree with the Council's mewrthod of doing it. Maintaining neighborhoods stays consistent wqith Harry Culver's vision for the city. We do not want to take this town where Palms is now going.	6/9/2021 9:50 AM
91	The way the concentrated density in a commercial area was presented was very unattractive. It could have been presented as low level mixed use on a street such as all along the corridor on Jefferson Blvd. Present businesses there now should be relocated by the developers while they redevelop the area and give the option with same rent for the businesses to move back in. We must get control of the developers in terms of design, size, setback and rents so that there is way more affordable housing. They get away with putting in a small amount of low income units, such as the proposed site at the post office/Coco site, where they are only having 19 affordable for lower income people and they stated in their presentation that they are "proud" of that number. It is "trickle down" housing. Also, the developers tend to build the same type of boxy buildings, as ones seen all over the Los Angeles area. It seemed that there	6/7/2021 5:51 PM

	is a "push" for infill and upzoning, which sounds like it would add more affordable units, but may just encourage rich developers to build 4 plexes at 1.5 million per unit, which would make the R1 areas even more exclusive. I know that it sounds counterintuitive to be against getting rid of exclusionary zoning, but from what I have been reading, by getting rid of R1 zoning, the areas will become even more exclusionary than they are now. I felt that the consultant's presentation favored infill, and because of his preference there should be presented other examples of building housing on large corridors as mentioned above. which are way more attractive. Thank you	
92	Would like to see more planning of each community in the city that would restrict new housing if they block or tower over the housing next to them - this destroys one privacy, significantly reduces the open space and flow of air, lacks usable green space for children to play and dogs to do their business, and destroys existing and the planting of new vegetable gardens and native plant gardens for butterflies and birds and bees. that need sun. The quality of life is what matters - managing the location, height and size is important - and may produce better results than more units and bigger units. Would also suggest that the planning commission reach out more to those who live in Culver City to seek their input. Unless they are made aware of the on-line survey, they are being excluded.	6/7/2021 2:08 PM
93	I am a homeowner in the Park East region of Culver City, and I would like to maintain the R1 status of our neighborhood. It is a wonderful place to live, and allowing 4-unit homes on these lots would negatively change the feel of this community. I support denser building on the main commercial corridors and industrial areas, but please maintain and preserve our peaceful, green residential neighborhoods. Thank you.	6/7/2021 10:39 AM
94	As a 15-year resident of Culver City, I am very much against rolling back Single Family residential zoning. I appreciate the need for affordable housing and believe that it's necessary. But suddenly imposing a 3-story multiplex apartment building upon residents is not my idea of a smart or equitable solution. And I resent that those of us on this side of the argument are being painted with the "racist" brush. Harry Culver and his city planners were most assuredly racists. We are not. I simply don't want a 3-story apartment building next door to my one story ranch…any more than I want 5000 square foot McMansion built by a wealthy white person who works for Apple. So please, don't make this about racism. It's a cheap political ploy to prey on our community's good nature and tolerance. I moved to Carlson Park 15 years ago because it was a nice neighborhood that seemed like a great place to raise a family. The fact that I'd like to keep it that way does not mean I want to deprive others of housing.	6/7/2021 10:26 AM
95	up zoning would help developers, not low-income residents.	6/6/2021 3:52 PM
96	I wouldn't like to see increased density in Culver City. I moved here because it was quiet and separate from the hubub of the rest of the Westside of Los Angeles. I would not purchase a home that was too close to neighbors or next to taller buildings. I have seen increased traffic congestion and would not like to see it get any worse.	6/6/2021 1:33 PM
97	Advertising Culver City as a small home town seems ridiculous if we keep building taller and taller housing. More housing means more use of resources already in high demand and although building heights at 56 ft seem small they cast long shadows and now we resemble more of a concrete jungle with hidden half block parks.dense housing DOES NOT make a community. most are renters who come and go and will leap to the next housing opportunity.	6/4/2021 9:56 PM
98	Names, political affiliations, and land surveyor qualifications of City Council members requesting discussions on alternative land use in Culver City.	6/4/2021 6:10 PM
99	culver city is impacted too much as it is. the current utility infrastructure is not and can not handle and more ridiculous and exponential growth at the current rate. STOP	6/4/2021 4:30 PM
100	Its short sighted to focus on small infill development to deal with housing. Right now, CC favors big development with expensive apartments and Mc Mansions. You are squeezing out small time mom and pop developers who are *more likely to keep rents down. You are under utilizing big spaces and making more requirements for building (electric stoves) that are not going to help anyone but people with money. I voted for many of the people on the council and am extremely disappointed in you all. You're not listening, just telling us without being practical or useful to the city at large.	6/4/2021 2:09 PM
101	You will devalue our homes if you put these projects in our neighborhood. You have already screwed us by raising the transfer tax... so we are now locked into our homes and can never move... now you will fill our neighborhood with low income housing, which brings a different	6/4/2021 1:54 PM

	type of person that will not bring any good to our neighborhood. Do not shove wokeness down our throats. I moved to Culver City to live in a small town with its own services where I could be left alone and not deal with headaches. You are making it a headache now.	
102	Upzoning the entire city is painting with too broad a brush. Areas near the E Line should be upzoned especially the industrial transitioning to commercial and housing. Upzoning all R1 would lead to a hodge podge of neighborhoods with different land uses and eliminate the feel of many neighborhoods. It is also removing the responsibility of making hard decisions from the City Council and placing it on the individual homeowners, and yes this will be a decisive issue next round of City Council elections.	6/4/2021 1:23 PM
103	Preliminary development meetings, such as what took place for 8777 Washington are helpful. Land Use and City Council meetings are often too rubber stamped. Informed residents who have done extensive research are not given any more time to speak than residents who have no little to no experience or knowledge of development issues. Such meetings should also not run until 12:30am, as I have personally experienced. Better coordination with City of L.A. when the city border runs through a property should be done. Residents living more than 500' from a property should be directly notified of pending development.	6/4/2021 12:56 PM
104	I strongly oppose changing single family housing to allow 4-6 units. My family will look to move away from Culver City if this happens. We did not save our money to but our beautiful home only to have apartment buildings possibly go up all around us. This will destroy the character of Culver City and will cause many residents to move.	6/4/2021 9:44 AM
105	STOP OVERDEVELOPMENT. LEAVE RESIDENTIAL AREAS ALONE.	6/4/2021 9:32 AM
106	Culver West is the dumpiest part of Culver City, referred to as 'lost' or 'ghetto'. Have the city work to make this area an arts district or someplace nice where we aren't scared to cross the street for fear of being run over. Make side streets a one way so people don't race down them and scare the kids. Don't make this a homeless dump zone. Tax the drug motels more. Increase patrols and beautify!	6/4/2021 8:00 AM
107	Future plans for Metro connecting Westwood/Valley with LAX. Routes under consideration would cross Culver City.	6/3/2021 10:42 PM
108	How increased traffic and parking demands would be handled.	6/3/2021 6:38 PM
109	STRONGLY opposed to the elimination of single-family neighborhoods. I was finally able to buy a home here and can't believe there is really a discussion to allow my neighbors to tear down and put multiple units next door.	6/3/2021 5:30 PM
110	PLEASE PRESERVE SINGLE FAMILY ZONING	6/3/2021 2:29 PM
111	The city council should NOT be thinking of changing the R1 zoning in anyway! Culver City is special in it has a "small town" feel in a busy/thriving city. Making it like downtown LA or New York is a HUGE mistake. You will lose numerous long time residents, thus losing income to the city. My block has had numerous new families move in and their #1 reason was the good schools and "neighborhood" feel with families and safe streets kids can play on without fear of cars constantly going up and down. They moved FROM multi-living situations to single family area specifically. Parking would be horrible if the R1 areas are re-zoned, especially on street sweeping days. DO NOT REZONE THE R1 LOTS!	6/3/2021 7:41 AM
112	I would like to see reduced parking requirements in all construction types (housing, commercial): eliminate minimum parking requirements and impose maximum parking limits. In parallel, there should be robust investment in mobility infrastructure, while de-prioritizing car infrastructure.	6/2/2021 11:33 PM
113	Don’t need. Stop destroying culver city	6/2/2021 8:39 PM
114	Will the City be establishing a Design Review board specifically to review new proposed projects? Will the City be adopting Dark Sky lighting standards - important for sustainability, biodiversity and quality of life - to the planning and zoning codes?	6/1/2021 10:44 PM
115	Move away from single use zoning. Commercial areas can support housing in the evenings and week ends.	6/1/2021 5:23 PM
116	Stop building more housing in Culver City. It is fine the way it is. Don't make Culver City look like Palms where you have multi unit condo and apartment buildings mixed in between single family houses. You can not allow R-1 zone properties to be zoned to 4 units or more. The	5/31/2021 2:08 PM

	single family home character of Carlson Park, Lindberg Park, Studio Estates, Culver Crest, and Blair Hills, will be destroyed, if you rezone them. SAVE CULVER CITY!	
117	Land space is limited, and so are the City's borders. Going up does not solve the issue of an unattainable mandate to increase housing BEYOND the City's capacity. The space is not infinite and does have limits that have to be acknowledged and accepted. The world can not live in Culver City. There are plenty of new multi-story housing developments in the City of Los Angeles adjacent to the Culver City borders. Overland Avenue is just one street that has 5 or 6 of these developments.	5/30/2021 5:35 PM
118	Keep Culver City small	5/30/2021 7:09 AM
119	Do not eliminate R-1 Housing. Better solutions are available that will not impact the single family residential neighborhoods. Add housing in commercial districts as they do in Europe and in NY.	5/29/2021 8:57 PM
120	Our neighborhood Lindbergh park is being ruined by all the giant remodels. A family with 2 children doesn't need 5 bedroom mansions. We're afraid the city we've lived in for 20 years is losing its charm and we will be forced out since we have no intention of remodeling. 3 houses on our street are currently being remodeled and the noise, dust and construction vehicles has made distance learning and quarantine even more miserable. With the new influx we've also noticed less people of color and more overpriced businesses downtown which makes Culver City seem as snooty as Santa Monica. Please protect some small town charm and ethnic and socioeconomic diversity in our lovely city.	5/29/2021 6:33 PM
121	please don't eliminate R 1 zoned neighborhoods. We must have some pockets where people can own some land and not have 4 apartment blocks looking down into our yard. There are so many buildings that can be utilized and made into condos apartments without taking away the pockets of Culver City with single family homes. The cities goals can't just be about cramming more and more people in. Quality of life has to be offered for all stages of life. Thank you	5/29/2021 3:24 PM
122	Stop building housing making us more dense.	5/29/2021 3:14 PM
123	the city needs to prioritize affordable and below market rate housing production. incremental infill is a great strategy but it will not allow us to meet RHNA numbers alone. we need to incentivize affordable housing and reduce the restrictions attached. we need a streamlined planning process and more by-right development for projects out city is in dire need of. we do not need to prioritize large business job centers since we have invited thousands and thousands of new employees who could not possibly all live inside the city. school teachers cannot afford to live within the city. we need to reduce housing costs by building more. i'm strongly against the 56' height limit. We need a program like TOC in LA. We need missing-middle infill strategies. The planning department is too stringent on ADU requirements and I was hoping to see garage conversions emphasized in this survey. We also need a program that finds renters and subsidizes rent for low income individuals living in ADUs. housing is my only concern given our current issues.	5/29/2021 6:48 AM
124	It was difficult to express given the phrasing of some of the questions, but I am for whatever will provide the most additional units of housing as quickly as possible, with almost no caveats. I think I have a mild preference for commercial/residential to make for more walkable/bikeable neighborhoods, but the crisis we are dealing with right now is a housing crisis.	5/28/2021 1:29 PM
125	I am completely against eliminating single-family zoning. I am for larger projects along transit corridors and areas already with commercial buildings. We need more affordable housing. How can we achieve all of this?	5/28/2021 1:13 PM
126	The city needs to prioritize the development of deeply affordable housing (60% AMI and lower), particularly because it is one of the most resource-rich areas in the LA region (good schools, lots of jobs, etc). I don't think this can be done through market-rate development alone (ex. LA's TOC allowing for developments to have more density if they include affordable housing set-asides - these set aside percentages are way too low). We cannot rely on the market to do this work for us. City officials need to step up, account for the city's past racist housing policy, disregard NIMBY hoo-ha and be intentional about making Culver City a more accessible environment to low-income renters in particular. It would be helpful to have a rental registry to know what the city's current rents are and where existing affordable housing is located, so we can work to preserve it. Also, does the city have any vacant land that it owns? If so, this should be developed with deeply affordable housing.	5/28/2021 10:44 AM

127	I don't know.	5/27/2021 4:43 PM
128	Our lot size is 5000sq/ft. Currently our home is 1650sq.ft. and we could add an ADU cup to 1800sq.ft. If we added a Junior unit, although I have no idea where, we would be using our entire lot and potentially housing up to 8-10 people on a lot size and neighborhood planned for single families. The layout of our current streets/tree canopy, etc. don't allow for enough in between space and parking, even permit parking for the increased density. Very concerned and also understand the need to develop more housing. I am a fan of duplex and fourplex in areas that already have them. Changing R1 zones and height restrictions in R1 and R2 should be a ballot measure for all those that live in CC. The changes should not take place without the community being able to vote!!!!	5/27/2021 3:39 PM
129	Please do not change the zoning of single family homes. The quality of life, noise level air flow, view privacy, breathing sspace & parking would all be drastically affected. Do not change the zoning for single family residences.	5/27/2021 12:00 PM
130	I believe that Culver City should encourage housing density that allows ownership options such as condos and townhomes. Culver City should discourage housing density that solely focuses on rental units.	5/27/2021 10:55 AM
131	please provide affordable housing and low income housing incentives	5/27/2021 10:48 AM
132	Abolishing R1 zoning would overly urbanize Culver City and permanently strip away its unique character among Los Angeles County communities.	5/26/2021 2:16 PM
133	I support ending single-family home zoning regulations, despite the fact that I love my single-family home zoned neighborhood. The cost of housing is just too expensive and out of reach for most working and middle-class people and families, including my own gainfully employed adult children. Fundamental and bold change is needed. Allowing multi-unit dwellings and more ADU's in our neighborhoods is not the end of the world!. In fact it will improve our neighborhoods in many ways like more diversity and equity. Finally, upzoning is key to solving climate crises by reducting travel for those that work in CC, halting urban sprawl.	5/26/2021 12:52 PM
134	Clean up balloons creek.	5/26/2021 12:15 PM
135	The last thing Culver City needs is more people and more crowding with more cars.The small town attraction of the city is under attack. The biggest problem in the world is overpopulation.It seems the drive for more people and more business is driven by the prospect of more revenue.All my neighbors agree that the GPU will have a negative affect on the city and its residents.	5/26/2021 10:17 AM
136	What would be the impact on Culver City schools if there's densification of the residential neighborhoods? Do our existing schools have the capacity to take more students while managing a reasonable teacher/student ratio?	5/26/2021 9:54 AM
137	Could owners of long term unoccupied houses be required to pay market rate property taxes (lose Prop. 13 favorable tax rates)? For example the house at 4209 Vinton Ave. has been empty for more than 15 years. If the owner had to pay market rate property taxes, the house might be sold or put up for rent and then someone could use it.	5/25/2021 10:00 PM
138	Surveys and information taken by staff. Our City Staff, not outside companies. And community - town hall meetings so all voices are heard.	5/25/2021 2:02 PM
139	I am a licensed architect. While I don't live on a Single Family Zoned street, I do not believe it benefits anyone by abolishing that zoning. I understand the State allows for three units on Single Family in a weird way but keeping that kind of zoning for the limited area the City has zoned now is not the answer to providing affordable housing. By increasing the density allowed it only drives the price of land up. The developer that bought the property next to my house actually paid much more than the asking price because of some addition square footage he was allowed since we are backed by Helms Street. Needless to say when you pay more for a property you are going to charge more for the houses you built. The two homes are so tall that they block the sun from reaching the neighboring houses solar panels (that were installed years ago). When buildings are taller they need to be separated a reasonable distance. Allowing people to build 5' from a property line and 30'+ up (which is happening behind me now with 4 condos) creates a bleak environment. I remember working with large developers years ago. The limits of what an "affordable" unit charges in rent is too high to really make things equitable. People need to be provided with outdoor park space but they also need to be able to go outside and not feel restricted to experience the sun in their own apartments and homes.	5/25/2021 1:22 PM

	Allowing builders to build to the lot line or higher because they are "green" disregards the actual psychological needs of human beings.	
140	STRONGLY AGAINST REZONING AREAS WITHOUT VOTE FROM THOSE WHO LIVE IN THE AREA!!!!!!	5/25/2021 1:11 PM
141	I am concerned that this survey is not widely available to all Culver City citizens, particularly those who are less internet savvy. These type of large changes that have such massive impacts on the city need to be voted on, not decided on by the council. It is the only way to make sure all citizens have a say and are aware of these plans.	5/25/2021 12:42 PM
142	Diversity, affordable housing, and biking/scootering mobility lanes are like 95% of my concerns about smart growth in this city. The old white folks who drive everywhere sure are loud on social media, but I think that especially once Apple/Amazon employees arrive, these three concerns should have a solid majority (if they don't already). I live in SFH and would welcome 2 story four-plexes on my street, or the little 6 unit bungalows with common courtyards that still exist in Culver City. Those are very cool! I think that 3 story buildings would start to feel a little intimidating in my neighborhood (McManus), since many of us are still in very small bungalows. Finally, but CRUCIALLY, please. As a resident of McManus who wants her kids to be able to bike to middle school, can we please stop treating our end of the creek like an afterthought? I nearly rattle myself to death going over the terrible asphalt on my end of the path as I bike toward the ocean. Then when we get to "fancy town" (over by the schools and Lindbergh), it's suddenly like "aaaaaah, look how the city serves these people -- it's so smooth and pretty!" Help us OUT please -- it's bad down here! Thank you, thank you.	5/25/2021 12:37 PM
143	-Projection of demographic change, schools, traffic, health care services, environmental issues, open spaces, infrastructure such as roads, public transportation, public work maintenance etc... -Provide examples of cities that have gone through similar projections/changes. What were the lessons learned? Emeryville in the Bay Area, Chicago, Austin ... for example. -Has the City worked in partnership with UCLA School of Urban Planning on this specific project? Thank You for inviting Culver City residents to participate in this important vision for the City.	5/25/2021 12:22 PM
144	People who live in the Arts District ("McManus?") are being CRUSHED by the onslaught of traffic on Washington Blvd and the Massive influx of cars and delvelopment on LaCieniga between Washington and Jefferson. Washington is our ONLY outlet and it is routinely grid-locked. I'd love to see some development money address this with corridors through some current dead-end streets and better traffic light control. (THe cattaraugus light is ridiculous in the extreme! Who's idea was that?!)	5/25/2021 12:04 PM
145	Examining the impact of larger development projects on the surrounding area- especially the traffic impact of projects at congested intersections.	5/25/2021 10:37 AM
146	Single family R1 residential zones are not racist. It is a complete fallacy to speak this way about the zoning. There are some historical problems to acknowledge and address, however, upzoning is not the answer. There is no infrastructure to accommodate all the proposed density in current R1 zones. Furthermore, there is plenty of open rental listings right now. They are still expensive. They are not affordable. This is idea that 'affordable housing' will come when a developer builds expensive condos in existing R1 lots is absolute madness! Instead, I believe that Culver City should work to create an investment account that helps fund new historically underrepresented homeowners to own in R1. Preserve R1! It is lovely and worth keeping.	5/25/2021 12:27 AM
147	California needs more housing, but it doesn't need to go all in Culver City. People move here for a specific type neighborhood feel and ease of getting around. It is getting impossible to travel even short distances. I can't always bike with my young children everywhere I need to go. I would not want a multi-unit building in my residential neighborhood. The increased number of housing units have not caused prices to go down. This solution will destroy what we love.	5/24/2021 11:31 PM
148	Do not eliminate R1 zoning. There are so many other alternatives and that is an unproven theory. People choose where to live and what types of housing they want to live in for a variety of reasons These are important and personal choices, unique to each person. It is not okay to upzone on entire communities of people without their consent.	5/24/2021 3:33 PM
149	Vacant commercial buildings and businesses that closed should be used for shelters and or affordable apartments and housing.	5/24/2021 12:55 PM
150	I have the information I need. Culver City is a small city and cannot accommodate high density growth. Repurpose existing empty commercial buildings for more housing if you must,	5/21/2021 1:45 PM

	but do not eliminate R-1 zoning or build huge housing developments along commercial corridors. This survey is designed in a very biased way to harvest the answers you want. And you provided no fields for general comments, forcing me to make them here. You can do better!	
151	Would be helpful to know how transit, bike lanes, walkability integrates with various neighborhoods	5/21/2021 1:28 PM
152	HUGE fan of multifamily (fourplex, etc) options coming to Culver City. As someone who is middle class in LA, I'd really like to see more focus on multifamily housing options that are more family friendly and allow for some of the benefits of single family homeownership without the exorbitant cost.	5/20/2021 8:49 PM
153	Any small business, e.g., Jackson Market, must fit into the neighborhood design and not create more trips to the neighborhood.	5/20/2021 2:28 PM
154	Eliminating R1 zones will make Culver City less desirable of a place to raise a family and grow up in, and there is no evidence that doing so will guarantee affordable housing in its place. Ironically, developers will have to compete by bidding up home prices even higher, with the idea of selling multiple units to make their returns, and will therefore have to price its units for sale higher. Eliminating R1 zones will encourage the city's tax base to find what they are seeking (e.g., a safe, vibrant community where kids can grow up without having to dodge LA traffic) elsewhere in So Cal, eroding Culver City's ability to continue providing its citizens with essential services funded by tax dollars. This will have a multiplier effect on local business, rents, and the community at large. PLEASE DO NOT VOTE TO ELIMINATE R1 ZONES IN CULVER CITY.	5/20/2021 1:12 PM
155	please make sure parking is provided properly - being near transit does not mean the residents will not also have cars to park. We have seen developments like the Studio drive in and Playa Vista and how they just brought in more expensive housing - they did not solve affordability. Look at the Hawthorne affordable housing built on school district property - their teachers made too much money to qualify to live there	5/20/2021 12:20 PM
156	Emailed updates on all proposed actions in regards to ongoing land use proposals within the city.	5/20/2021 11:57 AM
157	I don't see where in this survey to express my concerns about multiple living units (in addition to the ADUs) being built in R-1 neighborhoods. I also feel like the council is rushing to make decisions that will impact everyone long term. the The changes we currently are experiencing include very much increased traffic from more businesses - and I don't see proposed solutions to our current problems while at the same time these surveys seem to be planning for even more people and congestion.	5/20/2021 5:41 AM
158	Please leave the single family areas as they are. I don’t want the older homes torn down and replaced with apartment buildings.	5/20/2021 4:23 AM
159	This area is already dense enough and traffic is already unbearable. Would not support any further Muti-unit developments. In the 20 years e have lived here the area has triple in volume and that is enough.	5/19/2021 6:45 PM
160	R1 housing should not be removed for any reason. Culver City is renowned for, loved for and is successful because of its broad single family home neighborhoods that are unmarred by multi dwelling units. The should be protected and not be on the table for disrupting. There are other, better ways to increase affordable housing and those should be the focus of attention.	5/19/2021 5:52 PM
161	Please provide more affordable housing for Culver City residents to buy	5/19/2021 3:51 PM
162	I'm a developer, so I may be biased, but I also studied environmental science in college and feel like I have a fairly informed perspective on this. I personally don't think upzoning houses into 4-6 units is a viable solution to allow for the amount of housing needed here. Considering the reliance on cars for this type of upzone would mean that GHG emmissions would skyrocket, and I am under the impression LA doesn't need anymore of that. One might argue that the phasing out of combustible engines could be sooner than the general plan timeline (2045) but honestly I think this is a much longer process. This would also mean infrastructure for upzoning SFR neighborhoods would create a mess on streets and would be reliant on Sewer capacity, water and energy transmission may need to be redone for all of this. Taking into account sustainability, This is not an efficient use of resources. With that said, It makes most sense to allow a variety of uses (including MF residential) to be concentrated in certain	5/19/2021 12:12 PM

	corridors. Fox hills appears to be a great place for this. Just because residential could be allowed here, doesn't mean it will be built here. It seems like concentrating the density near jobs/transit is likely the most efficient use as this would reduce GHG emissions and create more walkable neighborhoods, and would concentrate the amount of infrastructure that may need to be updated instead of tearing every street up n Culver and making it an even worse traffic nightmare . As a developer we are building for people at the end of the day. If they don't like it we suffer, since they wouldn't live there. I think the options presented in the land uses alternatives are a big step for Culver and once this passes, I think it will create a more thrivable Culver. I think it's important to consider everyones views., but also lessen the burden on Culver's City Infrastructure team and concentrate the density in areas that have land to supposrt true housing opportunities. Thank you Forrest Greenwalt AAA Management LLC	
163	Max out the amount of density to prevent displacement in West Adams and Inglewood.	5/19/2021 10:02 AM
164	I would like to understand how additional units in my area impact street parking and extra traffic. What's the current available parking supply, and what would be the new demand given proposed changes?	5/19/2021 8:45 AM
165	I would like to see a lot more affordable housing	5/19/2021 8:14 AM
166	STOP WITH ALL THE DEVELOPMENT!! YOU ARE RUINING THE CITY OF CULVER CITY WITH HUGE APARTMENT BUILDINGS AND COMMERCIAL BUILDINGS. MORE APARTMENTS, MORE TRAFFIC, MORE PEOPLE MEANS MORE CRIME. STOP FATTENING YOUR POCKETS WITH KICK BACKS FROM DEVELOPMENTS. I'VE LIVE IN CULVER CITY FOR 50 YEARS AND NEVER SAW SUCH A DEMOLISHMENT OF THIS ONCE CLOSE KNIT COMMUNITY.	5/18/2021 4:09 PM
167	Full disclosure by city, county and state as well as federal about land use laws. Full environmental impact studies on any use that will increase traffic in our city which has been stripped of it's small town ambiance by (greedy) business/city council people past and present. how could anyone let Amazon, Google, etc into our city? AND are we going to be receiving tax reimbursement for the strip that has been done to our ambiance. Rumor is that all the big companies were cut sweet deals that mean our tax base will not increase comensurate with the losses we have incurred as a small town american city.	5/17/2021 10:33 PM
168	There must be adequate infrastructure to accommodate growth. We're making room for more people, but not cars. And trying to force people out of cars and onto bicycles is not viable for a lot of seniors. We're building more duplexes, but there's nowhere to park. We brought in a train, which is great, but there was no plan to deal with the crime and homelessness that followed. Growth for the sake of growth is not progress. Please remember quality of life.	5/17/2021 4:00 PM
169	Do not increase heights of buildings. Not everyone works and wants to live in CC. Stop overcrowding our city - it will cause more traffic and overuse of our resources	5/16/2021 7:35 AM
170	I love where I live, we have lived here for over 20 years and I thought we would never leave. But if the city starts to allow multi-units to be built in single-family home areas under the false pretense of affordable housing we will leave. This is false, we see the cost of rent and how the developers are buying up every starter home that would be affordable for families and tearing them down to build McMansions to sell for 2 million plus, the city is kidding themselves. I am a teacher and I couldn't afford to live here anymore. Putting more units in won't change that only make less space for kids to play, roads more dangerous and only the rich will be able to afford to buy a house in Culver City. You should have never allowed developers to come in and build as big as they wanted to in the first place!	5/16/2021 4:47 AM
171	PLEASE don't consider up-zoning the existing single-family neighborhoods of Culver City - they are one of the most attractive aspects of living here!	5/15/2021 3:37 PM
172	a poll to show why people move to Culver city or stay living in Culver city.	5/14/2021 9:01 PM
173	Culver City is unique because it does not look or feel like downtown LA. We need to not increase r1 land use and remain a family community not fill it with high rises	5/14/2021 6:16 PM
174	Don't let one political side be the voice for the city. They have an agenda and it is not the best answer. Be sure to have balance when making decisions.	5/14/2021 5:19 PM
175	Keep Culver City from looking like just an extension of L.A., crowded with tall buildings blocking sun and sea. Keep Culver City's neighborhoods conducive with friendly, affordable single, duplexes, triplexes and green surroundings.	5/14/2021 12:35 PM

176	Traffic problems are not being addressed. Additional bike paths are not the answer.	5/14/2021 9:26 AM
177	A good reason to reimagine our single family home parcels. And if the commercial corridors are being developed, the residents adjacent should be shielded from them. I don't want my house to look at a 3, 4, or 5 story complex. .	5/13/2021 5:05 PM
178	Traffic & greenhouse emissions study	5/13/2021 7:50 AM
179	I'm concerned that the consultants present in workshops only "pros" of infill and density and only "cons" of corridor solutions. I would appreciate a more balanced presentations. In our area, there are a number of examples of luxury, three-story townhomes that replaced a single-story single family residence adjacent to other single-story residences. We could include photos of these examples. The photos used in the corridor example are much, much taller than 54-feet taken at an angle that appears to be directly next door to single family homes. But there are also examples of ~5 story mixed-use corridors near to neighborhoods.	5/12/2021 9:17 PM
180	We are already too crowded and dense. It’s difficult to get around the city and traffic congestion is horrible.	5/12/2021 5:14 PM
181	None	5/12/2021 5:06 PM
182	I believe we need to keep single family zoning in our neighborhoods. We need to keep our housing options diverse. Including multi-unit housing in single family degrades and changes these neighborhoods drastically and makes them less desirable. A majority of people want and aspire to live in single family communities and it attracts vibrant young families that are great for our community. If we get rid of this zoning these families will no longer move to and many will leave Culver City.	5/12/2021 4:22 PM
183	Why is there any need to change the current land use? Culver City has been a success. Let it stop at that. We don't need new housing, new businesses. We need better pavement on our streets, less traffic on our streets, and more dollars going into the education of students who attend Culver City Schools. Stop bringing more people into our area. There's no need for more people. Low density communities can be gold mines of culture, peace and quiet -- the kinds of things that have been the backbone for bringing up kids in health and prosperity. Who wants more people here? I don't, and I don't believe you do either.	5/12/2021 3:36 PM
184	We are strongly opposed to removing safeguards currently in place for single family neighborhoods. We adamantly object to having condos or apartment built in single family neighborhoods! Allowing such development would only benefit wealthy developers and harm our neighborhoods of their safe, small town environment which is one of Culver City’s biggest draws. Please do not destroy our town. I firmly believe that the majority of CC citizens feel the same way as we do but are sadly unaware or uninformed of what our City Council has been doing attempting to do behind closed doors. Send out clear, transparent flyers to all CC homeowners and get their responses. Do not allow outsiders to weigh in on this as they will not have the same stake in the end result as those of us who live here.	5/12/2021 3:34 PM
185	I want to see the plan to conduct infrastructure and environmental impact studies of various alternatives before making any changes to the Housing Element and zoning.	5/12/2021 3:01 PM
186	I'd need to better understand potential impact requiring "affordable" units on housing production.	5/12/2021 3:00 PM
187	put everything on the ballot and let the people decide... not just the loudest people. We live here. We decide. Not a handful of people	5/12/2021 2:55 PM
188	A lot of my answers depend to some extent on the way in which the various models are implemented. I've seen neighborhoods in other cities effectively destroyed by overcrowding. Current owners of single-family homes don't want to be right next to huge apartments that dwarf their homes, absorb all the neighborhood parking, and generally lose that "small-town" feel. If sufficient distance can be created between developments, I'd object a lot less. I also think there's a big difference between duplexes on an existing single-family lot and consolidating them to build apartments.	5/12/2021 2:45 PM
189	Do NOT destroy our city by changing the R1 areas to R4 or more! This will not create affordable housing.	5/12/2021 2:40 PM
190	Don't turn CC into a City of LA style shit hole.	5/12/2021 2:22 PM
191	None. It's naive to think that creating more housing in Culver City is going to make a dent in	5/12/2021 2:07 PM

	housing costs. This is because of basic capitalism principles.	
192	Prices and rental level as of new residential development	5/12/2021 2:07 PM
193	Don't make it like NYC	5/12/2021 1:40 PM
194	Commitment to better transit - transit lanes on Sepulveda, Washington, Overland, Jefferson. All the way, not just in small areas.	5/12/2021 12:16 PM
195	I would like to know more about the likely-hood of housing developments and the relationship between economic growth. I would like to preserve areas for start-up businesses or "makers-industry", but I don't don't believe that all Hayden Tract and Blackwelder is providing that starters-environment right now anymore. I would like to see some elaboration on that.	5/12/2021 11:22 AM
196	We need better traffic controls and adjustments. We especially need to alleviate the east Washington Blvd traffic headed toward the 10 FWY in the afternoons. Wesley Ave should have direct access to National Blvd (perhaps going under the train. Also, we need more car and pedestrian bridges across La Ballona Creek as certain neighborhoods are cut-off to other parts of the city because of the creek. We need more trees and green spaces.	5/12/2021 10:37 AM
197	I strongly support more density throughout the City and really like the idea of allowing limited neighborhood-serving retail to organically occur in residential neighborhoods (like Jackson Market).	5/12/2021 10:01 AM
198	Please maintain the existing single family zoned parcels. It would disrupt our neighborhoods and ruin the character of Culver City for a minimal benefit. You would likely see developers tearing down homes and raising prices -- NOT producing affordable housing. Please focus new housing in areas that can support density and traffic like Jefferson corridor, Fox Hills, etc.	5/12/2021 9:29 AM
199	How the city physically transitions between building sizes or types of use areas is critical to how well the plans work, but that is not really discussed. For instance, ramping building height allowances so that heights would change gradually so as not to have the taller buildings right next to shortest buildings. I can accept infill if it is done intelligently to preserve the existing essential natures of neighborhoods but that requires considering not just macro changes to zones, but also how changes occur within the zones.	5/12/2021 9:11 AM
200	The cost range for "affordable" housing to be built. Should be under $1000 per month and all units above 700 square feet.	5/12/2021 8:40 AM
201	We need to prioritize open space and reduction in car traffic. I am in complete support of more housing but not with the danger and pollution that comes with cars. We need housing and businesses mixed, protected bike lanes and secure bike parking, trails and parks in every neighborhood, and connected to mass transit. Balloons Creek and The oil field should be renaturalized in partnership with Tongva.	5/12/2021 8:28 AM
202	Affordable housing, less big buildings in already dense areas. Affordable housing, the city is pushing out the middle class.	5/12/2021 8:01 AM
203	Slow down traffic in residential neighborhoods - install 4-way stop signs at EVERY intersection. The top problems are and will be (1) traffic (2) traffic (3) traffic!	5/12/2021 4:29 AM
204	In person presentations and neighborhood votes. Each neighborhood should get to choose whether to keep or change their zoning. I also want to know if culver crest is getting to keep their R-1 even though your maps don’t show it. If they get to keep theirs the rest of us should too.	5/12/2021 12:20 AM
205	I think it’s important to take into account that a lot of residents have an attachment to the “small town” feel of Culver so I think it’s very important to take that into account with the building measures	5/11/2021 10:40 PM
206	More detailed explanations.	5/11/2021 10:25 PM
207	I am not against development, but after ingesting dust and crap in the air for about 12 years, and ;dealing with endless traffic snarls on Washington, I think it’s enough. People will not take the Metro or ride their bikes. You’re fooling yourselves if you think that. The traffic has gotten so bad where in my town that I’m thinking of moving away. You will make it worse. None of us moved here to live in the density of New York City.	5/11/2021 10:22 PM
208	traffic control, ample parking, height restrictions ,no apartments in residential single family neighborhoods, more space between new construction and older homes, setbacks, window	5/11/2021 9:35 PM

	placement, new construction not filling whole sq ft of parcel size	
209	How the city will maintain a balance of businesses and desirable residential areas that had resulted in Culver city becoming as healthy as it is. Also, how it will handle increased traffic from any proposed increase in density	5/11/2021 9:30 PM
210	Suggestions: Large companies building in CC should also be required to build some low income housing nearby for their staff. For large housing units, require that they: 1. Reserve 25% of their units for low and very low-income housing (12.5% for low and 12.5% for very low). 2. Reserve 25% of their units for MODERATE income housing. The annual rental increase for these units should be capped at the regional, if possible, (or national if not) inflation rate. 3. The remaining 50% of units should be allowed to be rented at market rates with NO CAP on increases. These units should be allowed to be priced at what the market will bear. 4. The type of units should be allocated to each of the moderate and low/very low income portions in the same proportion as the building. For example, if a 20 unit building has half studio and half one bedroom units, the moderate and low/very low units should have half of each type of unit allocated to each category. If a 50 unit building has 25% studio, 50% one and 25% two bedroom units; each reduced rent portion will have 12 units allocated, and those 12 units should have three each of studio and two-bedroom units and six one-bedroom units. 5. This rule should be applied to all apartment buildings going into use on a go-forward basis. 6. This rule should be applied retrospectively to all apartment buildings already in use, but with a time allowance for compliance tied to vacancies in order to avoid evicting tenants for the purpose of converting units to lower income housing. In other words, as vacancies occur, the units should be converted to lower income housing, in reverse order of income (low to high). ========== Now is the time to educate landlords on the math comparing scenarios where a unit is rented at a lower price sooner versus keeping a unit vacant while waiting for a renter that is willing to pay the higher rent. While normally, the concept of supply and demand is an efficient system for adjusting prices to market, in the housing market, this system does not work well and only slowly adjusts rental prices in a downturn, causing a disconnect between rental prices and the price the market will bear (the price people can afford). Because of this delay in downward adjustment of rental prices, people become homeless before being able to find a unit that they can afford. When it comes to rental units, landlords prefer to keep a unit empty in hopes of renting the unit at a higher price. I do not know how long a person is willing to keep a unit open, but an educated guess is that six months is probably the MINIMUM amount of time that most landlords are willing to wait. Some factors that would impact willingness to wait would be number of units available for rent, number of units rented, financial situation and the economy. (One could do a survey to see how long landlords wait and what circumstances impact the length of time they are willing to keep a unit empty to attain a higher rental price.) Here is where the math becomes important. Let us say the average rental price of a one bedroom unit is $2000 when the economy is healthy. In an economic downturn, less and less people will be able to afford that price and it will take longer and longer to rent the unit. However, if landlords are willing to wait six months (or longer) to rent a unit at $2000, rather than drop the rental price, this creates a gap between supply and demand, and it will take six months or MORE for the gap to close. If a landlord waits six months and finally rents the unit for $2000 per month, for the six months that the unit was vacant, the loss would be $12,000. Let's call this Scenario 1. If, on the other hand, the landlord waited one month and then dropped the price to $1900 and was able to rent the unit, the loss would only be $2000 for the one month and $100 per month until the renter vacates the unit. (Scenario 2) If you subtract the $2000 in Scenario 2 from the $12,000 in Scenario1, Scenario 1 results in a $10,000 loss as compared to Scenario 2. Given that in Scenario 2, the landlord would be receiving $100 less per month than in Scenario 1, it would take 100 months (10,000/100) to BREAK EVEN if the landlord chooses to go the route of Scenario 1. 100 months is more than EIGHT YEARS. That means that the renter paying $2000 would have to stay in the unit for more than 100 months in order for Scenario 1 to make more money than Scenario 2. If the renter vacates in less than 100 months, the landlord will LOSE money. Let's say that in Scenario 2, the unit does not rent in month 2, so the landlord drops the price another $100 to $1800 in month 3 and the unit rents. (Scenario 3) The loss for Scenario 3 is $3900 for the first two months ($2000 + $1900), plus $200 per month until the unit is vacated. Doing the same math as above, we get (12,000 – 3,900) /200 = 40.5 months, or more than three years to break even. In both comparisons above, if the renter moves out prior to the breakeven number of months, the landlord will LOSE money. If the length of time that a landlord is willing to keep a unit available before lowering the rental price is longer than six months, the breakeven point will be even farther out. and the risk of loss and the total loss to the landlord will be higher. Note too that the more the rent needs to be lowered to rent the unit, the longer the period a landlord would likely have to wait to rent a unit at the higher price, and	5/11/2021 8:33 PM

	the risk for loss and the total loss in Scenario 3 above would probably be greater. I think if landlords are educated on the math and how they are more likely losing money in a downturn by waiting months for a renter that will rent at a higher price, they will be more likely to lower their rental price faster, and rental housing prices and the gap between supply and demand will close, reducing risk of homelessness. Educate	
211	Documentation that MEANINGFUL outreach had been done to at least 65% of the residents of Culver City, including 65% of people living in R1 zoning, to make sure they know they can provide input if they wish. I am a 33 year resident and homeowner in Carlson Park, and I had no idea the active movement to eliminate R1 zoning was gaining momentum until an anonymous flyer was left on my door on May 7th! I have now watched the 45 minute video and read the draft plan, so I am up to speed. But a quick survey of my Carlson Park neighbors on the 3 sides of my house found that they have no idea this debate is occurring.	5/11/2021 8:21 PM
212	Probably easy ways to get educated on these issues without having to research biases in the survey-making process.	5/11/2021 7:43 PM
213	Affordable housing is the RIGHT of every human being! Safe, clean, and affordable housing is being denied to residents of Culver City! It's time to return affordable housing, both rent and homeownership, to the working class, seniors, students, and many others in need of said housing! https://htwws.org/a-right-to-housing-community-city-owned-supportive-affordable-and-market-rate-housing/	5/11/2021 7:41 PM
214	rhtrh	5/11/2021 7:11 PM
215	I’m happy the way things are with a small town feel.it’s I wanted LA feelings, I’d move there.	5/11/2021 5:19 PM
216	If the City moves to higher density housing, what measures would be in place to guarantee affordable low-income housing? Would developers required to have set-asides in their housing plans if permitted to build in Culver City?	5/11/2021 4:44 PM
217	I oppose converting current R1 locations to any increased density use.	5/11/2021 4:24 PM
218	A big "NO" to re-zoning R-1 neighborhoods	5/11/2021 4:02 PM
219	How to communicate updates and how to voice opinions before there are permanent changes.	5/11/2021 3:56 PM
220	The city need to consider that in 5-10 years garages will not be needed because of self driving cars we call the cars from a remote area to take us where we want to go. Too much space is wasted on parking we need to reduce the streets to allow for bike traffice and foot traffic. Give the lanes to resturauants and bikes. Make Culver City a walking or biking community, better yet limit cars than can come into the city with drivers. If we allow more people in the city we have to reduce traffic. Land and housing is getting too expensive not even the City employee can afford to live here. Need affordable houseing in the central area of the city so we can walk to stores and enterinment establishments.	5/11/2021 3:50 PM
221	Huge new employers are going to cause outsized induced housing demand. Create ways for current residents to participate in housing growth in ways other than having to sell, by removing barriers to redeveloping their properties, add housing stock and age in place.	5/11/2021 3:37 PM
222	Please use the Hayden Track to build one room, bath and closet space for homeless people to get off the streets. This area would be a great place to build tall buildings that could house many people. Then we could bring in the specialist to help with income, abuse counseling, drug counseling and every other type of mental issue. We need them off the street first to build their pride and help them!	5/11/2021 3:37 PM
223	Not a great survey. Missing lots of options and feels very biased. For example, #15 does not include "changing the character of the neighborhood" which is a common refrain and there is no "other" button; #16: why only on "main streets"? The example is Jackson Market and it's not on a main street.; #19 should allow multiple options and an "other"; #20 should give examples. For example, what exactly is "economic growth"?; #21, 22 why is Open Space not an option here, especially if area along the Creek is being repurposed?; No where is parking mentioned or defining "affordable housing" or planning to increasing the number of units (in one question that was an option. Adding caps to rental units and removing parking requirements will do more to increase housing and maximize land than adding 6 units to homes in neighborhoods with sky high rents. And why are the only options 4 or 6 units for neighborhood rezoning? How about an option of less than 4?	5/11/2021 3:36 PM
224	How the increased density in the city will affect mobility choices. There is room for more	5/11/2021 3:23 PM

	people, but not room for more cars.	
225	Increasing population density should not be the first priority. The first priority should be to create infrastructure to support the current overwhelming amount of traffic from the existing population. There is already way too much traffic on major streets such as Washington and Venice and it is getting worse month by month. No increase in density should be considered Until the infrastructure such as streets sidewalks etc. should be upgraded to account for the increase traffic.	5/11/2021 3:10 PM
226	We desperately need more affordable housing throughout CC! Regular people cannot afford to live here anymore and we do not want to become an enclave for just the richest people. We also need to do a lot more to help deal with traffic and related concerns like pedestrian safety and notably much traffic seems to be drivers driving through CC, not residents, which is an important point when trying to expand housing. We also need to consider design guidelines or rules. Many new single-family homes and some condo complexes are really ugly and look cheap even though they are very expensive (e.g., modern farmhouse black and white).	5/11/2021 3:08 PM
227	Absolutely NO upzoning of R1 and R2 neighborhoods.	5/11/2021 3:05 PM
228	I am so pissed off that there is any consideration of changes that would so radically change the character our residential neighborhoods. WTF is going on?	5/11/2021 3:02 PM
229	Keep residential housing like it is currently.	5/11/2021 11:24 AM
230	We have too many people living here as is. We do not need or want more housing. We have over 800 vacancies as it is. NO MORE HOUSING PERIOD!	5/10/2021 9:41 PM
231	stop ruining the neighborhoods, I just saw a 2 story adu, which reduces the value of the houses next to it since they lost all the privacy they had since the adu can see everything into the house and backyards. You are decreasing the value of the homes. Why not repurpose office building space or develop other areas in the city. The city is unbelievably small as it is and now you are cramming more housing into smaller spaces. Soon the city will lose it's charm and we will all be living on top of one another. Or allow building on sites like the old court house which is basically used for filming, or the old toys r us which could be repurposed. We have 30 starbucks but you want developers to build apartment complexes in people's backyards.	5/10/2021 9:19 PM
232	I am strongly opposed to allowing multiple dwellings on R1 lots. It will not help the homeless problems. It will create too much density and ruin the town feel of Culver City	5/10/2021 6:02 PM
233	Please don't destroy the character of our residential zones. Happy to have more of a mix to accommodate more housing, but the neighborhoods currently feel like "neighborhoods" and it would be a shame to lose our community.	5/10/2021 2:51 PM
234	The fact that Daniel Lee stated “Im tired of hearing how ling you’ve lived in Culver City” and “I don’t care how long you’ve lived in Culver City” on the meeting a few weeks ago was one of the most out of touch things I’ve ever heard from a politician.	5/10/2021 2:10 PM
235	There are many places in Culver City to build new housing, including higher density apartments. West LA has many large apartments being developed, we should too. Upzoning R1/R2 would be disastrous for the fabric of our community and neighborhood feel, which is a key reason for living in Culver City.	5/10/2021 2:10 PM
236	Do not allow Single Family Housing Zone to be obliterated. Even the current duplexes and apartment buildings should not be allowed to add units UNLESS they will ALL BE AFFORDABLE HOUSING. This means Studios, 1&2 bedrooms for no more than $2200/month based on $100K/year and 30% for housing.	5/10/2021 1:25 PM
237	There are lots of single and two story buildings along commercial corridors, such as Culver Blvd. Those should be rezoned/prioritized for building larger commercial housing. R1 & R2 zoned areas provide a valuable type of housing in Culver City and Los Angeles for families with children and is what makes Culver City different and attractive. To do blanket rezoning of R1 & R2 to allow up to 4 units per property will completely change that, will lead to current residents selling to developers rather than new families, and will do little to lower the affordability of such housing, given that the redevelopment to date has simply resulted in 2 or 4 unit luxury townhomes that still sell at very high prices.	5/10/2021 1:01 PM
238	Keep community members informed of all considerations and make it easier for community members to be involved in the process. Stop trying to change the character of Culver City to one of high density and congestion. Because Culver City's location is ideal, rents and real	5/10/2021 10:54 AM

	estate costs are high. Therefore, providing more densely built housing doesn't necessarily translate into more affordable housing just more expensive housing.	
239	I would prefer that you stop with your biased and misleading surveys just to get the answers you want or need to push through your agenda.	5/10/2021 10:54 AM
240	Traffic, impact to single family homes and infrastructure	5/10/2021 9:59 AM
241	It is a mistake to think that permitting high density housing will result in affordable housing. Even if it's required for developers to have affordable housing in every development it will not substantially increase affordable housing. Developers are out to make money, they do not have the best interests of Culver City residents. They want to build upscale and expensive units. In addition, once we loose the single house areas we will radically change Culver City living for the worse. Our residential streets are not designed for multi-home units. Why not allow and encourage ADU? These would benefit Culver City residents while increasing housing.	5/10/2021 9:15 AM
242	We saved 20 years to buy a house and the council is concerned maintaining SFR is all about "white people" to quote D. Lee, which is disgusting. Just visit our neighborhoods...it's not very monocultural. We simply want the city to focus on areas that are less disruptive for new housing, like poorly used commercial properties. This survey is also a joke - the various loud voices will get their non CC groups to flood it. Send surveys to RESIDENTS by mail.	5/9/2021 8:57 PM
243	Beware. You can't go back	5/9/2021 7:27 PM
244	Meta Berghauser Pont Study: Meta explains that the review furthermore has revealed that many negative health effects are highlighted in research, like stress and health problems related to air pollution. – A clear mismatch between what science has concluded and what practice use as an argument, a real knowledge gap, Meta Berghauser Pont comments. we simplify the set of problems and focus on a few issues, without acknowledging the full spectrum, for instance design areas that are both dense and green.	5/9/2021 2:26 PM
245	I would need to know what limits can be imposed on what appears to be a movement toward the destruction of Culver City's residential character. If I wished to live in Palms, I would live there. I do not wish to live in Palms, or LA or any other locale with suffocating density. Culver City is a haven in the middle of a sea of uniformity and ought to be preserved by those ostensibly elected to do so. More residential density will not result in housing equity but rather and obviously in more high priced housing on ever smaller parcels.	5/9/2021 1:39 PM
246	The city's commitment to withhold granting exception to specific projects. What's the point of developing a General Plan if the city continues to carve out exemptions on a case-by-case basis?	5/9/2021 10:47 AM
247	strongly oppose multi units buildings in single family zoning. There are already too much traffic along culver blvd and overland ave. strongly oppose build tall buildings in residential areas. strongly oppose destroying green areas which are culver city's value. Affordable housing project should not destroy single family zoning and existing housing's value due to the change causing the noises, view blocking, traffic, street parking problems....etc.	5/8/2021 11:21 AM
248	No more density or housing. the city is already over populated.	5/8/2021 10:50 AM
249	As a resident without specific expertise, some of the questions are tough to answer. We do our best given the information. Once a clearer vision perhaps even with diagrams is presented it would help us come to more resolute conclusions	5/8/2021 10:16 AM
250	I want to be able to develop the hell out of my single family lot. I'd love to put in six units sell and live off of the proceeds the rest of my life. Let me maximize my return on investment while Culver City is still a hot land market. We are the next Mountain View or Cupertino. I hit the lottery by by buying here and I want to cash out!!!	5/8/2021 8:49 AM
251	Detailed pros and cons to the proposed measures	5/8/2021 8:36 AM
252	I need the City to understand that hillside areas cannot be built to same standards as flatlands.	5/7/2021 11:09 PM
253	R-1 neighborhoods bring single families together. Neighborhoods support each other and become dynamic, energetic and synergistic in nature. People feel safe when vehicular traffic is minimized, allowing activity to flow into the front yards where all persons can comingle. Basketball hoops on garages, bike riding and skateboarding are available in a safe area where parents can feel okay with their kids playing with others "close to home". R-1 neighborhoods promotes friendships and helpfulness. The social nature of a neighborhood is part of the joy we	5/6/2021 1:27 PM

	do not want to loose. Using zoning laws to eliminate these benefits will not fix the social problems that are being recognized today.	
254	Under the city's existing zoning, I am aware that there are many single-family homes on parcels zoned R-2 and above. I would like to know how many additional homes the city could accommodate by requiring those parcels to be used to build as many units as are currently permitted.	5/6/2021 12:19 PM
255	Keep r1 zoning the same as it is now. Keep small business areas and industrial areas the same not adding housing there. Increase the amount of park space available. Do not add housing to jefferson blvd. Keep it retail.	5/5/2021 11:38 PM
256	Information about who actually wants to live in small R4units situated on previously R1 land Why not do this all on a case by case basis? The Wilshire Corridor is nice. What is the objection to putting high density housing along the commercial corridors?	5/5/2021 10:48 PM
257	What is the ratio of rented v unrented apartments in the city now? I'm not quite understanding the need for increased density? Schools are already inundated where there are 35+ students to a high school classroom. Culver City is rich in it's diversity already. I'm just not understanding the need to meet this state mandate! Seems we should be questioning the state. Also, how much have tax payers spent on consulting fees for this project?	5/5/2021 9:29 PM
258	I support the mission of Culver City for More Homes. I believe that we can't have social justice without equitable housing.	5/5/2021 7:29 PM
259	What is the difference between industrial and small business vs. economic growth? What does economic growth mean exactly if it is not already industrial or small businesses? If we were to allow a transition to housing in industrial areas, what KIND of housing are we talking about? Condos. apartments, single family ?	5/5/2021 2:54 PM
260	DON'T DESTROY R1. Keep the fabric of residential neighborhoods INTACT! Quiet & manageable residential areas make Culver City what it is!	5/5/2021 2:27 PM
261	Not really sure of the syntax used in this question nor what it is asking. Do you?	5/5/2021 12:56 PM
262	Traffic studies, as additional residents will clog up our city even more. Parking availability studies. Plans city has to handle impending litigation from residents who paid a premium for their homes only to find themselves in noisy high density zone with no parking, constant traffic and a reduction in property value.	5/5/2021 12:46 PM
263	The designation for Carlson Park is wrong, which may disenfranchise survey respondents. Park East is not something any of my neighbors have ever heard of.	5/5/2021 11:54 AM
264	People buy homes in Culver City because of our schools and because it does not look like the MESS that is Los Angeles city zoning. WOW is that ugly. Your choices in this survey are too simplified and the residential questions feel like a terrible PUSH POLL.	5/5/2021 8:38 AM
265	I am pro-housing! When I was born in 1960, my parents lived in Culver City. Most of my growing up years were spent in Culver City. My views about density have changed a lot since I moved back to Culver City to care for my aging mother in 2005. I was staunchly "anti-development," and believed that the charm of Culver City's residential areas would be ruined by increased housing density. But I have learned a lot in the last few years that has made me an advocate of housing density. My neighborhood is zoned R-2. The property I own has a single-family home and an apartment above the 2 garages in the back. But I hope to welcome more neighbors to my street in the form of higher density. I am strongly motivated for change by my concerns for racial and economic justice and climate change. Culver City has benefited from greater racial diversity, and it has been a boon for our schools. It is deeply disturbing that we are losing members of the community due to the high cost of housing, and those individuals and families being priced out are disproportionately people of color. We need greater housing density in order to address the housing crisis, and it needs to be spread out equitably, so that there are more homes particularly in the areas currently zoned R-1 and R-2. We need more homes of all kinds (except single family, we have a super-abundance of them!) and we need more affordable homes. We need housing for people who are unhoused (this is a travesty and must be a high priority), and we need homes for the people who work in Culver City. The toll long commutes take is grave--on the planet, and on the well-being of commuters and anyone else stuck in traffic. If Culver City doesn't build a significant number of homes, it will become an enclave for the most privileged, and it will be a less desirable place to live. We can't merely pay lip service to the call for racial justice (especially given our ugly history and	5/4/2021 7:42 PM

	the legacy of racial covenants and redlining) and we can't say we are alarmed about global climate change and not take action on the local level when we can, to respond to it in a serious manner. More housing, fewer cars, trees and green space wherever they can be added; these things will make Culver City better and attract people of different racial backgrounds and economic means, and it will be healthier all around.	
266	I would want to keep residential areas with single family homes as a priority. I feel the impact of denser population will be a severe strain on our water and utility systems in some areas. There are now many newly built apartments that are empty that could be used for low income housing as well.	5/4/2021 5:34 PM
267	This survey is not good enough. There should be explanations of each Land Use Alternative before the questions are asked. For example, slide one is misleading. What does "When planning for new buildings, scale is an important consideration" mean? Is it asking me if I like big buildings? small buildings? We need community/neighborhood meetings. We need door hangs, we need postcards. The survey should name neighborhoods with the names that residents call them. Please do this right. Please.	5/4/2021 5:26 PM
268	Many of us came to Culver City for its charm, small town feel and neighborliness. I am concerned with initiatives designed to increase density and population. These efforts will greatly change the nature of our community. There is so much available housing recently developed in all the massive complexes around the town. Don't let that density continue to spread into the neighborhoods. Single-family home neighborhoods should remain single-family home neighborhoods. Already we're are seeing increases in traffic, difficulty parking and increasing petty crime. I would rather the city focus on increasing green spaces, providing more opportunities for renewable energy and developing Ballona Creek into a usable green space.	5/4/2021 11:48 AM
269	Lower density leads to less stress and better quality of services and life.	5/4/2021 11:47 AM
270	I've been able to attend some of the GP meetings on land use. For those that haven't attended any meetings, there is enough technical terms in this survey to make it confusing and hard to answer. As we seek broad community input, you may need to put more explanatory sections into surveys.	5/4/2021 10:56 AM
271	Proposed planned uses being discussed.	5/4/2021 9:16 AM
272	We need to build more homes! And we need them throughout the whole town! R1 zones should not be kept exempt from Culver City's moral and legal responsibility to add more homes.	5/3/2021 10:33 PM
273	I am VERY upset about this new plan. I don't agree that we need more housing in Culver City. I think that we've already messed up what we've had by allowing all of the new growth to happen so fast. With Apple, Amazon HBO and other huge companies, it has turned our amazing small town into an urban trafficked, over populated, busy NIGHTMARE. I love the restaurants in the downtown area, and the parks and the semi-small town feel within the "walls" of the city of LA, but we need to keep our small town charm. It is an oasis. If I wanted to live in an "urban" area with lots of high-rises, condo buildings and tons of people, there are many places in LA that already exist. We should NOT have to give up our amazing single-family, tree-lined streets, and fill it up with more housing. We would lose our tranquility, our amazing streets, and our peace-and-quiet. Additionally, our schools are already BURSTING, and adding more housing will just make that problem even WORSE. I also disagree that single family homes are inherently racist. We may have started our city with a racist past, but currently anyone of any race or color can buy here, and I would welcome any race creed or color to my neighborhood. This more housing idea needs to stop! NOW! We have enough. Enough people, enough big businesses, enough traffic. JUST ENOUGH!	5/3/2021 2:24 PM
274	What is the exact plan for upzoning and what areas will it impact. We currently live in Carlson Park and traffic (non pandemic) times was already bad. Adding additional units will increase traffic, reduce parking and destroy the character of the neighborhood. IT also will not provide affordable housing as 1-4 unit developers can sell or rent for whatever they want.	5/2/2021 10:57 PM
275	Currently how many living units (apartments and homes) are vacant. And exploring why they are vacant. If we already have an abundance of vacant spaces, shouldn't we first be addressing how we can fill those?	5/2/2021 1:42 PM
276	The city has many areas that can develop and add housing, and are poorly utilized, such as the old Toys R Us area and massive parking lot. That should be the focus before destroying R1 zoning based on misguided and racist political goals.	5/2/2021 11:23 AM

277	Up zoning single family areas will not meet the city's housing need alone. We need more and denser housing closer to transportation and jobs. Increasing density and height limits on existing multifamily streets will cause less disruption than up zoning R1 areas. These existing multi-family lots are larger and provide buffers between commercial and single-family areas. Zoning for more units in a more focused areas - that can be built with fewer construction projects - will be a faster route getting necessary housing online than waiting for R1 infill to trickle in.	5/2/2021 10:46 AM
278	What would happen to existing multifamily housing across the different options? Makes sense to concentrate housing growth on those properties, which are currently low-level.	5/2/2021 9:54 AM
279	Please provide a recording with visual slides of the land use presentation given on April 29th from 4-6 PM. These terms are very new and can be confusing.	5/1/2021 9:15 PM
280	Assurance that single family homes will be allowed to continue, thereby maintain the charm and character that is Culver City. Along with good schools and a safe environment for families.	4/30/2021 7:57 PM
281	Culver City's small-city, communal appeal is what drew me into the city. Moving from West Los Angeles into Culver City was a night-and-day difference; WLA no longer has residential areas that are free from heavy congestion, since many neighborhood lots are predominantly duplexes. Large dual-use complexes with high-density residential and commercial businesses mixed together, near transit points are the best way to lower housing costs, reduce traffic, and retain Culver City's small-town feel neighborhoods.	4/30/2021 5:40 PM
282	There are many ways to meet the states RHNA's mandate without adding significant density in R1 neighborhoods. Incremental densification in R1 would significantly change the feel of these neighborhoods I've seen these changes occur in many other neighborhoods. Being in several multi-family 4-6 unit neighborhoods for 15 years, not knowing our neighbors (no matter how hard we tried), significant issues with parking/guest parking, traffic and limited tree/open spaces, is motivated us to move to Culver City. I don't think it benefits the city, the families and community to allow and incentivize speculators to build multi-units on our small residential lots (5k sqft is small-end!). There are amazing housing options with everything that we want that can be developed on the corridors, industrial tracks, less-used parking and other spaces that can provide all that we need! (many units, affordable housing, mixed-use, ownership opportunity, underground/added parking, close to transit), look at Playa Del Rey over the marsh land which is a great example.	4/30/2021 3:25 PM
283	Parking requirements in high density housing	4/30/2021 2:10 PM
284	In your quest to add density and affordable housing come up with solutions to reduce traffic. Affordable housing is important and I am in great support of it. Growth in my past decade plus here has come at the expense of commuters and there needs to be better planning coming forward.	4/30/2021 2:02 PM
285	Please keep school size in mind as you rezone. CCHS and CCMS are nearly at capacity. While I am all for increased housing and affordability to keep Culver City vibrant, it would also mean WAY more students at these schools that are already bursting at the seams. It's not fair to current OR future students to overburden those schools.	4/30/2021 1:34 PM
286	Why are all the options listed increasing density? What if we think the density is too much now, and that we need to lessen the density, not increase it? The proposals are disheartening and we already have too much traffic and congestion. My R-1 turns out to be R-3 now with the ADU's and ADU Jrs. We are not Santa Monica or Brentwood and don't want to be that dense.	4/30/2021 1:07 PM
287	The reason we moved to Culver City was to be part of a neighborhood, not have that neighborhood turned into dense housing where you don’t know your neighbors and noise and traffic are increased. I think a better approach is to convert over the industrial areas into a blend of housing and commercial space like ivy station, the platform, and culver steps. This has benefited many cities (eg Harborfronts in Boston, Baltimore, and Pittsburgh. Arts District in DTLA).	4/30/2021 1:03 PM
288	DONT END SINGLE FAMILY ZONING	4/29/2021 9:11 PM
289	Survey Design Your survey is not very clear . It’s biased , especially for non planners . Why don t you give visual examples ?	4/29/2021 6:36 PM
290	Housing Affordability Public Safety Is there both a need and a possibility that all of this super increase in housing would actually bring low income units even though a 4 plex on a	4/29/2021 5:41 PM

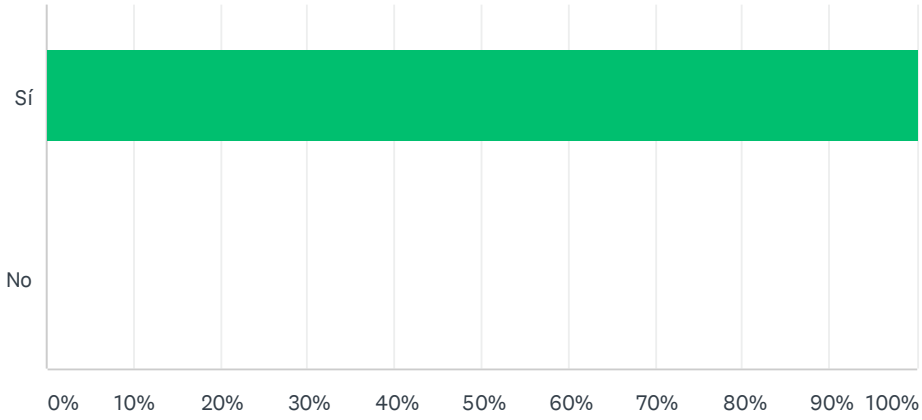
	single family lot would be next to impossible for anyone to build with any low income housing and not lose money? And please do not call wanting to or actually owning a single family house prejudiced, IT IS THE AMERICAN DREAM and people of all races, religions, orientations, etc. want this TOO!!!! The red lining and not allowing people of certain colors or beliefs was long ago, they are NOT the issue here and now. We have an extremely diverse city, lets keep it that way. The schools need to keep up their standards and the city was running fairly well (we do need to improve some things, but the reason the prices went up is because it was SO desirable to live here due to an EXCELLENT police and fire department, the bad guys used to be afraid to come into Culver City. We had excellent schopols, but our school board is working hard to ruin them.	
291	Urban Design • Noise limits/mitigation, especially re HVAC for developments in residential neighborhoods • Traffic/parking accommodation for higher density; not all residents will be able to use public transportation • Drought tolerant landscaping and open space • Street and other lighting to reduce night-sky light pollution • Floor-Area-Ratio change to discourage realtors/developers from filling too much space with construction • Setbacks that do not allow balconies, etc., to be cantilevered closer to neighbor property than ground floor construction	4/29/2021 3:45 PM
292	Housing Affordability How can affordable or market force housing be assured? Most developers will build for the luxury market further reducing "affordable" housing. How is "affordable" defined?	4/29/2021 3:32 PM
293	Economic Displacement Housing Affordability Huge one time economic forces creating exponential housing demand could displace very high percentage of existing residents and businesses rapidly. Along with innovative and groundbreaking housing reforms should come meaningful protections for displaced and existing residents to participate in the boom of progress. New housing should account for generational formats that allow residents of all ages to make and maintain roots here.	4/29/2021 2:23 PM

Appendix B: Survey Responses – Spanish

This appendix is an export of all survey responses collected in Survey Monkey. A total of 3 responses were collected through the Spanish version of the survey.

Q1 ¿Vive en Culver City?

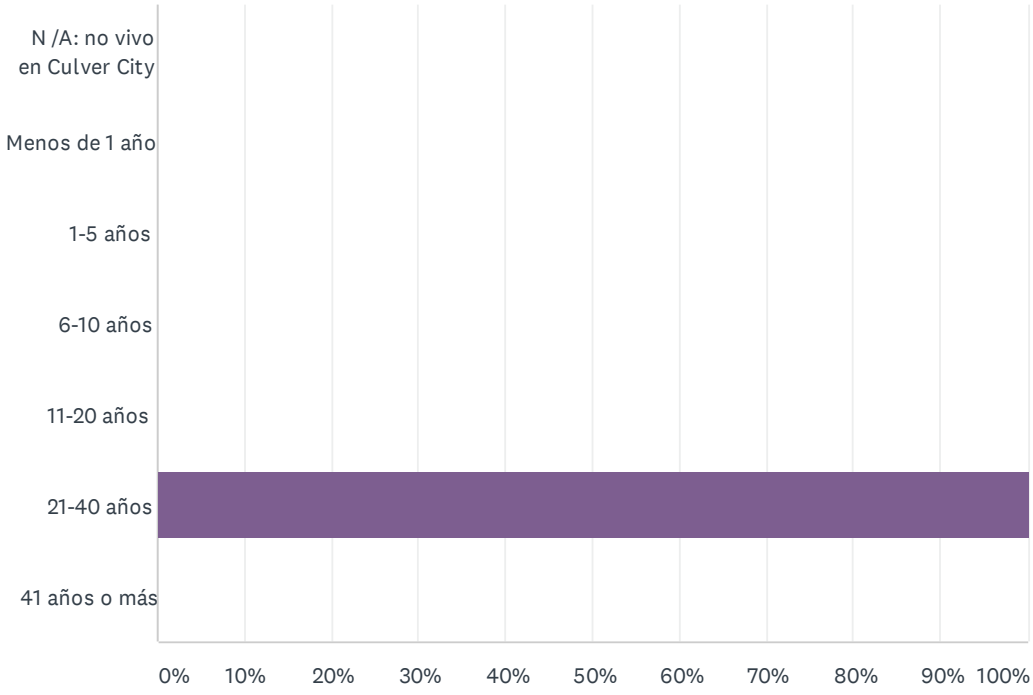
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Sí	100.00%	3
No	0.00%	0
TOTAL		3

Q2 ¿Cuántos años ha vivido en Culver City?

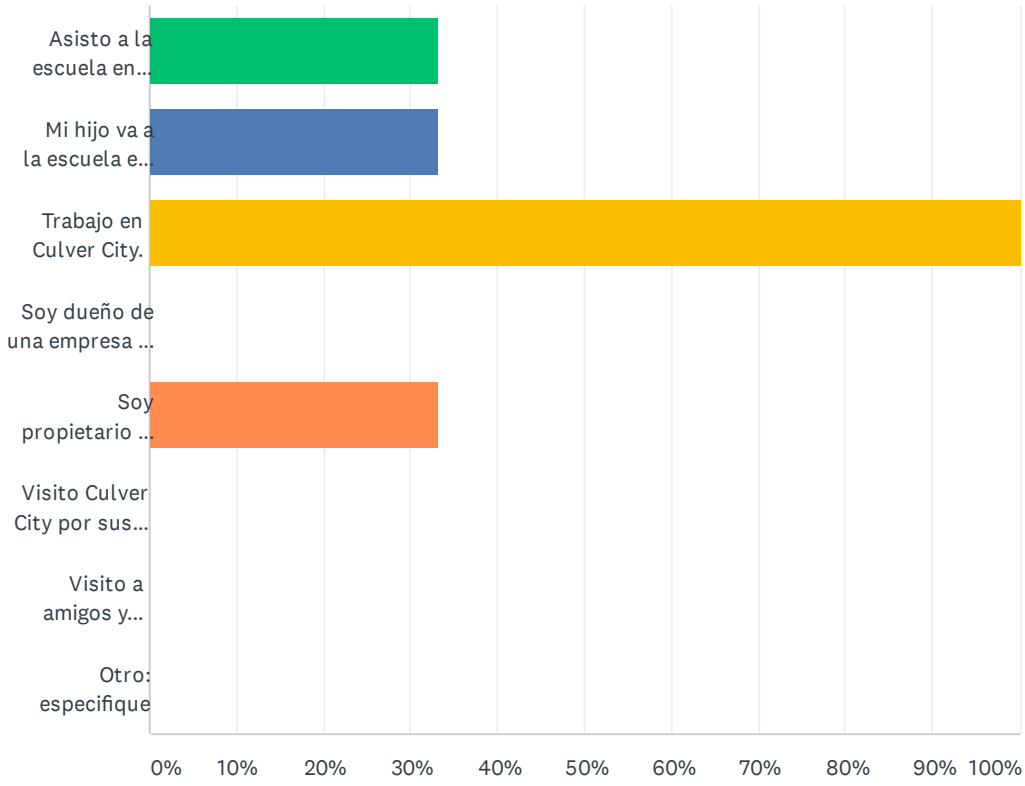
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
N /A: no vivo en Culver City	0.00%	0
Menos de 1 año	0.00%	0
1-5 años	0.00%	0
6-10 años	0.00%	0
11-20 años	0.00%	0
21-40 años	100.00%	3
41 años o más	0.00%	0
TOTAL		3

Q3 ¿Cuáles de las siguientes afirmaciones son verdaderas? Seleccione todas las que correspondan.

Answered: 3 Skipped: 0

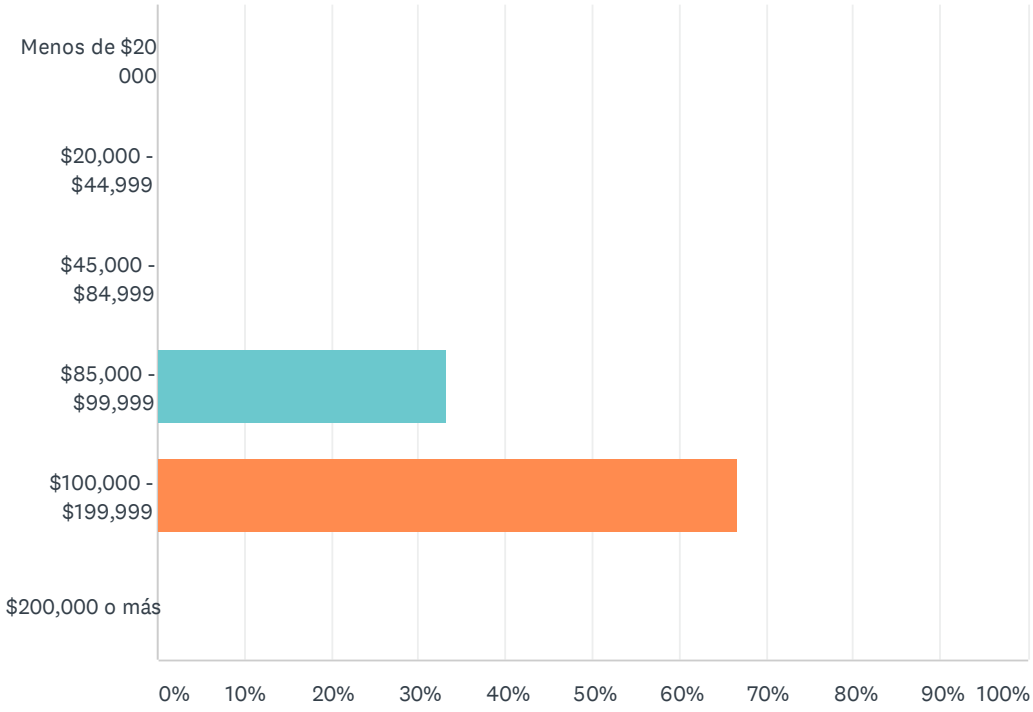


ANSWER CHOICES	RESPONSES	
Asisto a la escuela en Culver City (incluidos K-12, West LA College, Antioch University y otros)	33.33%	1
Mi hijo va a la escuela en Culver City (K-12)	33.33%	1
Trabajo en Culver City.	100.00%	3
Soy dueño de una empresa en Culver City.	0.00%	0
Soy propietario de una propiedad de alquiler en Culver City.	33.33%	1
Visito Culver City por sus restaurantes, servicios culturales u otros establecimientos sociales.	0.00%	0
Visito a amigos y familiares en Culver City.	0.00%	0
Otro: especifique	0.00%	0
Total Respondents: 3		

#	OTRO: ESPECIFIQUE	DATE
	There are no responses.	

Q4 ¿Qué describe mejor el nivel de ingresos anual de su hogar?

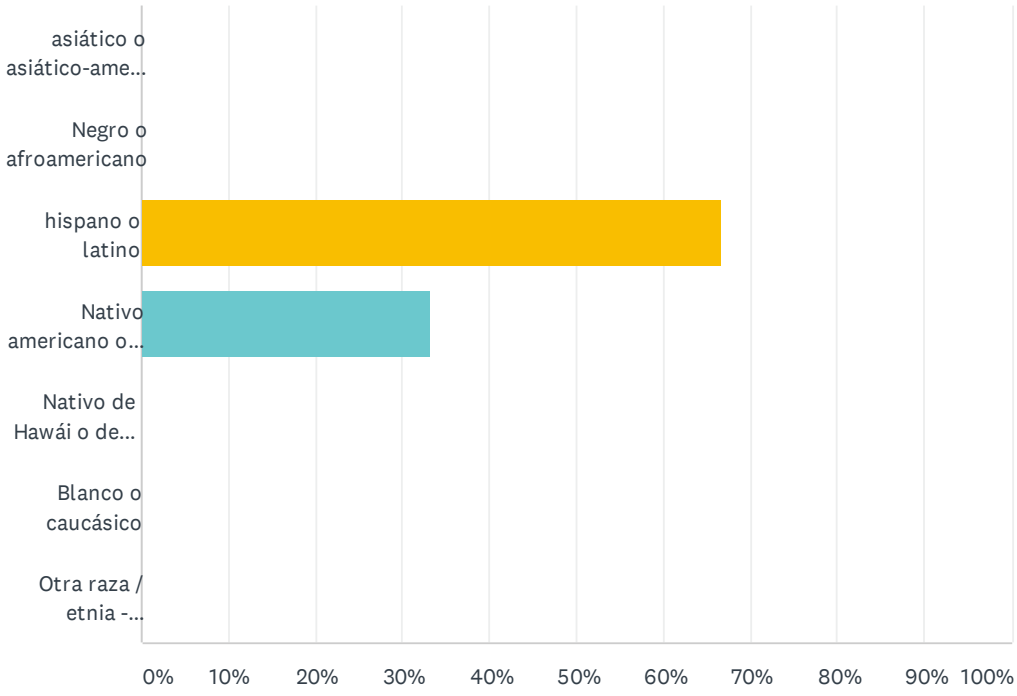
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Menos de $20 000	0.00%	0
$20,000 - $44,999	0.00%	0
$45,000 - $84,999	0.00%	0
$85,000 - $99,999	33.33%	1
$100,000 - $199,999	66.67%	2
$200,000 o más	0.00%	0
TOTAL		3

Q5 ¿Con qué raza o grupo étnico se identifica más?Seleccione todas las que correspondan.

Answered: 3 Skipped: 0

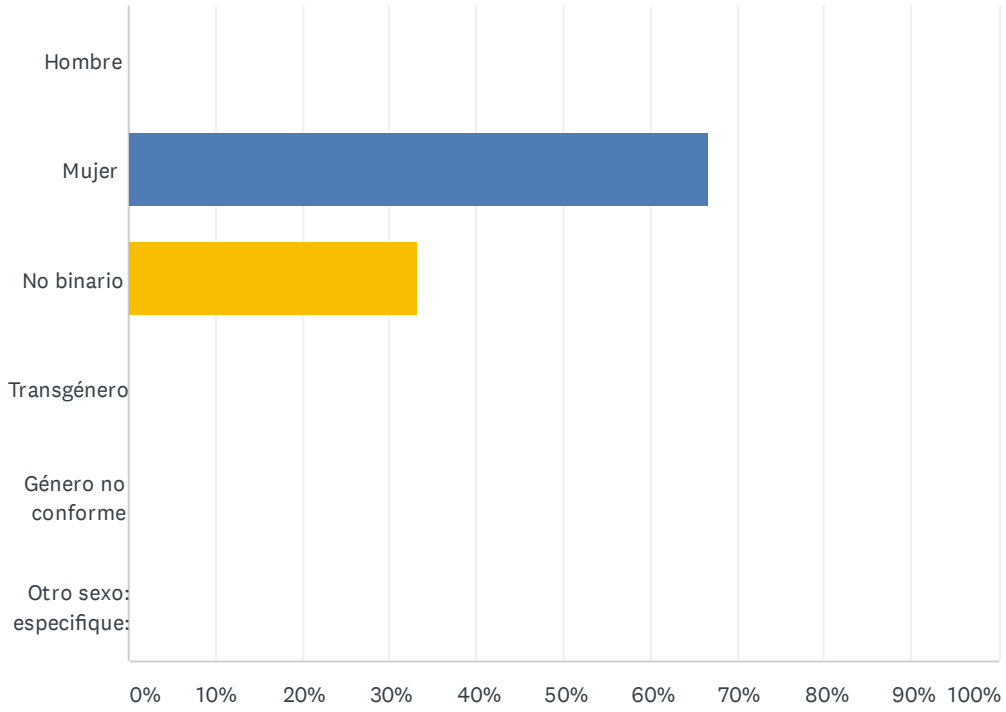


ANSWER CHOICES	RESPONSES	
asiático o asiático-americano	0.00%	0
Negro o afroamericano	0.00%	0
hispano o latino	66.67%	2
Nativo americano o nativo de Alaska	33.33%	1
Nativo de Hawái o de otras islas del Pacífico	0.00%	0
Blanco o caucásico	0.00%	0
Otra raza / etnia - especifique:	0.00%	0
Total Respondents: 3		

#	OTRA RAZA / ETNIA - ESPECIFIQUE:	DATE
	There are no responses.	

Q6 ¿Con qué género se identifica? Seleccione todas las que correspondan.

Answered: 3 Skipped: 0

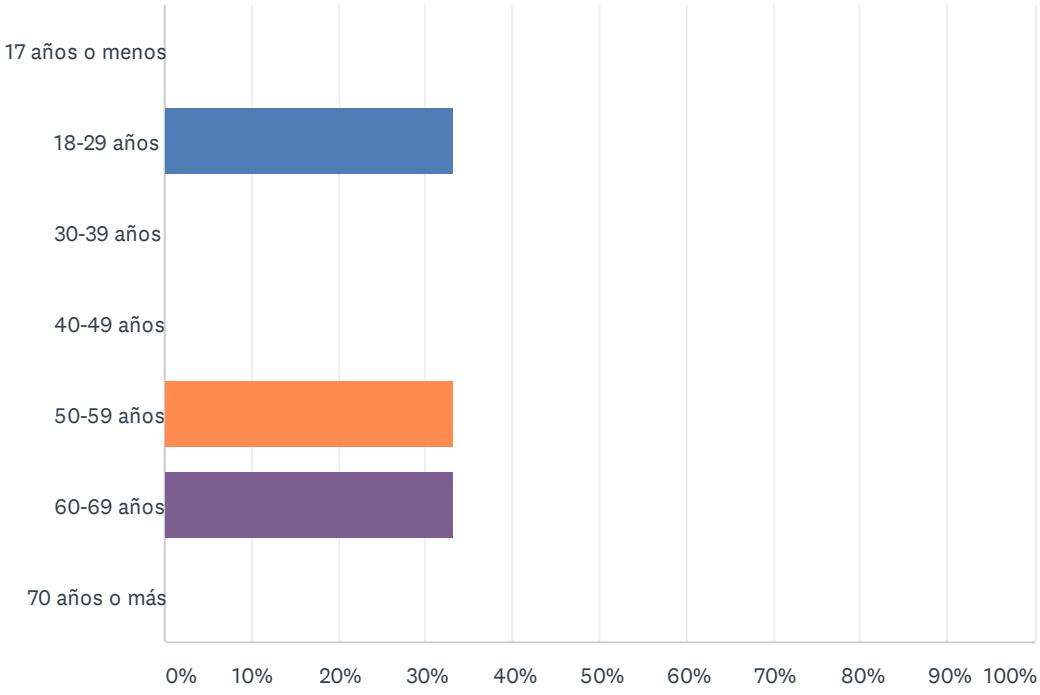


ANSWER CHOICES	RESPONSES	
Hombre	0.00%	0
Mujer	66.67%	2
No binario	33.33%	1
Transgénero	0.00%	0
Género no conforme	0.00%	0
Otro sexo: especifique:	0.00%	0
Total Respondents: 3		

#	OTRO SEXO: ESPECIFIQUE:	DATE
	There are no responses.	

Q7 ¿Cuál es su grupo de edad?

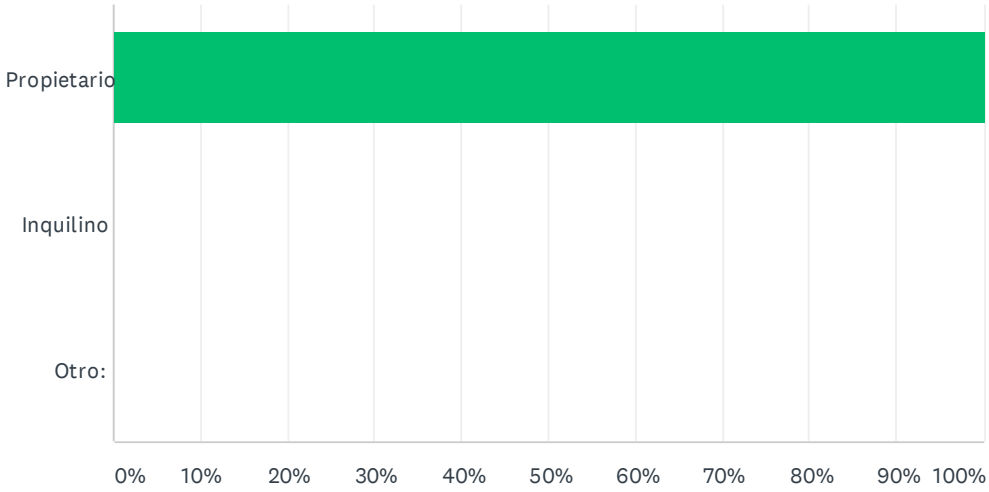
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
17 años o menos	0.00%	0
18-29 años	33.33%	1
30-39 años	0.00%	0
40-49 años	0.00%	0
50-59 años	33.33%	1
60-69 años	33.33%	1
70 años o más	0.00%	0
TOTAL		3

Q8 ¿Es propietario o alquila su residencia?

Answered: 3 Skipped: 0

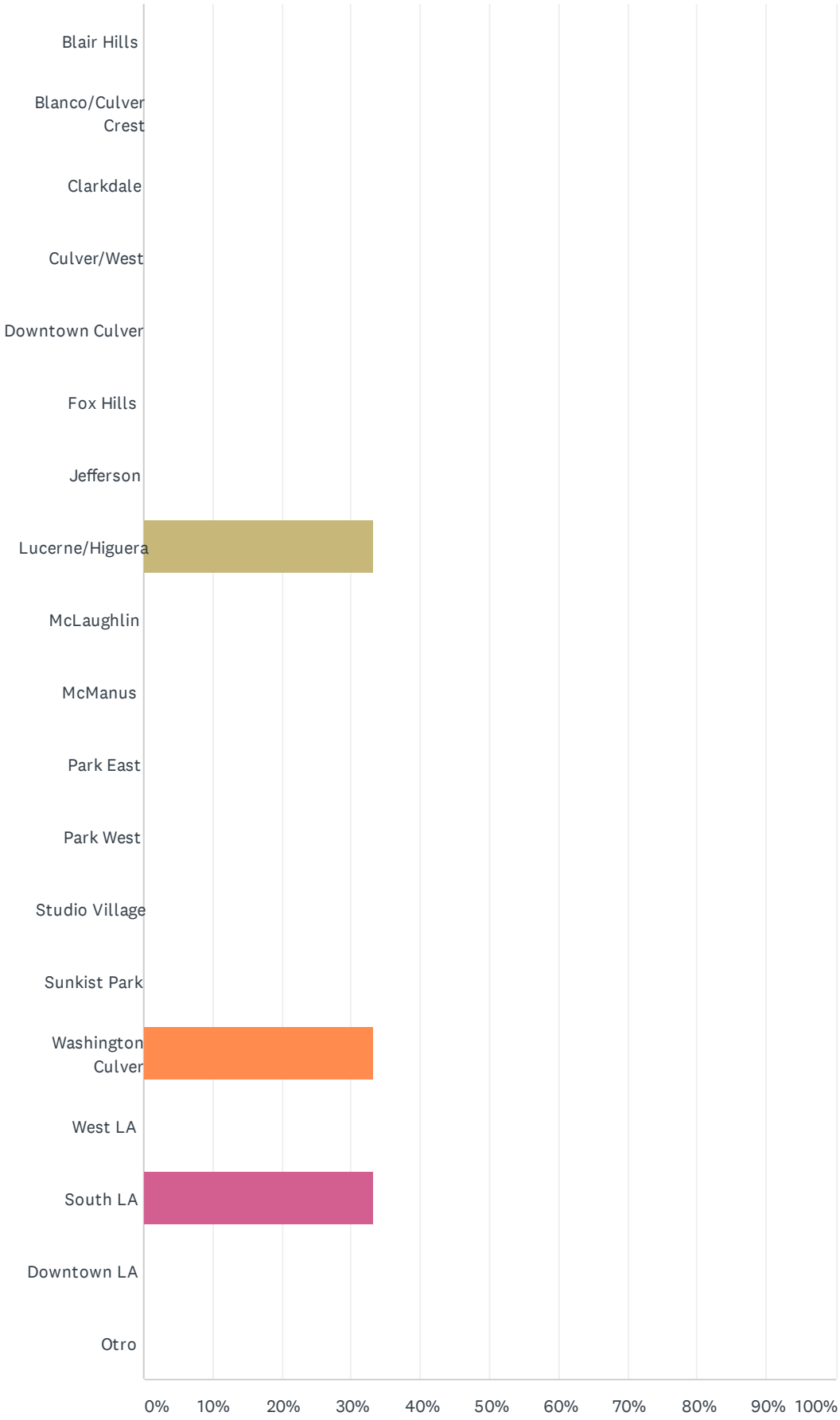


ANSWER CHOICES	RESPONSES	
Propietario	100.00%	3
Inquilino	0.00%	0
Otro:	0.00%	0
TOTAL		3

#	OTRO:	DATE
	There are no responses.	

Q9 ¿Dónde vive?Vea el mapa aquí como referencia.

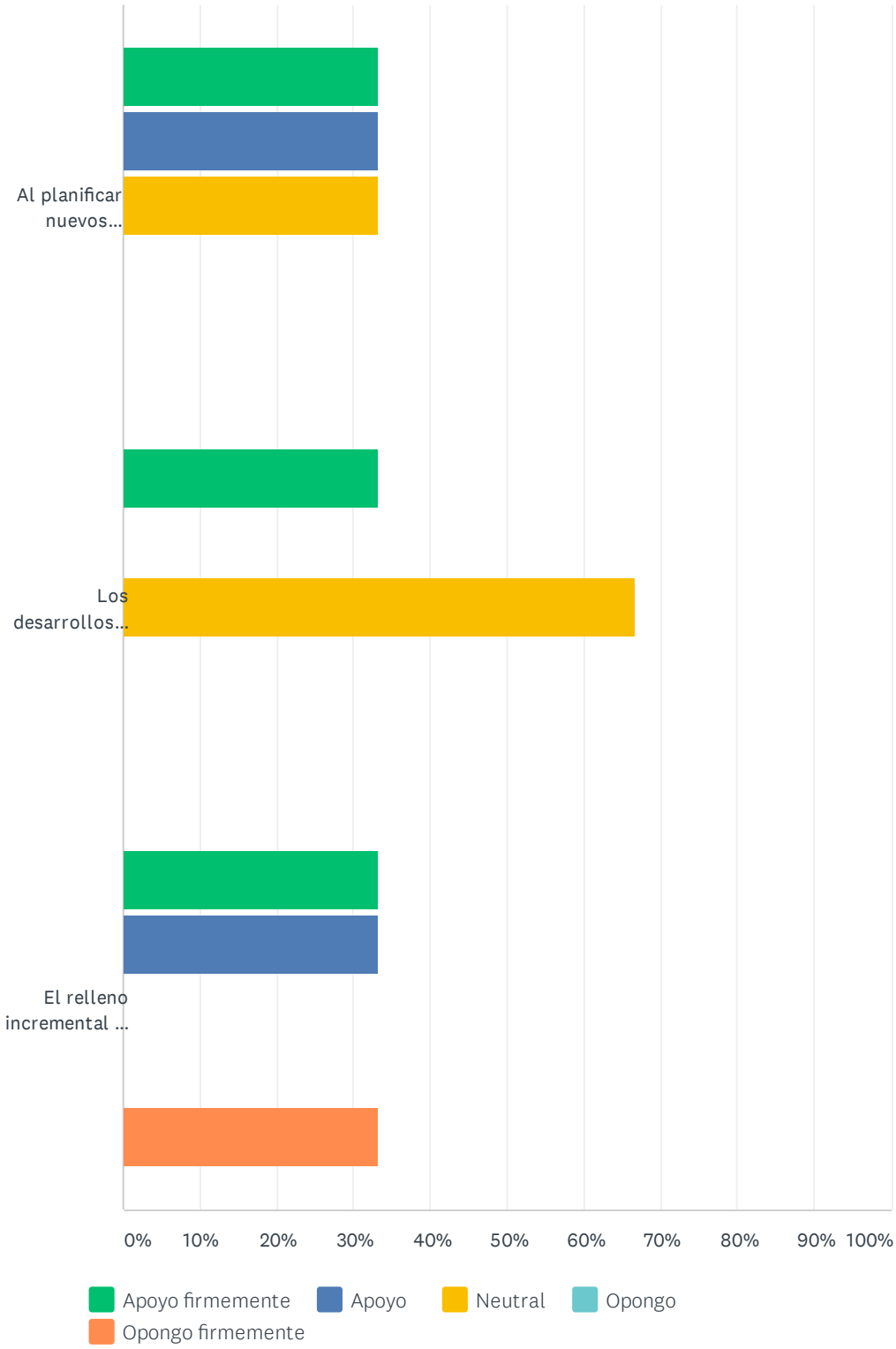
Answered: 3 Skipped: 0


Blair Hills
Blanco/Culver Crest
Clarkdale
Culver/West
Downtown Culver
Fox Hills
Jefferson
Lucerne/Higuera
McLaughlin
McManus
Park East
Park West
Studio Village
Sunkist Park
Washington Culver
West LA
South LA
Downtown LA
Otro
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

ANSWER CHOICES	RESPONSES	
Blair Hills	0.00%	0
Blanco/Culver Crest	0.00%	0
Clarkdale	0.00%	0
Culver/West	0.00%	0
Downtown Culver	0.00%	0
Fox Hills	0.00%	0
Jefferson	0.00%	0
Lucerne/Higuera	33.33%	1
McLaughlin	0.00%	0
McManus	0.00%	0
Park East	0.00%	0
Park West	0.00%	0
Studio Village	0.00%	0
Sunkist Park	0.00%	0
Washington Culver	33.33%	1
West LA	0.00%	0
South LA	33.33%	1
Downtown LA	0.00%	0
Otro	0.00%	0
TOTAL		3

Q10 Al planificar nuevos edificios, la escala (el tamaño) es una consideración importante.

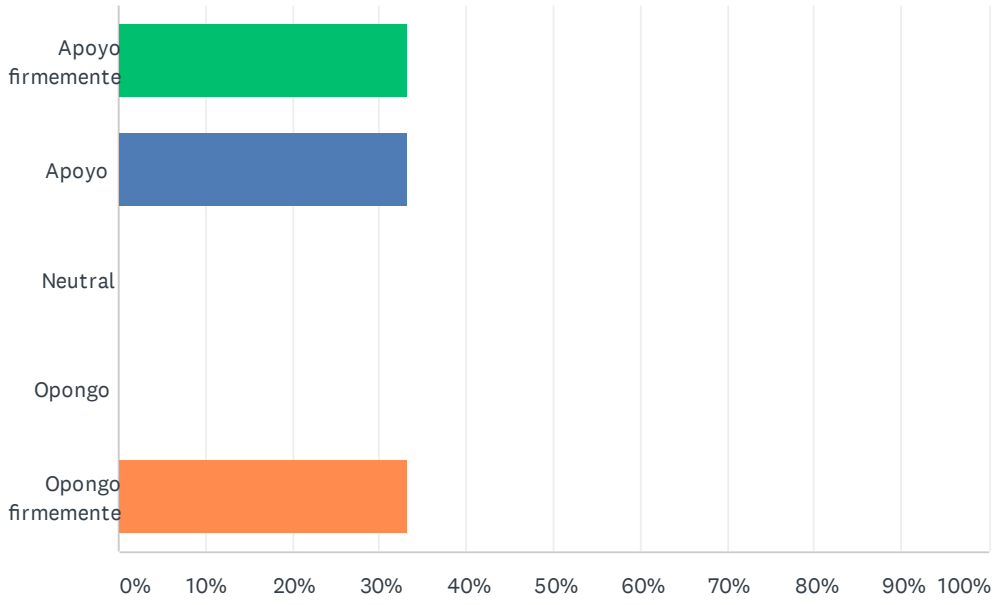
Answered: 3 Skipped: 0



	APOYO FIRMEMENTE	APOYO	NEUTRAL	OPONGO	OPONGO FIRMEMENTE	TOTAL
Al planificar nuevos edificios, la escala (el tamaño) es una consideración importante.	33.33% 1	33.33% 1	33.33% 1	0.00% 0	0.00% 0	3
Los desarrollos pequeños en toda la ciudad son preferibles a los desarrollos muy grandes en unos pocos lugares.	33.33% 1	0.00% 0	66.67% 2	0.00% 0	0.00% 0	3
El relleno incremental es una buena estrategia para acomodar el desarrollo de nuevas viviendas en Culver City.	33.33% 1	33.33% 1	0.00% 0	0.00% 0	33.33% 1	3

Q11 ¿Apoyaría el relleno incremental (hasta cuatro unidades) en áreas existentes residenciales de una sola unidad (Alternativa 2)?

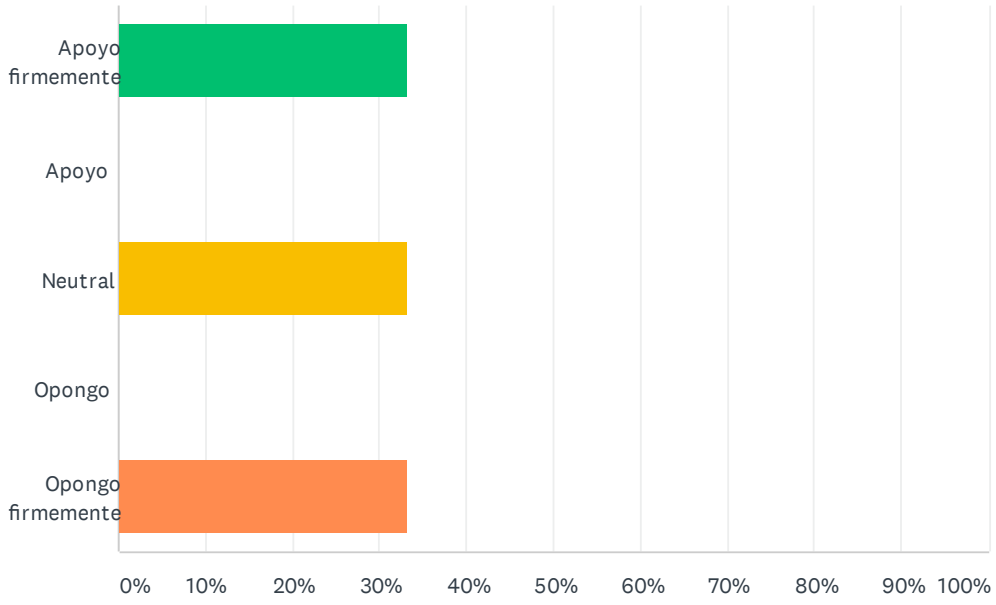
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Apoyo firmemente	33.33%	1
Apoyo	33.33%	1
Neutral	0.00%	0
Opongo	0.00%	0
Opongo firmemente	33.33%	1
TOTAL		3

Q12 ¿Apoyaría la densificación incremental (hasta seis unidades) en áreas residenciales de una sola unidad existentes (Alternativa 3)?

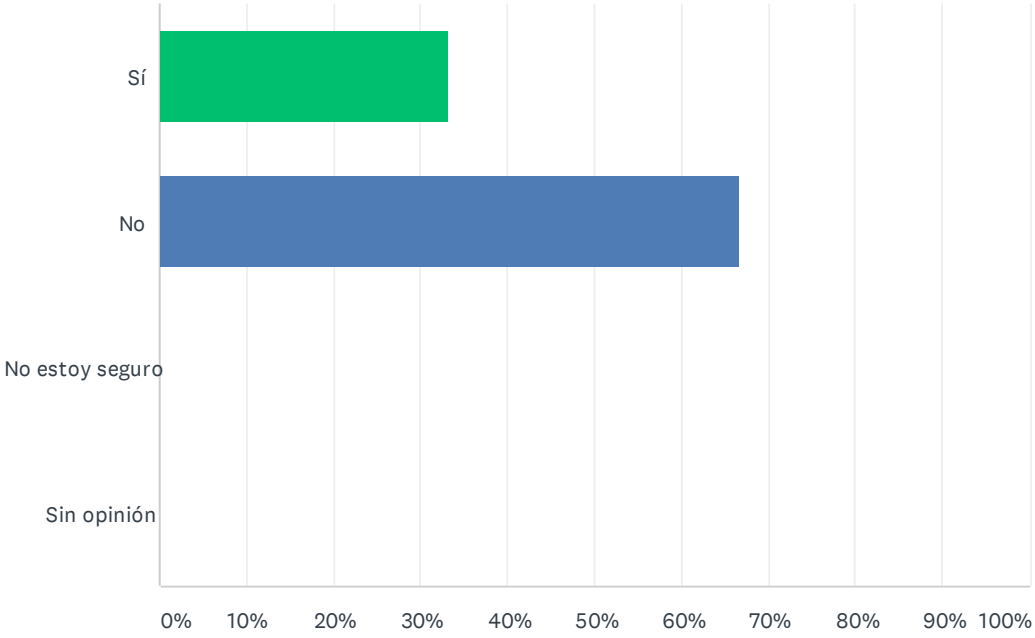
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Apoyo firmemente	33.33%	1
Apoyo	0.00%	0
Neutral	33.33%	1
Opongo	0.00%	0
Opongo firmemente	33.33%	1
TOTAL		3

Q13 ¿Consideraría exigir que los proyectos residenciales proporcionen viviendas asequibles que ayuden a implementar la Visión y los Principios Rectores para lograr su máxima densidad?

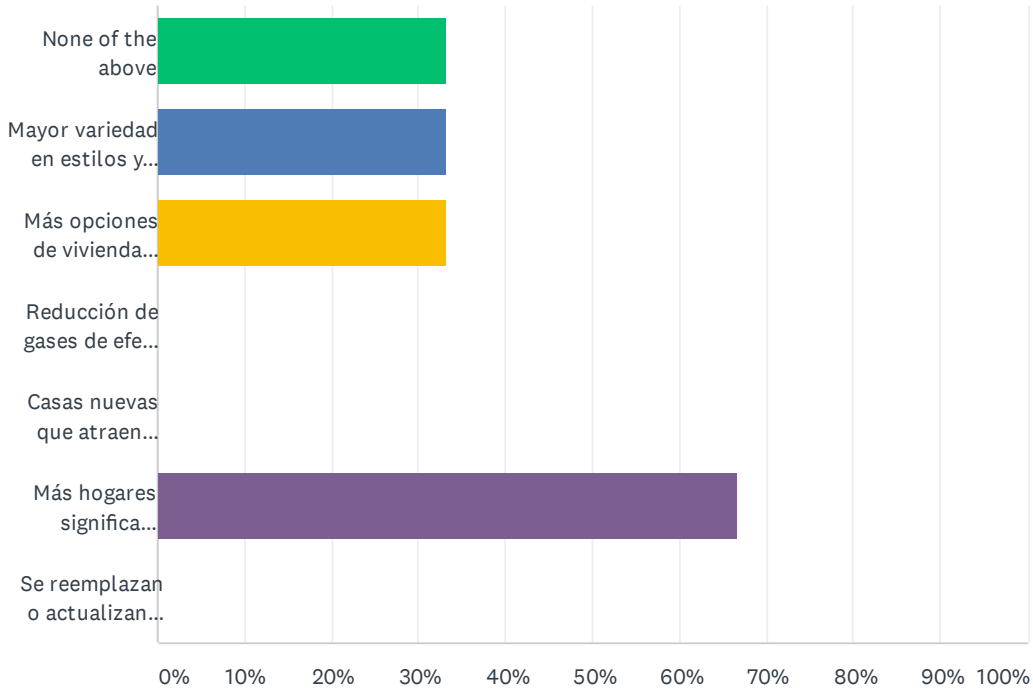
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Sí	33.33%	1
No	66.67%	2
No estoy seguro	0.00%	0
Sin opinión	0.00%	0
TOTAL		3

Q14 ¿Cuáles dos (2) beneficios potenciales del relleno incremental son de mayor interés para usted?

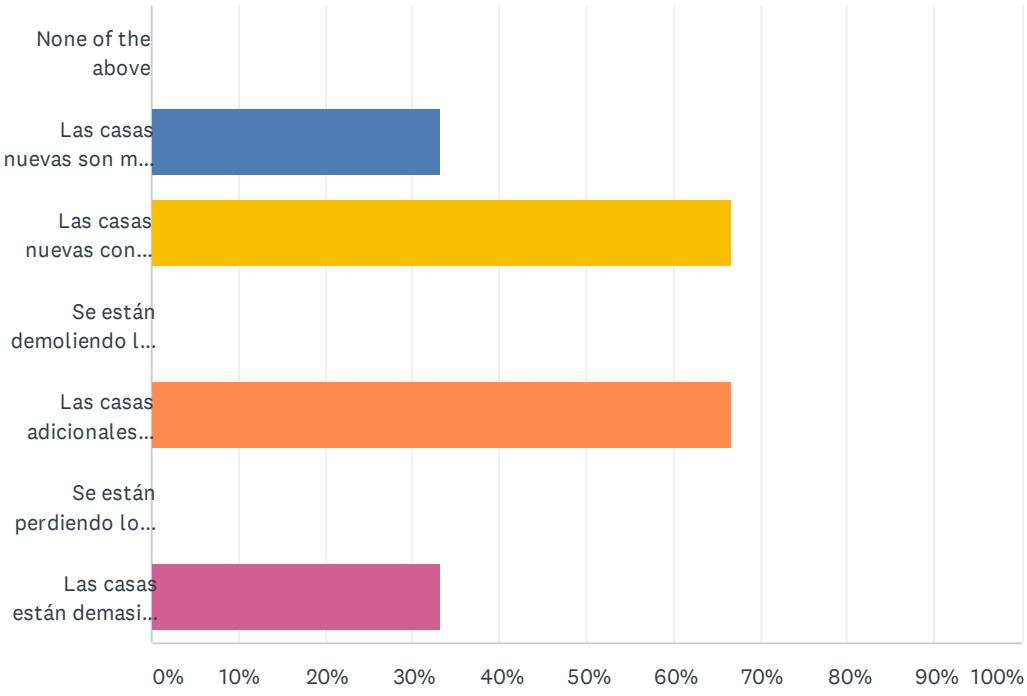
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
None of the above	33.33%	1
Mayor variedad en estilos y tipos de hogares	33.33%	1
Más opciones de vivienda asequible	33.33%	1
Reducción de gases de efecto invernadero emitidos por el transporte	0.00%	0
Casas nuevas que atraen nuevas familias y vitalidad a los vecindarios	0.00%	0
Más hogares significa acceso a servicios para más personas	66.67%	2
Se reemplazan o actualizan las viviendas en mal estado	0.00%	0
Total Respondents: 3		

Q15 ¿Cuáles does (2) aspectos potenciales del relleno incremental son los que más le preocupan?

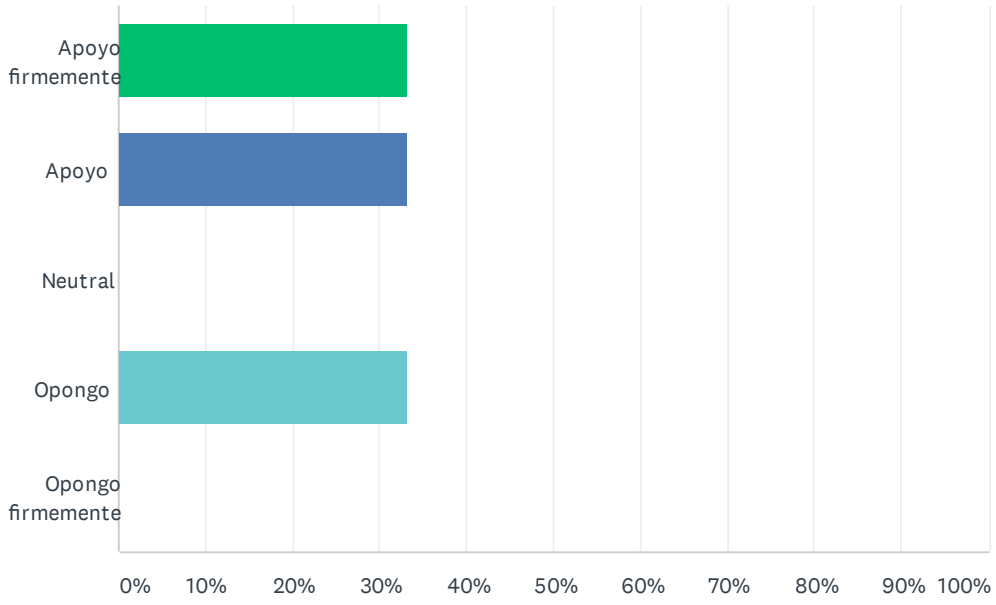
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
None of the above	0.00%	0
Las casas nuevas son más grandes o más altas que las casas cercanas	33.33%	1
Las casas nuevas con diseños modernos no se ajustan al carácter de las casas cercanas	66.67%	2
Se están demoliendo las casas viables existentes	0.00%	0
Las casas adicionales están reduciendo el estacionamiento disponible en la calle y aumentando el tráfico	66.67%	2
Se están perdiendo los espacios verdes y las copas de los árboles	0.00%	0
Las casas están demasiado cerca unas de otras	33.33%	1
Total Respondents: 3		

Q16 ¿Apoyaría permitir este tipo de usos en vecindarios residenciales a lo largo de las calles principales?

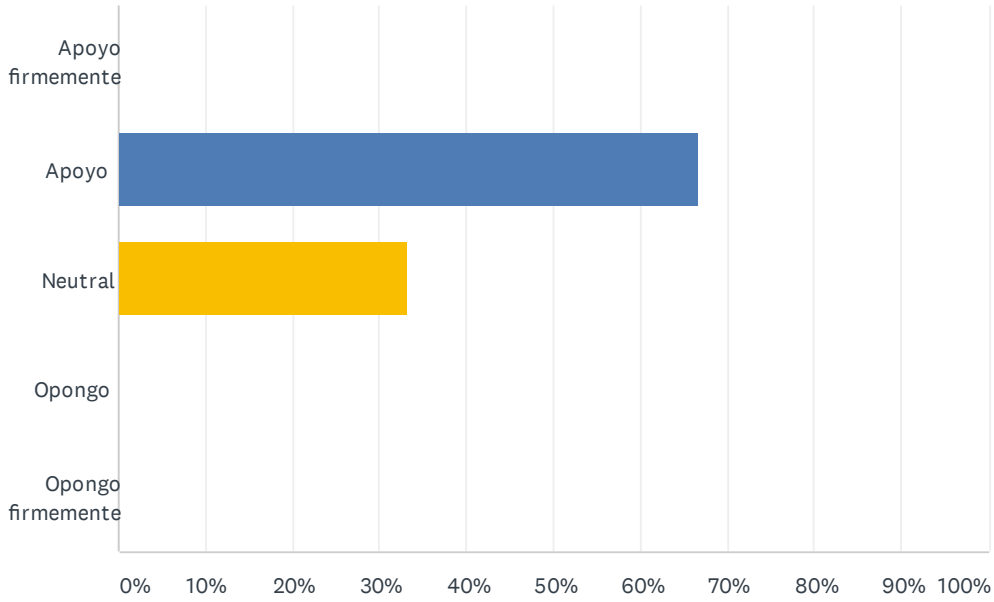
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Apoyo firmemente	33.33%	1
Apoyo	33.33%	1
Neutral	0.00%	0
Opongo	33.33%	1
Opongo firmemente	0.00%	0
TOTAL		3

Q17 ¿Apoyaría la intensificación de los corredores comerciales de la ciudad para apoyar nuevas viviendas y empleos adyacentes al transporte multimodal, como el tránsito?

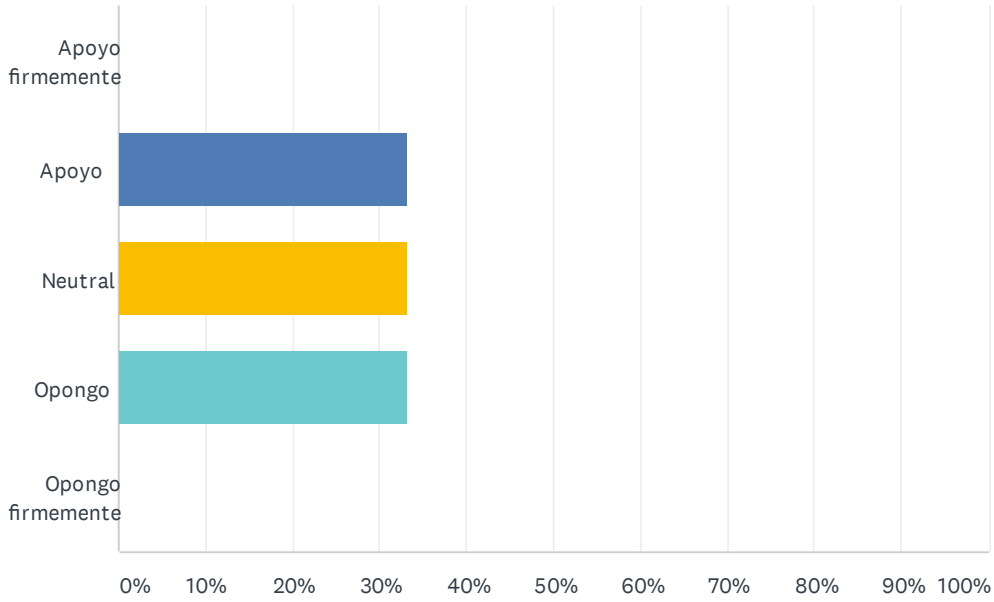
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Apoyo firmemente	0.00%	0
Apoyo	66.67%	2
Neutral	33.33%	1
Opongo	0.00%	0
Opongo firmemente	0.00%	0
TOTAL		3

Q18 ¿Apoyaría la eliminación de requisitos comerciales para proyectos residenciales a lo largo de los corredores comerciales de la ciudad para mejorar la viabilidad del desarrollo residencial?

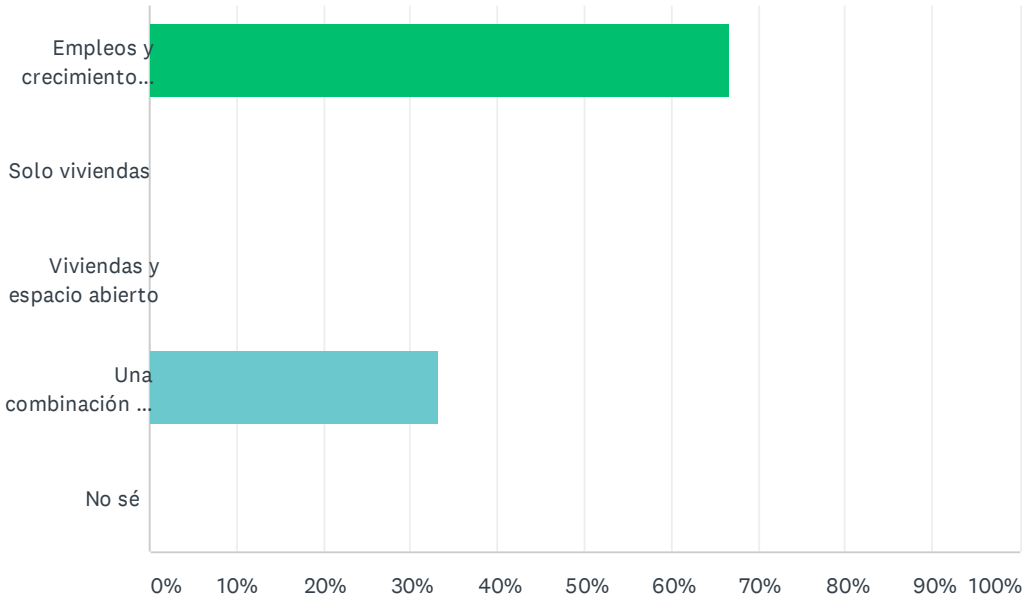
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Apoyo firmemente	0.00%	0
Apoyo	33.33%	1
Neutral	33.33%	1
Opongo	33.33%	1
Opongo firmemente	0.00%	0
TOTAL		3

Q19 Si este tipo de sitios se reconstruyeran, ¿qué debería priorizar la Ciudad en los sitios?

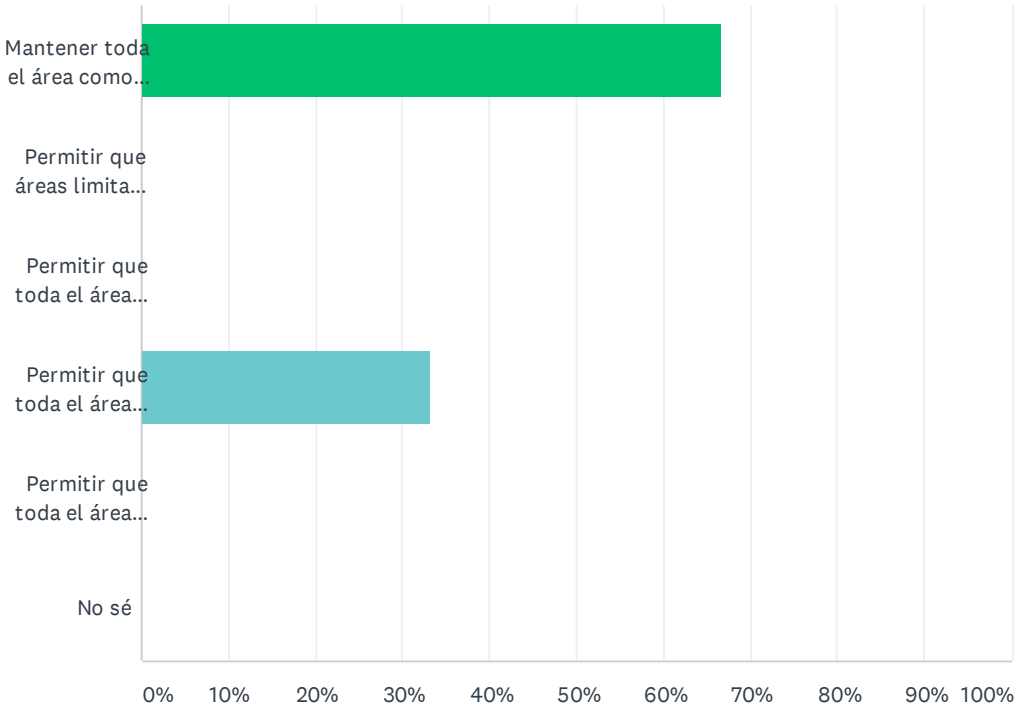
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Empleos y crecimiento económico	66.67%	2
Solo viviendas	0.00%	0
Viviendas y espacio abierto	0.00%	0
Una combinación de trabajos y viviendas	33.33%	1
No sé	0.00%	0
TOTAL		3

Q20 ¿Qué debería considerar la Ciudad para las áreas zonificadas industriales actualmente y adyacentes a Ivy Station?

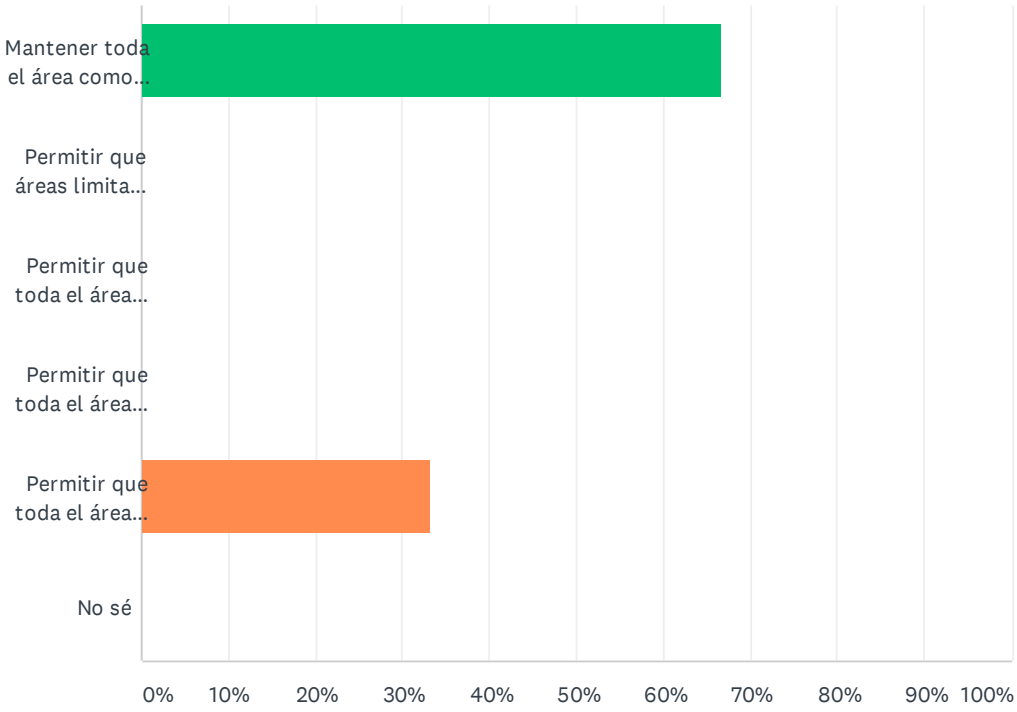
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Mantener toda el área como usos industriales y de pequeñas empresas	66.67%	2
Permitir que áreas limitadas cambien con el tiempo a vivienda, crecimiento económico o una combinación	0.00%	0
Permitir que toda el área se convierta en vivienda	0.00%	0
Permitir que toda el área haga la transición hacia el crecimiento económico	33.33%	1
Permitir que toda el área haga la transición hacia una combinación de vivienda y crecimiento económico	0.00%	0
No sé	0.00%	0
TOTAL		3

Q21 ¿Qué debería considerar la Ciudad para las áreas áreas zonificadas industriales actualmente a lo largo de Ballona Creek?

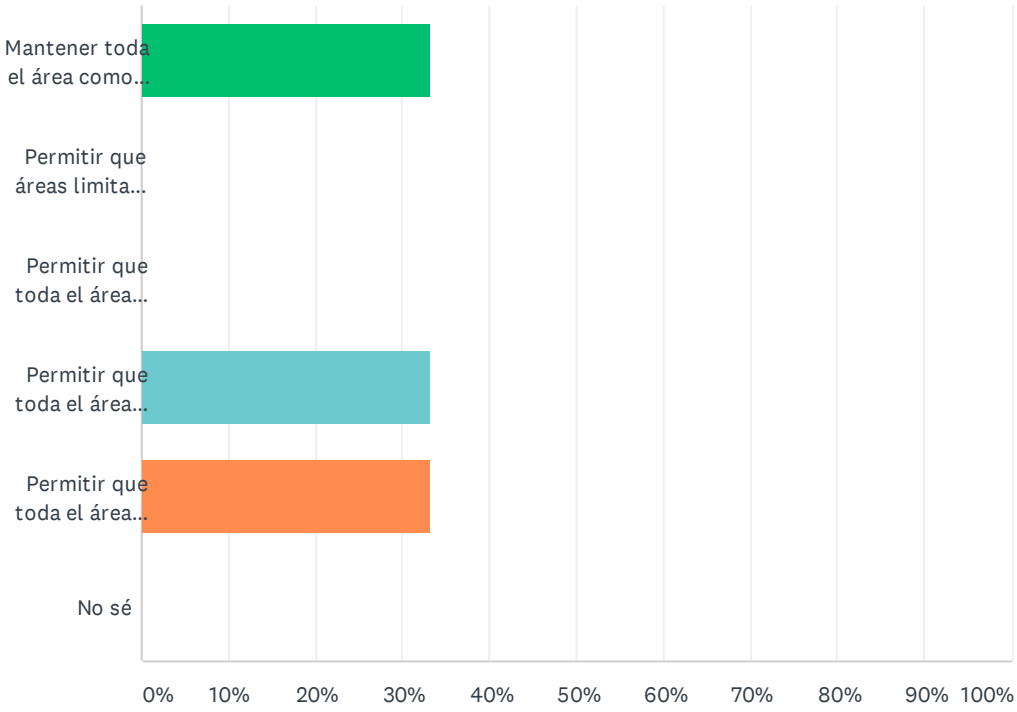
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Mantener toda el área como usos industriales y de pequeñas empresas	66.67%	2
Permitir que áreas limitadas cambien con el tiempo a viviendas, crecimiento económico o una combinación	0.00%	0
Permitir que toda el área se convierta en vivienda	0.00%	0
Permitir que toda el área haga la transición hacia el crecimiento económico.	0.00%	0
Permitir que toda el área haga la transición hacia una combinación de vivienda y crecimiento económico	33.33%	1
No sé	0.00%	0
TOTAL		3

Q22 ¿Qué debería considerar la Ciudad para las áreas zonificadas industriales actualmente en Hayden Tract?

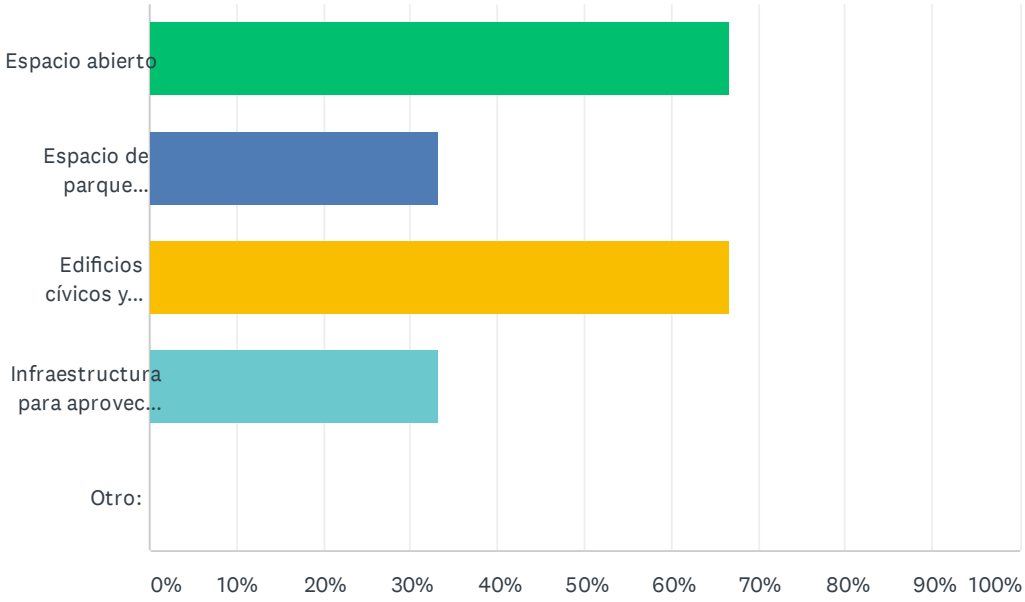
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Mantener toda el área como usos industriales y de pequeñas empresas	33.33%	1
Permitir que áreas limitadas cambien con el tiempo a viviendas, crecimiento económico o una combinación	0.00%	0
Permitir que toda el área se convierta en vivienda	0.00%	0
Permitir que toda el área haga la transición hacia el crecimiento económico	33.33%	1
Permitir que toda el área haga la transición hacia una combinación de vivienda y crecimiento económico	33.33%	1
No sé	0.00%	0
TOTAL		3

Q23 El campo petrolero de Inglewood puede ser desmantelado en el horizonte del Plan General para el año 2045. Si esto sucede y la tierra se rehabilita ambientalmente para que sea segura para el uso humano, ¿qué le gustaría ver en este sitio? Los usos residenciales no se incluyen a continuación como una opción, ya que el nivel de remediación que se requeriría lo hace poco probable. Marque todo lo que corresponda.

Answered: 3 Skipped: 0

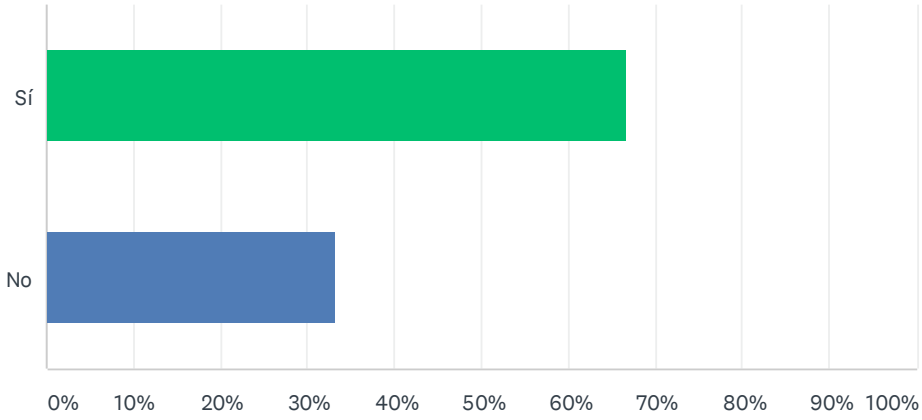


ANSWER CHOICES	RESPONSES	
Espacio abierto	66.67%	2
Espacio de parque programado, como campos deportivos o áreas de juegos	33.33%	1
Edificios cívicos y recreativos	66.67%	2
Infraestructura para aprovechar la energía renovable, como la energía solar y eólica	33.33%	1
Otro:	0.00%	0
Total Respondents: 3		

#	OTRO:	DATE
	There are no responses.	

Q24 ¿Sabía que la Ciudad tiene un límite de altura de 56 pies?

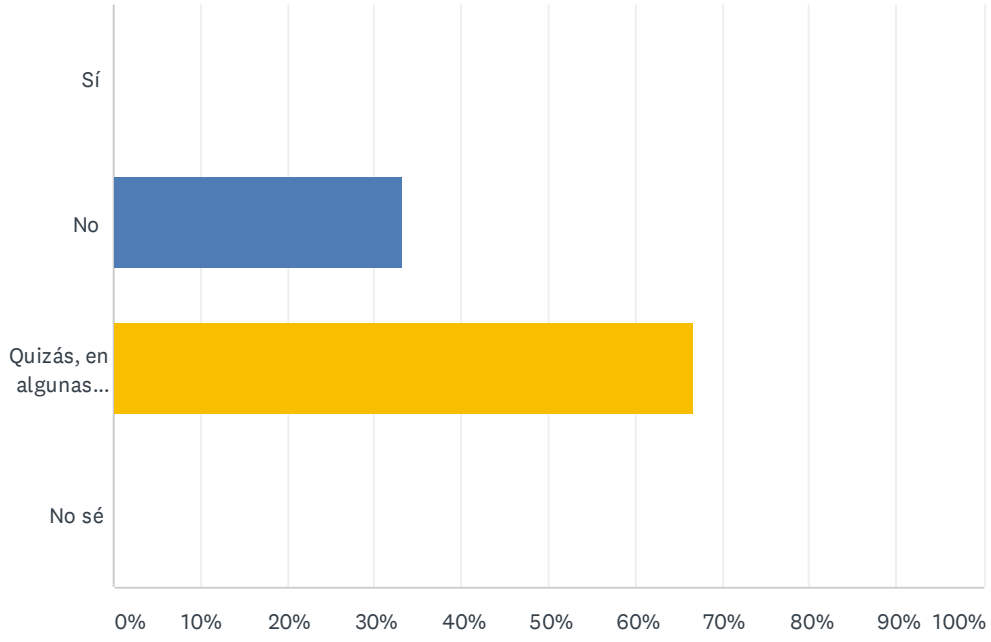
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Sí	66.67%	2
No	33.33%	1
TOTAL		3

Q25 ¿Apoyaría permitir alturas de edificio superiores a los 56 pies?

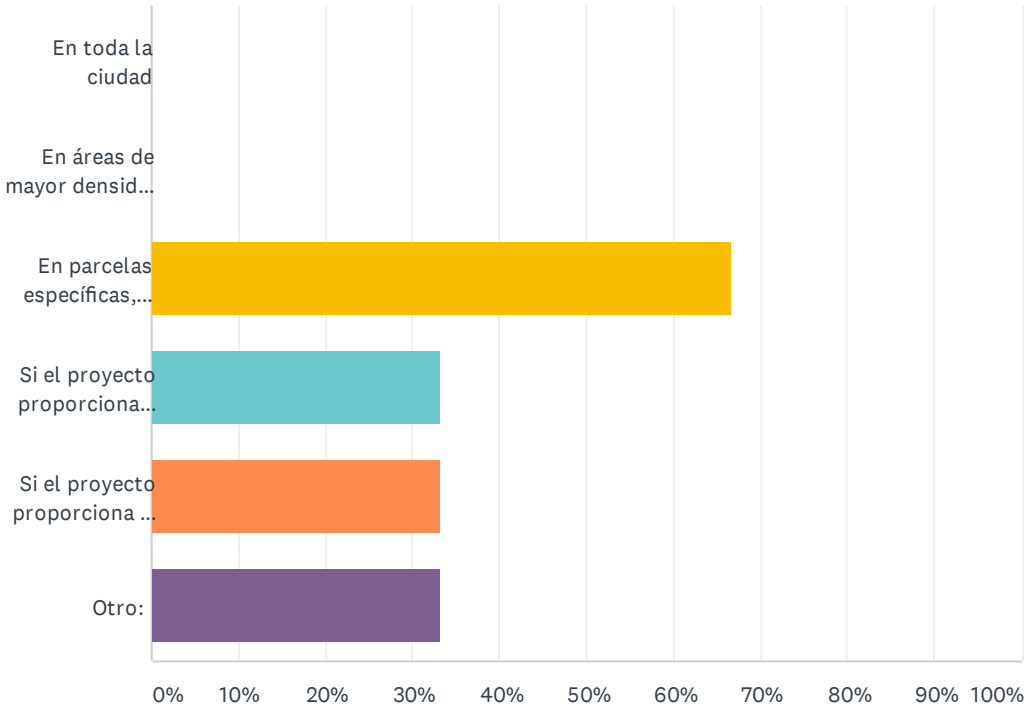
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Sí	0.00%	0
No	33.33%	1
Quizás, en algunas circunstancias	66.67%	2
No sé	0.00%	0
TOTAL		3

Q26 ¿En qué circunstancias consideraría cambiar el límite de altura de edificios? Marque todo lo que corresponda.

Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
En toda la ciudad	0.00%	0
En áreas de mayor densidad de la ciudad	0.00%	0
En parcelas específicas, en ubicaciones específicas (como cerca del tránsito)	66.67%	2
Si el proyecto proporciona viviendas asequibles por encima de los requisitos de la ciudad	33.33%	1
Si el proyecto proporciona un espacio abierto en el sitio	33.33%	1
Otro:	33.33%	1
Total Respondents: 3		

#	OTRO:	DATE
1	Ya Basta! Con edificios. Se necesita espacio abierto. Nos estamos convirtiendo en Playa Vista y Santa Monica. To do esto es una locura! Ya no hay paz.	6/12/2021 1:17 AM

Q27 ¿Qué otra información necesitaría para proporcionar información informada sobre las alternativas de uso del suelo?

Answered: 2 Skipped: 1

#	RESPONSES	DATE
1	Estan destruyendo a esta ciudad! Por favor parenle!	6/12/2021 1:18 AM
2	Land area	5/12/2021 3:01 AM

General Plan 2045

Culver CITY

Land Use Alternatives

GPAC

June 10, 2021

General Plan 2045 Culver CITY

Agenda

- General Plan Update Process
- Recap: Community Meetings
  - Land Use Alternatives Presented
  - What We Heard
- Preferred Land Use Alternative
  - Key Considerations
  - Alternatives for Single-Family Areas
- Public Comments
- GPAC Discussion
- Next Steps



→

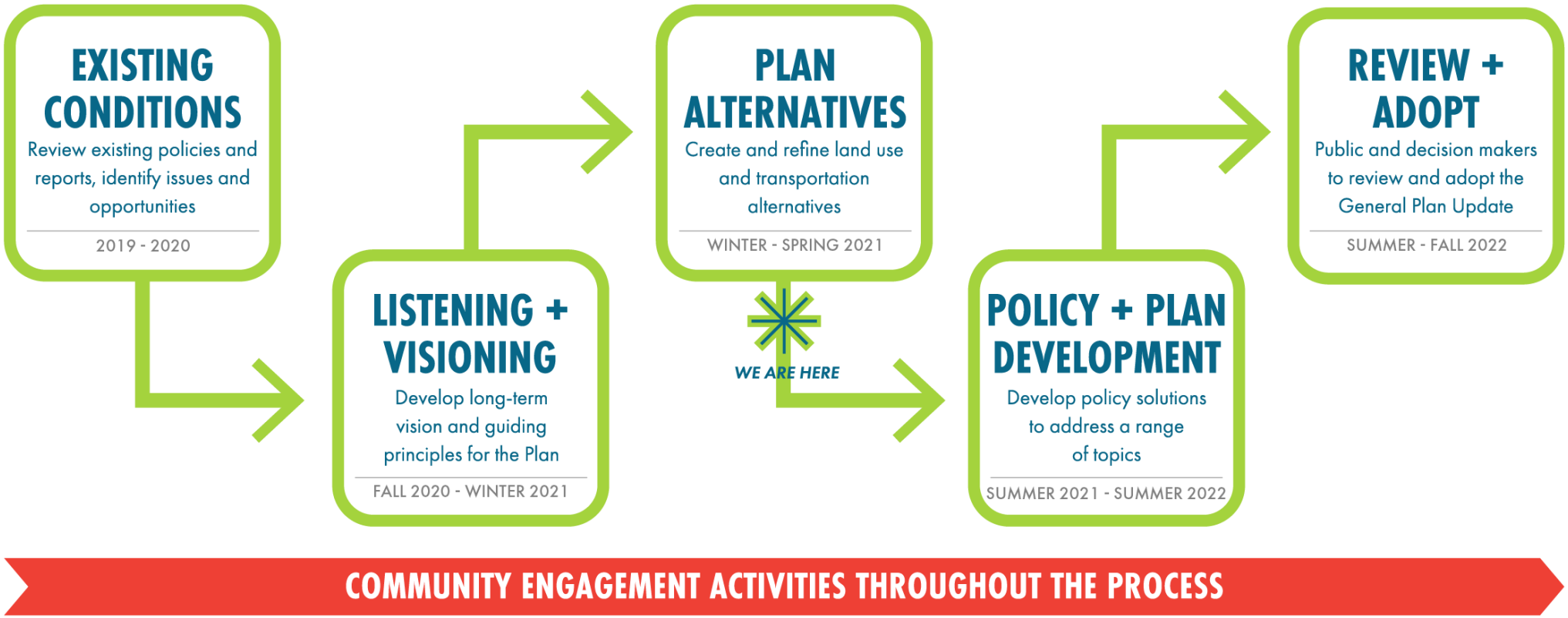
Downtown Culver City



General Plan Update Process



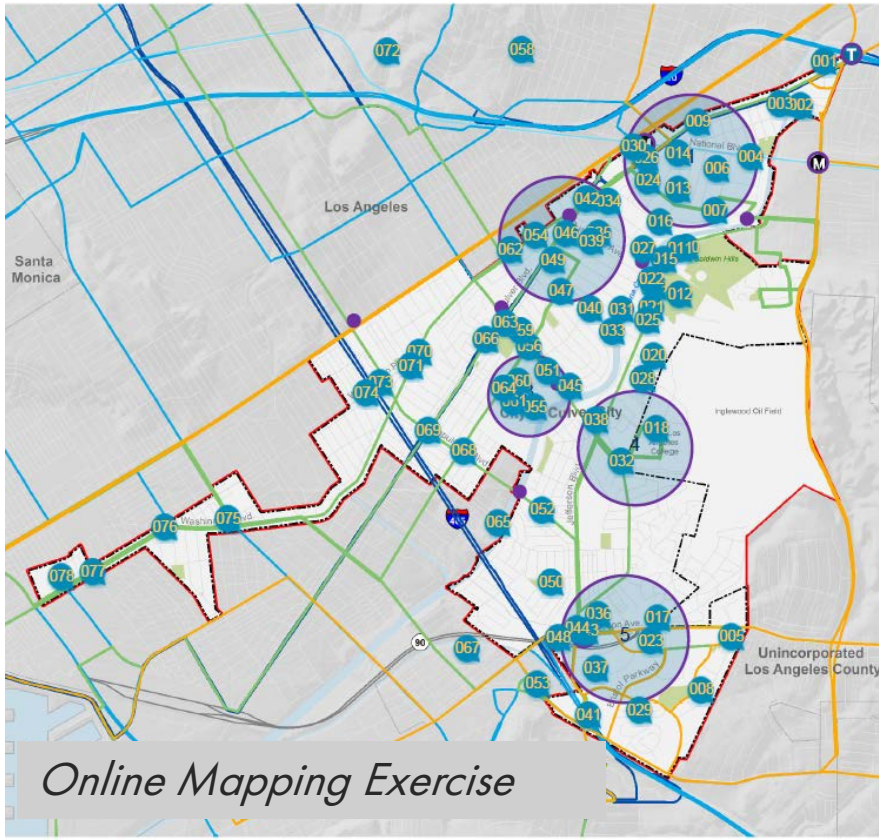
Where We Are



General Plan 2045 Culver CITY

Recent Engagement Activities

- **Land Use Alternatives**
  - GPAC Meeting (4/8)
  - Housing Technical Advisory Committee Meeting (4/20)
  - 2 Community Land Use Alternatives Workshops (4/29, 5/5)
  - Land Use Alternatives Survey (April – June)
- **Housing Element**
  - Planning Commission Kick-Off (5/12)
- **Mobility Alternatives**
  - GPAC Meeting (5/13)
  - Community Mobility Alternatives Workshop (5/27)
  - Mobility Technical Advisory Committee Meeting (5/28)
  - Online Mobility Mapping Exercise (May – June)



Online Mapping Exercise

General Plan 2045 Culver City

Upcoming Engagement Activities

- City Council/Planning Commission meeting (6/23)
  - Single-family zoning and addressing exclusionary practices
  - Direction on a Preferred Land Use Map
- Planning Commission meeting to discuss the draft Housing Element (7/28 and 11/10)
- Round 3 of Technical Advisory Committees (Aug / Sept)
- Environmental Review Scoping Meeting (September)
- Environmental Justice/Community Health Workshop in collaboration with University of California's Prytaneum team, Policy Survey (Sept / Oct 2021)
- Planning Commission meeting (11/10) and City Council hearing (12/13) to adopt the Housing Element and environmental clearance documents



Community Visioning Festival



Art Walk and Roll Festival Pop-up

Upcoming GPAC Meetings

- Review draft Housing Element (July 22, 2021)
- Economic development (August 12, 2021)
- Two meetings anticipated for draft policy review (Fall 2021)



General Plan 2045 Culver CITY



Community Meetings Recap



Land Use Alternatives Engagement

- Hosted 4 Virtual Meetings
  - GPAC Meeting (4/8)
  - Housing Technical Advisory Committee Meeting (4/20)
  - 2 Community Land Use Alternatives Workshops (4/29, 5/5)
- Land Use Alternatives Survey (April – June)
- Meeting Purpose
  - Recap existing conditions
  - Review land use alternatives
  - Small group discussion



https://www.pictureculvercity.com/alternatives

Community Meeting Recap

Direction from GPAC Meeting 4/8/2021

- Additional Land Use Alternative 3
  - 6-8 units in Single-family areas
- Additional Visual Representation of Alternatives

General Plan 2045

Culver CITY

Land Use Alternatives GPAC Meeting #15

April 8, 2021

Recap: Land Use Intensity Scale



Note: Mixed-use incorporates a variety of commercial and residential uses and potentially includes stand-alone residential and commercial uses.

Community Meeting Recap

Existing Land Use Map

Residential

- Low Density Single Family
- Low Density Two Family
- Low Density Multi Family
- Medium Density Multi Family
- Planned Unit Residential

Commercial

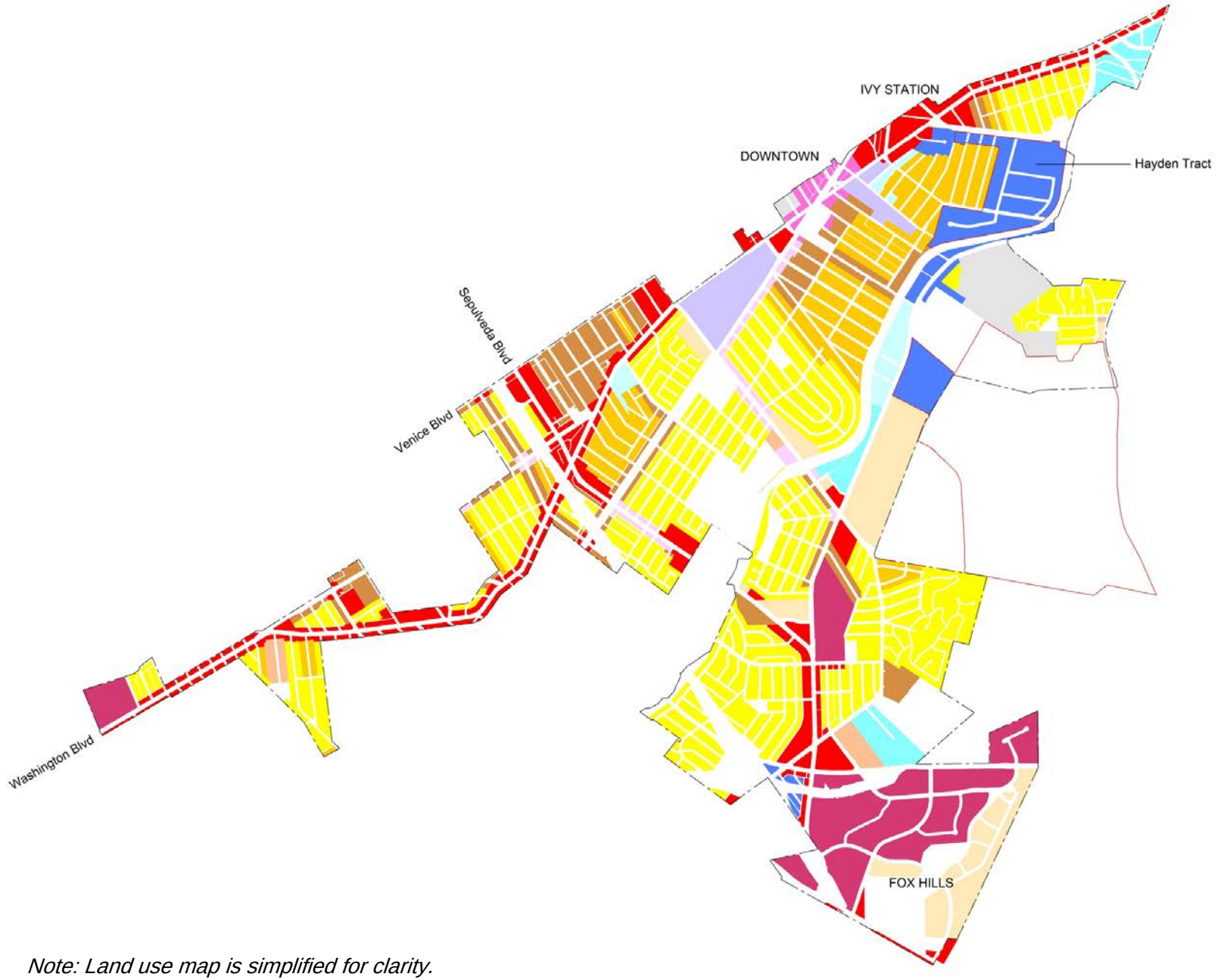
- Neighborhood Serving Corridor
- General Corridor
- Downtown
- Regional Center

Industrial

- Light Industrial
- Industrial Park
- Industrial

Other

- Studio



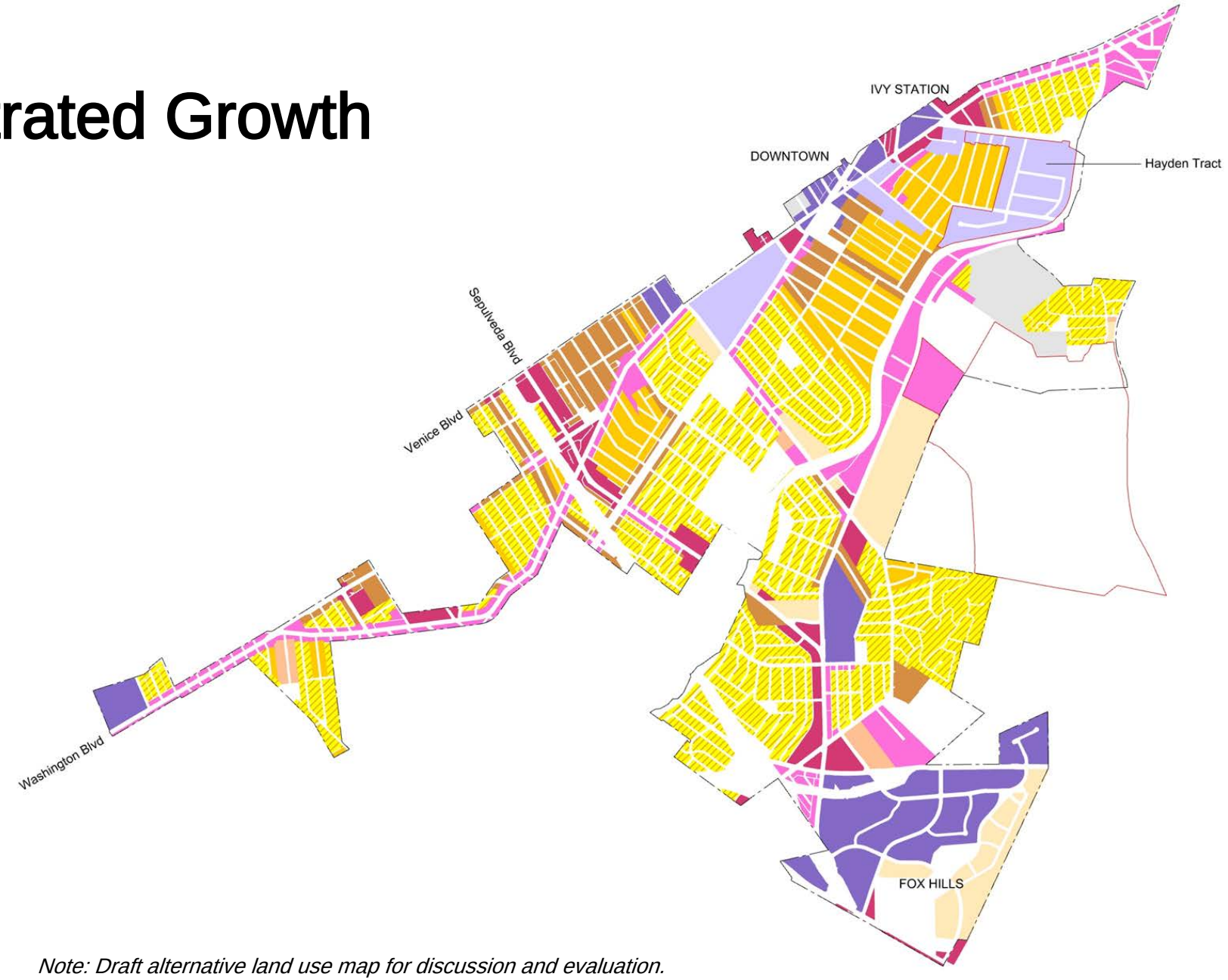
Note: Land use map is simplified for clarity.

Community Meeting Recap

Alternative 1: Concentrated Growth

Land Use Designations

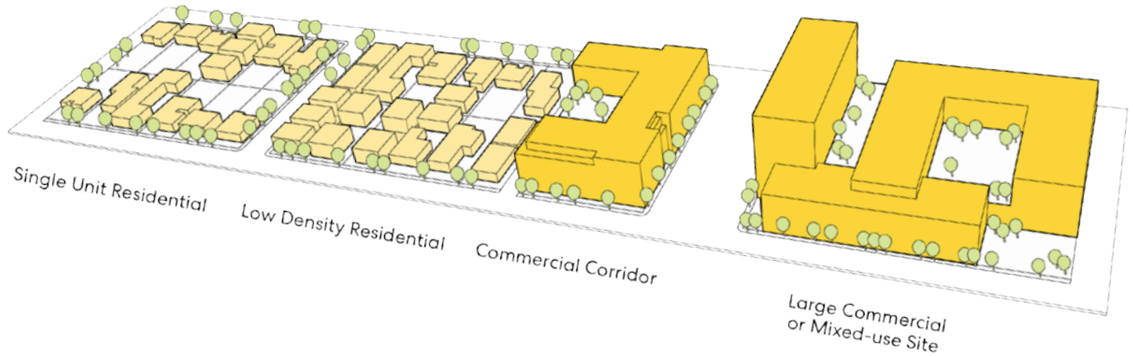
- Single Unit Residential*
- Low Density Two/Three Family
- Low Density Multi Family
- Medium Density Multi Family
- Neighborhood/Corridor MU 2
- Mixed Use Medium
- Mixed Use High
- Industrial/Studio Mixed Use
- Planned Unit Development



Note: Draft alternative land use map for discussion and evaluation.
Land use map is simplified for clarity.

Community Meeting Recap

Alternative 1: Concentrated Growth



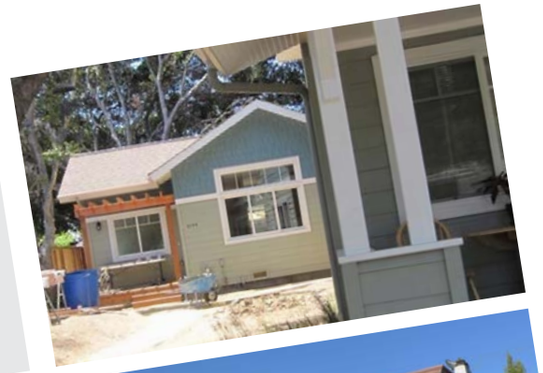
Concentrate growth in non-residential areas

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

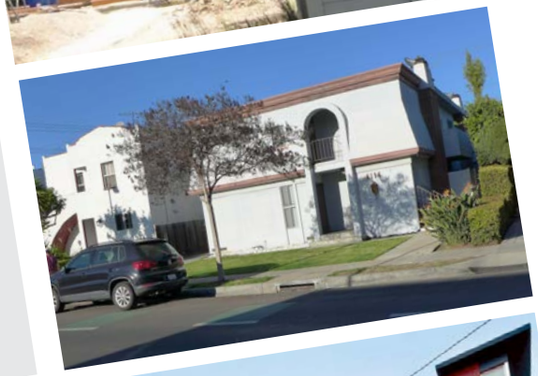
Commercial corridors maximize mixed-use development potential

Opportunity sites accommodate significant density

Maintain single-family designation



Maintain low density designation



Moderate densification



Activation, commercial focus with significant residential infill

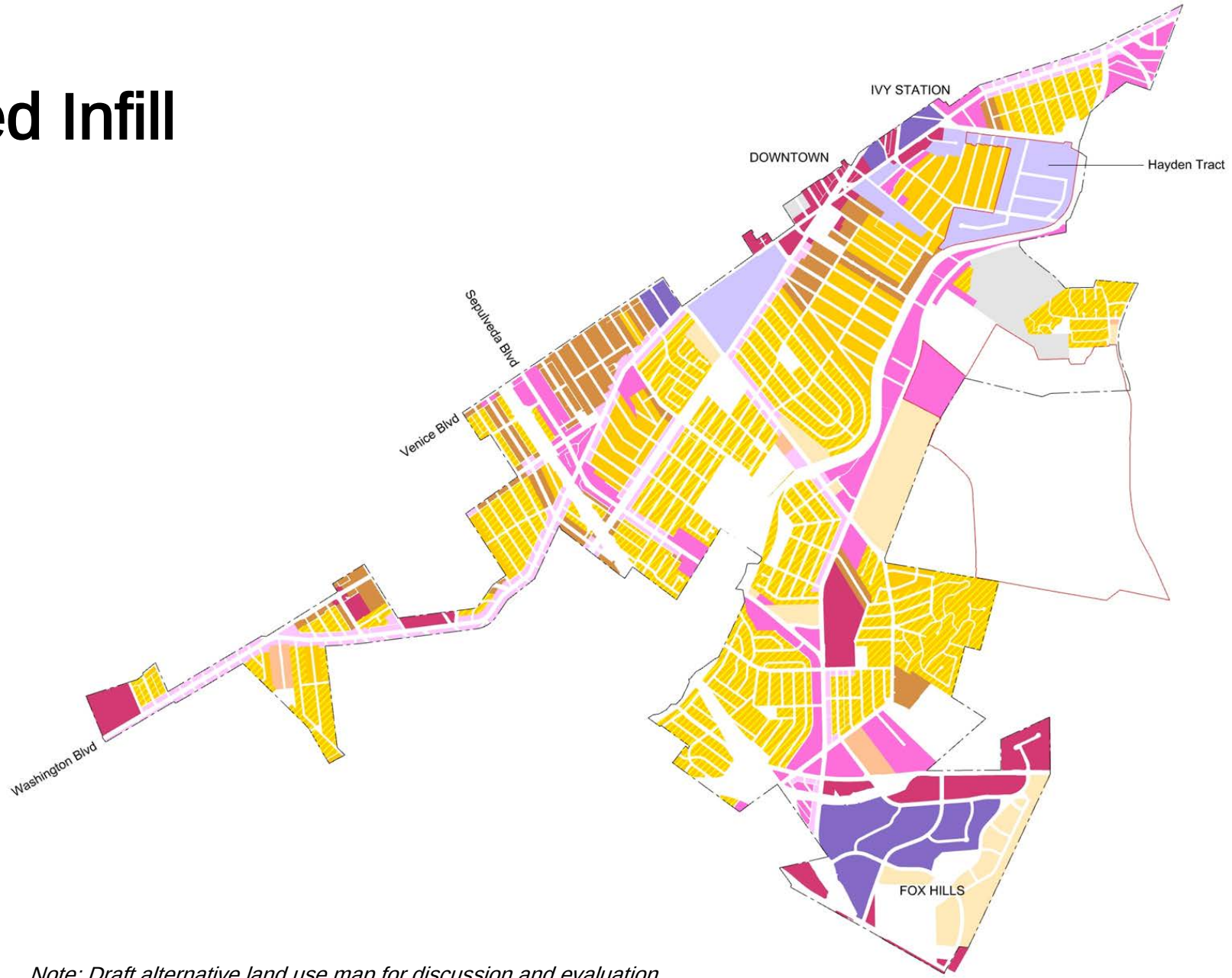


Community Meeting Recap

Alternative 2: Dispersed Infill

Land Use Designations

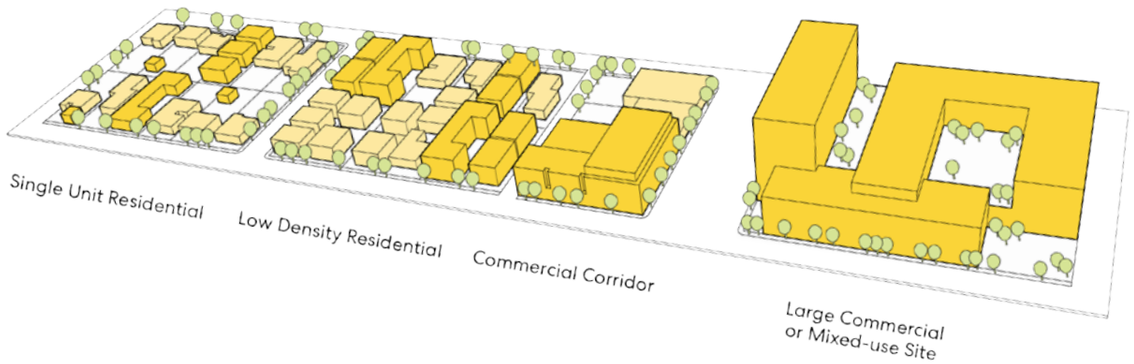
- Incremental Infill 1
- Incremental Infill 1
- Incremental Infill 2
- Neighborhood Multi Family
- Neighborhood/Corridor MU 1
- Neighborhood/Corridor MU 2
- Mixed Use Medium
- Mixed Use High
- Industrial/Studio Mixed Use
- Planned Unit Development



Note: Draft alternative land use map for discussion and evaluation.
Land use map is simplified for clarity.

Community Meeting Recap

Alternative 2: Dispersed Infill



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

Commercial corridors have moderate mixed-use development potential

Opportunity sites accommodate medium to high density

Incremental infill



Incremental densification



Incremental densification



Activation, significant residential growth



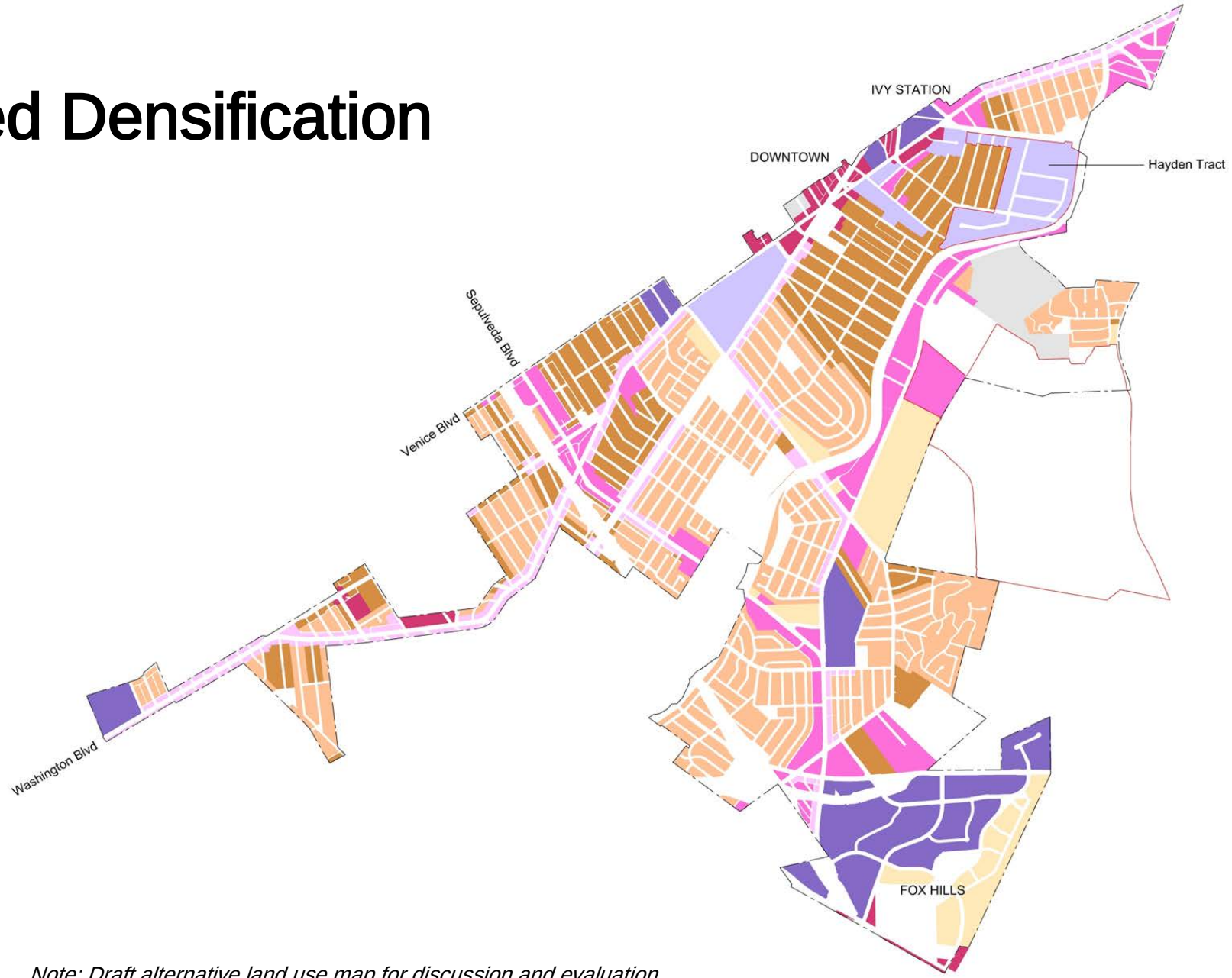
Community Meeting Recap

Alternative 3: Dispersed Densification

Alternative 3 based on GPAC input April 8, 2021

Land Use Designations

- Incremental Infill 2
- Neighborhood Multi Family
- Neighborhood/Corridor MU 1
- Neighborhood/Corridor MU 2
- Mixed Use Medium
- Mixed Use High
- Industrial/Studio Mixed Use
- Planned Unit Development

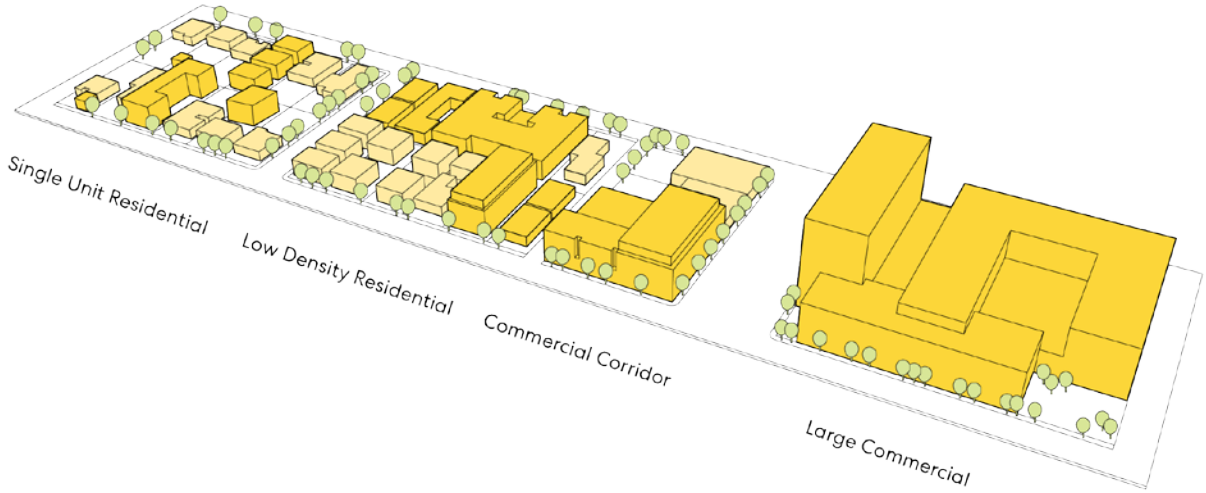


Note: Draft alternative land use map for discussion and evaluation.
Land use map is simplified for clarity.

Community Meeting Recap

Alternative 3: Dispersed Densification

Alternative 3 based on GPAC input April 8, 2021



Distribute growth across the city

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

Commercial corridors increase mixed-use development potential

Opportunity sites accommodate high density

Incremental densification



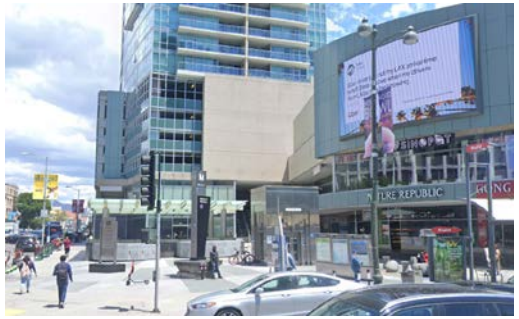
Moderate densification



Incremental densification



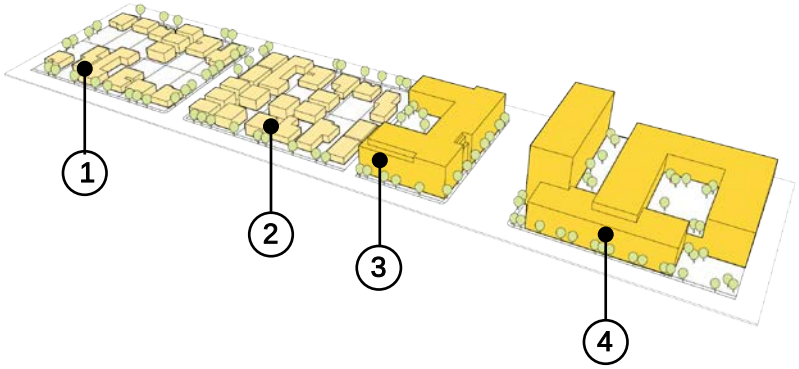
Activation, commercial focus with significant residential infill



Community Meeting Recap

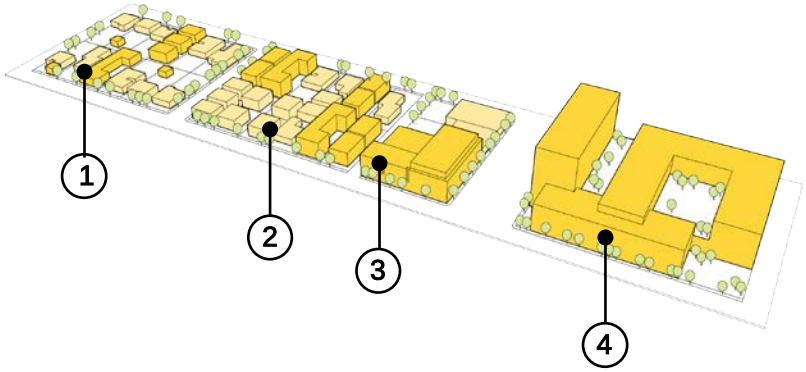
Land Use Alternatives Summary

Alternative 1: Concentrated Growth



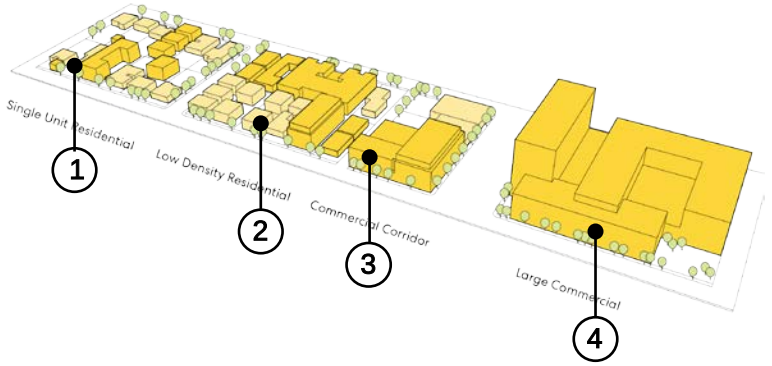
1. Maintain single family
2. Maintain low density
3. Moderate densification
4. Activation, commercial focus with significant residential infill

Alternative 2: Dispersed Infill



1. Incremental infill
2. Incremental densification
3. Incremental densification
4. Activation, significant residential growth

Alternative 3: Dispersed Densification



1. Incremental densification
2. Moderate densification
3. Incremental densification
4. Activation, commercial focus with significant residential infill

Alternative 3 based on GPAC input April 8, 2021

Housing Technical Advisory Committee Meeting 3: Comments on Land Use

- Concentrated growth makes people angry (e.g., Cumulus project) and increases the cost of construction
- Break up large parcels into smaller areas with streets and pathways
- Establish a goal for no surface parking by 2045
- Upzoning R1 may replace existing affordable units in those areas
- Need to look at both small and large sites to meet the RHNA
- Zoning needs to encourage different housing types
- Parcels need 40 to 50 units for affordable units to pencil, ADUs are not the solution for affordability
- Consider 100% affordable housing overlay, public housing, and land banking as strategies to increase housing for lower-income households

General Plan 2045 Culver CITY

Vision for Commercial Corridors

- **Strong support for** evolving corridors. Ideas suggested:
  - Use existing parking lots to accommodate growth
  - More density around transit
  - Increase building height
  - Encourage large corporations moving to Culver City to produce housing
  - Support for mixed use along corridors
  - Some buildings should be housing only.
- **Concerns raised** about evolving corridors:
  - How will densification impact transportation, crowing, and quality of life
  - Improve walkability on corridors

Source: Land Use Alternatives Community Workshops (April 29 and May 5)

Community Voices

"Everyone deserves to have restaurants and places to walk and bike to by clean, safe pathways."

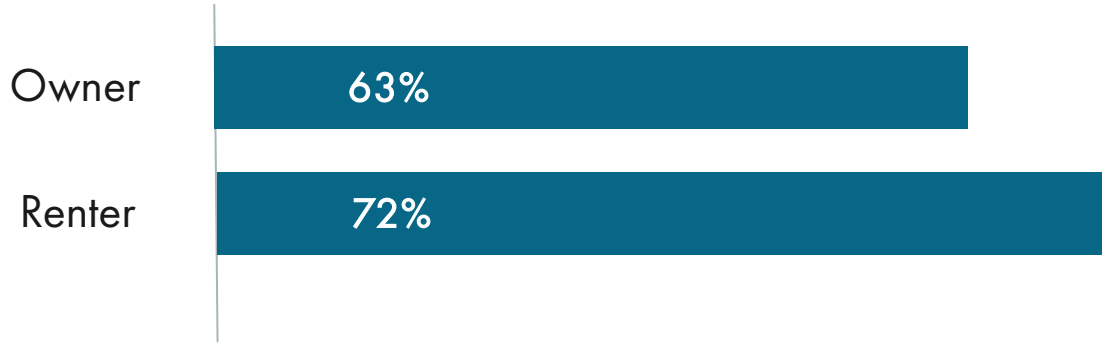
"A good location for the larger developments and mixed use."

"Commercial below and residential above ensures that the corridors don't shut down when the working day ends."

"We should encourage variety but not giant buildings that look like carrier ships."

Strong support for intensifying the city's commercial corridors to support new housing and jobs adjacent to multimodal transportation

% of each group who agree or strongly agree with intensifying the city's commercial corridors:

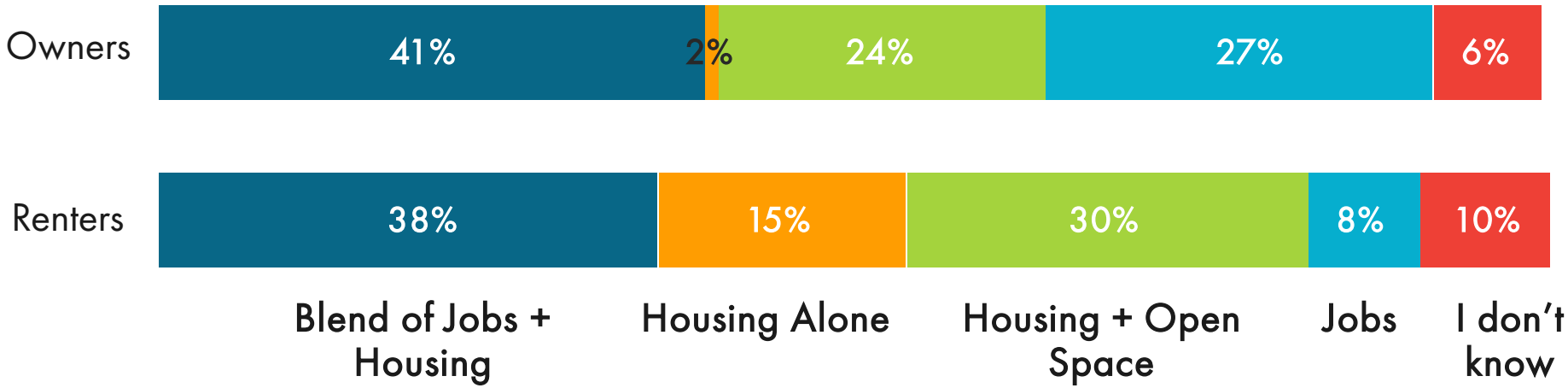


No answer category not shown. Preliminary survey data through 6/9/2021.
Source: Community Survey on Land Use Alternatives

General Plan 2045 Culver CITY

Over 2/3 of owners and renters would prioritize housing with other uses on large sites

% saying priority for large sites in Culver City if they redevelop:



No answer category not shown. Preliminary survey data through 6/9/2021.
Source: Community Survey on Land Use Alternatives

General Plan 2045 Culver CITY

Vision for Industrial Areas

- **General support for** evolving industrial areas. Ideas suggested:
  - Allow live-work in industrial areas
  - Not heavy industrial now, mostly creative uses
  - Phase out heavy industry
  - Build housing in the Hayden Tract
  - Build housing along Ballona Creek

Source: Land Use Alternatives Community Workshops (April 29 and May 5)

Community Voices

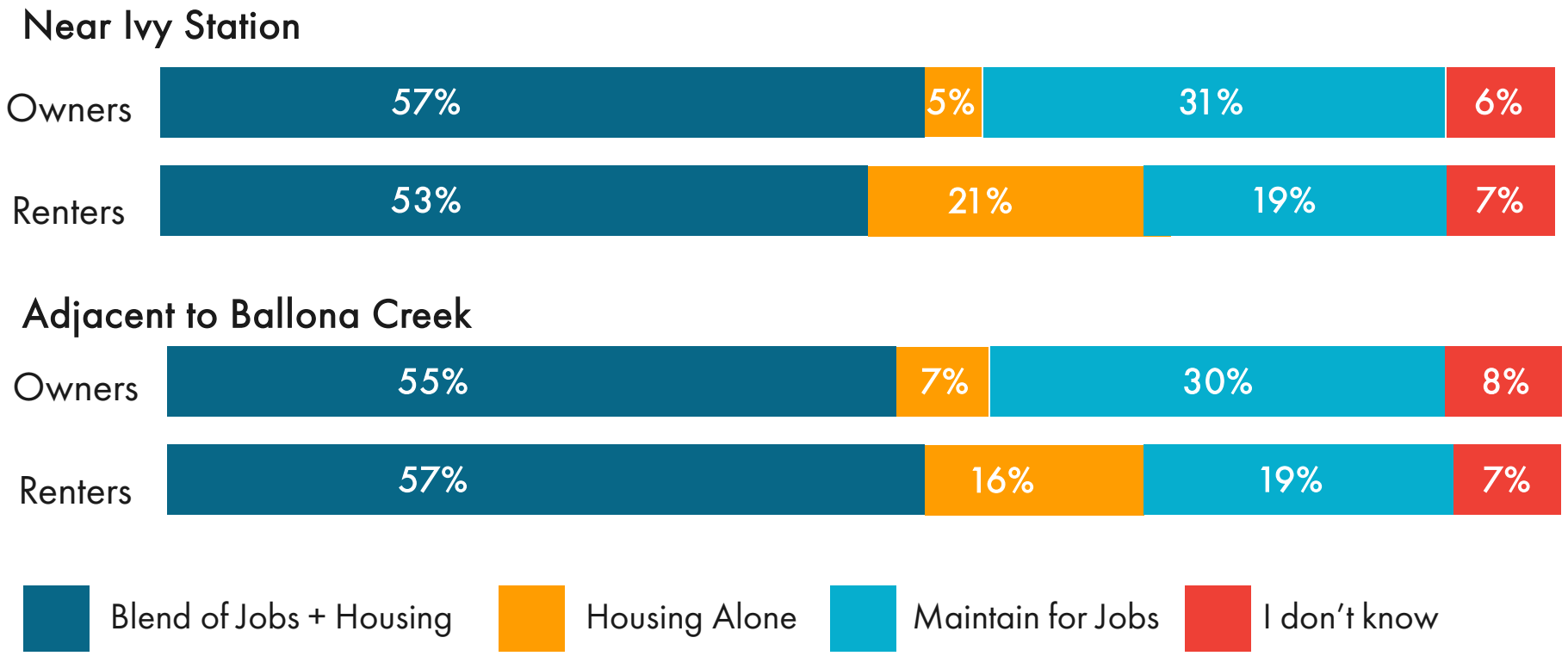
"I also think there is a lot of excessive parking space that could be converted in the industrial area."

"There is no demand for historic industrial use. It about creative adaptation and use to tech/media."

"These provide a great opportunity to add housing."

Over half of respondents would blend housing and jobs in industrial areas, with renters more likely to allow the area to be housing

% saying the City should consider these uses for industrially zoned areas:



No answer category not shown. Preliminary survey data through 6/9/2021.
Source: Community Survey on Land Use Alternatives

General Plan 2045 Culver CITY

Vision for Residential Neighborhoods

- **Support for** increasing density in single-family neighborhoods:
  - Do this while maintaining character
  - Creation of affordable housing for ownership or rental
  - More homes need to build to keep pace with job growth
- **Opposition to** densifying single-family neighborhoods:
  - Don't need to upzone to meet RHNA
  - Big buildings don't fit into scale of neighborhoods
  - Culver City is too crowded
  - Traffic and parking issues
  - Don't want to lose family feel
  - There are many other housing options elsewhere in Culver City

Source: Land Use Alternatives Community Workshops (April 29 and May 5)

Community Voices

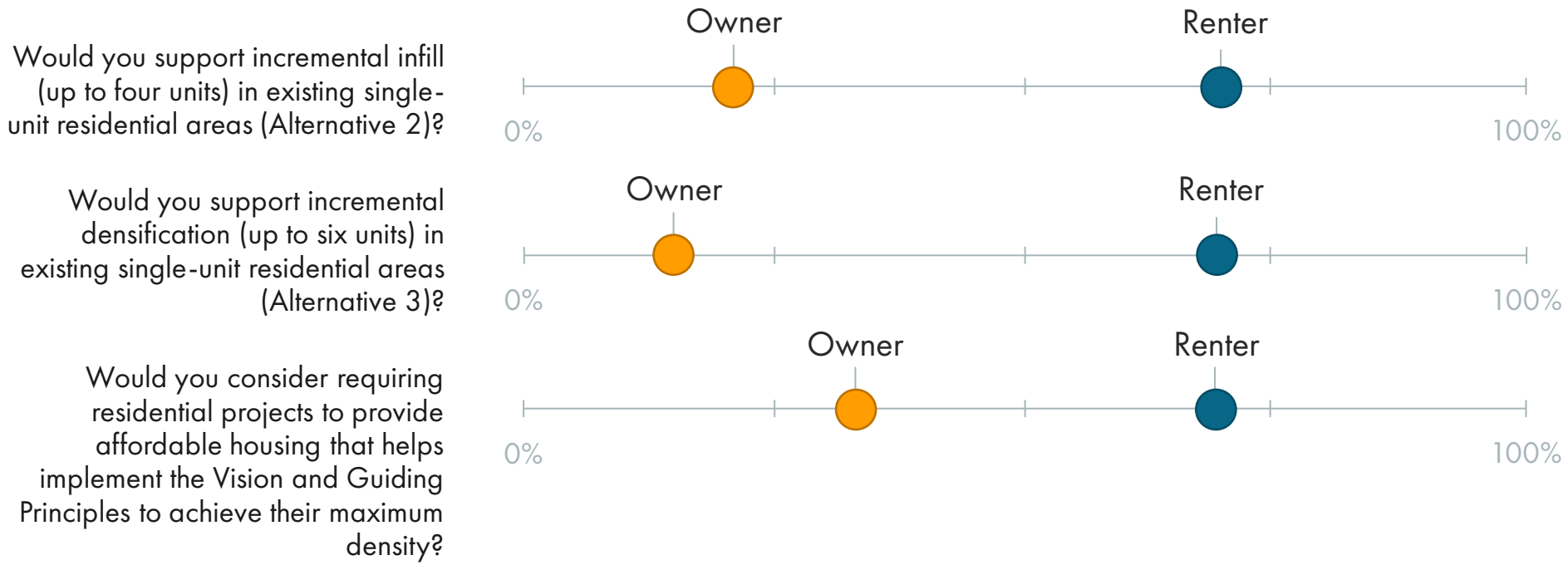
"Diversity in housing types to allow for diversity in income level of residents."

"I'd like to maintain the small-town feel."

"It really depends which neighborhood. Each are distinct with distinct character. Some can be densified others probably not so much.

Views differ significantly between owners and renters on incremental infill

% of each group who agree or strongly agree with the following statements



No answer category not shown. Preliminary survey data through 6/9/2021.
Source: Community Survey on Land Use Alternatives

General Plan 2045 Culver CITY



Preferred Land Use Alternative



Preferred Land Use Alternative

Existing Land Use Map

Residential

- Low Density Single Family
- Low Density Two Family
- Low Density Multi Family
- Medium Density Multi Family
- Planned Unit Residential

Commercial

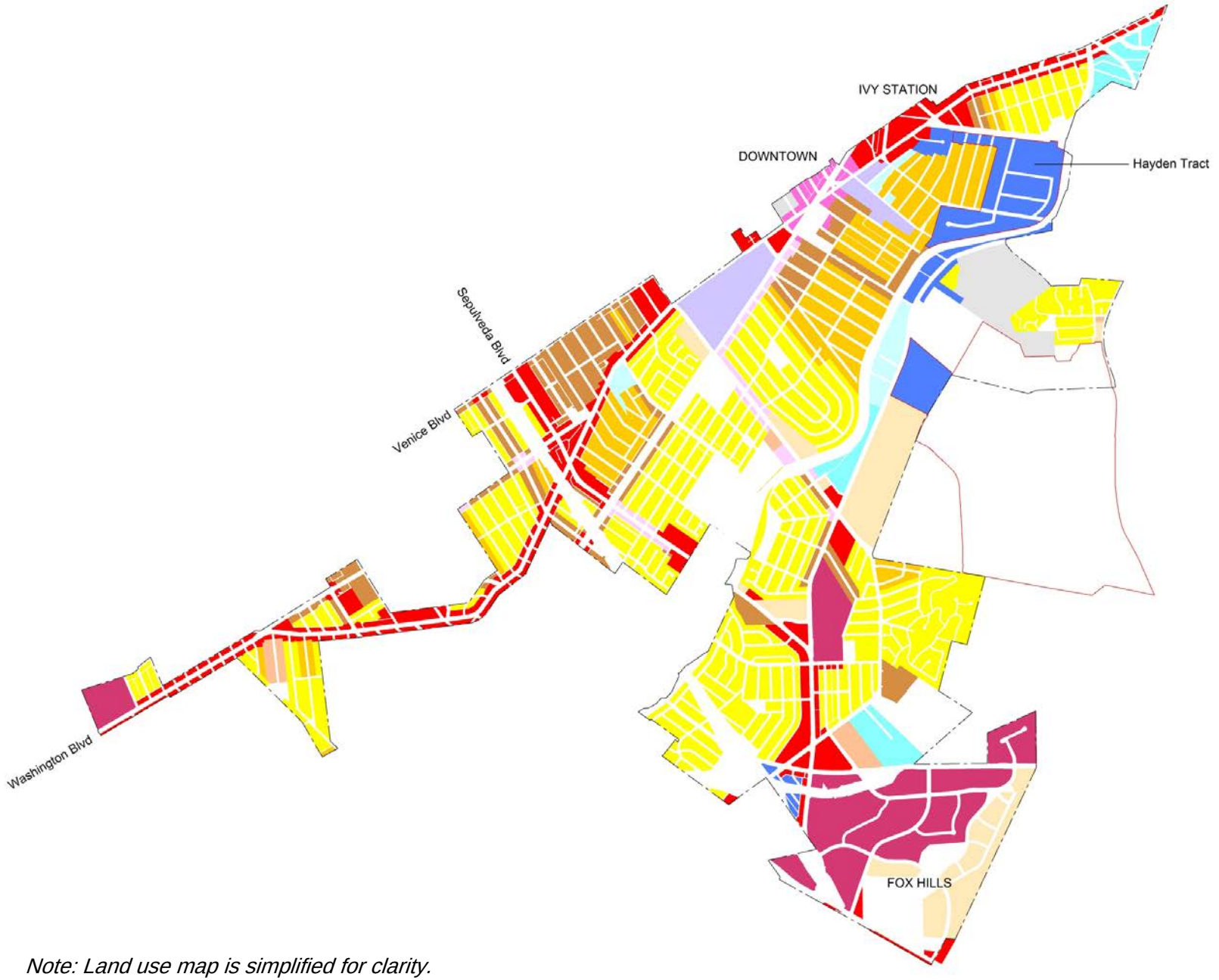
- Neighborhood Serving Corridor
- General Corridor
- Downtown
- Regional Center

Industrial

- Light Industrial
- Industrial Park
- Industrial

Other

- Studio



Note: Land use map is simplified for clarity.

Preferred Land Use Alternative

Key Considerations

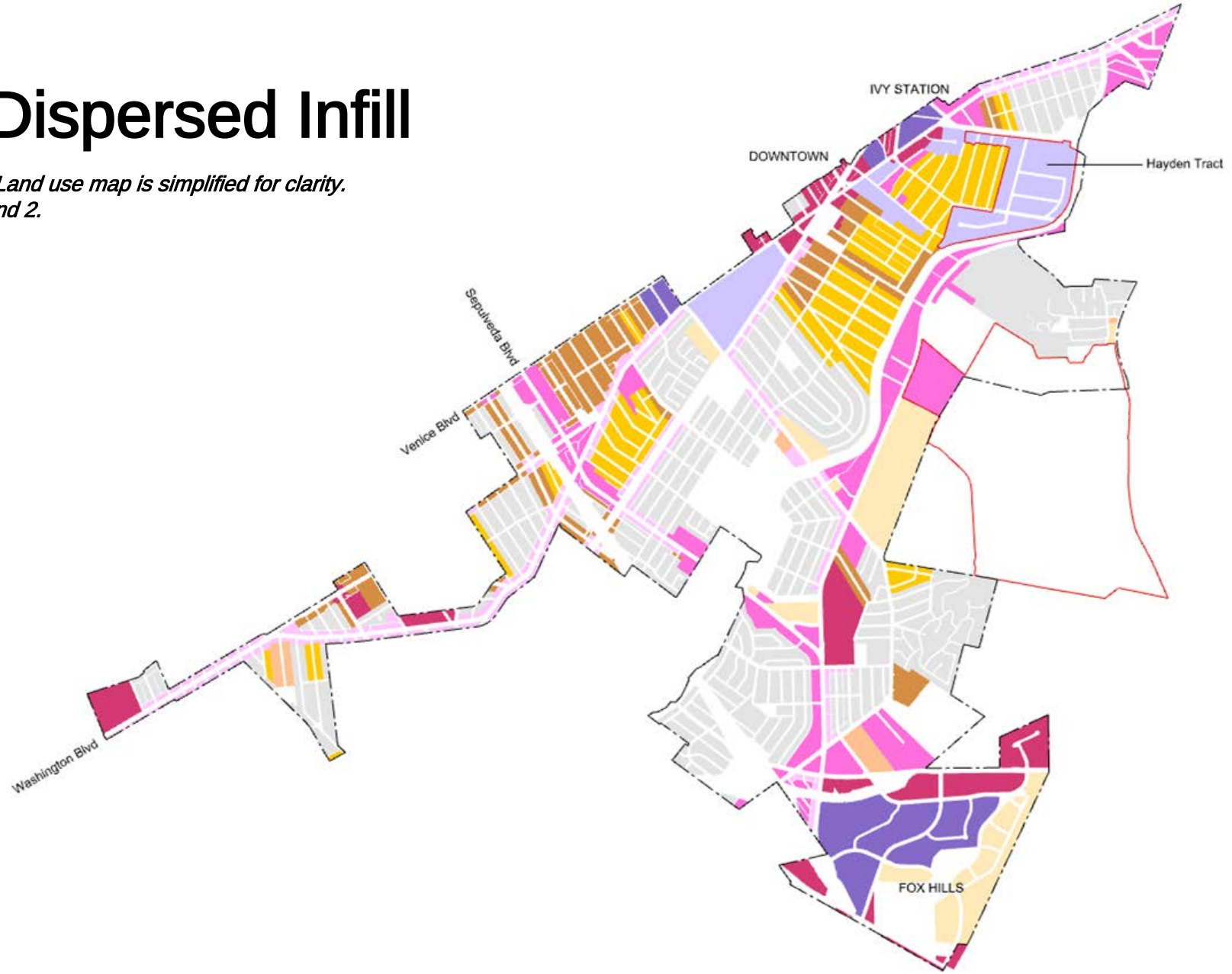
- Prefer incremental growth across the city over large-scale concentrated growth
- Prioritize growth near transit and amenities
- Health is important in determining where to grow
- There are significantly underutilized commercial parcels
- Create opportunities for greenspace in new developments
- Increase density in multifamily neighborhoods with affordable/renter protection overlays
- Conflicting feedback on single-family areas
  - Increase density and ownership opportunities citywide
  - Maintain single-family zoning
  - Concerns about small lots
  - Different approaches to geographic areas

Preferred Alternative: Dispersed Infill

Note: Draft alternative land use map for discussion and evaluation. Land use map is simplified for clarity. Affordability is mandated for both Incremental Infill designations 1 and 2.

Land Use Designations

- See Separate Maps
- Incremental Infill 1
- Incremental Infill 2
- Neighborhood Multi Family
- Neighborhood/Corridor MU 1
- Neighborhood/Corridor MU 2
- Mixed Use Medium
- Mixed Use High
- Industrial/Studio Mixed Use
- Planned Unit Development



Preferred Land Use Alternative

Potential Other Land Use Changes for Low - Density Single - Family

Note: Draft alternative land use map for discussion and evaluation. Land use map is simplified for clarity. Affordability is mandated for both Incremental Infill designations 1 and 2.

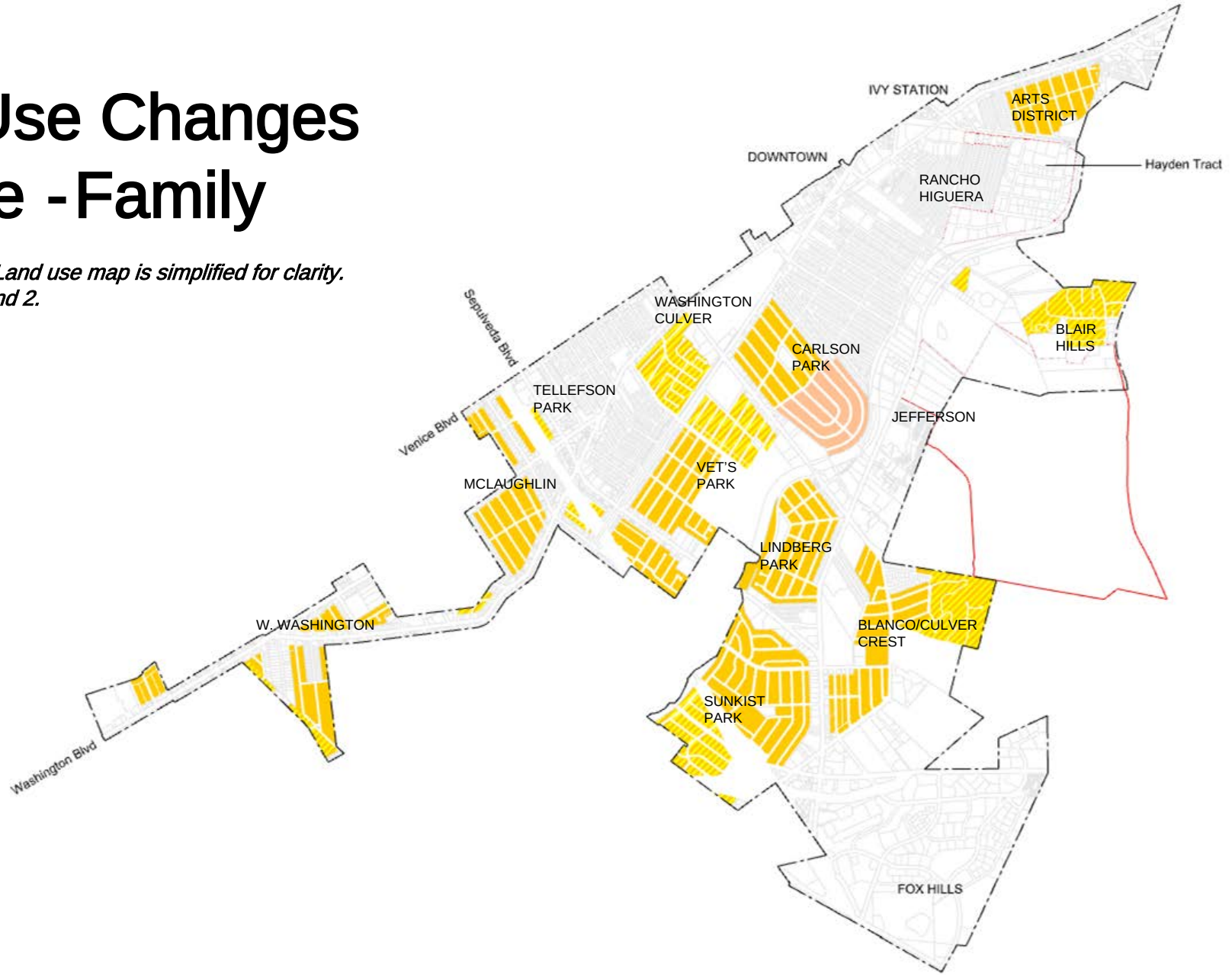
Key

Consideration 1:
1. Maintaining Single-Unit Residential

Consideration 2:
1. Maintaining Single-Unit Residential
2. Incremental Infill 1 (3 to 4 Unites per Lot)

Consideration 3:
1. Maintaining Single-Unit Residential
2. Incremental Infill 1 (3 to 4 Units per Lot)
3. Incremental Infill 2 (6 to 8 Units per Lot)*

**Based on GPAC input April 8, 2021 and additional site analysis*



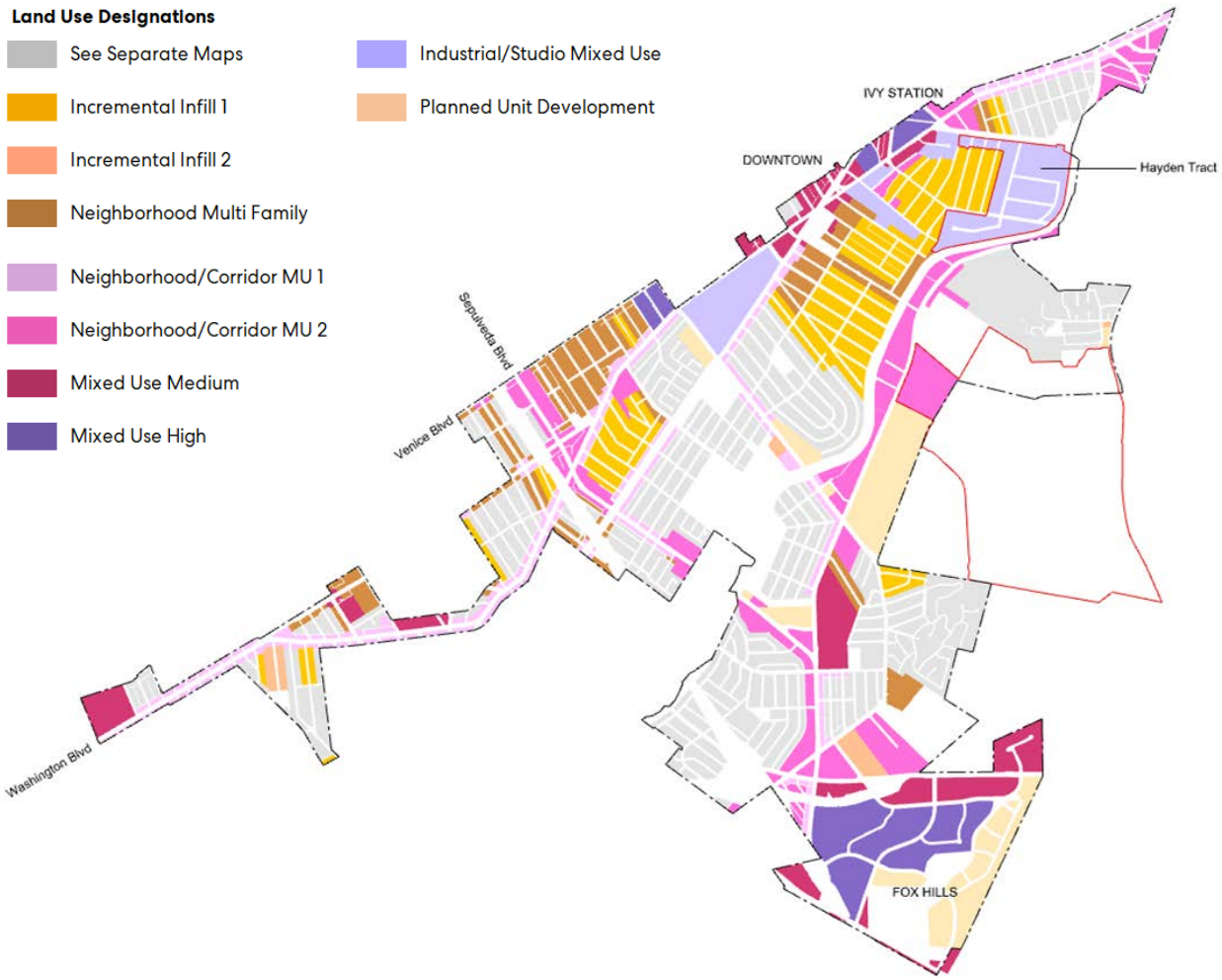


Public Comments



GPAC Discussion

1. Do you have specific comments on the commercial corridors and industrial areas?



2. Do you have specific comments on the land use changes for low-density single-family?

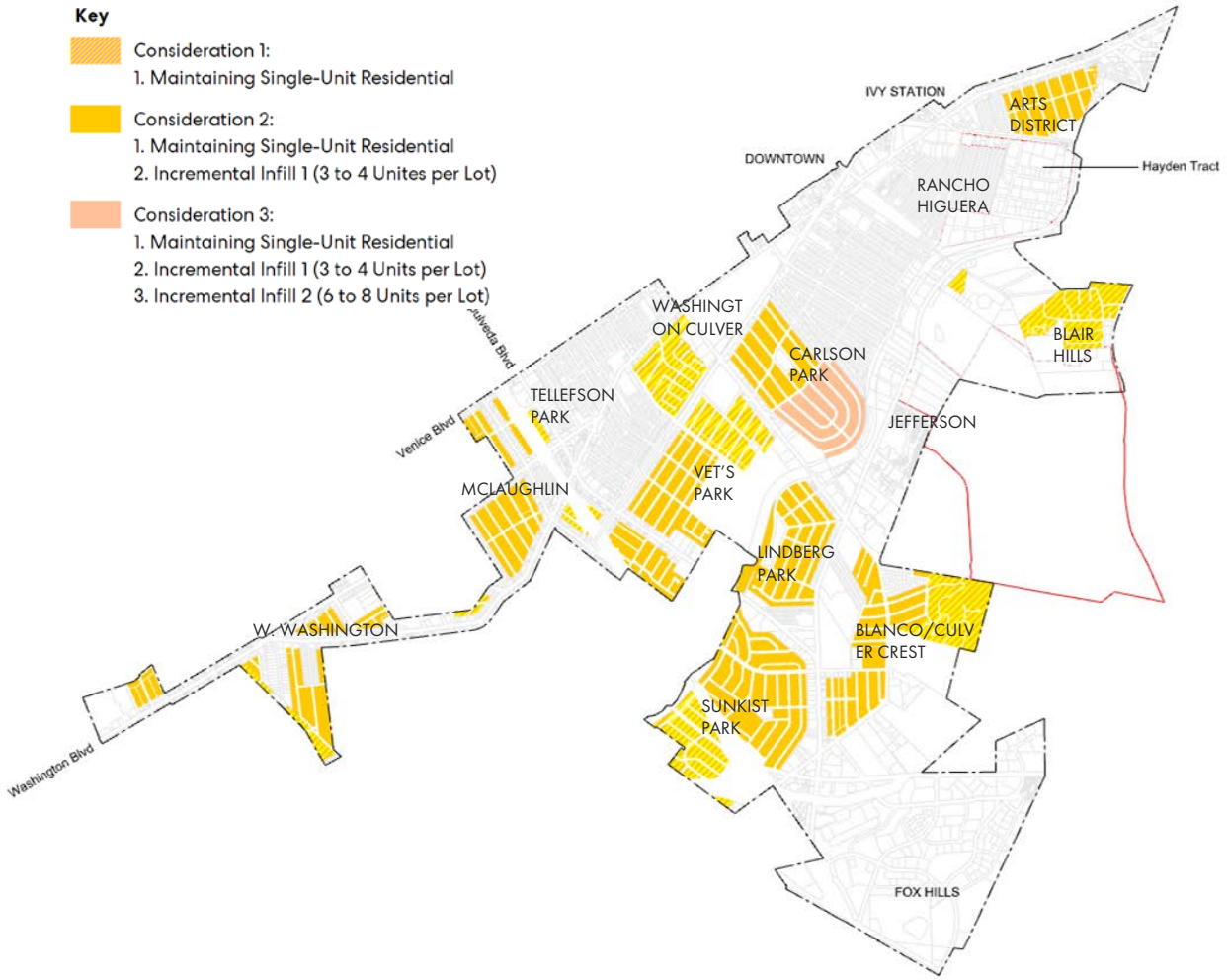
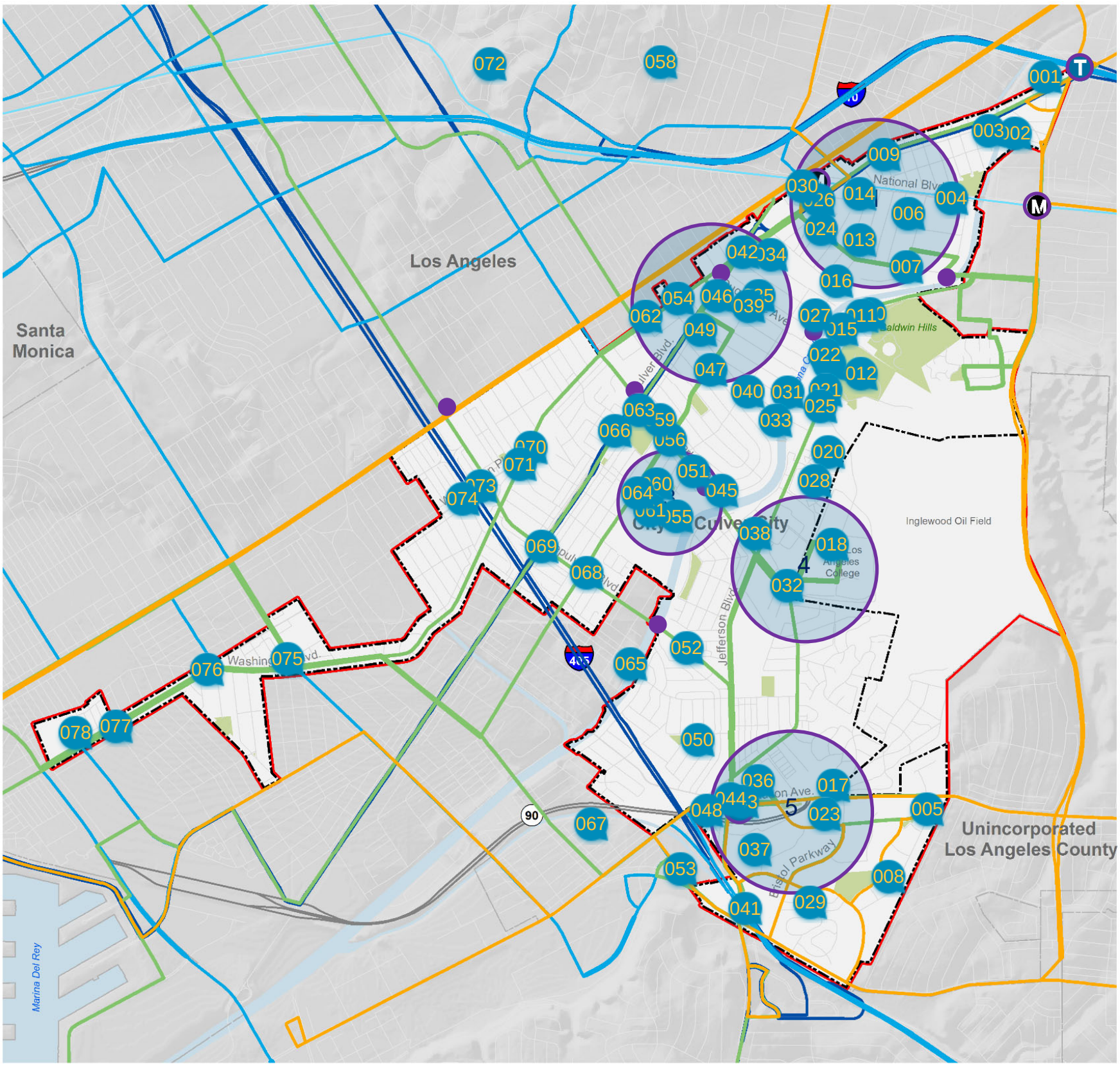


Exhibit 1: Preliminary Multimodal Investment Focus Areas



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

0 0.25 0.5 1 Mile

Jurisdictional Boundaries

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

Transportation Features

- Expo Line
- Metro Station

Other Features

- Water
- Parks and Open Spaces

Transit Routes

- Transit Centers
- Culver CityBus
- LA Metro
- Santa Monica Big Blue Bus
- LADOT DASH and Commuter Express Routes

057

The following influence areas and locations have been identified for potential multimodal investments and are annotated in the PDF for stakeholder input on priorities and other mobility considerations:

Key Influence Areas and Activity Centers

1. Arts District and Hayden Tract redevelopment
2. Downtown Culver City, City Hall, Sony Studios
3. Farragut Elementary, Culver City Middle School, Julian Dixon Public Library
4. West LA College, Jefferson, Studio Village area
5. Fox Hills, Westfield Mall, Corporate Point area

Key Locations and Intersections

- Key Transit Priority Areas:
  - E Line-Culver City and Jefferson/La Cienega Stations
  - Culver City Transit Center
  - Venice at Sepulveda
- Ballona Creek Trail at:
  - Higuera/Obama
  - Duquesne
  - Overland
  - Sepulveda
- Activities of daily living, neighborhood centers, transit facilities, and trip generators
  - City Hall (Culver at Duquesne)
  - Senior Center (Culver at Overland)
  - Costco (Culver/West)

#001

Posted by **Patricia Bijvoet** on **05/28/2021** at **4:51pm** [Comment ID: 3006] - Link
Agree: 1, Disagree: 0
Combine Transit center with shared car facilities (to enter/exit Freeway system)

#002

Posted by **Patricia Bijvoet** on **05/28/2021** at **4:49pm** [Comment ID: 3005] - Link
Agree: 5, Disagree: 0
Aspire to connect West Adams area with Culver City
for (e)bike/pedestrians by an additional Ballona Bridge through Blackwelder.

#003

Posted by **Travis Morgan** on **05/28/2021** at **12:54pm** [Comment ID: 2984] - Link
Type: Missing
Agree: 5, Disagree: 0
Please include the planned extension of the Ballona Creek path into mid-city.

> Reply by **Jennifer Arrow** on **06/01/2021** at **6:38pm** [Comment ID: 3066] - Link
> *Type: Love!*
> *Agree: 0, Disagree: 0*
> Ballona Creek extension would be so powerful! Hope it happens.

#004

Posted by **Stephen Jones** on **06/04/2021** at **5:38pm** [Comment ID: 3099] - Link
Type: Suggestion
Agree: 1, Disagree: 0
This stretch of National is a pedestrian's nightmare (not to mention totally not accessible to people with disabilities). I walk this all the time as one of the many workers in this area that wants to walk to the Platform or the Expo station.

Let's widen the sidewalk and get rid of the street parking (or a lane of traffic, or both?). This area is SO convenient to TWO Expo stations and already has an insane number of parking lots. It shouldn't be so dangerous for pedestrians.

#005

Posted by **Patricia Bijvoet** on **05/28/2021** at **4:44pm** [Comment ID: 3004] - Link
Type: Missing
Agree: 2, Disagree: 0
Unlock Culver City for (e-)bike traffic from Inglewood and Vice-versa. This needs coordination with the neighbors but would help in using other modes of transportation instead of the car.

#006

Posted by **Steven Coker** on **06/04/2021** at **2:48pm** [Comment ID: 3080] - Link
Type: Suggestion
Agree: 1, Disagree: 0
The bike route should be redesigned to (going northwest) turn left onto Washington instead of at Venice/National.

#007

Posted by **Karim Sahli** on **06/08/2021** at **1:26am** [Comment ID: 3124] - Link
Type: Suggestion
Agree: 1, Disagree: 0
The cut through traffic on Higuera street needs to stop permanently. I am hoping for a permanent closure at the end of Higuera. The Hayden Track folks shall not be able to access this street and the Higuera traffic shall not be able to access the Hayden Track.
Automatic retractable bollards would allow emergency vehicles and a possible MICRO TRANSIT vehicle to go trough but stop the cut through traffic once for all.

#008

Posted by **Jennifer Arrow** on **06/01/2021** at **6:06pm** [Comment ID: 3059] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Green Valley Circle and Buckingham need those button-triggered blinky pedestrian crosswalk signals at multiple points so people (kids!) can get to the park and preschools more safely.

#009

Posted by **Karim Sahli** on **06/08/2021** at **1:21am** [Comment ID: 3123] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Washington Blvd deserves protected bike lanes, and traffic calming contingencies at every residential street.
Kids who don't have access to the Metro bike lane should be able to bike or walk safely to the nearby school.
Because of the large median, either the parking or one traffic lane need to go. I'd rather see the boulevard reduced to one

car lane on each side along a "mobility lane" (bus, bikes and emergency vehicles) or two solid protected bike lanes. · · · · Another option would be to fully close HALF of the boulevard to car traffic. The other half would be turned into a two way traffic.
The close half would be made available for mobility lanes and extended sidewalks like we have in downtown.

#010

Posted by **Steven Coker** on **06/04/2021** at **2:36pm** [Comment ID: 3076] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Jefferson below the steps is so packed with parked cars, perhaps parking should be diagonal to the curb instead of parallel to the curb on creek side of Jefferson. Also, is there a secure place to keep bikes at the base of the steps?

#011

Posted by **Karim Sahli** on **06/08/2021** at **12:45am** [Comment ID: 3118] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Convert part of the parking at the bottom of the park as secure parking for bikes.

#012

Posted by **Eric L. Shabsis** on **05/27/2021** at **9:05pm** [Comment ID: 2968] - Link
Agree: 3, Disagree: -6
Downtown. Westbound lane of traffic is critical to getting downtown employees in and out. A lane of traffic needs To be restored.

#013

Posted by **Steven Coker** on **06/04/2021** at **2:43pm** [Comment ID: 3078] - Link
Type: Suggestion
Agree: 1, Disagree: 0
There should be a full time police office at the CC Expo Station. Also bathroom facilities. Make the station more safe and convenient to encourage ridership.

#014

Posted by **Steven Coker** on **06/04/2021** at **2:21pm** [Comment ID: 3074] - Link
Type: Suggestion
Agree: 1, Disagree: 0
If the area surrounding the CC Expo Station is going to become a business center, perhaps buses running from/back to Palmdale/Lancaster or sites in the SF Valley should be provided similar to what Century City has.

#015

Posted by **Stephen Jones** on **06/04/2021** at **5:47pm** [Comment ID: 3102] - Link
Type: Suggestion
Agree: 1, Disagree: 0
Baldwin Hills Scenic Overlook and Culver City Park are such gifts but feel so disconnected. How can we fix this part of Jefferson to connect them better to the city for pedestrians, bikers, and bus riders?

The stretch from Duquesne east to the Baldwin Hills trailhead just feels so punishing on foot. It'd be great to slow the cars there, have a protected bike lane, maybe add more of a running trail or protected walkway than a sidewalk.

I'd also love to have another Ballona Creek bridge for pedestrians and bikers around the Baldwin Hills crosswalk.

#016

Posted by **William** on **06/04/2021** at **12:12pm** [Comment ID: 3070] - Link
Type: Suggestion
Agree: 3, Disagree: -2
Higuera/Ince-Lucerne-Duquesne is a heavy commuter traffic route that will get worse when Amazon opens. Traffic on Ince is too fast. Please install 4-way stop signs at all intersections on Ince to help slow traffic. The Ince-Lucerne and Lucerne-Duquesne intersections are not safe for pedestrians; please install regular green-yellow-red traffic signals to make it safer for pedestrians (don't install flashing lights which are useless).

> Reply by **David Metzler** on **06/04/2021** at **5:07pm** [Comment ID: 3085] - Link
> *Type: Suggestion*
> *Agree: 0, Disagree: 0*
> Stop signs and traffic calming measures (including traffic circles) are important to discourage cut-through traffic
>
> > Reply by **William** on **06/04/2021** at **8:11pm** [Comment ID: 3105] - Link
> > *Type: Suggestion*
> > *Agree: 1, Disagree: 0*
> > Please install stop signs not traffic circles. In my experience with the traffic circles on Higuera (I walk it most days), they do NOT slow down or "calm" traffic but instead cause drivers to swerve into the crossing streets (into an imaginary extension of the sidewalk) thereby endangering pedestrians (I have experienced this as a pedestrian)!

#017

Posted by **Patricia Bijvoet** on **05/28/2021** at **3:48pm** [Comment ID: 3001] - Link
Type: Suggestion
Agree: 3, Disagree: 0
Consider a bike connection between Fox Hills and Overland over the cemetery or the adjacent industrial area.

#018

Posted by **Travis Morgan** on **06/07/2021** at **8:31pm** [Comment ID: 3114] - Link
Type: Suggestion
Agree: 1, Disagree: -1
I'm sure West LA College drives a lot of use for the transit lines here. However, when bus-only lanes are installed on Jefferson, looping up to the college will add quite a bit of travel time for other riders from the Transit Center, etc. It seems that we have two competing ridership markets. Perhaps we could split the service? Might we introduce circulator or microtransit service specifically between the college and La Cienega E-line, plus a more straight-line circulator to serve Jefferson (without the College Loop) between the Transit Center & La Cienega E-line?

#019

Posted by **Karim Sahli** on **06/08/2021** at **1:04am** [Comment ID: 3121] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Duquesne and Jefferson. There a heavy foot traffic at this intersection. Parents and teenagers want to access the Bill Bot Park and the skate park.
Let's implement a "dutch junction" and add significant wide shoulders to reduce the distance to cross.
Here's a movie about the bike friendly "dutch junction" here : https://www.youtube.com/watch?v=FlApbxLz6pA
 This will make this boulevard much safer to its residents. It will make the pedestrians and bikers more visible to the drivers.

#020

Posted by **Travis Morgan** on **05/19/2021** at **1:37pm** [Comment ID: 2841] - Link
Type: Missing
Agree: 4, Disagree: 0
Would love to see more multi-modal bridges across the creek from the Bike Path to the properties on the East side. Would also love a second bike path on the south/east side of the creek.

#021

Posted by **Steven Coker** on **06/04/2021** at **2:59pm** [Comment ID: 3081] - Link
Type: Suggestion
Agree: 2, Disagree: 0
Add mile markers or cross street names along the Ballona Creek bikepath so that if someone needs assistance, they can more accurately provide information as to exactly where they are.

#022

Posted by **Karim Sahli** on **06/08/2021** at **12:48am** [Comment ID: 3119] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Duquesne and Jefferson. The left lane to turn left on Jefferson has been recently implemented. The intent was to ease cut through traffic.
The result is exactly the opposite. More cut through traffic is now coming to our residential streets as soon as Duquesne is full.
Let's remove that left lane and use the space for protected bike lanes.

#023

Posted by **George Hewitt** on **05/20/2021** at **1:17pm** [Comment ID: 2845] - Link
Type: Suggestion
Agree: 2, Disagree: 0
Would love to see bike lanes on the south side of Overland to help connect Fox Hills to the rest of Culver City. There is more than enough room.

#024

Posted by **William** on **06/04/2021** at **8:16pm** [Comment ID: 3106] - Link
Type: Suggestion
Agree: 1, Disagree: 0
Please install 4-way stop signs at all intersections on Higuera to slow down traffic and allow pedestrians to cross. The traffic circles on Higuera do NOT slow down or "calm" traffic in my experience (I walk it most days) but instead cause drivers to swerve into the crossing streets (into an imaginary extension of the sidewalk) thereby endangering pedestrians (I have experienced this as a pedestrian)!

#025

Posted by **Karim Sahli** on **06/08/2021** at **12:58am** [Comment ID: 3120] - Link
Type: Suggestion

Agree: 0, Disagree: 0
Jefferson Blvd.
While Ballona Creek is great to go to the beach or to the West of the city, it is not adequate to access the gated communities and shopping centers along Jefferson.
Jefferson is wide enough to accommodate two protected bike lanes on both sides.

If needed, we could remove some parking spots along the way as both business and residents seem to have plenty of parking within their lots. (I NEVER seen them full, EVER.)
But we could also use those parking stalls as an extra buffer for the bike lanes.

Students from the nearby community college would be able to safely access their campus.

Protected bike lanes on Jefferson would slow cut through traffic, save time for bike users while protecting them.

The bike lanes will also reduce the overall speed on the boulevard as it will appear narrower.

#026

Posted by **Karim Sahli** on **06/08/2021** at **2:40am** [Comment ID: 3132] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Culver Blvd. If you are biking on the northbound side of the boulevard, you can NOT safely access the Metro station that is on your left from the bike lane that is on the right.

#027

Posted by **Karim Sahli** on **05/27/2021** at **9:03pm** [Comment ID: 2966] - Link
Type: Suggestion
Agree: 1, Disagree: -1
Ensure that the Culver Studio traffic will NOT impact the nearby residents by creating a "maze" of one way traffic.

#028

Posted by **Travis Morgan** on **05/19/2021** at **1:41pm** [Comment ID: 2842] - Link
Type: Suggestion
Agree: 7, Disagree: 0
The west side of Jefferson Blvd is an incredible opportunity for mixed-use, transit-oriented redevelopment. If there were grocery stores, community green space, and other amenities on the ground floor and bridges across the creek, this would offer great bike and pedestrian access to groceries and businesses from the single family homes across the creek as well!

#029

Posted by **Travis Morgan** on **06/07/2021** at **8:35pm** [Comment ID: 3116] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Please include microtransit service to the residential portions of Fox Hills. The transit center is a 22 minute walk from my location in Heather Village. Microtransit would allow a realignment of lines 2 and 3 so they don't have to snake through Fox Hills. Could make end-to-end travel times to/from Fox Hills faster, plus make the transit lines far more efficient.

#030

Posted by **Steven Coker** on **06/04/2021** at **3:58pm** [Comment ID: 3084] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Should request that Caltrans install a fence in the middle of Venice Blvd. between National & Robertson so people do not jaywalk to/from the CC Expo station.

#031

Posted by **Jeff Schwartz** on **06/03/2021** at **9:04pm** [Comment ID: 3069] - Link
Agree: 4, Disagree: 0
Open gates at Jackson and other streets and add other access to make the Ballona Creek bike path more convenient and more connected to the neighborhood.

> Reply by **Karim Sahli** on **06/08/2021** at **2:47am** [Comment ID: 3134] - Link
> *Type: Suggestion*
> *Agree: 0, Disagree: 0*
> I support this proposition that has been requested for years.

#032

Posted by **David Metzler** on **06/04/2021** at **5:16pm** [Comment ID: 3089] - Link
Type: Suggestion
Agree: 1, Disagree: -1
Overland Ave needs a protected bike lane from Venice to Sepulveda. Will create safe connections btw Fox Hills, WLA College, Ballona Creek path, Library, CC schools and other bike lanes that cross Overland like Venice blvd.

#033

Posted by **Travis Morgan** on **05/28/2021** at **12:51pm** [Comment ID: 2983] - Link
Type: Missing
Agree: 5, Disagree: 0
Would love to see a 2nd Ballona Creek multi-use path on the opposite side with multiple crossings across the creek. This would encourage thoughtful development along the Jefferson corridor. If mixed use were permitted on the parcels between the creek and Jefferson, then properties could include ground-floor amenities such as grocery, restaurants and retail. These amenities would be accessible on foot and by bike to single family homeowners on the opposite side of the creek as well!

#034

Posted by **Patricia Bijvoet** on **05/28/2021** at **4:33pm** [Comment ID: 3003] - Link
Type: Suggestion
Agree: 2, Disagree: 0
"DTCC between Culver and Baldwin Hills" I would love to see the "key influence area" 1 & 2 to be enlarged and combined and to be connected with a future 3-rd key influence area (in combination with the land use map) between Duquesne and Higuera to Jefferson. That would need an additional bridge over the Ballona creek and an additional pedestrian/bike along the south-side of the Ballona creek. Jefferson and Culver Blv both could loose cut-through traffic, with Culver Blv becoming part of City plaza and Jefferson becoming a complete street.

#035

Posted by **Karim Sahli** on **06/08/2021** at **12:39am** [Comment ID: 3117] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Duquesne: Implement protected bike lanes on both directions

#036

Posted by **Travis Morgan** on **06/07/2021** at **8:26pm** [Comment ID: 3112] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Could we move the transit center under the SR-90 overpass and create a true Transit Center with shops, amenities, etc. Then, Westfield would have a contiguous parcel of land along Slauson for further transit-oriented development. Win-win!

#037

Posted by **Jennifer Arrow** on **06/01/2021** at **6:18pm** [Comment ID: 3063] - Link
Type: Suggestion
Agree: 2, Disagree: 0
Jefferson and Slauson needs to have a crosswalk on all four sides not just three. It’s so frustrating to not be able to walk directly down the west side of Slauson from Sunkist Park to the mall. There are also a couple of “missing” crosswalks around Playa or Hannum and Slauson. I want to walk my kids to the mall but it’s kinda scary.

#038

Posted by **Kevin Klowden** on **06/04/2021** at **1:47pm** [Comment ID: 3073] - Link
Agree: 0, Disagree: 0
There needs to be better coordination between the stops on Sepulveda and Jefferson, and better access by bus to the Metro stations.

#039

Posted by **Kathy Johnson** on **06/04/2021** at **7:20pm** [Comment ID: 3104] - Link
Type: Suggestion
Agree: 1, Disagree: 0
Please choose option 3. I work at Culver Hotel and we must have accessibility East and West. Option 3 provides a little something for everyone and retains outdoor dining, a bike lane and one westbound lane. It is vital to our re-opening. If guests can not get to theater or hotel easily then they will go somewhere else. Thank you

#040

Posted by **Karim Sahli** on **06/08/2021** at **2:31am** [Comment ID: 3130] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Let's improve the Jackson Gate by incorporating the strip of land that is right next to it. That land belongs to the city. I would also recommend improving the lighting to make safer at night.
This pathway is often use by kids to go to school while avoiding Braddock.

#041

Posted by **Jennifer Arrow** on **06/01/2021** at **6:28pm** [Comment ID: 3065] - Link
Type: Suggestion
Agree: 1, Disagree: 0
The stretch of westbound Centinela after the bike land ends (around Bristol Parkway) over to where it hits Inglewood is...not great.

It feels extremely dangerous for pedestrians or cyclists but it connects with a lot of transit (Mesmer stops, SM 14 at Playa Vista, Culver 2 on Inglewood). It would be great if that could be reworked to protect humans who are not wearing cars and trucks around them for self-defense.

#042

Posted by **David Metzler** on **06/04/2021** at **5:18pm** [Comment ID: 3091] - Link
Type: Suggestion
Agree: 1, Disagree: -1
Bike valet and secure storage downtown needed

#043

Posted by **Karim Sahli** on **06/08/2021** at **1:11am** [Comment ID: 3122] - Link
Type: Suggestion
Agree: 1, Disagree: 0
It would be great to add a dozen or more secure bike parking cage there. If you can leave your bike for the day (or the night) one can use her/his own bike to complete the "last mile".

#044

Posted by **Travis Morgan** on **05/28/2021** at **12:57pm** [Comment ID: 2985] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Can we create a TOD with an expanded/enhanced transit center as the hub?

#045

Posted by **Jennifer Arrow** on **06/01/2021** at **6:11pm** [Comment ID: 3061] - Link
Type: Suggestion
Agree: 5, Disagree: 0
Please install one of those button-activated pedestrian embedded in the street and overhead blinky light things near library and bike path on Overland. It’s so dangerous especially in the early evenings in winter.

> Reply by **Michelle Katz** on **06/04/2021** at **5:11pm** [Comment ID: 3086] - Link
> *Type: Love!*
> *Agree: 0, Disagree: 0*
> Please! it would help slow down traffic in this area as well for bikers, seniors and students!!

#046

Posted by **Paul Cooley** on **06/04/2021** at **1:34pm** [Comment ID: 3072] - Link
Type: Suggestion
Agree: 2, Disagree: -1
We live on Van Buren and have supported closure of Culver Blvd westbound as a temporary measure to help restaurants but are opposed to continuation of that. Please make at least one lane of traffic open on Westbound Culver from Trader Joe to Duquesne.

#047

Posted by **Karim Sahli** on **06/08/2021** at **2:35am** [Comment ID: 3131] - Link
Type: Suggestion
Agree: 0, Disagree: 0
I'll be bold with this suggestion. And I am ready for the push back.
Braddock is a key access to the school complex. We want that access to be fast, safe and easy for kids. My recommendation would be to remove ALL PARKING on Braddock and replace it with protected bike lanes.
[While I don't live on Braddock, I would not mind replacing parking with protected bike lanes on my own street (Lafayette).]

#048

Posted by **Patricia Bijvoet** on **05/28/2021** at **4:52pm** [Comment ID: 3007] - Link
Agree: 0, Disagree: 0
Combine Transit center with shared care facilities to enter/exit the Freeway system.

#049

Posted by **Karim Sahli** on **06/08/2021** at **2:45am** [Comment ID: 3133] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Despite being next to a popular spot (the Jackson Market) and being heavily crossed by the nearby resident, the intersection at Jackson Ave and Revere Place is design for cars, not pedestrian. Curbs extension would be a must.

#050

Posted by **Michelle D Weiner** on **05/14/2021** at **12:27pm** [Comment ID: 2799] - Link
Type: Suggestion

Agree: 7, Disagree: -1
Sepulveda needs mobility lanes. Route 6 is a major N/S thoroughfare. Protected bike lanes are a must. I was recently struck off my bike from a driver opening a car door. Please make this a focus area!!!

#051

Posted by **Richard Feifer** on **06/07/2021** at **12:52pm** [Comment ID: 3111] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Overland is horrible for cyclists, but is a main north/south artery through Culver City. Can anything be done?

#052

Posted by **Karim Sahli** on **06/08/2021** at **1:35am** [Comment ID: 3126] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Sepulveda Boulevard is wide enough to accommodate mobility lanes and/or protected bike lanes.
Let's also implement a "dutch junction" at each major intersection. (See what a dutch junction is here: https://www.youtube.com/watch?v=FlApbxLz6pA) and let's reduce the distance to cross for all pedestrians.

#053

Posted by **Jennifer Arrow** on **06/01/2021** at **6:02pm** [Comment ID: 3057] - Link
Type: Suggestion
Agree: 2, Disagree: 0
Would be great if Mesmer and Slauson underpasses could be no parking and/or reconfigured to have lighting and protected lane for cyclists. Mesmer is wonderful as a slow street. Ideally it becomes an official LADOT BIKE LANE between Ballona Creek and Major Street (access to Playa Vista bikeways)

#054

Posted by **David Metzler** on **06/04/2021** at **5:24pm** [Comment ID: 3093] - Link
Type: Suggestion
Agree: 2, Disagree: -1
Washington blvd: Protected bike lane & dedicated high-speed transit lane the entire length from eastern to western Culver City borders

#055

Posted by **CC** on **06/03/2021** at **9:00pm** [Comment ID: 3068] - Link
Type: Suggestion
Agree: 1, Disagree: 0
The Culver / Overland intersection needs help. If you are a pedestrian walking south on the west side of Overland, cars that are turning right onto Culver do NOT pay attention, especially dangerous since seniors use the crosswalk a lot as the senior center, palm court and studio royale are there. Not sure the solution but it's a mess. Also has a lot of traffic accidents.

#056

Posted by **Karim Sahli** on **06/08/2021** at **2:49am** [Comment ID: 3135] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Braddock and Overland. Let's implement a "dutch junction" here. (See video here : https://www.youtube.com/watch?v=FlApbxLz6pA)

#057

Posted by **Bitania Beniam** on **05/14/2021** at **12:32am** [Comment ID: 2797] - Link
Type: Suggestion
Agree: 1, Disagree: 0
3. There is not a direct public transportation line that links students from the culver blue line to the school.

Only Lines available in Culver at CCHS is 5,3, and the 733 on Overland and Venice (quite far) ? I believe. Please add a line that would benefit students from there. And make student tap cards more accessible to students

#058

Posted by **Patricia Bijvoet** on **05/28/2021** at **4:09pm** [Comment ID: 3002] - Link
Agree: 1, Disagree: 0
I support the measures as presented in the Mobility scenario's and won't repeat those.

#059

Posted by **David Metzler** on **06/04/2021** at **5:13pm** [Comment ID: 3087] - Link
Type: Missing
Agree: 2, Disagree: -1
Overland Ave needs a protected bike lane from Venice to Sepulveda. Will create safe connections btw Fox Hills, WLA College, Ballona Creek path, Library, CC schools and other bike lanes that cross Overland like Venice blvd.

Reply by **Karim Sahli** on **06/08/2021** at **2:50am** [Comment ID: 3136] - Link
Type: Love!
Agree: 0, Disagree: 0
The newly painted bike lanes have been met without resistance. It's time to upgrade them to protected bike lanes.

#060

Posted by **David Metzler** on **06/04/2021** at **5:27pm** [Comment ID: 3095] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Traffic calming on Elenda and Franklin to discourage cut-through traffic and improve school access.

#061

Posted by **David Metzler** on **06/04/2021** at **5:29pm** [Comment ID: 3097] - Link
Type: Suggestion
Agree: 2, Disagree: -1
Extend protected bike lane on Elenda south of Culver Blvd. Will connect schools, Ballona Creek & Culver Blvd. protected bike lanes.

#062

Posted by **Steven Coker** on **06/04/2021** at **3:27pm** [Comment ID: 3083] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Operate the public parking structures nearest the So. Cal. Hospital Emergency Room 24/7 so people needing emergency services in the middle of the night have a place to park without having to estimate and pay in advance or risk being towed.

#063

Posted by **Karim Sahli** on **06/08/2021** at **2:53am** [Comment ID: 3137] - Link
Type: Suggestion
Agree: 0, Disagree: 0
There is no bike rack right in front the entrance of the veteran center despite plenty of space behind the bus stop. Bikers have to either bring them inside or attach them to a handrail. It's a low hanging fruit, very easy to fix.

#064

Posted by **Richard Feifer** on **06/07/2021** at **12:51pm** [Comment ID: 3109] - Link
Type: Suggestion
Agree: 1, Disagree: -1
Extend the protected bike lanes on Venice so that I can ride out to the beach with my family from Culver City. Right now, this bike ride is very dangerous and cannot be done with small children.

#065

Posted by **Ben Williams** on **06/07/2021** at **11:48am** [Comment ID: 3108] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Please have bike path gate opened at Beloit, so bike path can be accessed by kids without a dangerous Sawtelle crossing.

#066

Posted by **Karim Sahli** on **06/08/2021** at **2:57am** [Comment ID: 3138] - Link
Type: Suggestion
Agree: 0, Disagree: 0
There is a small pathway on Astaire Street to allow residents to quickly access the nearby park. There is however NO CROSSROAD on at Coombs and Culver Blvd. This makes crossing this heavily used boulevard very dangerous. Please a "dutch junction" right there for bike and pedestrian to safe cross the road. I also believe this crosswalk will slow the fast and dangerous cut through traffic. (See video about the "dutch junction" here: https://www.youtube.com/watch?v=FlApbxLz6pA)

Thank you.

#067

Posted by **Travis R Morgan** on **05/27/2021** at **9:04pm** [Comment ID: 2967] - Link
Type: Missing
Agree: 2, Disagree: 0
A Ballona Creek crossing at Slauson would connect Sunkist Park to the Schools. Plus, it would create more multi-modal access to the Culver City Transit Center from Ballona Creek.

#068

Posted by **Ben Williams** on **06/07/2021** at **11:47am** [Comment ID: 3107] - Link
Type: Suggestion

Agree: 0, Disagree: -1
Protected bike lanes on Sepulveda between Jeff and Venice are needed badly. This is a very risky stretch to ride on. This part of Culver City has much less walkable/bikable infrastructure

#069

Posted by **Karim Sahli** on **06/08/2021** at **3:05am** [Comment ID: 3140] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Sepulveda and Washington Blvd. Yet another major intersection that has incredibly long and perilous crossroads.
"Dutch Junction" and curb extensions would improve the connection between residents living on West Washington Blvd and the nearby strip mall and schools. (see video about the dutch junction here : https://www.youtube.com/watch?v=FlApbxLz6pA)

#070

Posted by **Stephen Jones** on **06/04/2021** at **5:40pm** [Comment ID: 3100] - Link
Type: Suggestion
Agree: 1, Disagree: -1
We have so few bus lines but they're such important connectors that we should really just have a bus lane end-to-end for every bus line!

Imagine an end-to-end bus lane on Washington Blvd. In rush hour it would be the fastest way to get from one end of the city to another! Who would even think of driving in such a situation?

> Reply by **Karim Sahli** on **06/08/2021** at **1:32am** [Comment ID: 3125] - Link
> *Type: Suggestion*
> *Agree: 0, Disagree: 0*
> I second this idea. Enough cut through traffic. Bring on the mobility lane (bus, bike and emergency vehicle) along the whole boulevard.
> Cars are going too fast and make biking a deadly option (several bikers were killed).
> Reducing the number of car lanes will reduce traffic, promote alternative options and make the boulevard safer for everyone.

#071

Posted by **Karim Sahli** on **06/08/2021** at **3:02am** [Comment ID: 3139] - Link
Type: Suggestion
Agree: 0, Disagree: 0
The Washington Pl and Washington Blvd intersection is fine for cars but a complete mess for pedestrians. As this neighborhood is getting more and more popular, it seems we could try to implement a roundabout to improve pedestrian access and reduce cut through traffic.

#072

Posted by **Stephen Clinton Jones** on **06/04/2021** at **6:15pm** [Comment ID: 3103] - Link
Type: Love!
Agree: 0, Disagree: 0
General comment: the aspirational alternative is fantastic. This is the Culver City of my dreams as a pedestrian and bus rider!!

#073

Posted by **Karim Sahli** on **06/08/2021** at **1:46am** [Comment ID: 3128] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Washington Place is SO large we should be able to implement protected bike lanes without any issue. Some of that car space can also be turned into parks (yes, there is that much space) and sidewalks shall be extended.

#074

Posted by **Karim Sahli** on **06/08/2021** at **1:50am** [Comment ID: 3129] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Not really strictly mobility related but why should we have two Washington in a 5sq miles town? Washington Place is connected to Washington Bld on both ends.
This is confusing and unnecessary. - - - - I suggest renaming Washington Place to Louis Armstrong Place as the famous player lived and owned a home in Culver City proper. The house is still standing and has a plaque.

#075

Posted by **Patricia Bijvoet** on **05/28/2021** at **5:09pm** [Comment ID: 3008] - Link
Type: Question
Agree: 1, Disagree: 0
Does the west-side need more mobility hubs? I am not sure why costco would be one (I might be very wrong on this: if you might leave your car there and hop on another mode of transportation for visiting Venice or Washington blvd?), but the venues and shops along Washington make a mobility hub centered near Centinella probably more centrally positioned.

#076

Posted by **Karim Sahli** on **06/08/2021** at **3:14am** [Comment ID: 3141] - Link
Type: Suggestion
Agree: 0, Disagree: 0
W Washington Place and Washington Blvd is another major intersection created solely for cars and without consideration for pedestrian and bikes. It needs to be simplified. The whole intersection needs an overall redo. Let's use this opportunity to create a "pinch" to slow down the traffic and reduce the cut through traffic.
Both streets are incredibly wide and should accommodate protected bikes. Residents from West Culver City deserves to a safe alternative option to go to East Culver City. And resident from East Culver City and Downtown Culver shall not be obligated to use their car to go safely to Costco.

#077

Posted by **Karim Sahli** on **06/08/2021** at **3:17am** [Comment ID: 3142] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Glencoe Ave and W Washington Blvd. Protected bike lanes and dutch junction would be a welcome accommodation. (See dutch junction video here: https://www.youtube.com/watch?v=FlApbxLz6pA)

#078

Posted by **Karim Sahli** on **06/08/2021** at **1:42am** [Comment ID: 3127] - Link
Type: Suggestion
Agree: 0, Disagree: 0
Costco, Home Depot, Sprouts, Target… none of the big box retailers have sufficient and secure amenities for bikes. Bike racks are too few and are often hidden, making your beloved bike at the mercy of thieves. I suggest a policy that would mandate large retailers to implement bike racks right next along handicap parking stalls FACING the entrance of the retail.



General Plan 2045 Culver CITY

MOBILITY ALTERNATIVES COMMUNITY WORKSHOP

Summary Report

Workshop date and time: May 27, 2021 from 4 PM to 6 PM

Held virtually over Zoom

Summary Report

Introduction

On May 27, 2021, the City of Culver City hosted the Mobility Alternatives Community Workshop. The workshop was held from 4 PM to 6 PM and was held digitally over Zoom, with Spanish interpretation available. The purpose of the workshop was the following:

- Provide an overview of the General Plan Update (GPU);
- Introduce background information about mobility and transportation in Culver City; and
- Introduce and get feedback on potential mobility network alternatives.

About 60 stakeholders, including General Plan Advisory Committee and other members of the community, registered for the workshop and about half of those stakeholders participated in the workshop. Participants could share feedback during and after the workshop through the following methods:

- Throughout the workshop, community members were encouraged to respond to polling questions using Mentimeter, a voting platform that presents results live during a meeting.
- Throughout the workshop, participants were encouraged to ask questions and share comments in the Zoom chat.
- Towards the end of the workshop, participants broke out into smaller discussion groups with a facilitator and documented input through an online whiteboarding platform called Padlet Padlet.

This report provides a summary of the workshop. Mentimeter polling results are in Appendix A, Breakout Group, comments are in Appendix B, and Zoom chat comments are in Appendix C. Workshop slides and other materials are available at https://www.pictureculvercity.com/alternatives. **Reviewing the slides along with this summary may be helpful for illustrative purposes.*

Workshop Summary

Workshop Overview and Demographics

City staff welcomed participants and introduced the workshop. Ashley Hefner Hoang (Advance Planning Manager) provided an overview of the workshop's agenda and introduced community members to the Mentimeter platform. Throughout the workshop, the consultant team asked the community a series of optional polling questions using Mentimeter.

Polling Results

Workshop participants were asked to provide demographic information. Key takeaways from Mentimeter participants are summarized in the bullets below.

- 59% of participants were age 50 or older, with 14% of participants under the age of 30.
- 71% of participants identified as white compared to 45% of Culver City's population *(source: US Census ACS 2013-2017).*
- 72% of participants indicated they live in Culver City, with 64% owning a home in Culver City.
- Almost half of participants indicated they have lived in Culver City for over 20 years.

- There were no participants indicating they live in the Blair Hills, Clarkdale (Tellefson Park), Culver/West (W. Washington), Jefferson (Raintree/Lakeside Village/Tara Hills), McLaughlin (W. Washington), Sunkist Park, and Washington Culver (Studio Estates) neighborhoods.

Community Vision, Core Values, and Guiding Principles

Eric Yurkovich (Raimi + Associates, the GPU's lead consultant) provided a summary of the GPU process to date, including:

- The purpose of the General Plan, its requirements, and the topics covered;
- The GPU process and engagement activities to date, including pop-up meetings, General Plan Advisory Committee (GPAC) meetings, stakeholder interviews, and more;
- Main findings learned from engagement activities to date;
- Community Vision: Where the city aspires to be in the year 2045;
- Core Values: Broad and subjective beliefs that define Culver City's culture and provide a sense of direction for the General Plan; and
- Guiding Principles: Specific and objective benchmarks that guide the development and implementation of the General Plan.

Mobility Overview

Zachary Zabel (Nelson\Nygaard, the GPU's mobility consultant) presented existing transportation conditions in Culver City and described:

- The relationship between mobility and the GPU Guiding Principles ;
- The purpose of transportation and mobility within the General Plan;
- Key issues and opportunities revealed in existing conditions analysis; and
- Stakeholder input received to date about desired mobility improvements, key challenges to mobility in Culver City, and potential solutions.

Polling Results

Participants were asked to indicate priorities for mobility investments and desired outcomes.

- Participants were asked to select mobility investments that they feel are most needed to make the transportation network more convenient and accessible. Of the 25 respondents, 13 selected "Improve off-street paths" and "New on-street bicycle facilities" with the second most popular measure "Traffic calming" (12 votes) followed by "Faster and more frequent bus service" (10 votes), and "On-demand transit/shuttles" (8 votes).
- In identifying which outcomes are most critical, 14 out of 23 respondents selected "Improve Safety" and "Lower Carbon Emissions." The next most popular outcomes were "Increase Equity and Affordability" (11 votes), "Reduce Traffic" (9 votes), and "Improve Access to Existing Transit Stops (9 votes).
- Participants were then asked to identify which neighborhoods they feel have the greatest need for transportation network improvements. The highest-ranking neighborhood was Fox Hills (16 votes), followed by Downtown Culver (11 votes), Jefferson (Raintree/Lakeside Village/Tara Hills) (8 votes), Culver/West (W. Washington) (7 votes), and McManus (Arts District) (7 votes).

Mobility Alternatives

Jimi Mitchell (Nelson\Nygaard) presented the methodology behind mobility alternatives, initial results, and described:

- The components of a multimodal vision and priorities between travel modes;
- Balancing of travel markets and needs – i.e., how the network serves commuters and regional trip making vs. internal circulation for Culver City residents;
- Trip reduction factors that can be used to assess the efficacy of comparative multimodal investment;
- Relationship between land use alternatives and mobility visioning;
- Components that make up mobility alternatives (i.e., capital projects and services) and the need for supportive policies;
- Anticipated outcomes of mobility alternatives analysis and relation to estimation of single-occupancy vehicle (SOV) trip reduction; and
- Assumptions and inputs that inform two transportation alternatives – a Fiscally Constrained scenario and an Aspirational scenario.

Breakout Activity

Meeting participants were then randomly assigned to breakout rooms to hold small group discussion about the mobility alternatives with a facilitator from the GPU Team. Maps were provided of the Fiscally Constrained and Aspirational alternatives in addition to topic specific maps detailing transit, active transportation, and mobility hubs the alternatives. Participants were invited to submit ideas through Padlet (summarized in Appendix B). Following the breakout group discussion, the entire group reconvened, and each group was asked to share key takeaways, which are summarized below.

- The alternatives may not meet the needs of all travelers including motorists.
- Consider trade-offs with the amount of bicycle facilities in the alternatives and how those change based on facility type.
- Implement safe routes to schools and bicycle facilities themselves – address gaps to safe multimodal facilities.
- Consider how we implement this network and impacts on residents and neighborhoods.
- Consider how we address regional mobility gaps and linking people to jobs at all income levels.
- Consider removal of on-street parking where surplus supply exists but consider trade-offs for businesses and ADA parking.
- Improve internal connectivity and circulation.
- Better connect people with medical services and health care facilities.
- Better connect Fox Hills to other parts of the city.
- Provide better transit frequency and connectivity to the regional network.
- Ensure that motorists are still accommodated for.

Next Steps

Following the workshop, participants were encouraged to share input on mobility investment focus areas through the online mapping tool Konveio. The results from this exercise are in Appendix A of the TAC Mobility Meeting #2 Summary.

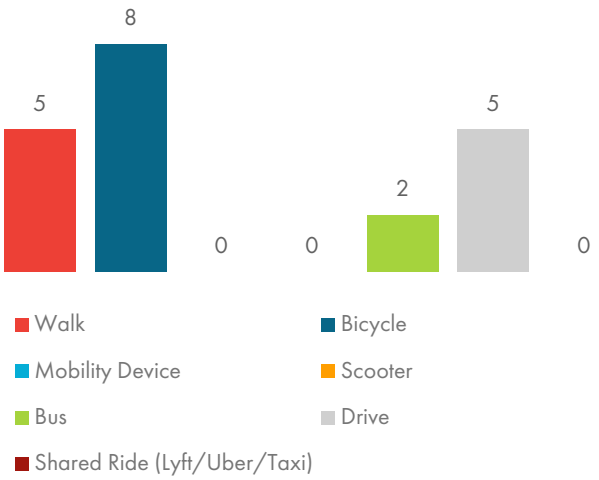
After the workshop, the GPU consultants presented the mobility alternatives to the Transportation and Mobility Technical Advisory Committee the following day, August 28. A summary of the TAC meeting is available at https://www.pictureculvercity.com/events-activities/transportationtac2.

The GPU team will refine the mobility alternatives and develop a mobility policy framework throughout the summer. The GPU team will present refined alternatives at a third TAC meeting on September 17. Sign up for updates to be notified about future events at www.culvercity.org/SubscribeGPU.

Appendix A: Polling Results

This Appendix shows the Mentimeter polling results. Note that not all workshop participants responded to each polling question.

Question 1. What is your favorite way to get around Culver City? (Total respondents: 20)



Question 2. What gender do you identify with? (select all that apply) (Total Respondents: 20)

Gender	Total number of participants	Percent of Total
Male	10	50
Female	10	50
Non-binary	0	0
Transgender	0	0
Gender non-conforming	0	0
Another gender	0	0

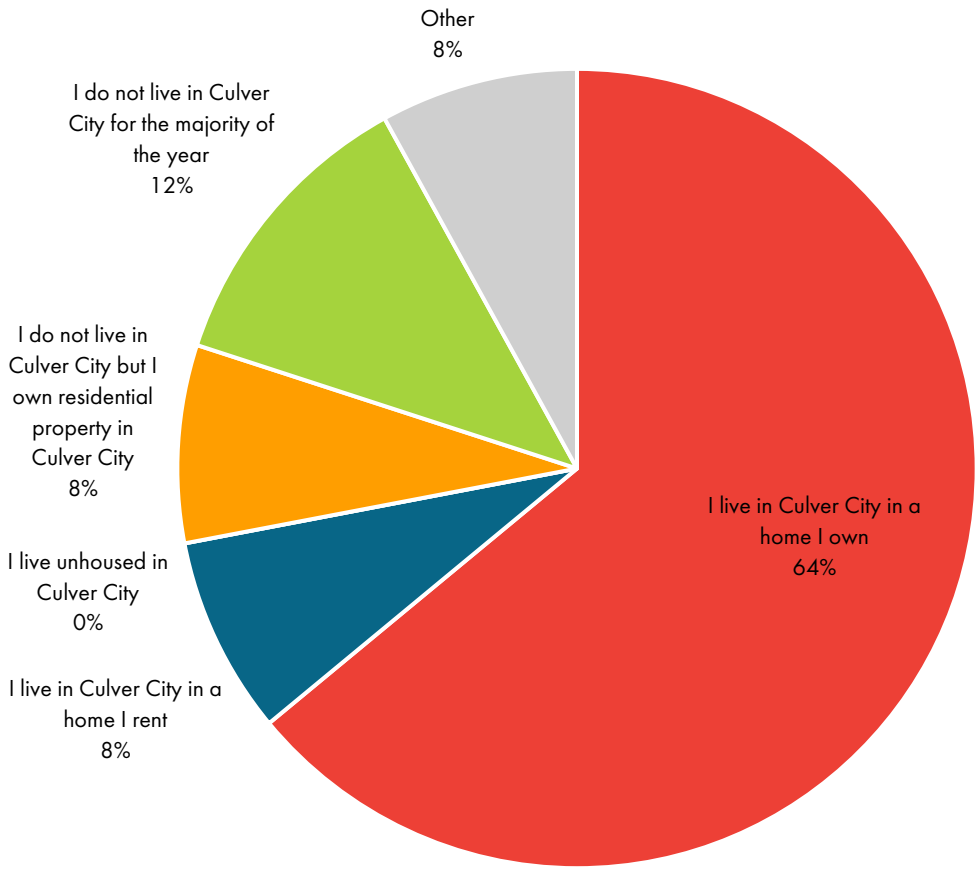
Question 3. How old are you? (Total Respondents: 22)

Age	Total number of participants	Percent of Total
17 years or younger	0	0
18-29 years	3	14
30-39 years	3	14
40-49 years	3	14
50-59 years	4	18
60-69 years	5	23
70 years or older	4	18

Question 4. Which descriptions do you most identify with? (Choose all that apply) (Total Respondents: 24)

Race/Ethnicity	Total number of participants	Percent of Total
American Indian/Alaska Native	0	0
Asian or Asian American	2	8
Black or African American	2	8
Hispanic/Latino	2	8
Native Hawaiian/Pacific Islander	0	0
White	17	71
Another Race/Ethnicity	1	4

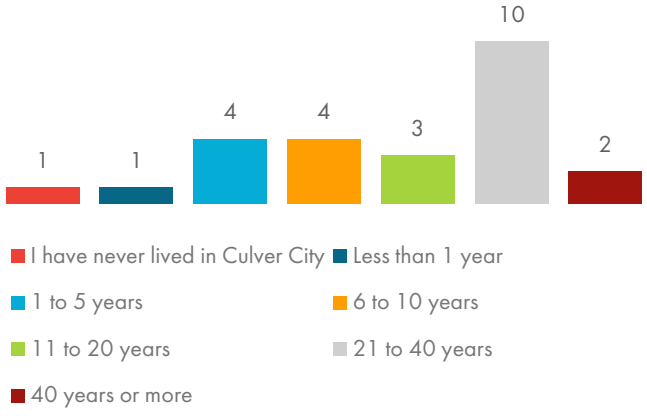
Question 5. What best describes your living situation? (Total respondents: 25)



Question 6. Which neighborhood do you live in? (Total respondents: 25)

Neighborhood	Number of Respondents
Blair Hills	0
Blanco/Culver Crest	2
Clarkdale (Tellefson Park)	0
Culver/West (W. Washington)	0
Downtown Culver	3
Fox Hills	4
Jefferson (Raintree/Lakeside Village/Tara Hills)	0
Lucerne/Higuera (Rancho Higuera)	1
McLaughlin (W. Washington)	0
McManus (Arts District)	3
Park East (Carlson Park)	5
Park West (Vet's Park)	1
Studio Village (Lindberg Park)	2
Sunkist Park	0
Washington Culver (Studio Estates)	0
Outside of Culver City	4

Question 7. How many years have you lived in Culver City? (Total respondents: 25)



Question 8. What are the most important types of long-term enhancements to make the transportation network more convenient and accessible? (select all that apply) (Total respondents: 25)

Transportation Investment	Total number of participants
New on-street bicycle facilities	13
Improved off-street paths (i.e. Ballona Creek)	13
Traffic calming (slower neighborhood streets)	12
Faster and more frequent bus service	10
On-demand transit/shuttles (microtransit)	8
Improved facilities on existing bicycle routes	6
Intersection safety improvements (easier crossings)	6
Mobility hubs (nodes for mobility options)	5
Fill pedestrian network gaps (new sidewalks)	5

Question 9. What are the most critical outcomes that future mobility investments should achieve? (select all that apply) (Total respondents: 23)

Desired Outcome	Total number of participants
Improve safety	14
Lower carbon emissions	14
Increase equity and affordability	11
Improve access to existing transit stops	9
Reduce traffic	9
Increase access to parks, schools, open space	7
Support future development (job & housing growth)	7
Increase access to jobs and services	5

Question 10. Which neighborhoods have the greatest need for transportation network improvements? (select all that apply) (Total respondents: 27)

Neighborhood	Total number of participants
Fox Hills	16
Downtown Culver	11
Jefferson (Raintree/Lakeside Village/Tara Hills)	8
Culver/West (W. Washington)	7
McManus (Arts District)	7
Washington Culver (Studio Estates)	6
Blair Hills	5
Lucerne/Higuera (Rancho Higuera)	4
Studio Village (Lindberg Park)	3
Sunkist Park	3
Blanco/Culver Crest	2
Clarkdale (Tellefson Park)	2
Park East (Carlson Park)	2
Park West (Vet's Park)	1
McLaughlin (W. Washington)	0

Appendix B: Breakout Room Comments

This Appendix summarizes breakout room discussions and comments submitted on the online Padlet whiteboard. Following presentation of the mobility alternatives, workshop participants were broken out into smaller groups to have discussion above the alternatives with a Project Team facilitator. Some text has been minimally edited for clarity.

Padlet Questions

What are your general impressions of the mobility alternatives?

- If someone is given the choice of not taking a car, it frees up space for the auto-dependent.
- Ballona Creek is a major opportunity for increase in bikes, pedestrians, and more planted environment.
- Provide reliable transit (higher frequency) at reduced headways (to the point you don't need to look at schedule) over expanding fixed route service areas and then fill the gaps with microtransit.
- Is it the philosophy to make it a free for all for bicycles instead of preserving the residential use?
- What are the volumes of bicycles that may be traveling through neighborhoods and potential impacts? Are they in conflict with autos in residential neighborhoods?
- What are the considerations for access of emergency vehicles?
- Both are good options.
- I love the way of showing improvements in a staggered manner.
- Overall, in support of multi-modal transport and car alternatives. I liked the framing of these paths as more convenient than driving a car and the emphasis on North-South connections to complement existing East-West connections.
- Municipal boundaries create challenges (e.g., Sepulveda). On the financially constrained alternative, can we bring tactical mobility lanes on other side of Sepulveda and through LA?
- Considering connections to Fox Hills, Washington is great opportunity for improving mobility but doesn't connect to Fox Hills. Sepulveda is more appropriate to connect to Fox Hills but doesn't feel comfortable by travel.
- Most interested in getting more and more people out of their cars for as many local trips as possible. The alternatives need to be safe and convenient.
- Concerned that alternatives do not address all mobility needs for users, including single-occupancy vehicle users. Region doesn't have robust enough transportation network that everyone has equal access to amenities.
- Need to consider workforce mobility (e.g., hospitality workers), particularly for those who may be unable to attend these conversations.
- It seems more bike lanes will be implemented. So this is great.
- Overall positive.
- I can't comment with specificity, but the bicycle projects are especially exciting. We need to realize the bicycle connectivity that was envisioned 10 years ago, so any achievements will be welcome. I also favor pedestrian improvements. Very valuable!

Are there any gaps in service or issues that the maps do not address?

- Fox Hills to Overland - I think either the cemetery or the industrial area should offer a way for a safe bike-connection to avoid Slauson. It is done in more places over the world to combine biking and cemeteries.
- Ballona Creek to Sunkist Park – Improve connectivity.
- Overland & Jefferson - Gaps in service for cyclists and non-auto users.
- Fox Hills need a direct route to La Cienega/Jefferson E Line station
- Car-share close to the freeway entrances so that I don't have to own a car.
- Pedestrianize Downtown – Divert traffic from Washington, implement permanent street closures, push through traffic to Venice. Even consider below grade options to remove cars Downtown and direct traffic into parking garages.
- We need to prioritize public transit for low wage workers who are vital to our community by building housing that is affordable and prioritizes local employees who have long, grueling commutes and improve bus service regionally.
- What is the plan for the stop signs along Overland?
- Consider parents who need to make longer trips to get to school from areas of the city not near their school. (El Marino)
- El Rincon Elementary School (students coming from across Sepulveda and crossing other arterials) - how can we connect neighborhoods to schools more safely?
- Many parent make trips to El Marino all the time. Farragut between Jasmine and Jackson has a 'tunnel' that needs addressing for bike use.
- Improve connectivity to LAX and tie to future Metro projects and future APM [automated people mover] at airport.
- Note improving connectivity to LAX will be important to the new employers coming or you will have a lot more vehicle trips.
- Connection to LAX/people mover not just with microtransit but dedicated bus route.
- Make sure that microtransit serves where people live (i.e. residential areas of Fox Hills) – also consider mobility hubs in residential areas.
- Overland has tons of traffic (pre-pandemic) and lots of trips to Westwood/UCLA area. Running along Overland would be useful, could tie into #6 on Sepulveda if needed. Run from Westfield mall to either UCLA or Venice with connection to #6.
- Consider Metro BRT connecting E Line to LAX, possible preliminary "BRT light" implementation with transit signal priority. Future center running along Sepulveda.
- Please implement the "Dutch junction" so it is easier for bikers to turn left.
- Bus headways are a big constraint and needs to be considered.
- Make sure people with health needs can connect to amenities they need (e.g., health centers).
- We have connectivity between Antelope Valley and San Fernando Valley but lacking connection to San Gabriel Valley/Riverside.

What is most important to you when considering potential trade-offs in mobility investments?

- Making sure there is equitable access to mobility/travel to all areas in CC

- It is unsustainable to maintain pre-COVID traffic patterns!
- We are not solving Los Angeles' woes... but we can be a model for the region in piloting innovative solutions.
- Electric/motorized bikes and potential conflicts with pedestrians and other users on the bike path. Bike path is too narrow to accommodate different types of bikes (re: children and elderly people walking). Need to consider electric bikes when we think of where facilities go.
- Lots of long boulevards in the city that extends outward. Reducing lanes (e.g. Washington) doesn't address cross through traffic. Dangerous for community in how it is laid out.
- Bike lanes have to be safe enough for an 8-year-old to bike on them without any worry.
- I think local connectivity is vital - in terms of the 15-min city which I am just learning about. I ride my bike locally but have several friends who are not going to do this until they feel the places they want to ride (to get to shopping, the library, friends' homes) are safer. So protected bike lanes are a priority in my opinion.
- It is important for me to reduce or completely choke the 75% cut-through traffic impacting our city. Priority should be given to Culver City residents and help them move around with alternative transportation.
- Something like 40% of trips are local. We need to make sure that residents can easily reach neighborhood destinations without a car.
- It is so important to have connectivity and not develop a bikeway that abruptly ends.
- I am concerned that removing parking, especially handicapped parking downtown will affect businesses.

Are there roadways where you would prioritize converting space (on-street parking or travel lanes) to bicycle/transit-only (bus) lanes?

- Specific corridors mentioned: Culver Boulevard, Washington Boulevard, Washington Place, Jefferson Boulevard, Sepulveda Boulevard, National Boulevard, Overland Avenue.
- Buses should be prioritized over cars simply from an equity and efficiency perspective.
- Overland bike/bus lanes would be great especially connecting Fox Hills to the rest of Culver City! There is more than enough room on this roadway and traffic speed could be reduced especially considering the school.
- Sepulveda Blvd - has ample space for bike/tactical lanes. There's already a lot of parking behind the businesses. Can use converted spaces into bike lanes, add more places to cross. Can be gathering place, add outdoor dining, add places for bikes and scooters.
- Good cities have limited street space. It needs to be shared. We can't keep every parking space/left turn lane for cars and still encourage mode changes toward cycling and transit.
- One of the tradeoffs is should we have big corridors open for cyclists or streets through neighborhoods. I don't see this as either or. I would prefer both.
- It's important for me to see multimodality use on big streets, where shops and facilities are. Makes it easier to combine trips on your way, even if it wasn't your end goal.
- Taking Culver Blvd and parts of Washington Blvd (Washington Place) out of their through fare-function (downgrading).
- Jefferson might be a better connection to Playa Vista. Can move a lot of cars on Jefferson and Venice, but sometimes speed on Jefferson is too high to be safe.

- Derelict space. There's no reason not to go fast. Maybe add more development to Jefferson. Add visual indicators that people live here.
- Washington Blvd was so great during CicLAvia.
- I'm for more closed street/walking environment in downtown. I think everyone in the LA area is dying for more of that.
- Wish Washington went under Downtown as a tunnel. Turn downtown into a walking district like most cities in Europe.
- Consider preserving mature landscaping but can convert landscape medians to alternative transportation options. Medians near Tara Hills, for example.
- Prioritize microtransit on roadways.
- Prioritize regional - for example, getting to Downtown via Venice Blvd bike lane.
- Convert on-street parking. Need to consider how transportation needs will change in the future (e.g., self-driving cars)

What are the components of the mobility network that you are most/least interest in using and why?

- I have desire to walk and bike but have felt there are not enough safe paths to do that just because there's homeless encampments. It's really a problem because we want to do the right thing but it's difficult.
- Really interested in non-auto improvements in Culver City. Want to see more connectivity, encourage people to get out of their cars, It's more environmentally friendly. Having more convenient access...
- Options that make it safe and convenient to do errands on a bike (to grocery stores).
- Aging in place, mobility options for seniors but also making sure bike facilities are 8-80.
- Better bus frequencies and more protected bike lanes. No more riding bikes on the sidewalk to stay safe!
- Most interested in improving North-South connections across Culver City with bus/bike.
- Least interested in most bus routes because they don't come frequently enough.
- Most interested in seeing the bus system improve. Least interested in Uber/Lyft drop-off zones.

Additional Feedback

- Being able to "dash" to downtown from Lindberg Park without going to a lot to trouble is something that we would change our behavior to use.
- Need to address Ballona Creek safety considerations – homeless encampments, fires, etc.
- I want to know that you are recording resident stakeholder comments... that disagree with these plans. The beauty of a residential area is (in living there?)... not in being able to get through these areas to get coffee.
- I favor congestion pricing.
- Synchronize traffic lights in Downtown. Currently don't make sense.
- Hard to separate regional and internal connectivity given nature of the city. Is there ways to work with Google/Apple to discourage through traffic for potential routes in CC?

Appendix C: Zoom Chat

Throughout the workshop, participants were encouraged to ask questions and engage in conversation with fellow community members in the Zoom chat. This Appendix summarizes comments, organized by the general workshop topic.

Comments that received support from other participants, i.e., a participant stating they agree with a specific comment, and the number of participants that agreed are denoted in parenthesis at the end of the comment. Some text has been minimally edited for clarity.

Workshop Overview

- This is the first I have heard of this sort of meeting. There has been no reaching out in any format, apparently other than by IT means. I wonder what data you have to support that you have the stakeholders folks like me involved in these important issues. I am concerned that outside folks are voting and stilting statistics on what residents want and need.
- It helps if people sign up for email notifications from the city. It is very easy to do on the city website. I encourage people I know to do this. The vast majority of Culver City stakeholders do have email. We need input from those who work and visit Culver City as well as residents and local business owners, in my opinion.
- GPU Team: We're collecting information on who's participating in these discussions to make sure we're hearing from as many people who live, work, and play in Culver City as possible. Our General Plan Update engagement plan is online for your review: https://www.pictureculvercity.com/engagement-plan. If you have any feedback on how we can improve our process, please let us know. You you can sign up for project alerts online: www.culvercity.com/SubscribeGPU.

Community Vision, Core Values, and Guiding Principles

- Provide SCAG 2045 projection for population/households/jobs and how they coordinate regarding in-commuters for jobs in excess of population?
- What is the projected 2045, median household incomes?
- Current efforts don't seem to work on land use basis of reasonable transitions between commercial and R1 zoning.

Mobility Overview

- Do you have an accurate count of folks who live in wheelchairs, have other significant disabilities that, by the way, preclude them from biking which seems to be a major thrust of the new mobility planning?
- Has the city's done a traffic model for all arterials? Especially between the areas to east and blockage from the Baldwin Hills/IOF?
- Will we all have ambulance accessibility for 911 calls? No matter where we live within Culver City?
- Who has done the studies on whether Ballona Creek pathway, currently there for servicing the electrical connection across the creek, meets all requirements for transportation: width, safety, visibility, etc. consistent with State requirements?
- The 15-Min City and 8-80 facilities concepts are wonderful!

- Loving the suggestions so far!
- The Expo bike path needs to better connect with Western parts of the Expo line.
- I would like to see better pedestrian walkways. Wider and more access.
- Safe homes for the unhoused. (+2)
- Housing and mobility are connected.
- What are the goals for the existing Mobility Element?
- How about pass-thru traffic/commuters?
- GPU Team: You can view the existing General Plan, including the Mobility Element, on the City's website: https://www.culvercity.org/Services/Building-Development/General-Plan We're comprehensively updating all of these elements through this project.
- Wonder if the general plan includes planting more trees (easy way to get carbon captured) and having roofs throughout the city become solar panels to generate more electricity.

Mobility Alternatives

- Why is Congestion Pricing marked as N/A? My understanding is that this is one of the top ways to reduce trips.
- I agree that Congestion Pricing is a good idea.
- What about the new development that will be occurring on the corner of Jefferson/Sepulveda, where Coco's, USPS and Valvoline are currently? This development will create more traffic congestion and the lay out in that area are not conducive for biking or walking there. The sidewalks are not inviting along Sepulveda.
- We are residents of Culver City for about forty years and are both over 80 years of age. One of us walks, bicycles and drives; the other does not bike. Currently we live in an area that is affected by the closure of Culver Blvd. Our concern is that that closure will continue beyond COVID time. We supported the current plan but were promised that it would end, and we strongly oppose the option that would make that closure permanent. Please consider this in the planning.
- Has the GPU staff been using the sociometer [reference "honest signals" by Alex (sandy) Pentland....actually tracking where people go and to what "hubs" based on smart phone signal tracking?
- Question about projections for growth: we're beginning to hear about a population "bust" — not just for the pandemic year but possibly over the next generation or two. Are these new views on the future of US population getting your attention as planners? Could we be planning for a boom that may not happen on the scale that we imagined just a few years ago?
- How used is the Metro bike storage facility at the train station? Are the storage spaces totally spoken for?
- It will be interesting to see the volume of traffic from local residents if our neighbors are converted to R-4.
- The development (Jefferson/Sepulveda) is actually is investing heavily in mobility improvements by making the site and its access more pedestrian friendly with wider sidewalks and new safe pedestrian crossing that currently don't exist — connecting Sunkist Park and Lindberg Park across Sepulveda — and expanding bike lanes from Jefferson to Sepulveda to the Ballona bike path. Additionally, it will house a mobility hub and provides strong connectively to existing bus service — Culver CityBus Lines number 3, 4, and 6.
- Will there be bus connections between the CC subway station and the Fox Hills Mall?

- Farragut (outside my house) is too narrow for a bike lane. It's a small street, can be designated a bike street perhaps. Already used by more bikes than cars.
- Farragut is designated a Bike boulevard in the BPAP [Bicycle and Pedestrian Action Plan).
- Downtown is in desperate need of synchronized traffic lights
- Do mobility hubs include safe bike storage? Like what's under the Expo station now?
- GPU Team: Yes, mobility hubs can include secure bicycle storage.

General Plan 2045

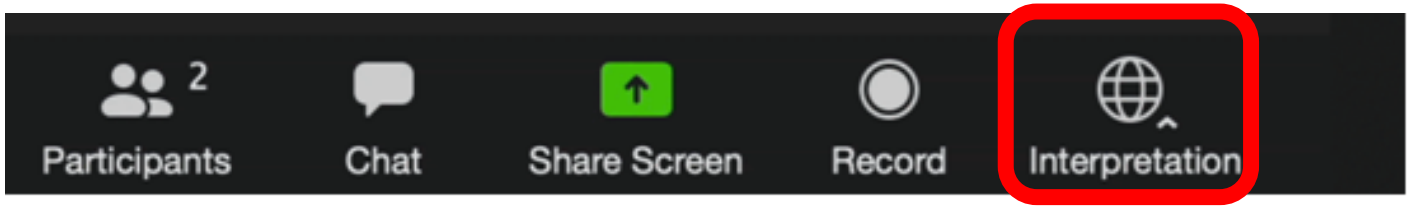
Culver CITY

Mobility Alternatives Community Workshop

May 27, 2021

La interpretación en simultáneo para esta reunión se dará en los siguientes idiomas:

- Español – bajo la opción Español
- Por favor haz clic en el icono INTERPRETATION en tu barra de herramientas para acceder al idioma deseado



General Plan 2045 Culver CITY

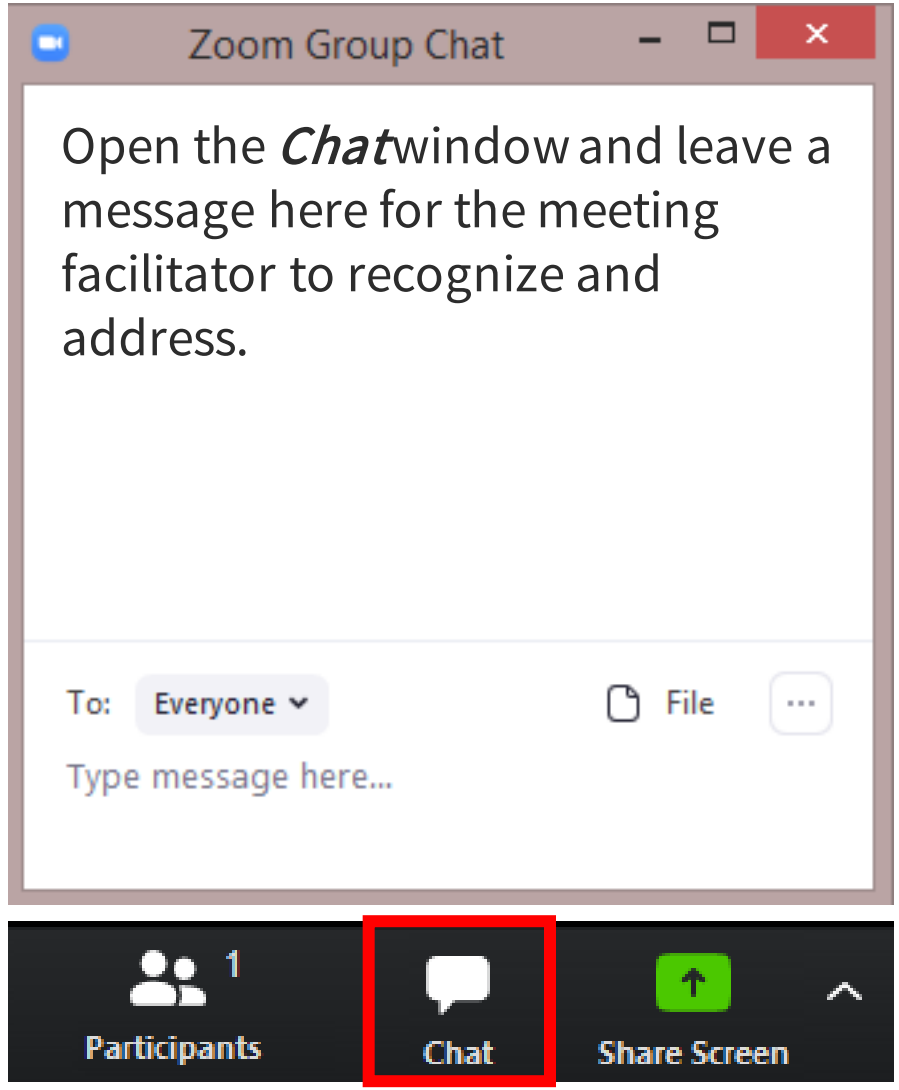
Agenda

- General Plan Update Process
- Mobility Overview
- Stakeholder Feedback
- Mobility Alternatives
- Small Group Breakout Rooms
- Report Back

General Plan 2045 Culver CITY

Opportunities to Engage in the Conversation

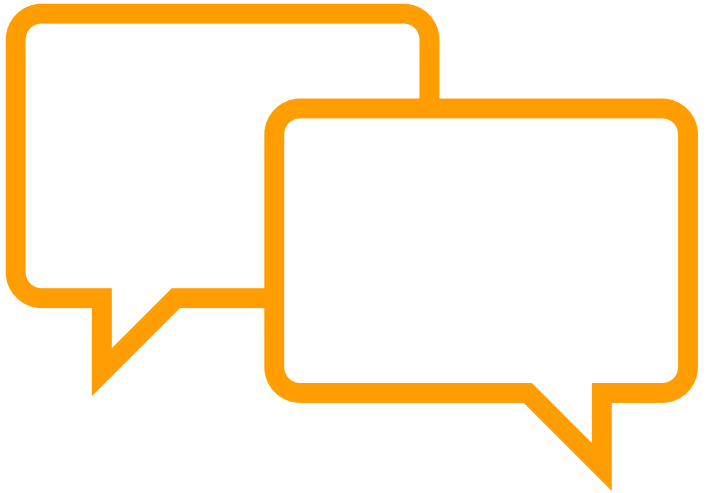
- **Throughout the Presentation**
  - Live Polling through www.menti.com
  - Chat Questions to the Project Team in Zoom
- **End of the Presentation**
  - Breakout Group Discussion
- **After the Meeting**
  - Follow-up Surveys
  - Participate in Upcoming Meetings
  - Visit: www.pictureculvercity.com



General Plan 2045 Culver CITY

Rules of Engagement

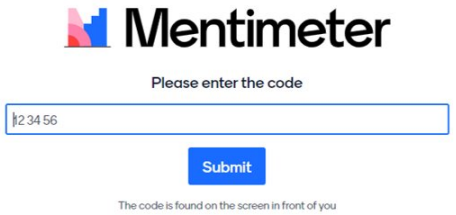
- Be a good listener
- Welcome all viewpoints and value diversity
- Show common courtesy and respect
- Share the air
- Avoid editorials
- Honor time



General Plan 2045 Culver CITY

How to Use www.menti.com

- Open a web browser
  - On second device if possible
  - In another window
- Go to www.menti.com
- Enter Code:
  7556 5260
- Questions will appear throughout the meeting when activated by the presenter



General Plan 2045 Culver CITY

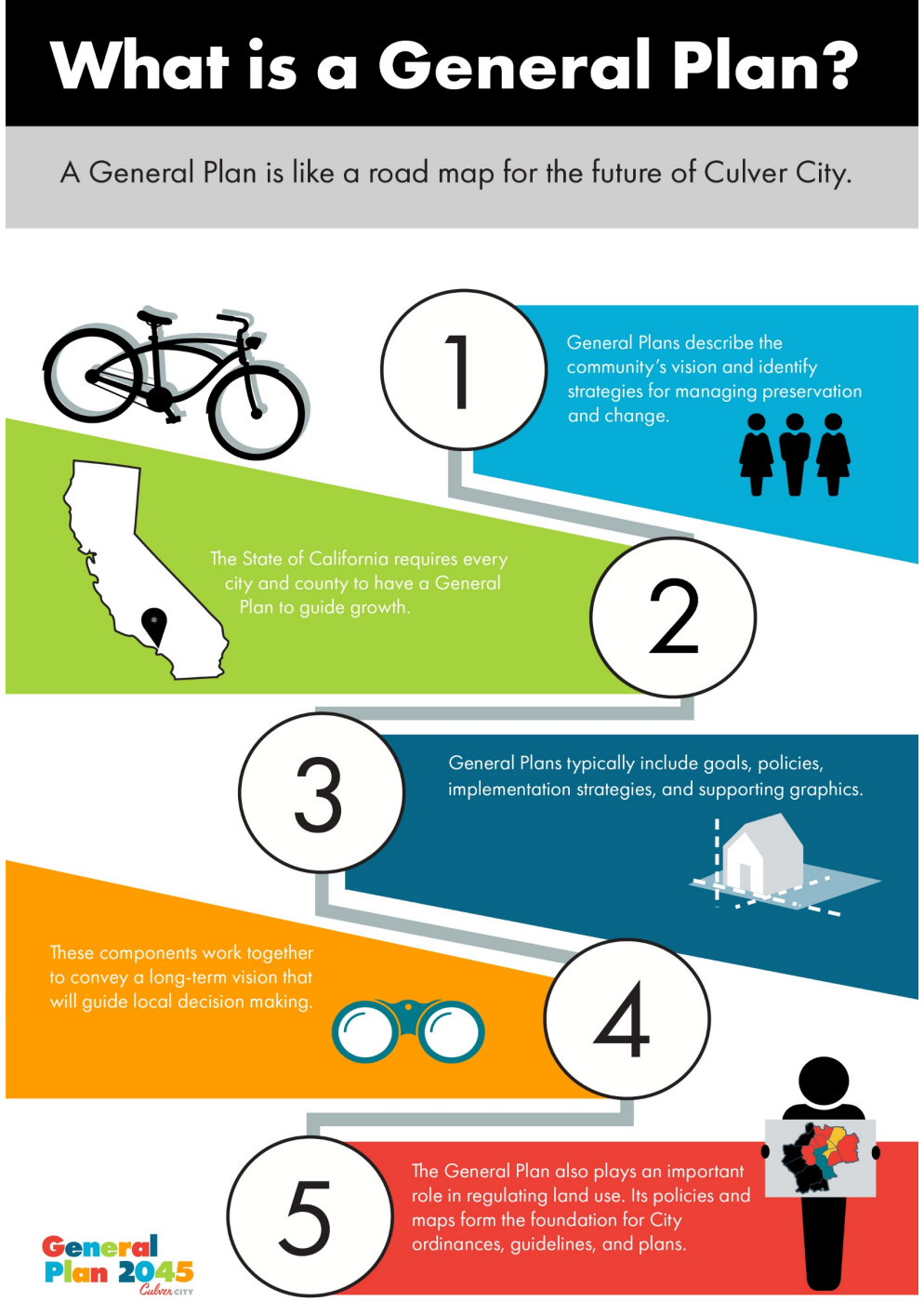


Overview of the General Plan Update



Purpose of the General Plan

- Long-term policy document to guide the future actions (policy choices + development applications) of Culver City
- Serves as City's "constitution"
- Enables the community to come together to develop a shared vision for the future
- Enhances community strengths
- Addresses a number of topics of concern



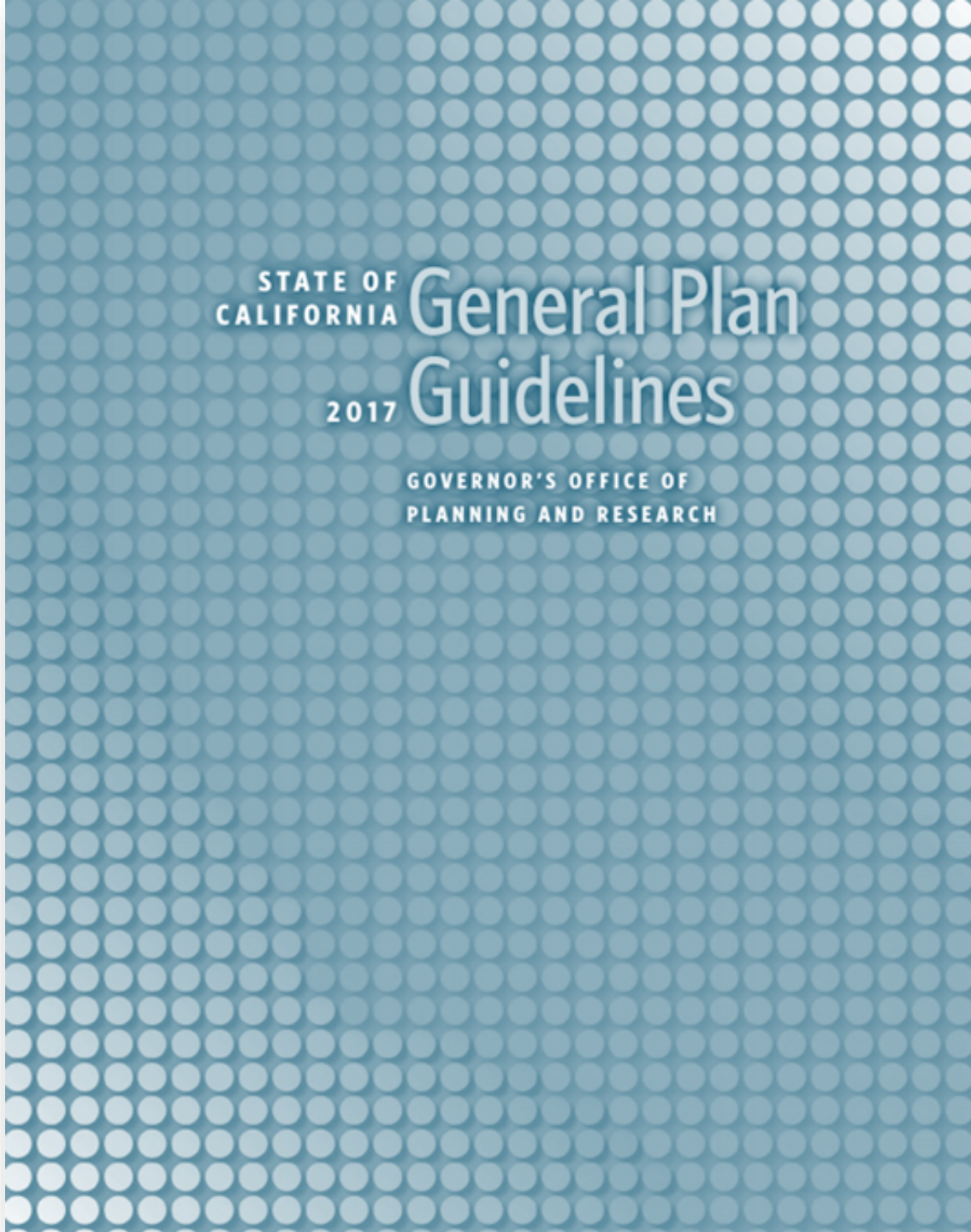
General Plan Topics

Requirements

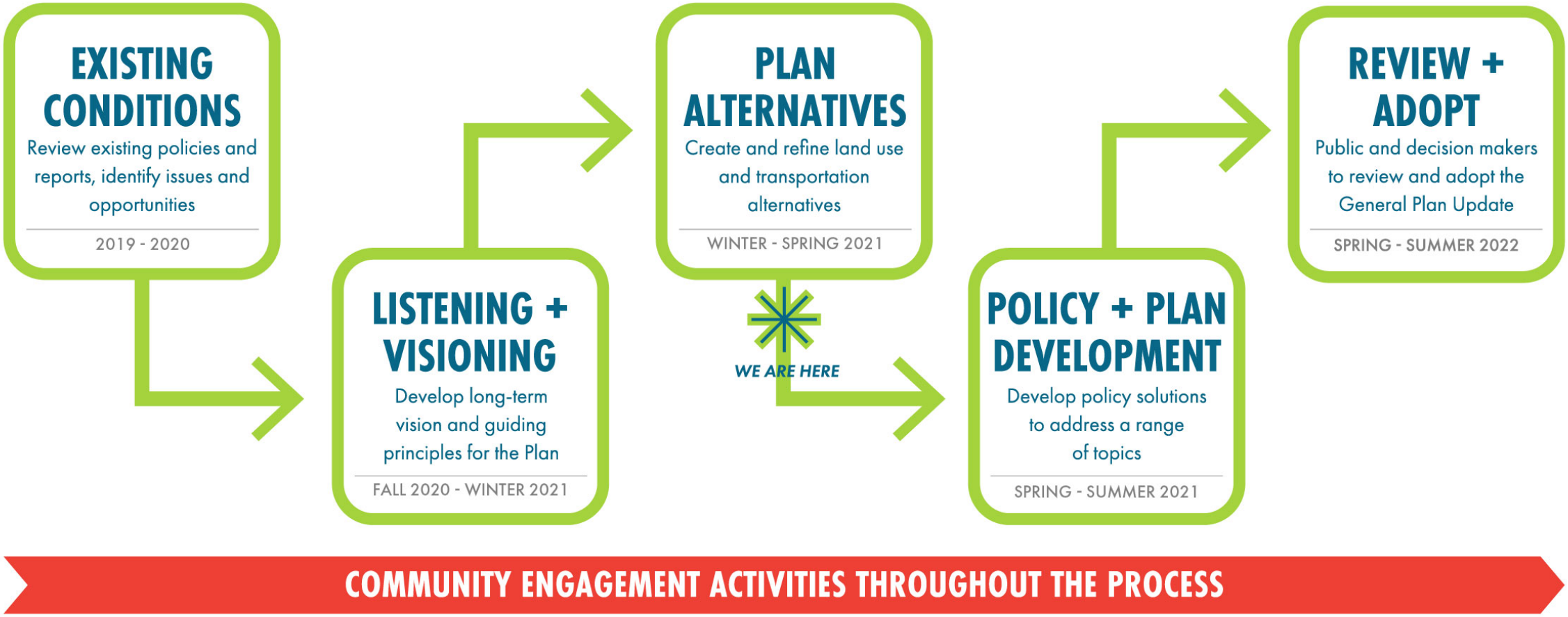
- Land Use
- Circulation
- Housing
- Conservation
- Noise
- Safety
- Environmental Justice

City of Culver City General Plan will address:

- CLIMATE CHANGE + RESILIENCE
- HEALTH, ENVIRONMENTAL JUSTICE + EQUITY
- NEW MOBILITY
- SMART CITIES
- ART + CULTURE
- REIMAGINING PUBLIC SAFETY
- PUBLIC REALM/ URBAN DESIGN
- ECONOMIC DEVELOPMENT
- INFRASTRUCTURE/ PUBLIC FACILITIES AND SERVICES
- PARKS AND RECREATION



General Plan Process



GPU Engagement Milestones to Date

- 3 City Council study sessions on vision, land use strategies, Housing Element principles
- Presentations to Planning, Cultural Affairs, and Homeless Commissions
- Interactive project website (www.pictureculvercity.com)
- 4 pop-up meetings
- 15 General Plan Advisory Committee meetings
- 13 Technical Advisory Committee meetings
- Community Visioning Festival Workshop (1 50 participants)
- 15 Speaker Series events
- 7 topic-specific existing conditions videos + microsurveys
- Online “Issues and Opportunities” survey (Over 250 responses)
- Public Safety Survey (Over 2,500 responses)
- Online Story Bank
- Volunteer Communications Network
- 2 Community Land Use Strategy Workshops (80 participants)



Community Visioning Festival



Art Walk and Roll Festival

Community Vision

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

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

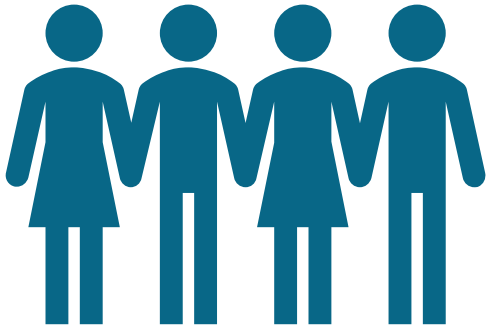
Core Values



Innovation + Creativity



Sustainability



Equity + Inclusion



Compassion + Community

General Plan 2045 Culver CITY

Mobility Overview

General Plan 2045 Culver CITY

General Plan 2045 Guiding Principles

Mobility

Build more facilities to better accommodate active and shared modes of getting to, from, and through Culver City by providing more reliable, safe, affordable, and connected transportation and mobility options.



General Plan 2045 Culver CITY

Relevant Guiding Principles

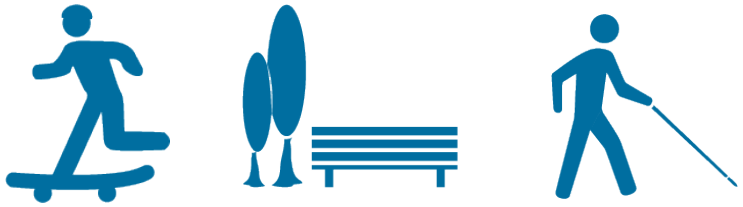
Infrastructure



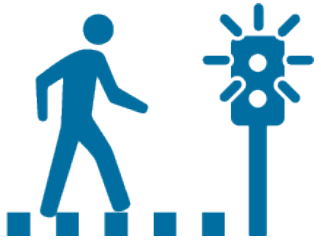
Urban Design



Community Health



Public Safety



Climate Action Planning



General Plan 2045 Culver CITY

Mobility and the GPU

- Review Existing Conditions
  - Identify key issues and opportunities
- Assess Transportation Alternatives
  - Develop network alternatives to support future growth
  - Evaluate modal performance and alignment with City goals
- Update the Mobility Element
  - Citywide mobility policy framework
  - Build upon existing policies and design guidelines
  - Incorporate new legislative requirements, recognized best practices, City input, and shared community outcomes

General Plan 2045 Culver CITY

Existing Conditions: Summary of Findings

Issues

1. Part of a complex regional network
2. High vehicle volumes and speeds detract from a comfortable environment for walking and biking
3. Rapid development within and near Culver City needs to mitigate transportation impacts
4. Lack of infrastructure for sustainable mobility options (transit, bicycles, & scooters)



Source: Curbed Los Angeles

General Plan 2045 Culver CITY

Existing Conditions: Summary of Findings

Opportunities

1. Recognize that mobility solutions form a mechanism to achieving wider community goals and equity

2. Continue to integrate transportation planning with land use planning

3. Implement sustainable mobility services and infrastructure (as recommended in local and regional plans)

4. Implement the 2020 Bicycle and Pedestrian Action Plan, and Local Road Safety Plan



Source: Nelson Nygaard

General Plan 2045 Culver CITY

Existing Conditions: Summary of Findings

Opportunities (continued)

5. Reduce or eliminate parking requirements around transit and promote shared parking

6. Work with the region to implement other mobility strategies

5. Future-proof planning for adaptation of emerging technologies



Source: Nelson Nygaard

General Plan 2045 Culver CITY

Stakeholder Feedback to Date

General Plan 2045 Culver City

Stakeholder Vision for Culver City's Mobility Future

Future Mobility Aspirations

- Address cut through traffic
- Provide and promote safe multimodal options (walking & biking)
- Activate Ballona Creek as a transportation corridor
- Create streets that prioritize active modes over vehicles

Mobility Concerns

- Traffic and speeds on neighborhood streets
- Limited crosstown low-stress bicycle routes
- Safety and comfort for all modes
- Mobility gaps for vulnerable travelers
- Demand from future jobs and housing

General Plan 2045 Culver CITY

Stakeholder Vision for Culver City's Mobility Future

Potential Solutions

- Explore the concept and feasibility of the "15-Minute City"
- Create "8 to 80" facilities for all travelers regardless of age and ability
- Address transportation safety deficiencies, especially in underinvested neighborhoods
- Manage future growth through transportation investments

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Menti Question

- What are the most important types of long-term enhancements to make the multimodal network more convenient and accessible? (select up to 4)

- Other

- Improved facilities on existing bicycle routes
- New on-street bicycle facilities
- Improved off-street paths (i.e. Ballona Creek)
- Fill pedestrian network gaps (new sidewalks)
- Intersection safety improvements (easier crossings)
- Traffic calming (slow down vehicles on neighborhood streets)
- More bus routes
- Faster and more frequent bus service
- On-demand transit/shuttles (microtransit)
- Mobility hubs (nodes for mobility options)
- Congestion reduction strategies

If selecting "Other" please provide a written comment to describe your ideas in the meeting chat window, or email Culver City PM,(Ashley.Hefner@CulverCity.org)

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Menti Question

- What are the most critical outcomes that future mobility investments should achieve?

- Other

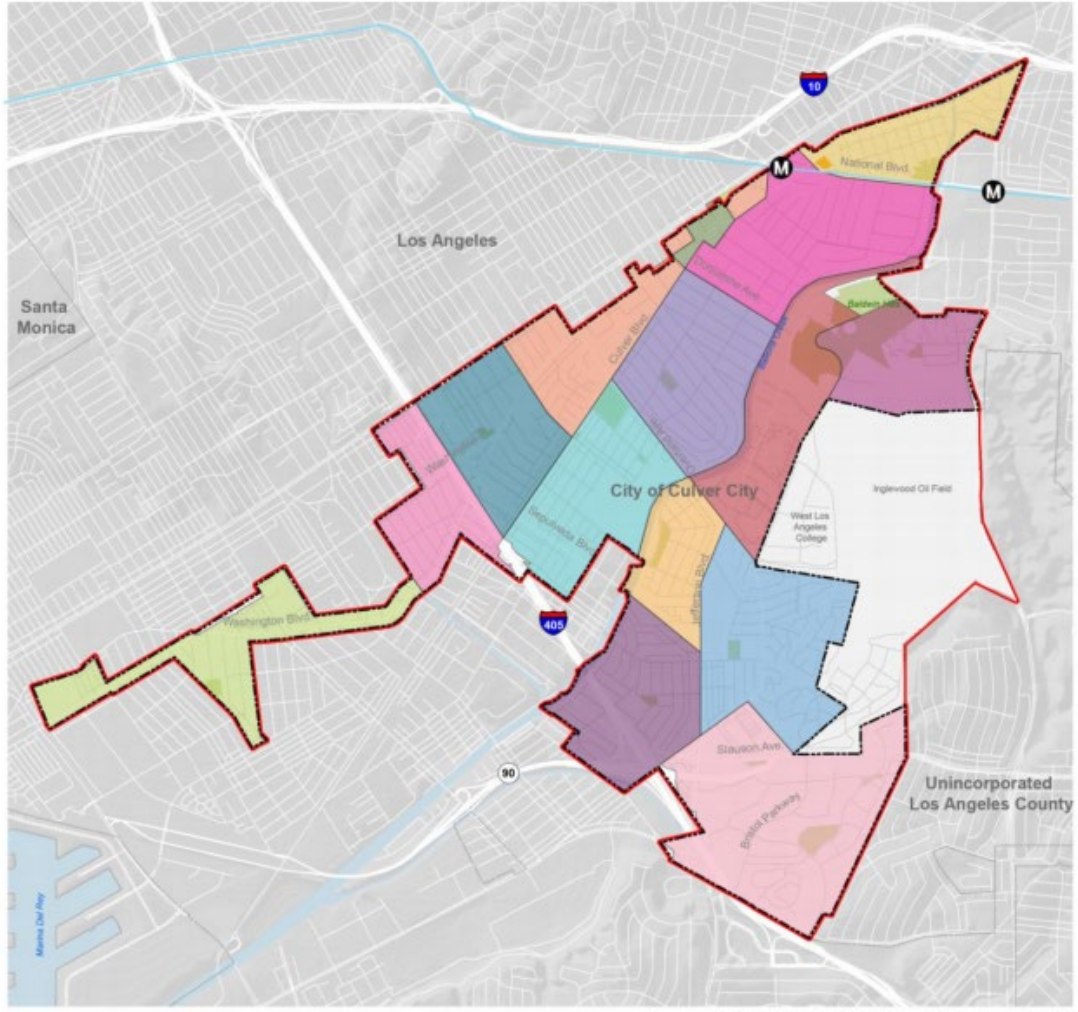
- Increase equity and affordability
- Improve safety
- Reduce traffic
- Lower carbon emissions
- Increase access to parks, schools, open space
- Increase access to jobs and services
- Improve access to existing transit stops
- Support future development (job & housing growth)

If selecting "Other" please provide a written comment to describe your ideas in the meeting chat window, or email Culver City PM,(Ashley.Hefner@CulverCity.org)

General Plan 2045 Culver CITY

Menti Question

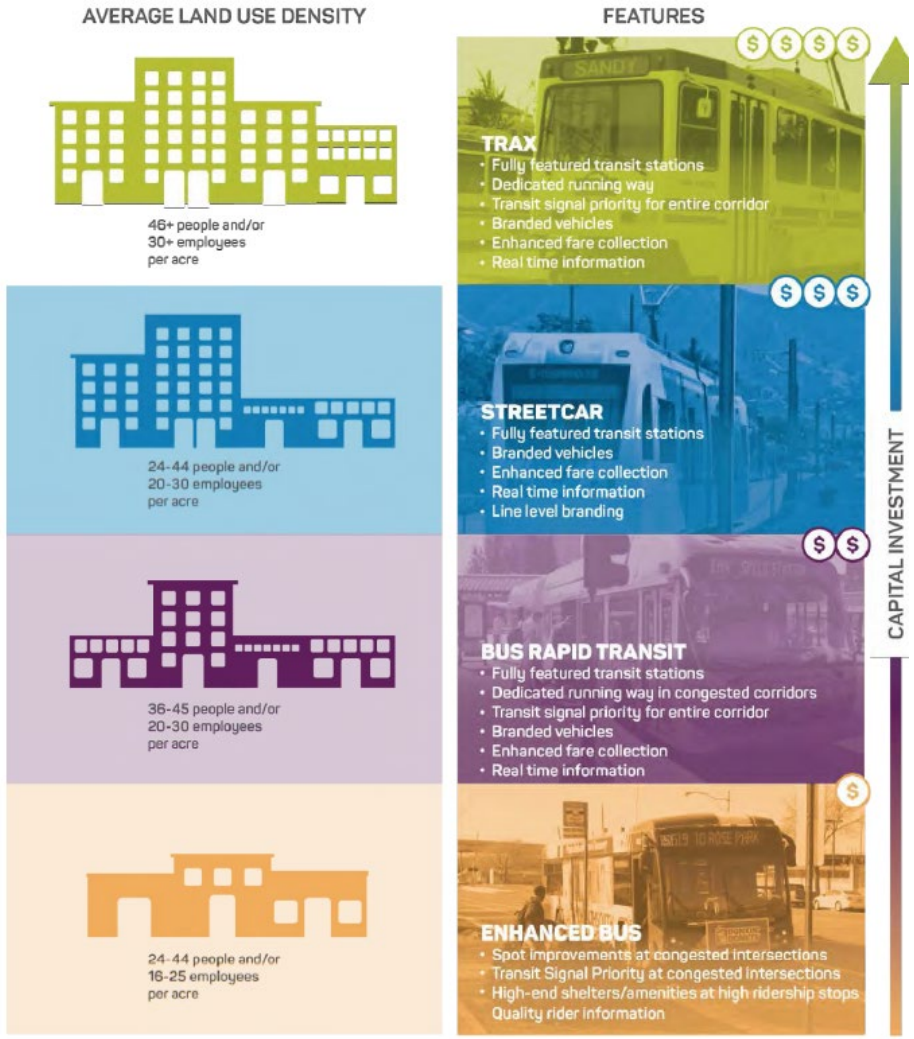
- Which neighborhoods have the greatest need for transportation network improvements? (select up to 5)



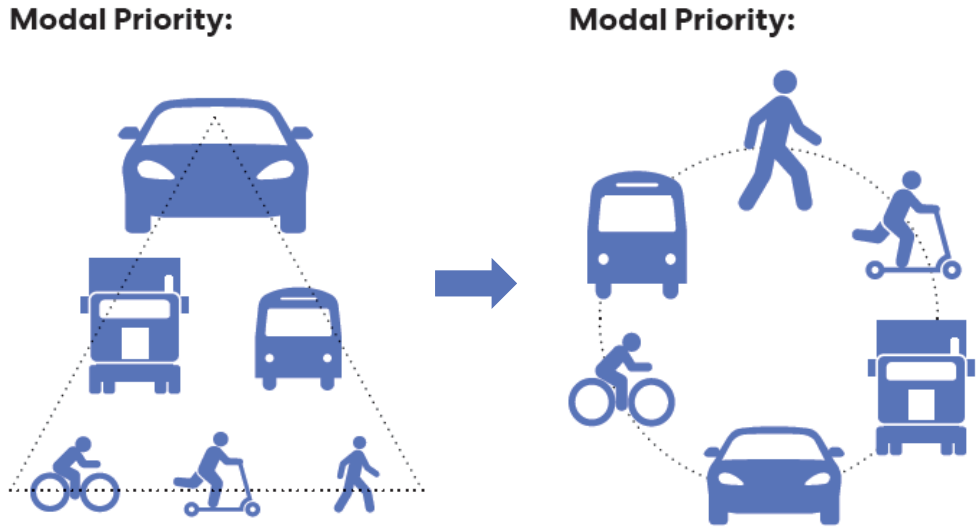
Mobility Alternatives

General Plan 2045 Culver CITY

Delivering a Multimodal Vision



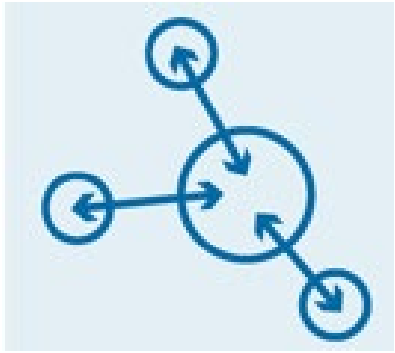
It takes a group effort (of public and private partners) to implement networks of **Multimodal Options** that incentivize travel behavior changes



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Travel Markets & Needs

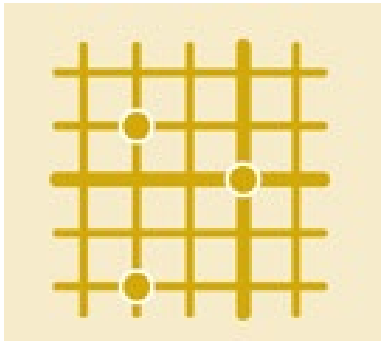
Commuters and Regional trips



- Trips into and out of Culver City



Residents and Local trips



- Circulation within Culver City and Westside communities

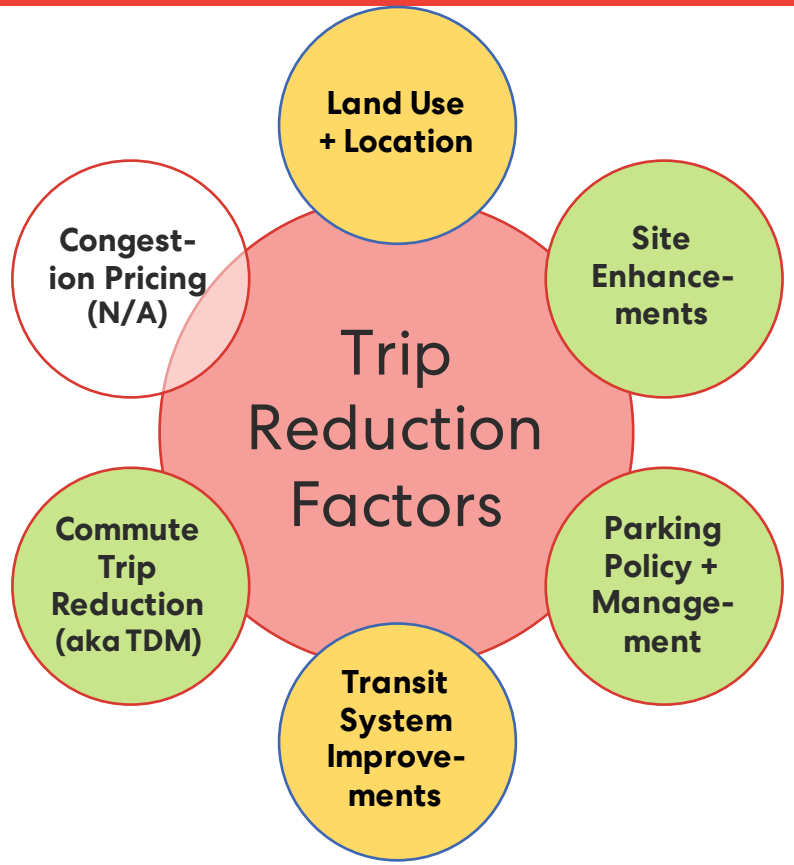


Mobility Network - the roadway and multimodal pathway infrastructure supporting mobility services and/or activities.

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Multimodal Analysis Approach

Single Occupancy Vehicle (SOV) Trip Reduction



Alternative Alternative Purpose

- Estimate trip reduction potential of multimodal investments by comparing alternative packages

- 2 Alternative Alternatives
  - Fiscally Constrained
  - Aspirational

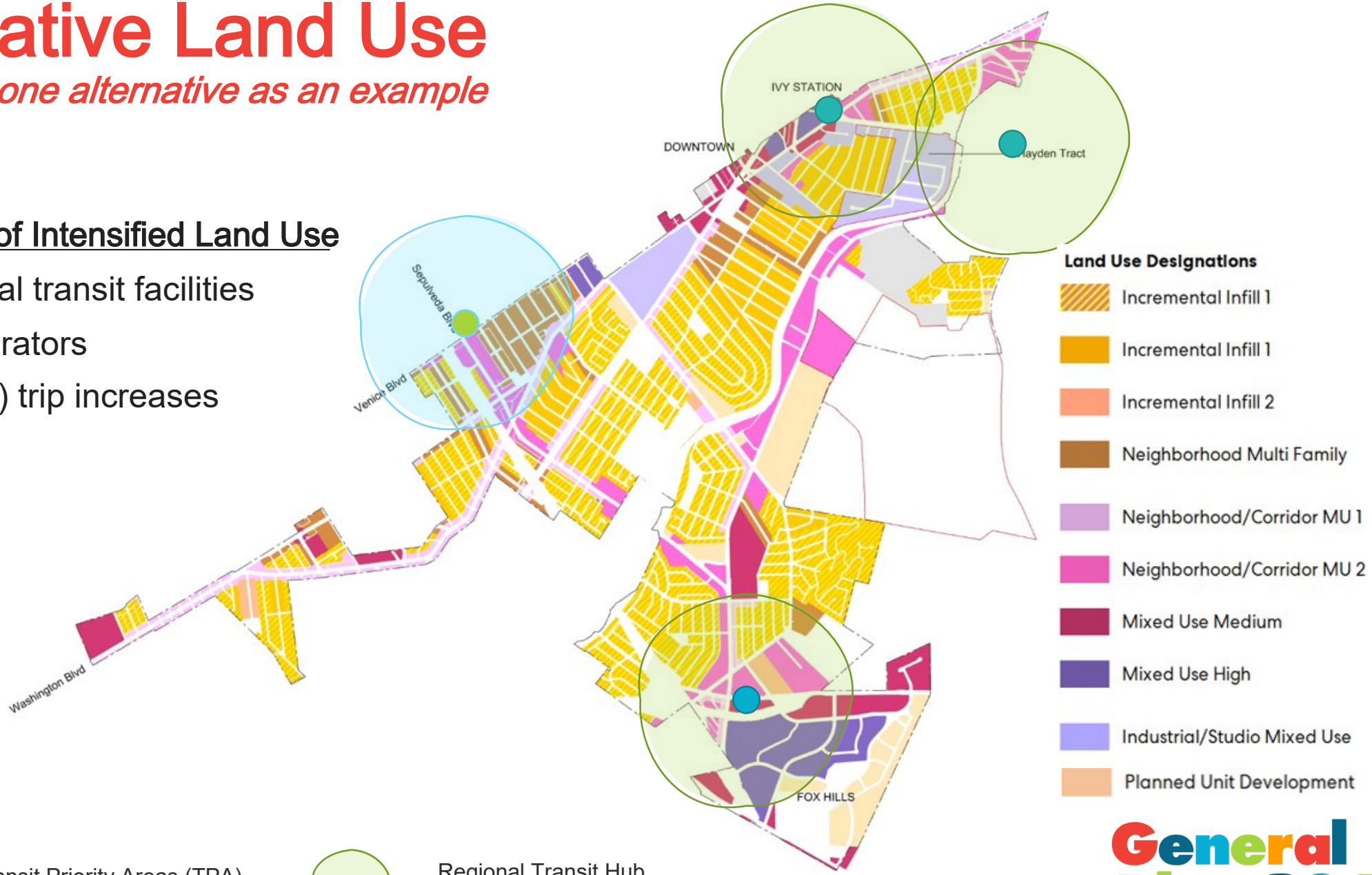
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Alternative Land Use

**Version of one alternative as an example*

Mobility Impacts of Intensified Land Use

- Existing regional transit facilities
- Major trip generators
- Highest (future) trip increases



Transit Priority Areas (TPA)
(0.5 mi radius)

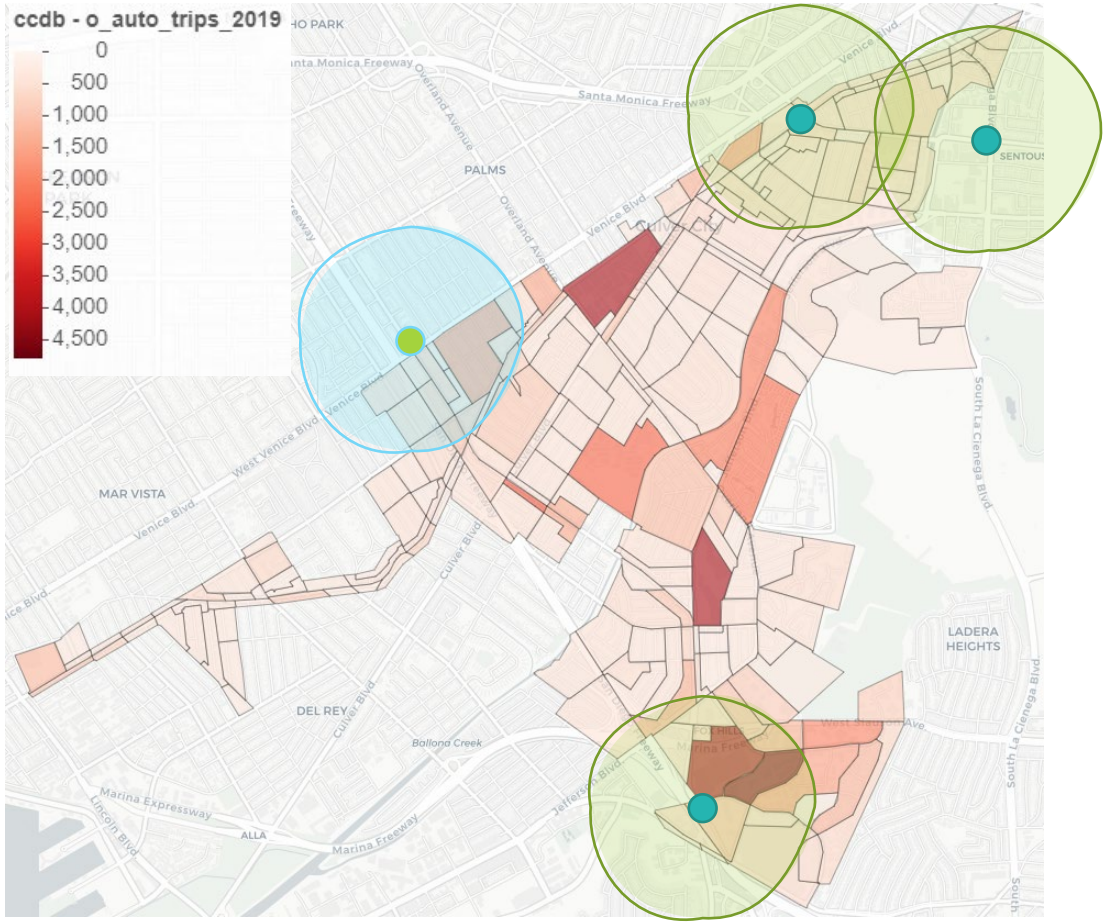
Regional Transit Hub
(0.5 mi radius)

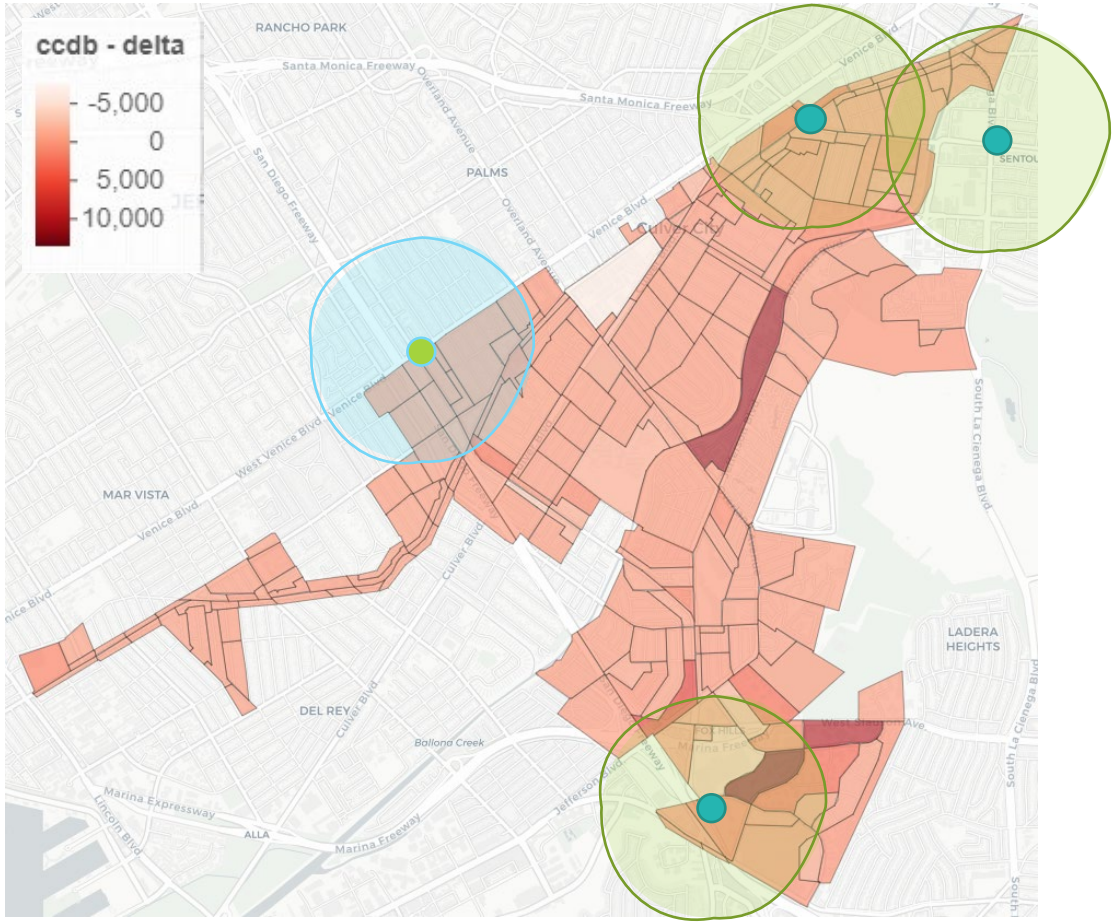
General Plan 2045
Culver CITY

Total Trips 2019 - 2045

Transit Priority Areas (TPA)
(0.5 mi radius)

Regional Transit Hub
(0.5 mi radius)





Existing Trip Generators (2019)

- Sony, Studio Village (Lindberg Park area), Fox Hills, Jefferson / West LA College, Park West (Veterans Park area)

Net Trip Increases (Adopted 2045)

- Fox Hills / Corporate Pointe, Jefferson / W LA College / Studio Village (Lindberg Park area)

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Culver CITY

Mobility Alternatives

Capital Projects and Services

- **Fixed route transit**
  - Bus service
- **Active transportation and multimodal pathways**
  - Bike lanes, trails, and pathways
- **Mobility hubs and placemaking**
  - Station-area transportation services and community amenities
- **Emerging mobility (EM)**
  - On demand, shared mobility, dockless, pilot programs

Supporting Policies



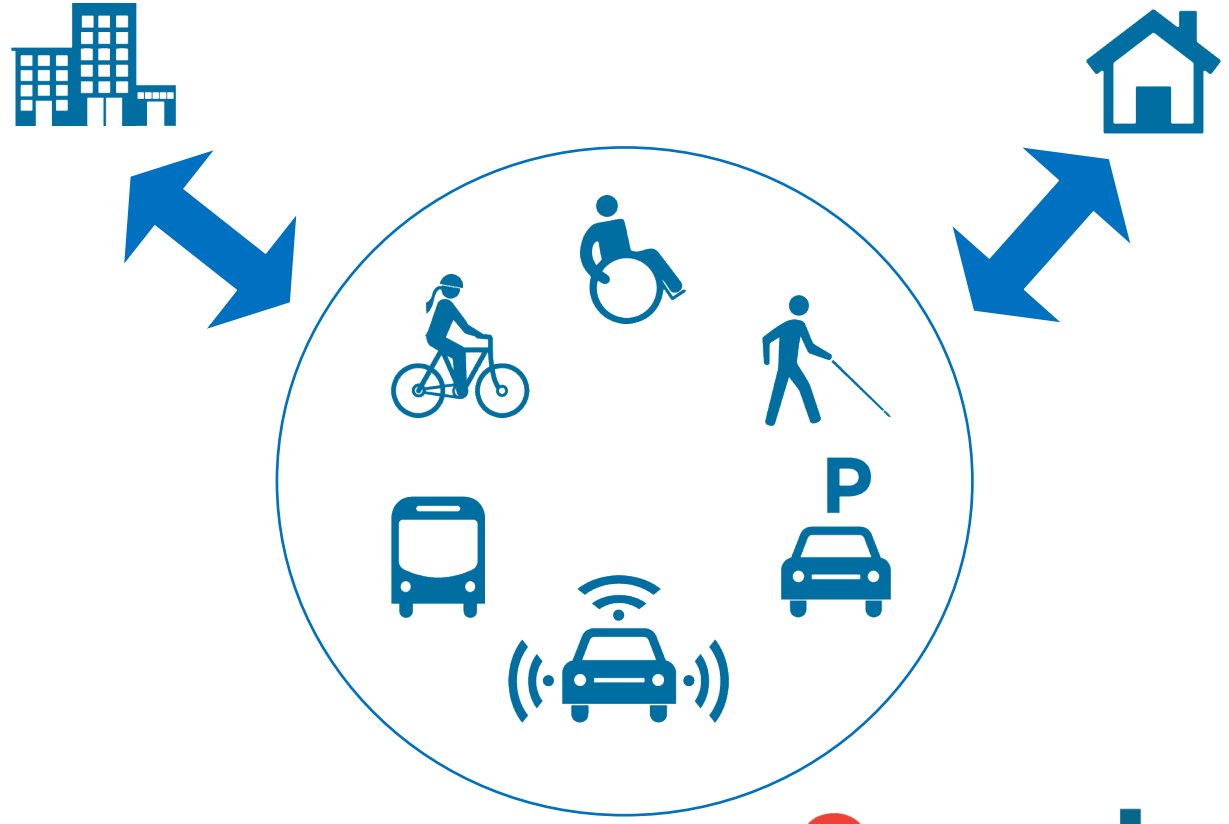
Mobility Alternatives- packages of potential mobility projects and services representing a range in the level of investment in the mobility network.

General Plan 2045 Culver CITY

Anticipated Outcomes

- Compare transit and multimodal network investment alternatives to estimate range of single occupancy vehicle (SOV) trip reduction potential
- Inform mobility priorities and policy guidance recommendations
- Not used to identify specific projects- rather guidelines for detailed studies, planning, and project development

General Plan is a tool to guide future policies, codes, and regulations



General Plan 2045 Culver CITY

Alternative Assumptions & Inputs

Financially Constrained

- Additional Tactical Mobility Lanes
- Transit speed and service reliability
- City Capital Improvement Program
- Priority bike/ped VMT Mobility Impact Fee projects
- Priority mobility hubs

Aspirational

(Includes all Financially Constrained assumptions)

- Expand Mobility Lane implementation
- Transit network restructure
- Unfunded City capital improvement projects
- Additional bike/pedestrian VMT Mobility Impact Fee projects
- Expand and evolve mobility hubs





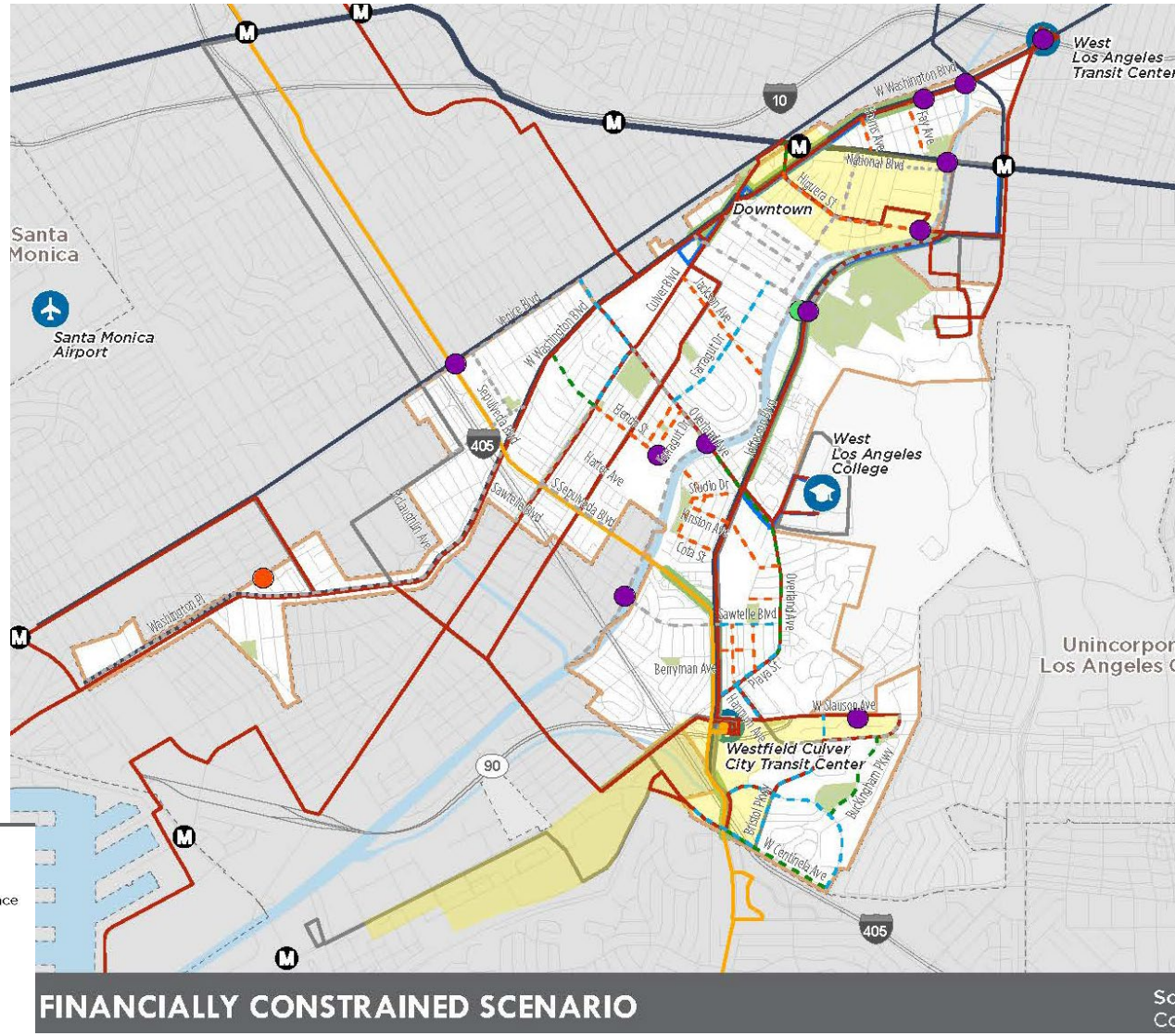


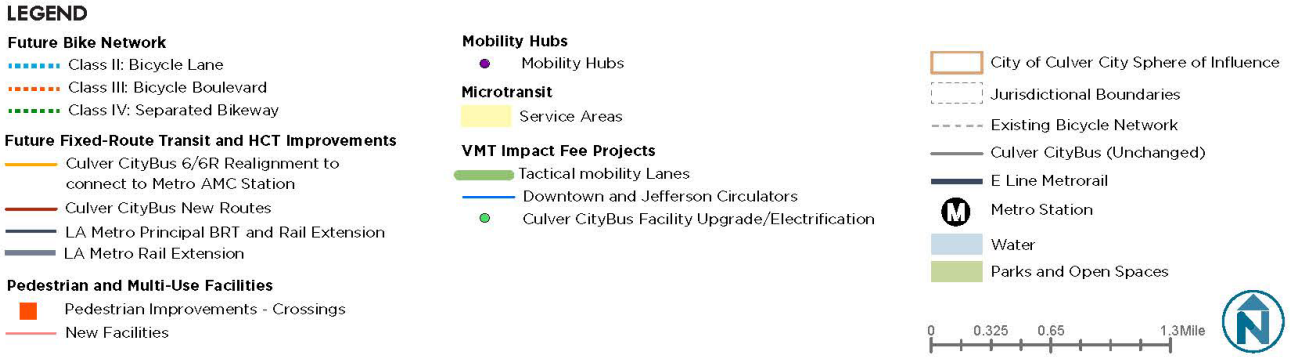



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Financially Constrained Alternative

- Permanent mobility lanes
- 2 new circulators
- 30 min all-day transit network*
- 2 on-demand service zones
- 12 mobility hub locations
- <12 miles of bike lanes
- Pedestrian mid-block signals and crossing improvements

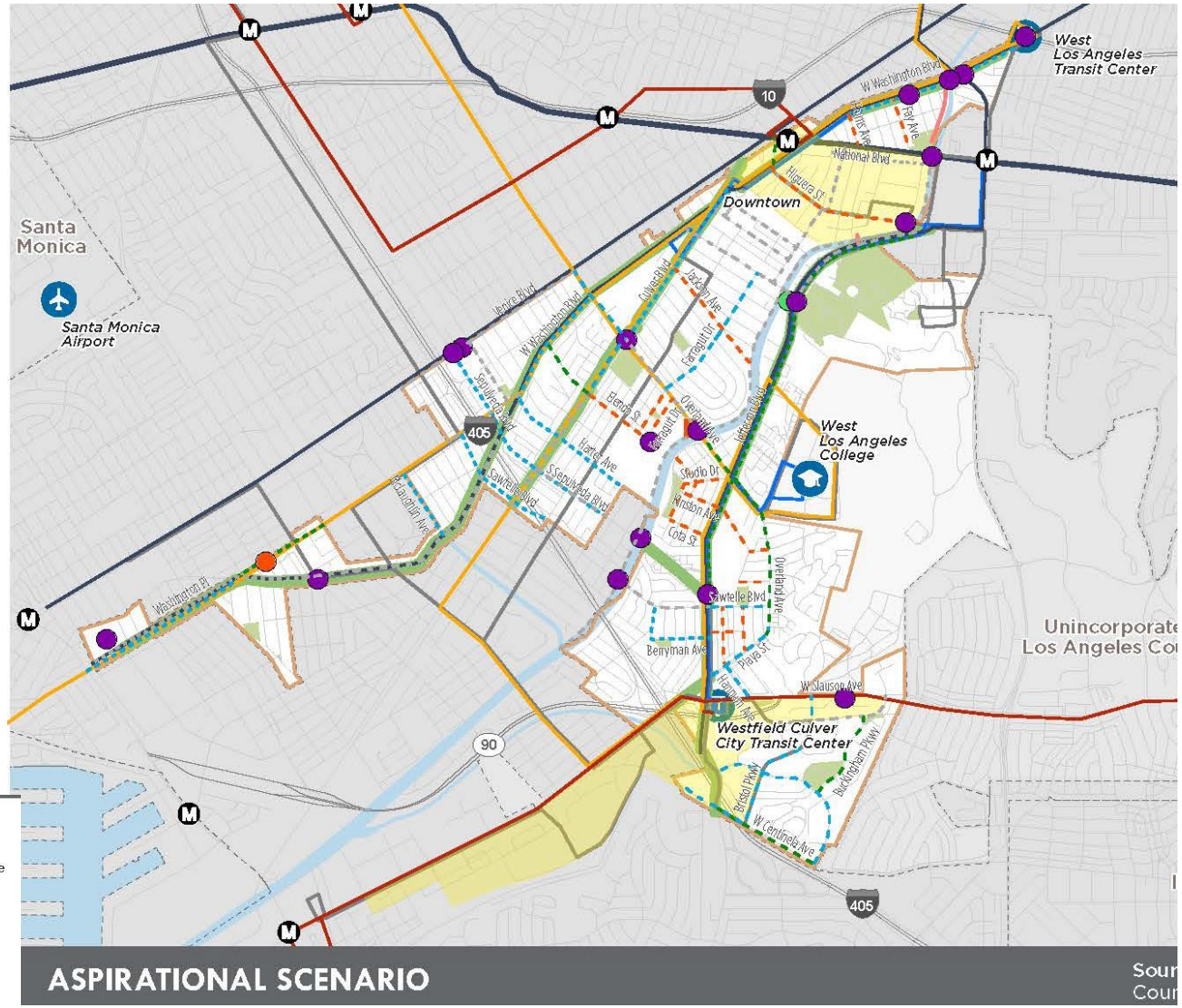




Sources: City of Culver City, County of Los Angeles, 2019.
Note: Alternative assumptions are additive
*Some routes operate more frequently

Aspirational Alternative

- Permanent mobility lanes
- 2 new circulators
- 30 min all-day transit network*
- 2 on-demand service zones
- Pedestrian mid-block signals and crossing improvements
- 18 mobility hub locations
- <21 miles of bike lanes
- 3 new fixed routes + network realignment
- Ballona Creek extension + 2 new bike/pedestrian crossings
- TBD on-demand service zone(s)



LEGEND

Future Bike Network
- Class II: Bicycle Lane
- Class III: Bicycle Boulevard
- Class IV: Separated Bikeway

Future Fixed-Route Transit and HCT Improvements
- Culver CityBus 6/6R Realignment to connect to Metro AMC Station
- Culver CityBus New Routes
- LA Metro Principal BRT and Rail Extension
- LA Metro Rail Extension

Pedestrian and Multi-Use Facilities
- Pedestrian Improvements - Crossings
- New Facilities

Mobility Hubs
- Mobility Hubs

Microtransit
- Service Areas

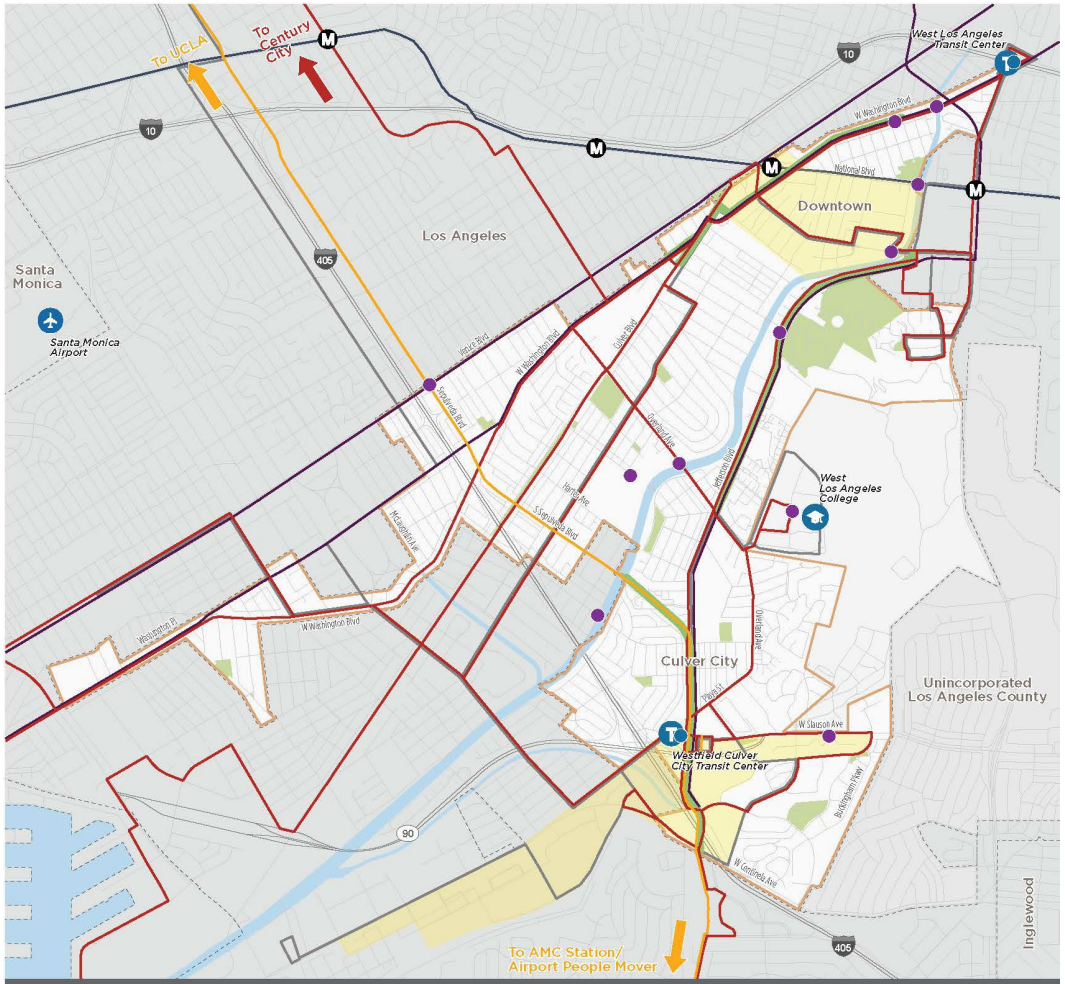
VMT Impact Fee Projects
- Tactical mobility Lanes
- Downtown and Jefferson Circulators
- Culver CityBus Facility Upgrade/Electrification

- City of Culver City Sphere of Influence
- Jurisdictional Boundaries
- Existing Bicycle Network
- Culver CityBus (Unchanged)
- E Line Metrorail
- Metro Station
- Water
- Parks and Open Spaces

0 0.325 0.65 1.3Mile

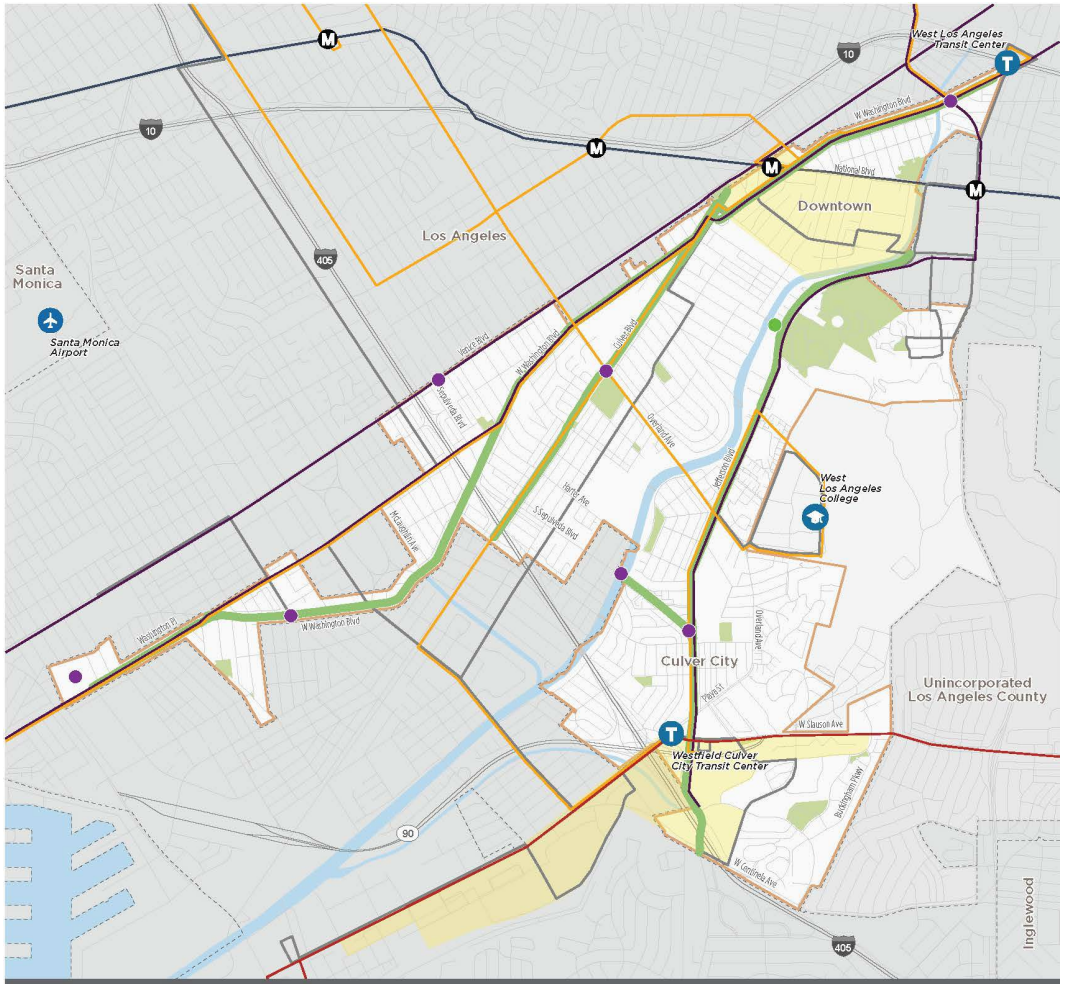
Sources: City of Culver City, County of Los Angeles, 2019.
Note: Alternative assumptions are additive
*Some routes operate more frequently

Transit & Mobility Hubs



FINANCIALLY CONSTRAINED SCENARIO_TRANSIT & MOBILITY HUB

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

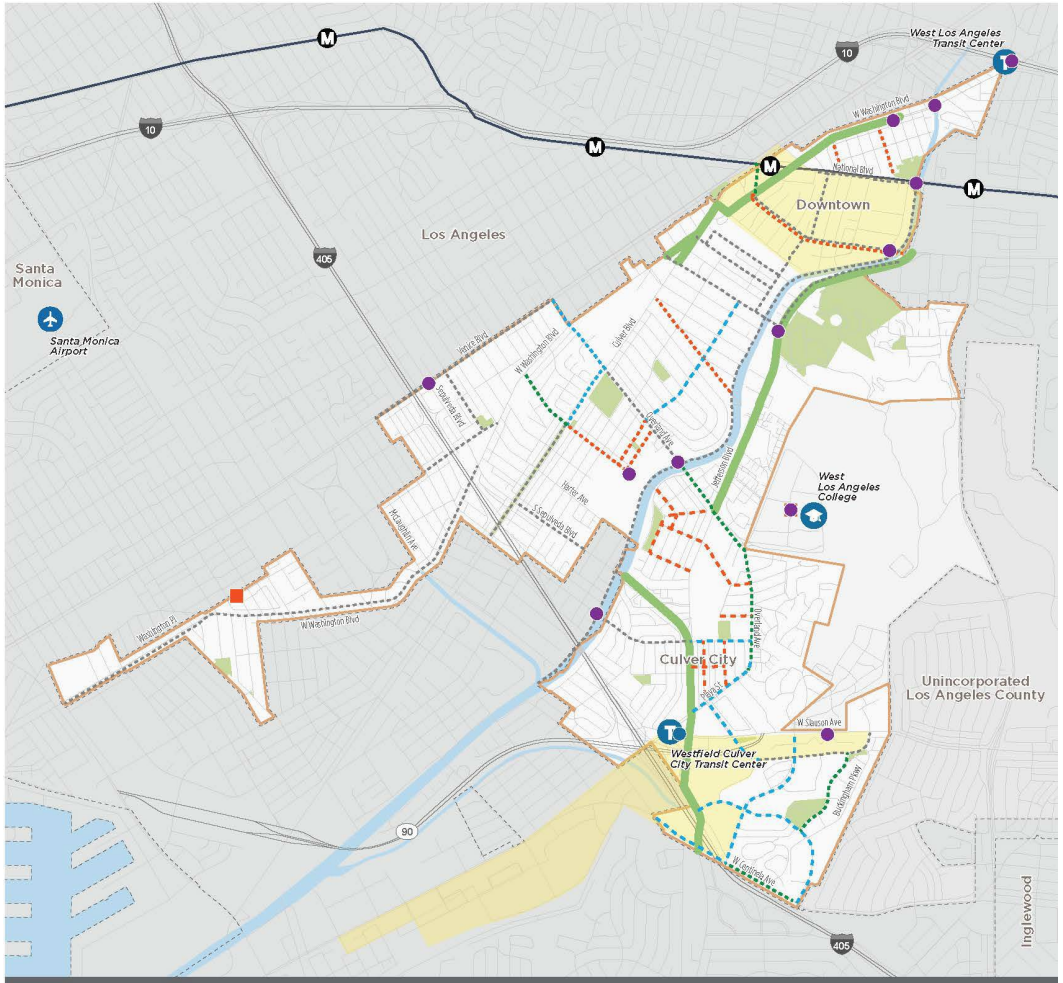


ASPIRATIONAL SCENARIO_TRANSIT & MOBILITY HUB

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

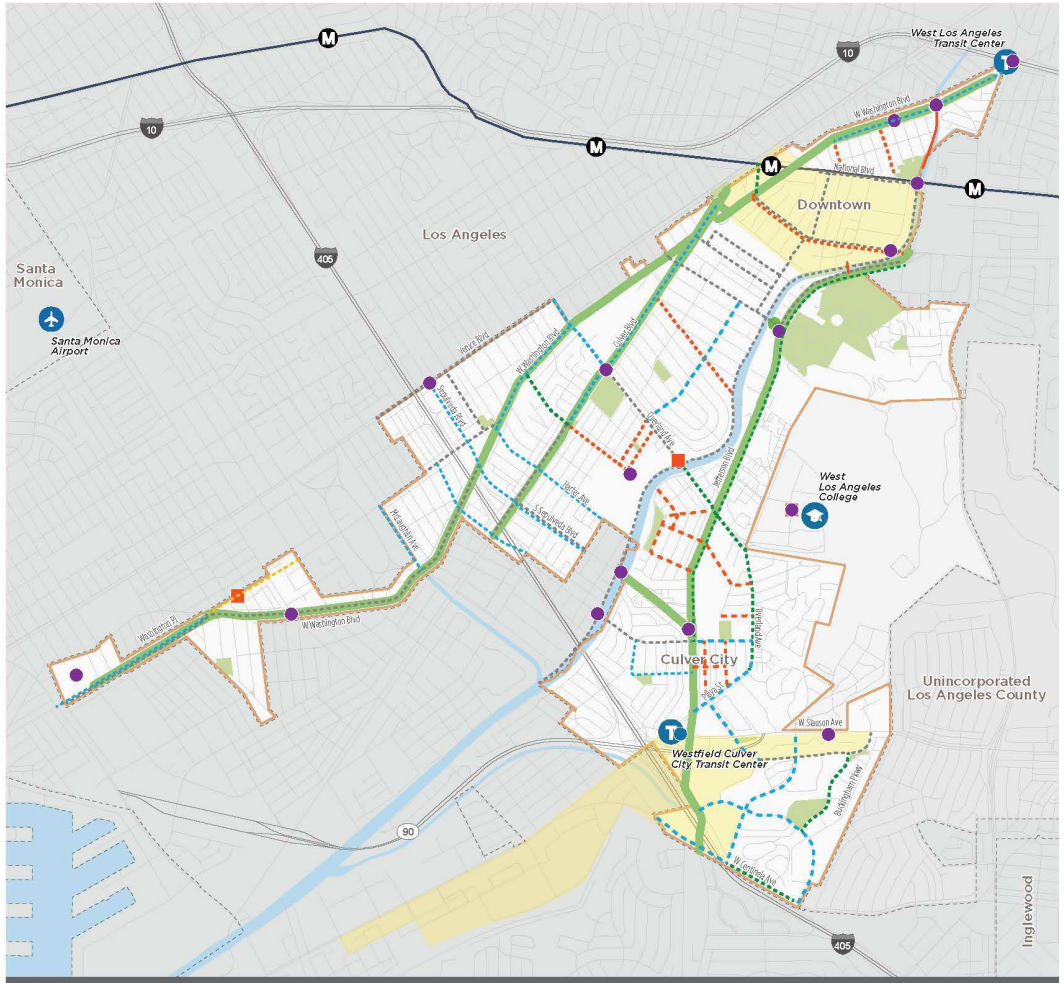
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Active Transportation & Mobility Hubs



FINANCIALLY CONSTRAINED SCENARIO_BIKE & MOBILITY HUB

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



ASPIRATIONAL SCENARIO_BIKE & MOBILITY HUB

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

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Breakout Group Discussion



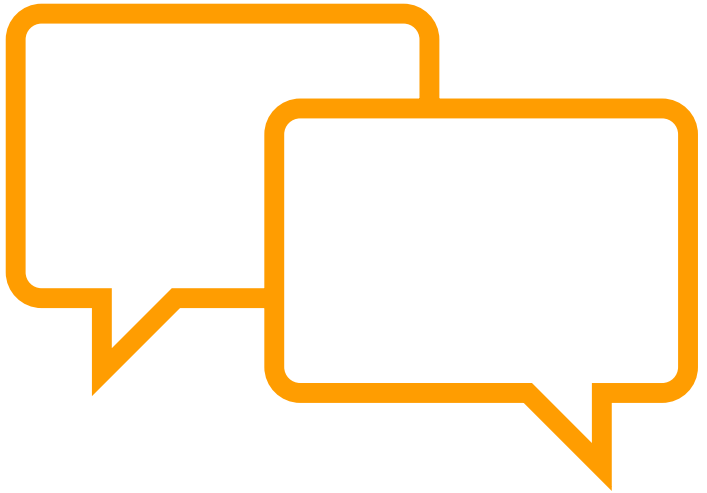
Breakout Group Discussion

1. Introduce yourself and meet your facilitator
2. Reflect on the discussion questions and engage with Padlet
3. Participate in the breakout group discussion
4. Report back

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Rules of Engagement

- Be a good listener
- Welcome all viewpoints and value diversity
- Show common courtesy and respect
- Share the air
- Avoid editorials
- Honor time



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Breakout Group Debrief

- Key takeaways from each group

- Consider trade-offs with the amount of bicycle facilities in the alternatives and how that changes based on facility type
- Safe routes to schools and bicycle facilities themselves – address gaps to safe multimodal facilities
- Consider how we implement this and impacts on residents and neighborhoods
- Alternatives may not meet the needs of all travelers including motorists
- How do we address regional mobility gaps and linking people to jobs at all levels
- Consider removal of on-street parking where surplus supply exists but consider trade-offs for businesses and ADA parking
- Improve internal connectivity

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Breakout Group Debrief

- Key takeaways from each group

- Connect people with medical needs to health care facilities
- Better connect Fox Hills to other parts of the City
- Better transit frequency and connectivity to regional network
- Ensuring that motorists are still accommodated for

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Interactive Map Exercise

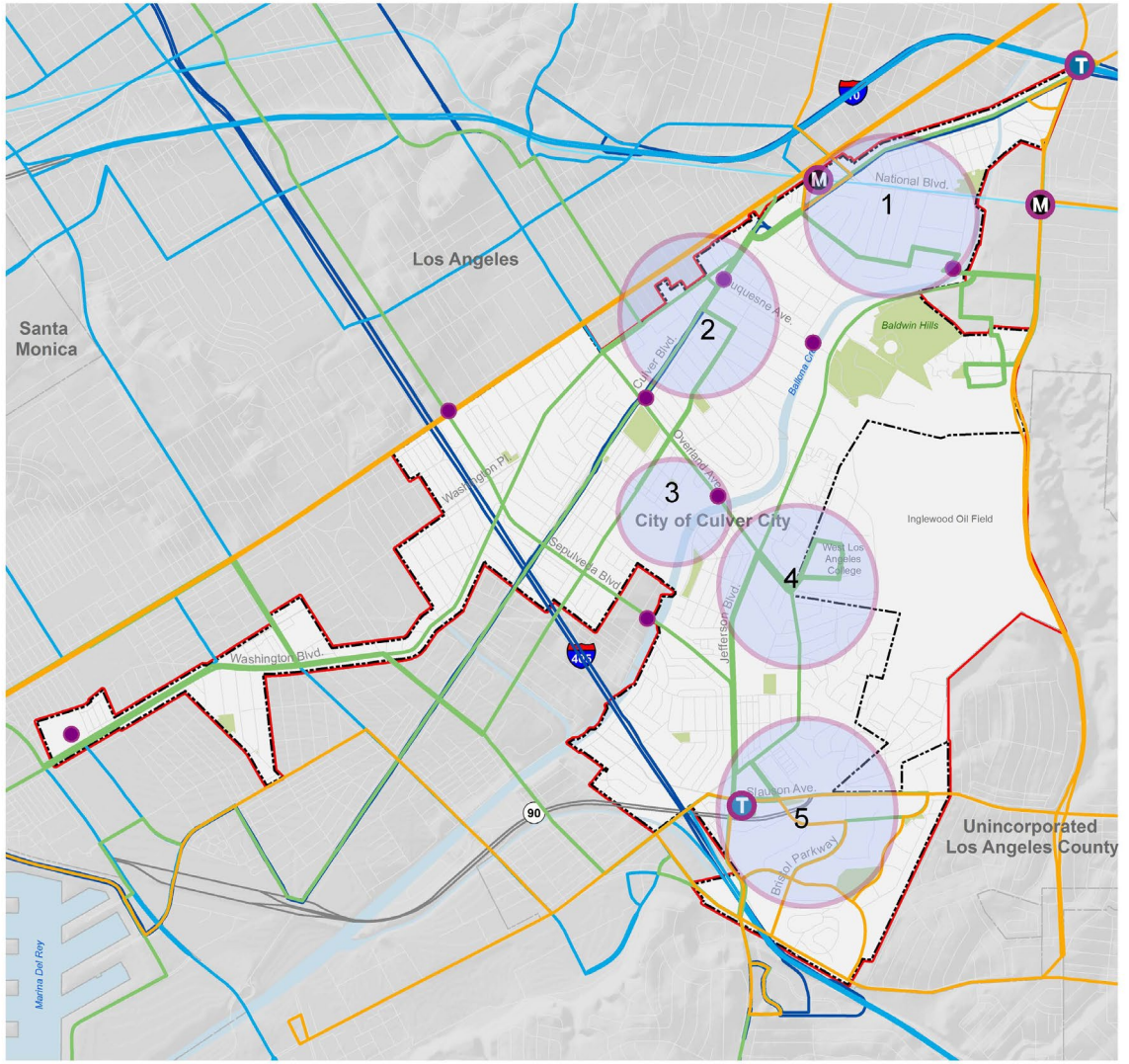
Key Influence Areas

1. Arts District and Hayden Tract redevelopment
2. Downtown Culver City, City Hall, Sony Studios
3. Farragut Elementary, Culver City Middle, Julian Dixon Public Library
4. West LA College, Jefferson Blvd, Studio Village area
5. Fox Hills, Westfield Mall, Corporate Point area

Key Intersections

- Activities of daily living, neighborhood centers, transit facilities, and trip generators

Konveio
link: https://raimi.konveio.com/ccgpu_mobility_exercise
Pin drops and comments requested by **6/7/2021**



Next Steps

General Plan 2045 Culver CITY

Mobility Alternatives Milestones
(through Fall 2021)

- 5/28: Transportation and Mobility Technical Advisory Committee Meeting
- 6/7: Feedback deadline on draft mobility alternatives framework and projects
- June: Revised mobility alternatives assumptions
- July: Detailed analysis of mobility alternatives, trip generation and reduction forecasts
- July/August: Policy development
- September: Compile results and draft recommendations

General Plan 2045 Culver CITY

Primary Contact

Ashley Hefner Hoang
Advance Planning Manager
(310) 253-5744
Ashley.Hefner@CulverCity.org

Thank you!



General Plan 2045

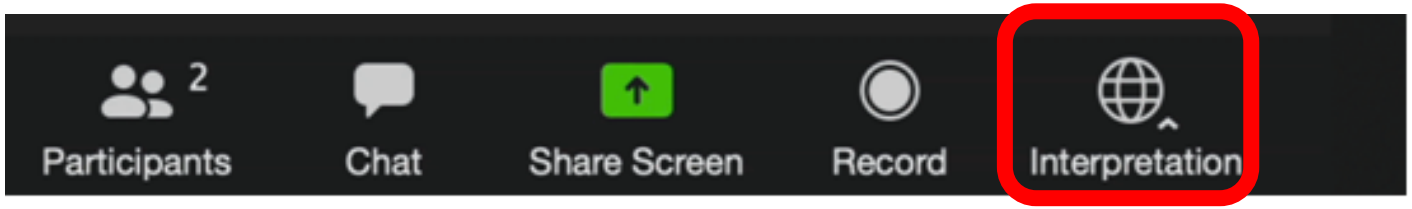
Culver CITY

Land Use Alternatives Community Workshop

May 5, 2021

La interpretación en simultáneo para esta reunión se dará en los siguientes idiomas:

- Español – bajo la opción Español
- Por favor haz clic en el icono INTERPRETATION en tu barra de herramientas para acceder al idioma deseado



General Plan 2045 Culver CITY

Agenda

- General Plan Update Process
- Recap: Existing Conditions
- Land Use Alternatives
  - Approaches to Land Use
  - Land Use Dialogue to Date
  - Land Use Tradeoffs
  - Land Use Alternative Maps
- Small Group Breakout Rooms
- Report Back

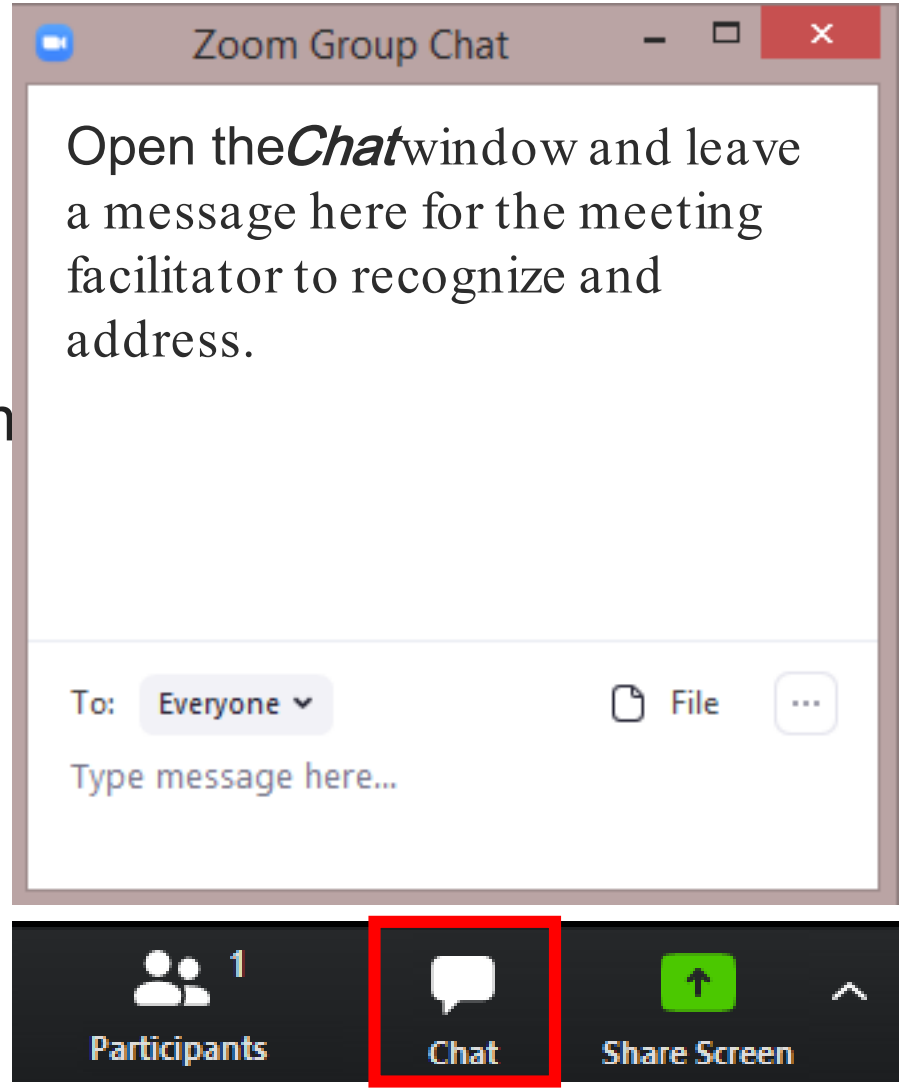


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Downtown Culver City

Opportunities to Engage In the Conversation

- **Throughout the Presentation**
  - Live Polling through www.menti.com
  - Chat Questions to the Project Team in Zoom
- **End of the Presentation**
  - Breakout Group Discussion
- **After the Meeting**
  - Follow-up Surveys
  - Participate in Upcoming Meetings
  - Visit: www.pictureculvercity.com



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Rules of Engagement

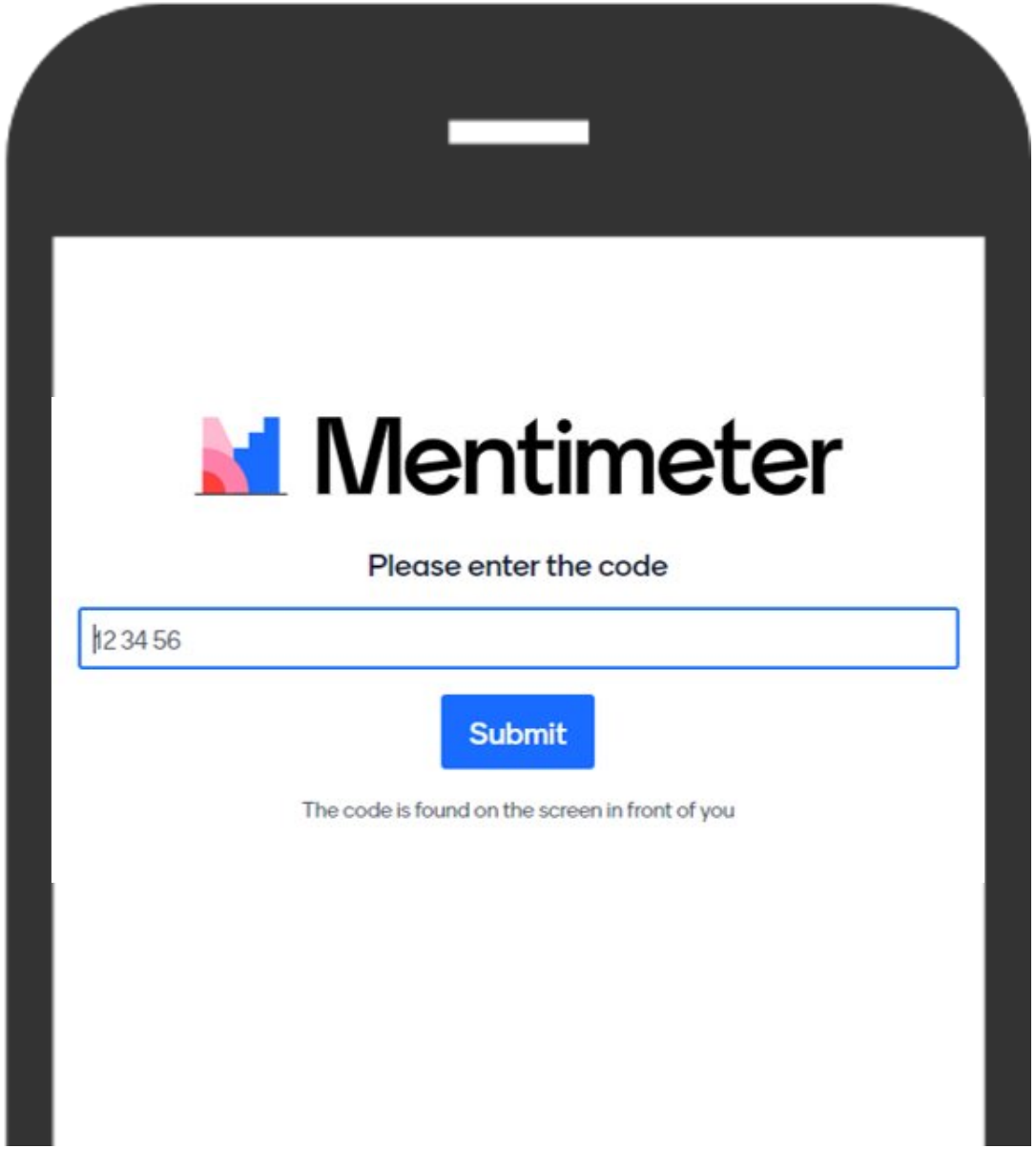
- Be a good listener
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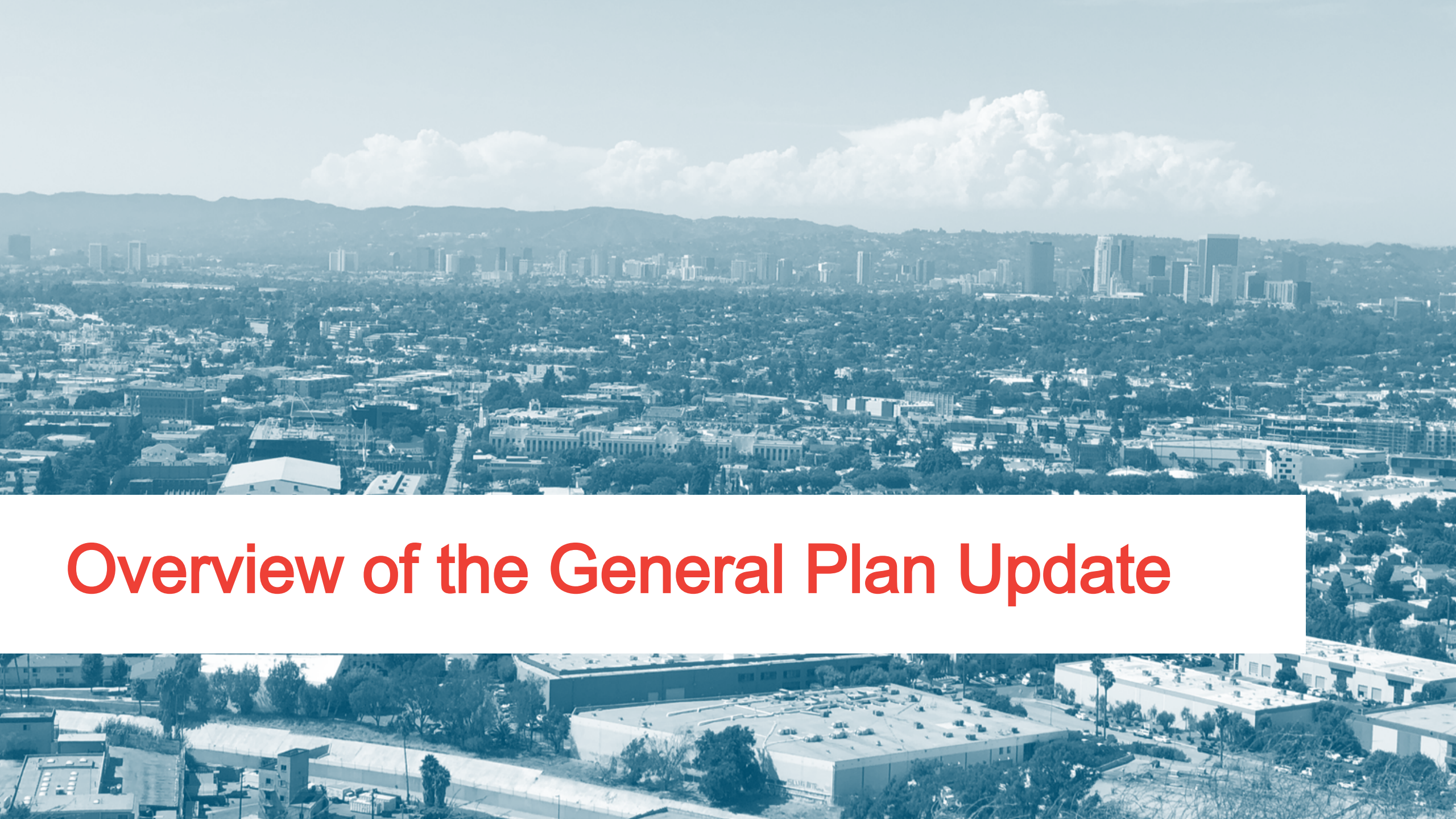
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How to Use www.menti.com

- Open a web browser
  - On second device if possible
  - In another window
- Go to **www.menti.com**
- Enter Code:
  5319 7488
- Questions will appear throughout the meeting when activated by the presenter



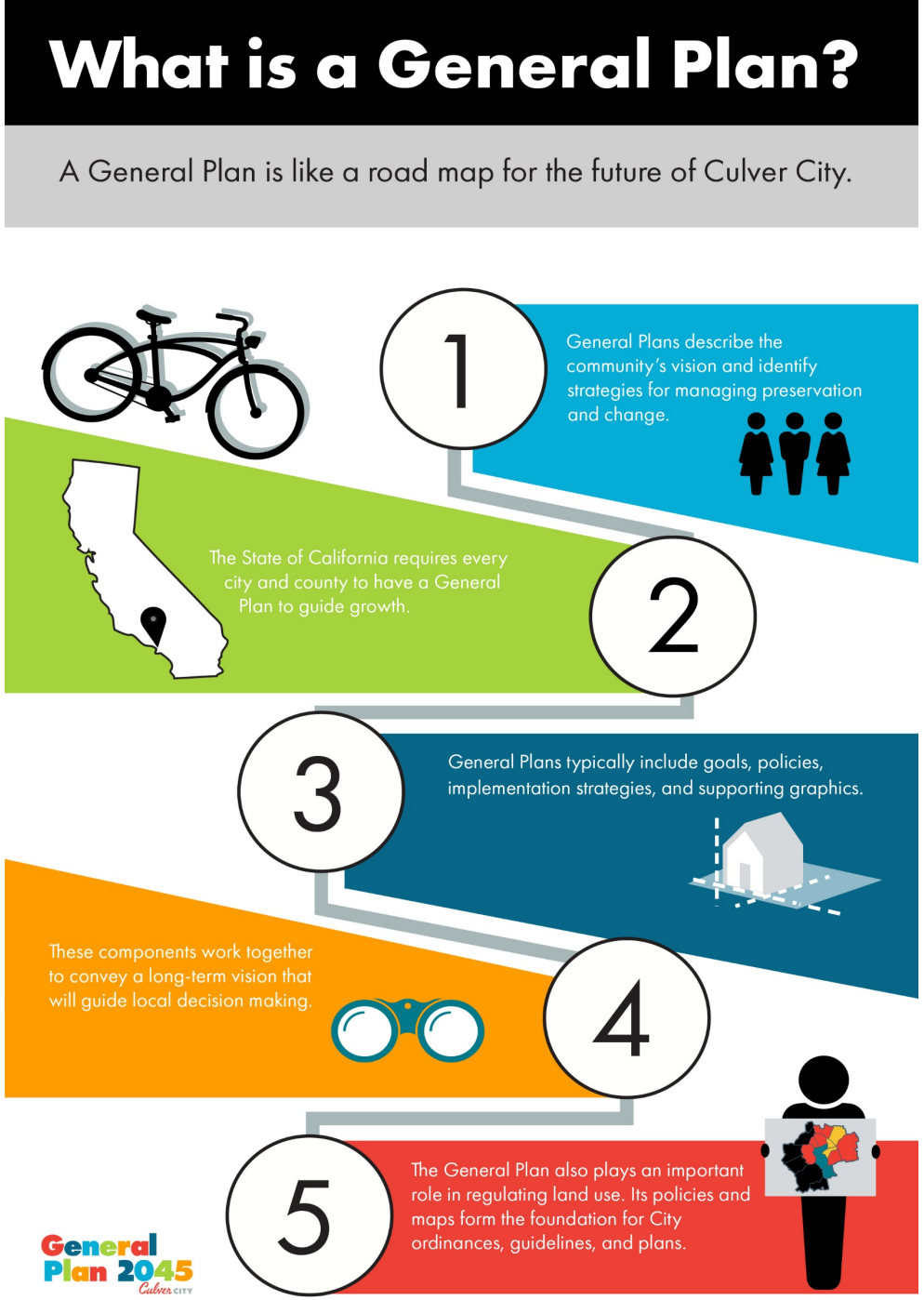
General Plan 2045 Culver CITY



Overview of the General Plan Update

Purpose of the General Plan

- Longterm policy document to guide the future actions (policy choices + development applications) of Culver City
- Serves as City's "constitution"
- Enables the community to come together to develop a shared vision for the future
- Enhances community strengths
- Addresses a number of topics of concern



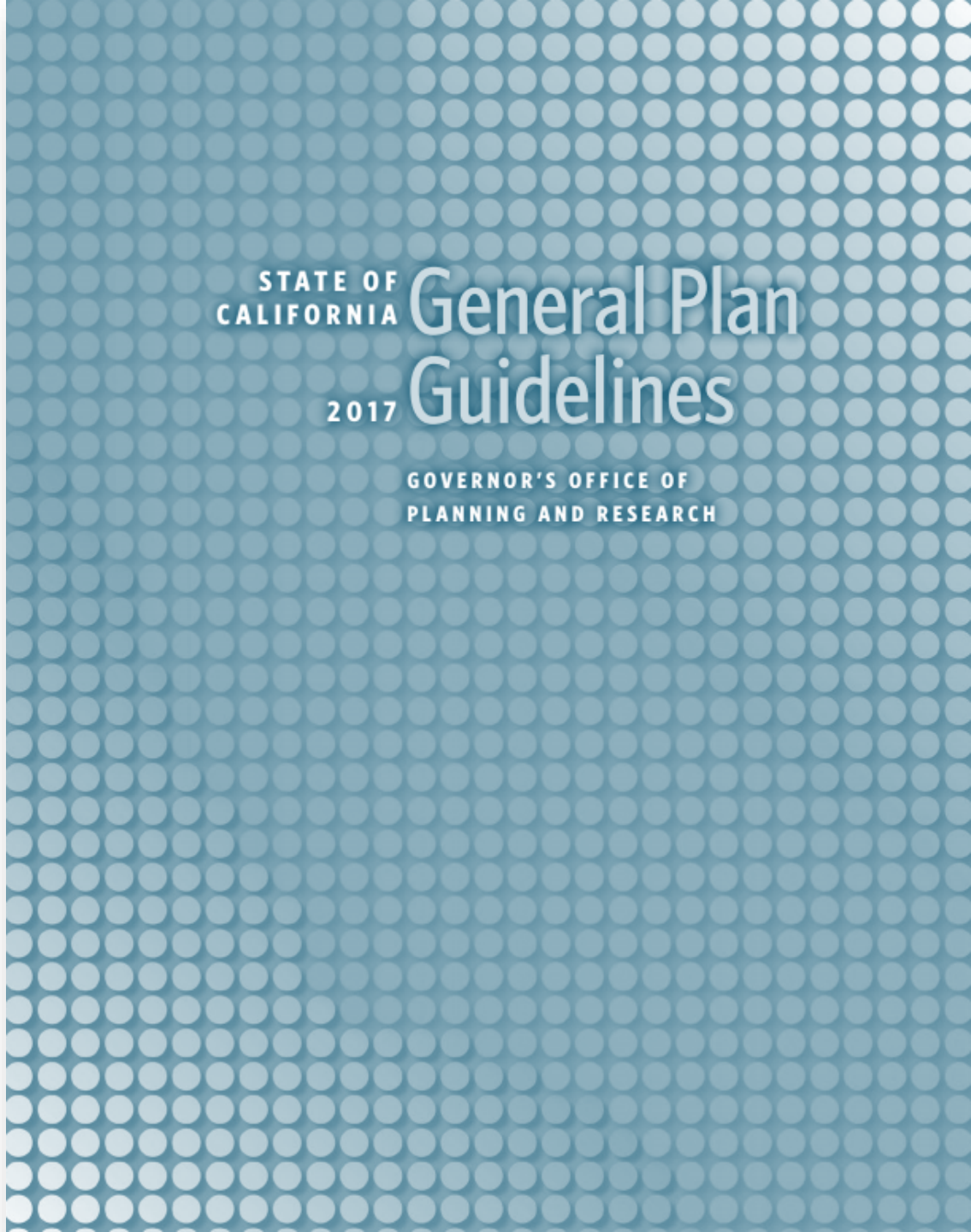
General Plan Topics

Requirements

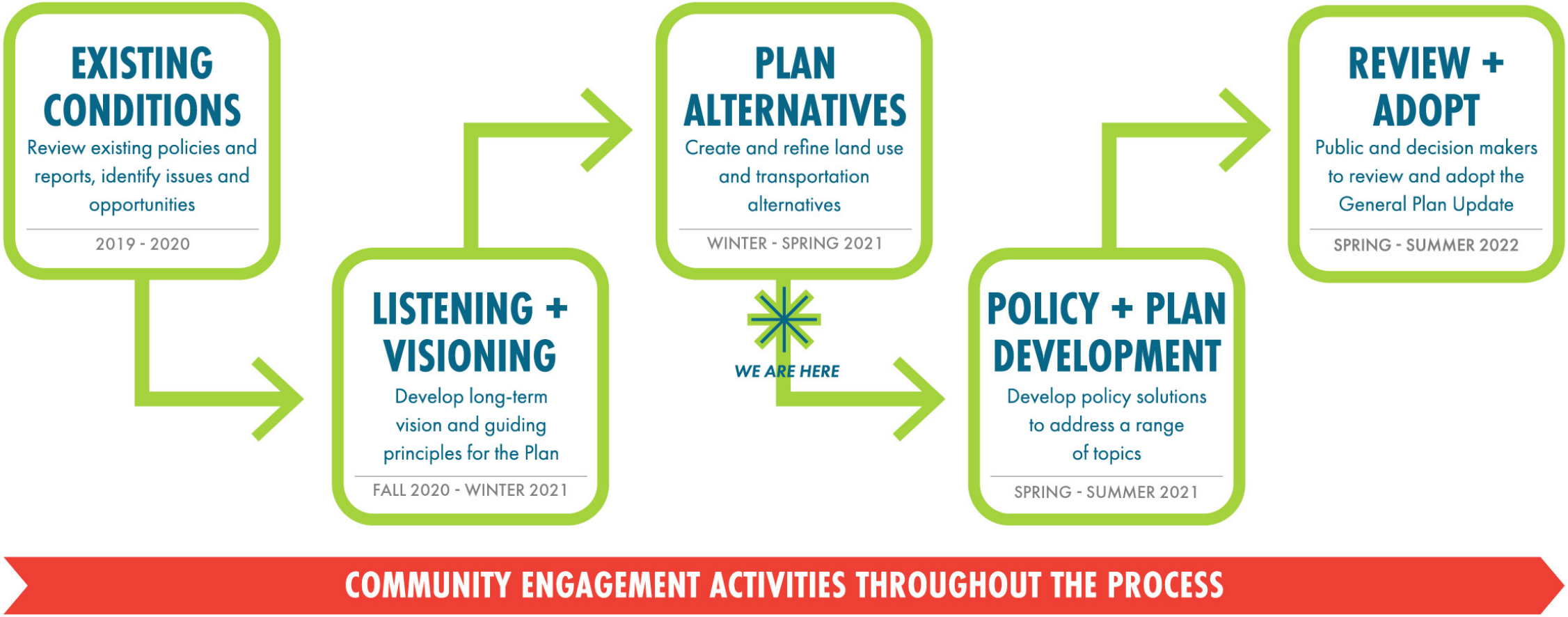
- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety
- Environmental Justice

City of Culver City General Plan will address:

- CLIMATE CHANGE + RESILIENCE
- HEALTH, ENVIRONMENTAL JUSTICE + EQUITY
- NEW MOBILITY
- SMART CITIES
- ART + CULTURE
- REIMAGINING PUBLIC SAFETY
- PUBLIC REALM/ URBAN DESIGN
- ECONOMIC DEVELOPMENT
- INFRASTRUCTURE/ PUBLIC FACILITIES AND SERVICES
- PARKS AND RECREATION



Process


EXISTING CONDITIONS
Review existing policies and reports, identify issues and opportunities
2019 - 2020
LISTENING + VISIONING
Develop long-term vision and guiding principles for the Plan
FALL 2020 - WINTER 2021
PLAN ALTERNATIVES
Create and refine land use and transportation alternatives
WINTER - SPRING 2021
WE ARE HERE
POLICY + PLAN DEVELOPMENT
Develop policy solutions to address a range of topics
SPRING - SUMMER 2021
REVIEW + ADOPT
Public and decision makers to review and adopt the General Plan Update
SPRING - SUMMER 2022
COMMUNITY ENGAGEMENT ACTIVITIES THROUGHOUT THE PROCESS

GPU Engagement Milestones to Date

- 3 City Council study sessions on vision, land use strategi
  Housing Element principles
- Presentations to Planning, Cultural Affairs, and Homeless
  Commissions
- Interactive project website (www.pictureculvercity.com)
- 4 pop-up meetings
- 15 General Plan Advisory Committee meetings
- 13 Technical Advisory Committee meetings
- Community Visioning Festival Workshop (150 participants)
- 15 Speaker Series events
- 7 topic-specific existing conditions videos + micro surveys
- Online “Issues and Opportunities” survey (Over 250 respo
- Public Safety Survey (Over 2,500 responses)
- Online Story Bank
- Volunteer Communications Network
- Community Land Use Strategy Workshop (80 participants



Community Visioning Festi



Art Walk and Roll Festival Pop

Community Vision

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

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

Core Values



Innovation + Creativity



Sustainability



Equity + Inclusion



Compassion + Community

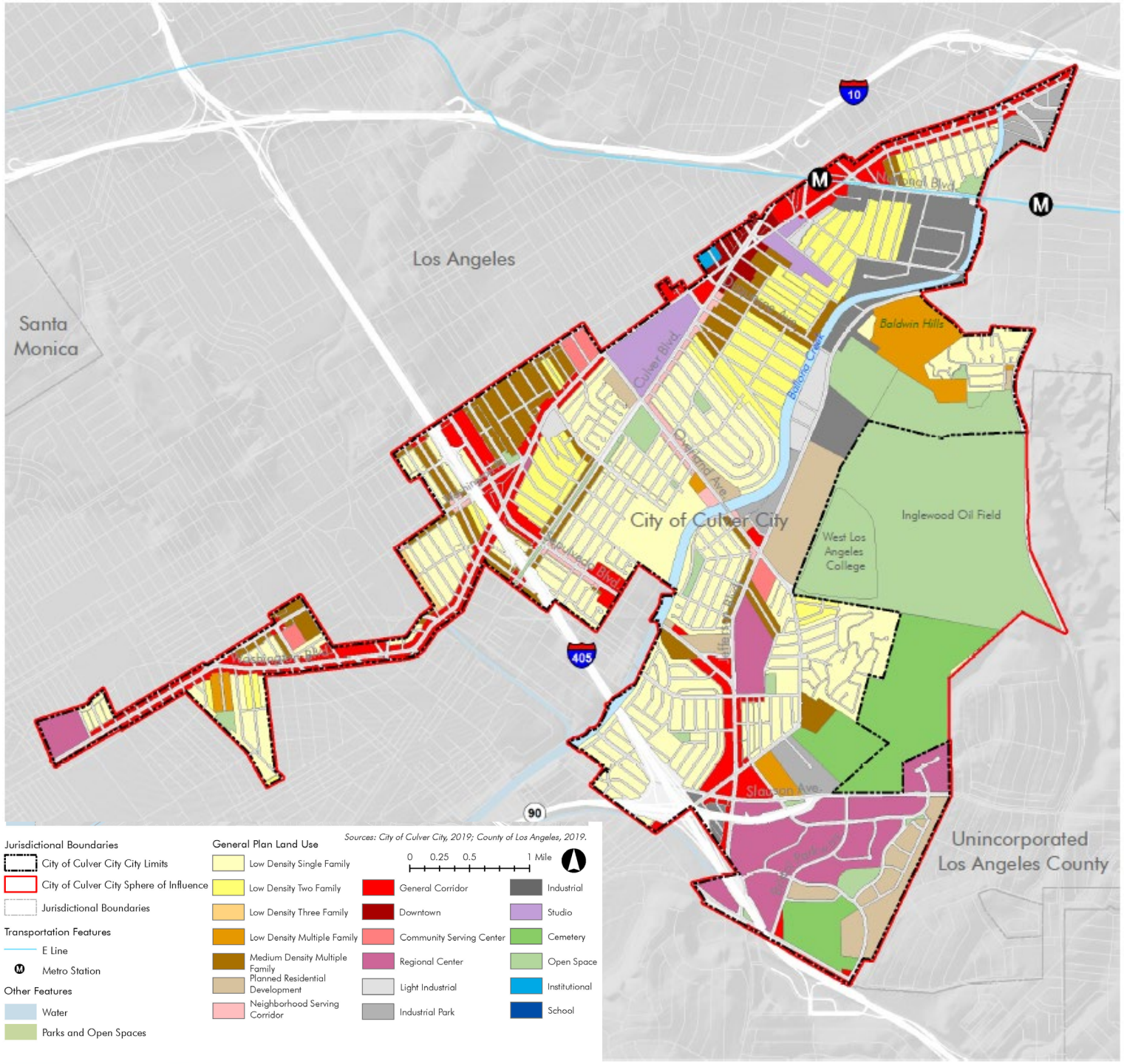
General Plan 2045 Culver CITY

How can land use support our vision for a vibrant, sustainable, and inclusive community where everyone can thrive?

- Create healthy and safe neighborhoods
- Support a diverse and expanded range of housing
- Support a culturally, racially, and economically diverse community
- Maintain a vibrant economy that supports small, local businesses
- Supports a vibrant arts and cultural sector

General Plan Land Uses

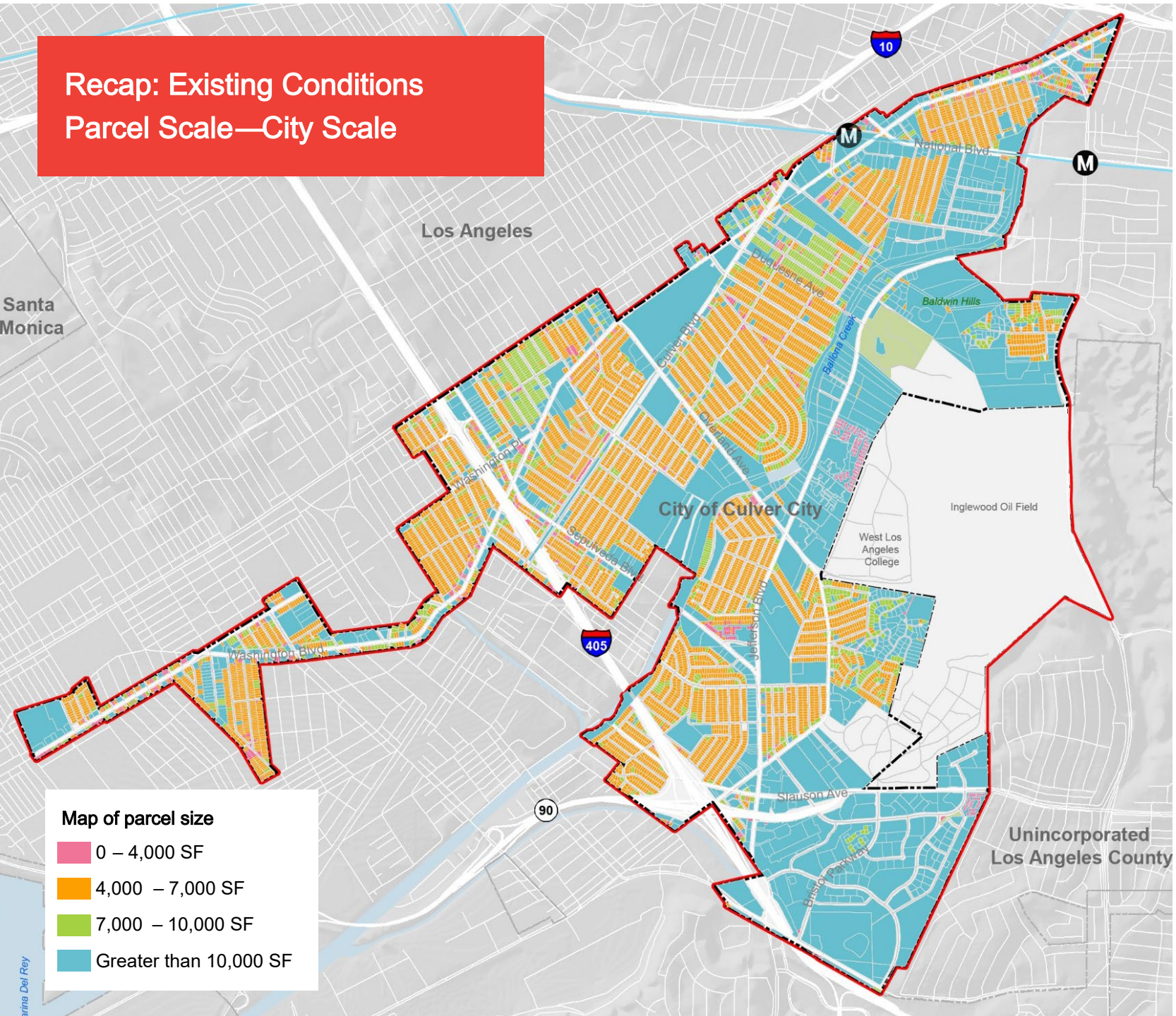
- Establish policy direction
- **Show the proposed distribution, location, and extent of land uses and density in the city**
- Focus on future growth and physical development (*not necessarily what's on the ground now*)
- Supported by other elements and policies to ensure there is adequate infrastructure and services



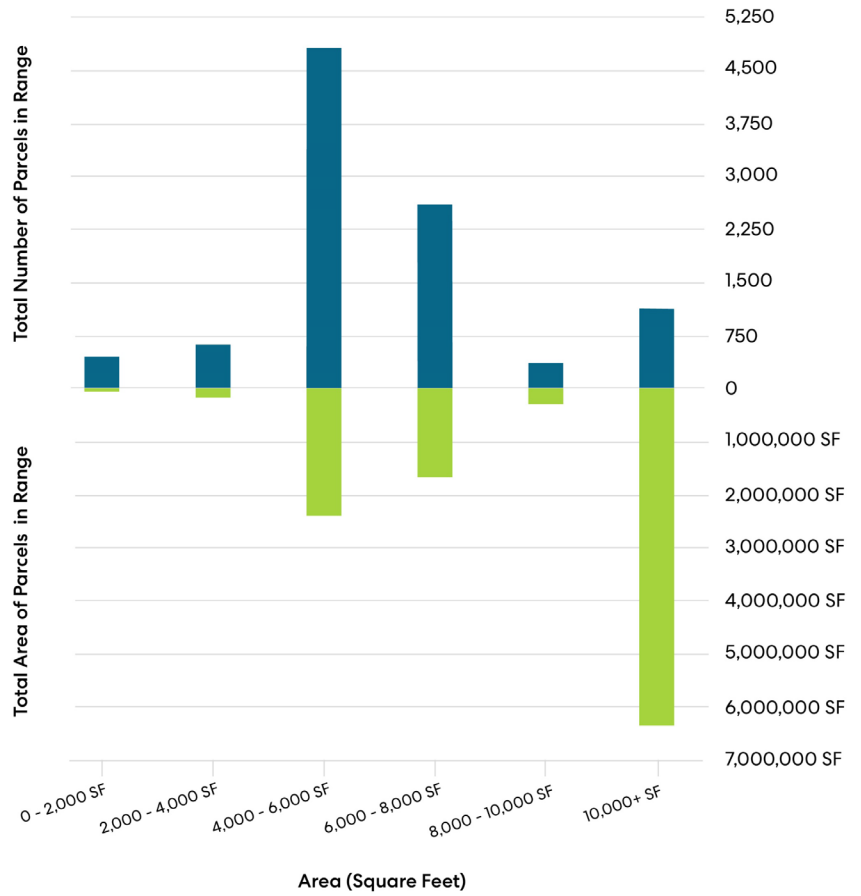
Recap: Existing Conditions
Aerial Map of Culver City



Recap: Existing Conditions
Parcel Scale—City Scale



Number and Area of Culver City Parcels



Recap: Existing Conditions
Parcel Scale—City Scale

Sony Pictures Studio

Portion of Carlson Park / Park East

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



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

Land Use Alternatives

Desired General Plan Outcomes

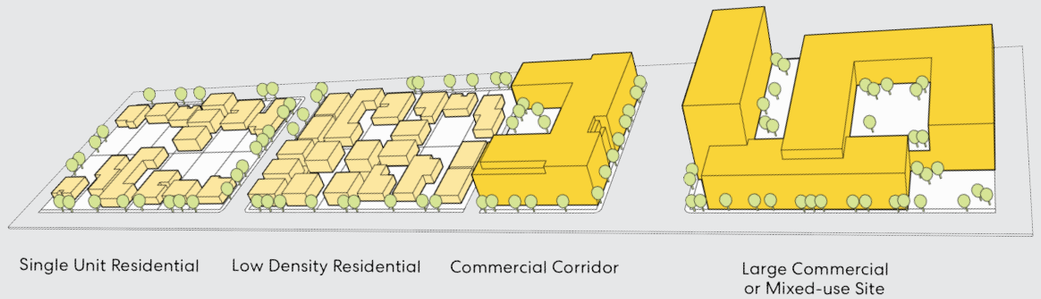
1. **Healthy and safe neighborhoods** where all people can thrive, strengthen connections with neighbors, and meet their basic needs
2. A **diverse and expanded range of housing types** for different income levels, household compositions, stages of life, and marginalized populations
3. A culturally,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

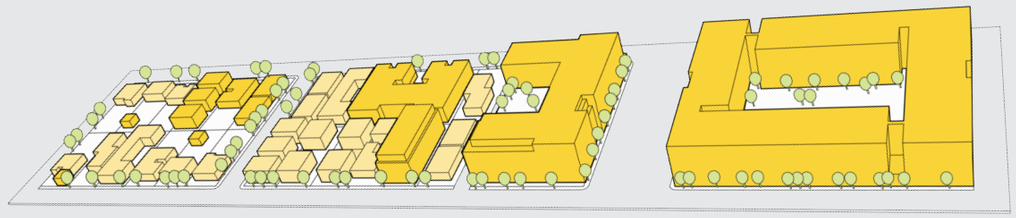


Land Use Alternatives

What are land use alternatives?

- Planning scenarios that can realize future development goals
- Different approaches to land use and urban design patterns
- Illustrate the trade -offs between different approaches
- Allow informed choices about future development of the city



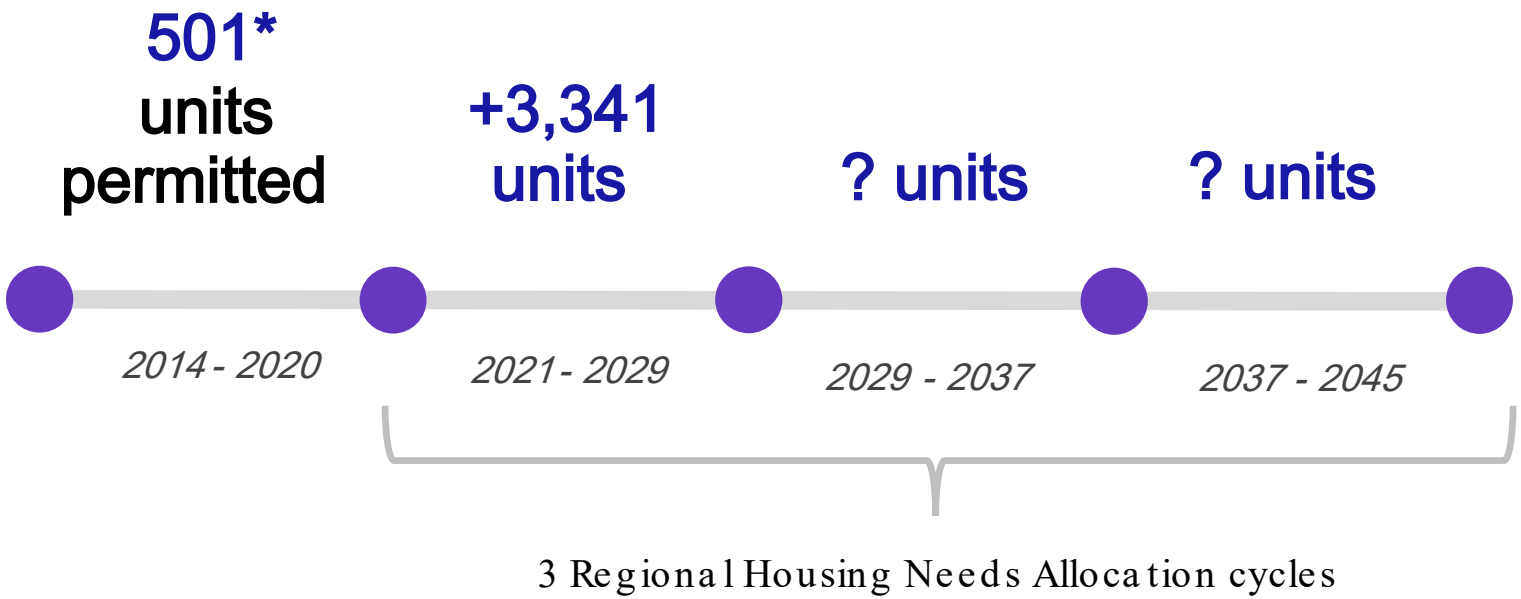


Two different land use and urban design patterns →

Objectives

- Direct Culver City's long-term land use development
- Meet state-mandated Regional Housing Needs Assessment (RHNA)
- Address jobs-housing imbalance

Housing Needs Over The General Plan Time Horizon



**Of the 501 units permitted, 487 units were above for moderate incomes. 14 were permitted for very low -, low-, and moderate -income categories. This satisfies 13% of the 5th Cycle RHNA for very low-, low-, and moderate -incomes and over 100% for above moderate incomes.*

Approaches to Land Use

Concentrated Growth

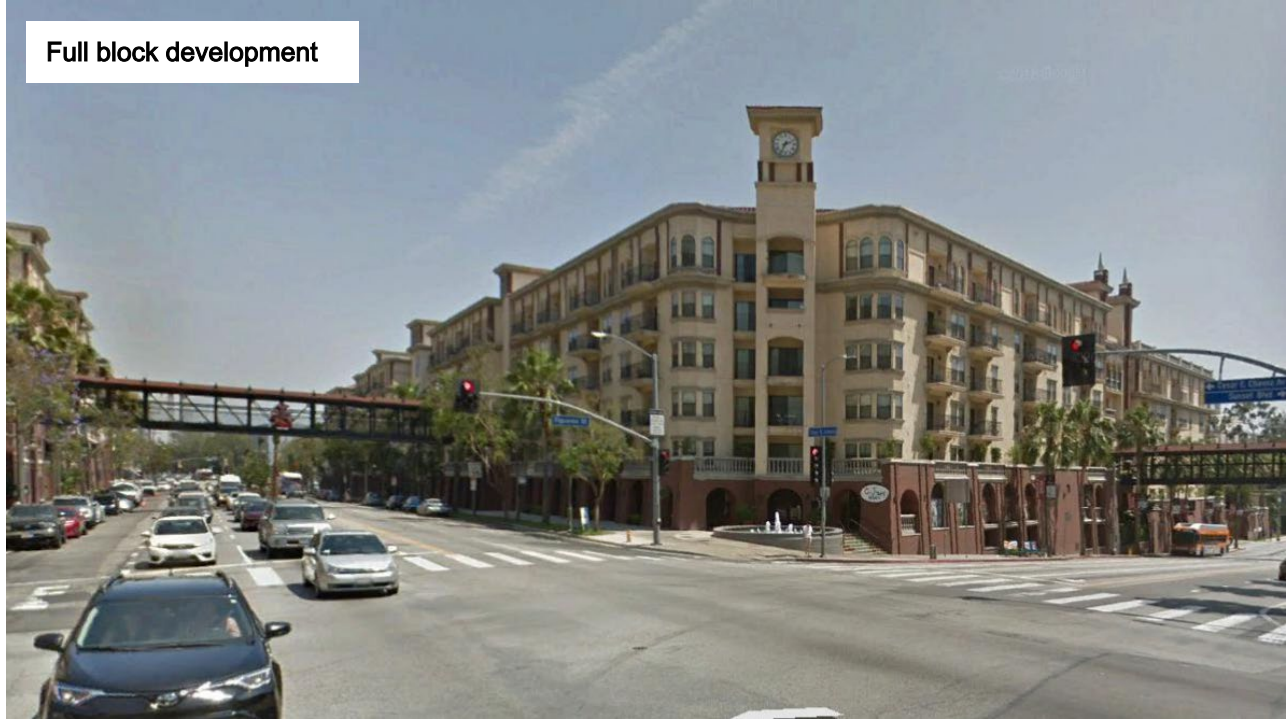
New growth is concentrated onto limited land resources

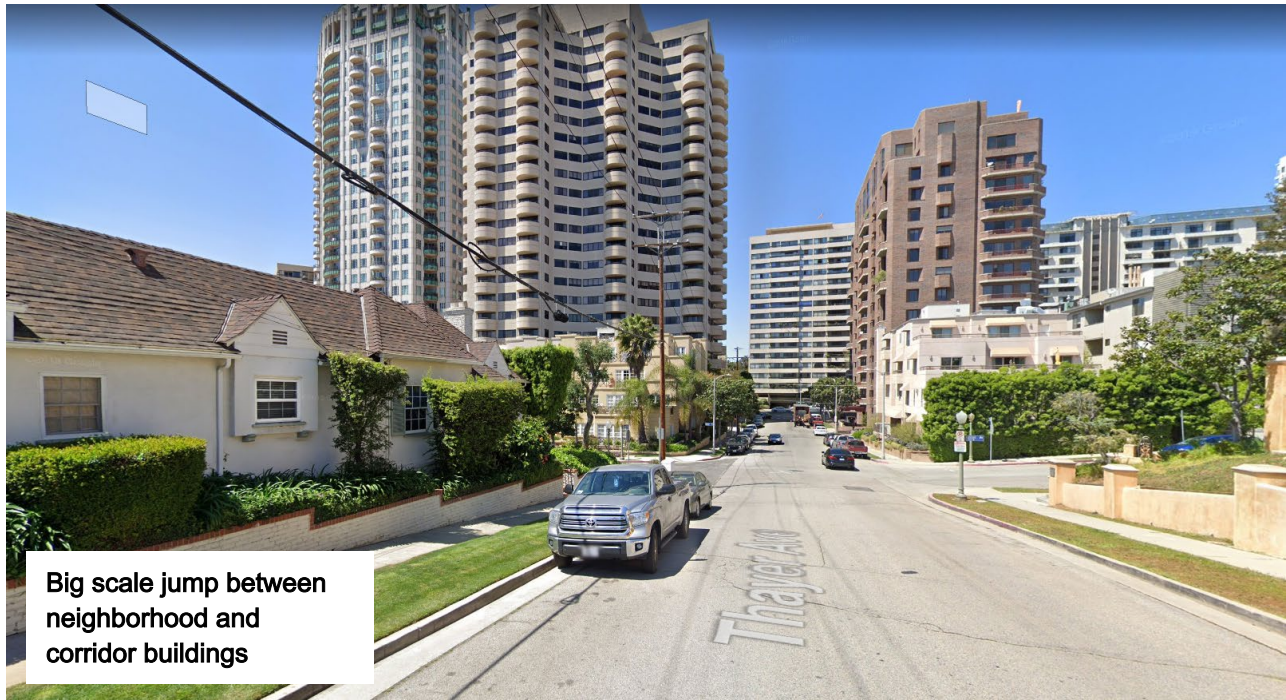
A common model for growth revolves around two key tenets

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

Why is it important to reconsider this approach?

- Large portions of the city are “off limits” for growth and redevelopment
- Concentrated development generates conflict





Approaches to Land Use

Incremental Infill

Addition of small to medium sized buildings as a way of adding residential units without significantly changing the scale of a neighborhood. This strategy is often referred to as missing middle housing.

Compatible in scale and form with detached single-family homes

Can help create more walkable neighborhoods

Housing types include:

- Duplex, triplex, or fourplex
- Courtyard building
- Townhouse
- Garden apartment
- Live-work unit





Approaches to Land Use

Incremental Densification

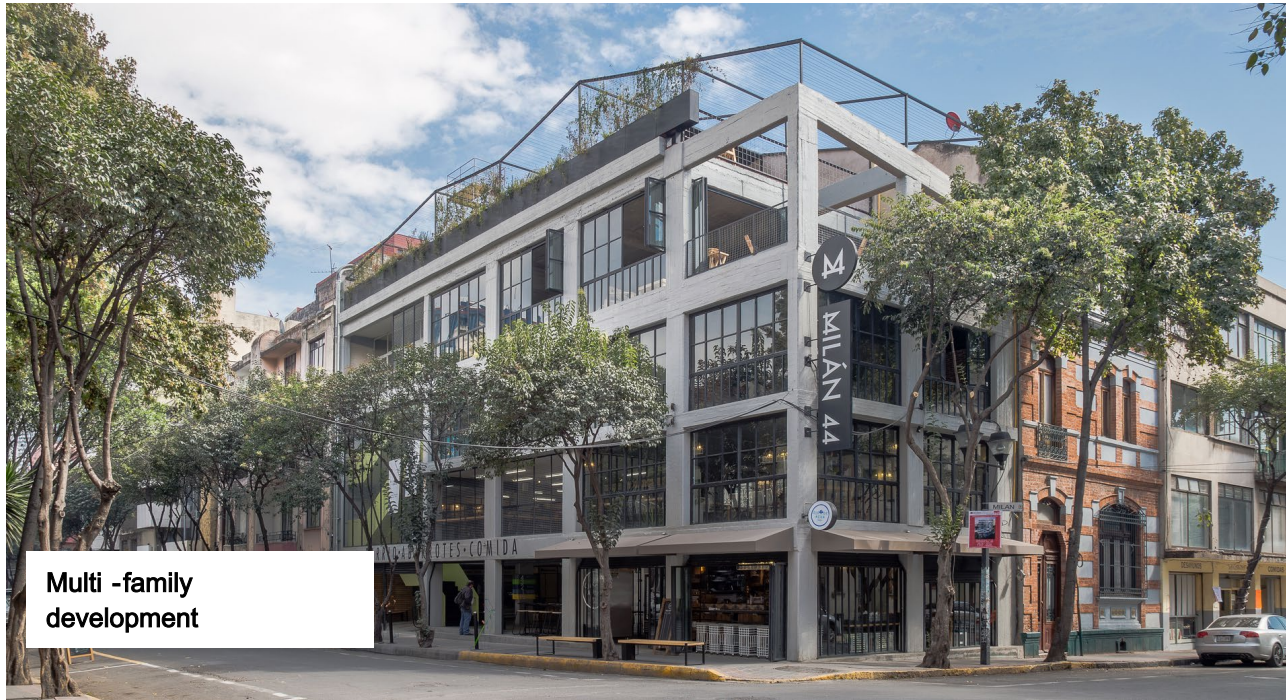
Incremental densification explores opportunities to increase density over time by working within the general context of existing neighborhoods.

Can apply to neighborhoods to commercial corridors

Needs to be calibrated (or scaled) to existing parcel size



Mixed-use development on a small lot



Multi-family development

Approaches to Land Use

Large Commercial and Industrial Site Activation

Addition of uses and density allows large commercial and industrial sites to connect with the surrounding city fabric.

Introducing mix of uses to create more walkable and active districts

Retrofit/reuse of existing underutilized buildings

Infill of new buildings that can include new uses, including residential

Master planned districts





Approaches to Land Use

Land Use Intensity Scale

LESS DENSE ⟷ MORE DENSE

Single-unit residential

— 1-2 stories single-family and accessory dwelling unit

— Limited building footprint





Low multi-unit residential

— 1-3 stories, smaller duplex, triplex, multi-unit

— Limited building footprint





Low/medium mixed-use and commercial

— 3-4 stories, multi-family/ mixed-use

— 1-3 stories commercial



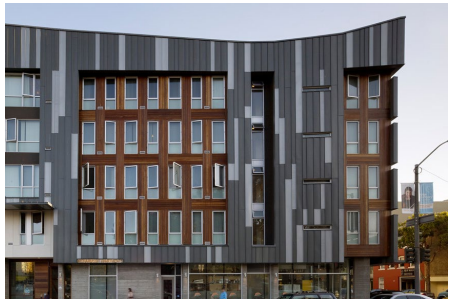


Medium mixed-use and commercial

— 4-6 stories multi-family/ mixed-use

— Up to 4 stories commercial

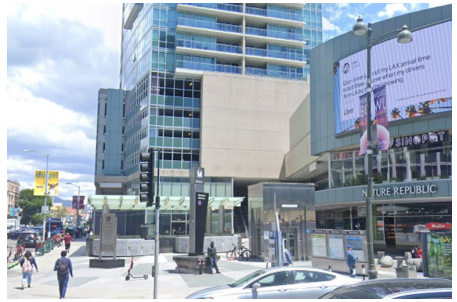




High mixed-use and commercial

— 4-6+ stories multi-family/ mixed-use and commercial





Note: Mixed-use incorporates a variety of commercial and residential uses and potentially includes stand-alone residential and commercial uses.

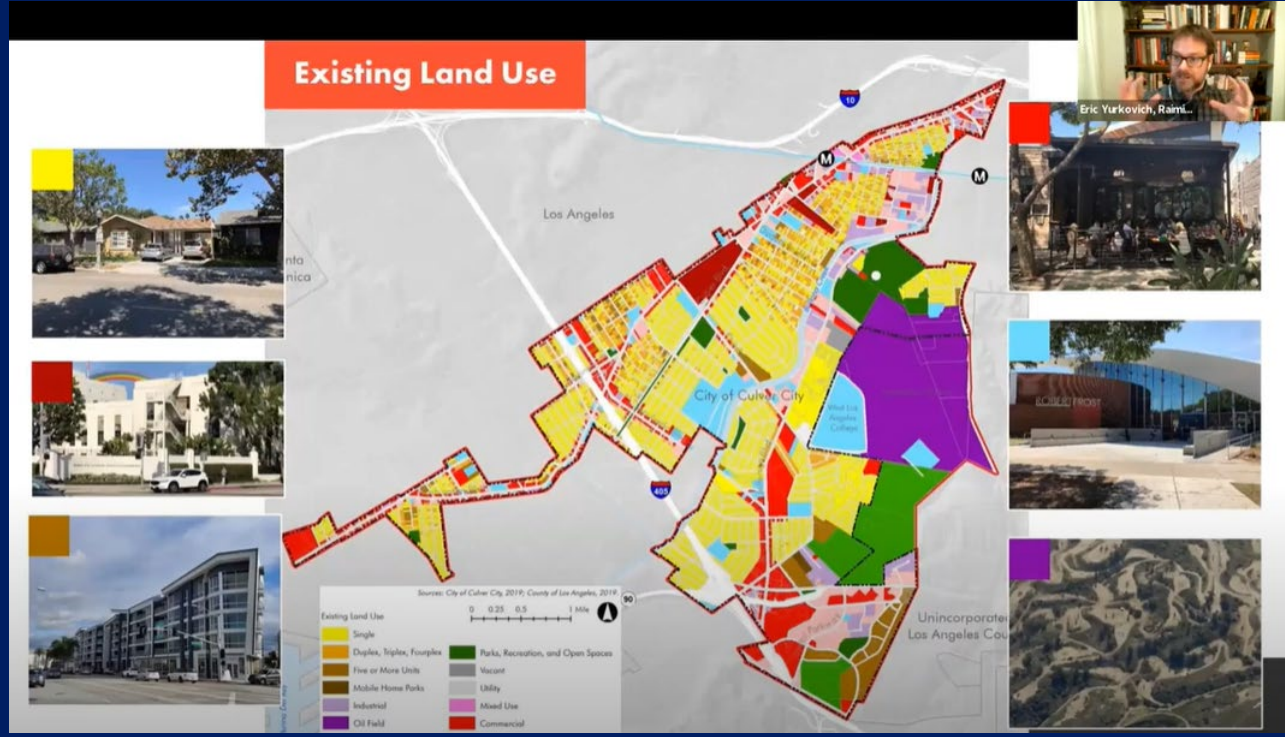
Land Use Dialogue to Date

What we have heard

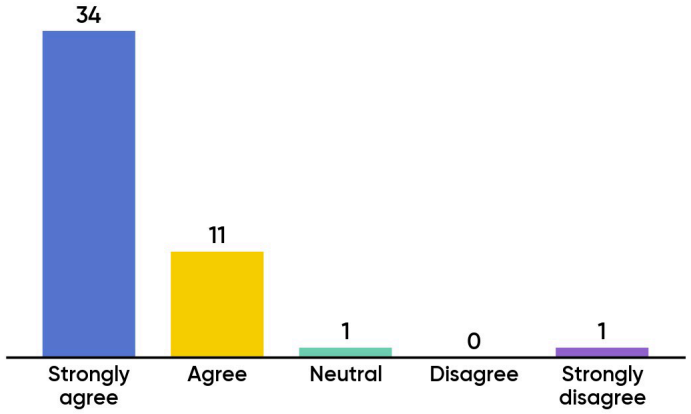
Prior Meetings on Areas of Change and Land Use Alternatives

- Community Visioning Festival *2/8/20*
- GPAC *8/13/20*
- GPAC *9/10/20*
- GPAC *10/8/20*
- Community Workshop *1/27/21*
- Joint City Council/Planning Commission Study Session *1/27/21*
- GPAC *4/8/21*
- Housing Technical Advisory Committee *4/20/21*

Live polling and feedback



More housing should be allowed near transit. [Choose one]



Land Use Dialogue to Date

What we have heard

Community and stakeholder Visioning

Survey comments

"That we would be a welcoming place for people of all economic and racial backgrounds."

"I love Culver city because it brings a gather people from all backgrounds. I worry about it becoming a richer and excluding those who cannot afford to live here."

"Without affordable housing we will lose the socioeconomic and racial diversity that makes us unique and special. "

"The small town feel where you know your neighbors and shop owners. We have had a great mix of people from different economic strata but with uncontrolled rents many of those people are being forced to leave."

Land Use Dialogue to Date

What we have heard

Community and stakeholder Visioning

Survey comments

"There is a tension over housing/rental prices and capacity. Building more hasn't resulted in housing stock on the affordable end of the spectrum."

"We need to provide low -income housing that is integrated into our community and contribute to the solution to homelessness"

"I know an increase in density is inevitable, but there must be a way to retain some of the character that makes this feel like a place where real people live."

"We need updated housing but I'm not sure the answer is dense mega-complexes."

"I want to see more affordable housing and investment in communities of color, earthquake preparedness, and work to reverse climate change"

Land Use Dialogue to Date

What we have heard

Community Meeting Responses

— **64%** agreed that scale is an important consideration when planning for new buildings

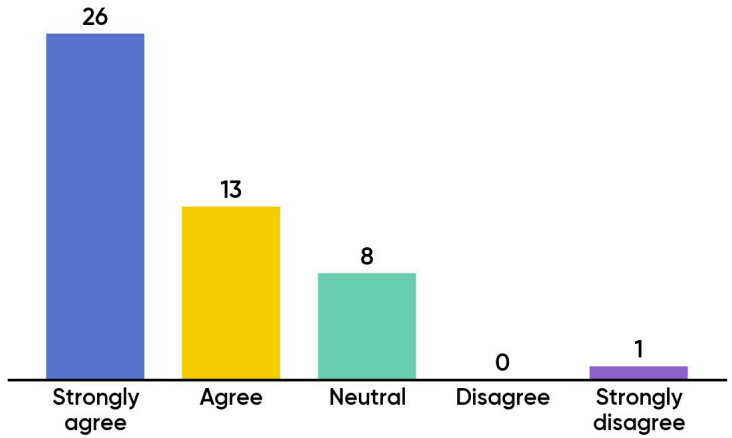
— **81%** agreed that health is an important consideration when designating areas for new development

— **96%** agreed that more housing should be allowed near transit

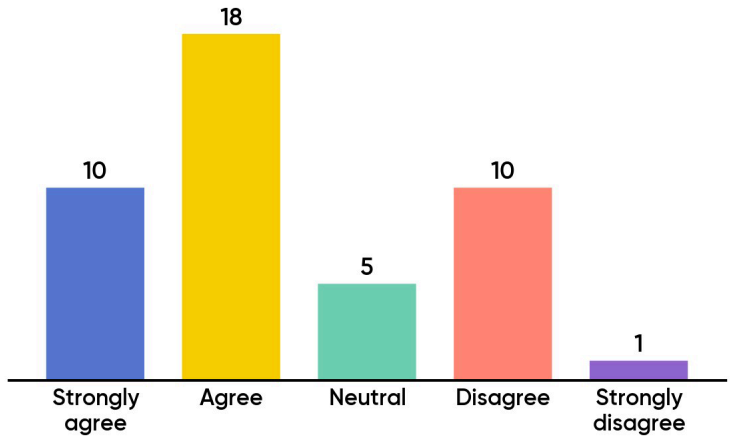
— **75%** agreed that missing middle housing is a good strategy to accommodate new housing in Culver City

— **64%** agreed that small developments across the city are preferable to very large developments in a few places

When designating areas for new development, resident health is an important consideration. [Choose one]



When planning for new buildings, scale is an important consideration. [Choose one]



Land Use Dialogue to Date

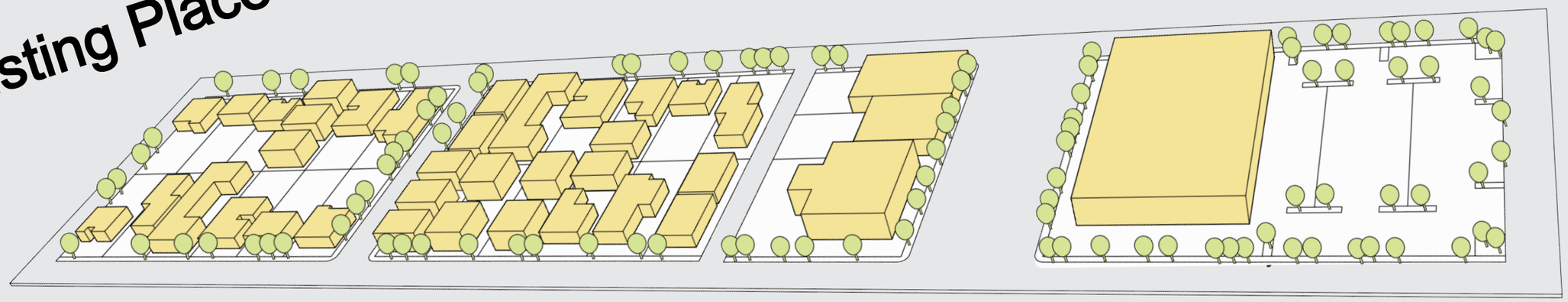
What we have heard

Takeaways from community workshops, GPAC meetings, and City Council/Planning Commission study session

- Need for housing, particularly affordable housing
- Need for ownership housing to enable wealth building
- Desire to equitably distribute growth
- Need to address homelessness crisis
- Need more renter protections to address housing displacement and gentrification
- Concern about single family zoning as an exclusionary practice
- Concern about eliminating single family zoning
- Concern about overbuilding
- Need for creativity (affordable housing overlays, community land trust)

Land Use Trade-offs

Existing Place Types

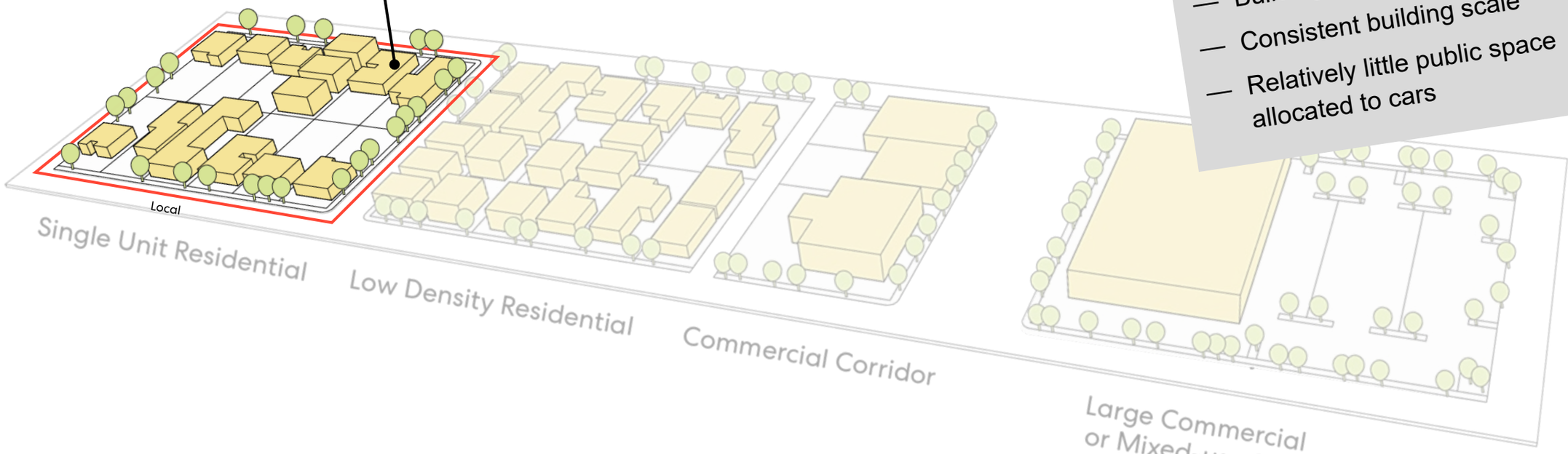


Single Unit Residential | Low Density Residential | Commercial Corridor | Large Commercial or Mixed-use Site

Prototypical Place Types

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

* *State law permits Accessory Dwelling Units in single-family residential zones*



Typical existing characteristics

- Narrow streets, consistent sidewalks
- Ample street trees and plantings
- Buildings oriented to street
- Consistent building scale
- Relatively little public space allocated to cars

Existing Land Use Designation

- Low Density Single Family
- Low Density Two Family

Land Use Trade-offs

Options for Single-Unit Residential

A. Maintain single-family designation



What it means

- Keeps existing land use designation
- State law provides up to 3 units per lot
- Single-family plus Accessory Dwelling Unit and Junior Accessory Dwelling Unit
- Modified parking and setback requirements
- Limited incremental growth of accessory units

B. Incremental infill



What it means

- Keeps general 1 to 2-story scale
- 3 “full” units per lot, 4th affordable unit (possible incentive)
- Modified parking and setback requirements
- Limited incremental growth of “full units” (and not Accessory Dwelling Units)

C. Incremental densification

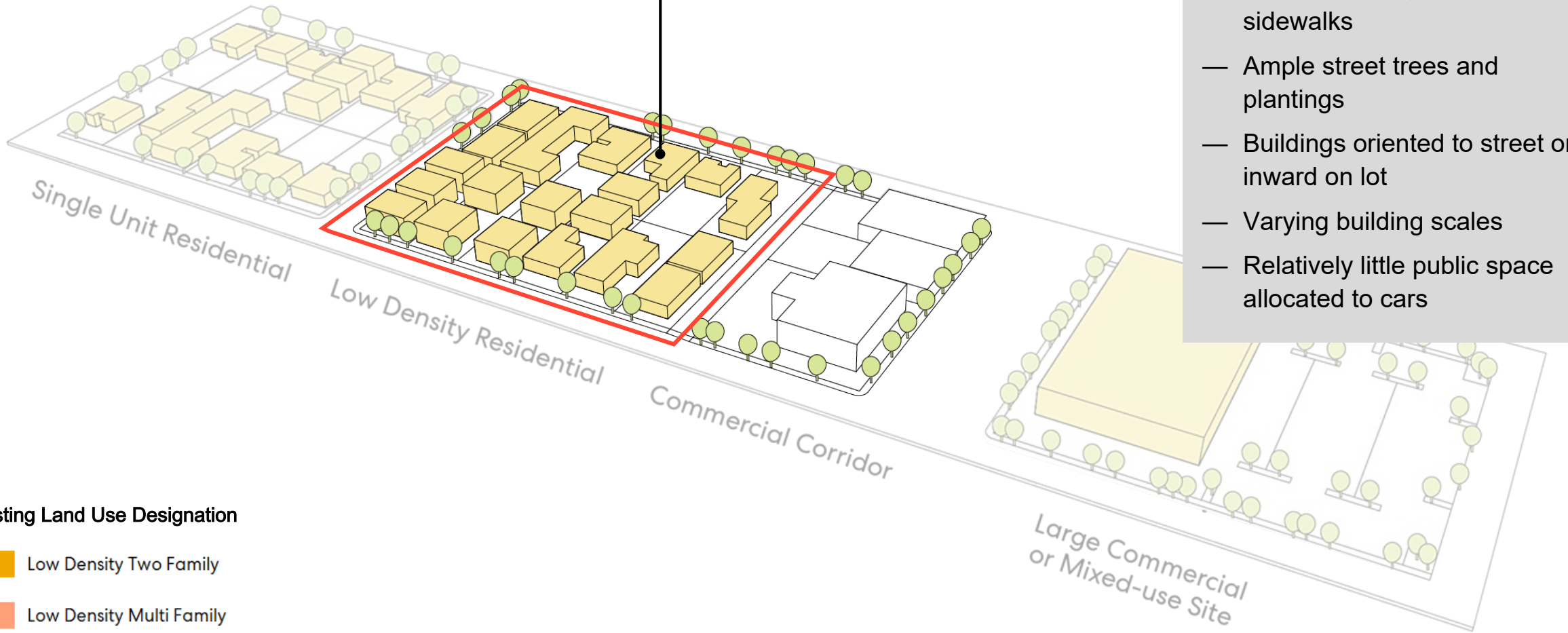


What it means

- Up to 3 stories in height
- 4 units per lot, 6 with affordable incentive
- Setbacks and transitional height requirements to address scale differences
- Requires parking/mobility innovation
- Moderate growth over time

Land Use Trade-offs

Low Density Residential



Typical existing characteristics

- Narrow streets, consistent sidewalks
- Ample street trees and plantings
- Buildings oriented to street or inward on lot
- Varying building scales
- Relatively little public space allocated to cars

Existing Land Use Designation

- Low Density Two Family
- Low Density Multi Family
- Medium Density Multi Family

Land Use Trade-offs

Options for Low Density Residential

A. Maintain low-density designations



What it means

- Keeps existing land use designation
- Preserves existing affordable housing stock
- In some cases maintains inefficient land use
- Limited to no change

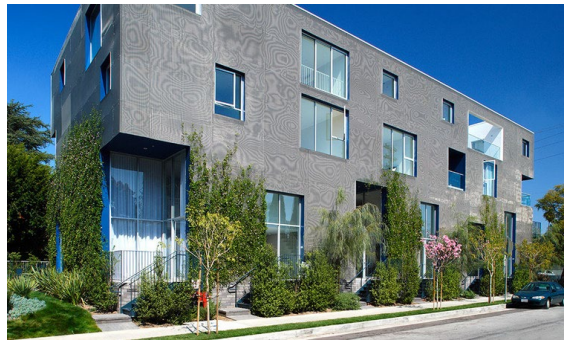
B. Incremental densification



What it means

- Generally maintains existing scale
- Addition of limited height
- Provides new opportunities through reduced parking and other requirements
- Limited to moderate change

C. Moderate densification

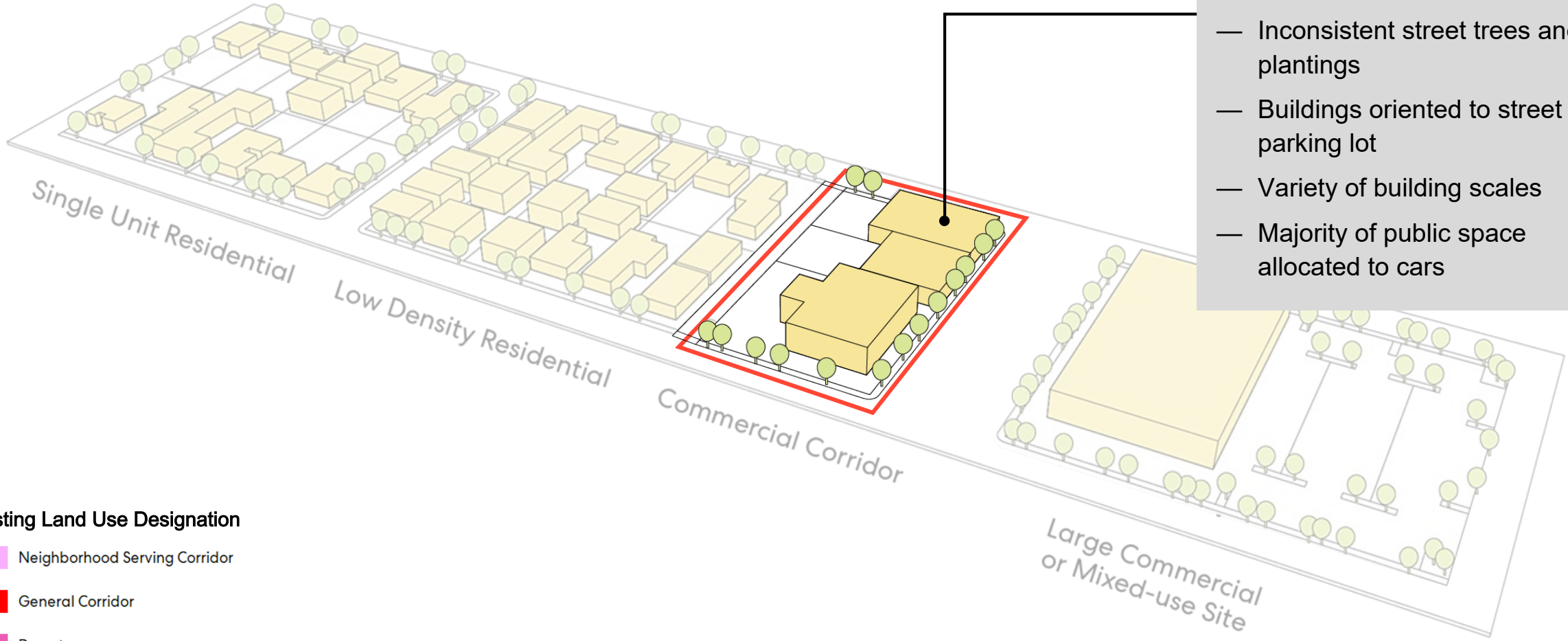


What it means

- Allow additional height, encourage lot mergers
- Provide additional incentives including reduced parking
- Moderate change

Land Use Trade-offs

Commercial Corridors



Typical existing characteristics

- Wide streets, narrow sidewalks
- Inconsistent street trees and plantings
- Buildings oriented to street or parking lot
- Variety of building scales
- Majority of public space allocated to cars

Existing Land Use Designation

- Neighborhood Serving Corridor
- General Corridor
- Downtown
- Regional Center

Land Use Trade-offs

Options for Commercial Corridors

A. Incremental densification



What it means

- Prioritizes development guidelines that work on smaller corridor lots
- Provides height massing transition
- Modifies parking and other requirements
- Allows flexibility in ground floor use
- Moderate change

B. Moderate densification

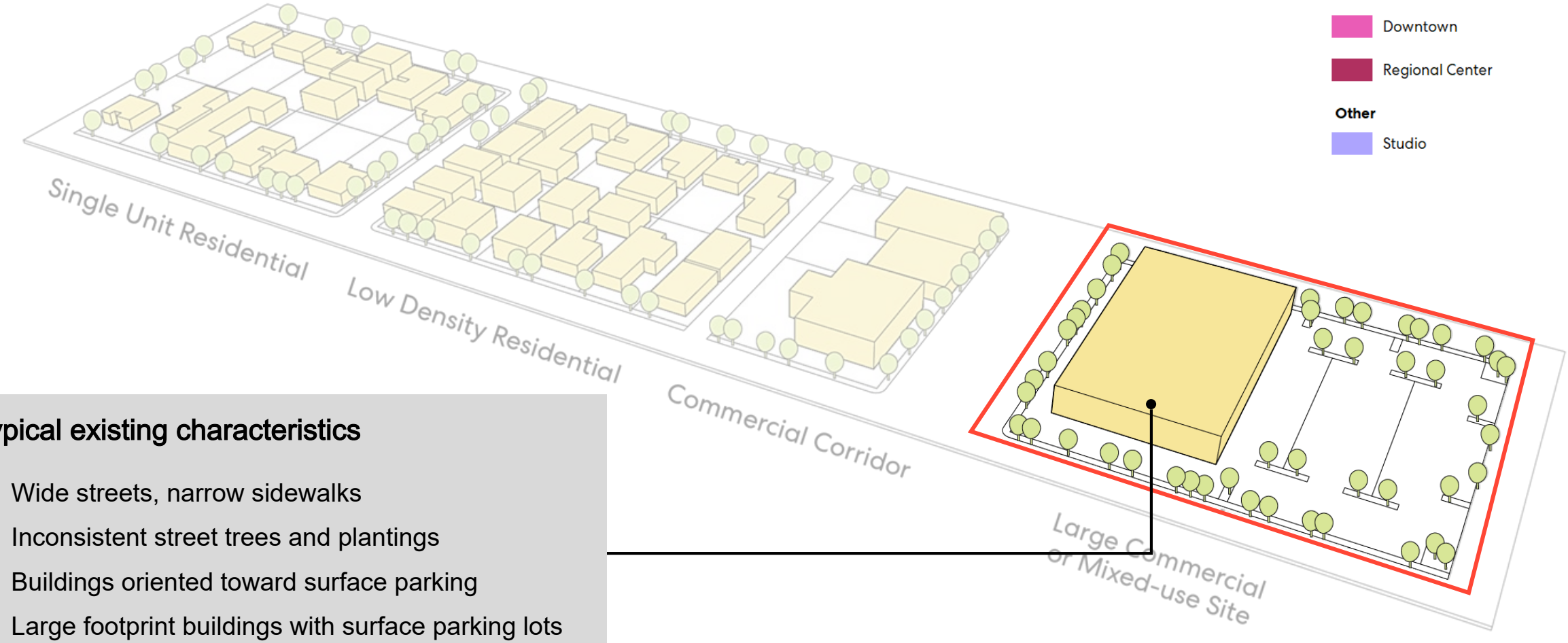


What it means

- Allows additional height, encourages lot mergers
- Seeks to maximize residential growth on commercial corridors
- Allows flexibility in ground floor use
- Moderate to significant change

Land Use Trade-offs

Large Commercial and Industrial



Existing Land Use Designation

- Neighborhood Serving Corridor
- General Corridor
- Downtown
- Regional Center

Other

- Studio

Typical existing characteristics

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

Land Use Trade-offs

Options for Large Commercial and Industrial

A. Limited activation, maintain existing commercial focus



What it means

- Limited activation of site perimeter (as appropriate)
- Maintains commercial land use focus
- Allows medium density residential development

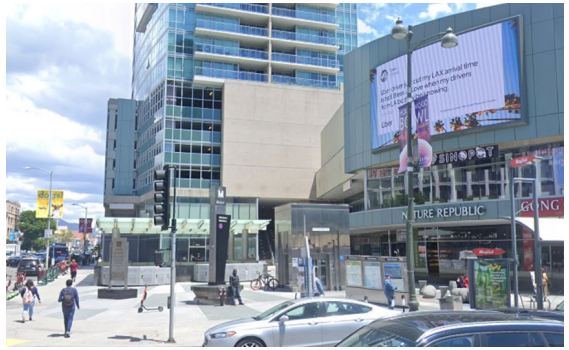
B. Activation, significant residential growth



What it means

- Activates and revitalizes sites, integrates with the surrounding neighborhoods
- Allows medium to high density residential development
- Residential land use could displace commercial

C. Activation, commercial focus with significant residential infill



What it means

- Activates and revitalizes sites, integrates with the surrounding neighborhoods
- Allows medium to high density residential infill development
- Maintains significant commercial land use opportunity

Land Use Alternative Maps

Existing Land Use Map

Residential

- Low Density Single Family
- Low Density Two Family
- Low Density Multi Family
- Medium Density Multi Family
- Planned Unit Residential

Commercial

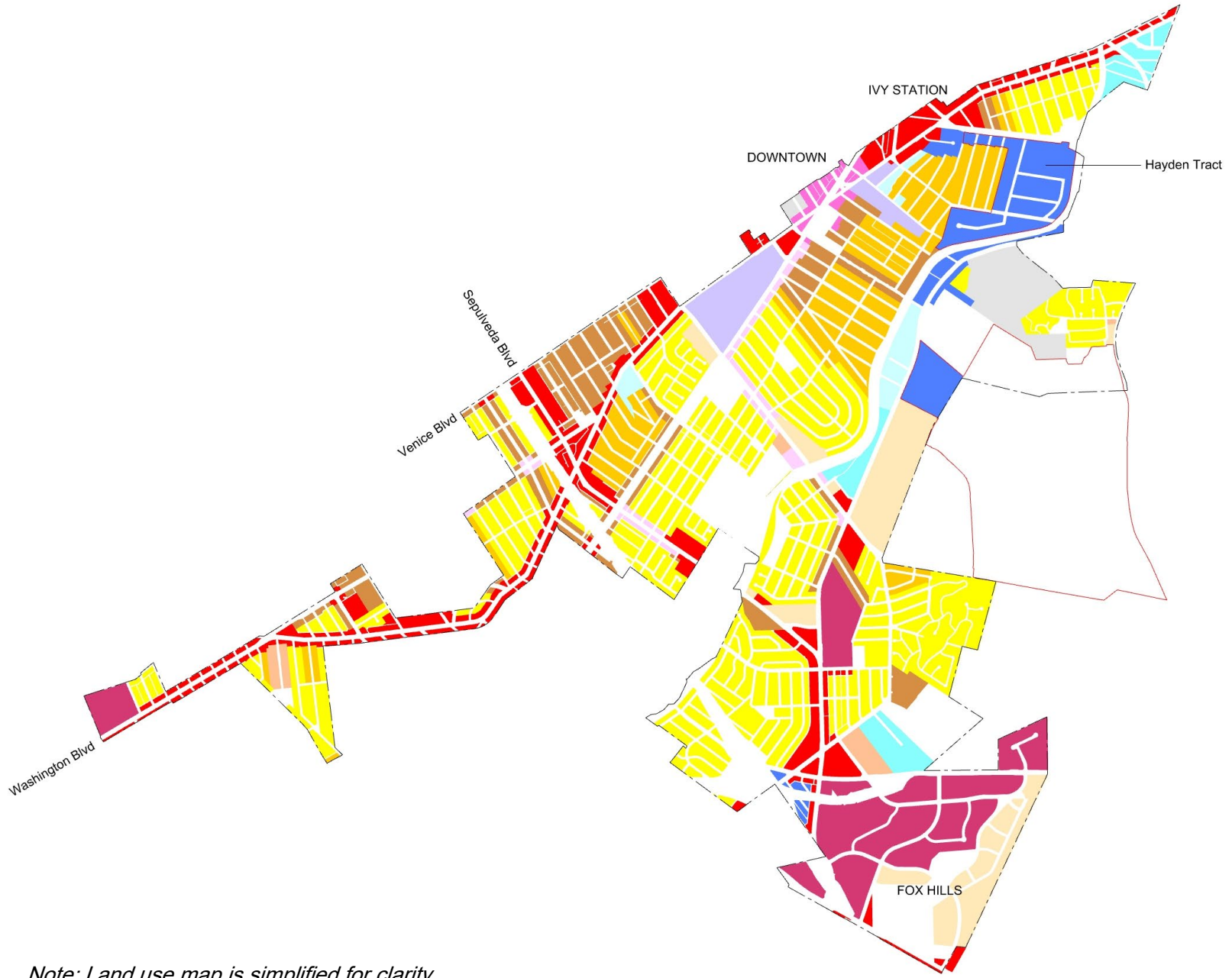
- Neighborhood Serving Corridor
- General Corridor
- Downtown
- Regional Center

Industrial

- Light Industrial
- Industrial Park
- Industrial

Other

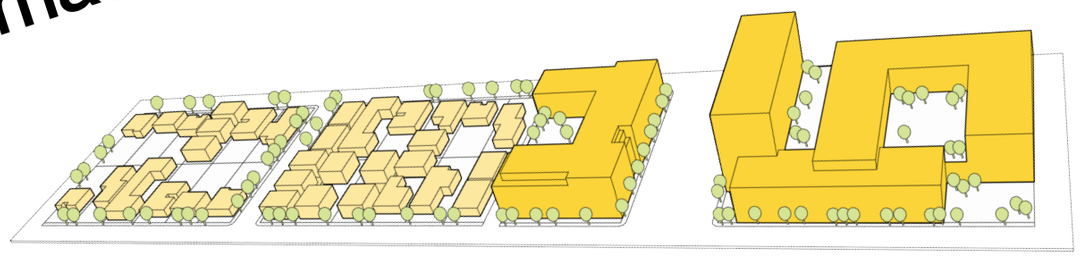
- Studio



Note: Land use map is simplified for clarity.

Land Use Alternative Maps

Alternative 1: Concentrated Growth



Concentrate growth in non -residential areas

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

Commercial corridors maximize mixed -use development potential

Opportunity sites accommodate significant density

Maintain single-family designation



Maintain low density designation



Moderate densification

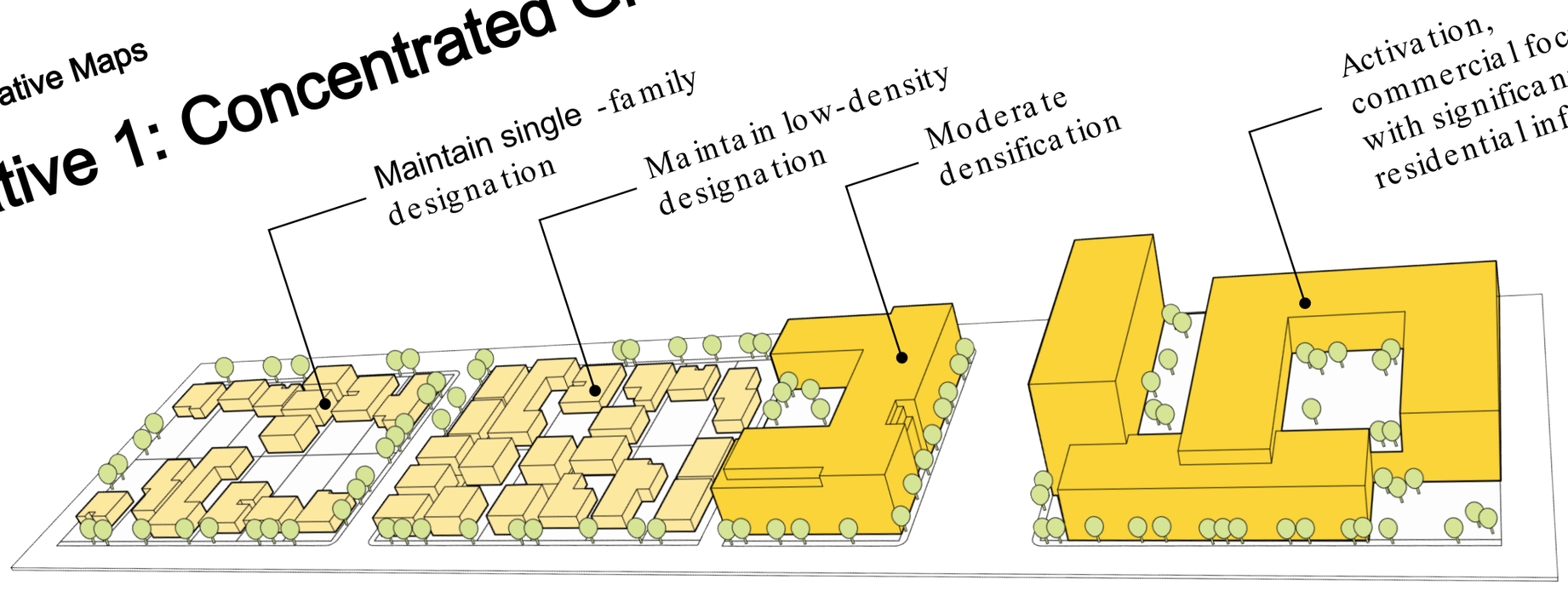


Activation, commercial focus with significant residential infill



Land Use Alternative Maps

Alternative 1: Concentrated Growth

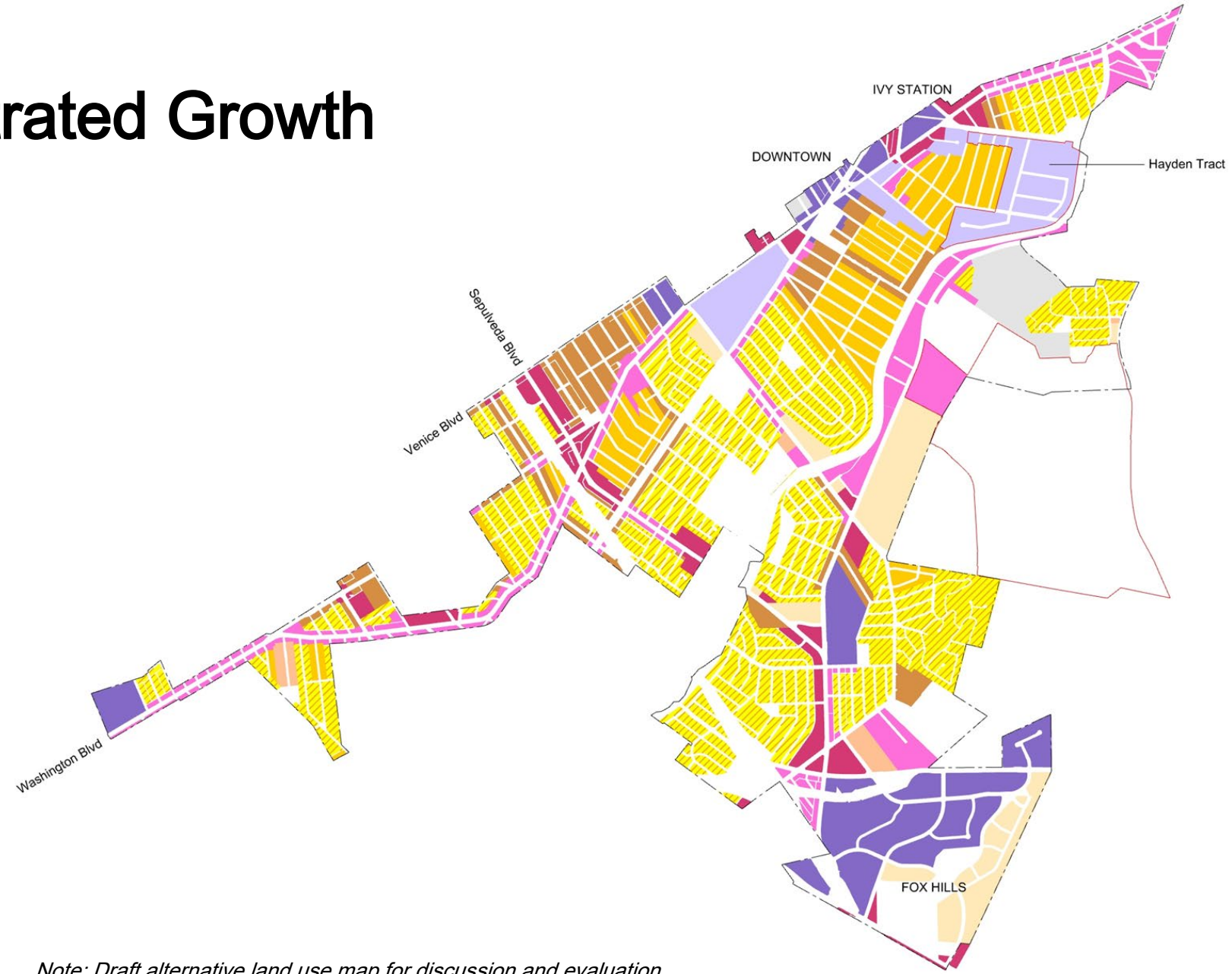


Land Use Alternative Maps

Alternative 1: Concentrated Growth

Land Use Designations

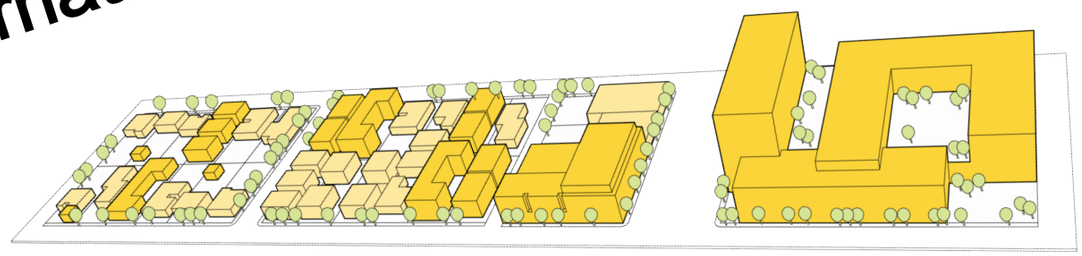
- Single Unit Residential*
- Low Density Two/Three Family
- Low Density Multi Family
- Medium Density Multi Family
- Neighborhood/Corridor MU 2
- Mixed Use Medium
- Mixed Use High
- Industrial/Studio Mixed Use
- Planned Unit Development



Note: Draft alternative land use map for discussion and evaluation.
Land use map is simplified for clarity.

Land Use Alternative Maps

Alternative 2: Dispersed Infill



Single Unit Residential | Low Density Residential | Commercial Corridor | Large Commercial or Mixed-use Site

Single-unit and low -density residential areas see incremental growth
Commercial corridors have moderate mixed -use development potential
Opportunity sites accommodate medium to high density

Incremental infill



Incremental densification



Incremental densification

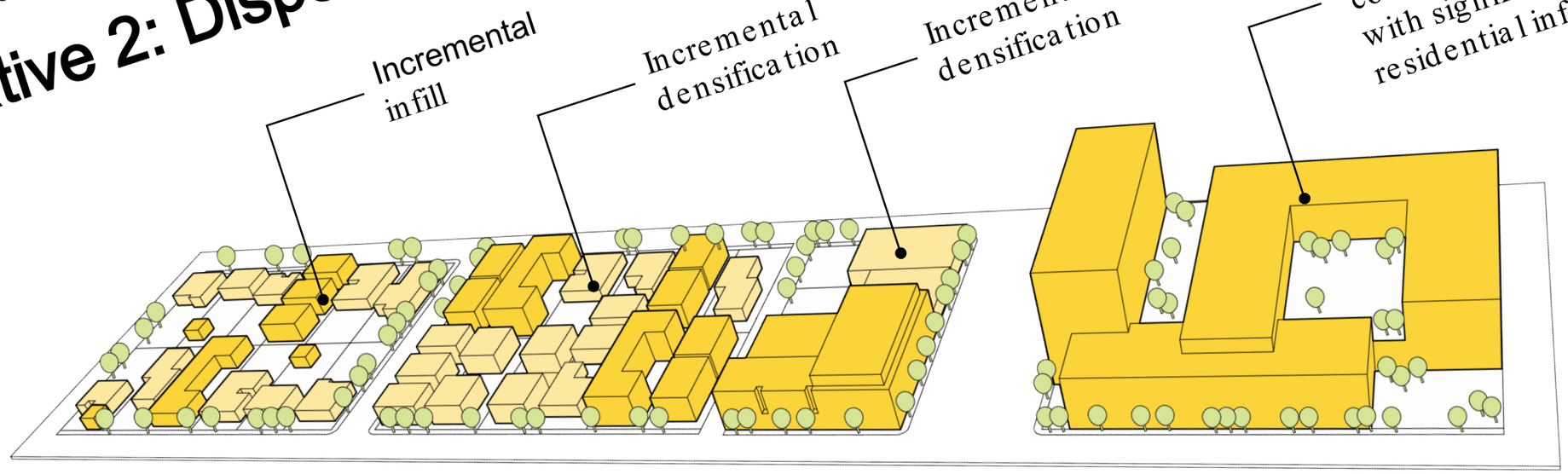


Activation, significant residential growth



Land Use Alternative Maps

Alternative 2: Dispersed Infill

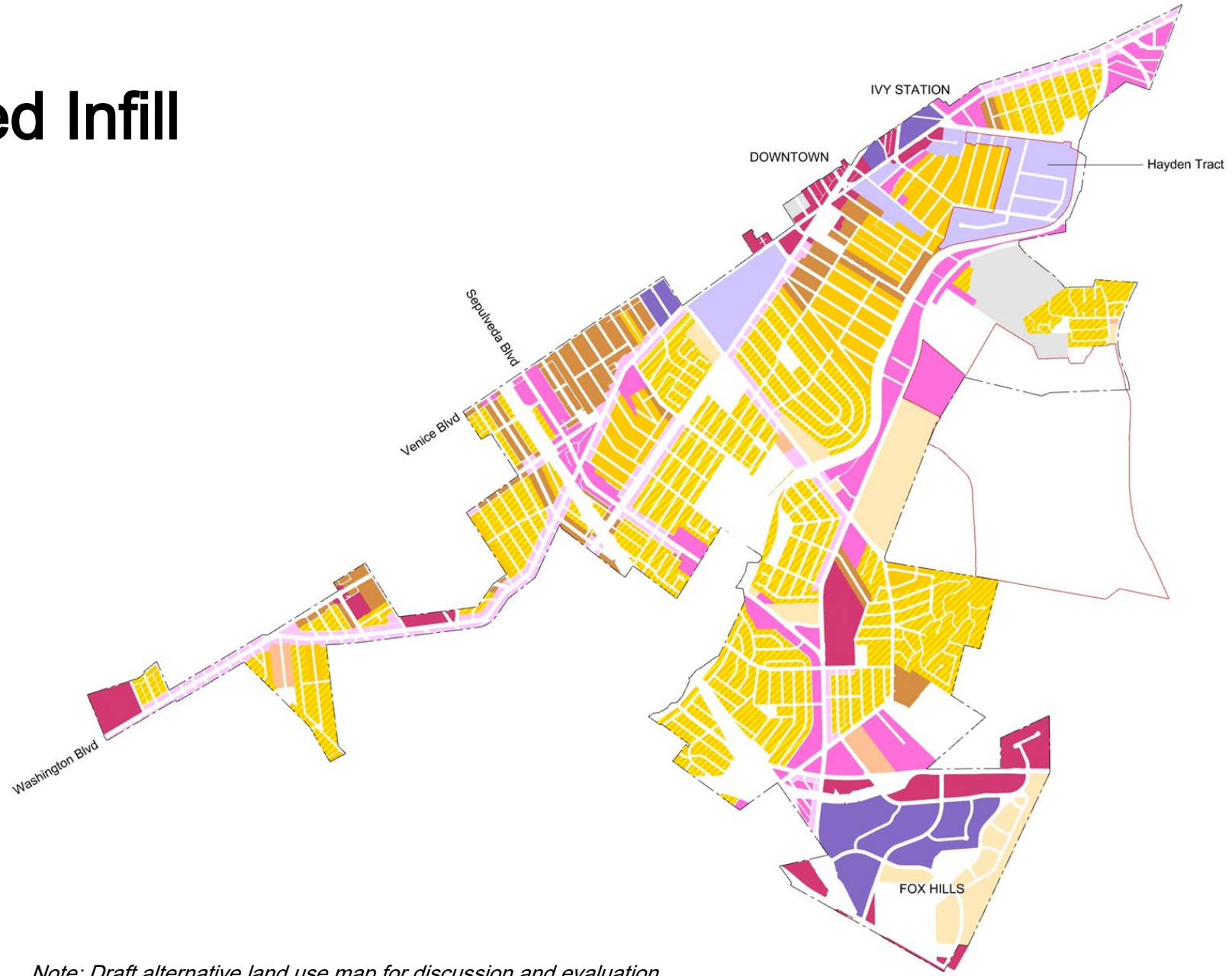


Land Use Alternative Maps

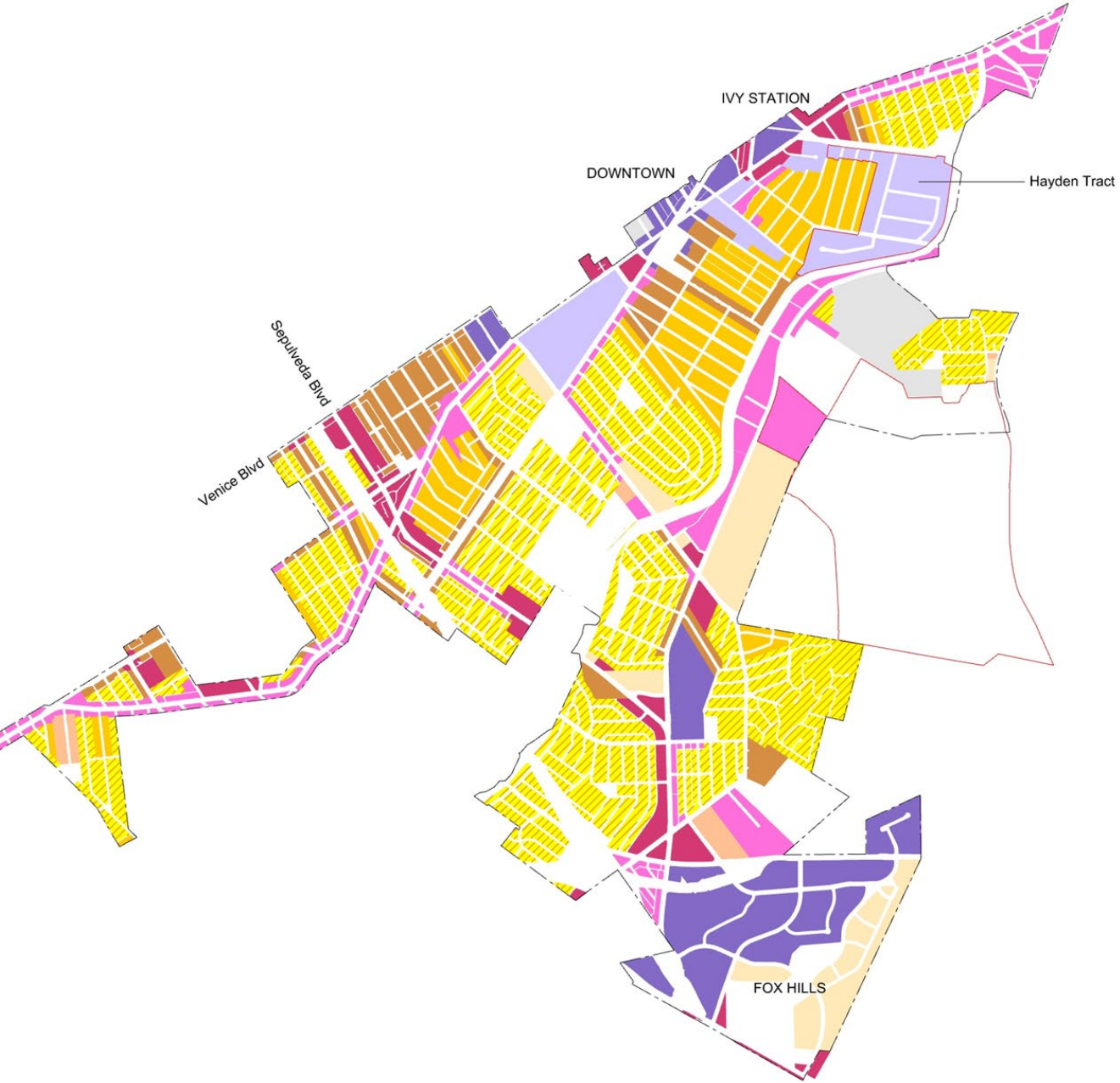
Alternative 2: Dispersed Infill

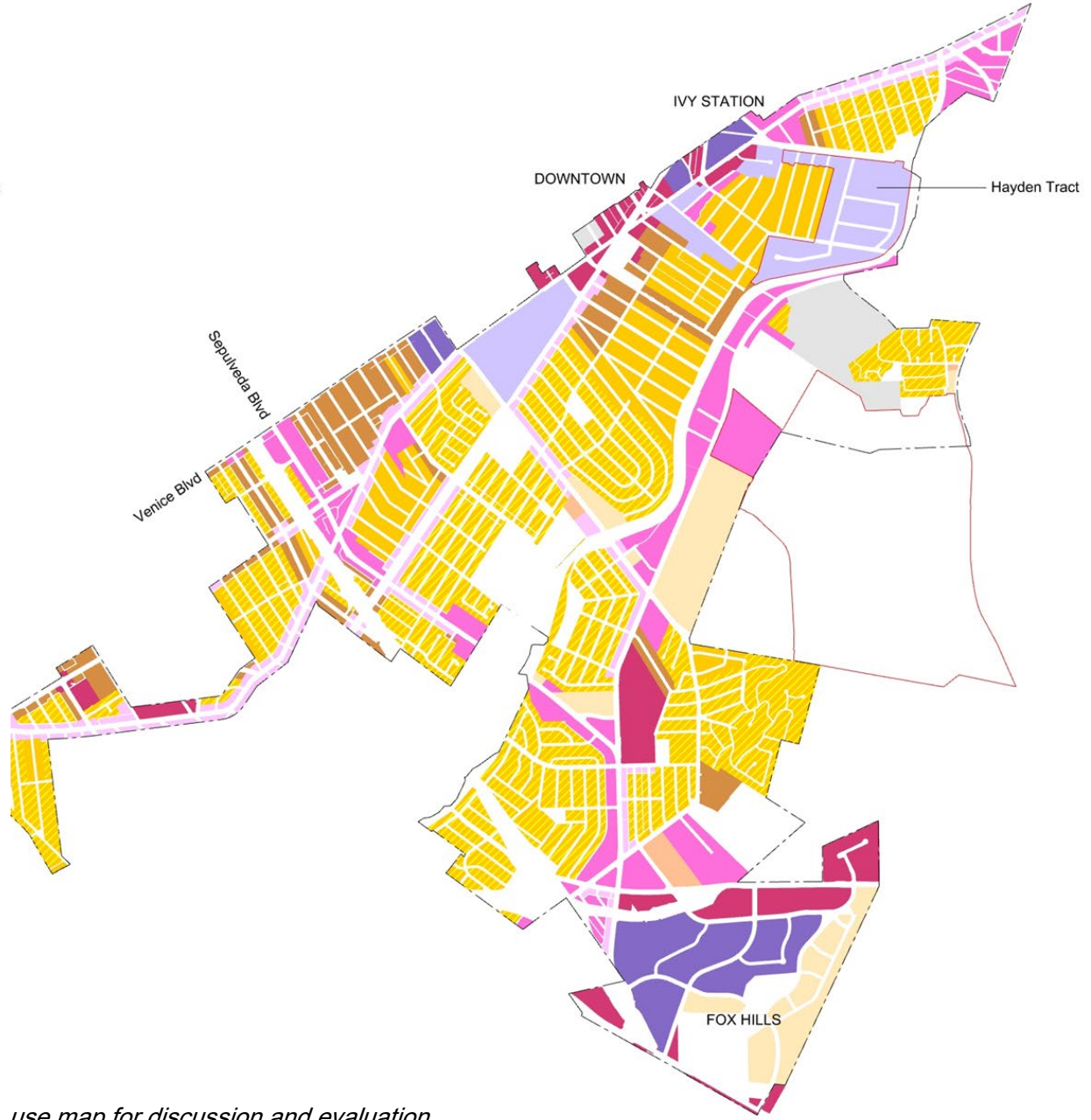
Land Use Designations

- Incremental Infill 1
- Incremental Infill 1
- Incremental Infill 2
- Neighborhood Multi Family
- Neighborhood/Corridor MU 1
- Neighborhood/Corridor MU 2
- Mixed Use Medium
- Mixed Use High
- Industrial/Studio Mixed Use
- Planned Unit Development



Note: Draft alternative land use map for discussion and evaluation.
Land use map is simplified for clarity.

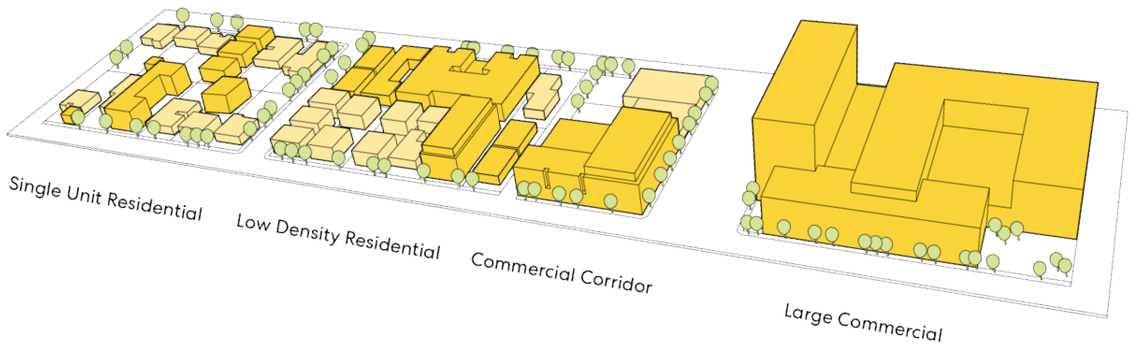




use map for discussion and evaluation.
for clarity.

Land Use Alternative Maps

Alternative 3: Dispersed Densification



Distribute growth across the city

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

Commercial corridors increase mixed -use development potential

Opportunity sites accommodate high density

Incremental densification



Moderate densification



Incremental densification

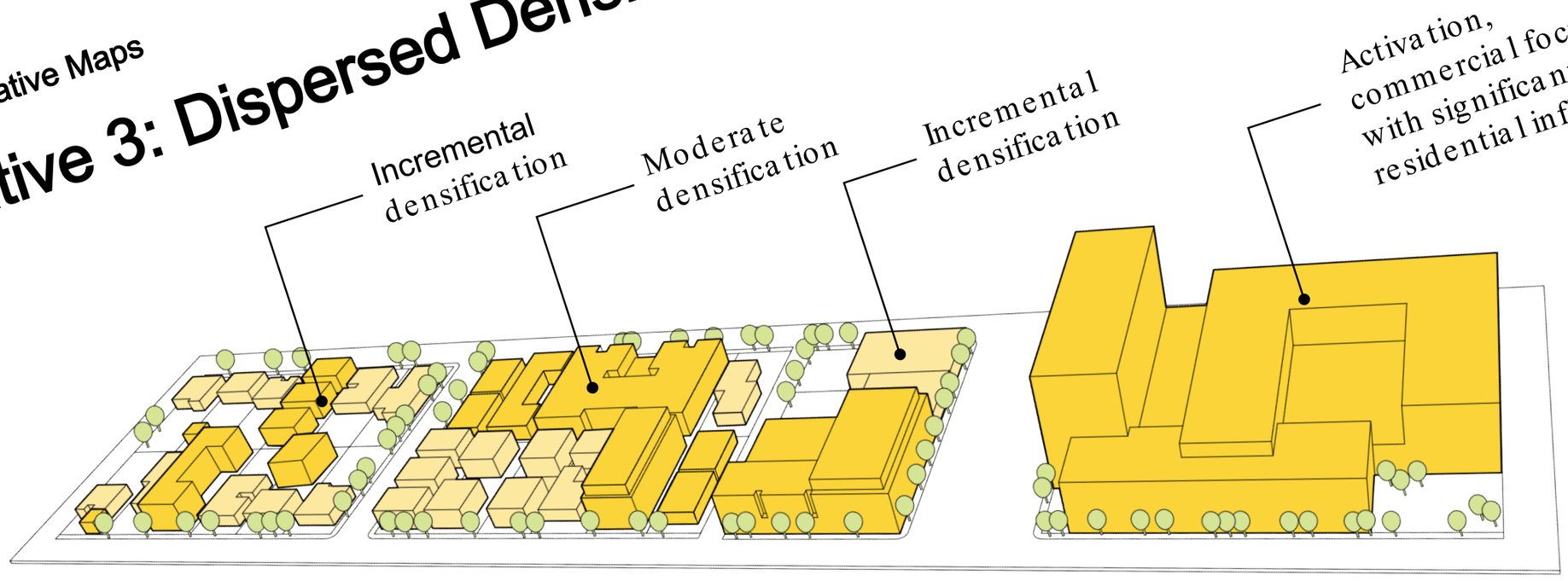


Activation, commercial focus with significant residential infill



Land Use Alternative Maps

Alternative 3: Dispersed Densification



Single Unit Residential

Low Density Residential

Commercial Corridor

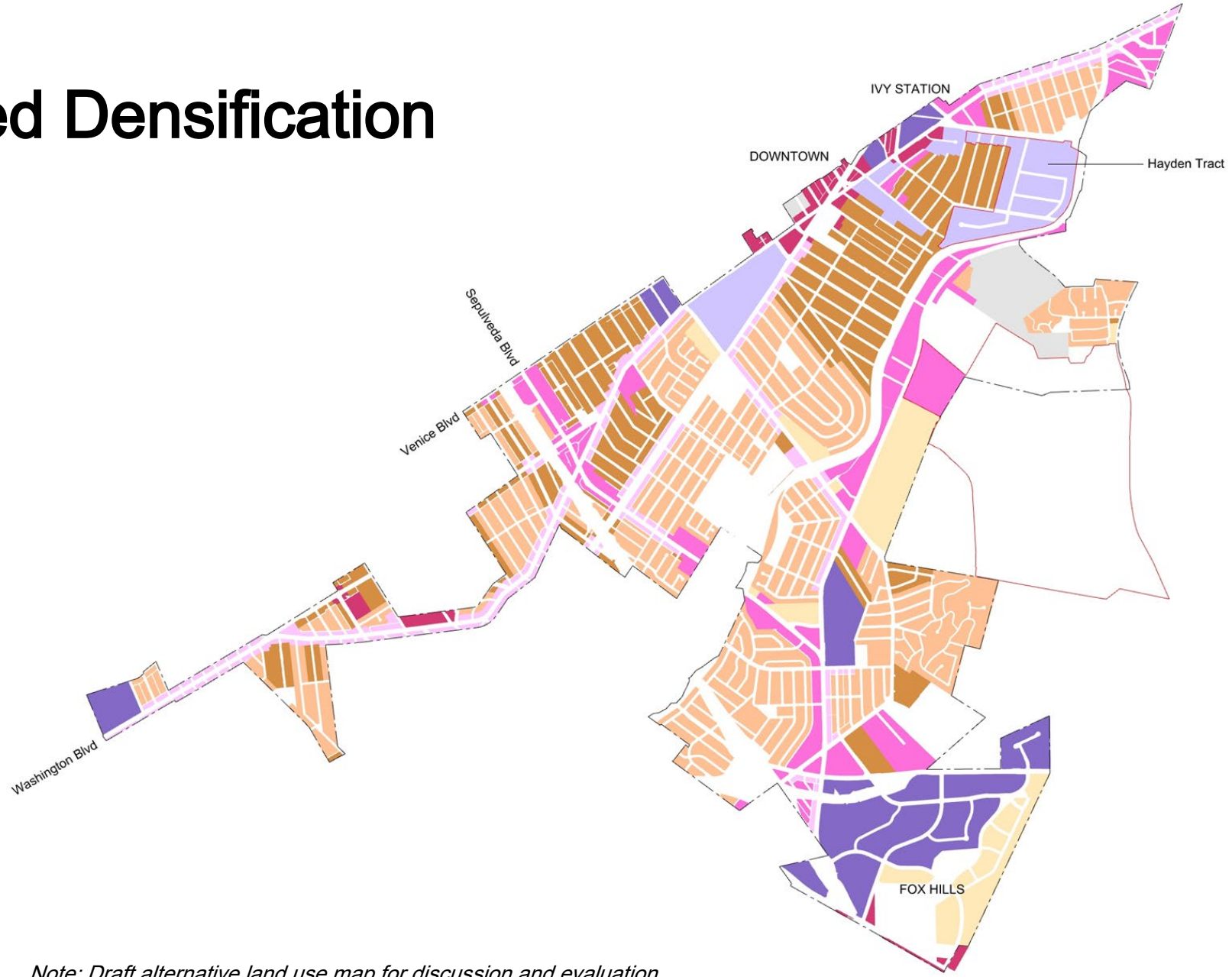
Large Commercial

Land Use Alternative Maps

Alternative 3: Dispersed Densification

Land Use Designations

- Incremental Infill 2
- Neighborhood Multi Family
- Neighborhood/Corridor MU 1
- Neighborhood/Corridor MU 2
- Mixed Use Medium
- Mixed Use High
- Industrial/Studio Mixed Use
- Planned Unit Development

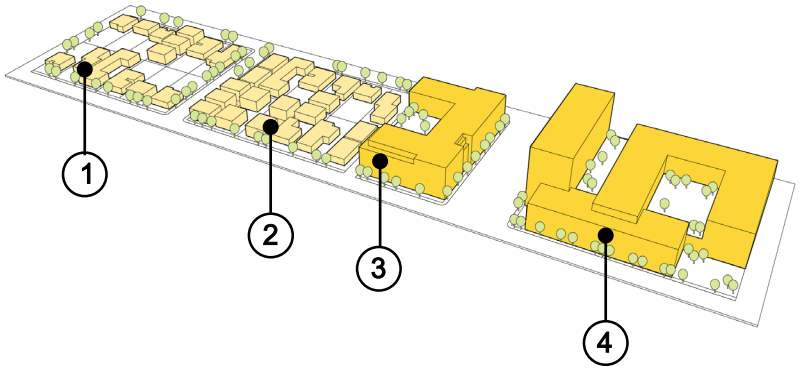


Note: Draft alternative land use map for discussion and evaluation.
Land use map is simplified for clarity.

Land Use Alternative Maps

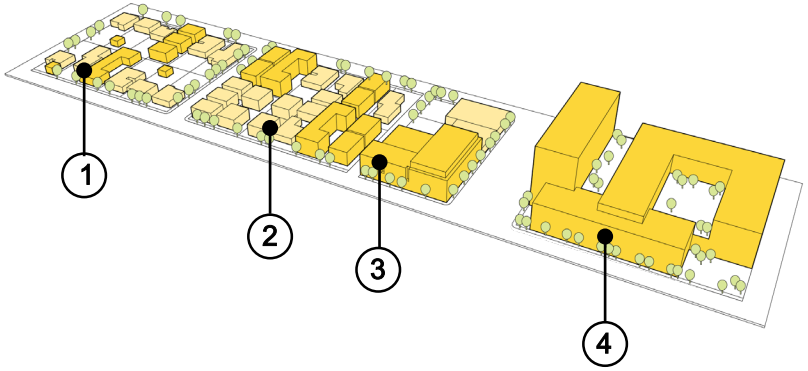
Land Use Alternatives Summary

Alternative 1:
Concentrated Growth



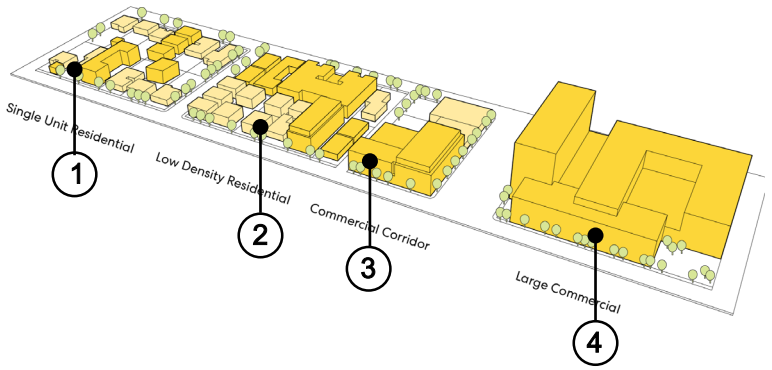
1. Maintain single family
2. Maintain low density
3. Moderate densification
4. Activation, commercial focus with significant residential infill

Alternative 2:
Dispersed Infill



1. Incremental infill
2. Incremental densification
3. Incremental densification
4. Activation, significant residential growth

Alternative 3:
Dispersed Densification



1. Incremental densification
2. Moderate densification
3. Incremental densification
4. Activation, commercial focus with significant residential infill

Land Use Alternatives Trade-offs

To achieve goals, new growth needs to be accommodated. Land use alternatives provide options.

Concentrate growth in limited areas or distribute growth across the city

Ability to accommodate height and scale transitions between adjacent land use areas

Encouraging incremental growth or necessitating more significant change



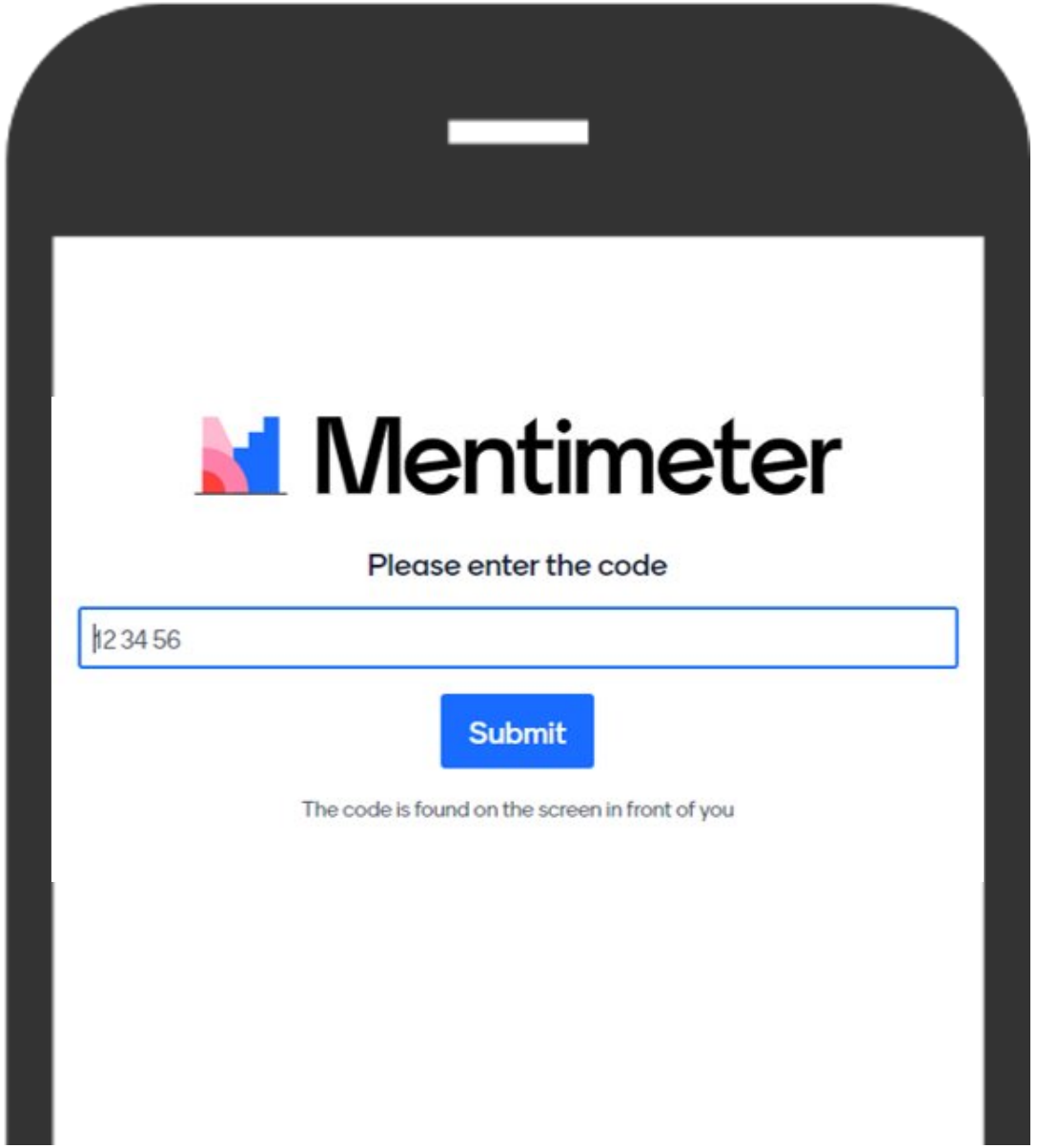






Tell us What You Think about the Land Use Alternatives

- Go to www.menti.com
- Enter Code:
  5319 7488



General Plan 2045
Culver CITY



Breakout Group Discussion

Breakout Group Discussion

1. Introduce yourself and meet your facilitator
2. Reflect on the discussion questions and engage with Padlet
3. Participate in the breakout group discussion
4. Report back

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Rules of Engagement

- Be a good listener
- Welcome all viewpoints and value diversity
- Show common courtesy and respect
- Share the air
- Avoid editorials
- Honor time



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What is your vision for ...

- The residential neighborhoods?
- The commercial corridors?
- The existing industrial areas?
- The Inglewood Oil Field

- Anything else you would like to share with us about land use?

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We Want to Hear From You!

General Plan 2045 Culver CITY

Land Use + Mobility Alternatives Workshop Series

Land Use #1: Thursday, April 29, 2021 | 4 PM to 6 PM
Land Use #2: Wednesday, May 5, 2021 | 7PM to 9PM
Mobility: Thursday, May 27, 2021 | 4PM to 6PM

Register at www.PictureCulverCity.com









What's Next?

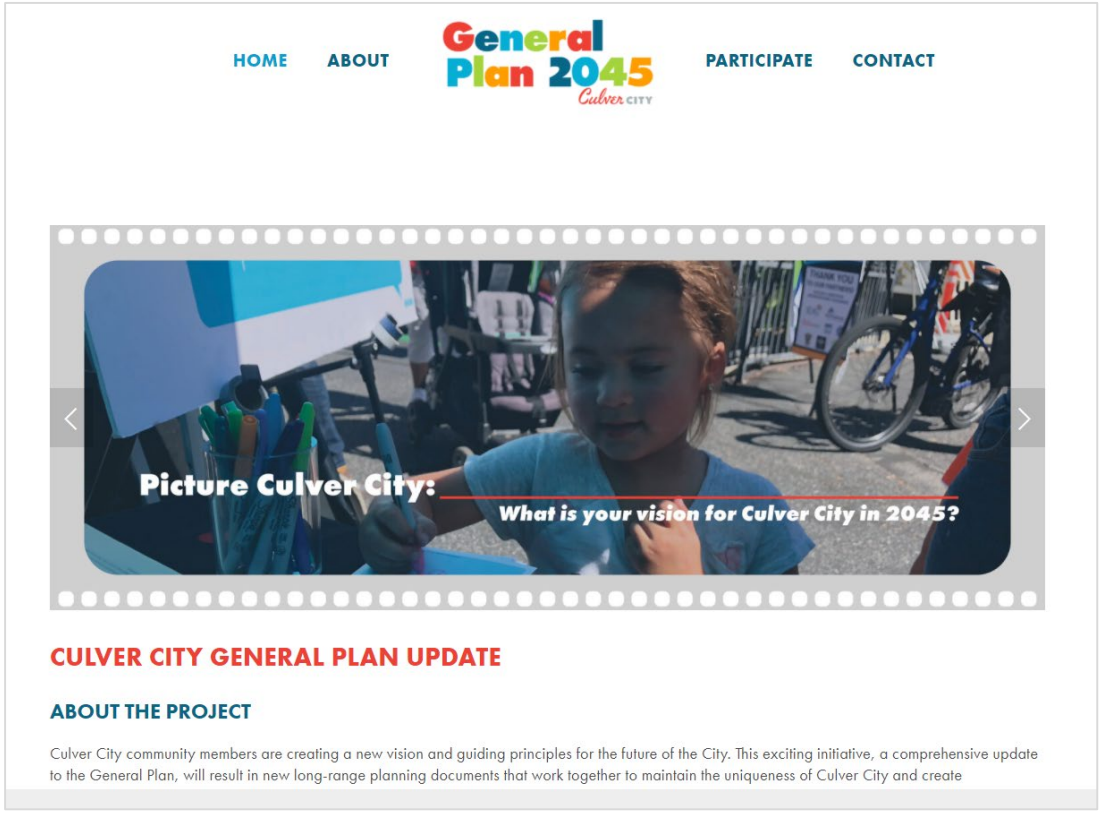
May 12 7PM: Planning Commission Meeting on Housing Element

May 27 4PM: Mobility Alternatives Workshop

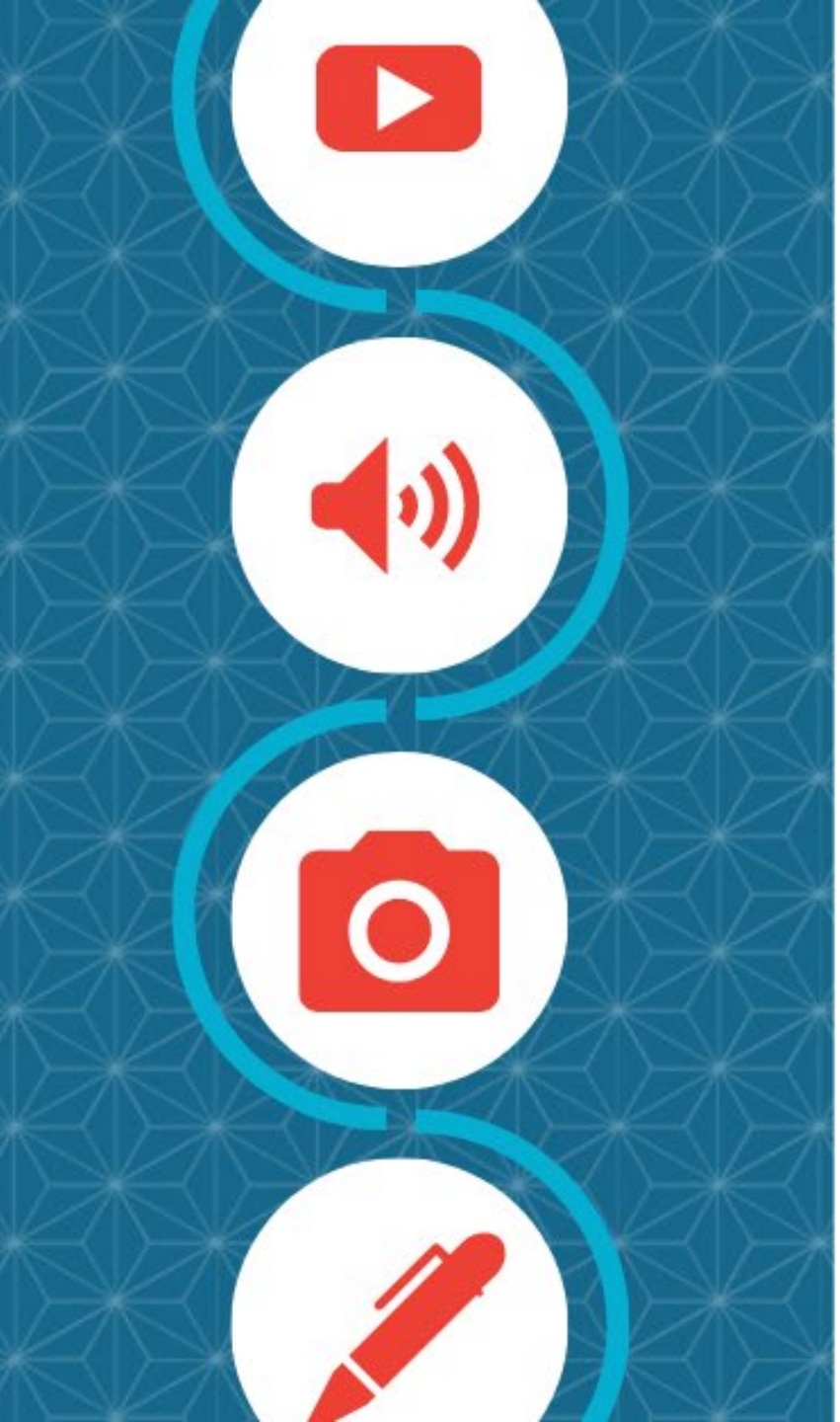
Stay tuned:
www.pictureculvercity.com

We Want to Hear from You!

- **Alternatives Webpage (www.pictureculvercity.com/alternatives)**
  - Upcoming meetings
  - Alternatives maps and descriptions
- **Link to the alternatives survey**



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Visit www.PictureCulverCity.com/Stories

General Plan 2045 Culver City

Primary Contact

Ashley Hefner Hoang
Advance Planning Manager
(310) 253-5744
Ashley.Hefner@CulverCity.org

General Plan 2045 Culver CITY

LAND USE ALTERNATIVES COMMUNITY WORKSHOPS

Summary Report

Workshop dates and times: April 29, 2021 from 4 PM to 6 PM and May 5, 2021, from 7 PM to 9 PM

Held virtually over Zoom



Summary Report

Introduction

On April 29 and May 5, 2021, the City of Culver City hosted the Land Use Alternatives Workshops. The workshop on April 29 (Workshop 1) was held from 4 to 6 PM and the workshop on May 5 (Workshop 2) was held from 7 to 9 PM. Both workshops included the same content and were held digitally over Zoom, with Spanish interpretation. The purpose of the workshops was the following:

- Provide an overview of the Culver City General Plan Update (GPU) and the process to date;
- Share findings from community engagement that have shaped development of alternatives;
- Review high-level future trends, opportunities, constraints, and regulations that informed the development of alternatives;
- Present land use alternatives;
- Get community feedback on land use alternatives; and
- Describe upcoming engagement events and ways to get involved.

About 57 community members attended Workshop 1 and 20 community members attended Workshop 2. Participants shared feedback during and after the workshop through the following methods:

- Throughout the workshop, participants were encouraged to use the Zoom chat and to respond to polling questions using Mentimeter, a voting platform that presents results live during a meeting.
- Participants were encouraged to respond to open-ended questions during small group discussions.
- Participants were encouraged to type responses to open-ended questions on a collaborative engagement platform, Padlet, during small group discussions. Whenever participants did not write their own answers into the Padlet, facilitators took notes on Padlet to ensure as much feedback as possible was recorded.
- After the workshop, participants were encouraged to share any additional thoughts about alternatives in a SurveyMonkey survey or by directly contacting City staff by phone or email.

This document summarizes the workshop results. Results from both workshops are combined. Mentimeter polling results are in Appendix A: Polling Results, Zoom chat comments are in Appendix B: Zoom Chat, and Padlet notes are in Appendix C: Padlet Comments. Slides and video recordings from the workshops are found on the project website here: www.pictureculvercity.com/alternatives.

Workshop Summary

Workshop Overview and Demographics

Culver City Mayor Alex Fisch welcomed participants to Workshop 1 and Ashley Hefner Hoang, Advance Planning Manager, welcomed participants to Workshop 2. Workshop participants were asked to provide demographic information using the Mentimeter platform. Combined key takeaways from both workshops are summarized in the bullets below; full results are found in Appendix A: Polling Results. Note that not all participants at the workshop responded to Mentimeter polling, so polling may not accurately reflect the demographics of workshop participants.

- The most represented age group was between the ages of **40 and 49 years (25% of 48 total respondents)** compared to Culver City residents' median age: 42.3 *(source: 2019 American Community Survey 5-year estimates).*
- **58% of 54 total respondents identified as female**, compared to 53.5% of Culver City's population *(source: 2019 American Community Survey 5-year estimates).*
- **74% of 58 total respondents identified as white** compared to 45% of Culver City's population *(source: US Census ACS 2013-2017).*
- **63% of 57 total respondents live in Culver City in a home they own**, compared to 52% of Culver City's population *(source: US Census ACS 2013-2017).*
- **83% of 57 total respondents indicated they live in Culver City**; 35% of 63 total respondents have lived in Culver City for more than 21 years.

GPU Process and Alternatives

Eric Yurkovich (Raimi + Associates, the GPU's lead consultant) presented the GPU process, engagement to date, and the Vision + Guiding Principles. Martin Leitner (Perkins + Will, the GPU's urban design subconsultant) recapped existing conditions that have shaped the alternatives. He then presented the approaches to land use alternatives, feedback to date in the development process for alternatives, trade-offs, and land use alternatives maps. The GPU team then presented a series of statements and questions related to the content presented during the land use alternatives presentation and asked participants to respond to questions or indicate their level of support using Mentimeter. The combined key takeaways from both workshops are summarized in the bullets below; full results are found in Appendix A: Polling Results. Note that not all participants responded to Mentimeter polling questions.

When planning for new buildings, scale is an important consideration *(49 respondents).*

- 65% participants supported or strongly supported this statement.
- 24% of participants opposed or strongly opposed this statement.
- 10% of participants were neutral.

Small developments across the city are preferable to very large developments in a few places *(50 respondents).*

- 54% participants supported or strongly supported this statement.
- 34% of participants opposed or strongly opposed this statement.
- 12% of participants were neutral.

Incremental infill is a good strategy to accommodate new housing in Culver City *(53 respondents).*

- 51% participants supported or strongly supported this statement.
- 38% of participants opposed or strongly opposed this statement.
- 11% of participants were neutral.

What potential benefits of incremental infill are of most interest to you? Select all that apply *(47 respondents).*

- "More affordable housing options" received 23% of responses.
- "Reduced greenhouse gas emissions from travel" received 17% of responses.
- "New homes bring new families and vibrancy to neighborhoods received 17% of responses.
- "Increased variety in home styles and types" received 16% of responses.
- "Poorly maintained homes are replaced or updated" received 14% of responses.
- "More households means access to amenities for more people" received 13% of responses.

What potential aspects of incremental infill are of the most concern to you? Select all that apply *(48 respondents).*

- "Green spaces and tree canopy are being lost" received 24% of responses.
- "Houses are too close to each other" received 21% of responses.
- "New houses are bigger or taller than nearby homes" received 19% of responses.
- "Additional homes are reducing available on-street parking and increasing traffic" received 18% of responses.
- "New houses are bigger or taller than nearby homes" received 19% of responses.
- "Existing viable homes are being demolished" received 12% of responses.
- "New houses with modern designs do not fit the character of nearby homes" received 7% of responses.

Small Group Discussion

Following the presentation, members from the GPU team divided the participants into groups of eight to 12 and facilitated a discussion. Workshop 1 had six small groups and Workshop 2 had three. Participants were encouraged to use Padlet to respond to discussion questions. Facilitators also took notes on the discussion points in Padlet while participants were speaking. Following the small group discussions, participants and facilitators reconvened in the large group. Facilitators shared high level takeaways from their discussions with the full group.

Comments transcribed on Padlet during small group discussions are summarized by themes below. Comments included below are unique comments from the discussions and are not weighted based on how frequently they were heard. Full comments are available in Appendix C: Padlet Comments.

What is your vision for the city's residential neighborhoods?

People frequently supported or opposed densifying single-family neighborhoods. Reasons for/against, as noted in the Padlet notes in Appendix C: Padlet Comments, include the following:

- Support for increasing density in single-family neighborhoods:
  - Do this while maintaining character
  - Create affordable housing for ownership or rental
  - Build more homes to keep pace with job growth

- Opposition to densifying single-family neighborhoods:
    - Don't need to upzone to meet the Regional Housing Needs Allocation (RHNA) for Culver City
    - Big buildings don't fit into scale of neighborhoods
    - Culver City is too crowded
    - Traffic and parking issues
    - Don't want to lose family feel
    - Seems like a hasty decision
    - Keep the residential single-family (R1) zone intact
    - There are many other housing options elsewhere in Culver City
    - Densifying would make single-family neighborhoods too noisy
    - Homeowners in existing single-family neighborhoods moved there for single-family character
    - Would negatively impact character of single-family neighborhoods

Other comments related to residential neighborhoods are as follows:

- Neighborhoods are unique and should be treated differently
- Don't want McMansions
- Need a clear understanding of motives behind densification – is it driven by the community or State law?
- Not all Accessory Dwelling Units (ADUs) have been permitted; there should be rule enforcement
- Scale of housing relative to surroundings is important
- Maintain neighborhood character and feeling of knowing your neighbors
- Need more market rate housing
- Need to identify who and how many people would build ADUs
- Need opportunities to age in place
    - Splitting lots may be opportunity to do this
- Alternatives need more provisions for affordability
    - Need to ensure people have opportunities for homeownership
    - Need opportunities for homeownership for low income people of color
    - Need to make sure developers can feasibly develop affordable housing
    - Need to make sure incremental infill is not just developers coming in and that existing residents and homeowners have opportunity to live in new housing.

What is your vision for the city's commercial corridors?

- Use existing parking lots to accommodate growth
    - Parking can be underground
- Improve walkability on corridors
- How will densification impact transportation, crowing, and quality of life.
- Increase building height
- Encourage large corporations moving to Culver City to produce housing
- Support landbanking
- More density around transit
- Opportunity sites:
    - Honda, Toyota
    - Sepulveda corridor

  - Paradise Hotel
  - Target site
- Preferred land use plan can combine the various alternatives
- Support for mixed use along corridors
- Don't allow too much population along corridors – this could create congestion
- Use public land for housing
- Keep as is
- Increase density along corridors
- Corridors aren't built out because some developers own land but haven't developed it yet
- Some buildings should be housing only.

What is your vision for the city's industrial areas?

- Allow live-work in industrial areas
- Not heavy industrial now, mostly creative uses
- Phase out heavy industry
- Build housing in the Hayden Tract
- Build housing along Ballona Creek

Anything else you would like to share or discuss about land use?

- It is challenging for a lay-person to understand alternatives
- It is challenging to understand the alternatives because they are general
- None of the alternatives are good choices
- Need safe, green, equitable community
- Need to consider alternatives relative to climate change
- Maintain small town feel
- Preserve open space
- Schools have closed down due to lack of children
- Schools can't accommodate more growth.
- Think about planning regionally
- Need to understand future need rather than focusing on current needs. COVID is an example of an unexpected event that has changed the future.
- Consider health impacts of building housing near freeways
- Need to be clear on who we are building for
- Need to consider how alternatives will impact infrastructure
- Oilfield is an opportunity site
- Need to know how alternatives pencil out financially and economically
- Need to see quantitative analysis of alternatives
- Survey and presentation don't clearly explain concepts

Next Steps

At the end of the workshops, Eric Yurkovich explained the next steps in the alternatives process. He explained the project schedule and future engagement activities, how the input from the workshops will be incorporated into the GPU, how to stay involved in the process, and provided the project team's contact information for any follow-up questions or comments. He encouraged workshop participants to take the online land use alternatives survey and share it with their networks.

The land use alternatives survey and information about land use and mobility alternatives, including slide decks and recordings from the land use alternatives workshops, are available at www.pictureculvercity.com/alternatives.

The GPU consultants presented mobility alternatives to the General Plan Advisory Committee (GPAC) on May 13, 2021 and hosted a community workshop focused on mobility alternatives on May 27, 2021. The slide deck and recording from the workshop are available at www.pictureculvercity.com/alternatives and materials from the GPAC meeting will be available at www.pictureculvercity.com/advisory-bodies.

Following the land use alternatives workshop, the GPU team prepared a draft preferred land use map. The GPU will present and discuss the proposed land use alternatives and the draft preferred land use map at the GPAC meeting on June 10, 2021. Once finalized, the materials from this GPAC meeting will be available at www.pictureculvercity.com/advisory-bodies.

The City Council and Planning Commission will provide direction on the preferred land use alternative at a joint session on June 23, 2021, at 7 PM.

Sign up for project updates and future event notifications at www.culvercity.org/SubscribeGPU

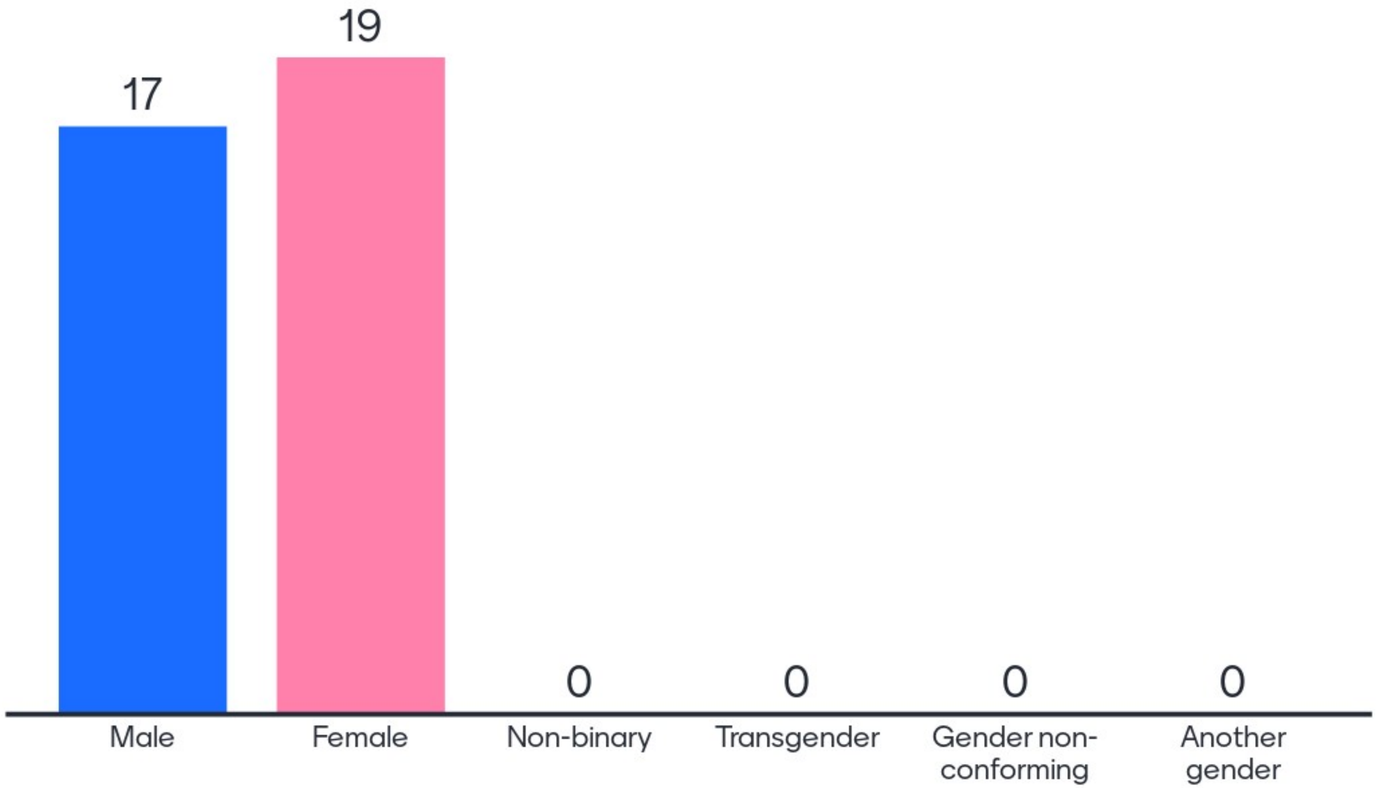
Appendix A: Polling Results

This Appendix includes full Mentimeter polling results.

What gender do you identify with? Select all that apply.

4/29/2021 Workshop, 36 respondents

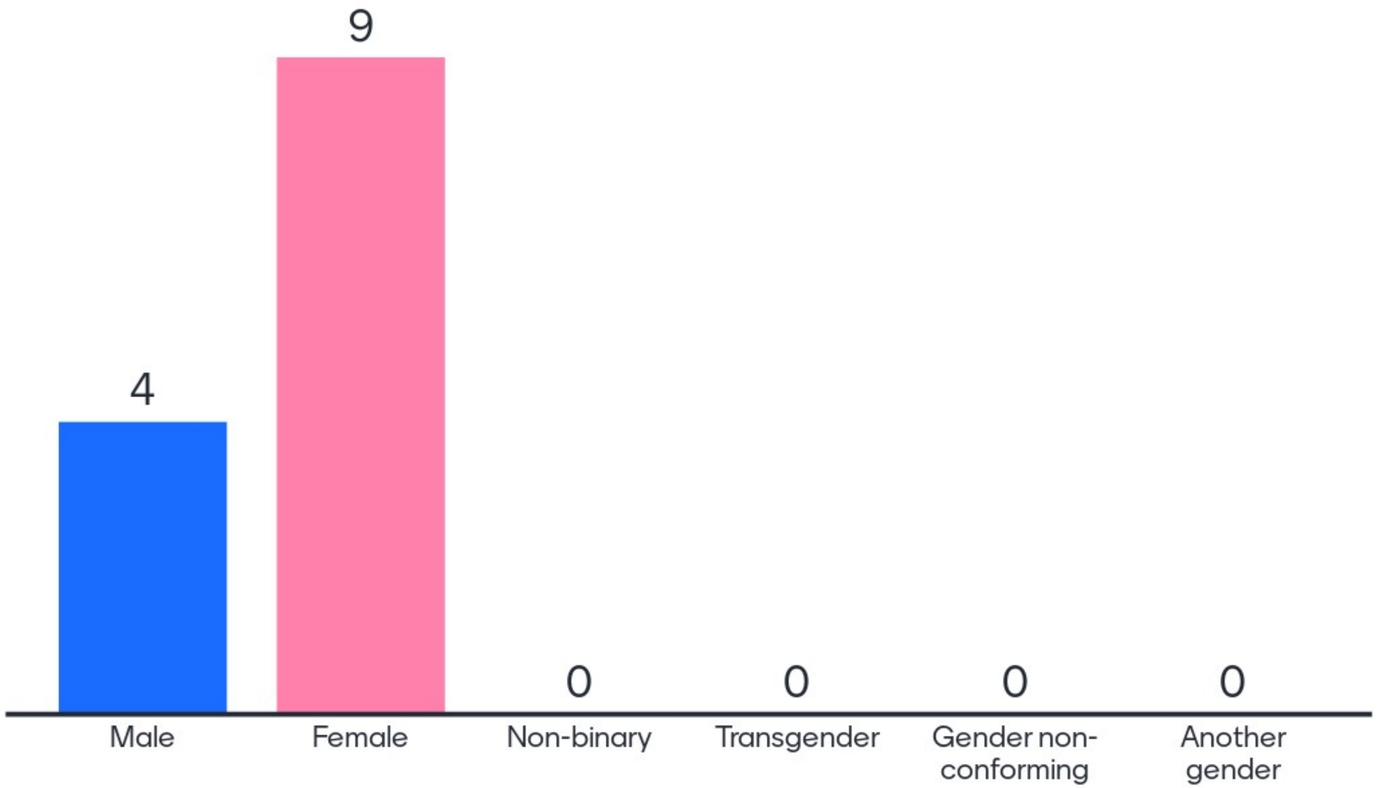
Mentimeter



36

What gender do you identify with? Select all that apply.

5/5/2021 Workshop, 12 respondents

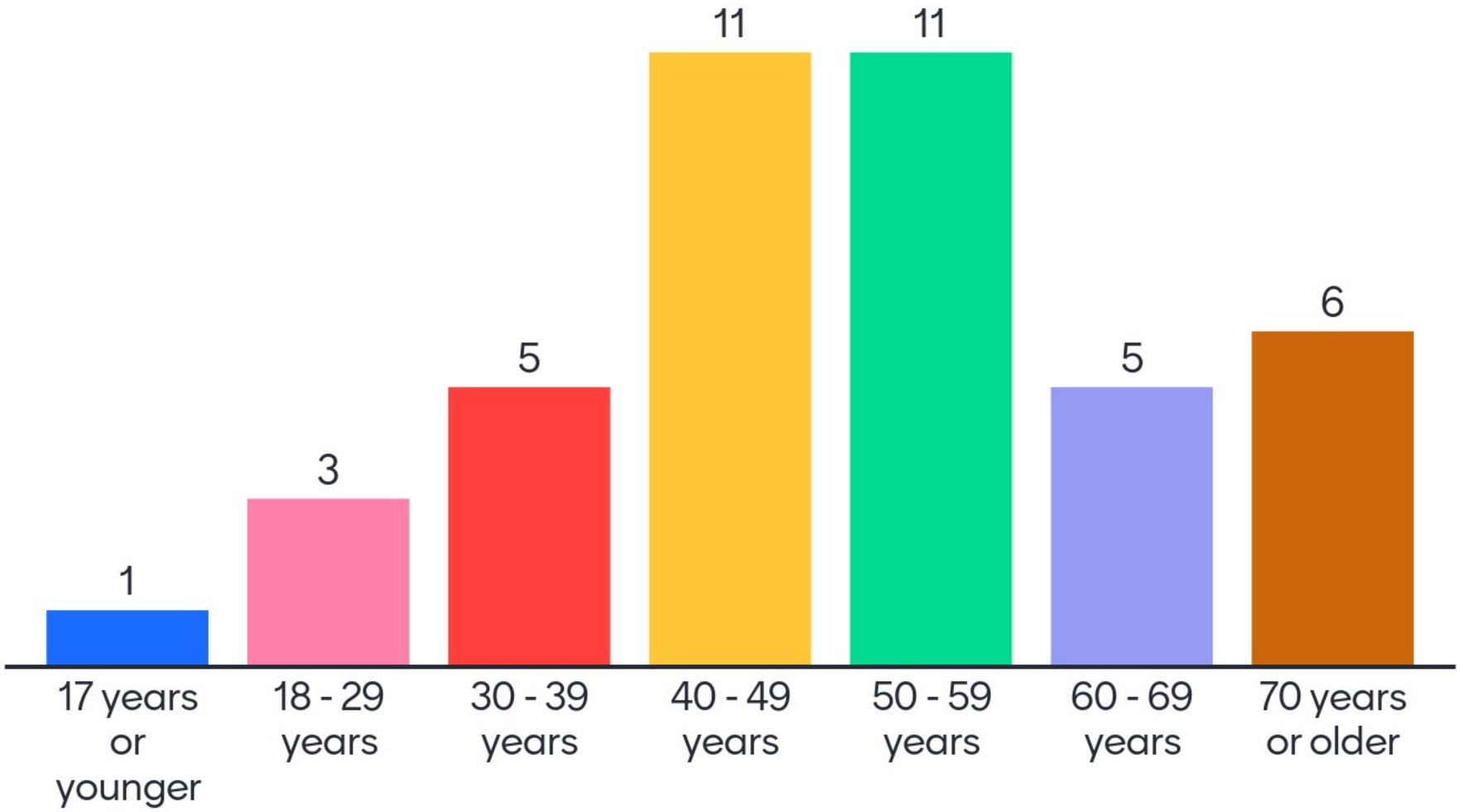


Mentimeter

How old are you?

4/29/2021 Workshop, 42 respondents

Mentimeter

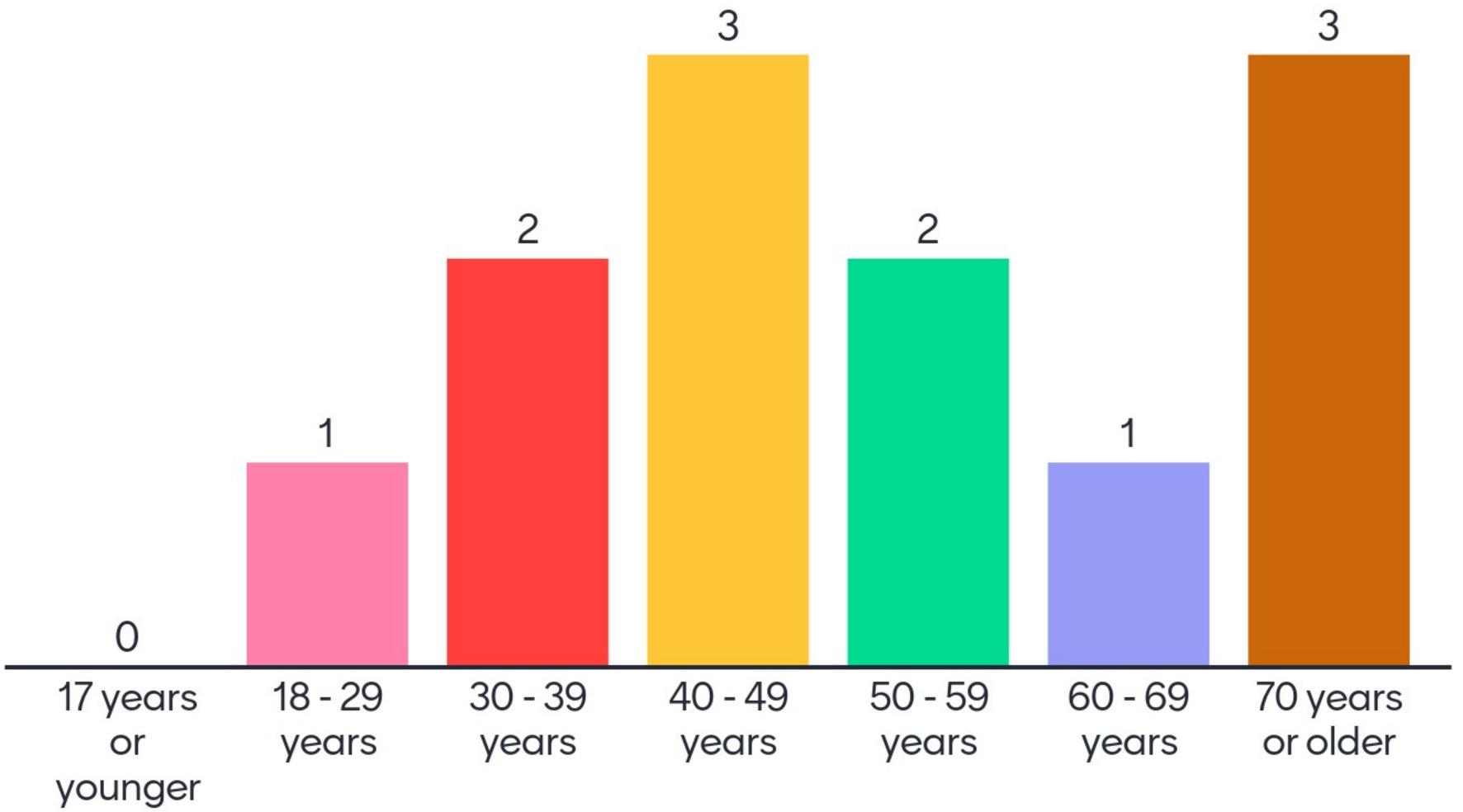


42

How old are you?

5/5/2021 Workshop, 12 respondents

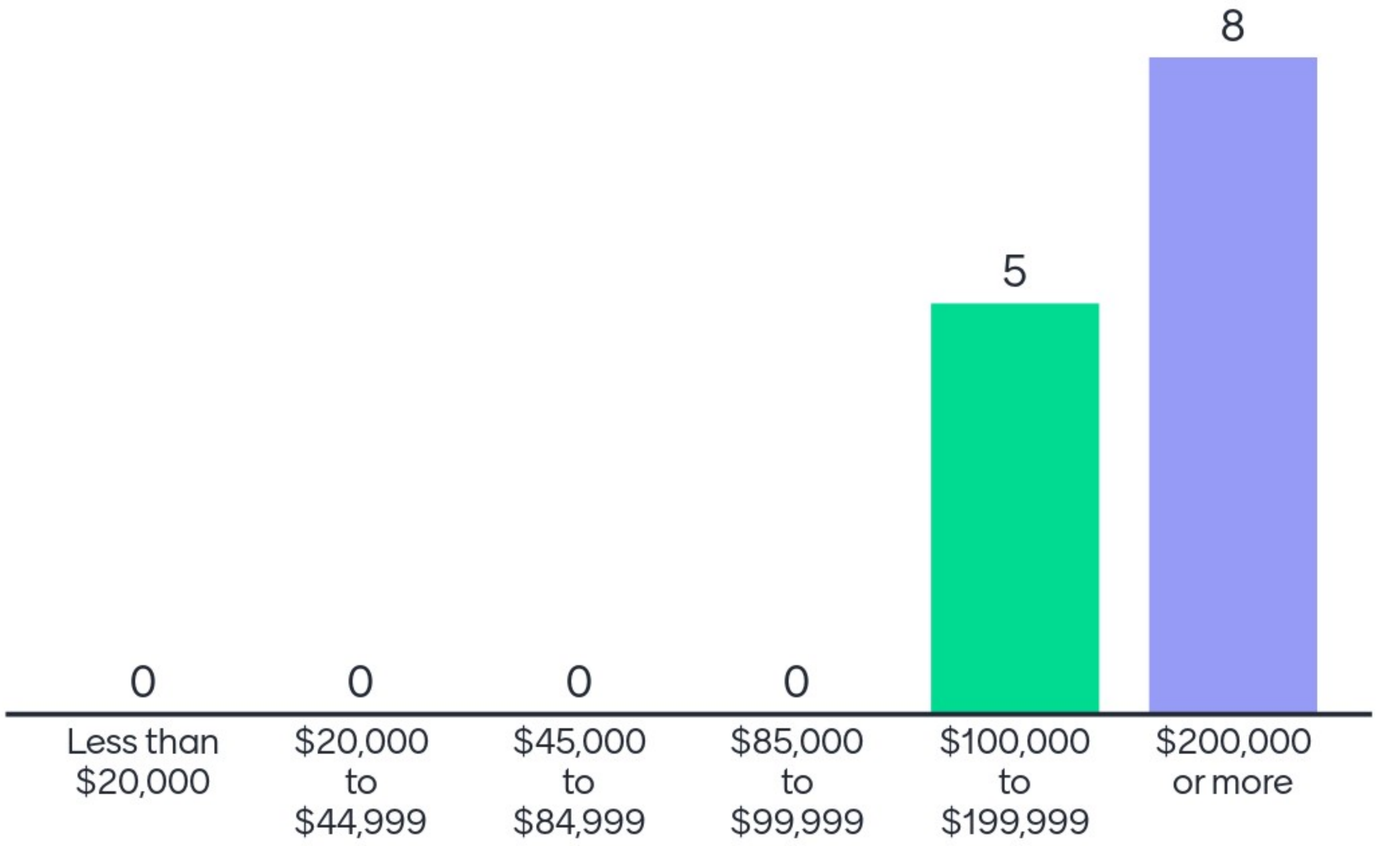
Mentimeter



12

What best describes your household income level?

5/5/2021 Workshop, 13 respondents

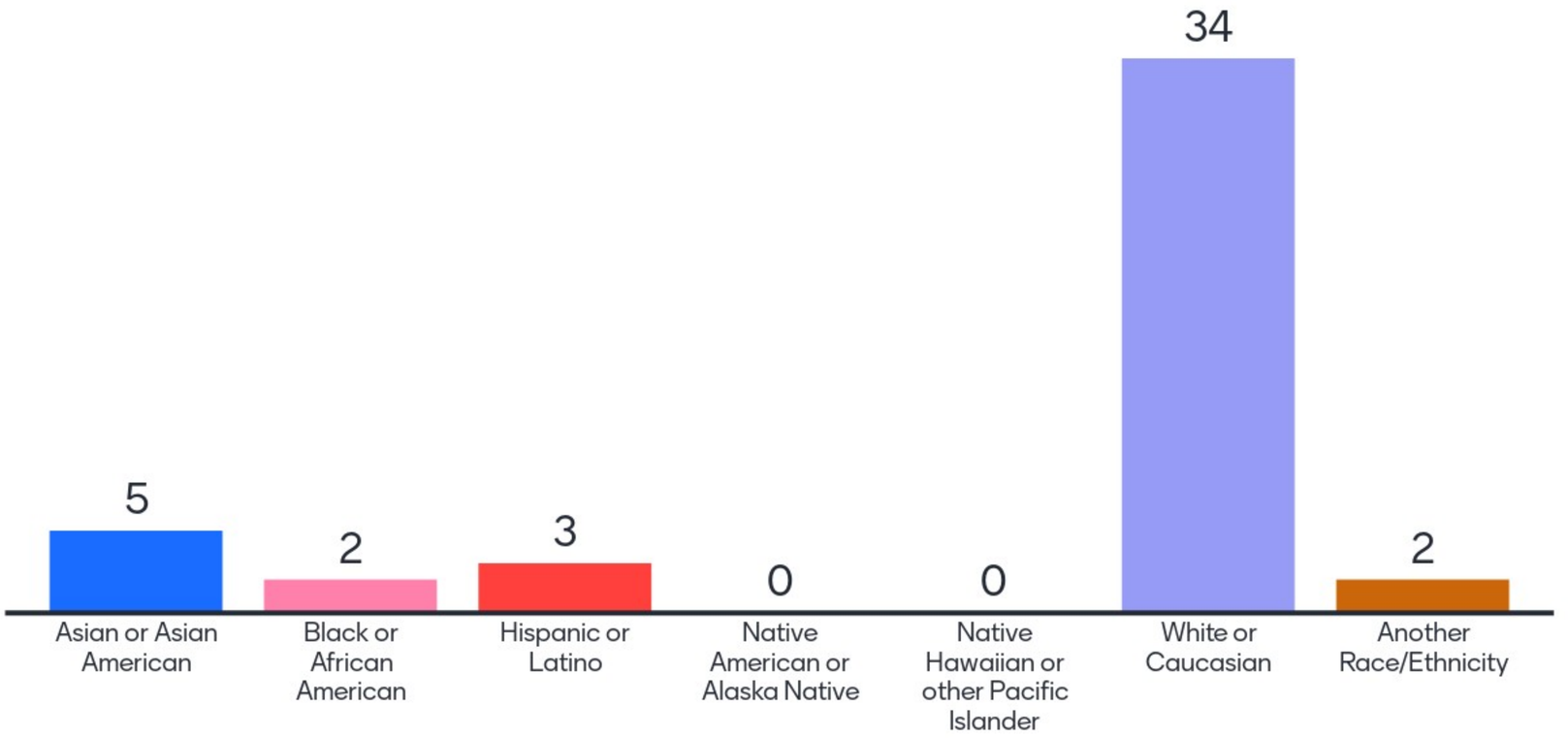


Mentimeter

With which race or ethnic group(s) do you most identify? Select all that apply.

4/29/2021 Workshop, 43 respondents

Mentimeter

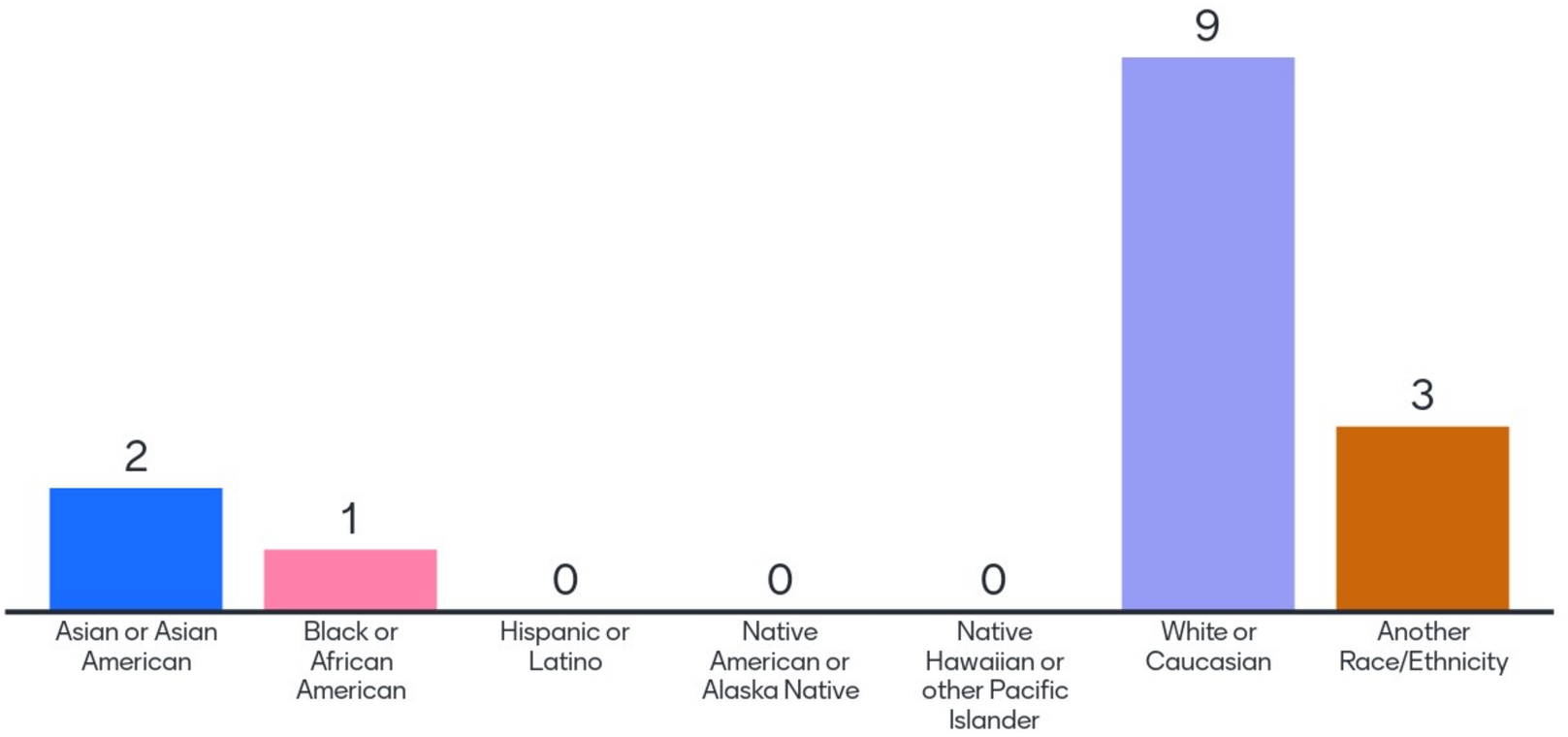


43

With which race or ethnic group(s) do you most identify? Select all that apply.

5/5/2021 Workshop, 15 respondents

Mentimeter

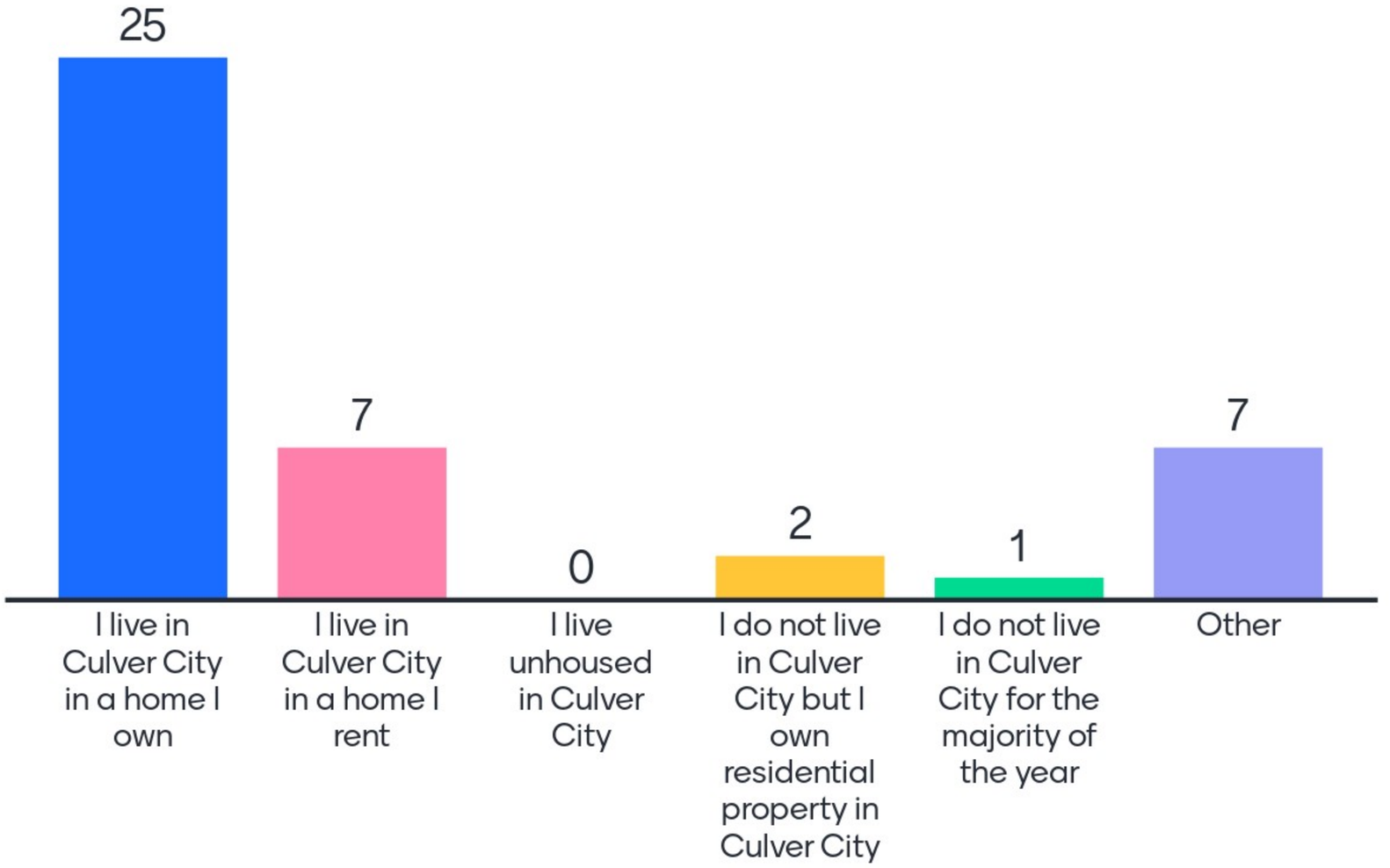


15

What best describes your living situation?

Mentimeter

4/29/2021 Workshop, 42 respondents

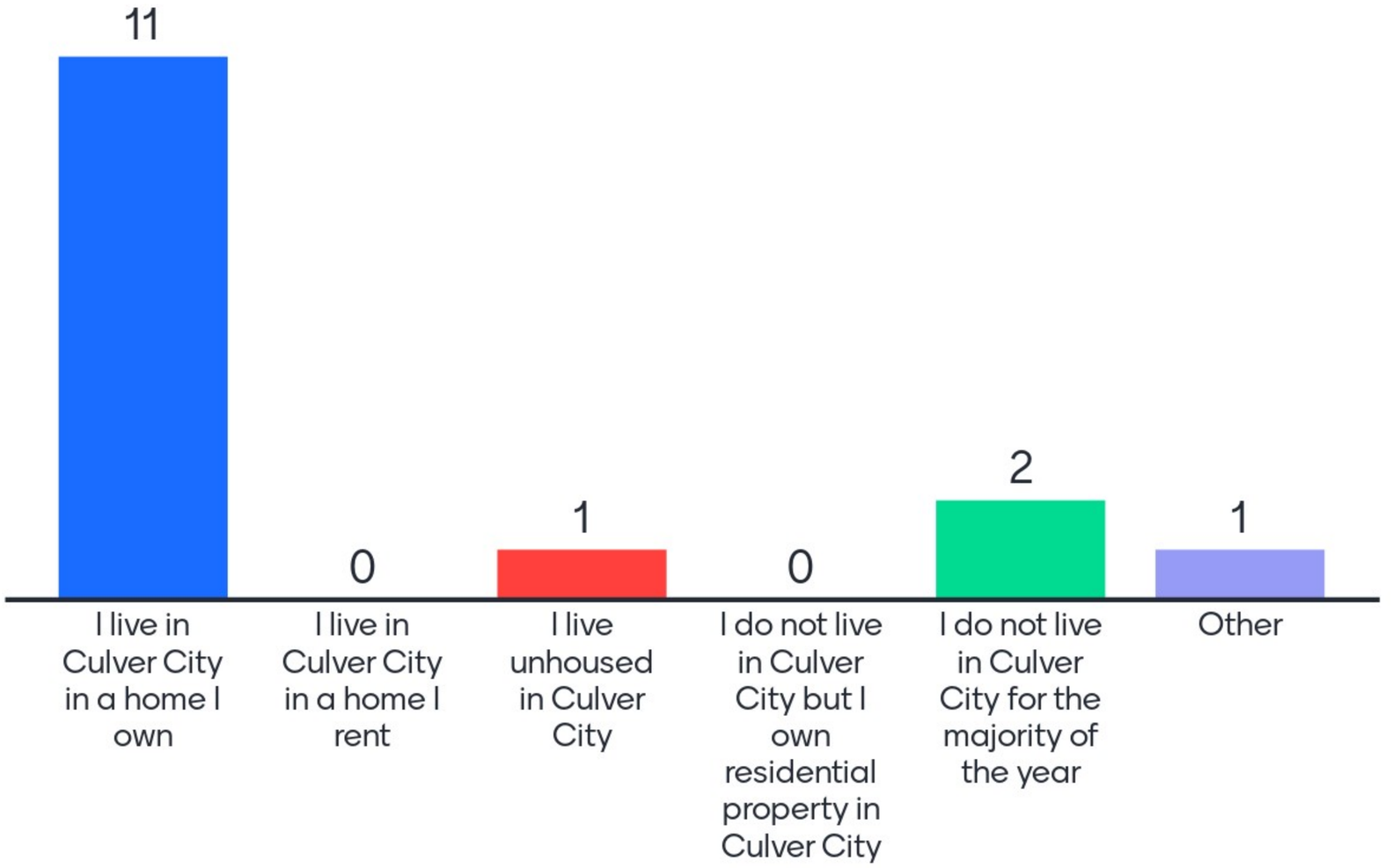


42

What best describes your living situation?

Mentimeter

5/5/2021 Workshop, 15 respondents

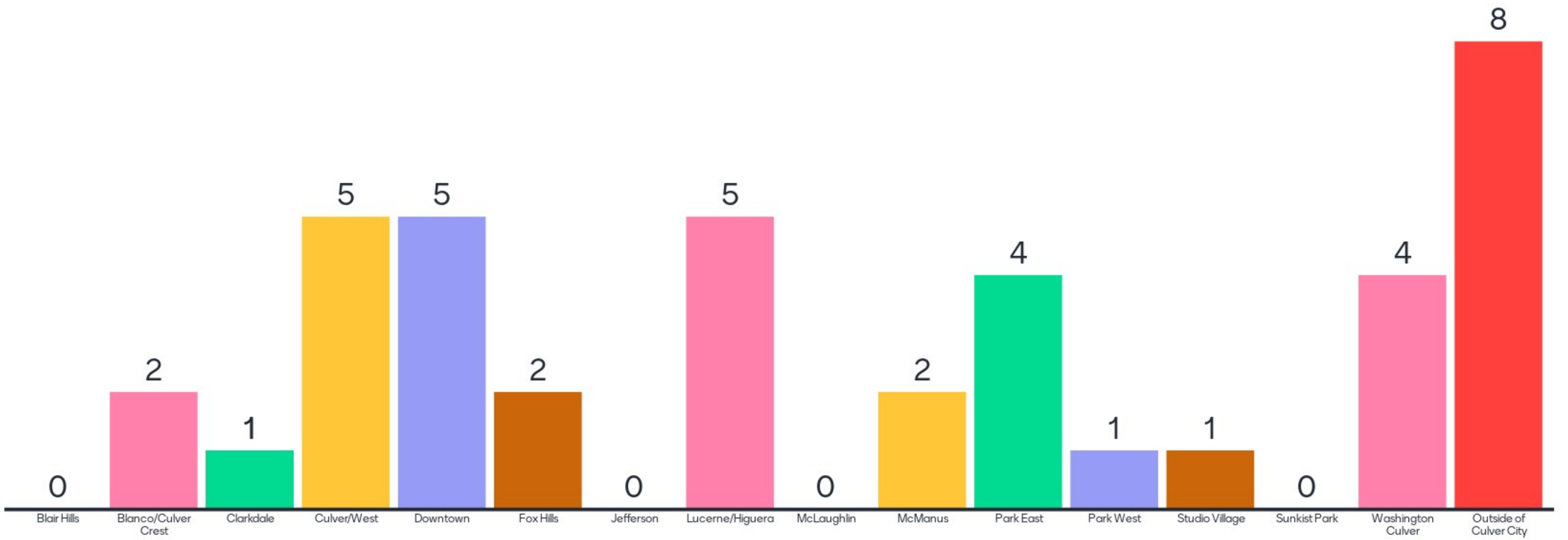


15

Where do you live?

4/29/2021 Workshop, 41 respondents

Mentimeter

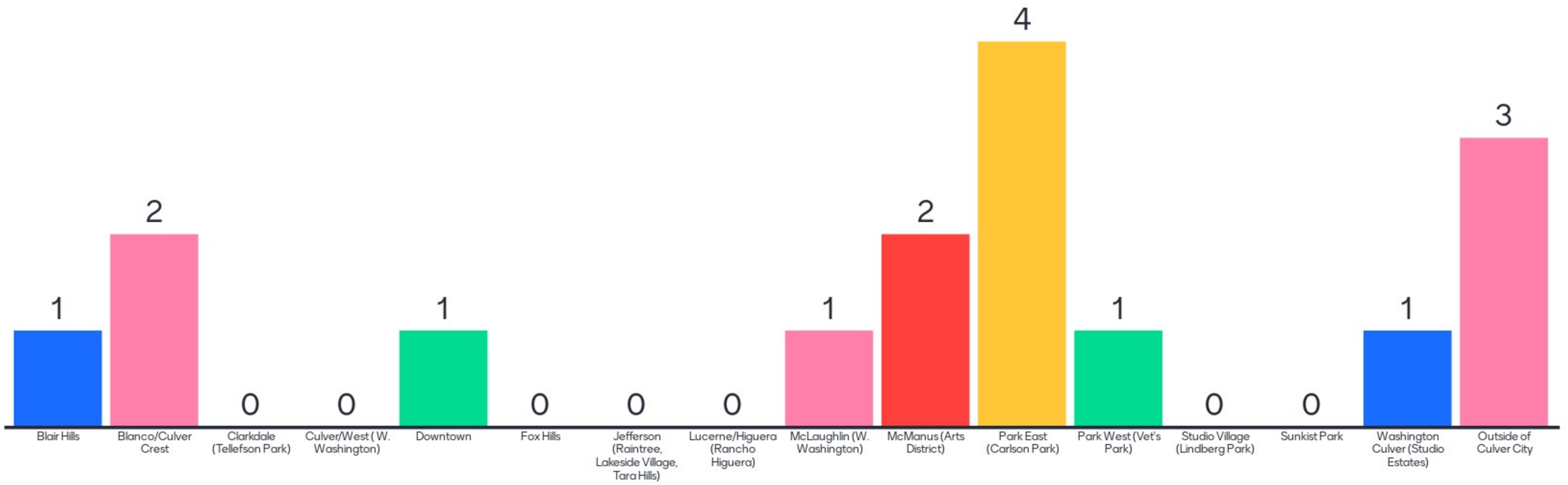


41

Where do you live?

5/5/2021 Workshop, 16 respondents

Mentimeter

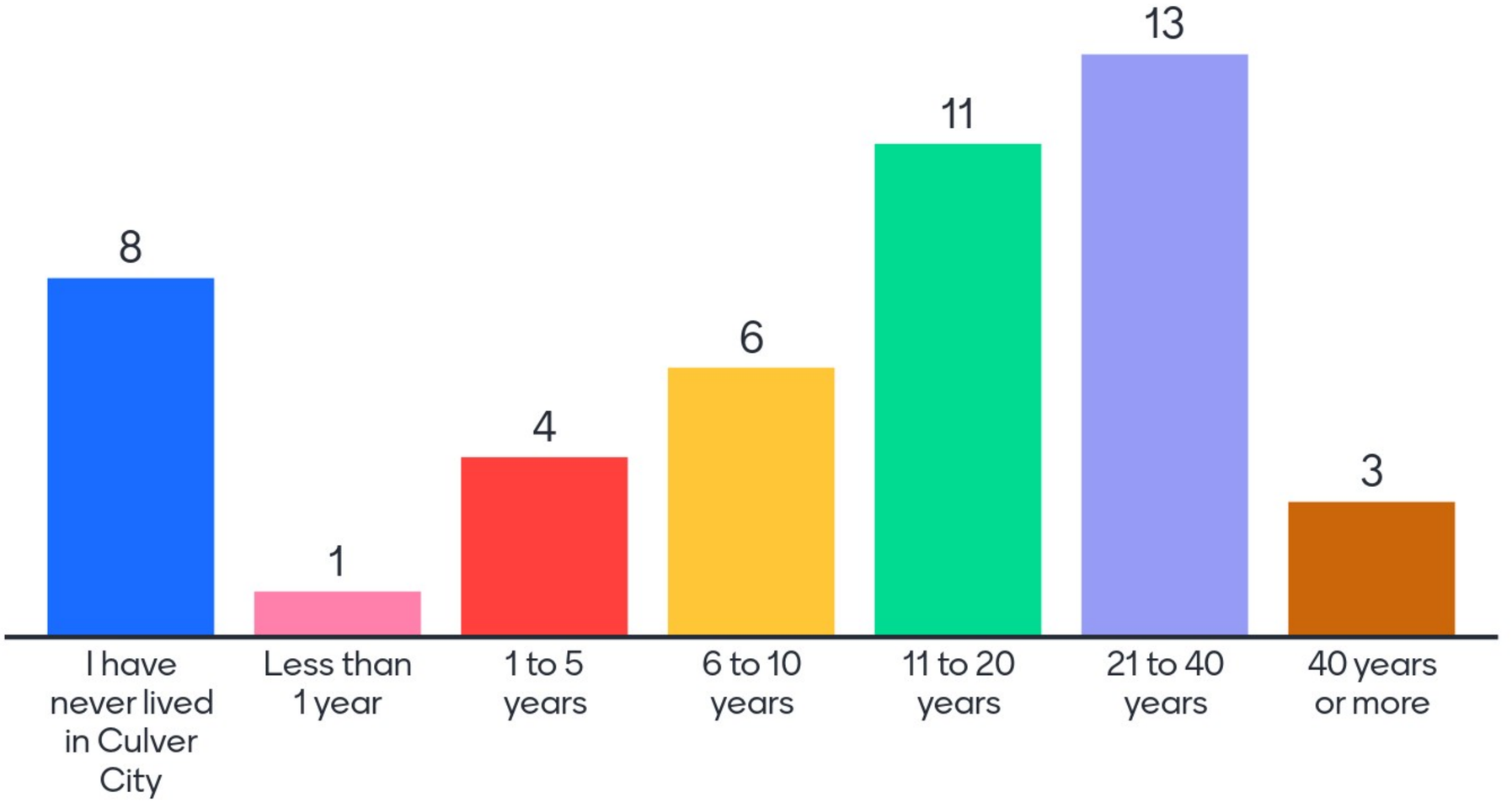


16

How many years have you lived in Culver City?

Mentimeter

4/29/2021 Workshop, 46 respondents

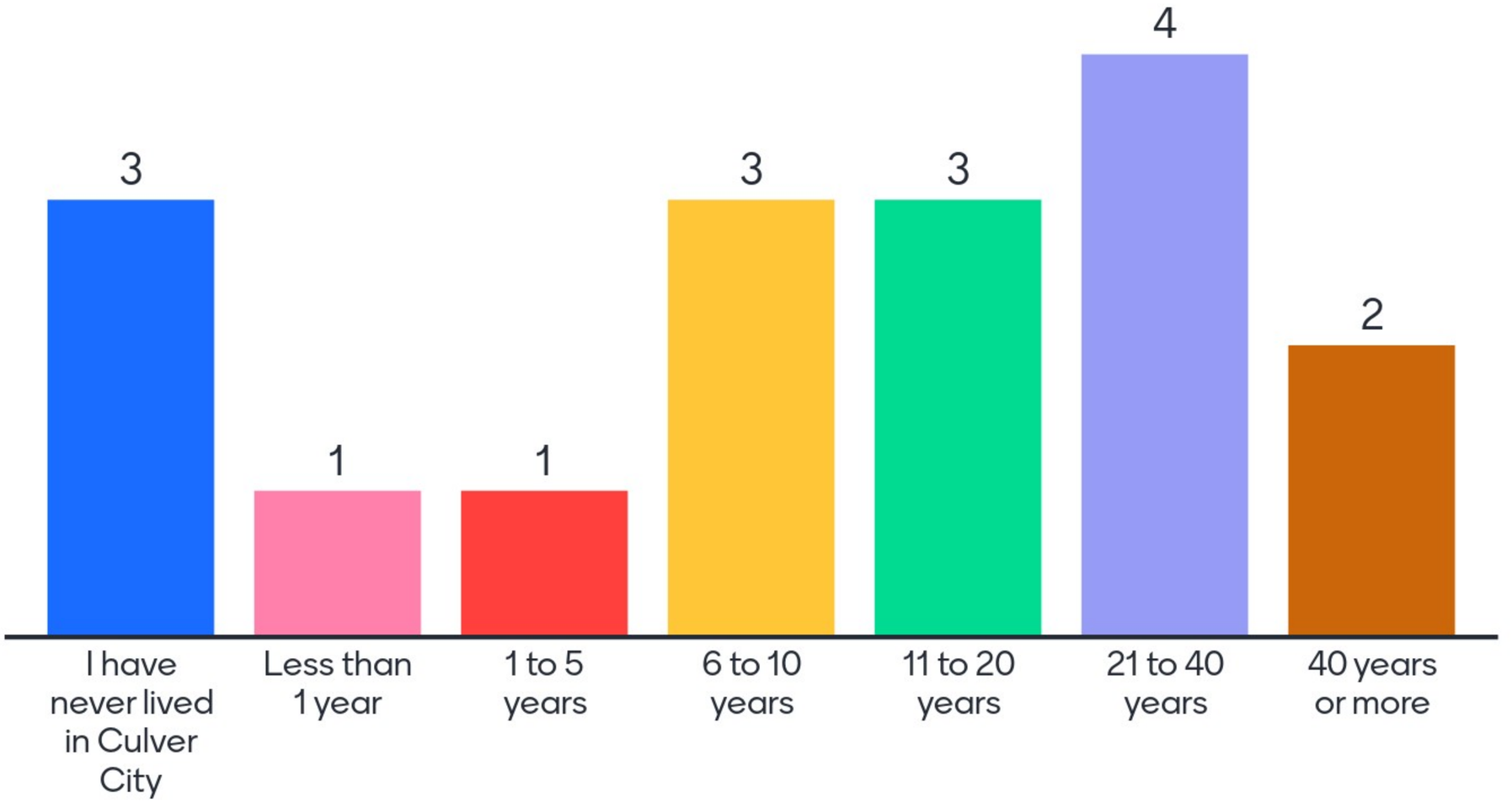


46

How many years have you lived in Culver City?

Mentimeter

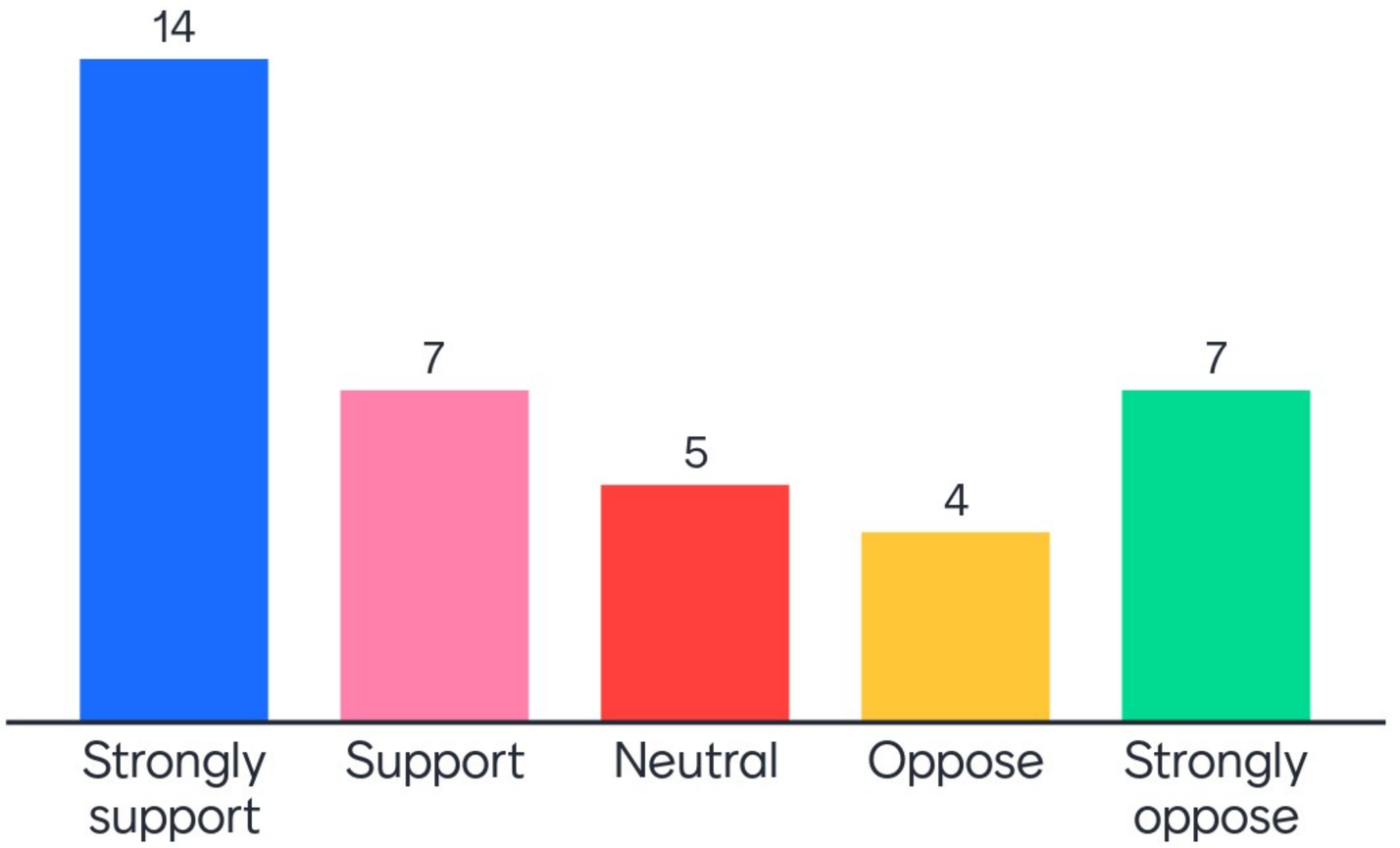
5/5/2021 Workshop, 17 respondents



17

When planning for new buildings, scale is an important consideration.

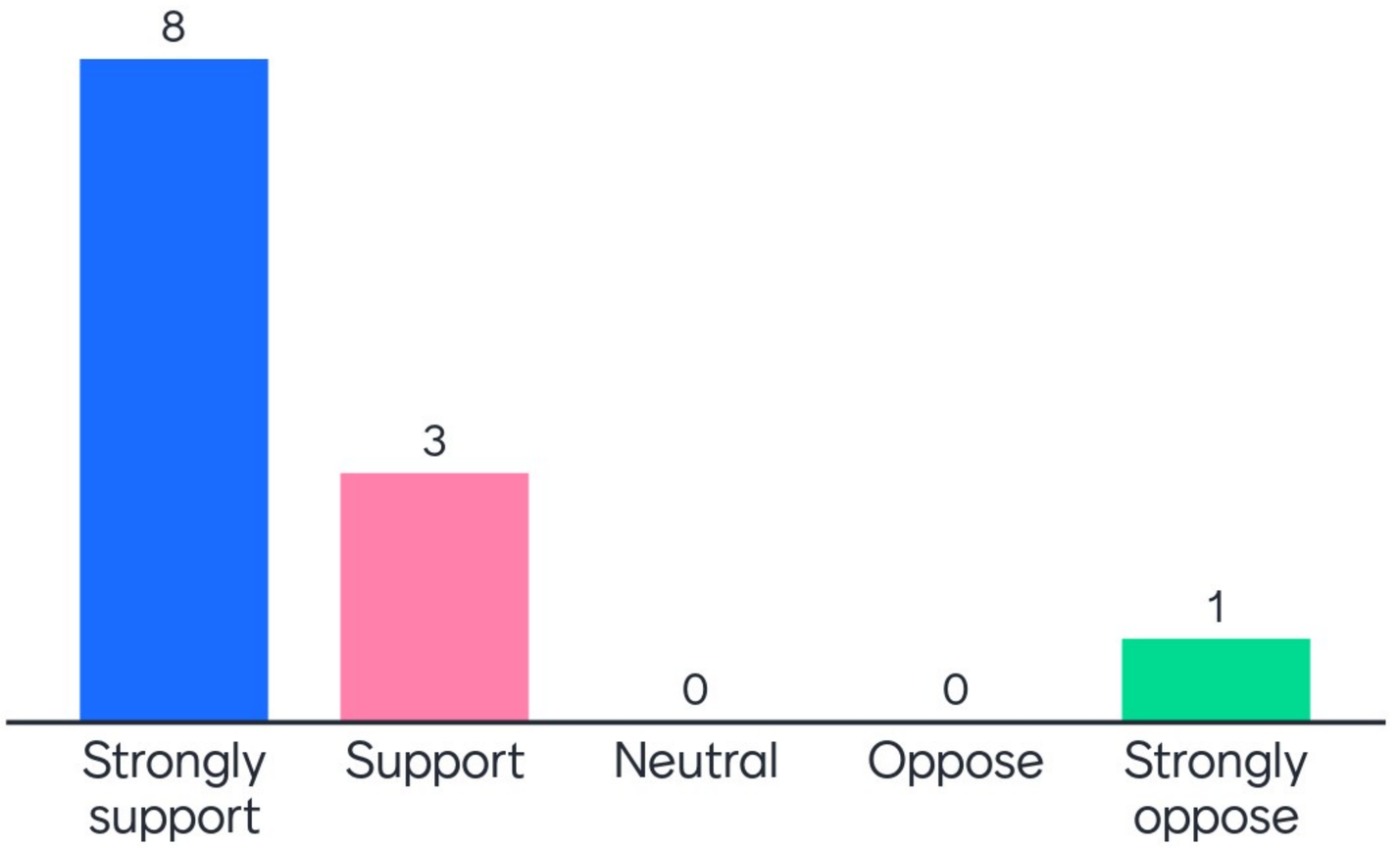
4/29/2021 Workshop, 37 respondents



Mentimeter

When planning for new buildings, scale is an important consideration.

5/5/2021 Workshop, 12 respondents

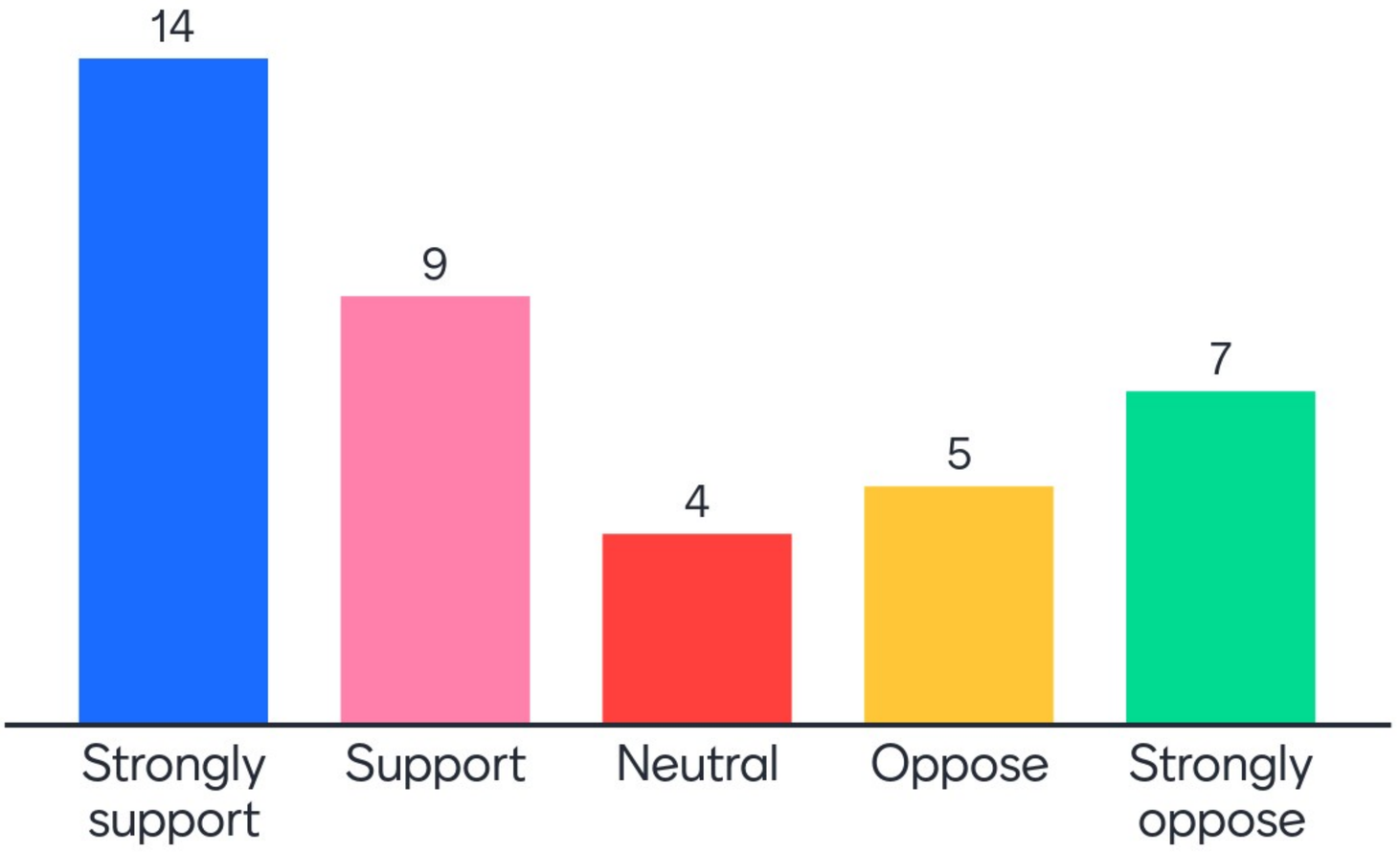


Mentimeter

Small developments across the city are preferable to very large developments in a few places.

4/29/2021 Workshop, 39 respondents

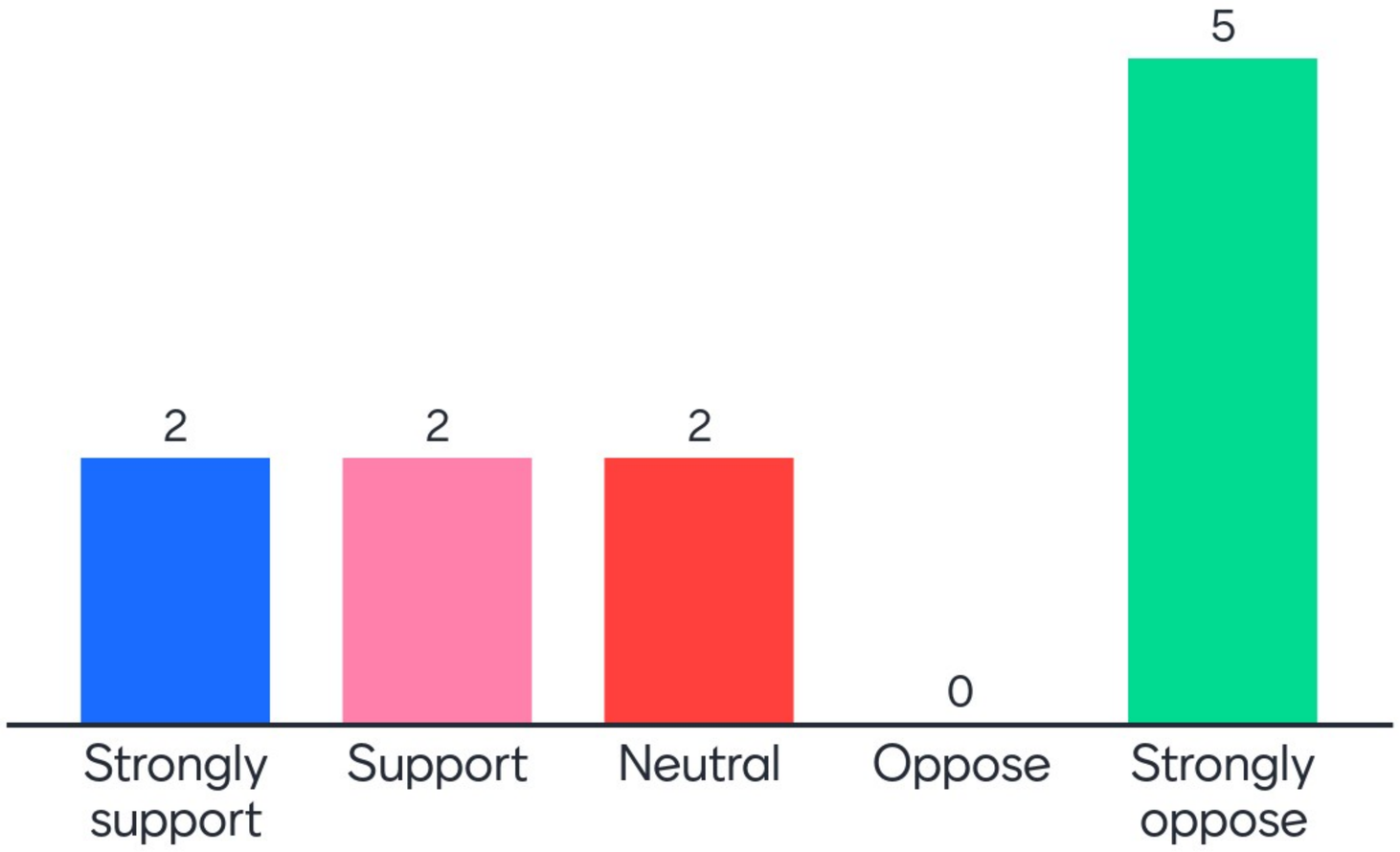
Mentimeter



39

Small developments across the city are preferable to very large developments in a few places.

5/5/2021 Workshop, 11 respondents



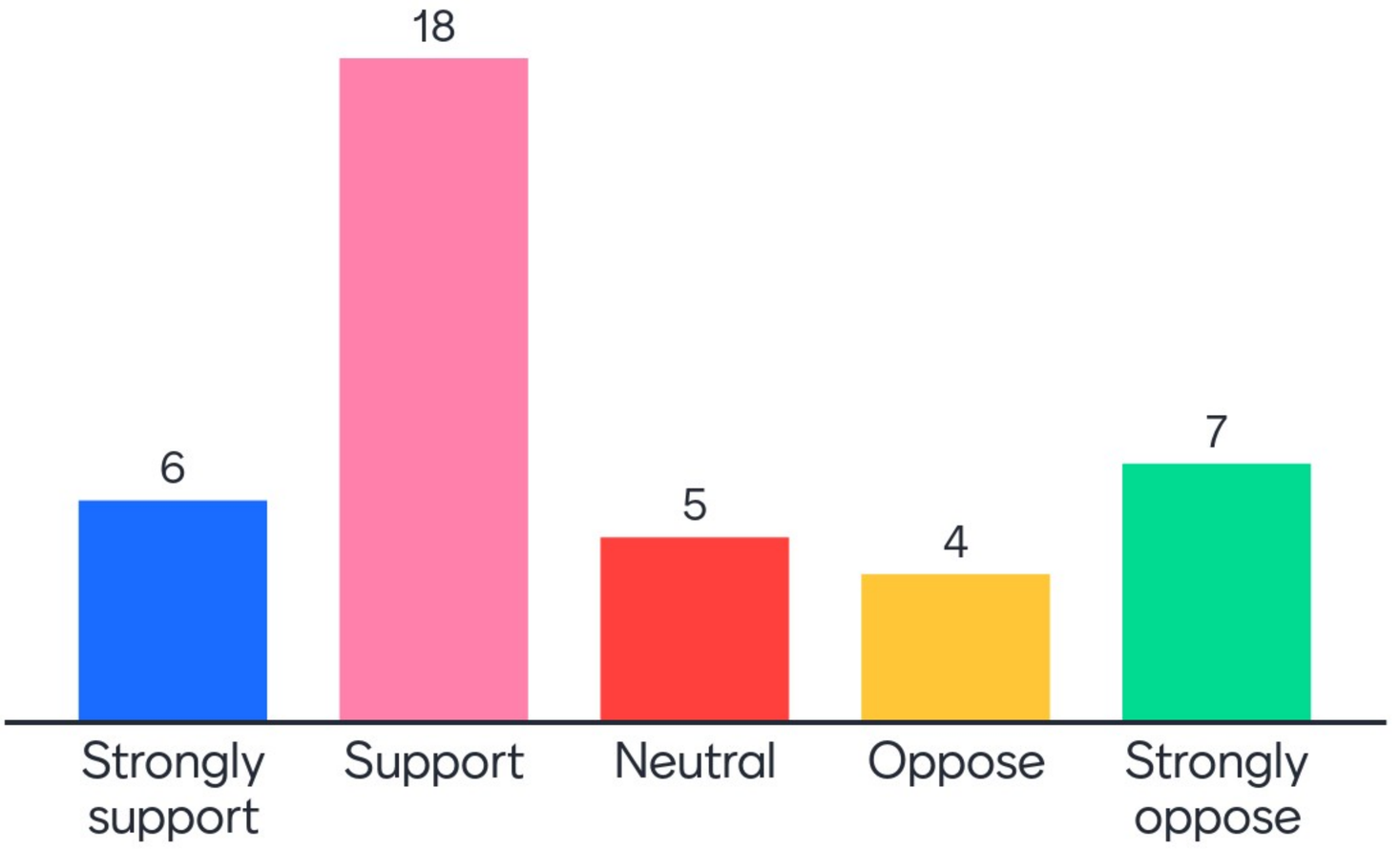
Mentimeter

11

Incremental infill is a good strategy to accommodate new housing in Culver City.

4/29/2021 Workshop, 40 respondents

Mentimeter

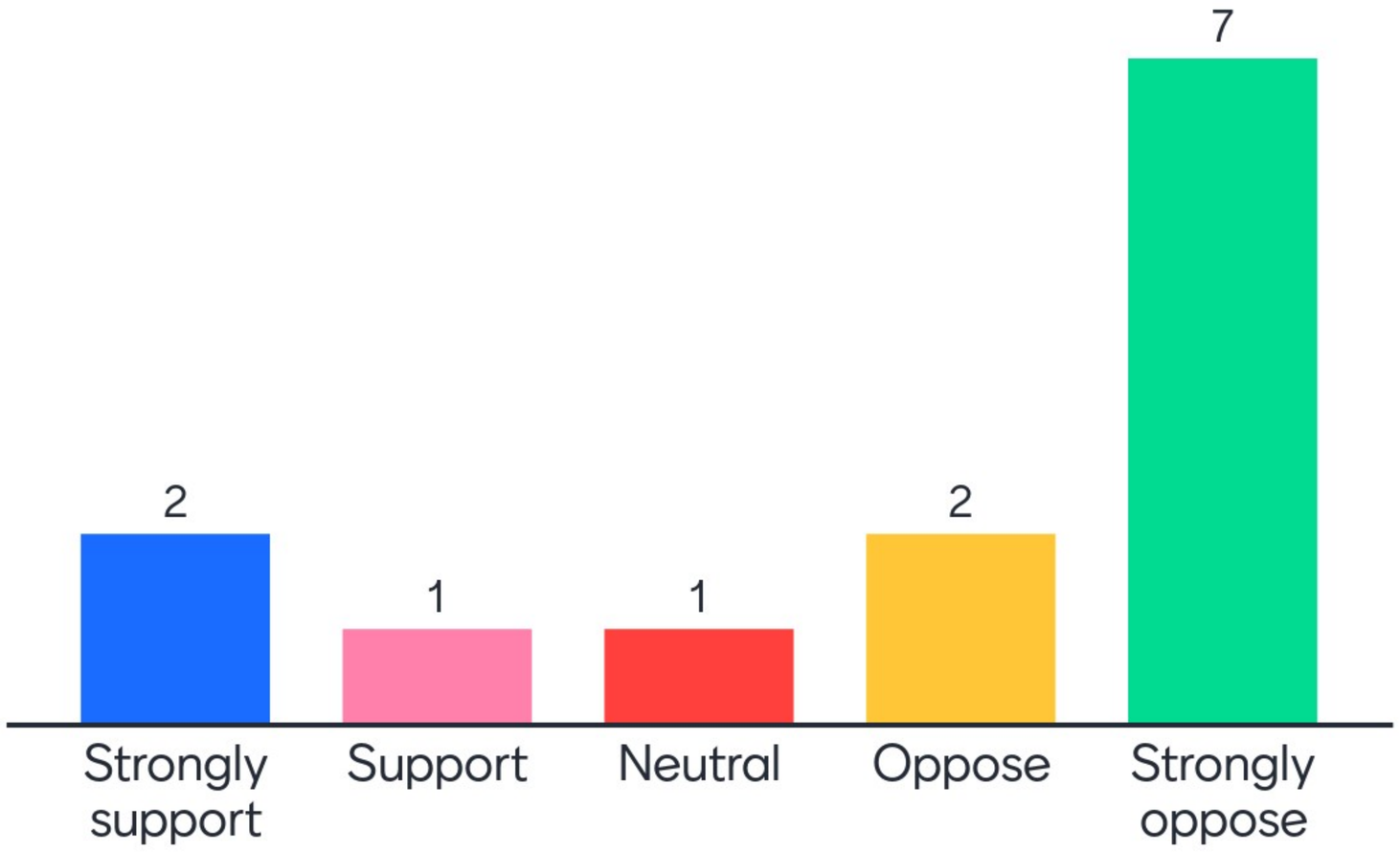


40

Incremental infill is a good strategy to accommodate new housing in Culver City.

5/5/2021 Workshop, 13 respondents

Mentimeter



13

What potential benefits of incremental infill are of most interest to you? Select all that apply.

4/29/2021 Workshop, 38 respondents

Mentimeter



Increased variety in home styles and types



More affordable housing options



Reduced greenhouse gas emissions from travel



New homes bring new families and vibrancy to neighborhoods



More households means access to amenities for more people



Poorly maintained homes are replaced or updated

38

What potential benefits of incremental infill are of most interest to you? Select all that apply.

Mentimeter

5/5/2021 Workshop, 9 respondents



Increased variety in home styles and types



More affordable housing options



Reduced greenhouse gas emissions from travel



New homes bring new families and vibrancy to neighborhoods



More households means access to amenities for more people



Poorly maintained homes are replaced or updated

9

What potential aspects of incremental infill are of the most concern to you? Select all that apply.

Mentimeter

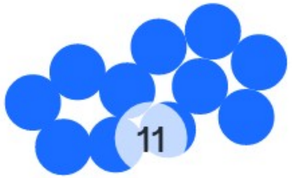
4/29/2021 Workshop, 35 respondents



New houses are bigger or taller than nearby houses



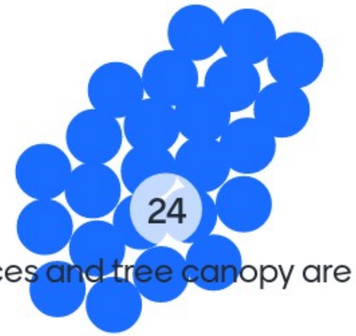
New houses with modern designs do not fit the character of nearby houses



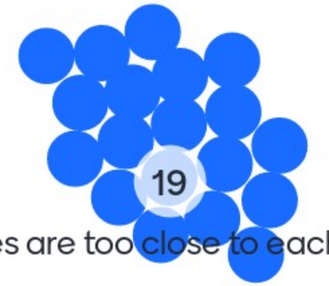
Existing viable homes are being demolished



Additional homes are reducing available on-street parking and increasing traffic



Green spaces and tree canopy are being lost



Houses are too close to each other

35

What potential aspects of incremental infill are of the most concern to you? Select all that apply.

Mentimeter

5/5/2021 Workshop, 13 respondents



New houses are bigger or taller than nearby houses



New houses with modern designs do not fit the character of nearby houses



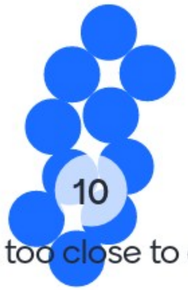
Existing viable homes are being demolished



Additional homes are reducing available on-street parking and increasing traffic



Green spaces and tree canopy are being lost



Houses are too close to each other

13

Appendix B: Zoom Chat

Throughout the workshops, participants were encouraged to ask questions and engage in conversation with fellow community members in the Zoom chat. This Appendix organizes and summarizes the comments by the general workshop topic.

Some text has been minimally edited for clarity. Direct responses to comments and comment threads are shown in sub-bullets underneath the original comment. Responses to comments from GPU team are denoted and shown as sub-bullets.

Neighborhood Map

- Missing Carlson park
- Carlson Park is "Park East" and I do not know a single person who uses the term "park east."
- Carlson park is park east or west
- Vet's Park considered Park West?
- What is Veteran's Park considered?
- Is Vets park Culver Park?
    - Response from GPU team: Throughout the presentation, we'll refer to neighborhood designations shown in this map: www.culvercity.org/CulverCityNeighborhoodMap
- Never heard of Park East in my 22 years here
- I've never heard anyone call it that either, but I've seen Park east on Maps.
- I have never heard tell of Cypress Grove?

Housing

- 3,341 homes [per RHNA allocation are needed] by when?
    - Response from GPU team: This housing cycle is for 2021 - 2029: scag.ca.gov/housing
- Any Accessory Dwelling Units or Junior ADUs. Oh, by the way (OBTW) the garden cottages were the "ADUs for 1920-30s"
- None of this actually addresses the need for truly affordable housing ... it gives us much more market rate but not the types of units we need. Hope we can consider other options than just this market rate upzone?
- what's the breakdown of the different housing types that you are currently presenting?
- Out of the 501 units approved, 487 of those are market rate - only 13 at "affordable levels" ... the trickle down developer incentive approach of upzoning doesn't work for what we say we want the results to be.
- what does limited footprint mean in these context?
- please clarify difference between ADU and "full"
- What are the economic realities with the incredibly high building costs of how much affordable or below market rate can be built with a developer getting a "reasonable" return on investment?
- Enough that we aren't left with lots of new apartments that are empty
- The map is NOT accurate. Where are the condos like Raintree and Tara Hill?
    - I also noticed that Fox Hills is not designated as multifamily. We have about 2,000+ units here.

        - I agree
    - It would have been good to include them anyway for accuracy.
    - Accuracy is very important. The maps make it look like Culver City has only single family homes.
    - A "planned development" could be single family or multi-family. Does this designation throw off the percentages that we see about % of our city that is currently single vs. multifamily square footage/parcels?
        - And some apartments
    - Please put a legend on the website so that people know what Park East and Park west are, for example
- Land banking and community trust can give us both permanently affordable public owned housing and allow us to create our own home ownership program for lower income / people of color as part of that restorative housing justice.
- With single family residents, we have already developed the land with ADUs. Therefore, you could say that we have already allowed growth in this area and we can move on to address the other areas.

Alternatives

- Lots of floor area if you go underground...not for parking but for operations
- Add Community uses within "Mixed Use" Commercial - get rid of parking??
- Not dealing with central issue -curb and driveway parking, garage parking, and transit....1920s no cars, buses, and trolleys.
- Commercial and ground surface parking...need Transit Dependent mobility.
- More height vs. more depth? Double basement parking++
- How is infill limited? Only allow so much in each area so it is a first build environment?
- Of the 3 major alternatives, do all of them achieve legal requirements of RHNA, or are some more effective than others at avoiding sanctions?
    - The 3 alternatives help Culver City go beyond the RHNA targets
- What you just said that small development oppose leans toward alternative number one is an issue I have with these questions. What you said is not apparent
- Why isn't the option being presented of including more densification on existing multifamily in the concentrated growth option? Two-thirds of the RHNA could be met by adding just five units on existing multifamily housing. The concentrated option just puts density on the corridors in jumbo buildings.
- why is the oil field included since it can't be cleaned up enough for homes?
- If there is the opportunity, I would like to present an option where we can meet our RNHA goals without upzoning anything?
- Reuse: numerous offices had lease signs before the pandemic
- Yes more green!
- This conversation reminds me of the research I've done as to why my ancestors left Germany. No land that anyone could afford. Oldest inherited, rest were left nothing. Continually dividing land was also not possible after a certain point. History might teach us something about what works and what doesn't.

- Our street infrastructure is very limited. Without adequate parking and parking permitting growth will lead to a lot of congestion. If it can be paid by the development or city it may work.
- Why can't we maintain single and low and just do incremental and limited to the corridors and commercial?
- If you do incremental to the single family you turn it into a low density so it would no longer be single family it would be Residential Two Family (R2)/Residential Three Family (R3).
- Sepulveda/Jefferson/Slauson/Washington/and Culver Boulevards would not be able to handle the traffic with Alternative #3.
- Can we do an Alternative 4: 1. Single = Maintain; 2. Low Density = Incremental; 3. Commercial Corridor = Incremental; 4. Large Commercial = Limited Activation. Conditions would be that any commercial and mixed use if abutting single family or low density they would get free parking permitting and parking enforcement paid by community benefits or better a budget dedicated to it so residents don't need to pay or be burdened.

Community Engagement and GPU Process

- I'm concerned about the format of surveys and break out groups and control questions ... could we not just put all the alternative ideas on the table instead so we can see what all our options are?
- Are these [Menti] polls anonymous?
    - Response from GPU team: The polls are anonymous
- Huh, no question about what your economic status is ... seems like we have an abundance of white home owners participating in the process but not so many low income POC ... that will give slanted results to this process and that should be noted and properly accounted for when making conclusions.
- slides indicate only input from a small opinion has been heard
    - I agree that slides feature a small section of spectrum of input.
- Will there be an EIR/CEQA prepared for the GPU?? Especially the goals and objectives to review the alternatives...
    - Response from GPU team: An EIR will be prepared for the GPU.
- I'll note that the question about "scale" [in the Menti survey] did not specifically say that the scales should be close to existing buildings. I answered before that was clarified
- Will today's PowerPoint (PPT) be posted on the General Plan 2045 website?
    - Response from GPU team: All the meeting materials will be on www.pictureculvercity.com after the meeting
- Can a copy of land use map be made available? This is difficult to read. Thanks.
    - Response from GPU Team: We will post the slides on the project website following the meeting at www.pictureculvercity.com/alternatives
- Sorry for being the Grinch, but these types of multiple choice questions [on Menti survey] based only on the options being offered does not give us an accurate understanding of what all the options may be.
- How do we express clarification requests on the survey?
    - Response from GPU team: Hi Jeannine, the last question in the survey is a "General Comments" question that asks: What other information would you need to provide informed input regarding the land use alternatives?

    - Thank you, but people have the potential to answer questions incorrectly to their point of view because they did not understand the questions being asked. The more information area will not rectify this.
- I agree about problems with the survey. The definitions and actual impacts are not clearly laid out so the survey taker doesn't know what they are answering questions on. Also, there is no option to choose "alternative 1" only 2 or 3. Does that affect the usefulness of the survey?
- The alternative one question regarding opposing or approving "small developments" is unclear. If I oppose incremental development, does that mean that I want development all in one fell swoop? Or does it mean that I want development over time? A moderator said that if we chose a certain answer in that question point it meant that we wanted choice #2. This is unclear in my honest opinion (imho). It is crucial that the questions are crystal clear.
    - Agree, I found the survey assuming that we attended GPAC and read the materials. Not great for a general survey, but that depends on the intended audience
- I am sorry. This is painful. I have served on 7 mission statements for the city. I cannot sit through this again. I do not want different housing types for different incomes. The existing land use was from a previous general plan which was intelligent and deliberate. and the consensus of the community. I do not care what these out-of-towners think about the city. How much are these people charging the city for this "work?" I am against any change in the zoning of the city.
- Thanks all for the dialogue…
- It might be good to allow each of the various neighborhoods vote rather than these surveys of just a few.
    - agreed! doubt many have participated as this is time consuming. residents should be sent surveys
        - Response from GPU Team: Thank you for your feedback. Our land use alternatives survey is online: www.pictureculvercity.com/events-activities/landuse-alts-survey. We sent this to neighborhood groups and other community groups and will send out information about the survey again after this meeting. Please help us share this with your neighbors!
- obvious not a wide spectrum of residents are included based on these slides
- Something like a general plan needs to be voted on by the residents it's too important to just do a survey. It's bigger than adding a tax.
    - Agreed, we should vote on this.
    - Quite right…
    - If all we have at this point are the 3 alternatives you presented for our general plan land use then I would have to vote none of the above.
- Small/large dev question was worded in a confusing way. Bet your results show that it could be interpreted in polar opposite directions, skewing results.

Appendix C: Padlet Comments

This Appendix contains full notes from Padlet. Participants were encouraged to type responses to open-ended questions on the Padlet platform during small group discussions. Facilitators also took notes on Padlet during the discussion to note comments.

CCGPU Land Use Alternatives Workshop - Group 1

This Padlet was used for feedback, questions, and comments during the breakout group discussions for the Culver City General Plan Update (CCGPU) Land Use Alternatives Workshop on April 29, 2021.

What are your general impressions of the alternatives?

What is your vision for the City's residential neighborhoods?

ANONYMOUS

R-1 lots not effient for growth

What is your vision for the City's commercial corridors?

ANONYMOUS

Parking lots should be better used

What is your vision for the City's industrial areas?

Anything else you would like to share or discuss about land use?

ANONYMOUS

Use the oilfields as an opportunity

****

CCGPU Land Use Alternatives Workshop - Group 2

This Padlet was used for feedback, questions, and comments during the breakout group discussions for the Culver City General Plan Update (CCGPU) Land Use Alternatives Workshop on April 29, 2021.

What are your general impressions of the alternatives?

ANONYMOUS

no mention of affordable housing, who owns the new buildings

ANONYMOUS

where can people buy? not just renters, how are we allowing for people to break into homeownership

ANONYMOUS

those 3 options aren't good; they don't preserve the R2 neighborhoods

ANONYMOUS

increasing density on our older multi-family neighborhoods

ANONYMOUS

developers are killing the neighborhood

Why in the Concentrate Growth option isn't there consideration of significantly increasing high limits on aging existing multifamily housing? That's an option that doesn't appear to be even considered 2/3rds of the RHNA goal could be met by adding just 5 units to existing multifamily. There would be so much more acceptance of that. — ANONYMOUS

ANONYMOUS

Concerns about what it means to be an actual "affordable unit"

ANONYMOUS

likes densification but is concerned about proximity

ANONYMOUS

If we are going to rethinking R1 neighborhoods we need to really understand and know what that looks like?

ANONYMOUS

doesn't want to see density in the smaller neighborhoods

ANONYMOUS

how many apartments are vacant currently?

ANONYMOUS

what are the particular impacts? what kind of neighborhood are we creating? quality

ANONYMOUS

concerned about affordable housing in their neighborhood and surrounding area

What is your vision for the City's residential neighborhoods?

ANONYMOUS

Concerns about access to daylight, views; what is implemented versus what was discussed

ANONYMOUS

i prefer them to be small scale with the allowable two story ads and jr adu

The answer for affordable housing isn't in the R-1 areas. Doesn't pencil out for rental housing. — ANONYMOUS

ANONYMOUS

Preserve R-1, though really they are now R-3. Densification along corridors and R-4 ok

What is your vision for the City's commercial corridors?

ANONYMOUS

i would prefer that density stay on corridors not to block light or take up more green space in R

ANONYMOUS

We need diverse commercial entities, that's what keeps us desirable

What is your vision for the City's industrial areas?

ANONYMOUS

nothing is off limits in regards to housing; would love to see this area developed

ANONYMOUS

I think two great opportunity zones are the buildings along the creek on Jefferson between Overland and Rodeo Rd. , so much space there. I also think there is a lot of excessive parking space that could be converted in the industrial area around Bristol Pky

OK to put housing there as long as job opportunities aren't lost. The region will always need manufacturing. — ANONYMOUS

ANONYMOUS

Good to have a diversity of use in our city

Anything else you would like to share or discuss about land use?

ANONYMOUS

there is too much paving, there is the opportunity to recover land from the immense amounts of asphalt

ANONYMOUS

multi use if it's safe

existing multifamily buildings give out too much space to parking. given increased height limits builders put more parking underground. better use of limited land. — ANONYMOUS

ANONYMOUS

doesn't think we should be taking away R1

ANONYMOUS

what has been presented thus far "isn't terrible"

ANONYMOUS

Concerned about access to daylight/blocking of sunlight

Why in the Concentrate Growth option isn't there consideration of significantly increasing high limits on aging existing multifamily housing? That's an option that doesn't appear to be even considered 2/3rds of the RHNA goal could be met by adding just 5 units to existing multifamily. — ANONYMOUS

CCGPU Land Use Alternatives Workshop - Group 4

This Padlet was used for feedback, questions, and comments during the breakout group discussions for the Culver City General Plan Update (CCGPU) Land Use Alternatives Workshop on April 29, 2021.

What are your general impressions of the alternatives?

ANONYMOUS

I agree with the poster who said the alternative are too rigid. Each neighborhood is unique and should be treated uniquely

ANONYMOUS

Seems like all the alternatives were covered, but none specifically gave solutions to how we are going to fulfill our increase in housing requirements. None addressed how they would impact our infrastructure--specifically traffic.

ANONYMOUS

I think that to the lay person it's difficult to understand/imagine the alternatives - I think there are grey areas between all of them and it may end up being a combination of approaches rather than one vs the other

ANONYMOUS

seems like there could be more than the few offered. but I get the point of simplicity

ANONYMOUS

I think they are too rigid... there is much more nuance to these answers.

ballona creek on both sides should be studied more — ANONYMOUS

ANONYMOUS

The alternatives all look good, except for the first one (jam all the new housing into a couple giant towers and leave R1 sacrosanct). That alternative looks terrible.

What is your vision for the City's residential neighborhoods?

ANONYMOUS

I'd like to maintain the small-town feel.

ANONYMOUS

It really depends which neighborhood. Each are distinct with distinct character. Some can be densified others probably not so much.

ANONYMOUS

I'd like to see more diversity and incremental infill of SFD's... and I say that as a single family homeowner... as long as the general character of the neighborhoods are maintained, I see no reason not to allow densification within reason

ANONYMOUS

love to keep the look and feel the same. really like the idea of mixed use and really utilizing the Industrial and corridors for mixed use... seems to meet a lot of our cities goals

ANONYMOUS

We simply need more density. We especially need more missing middle housing, and mid-sized residential buildings, which will allow more affordable unit IZ construction than is currently available.

ANONYMOUS

Walkable.

Sidewalks everywhere.
Parks maximized to their full potential.

What is your vision for the City's commercial corridors?

ANONYMOUS

Underground parking will help with land use tremendously.

ANONYMOUS

More density. More height

Height limit needs to be overturned.

ANONYMOUS

BIGGER AND MORE MIXED USE... we have underutilized corridors... its a travesty

ANONYMOUS

Think we can really use the commercial corridors. These are exciting for use and see what can be done mixed use walkable with added underground parking etc.

ANONYMOUS

They'd look much like they currently do, though with more housing on upper floors.

ANONYMOUS

Public transpo

Open outdoor space
Walkable

What is your vision for the City's industrial areas?

ANONYMOUS

There is no demand for historic industrial use. It about creative adaptation and use to tech/media.

ANONYMOUS

many industrial areas seem very spaced apart, esp. on Jefferson. The land is not well-used. I'd like to see those areas rezoned for multi-use.

ANONYMOUS

"industrial" is really now not the term... our industrial areas are creative campus areas - they include industrial, and production, and office, and media, and R&D... its all interersting and works together... and frankly we should permit more live-work opportunities in the industrial areas

ANONYMOUS

Basically the same as their current areas.

ANONYMOUS

Add housing elements

Densify

ANONYMOUS

mixed use everywhere

especially Hayden Tract

really like heavy use of industrial areas... I like what was done in Playa Del Rey and we could do something very similar
— ANONYMOUS

Anything else you would like to share or discuss about land use?

ANONYMOUS

I would like concrete examples of how CC will meet the land use requirements, while maintaining our small-town feel. And how is this all going to affect crowding, congestion, pollution, and quality of life?

ANONYMOUS

No presentation on how to better use public lands for housing opportunities

Need to bring single family zoning laws to the same "level" as state mandated ADU code.

ANONYMOUS

We simply have to build more housing to keep pace with job creation in Culver City. We've added 10,000 new jobs in the past 6 years, and only 200 homes constructed in that same time. That's unsustainable! It's an economic, social and ecological disaster.

ANONYMOUS

mobility solutions now!!!

****

CCGPU Land Use Alternatives Workshop - Group 5

This Padlet was used for feedback, questions, and comments during the breakout group discussions for the Culver City General Plan Update (CCGPU) Land Use Alternatives Workshop on April 29, 2021.

What are your general impressions of the alternatives?

ANONYMOUS

More in favor of corridors based approach

What is your vision for the City's residential neighborhoods?

ANONYMOUS

Preference to low income people of color for homeownership opportunities

ANONYMOUS

only 13 units during current RHNA cycle are affordable. To meet RHNA goals we don't need to upzone.

Look at R1 - work with existing homeowners to build affordable units. Upzoning doesn't help existing homeowners, low-income homeowners.

ANONYMOUS

830 vacant housing units in CC at any time

ANONYMOUS

How can we ensure residential units are not empty?

ANONYMOUS

There are huge units going up in R2 neighborhoods

ANONYMOUS

There is no R1 anymore due to state law

ANONYMOUS

Incentivize ADUs

ANONYMOUS

Change all R1 to R2

ANONYMOUS

What are we doing to encourage people who live on an R2 lot to build a second unit

ANONYMOUS

Concentrated in corridors

I would support more concentrated corridors

ANONYMOUS

Affordability - how can a developer feasibly produce affordable housing?

ANONYMOUS

Need to collect data to see how many people would build ADUs

ANONYMOUS

Prefer concentrated growth on corridors, evolution of industrial and commercial areas

ANONYMOUS

Affordable housing

Concern about developers coming in and filling it with expensive housing

ANONYMOUS

For whom are we building units for?

When we build more, we are not taking care of housing insecure, most vulnerable.

What is your vision for the City's commercial corridors?

ANONYMOUS

Incentivize property owners to build housing on parking lots (Target site)

ANONYMOUS

Allow some buildings to be strictly housing (not require commercial/retail uses), allow to contain more affordable housing.

ANONYMOUS

City approved a hotel at Jefferson/Slauson. This sends a message to corporations to keep moving to Culver City and not having the housing for all of these people, not being held accountable.

Jefferson/Slauson — ANONYMOUS

What is your vision for the City's industrial areas?

ANONYMOUS

Hayden Tract

Multi use, especially housing, should be encouraged so the influx of new workers can live in our city

Anything else you would like to share or discuss about land use?

ANONYMOUS

Need a forward-thinking plan, not reactionary

ANONYMOUS

Workforce housing

How can we encourage large employers (Amazon) to create workforce housing within the city?

ANONYMOUS

Landbanking

ANONYMOUS

Car dealerships

Rezone CC Honda & Toyota to allow them to build first-floor showrooms, underground parking, and multiple floors of transit-oriented housing

ANONYMOUS

Think about housing near freeways - health impacts.

******

CCGPU Land Use Alternatives Workshop - Group 6

This Padlet was used for feedback, questions, and comments during the breakout group discussions for the Culver City General Plan Update (CCGPU) Land Use Alternatives Workshop on April 29, 2021.

What are your general impressions of the alternatives?

ANONYMOUS

would be good to quantify number of housing units increased per option/alternate.

ANONYMOUS

There is opportunity for any direction we choose. No single option covers everything, so there will be a mix that will develop over time.

ANONYMOUS

The status quo is actually change. The city will become unaffordable to most if we change nothing.

ANONYMOUS

more market rate housing needed

I would be in favor of alternative III, distributed densi cation. Alternative I does nothing to allow for more housing in the largest portion of our land.

ANONYMOUS

The alternatives are clear-ish. But also vague as described, meaning they are not described

ANONYMOUS

diversity, walkability is pro, also in favor of alt 3, if CC increase housing better than pushing affordable

ANONYMOUS

idea to split parcel is way more within reach, no options now. largest swath is reserved for R1 now. In favor of Alt 3

ANONYMOUS

disruptive to have res lots converted to accommodate new units, agree with allowing for more diversity

ANONYMOUS

provides option to split/age in place, sell one lot

ANONYMOUS

diff in price b/w tear down loewr price similar, lot of developer SFRs

ANONYMOUS

benefit split: diversity of people who can move in

mcmansions now, certain buyer, if lot split 3 families and same scale

ANONYMOUS

adding 4 you're taking away neighborhood character, downside alt 2 city looking same everywhere

takes away some choice

What is your vision for the City's residential neighborhoods?

ANONYMOUS

adu has size limitations which regulate use

ANONYMOUS

downside-developer driven instead of resident

ANONYMOUS

ownership not issue, could be owner or renter

ANONYMOUS

alt 2 intrease housing, down get rid of r1. clearly benefit but downside.

ANONYMOUS

in line with what Martin was presenting: diverse, environmentally sensitive, trees, walkable, local.

ANONYMOUS

safe, green, equitable

a place open to everyone to live work and play here with ample housing and ability to walk, bike, scoot, and take transit easily.

ANONYMOUS

I would like to see a mix of all residential styles. I believe the diversity ranging fron R1 to larger developments is necessary for a nealthy community and growth.

ANONYMOUS

Safe for EVERYONE to walk, bike, scoot, skateboard, roll, drive.

ANONYMOUS

People choose neighborhoods on personal choice. Some people move to higher density because they want that type of scenario. Others choose lower-density because they want that type of scenario. I believe that our residential neighborhoods should look like residential neighborhoods, and not the mess that is many parts of Santa Monica. We are so packed here in landlocked Culver City. We need to breathe.

ANONYMOUS

more

More people, more families, more kids, more types of buildings, more connection

ANONYMOUS

Greater density! Affordable housing is very important to me, and if we make our residential neighborhoods more dense, this would be an important step towards equity and diversity.

15 minute city: able to meet most needs without driving. Grocery, dining, enteratinmanet — ANONYMOUS

What is your vision for the City's commercial corridors?

ANONYMOUS

would love to say no comm corridors, all mixed use

people in SFD have to drive now.

ANONYMOUS

more around metro, higher

more dense and a lot of residential MU for workforce

ANONYMOUS

opp for bigger bldgs/density

retain diversity housing/pop
m/u

ANONYMOUS

seniors accessibility, not all are wealthy, more housing gives access with less access.

ANONYMOUS

there shouldn't be exclusively commercial cooridors

housing should not be banned near of ces or commercial spaces. we should be building housing on top of existing commercial buildings especially downtown

ANONYMOUS

dispersed is good. having neighborhood/local hangouts without having to get in your car

ANONYMOUS

We should encourage variety but not giant buildings that look like carrier ships.

ANONYMOUS

Commercial corridors need to be incorporated into the whole city better. Everyone deserves to have restaurants and places to walk and bike to by clean, safe pathways.

ANONYMOUS

A good location for the larger developments and mixed use.

ANONYMOUS

mixed use

live, work, dine options

ANONYMOUS

It would be wrong to stick all the new housing in the city's most polluted places. Instead, commercial corridors should support transit and should be supported by more residents on all streets up to a quarter mile away

What is your vision for the City's industrial areas?

ANONYMOUS

turn into mix of comm/res

ANONYMOUS

Change some industrial to residential. Chicago has GREAT examples of this.

ANONYMOUS

mixed use developments make sense

ANONYMOUS

International Building Exhibition !!!

ANONYMOUS

do we have industrial areas?!

ANONYMOUS

Industrial?

they all seem to be creative of ce space now. would like to see more residential options and dining near light industrial

ANONYMOUS

No specific vision.

Anything else you would like to share or discuss about land use?

ANONYMOUS

incremental densification

it's good

ANONYMOUS

land use and transportation are intrinsically linked

densi cation must come with improvements in transit and cycling infrastructure or else traf c will become untenable

****

CCGPU Land Use Alternatives Workshop - Group 7

This Padlet was used for feedback, questions, and comments during the breakout group discussions for the Culver City General Plan Update (CCGPU) Land Use Alternatives Workshop on April 29, 2021.

What are your general impressions of the alternatives?

ANONYMOUS

I think we need to allow changes so i feel most for 3. I miss a diversions within the different zones.

We need to help residents understand the reasons the state requires the RHNA goals, and our benefits to compliance — **ANONYMOUS**

What is your vision for the City's residential neighborhoods?

ANONYMOUS

Nowhere to live in CC. Moved to CC to create walkable, transit friendly city. Can't afford to buy a house, would like to raise a family, meet new neighbors, hard to hear that long-term homeowners oppose renters

ANONYMOUS

Incremental densification

Against allowing 6 plexes

challenge is that ADUs and JADUs are legally allowed by state mandate. Change doesn't need to be bad, the net change is what's important to focus on — **ANONYMOUS**

ANONYMOUS

Green denser neighborhood, less private garden space has to go together with park-streets

ANONYMOUS

I would love to see a Culver City where there doesn't need to be such a bright line between residential and non-residential.

ANONYMOUS

Diversity in housing types to allow for diversity in income level of residents so that our schools do not become homogenous (has already begun and had a major impact on federal funding).

Communities are people not structures — **ANONYMOUS**

What is your vision for the City's commercial corridors?

ANONYMOUS

Current commercial corridors is spoiled space

ANONYMOUS

I would love to have commercial corridors be safer for me to walk around and to bike to. Not having to worry about parking or being hit by a car would make walking to shops and restaurants both more appealing and something I would do more often.

What is your vision for the City's industrial areas?

ANONYMOUS

Housing in Hayden tract. Having more housing in industrial areas can help with traffic safety

ANONYMOUS

These provide a great opportunity to add housing. Particularly would like the Balonna creekside to have communities of people living rather than only business

ANONYMOUS

HOW ABOUT BUYING OUT THEIR FOR SALE PROPERTIES AND CREATE LAND TRUSTS FOR TRULY AFFORDABLE & RENT TO OWN

ALSO DO SO FOR COMMERCIAL — **ANONYMOUS**

Anything else you would like to share or discuss about land use?

ANONYMOUS

with the unique pressure of a huge demand jump for housing that is going to have exponential impact, how can long term residents age in place and participate in the cities growth

ANONYMOUS

I new all my neighbors living on the 4th floor in a small street. I think together talking about what changes you can imagine or finding groups with whom you would like to develop

ANONYMOUS

Neighborhood character

What does neighborhood character mean for Culver City?

Neighborhood feel is when know neighbors, help each other out — **ANONYMOUS**

Fear that renters will not have the same commitment of caring for the neighborhoods. wants CC to stay the way it is — **ANONYMOUS**

ANONYMOUS

Concerned about densifying at the expense of climate sustainability goals. Wants to study mental health impacts of densifying

ANONYMOUS

Start with housing numbers first and setting corresponding alternatives

❋❋❋❋❋❋❋

CCGPU Land Use Alternatives Workshop #2 - Group 1

Use this Padlet to share your feedback, questions, and comments during the breakout group discussions for the Culver City General Plan Update (CCGPU) Land Use Alternatives Workshop on May 5, 2021.

RAIMI + ASSOCIATES MAY 05, 2021 05:31PM

What are your general impressions of the alternatives?

What is your vision for the City's residential neighborhoods?

ANONYMOUS MAY 06, 2021 03:38AM

Anthony Sunkist Park, school shut down and there weren't enough kids to run it. natural process, things died down, people started buying up the properties. Ebb and flow.

ANONYMOUS MAY 06, 2021 03:25AM

Already have developemnt that can happen along corridors, but owners opting not to in some cases.so no need to change zoning. need to be patient. infrastructure has limitations, streets, go back and see what's reasonable flow with current flow. see what it would be like at full buildout

ANONYMOUS MAY 06, 2021 03:23AM

Concern: We have tremendous density on borders

ANONYMOUS MAY 06, 2021 03:22AM

sepulveda corridor is opp for housing, more to be done w/ lots. some large lots on S sepulveda, still empty houses in res neighborhoods

ANONYMOUS MAY 06, 2021 03:21AM

some don't like mcmansions that cover entire footprint of lots, more reg now, but still seeing it. if we're going to look at what's being built, can we look at regs. incentivize things so developers don't do as they please.

ANONYMOUS MAY 06, 2021 03:19AM

Low density designated areas, may not have used lot as efficiently, but avg person won't know how. state has pushed all low density into sale b/c state has required so many reqs. no longer affordable.

ANONYMOUS MAY 06, 2021 03:17AM

units will always be more than the law permits as not everyone will get permits, so we'll already see more density

ANONYMOUS MAY 06, 2021 03:14AM

Guidelines/enforcement of rules needs to be detailed

People who want SFR should be kept for people who want that lifestyle — **ANONYMOUS**

ANONYMOUS MAY 06, 2021 03:10AM

sfr infill started doing it already w/ ADUs

Getting used to ADUs was comfortable to get used to. Was done well b/c it didn't end the feel of SFR. Already done infill with ADus. — **ANONYMOUS**

May be possible if "full" units had same feel as ADUs — **ANONYMOUS**

Mansionization came before that — **ANONYMOUS**

Uncomfortable with more people, more dense, with less parking — **ANONYMOUS**

ANONYMOUS MAY 06, 2021 03:08AM

green space let's keep it in infill - it's key

What is your vision for the City's commercial corridors?

ANONYMOUS MAY 06, 2021 03:32AM

Studio Village, Jefferson and Sepulveda. The property with Target.Public Domain.Well, a school. The Culver City Schools are small and unable to absorb a large influx of students without being affected negatively. A new elementary school may need to be built.

arent the MS and HS also crowded? — ANONYMOUS

We have lived in Culver City for 40 years. We have seen the transition to where there are children in nearly 80% of the houses around us. Culver City is vibrant and thriving, with wonderful families. — ANONYMOUS

All of the schools are inside and very private, people don't even know there are these residential neighborhoods. — ANONYMOUS

A lot of congestion to all of the elementary schools. — ANONYMOUS

ANONYMOUS MAY 06, 2021 03:31AM

Intentional to have open land of suburbia in open areas, it was designed to slow your life down. limitations to add to opp sites due to infrastructure. ok with densifying to limitation. infrastructure like parking and congestion, parking enforcement and permits.

mobility would help? no because of geography of CC, traffic is LA, all around us. makes it safer but you won't stop all traffic.

What is your vision for the City's industrial areas?

ANONYMOUS MAY 06, 2021 03:44AM

Feel back for owners who own industrial and don't have other options, in favor of other uses.

Turn warehouses into indoor soccer, private uses, MUs, yes.

Anything else you would like to share or discuss about land use?

ANONYMOUS MAY 06, 2021 03:35AM

Nice to have different options of low to high, mixed use but good for people to be able to choose

Dev is already happening with bit techs coming in — ANONYMOUS

****

CCGPU Land Use Alternatives Workshop #2 - Group 2

Use this Padlet to share your feedback, questions, and comments during the breakout group discussions for the Culver City General Plan Update (CCGPU) Land Use Alternatives Workshop on May 5, 2021.

RAIMI + ASSOCIATES MAY 05, 2021 05:35PM

What are your general impressions of the alternatives?

ANONYMOUS MAY 06, 2021 03:12AM

The devil is in the details. How will "growth" lots be determined in SFR neighborhoods?

How do the alternatives actually pencil out economically. What can a developer actually afford to build on an R4 and would it be anywhere close to affordable or work force housing>? — **ANONYMOUS**

Calculated how long it would take for an ADU to payoff and the finances don't pencil out — **ANONYMOUS**

ANONYMOUS MAY 06, 2021 03:10AM

The alternatives are very general and I don't know how to make sense of it because the neighborhoods are so different across the city

I feel like we are being force fed alternatives. This is like being given a choice of A, B, C and none of them are good choices. — **ANONYMOUS**

Neighborhoods show diverse residential units 4-plexes, large homes in Culver Crest. Unclear how to make plans when each place is so different — **ANONYMOUS**

Each neighborhood should understand what's going on. Lives in SF residential and still sees diversity. Wants to make sure GPU addresses parking issues, concerns about too much traffic might destroy neighborhoods — **ANONYMOUS**

Wants to plan more regionally — **ANONYMOUS**

ANONYMOUS MAY 06, 2021 03:50AM

Need to be careful about making decisions for the future we don't want if we think it's the future we need and instead, we unintentionally create that future for ourselves

COVID is an example of an event that's created a lot of uncertainty. It changed our way of life, yet things are reverting slowly back to how they were before. Don't want to make the wrong decision now when so much is in flux — **ANONYMOUS**

What is your vision for the City's residential neighborhoods?

ANONYMOUS MAY 06, 2021 03:41AM

Need to understand relationship between high prices and constrained supply. Constraints will increase as more employees move to city. Prices will rise unless we increase supply. Need to look at supply if concerned about affordability

ANONYMOUS MAY 06, 2021 03:39AM

Concerned that employers won't stick around for the long-run and we'll increase density, that won't increase affordable housing, and we'll have a different jobs/housing imbalance

ANONYMOUS MAY 06, 2021 03:32AM

Concerned as an Architect, resident of Culver City allowing 3-story, 6-unit condominium buildings in SFR (e.g., neighbors looking into your home). Curious about the motives behind densification (state or community-driven?). How does low-income housing fit into Culver City's future? Worried we're planning too much/moving to fast

ANONYMOUS MAY 06, 2021 03:14AM

There might be more of a hierarchy in street designations where low and medium density mixed use might be zoned. This would reduce the use of automobiles for daily needs, reducing the dreaded congestion and ensuring that densification in general and parking reduction specifically doesn't engender such immediate hostility.

However, 60,000 people drive into or through CC every day. It's not all residents! — **ANONYMOUS**

ANONYMOUS MAY 06, 2021 03:12AM

the variety of housing, including single family and smaller duplexes and small apartments are so much in the character of Culver City. I worry that espeically the old 4 plexes in Downtown will be torn down and replaced by expensive units, making them no longer affordable.

We should be of no obligation to choose how to change what we moved here for in the first place. — ANONYMOUS

What is your vision for the City's commercial corridors?

ANONYMOUS MAY 06, 2021 03:44AM

We're an island, but we're not alone. Need to ensure that if increasing density along corridors, need to have mixed use

ANONYMOUS MAY 06, 2021 03:43AM

Would like to see larger scale mixed use in commercial corridors compared to mixed use scale in residential neighborhoods. Consider height of mixed use proportionate to density

ANONYMOUS MAY 06, 2021 03:09AM

mixed use

commercial below and residential above ensures that the corridors don't shut down when the working day ends

Al cities need a balance of residential and commercial activities. We have that balance now and should leave it alone. — ANONYMOUS

What is your vision for the City's industrial areas?

ANONYMOUS MAY 06, 2021 03:17AM

We should look at all of our residential and commercial and industrial areas as appropriate. Industry is not really appropriate for mixed use in city areas. Industry in the inner city areas need to be phased out naturally. Commercial and residential are an integral part of city life.

Anything else you would like to share or discuss about land use?

ANONYMOUS MAY 06, 2021 03:34AM

concern about infrastructure not being adequate to support growth we're planning for

Also concerned about accommodating schools for the kind of people we're trying to attract. Would support affordable housing if we understood what effects it has on other aspects of the community — ANONYMOUS

ANONYMOUS MAY 06, 2021 03:22AM

densification

As city becomes denser, autodependence will likely decrease. With less traffic, can improve safety for residents. Would like to see nuance in alternatives so there's a hierarchy in neighborhoods. Allow commercial uses in neighborhoods will increase vibrancy. In the Arts District neighborhood, Washington Blvd is major commercial corridor with little mixed use. In Helms, many properties zoned RMD. Would like to see mixed use permitted in Helms. That way, those living in the Arts District can walk to Helms, accommodate neighborhood market, small gyms

ANONYMOUS MAY 06, 2021 03:19AM

Survey and presentation design

Concern that the survey and presentation don't explain things well (e.g., impacts on neighborhoods, repercussions)

ANONYMOUS MAY 06, 2021 03:11AM

Cities we enjoy

It would be useful if we all could envision cities that we enjoy and then to ask what kinds of density patterns and development patterns they all share. My guess is that higher density cities with reduced auto-centricity will tend to be the ones we all enjoy. The question is then which tools we should use to get closer to that model.

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CCGPU Land Use Alternatives Workshop #2 - Group 4

Use this Padlet to share your feedback, questions, and comments during the breakout group discussions for the Culver City General Plan Update (CCGPU) Land Use Alternatives Workshop on May 5, 2021.

RAIMI + ASSOCIATES MAY 05, 2021 05:36PM

What are your general impressions of the alternatives?

ANONYMOUS MAY 06, 2021 03:16AM

will it really provide lo income housing?

ANONYMOUS MAY 06, 2021 03:14AM

and many of neighbors want to maintain the single family areas of culver city. While smart development of the commercial corridors and industrial areas makes sense, we do not want to lose the community feel and family driven nature of culver city. we worry about too much too fast

ANONYMOUS MAY 06, 2021 03:14AM

R1 single family zoning needs to be maintained. Only alternative that I could potentially support is Alternative #1.

Very concerned about push for high density population and the resultant burden on infrastructure, environment, health, safety.

> *I and many of neighbors want to maintain the single family areas of culver city. While smart development of the commercial corridors and industrial areas makes sense, we do not want to lose the community feel and family driven nature of culver city. we worry about too much too fast* — ANONYMOUS

ANONYMOUS MAY 06, 2021 03:12AM

lacking alternatives, need a forth that keeps R1 intact and allows more "infill" in other zoning areas

What is your vision for the City's residential neighborhoods?

ANONYMOUS MAY 06, 2021 03:18AM

preservation of R1

ANONYMOUS MAY 06, 2021 03:15AM

keep single family

ANONYMOUS MAY 06, 2021 03:15AM

R1 single family zoning needs to be maintained. Maintain safety, serenity, open space

ANONYMOUS MAY 06, 2021 03:13AM

maintain R1 as this is what most people want, living in less density

> *I feel the city already has lots of other options, multi housing, condos, etc.* — ANONYMOUS

> *I live in the Culver West area, I'm being surrounded by big developments. We need to keep R1. The noise levels are high and it is congested.* — ANONYMOUS

What is your vision for the City's commercial corridors?

ANONYMOUS MAY 06, 2021 03:44AM

City should buy the Paradise hotel area

ANONYMOUS MAY 06, 2021 03:20AM

find other options first, before changing R1

ANONYMOUS MAY 06, 2021 03:16AM

Very concerned about beefing up populations in corridors and their effect on road congestion and ability to traverse city.

ANONYMOUS MAY 06, 2021 03:15AM

mixed use similar to ivy station, platform and culver steps

ANONYMOUS MAY 06, 2021 03:13AM

mixed use though I don't really care

I think certain commercial areas should be rezoned to mixed use.
— ANONYMOUS

What is your vision for the City's industrial areas?

ANONYMOUS MAY 06, 2021 03:16AM

More possibilities here for discrete population density increase.

ANONYMOUS MAY 06, 2021 03:16AM

i could see using these areas to do mixed use--especially the industrial areas along ballona creek. but i don't want to overdevelop

ANONYMOUS MAY 06, 2021 03:14AM

this is a small city BTW - mixed use

Anything else you would like to share or discuss about land use?

ANONYMOUS MAY 06, 2021 03:14AM

why there is not an option that maintains R1 but allows for other types in other zones

****

General Plan 2045

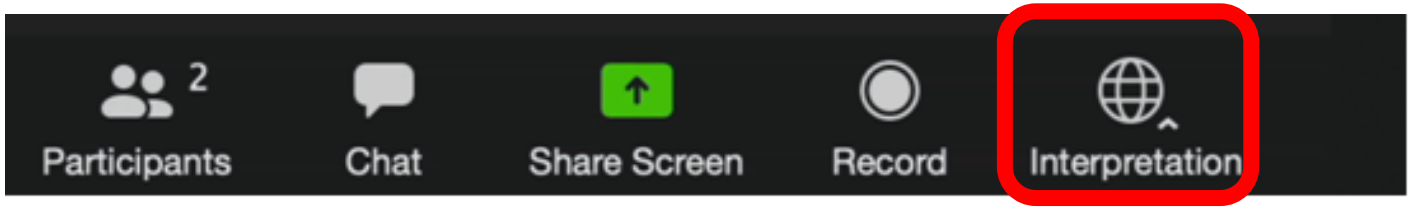
Culver CITY

Land Use Alternatives Community Workshop

April 29, 2021

La interpretación en simultáneo para esta reunión se dará en los siguientes idiomas:

- Español – bajo la opción Español
- Por favor haz clic en el icono INTERPRETATION en tu barra de herramientas para acceder al idioma deseado



General Plan 2045 Culver CITY

Agenda

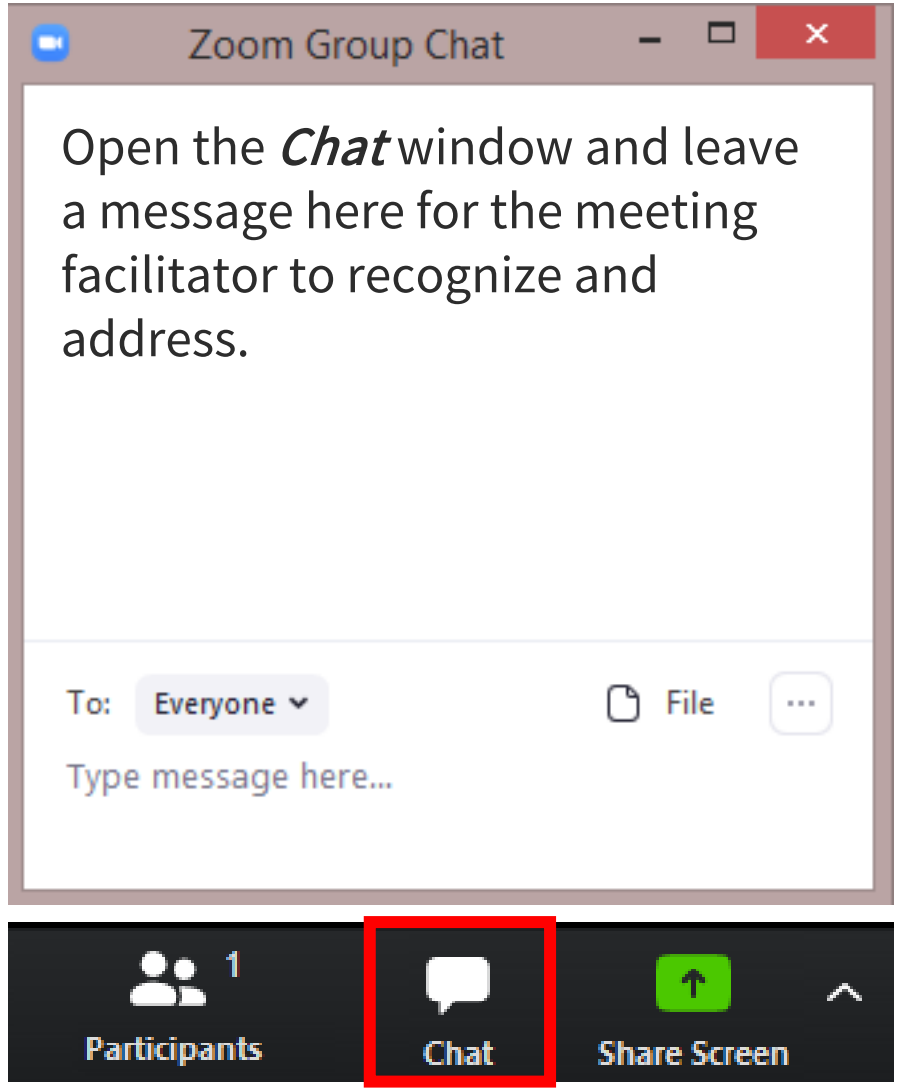
- General Plan Update Process
- Recap: Existing Conditions
- Land Use Alternatives
  - Approaches to Land Use
  - Land Use Dialogue to Date
  - Land Use Trade-offs
  - Land Use Alternative Maps
- Small Group Breakout Rooms
- Report Back



→ Downtown Culver City

Opportunities to Engage In the Conversation

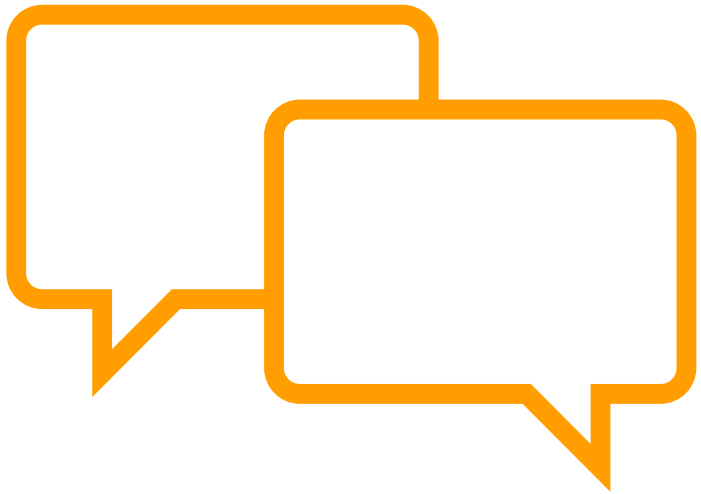
- **Throughout the Presentation**
  - Live Polling through www.menti.com
  - Chat Questions to the Project Team in Zoom
- **End of the Presentation**
  - Breakout Group Discussion
- **After the Meeting**
  - Follow-up Surveys
  - Participate in Upcoming Meetings
  - Visit: www.pictureculvercity.com



General Plan 2045 Culver CITY

Rules of Engagement

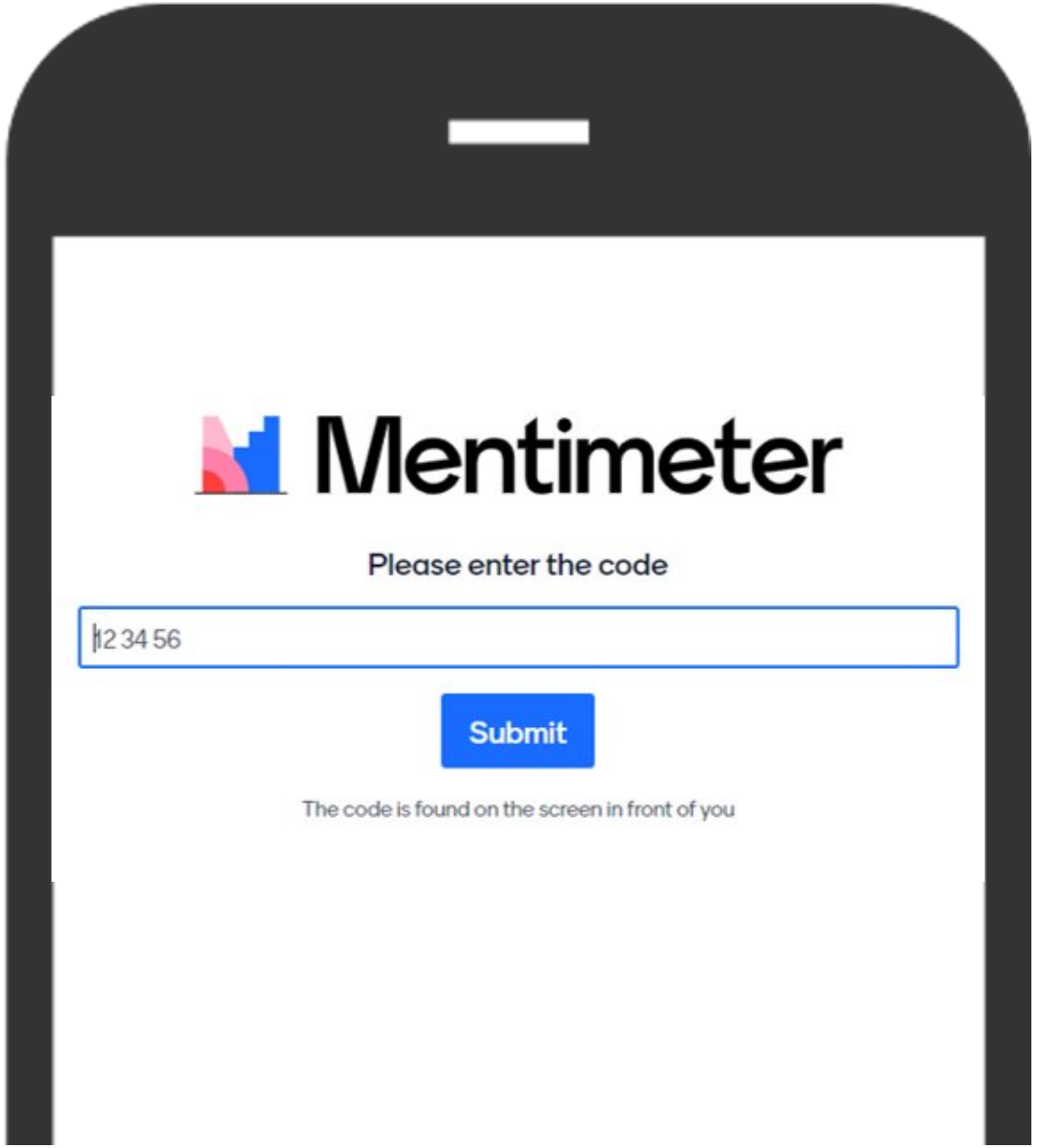
- Be a good listener
- Welcome all viewpoints and value diversity
- Show common courtesy and respect
- Share the air
- Avoid editorials
- Honor time



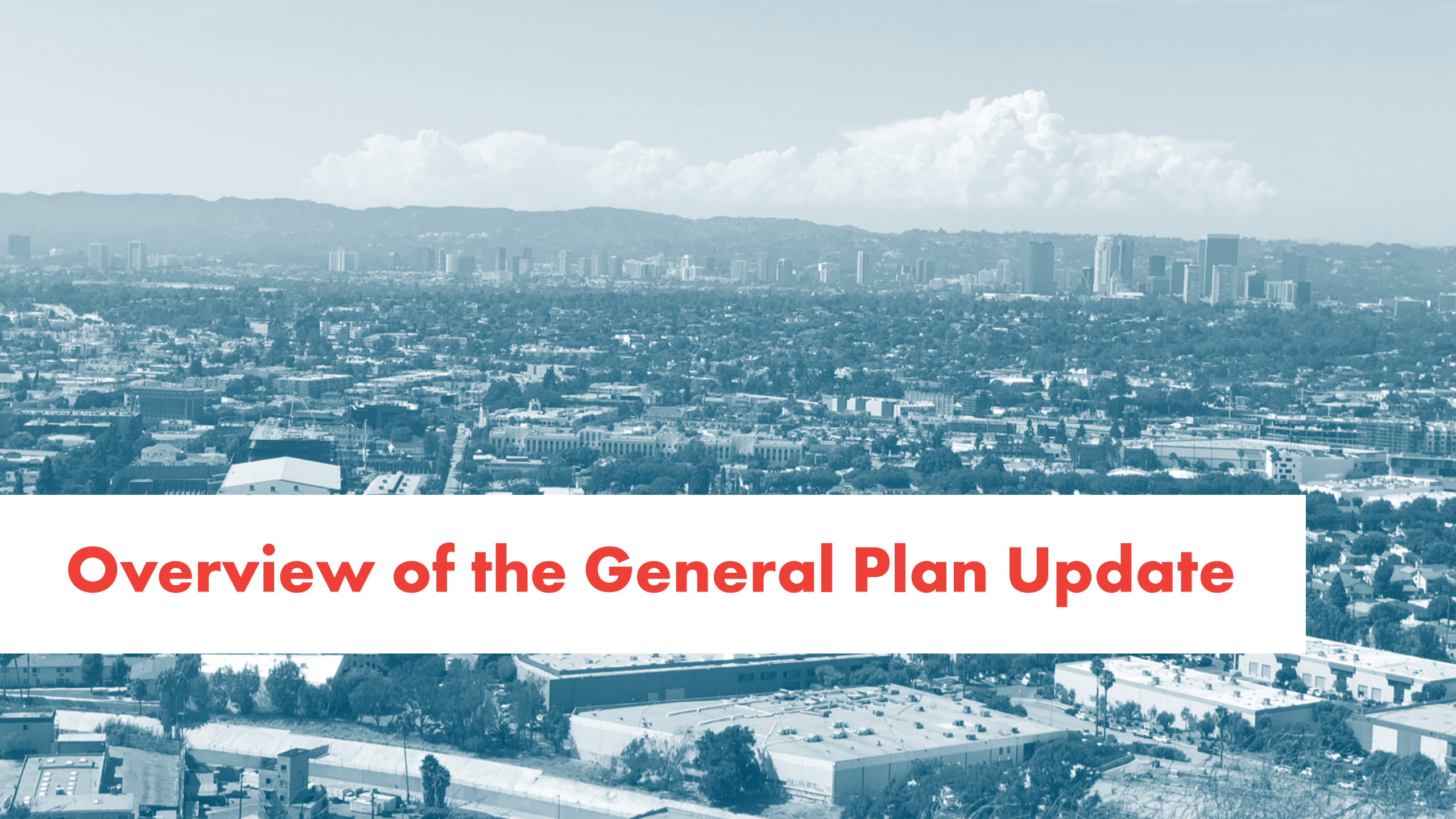
General Plan 2045 Culver CITY

How to Use www.menti.com

- Open a web browser
  - On second device if possible
  - In another window
- Go to www.menti.com
- Enter Code:
  4483 1484
- Questions will appear throughout the meeting when activated by the presenter



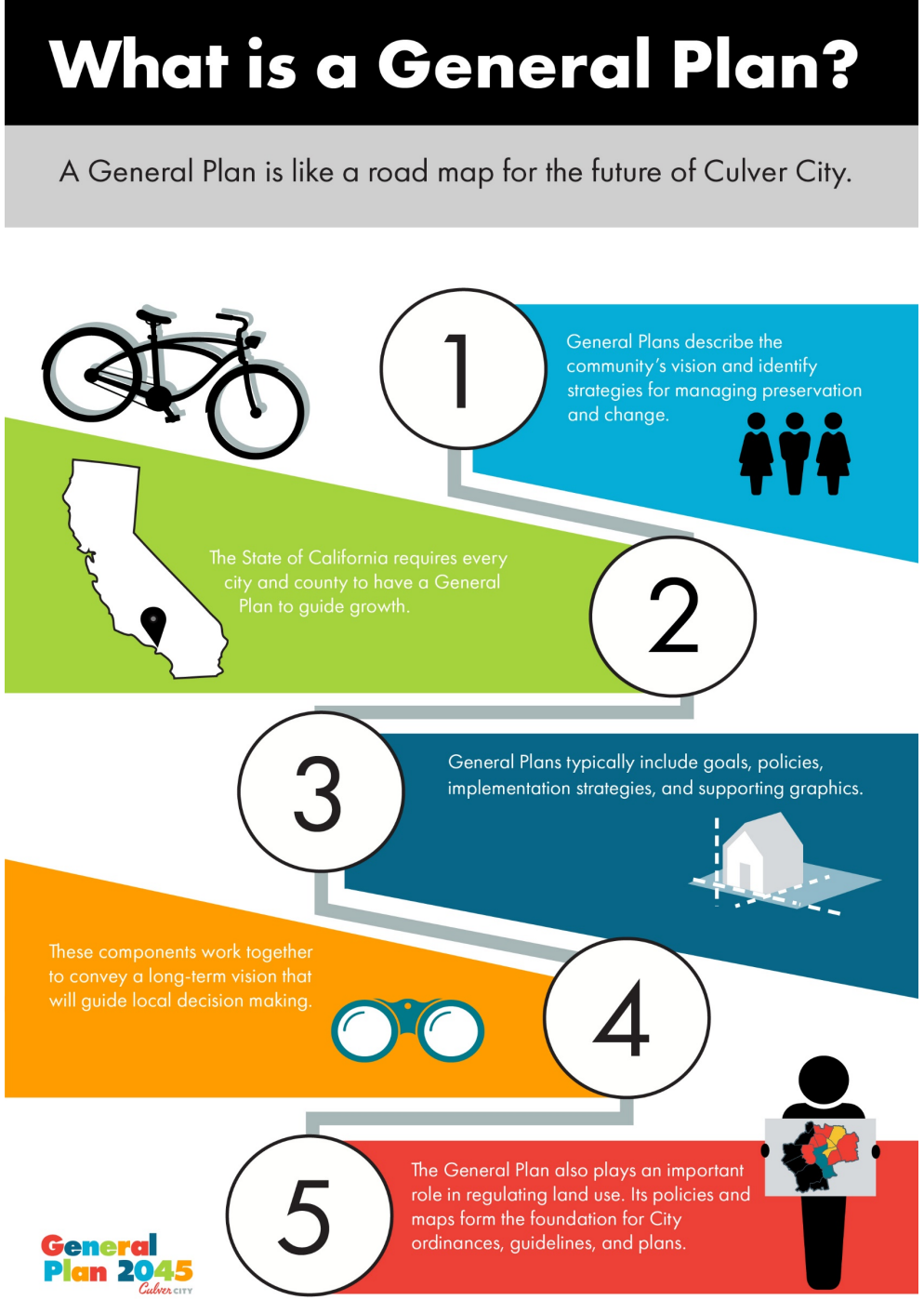
General Plan 2045 Culver CITY



Overview of the General Plan Update

Purpose of the General Plan

- Long-term policy document to guide the future actions (policy choices + development applications) of Culver City
- Serves as City's "constitution"
- Enables the community to come together to develop a shared vision for the future
- Enhances community strengths
- Addresses a number of topics of concern



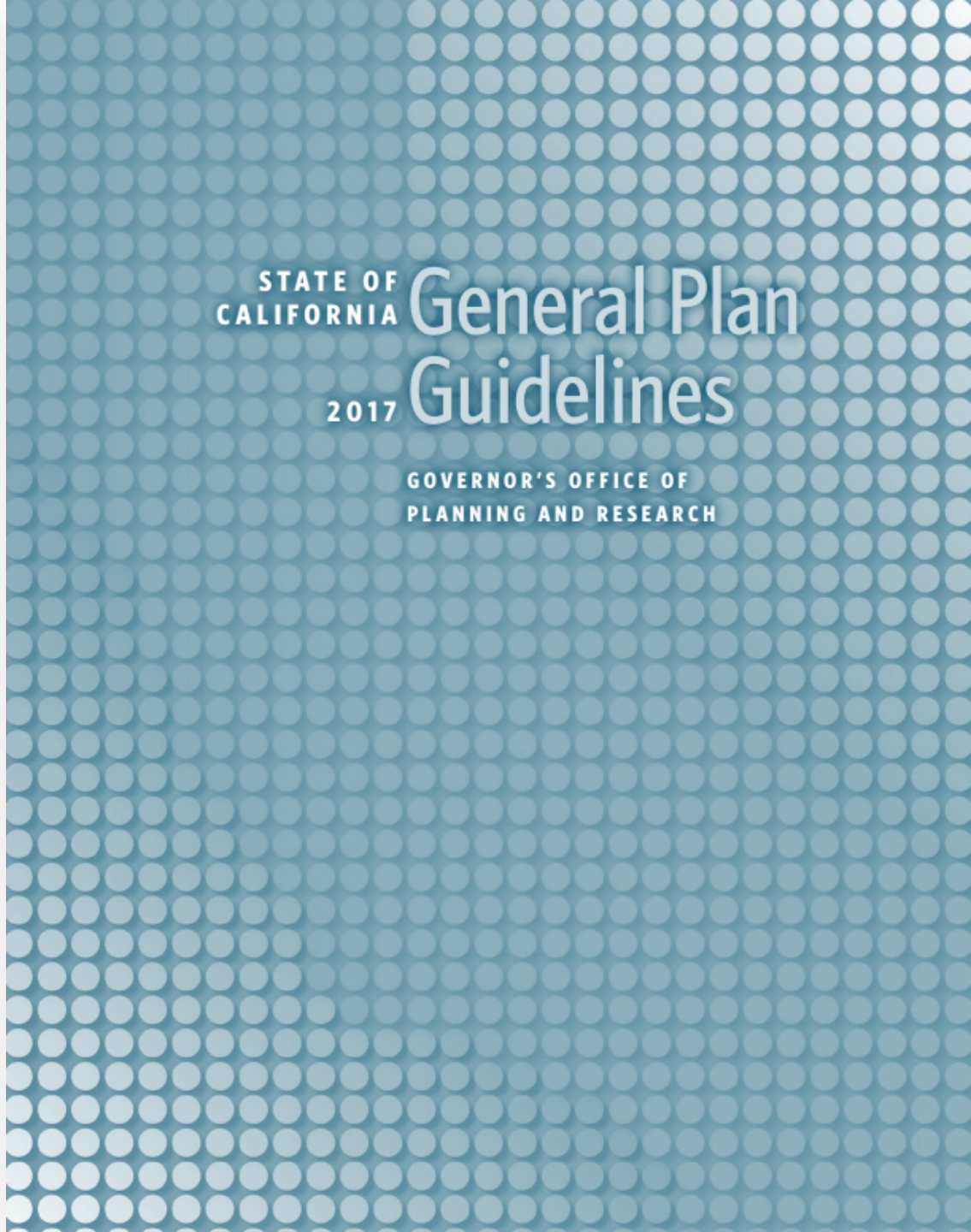
General Plan Topics

Requirements

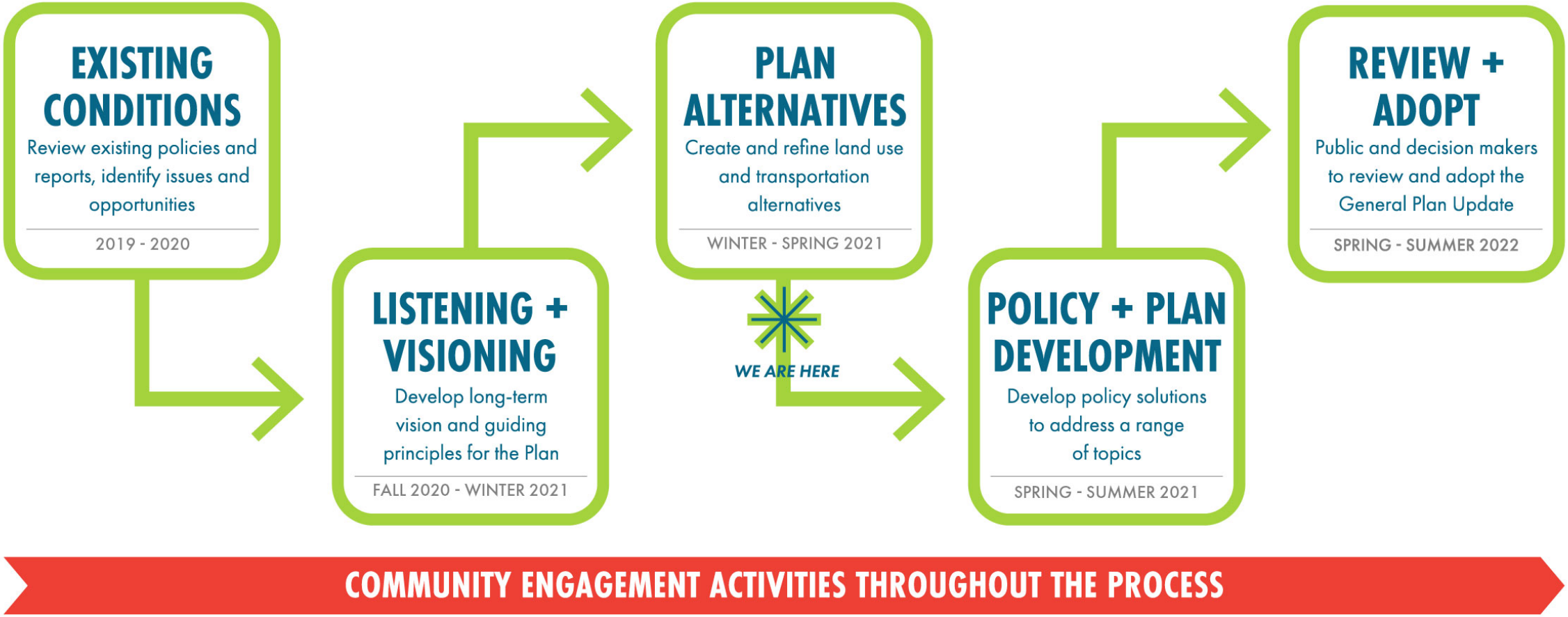
- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety
- Environmental Justice

City of Culver City General Plan will address:

- CLIMATE CHANGE + RESILIENCE
- HEALTH, ENVIRONMENTAL JUSTICE + EQUITY
- NEW MOBILITY
- SMART CITIES
- ART + CULTURE
- REIMAGINING PUBLIC SAFETY
- PUBLIC REALM/ URBAN DESIGN
- ECONOMIC DEVELOPMENT
- INFRASTRUCTURE/ PUBLIC FACILITIES AND SERVICES
- PARKS AND RECREATION



Process


EXISTING CONDITIONS
Review existing policies and reports, identify issues and opportunities
2019 - 2020
LISTENING + VISIONING
Develop long-term vision and guiding principles for the Plan
FALL 2020 - WINTER 2021
PLAN ALTERNATIVES
Create and refine land use and transportation alternatives
WINTER - SPRING 2021
WE ARE HERE
POLICY + PLAN DEVELOPMENT
Develop policy solutions to address a range of topics
SPRING - SUMMER 2021
REVIEW + ADOPT
Public and decision makers to review and adopt the General Plan Update
SPRING - SUMMER 2022
COMMUNITY ENGAGEMENT ACTIVITIES THROUGHOUT THE PROCESS

GPU Engagement Milestones to Date

- 3 City Council study sessions on vision, land use strategies, Housing Element principles
- Presentations to Planning, Cultural Affairs, and Homeless Commissions
- Interactive project website (www.pictureculvercity.com)
- 4 pop-up meetings
- 15 General Plan Advisory Committee meetings
- 13 Technical Advisory Committee meetings
- Community Visioning Festival Workshop (150 participants)
- 15 Speaker Series events
- 7 topic-specific existing conditions videos + microsurveys
- Online "Issues and Opportunities" survey (Over 250 responses)
- Public Safety Survey (Over 2,500 responses)
- Online Story Bank
- Volunteer Communications Network
- Community Land Use Strategy Workshop (80 participants)



Community Visioning Festival



Art Walk and Roll Festival Pop-up

Community Vision

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

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

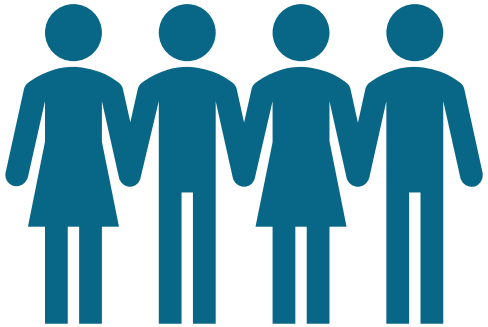
Core Values



Innovation + Creativity



Sustainability



Equity + Inclusion



Compassion + Community

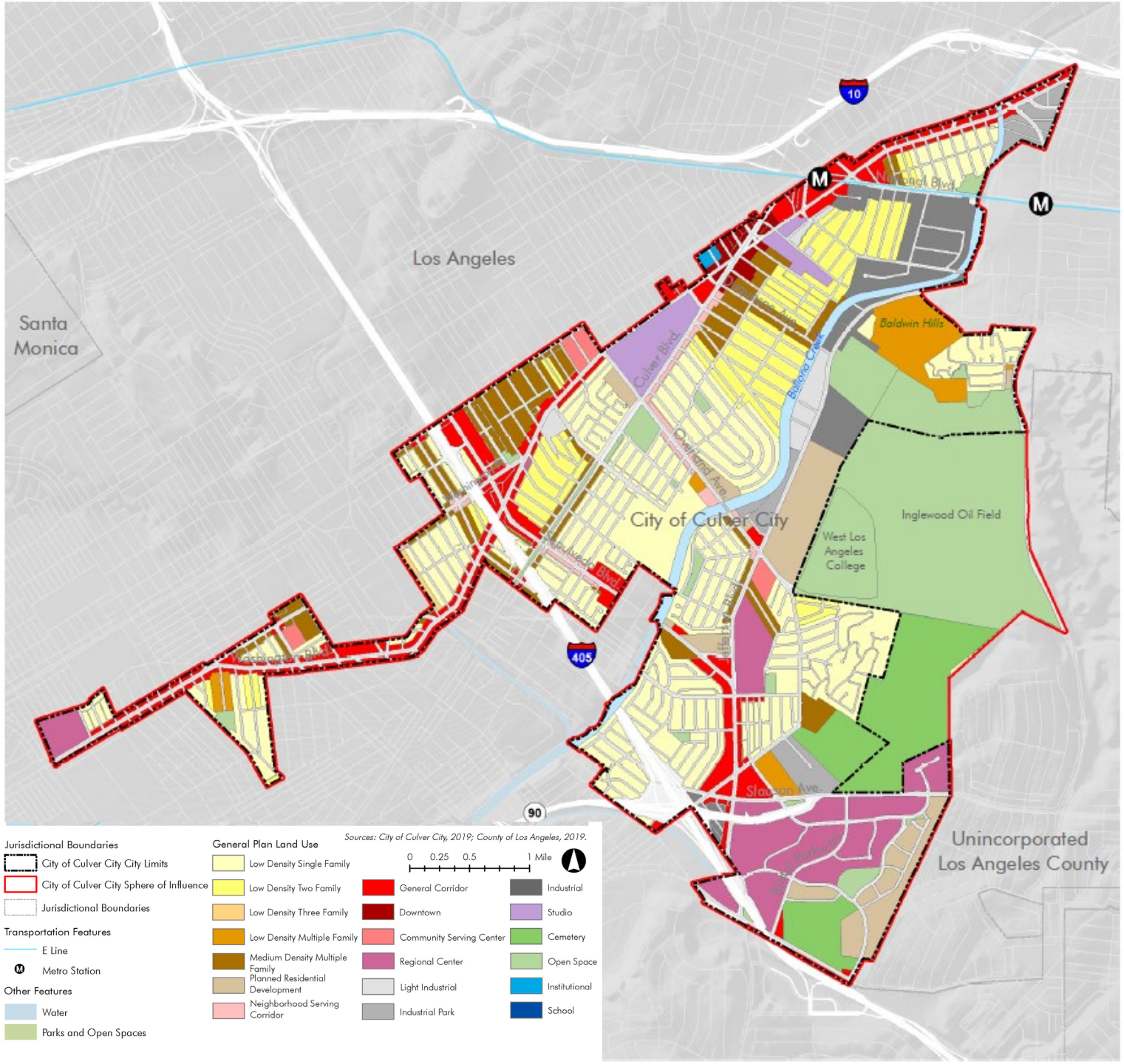
General Plan 2045 Culver CITY

How can land use support our vision for a vibrant, sustainable, and inclusive community where everyone can thrive?

- Create healthy and safe neighborhoods
- Support a diverse and expanded range of housing
- Support a culturally, racially, and economically diverse community
- Maintain a vibrant economy that supports small, local businesses
- Supports a vibrant arts and cultural sector

General Plan Land Uses

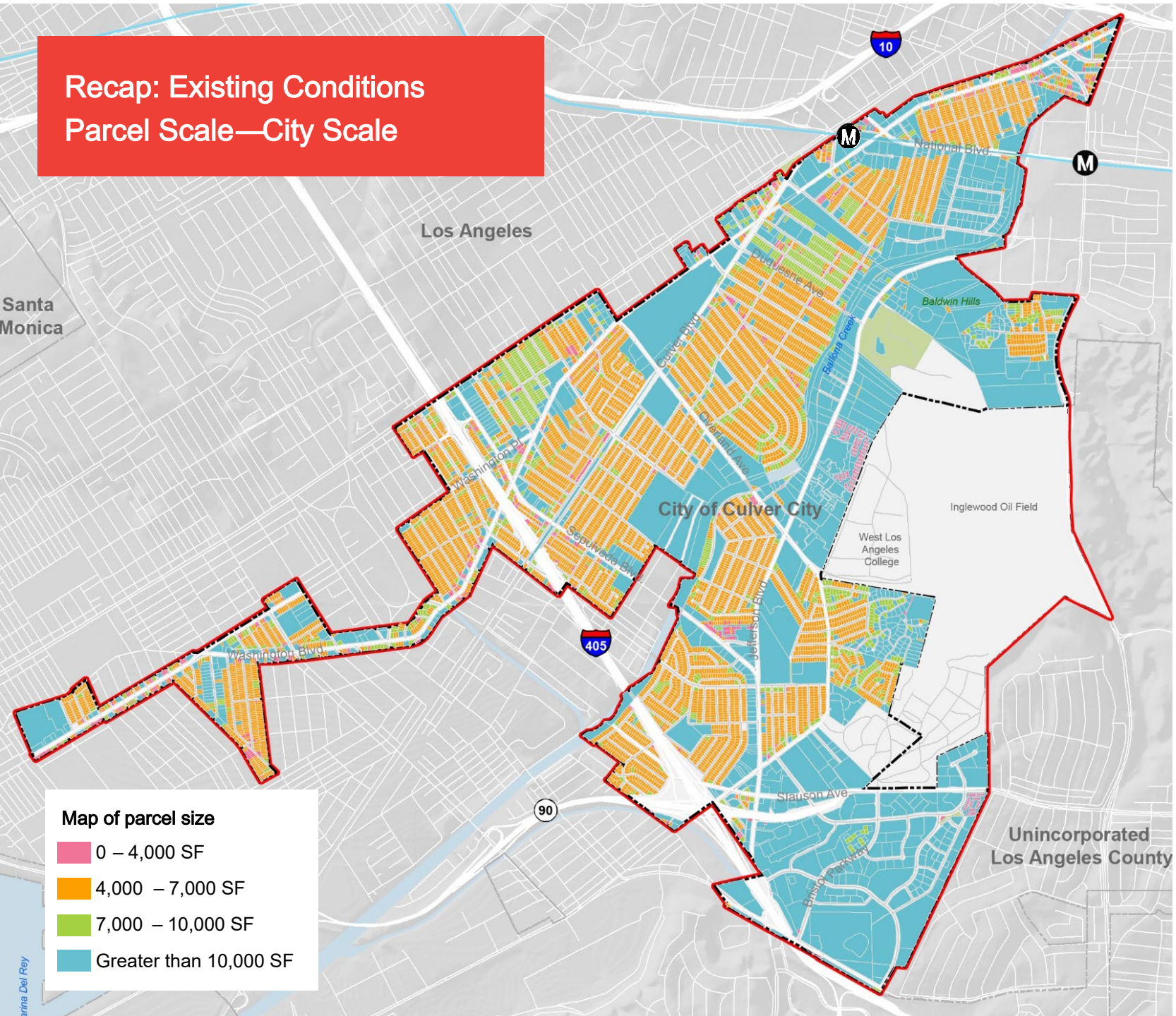
- Establish policy direction
- **Show the proposed distribution, location, and extent of land uses and density in the city**
- Focus on future growth and physical development (*not necessarily what's on the ground now*)
- Supported by other elements and policies to ensure there is adequate infrastructure and services



Recap: Existing Conditions
Aerial Map of Culver City



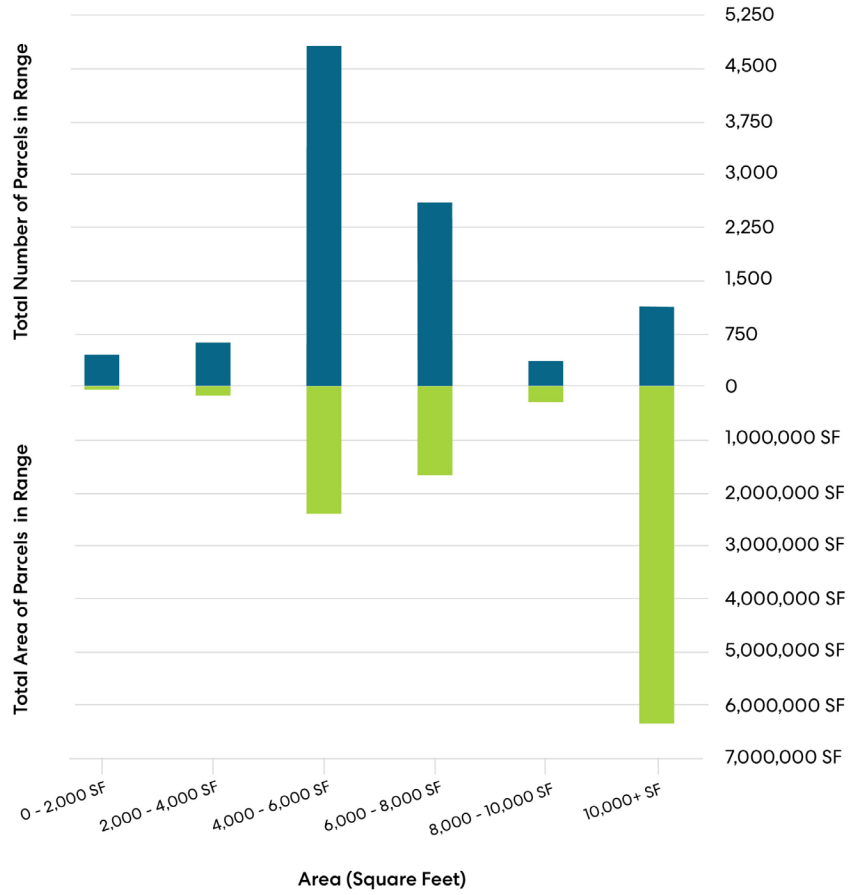
Recap: Existing Conditions
Parcel Scale—City Scale



Map of parcel size

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

Number and Area of Culver City Parcels

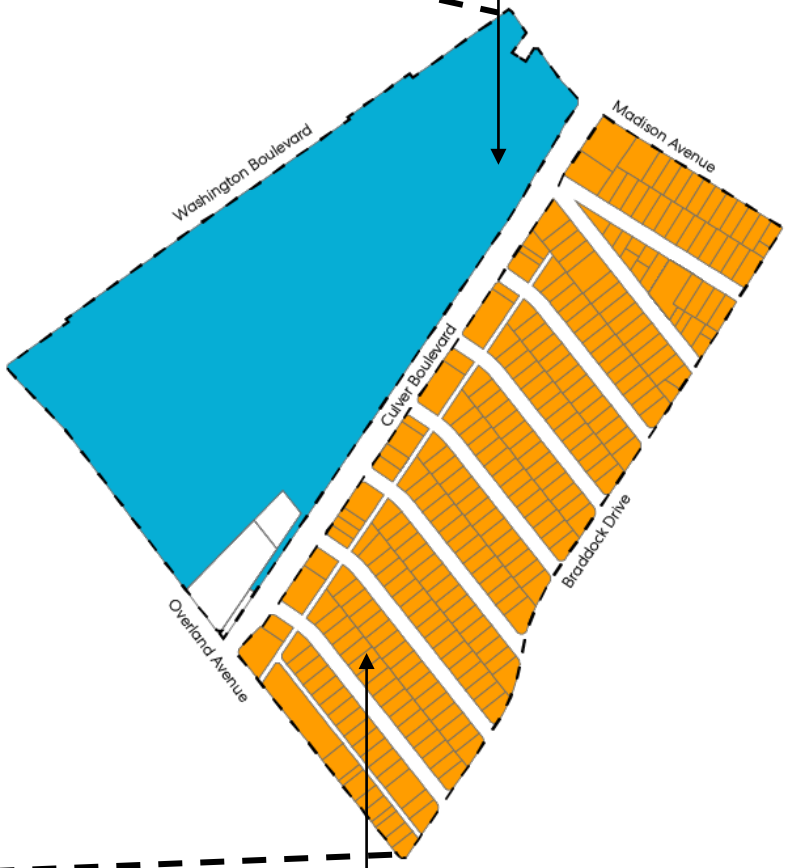


Recap: Existing Conditions
Parcel Scale—City Scale

Sony Pictures Studio

Portion of Park East

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



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

Land Use Alternatives

Desired General Plan Outcomes

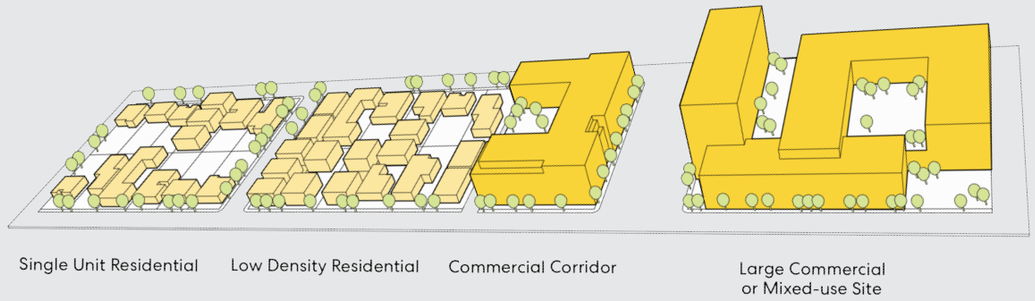
1. **Healthy and safe neighborhoods** where all people can thrive, strengthen connections with neighbors, and meet their basic needs
2. A **diverse and expanded range of housing types** for different income levels, household compositions, stages of life, and marginalized populations
3. A culturally,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

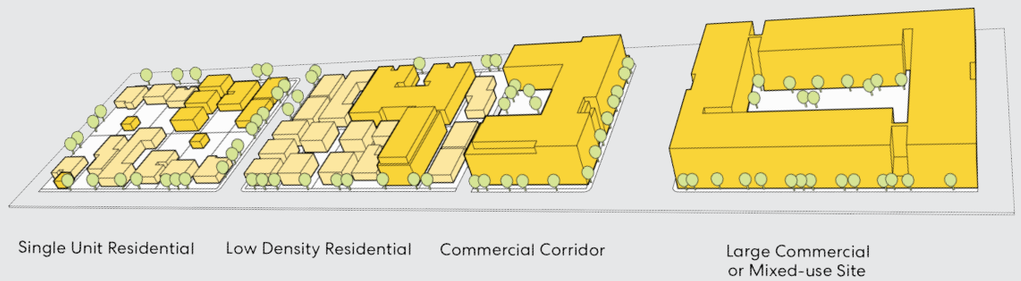


Land Use Alternatives

What are land use alternatives?

- Planning scenarios that can realize future development goals
- Different approaches to land use and urban design patterns
- Illustrate the trade -offs between different approaches
- Allow informed choices about future development of the city



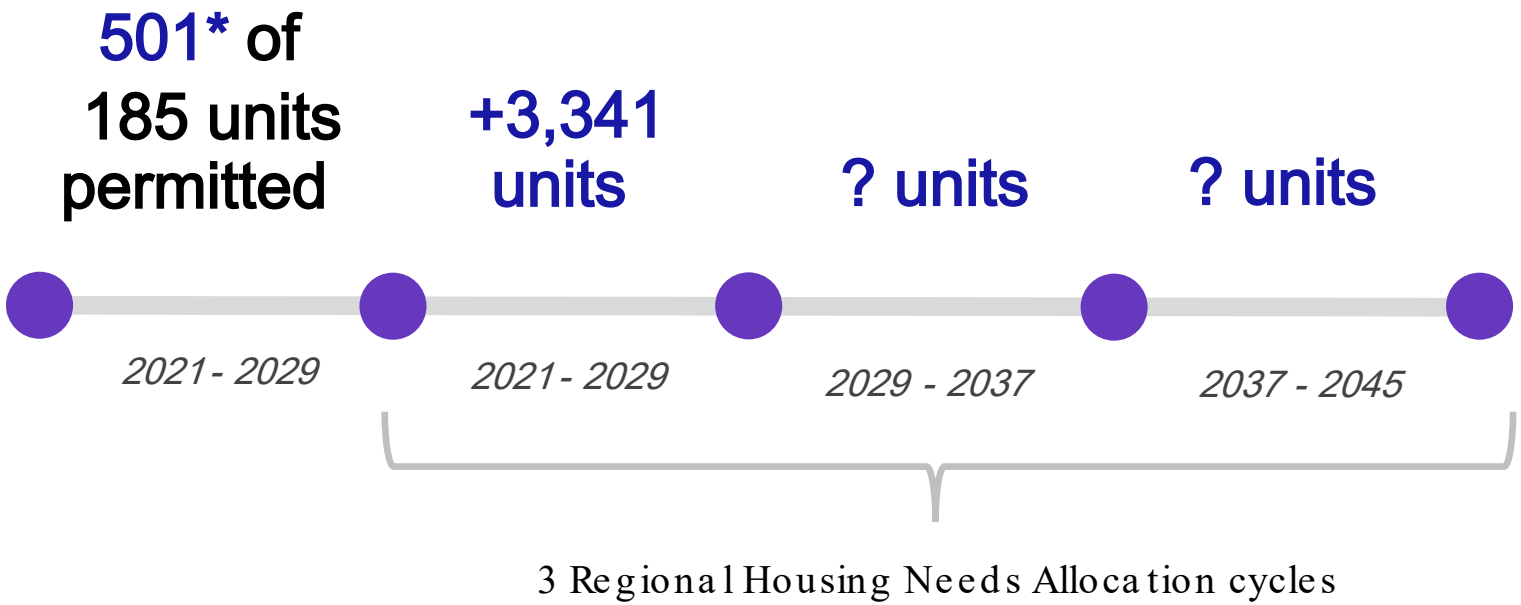


Two different land use and urban design patterns →

Objectives

- Direct Culver City's long-term land use development
- Meet state-mandated Regional Housing Needs Assessment (RHNA)
- Address jobs-housing imbalance

Housing Needs Over The General Plan Time Horizon



**487 of units permitted were above moderate (only 13% were permitted each for very low -, low-, and moderate -income categories).*

Approaches to Land Use

Concentrated Growth

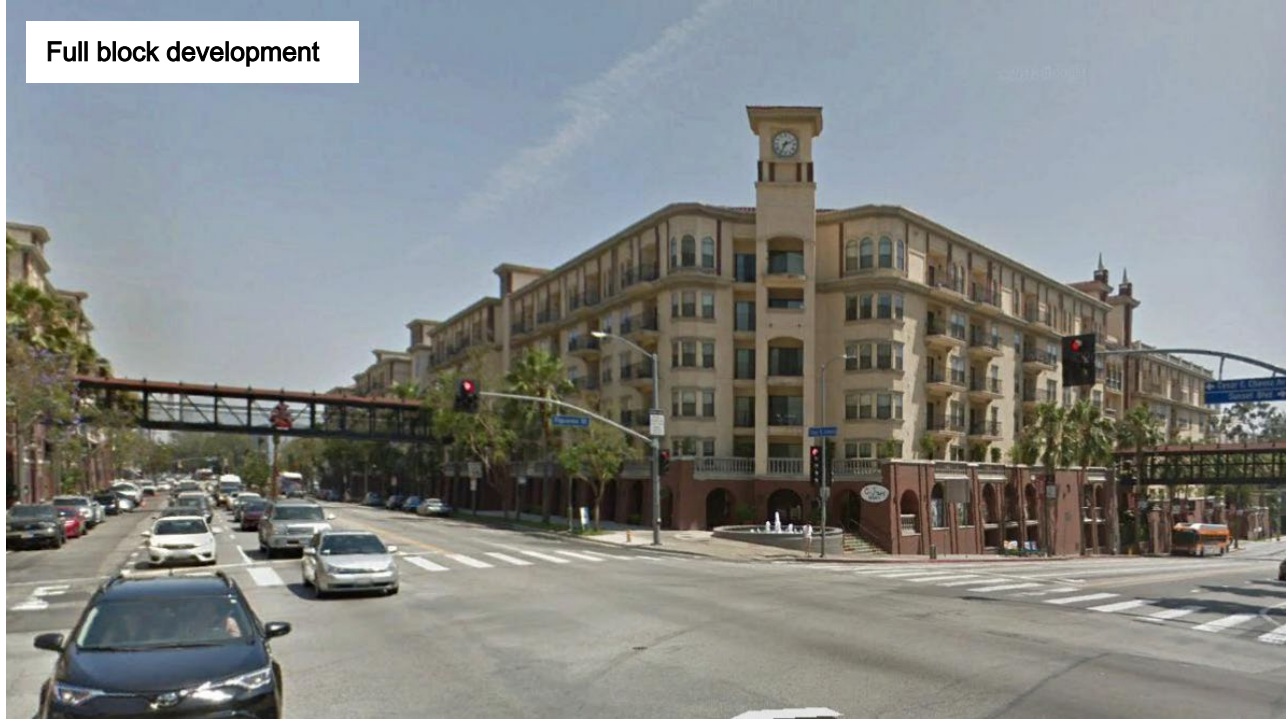
New growth is concentrated onto limited land resources

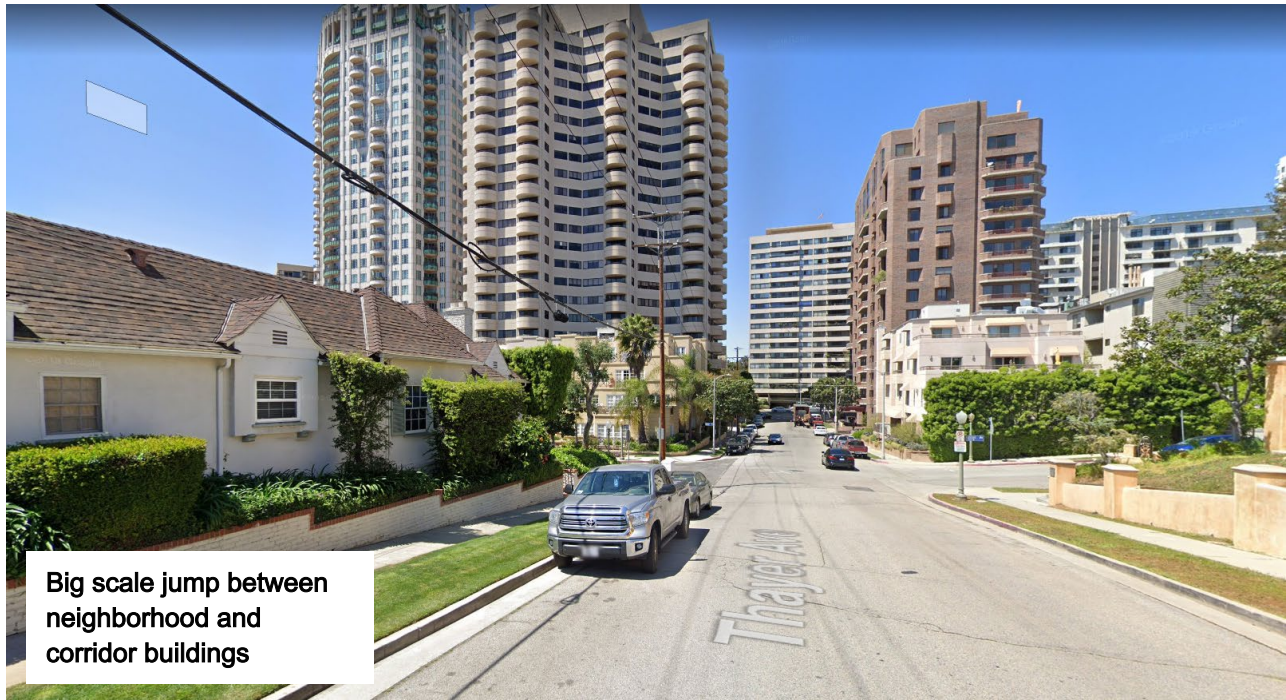
A common model for growth revolves around two key tenets

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

Why is it important to reconsider this approach?

- Large portions of the city are “off limits” for growth and redevelopment
- Concentrated development generates conflict





Approaches to Land Use

Incremental Infill

Addition of small to medium sized buildings as a way of adding residential units without significantly changing the scale of a neighborhood. This strategy is often referred to as missing middle housing.

Compatible in scale and form with detached single-family homes

Can help create more walkable neighborhoods

Housing types include:

- Duplex, triplex, or fourplex
- Courtyard building
- Townhouse
- Garden apartment
- Live-work unit



Small multi -family buil ding



Multiple single -family scale units on one lot

Approaches to Land Use

Incremental Densification

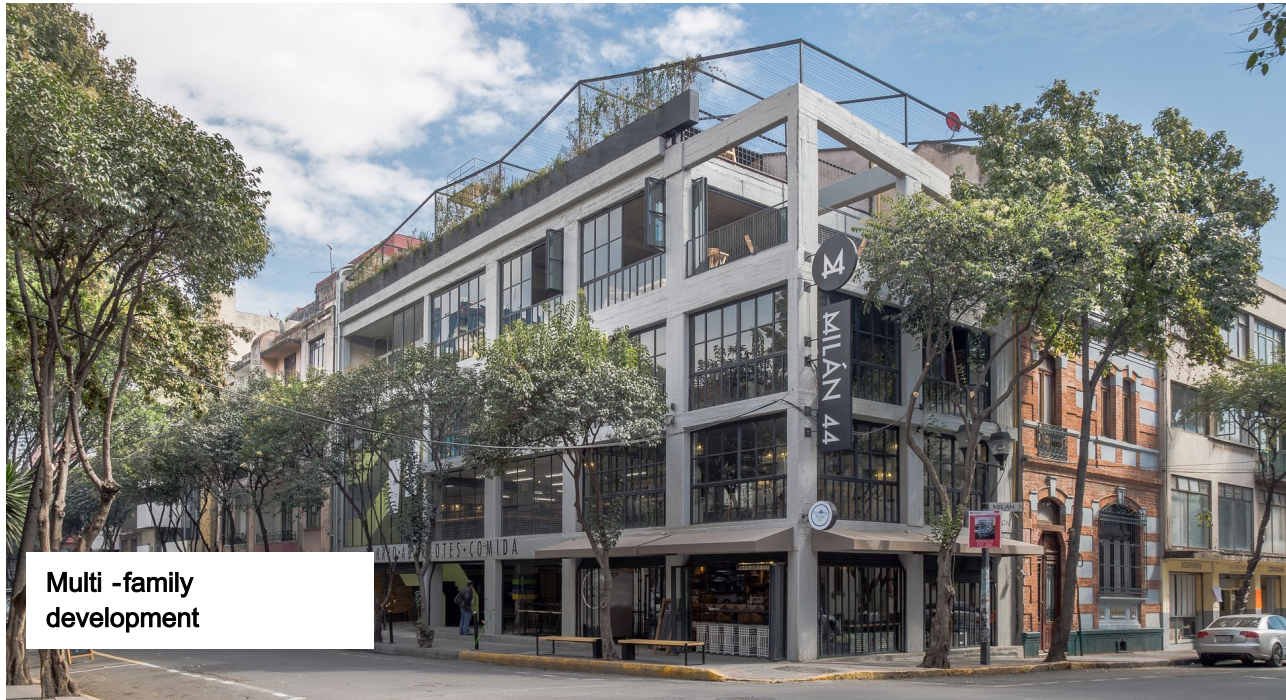
Incremental densification explores opportunities to increase density over time by working within the general context of existing neighborhoods.

Can apply to neighborhoods to commercial corridors

Needs to be calibrated (or scaled) to existing parcel size



Mixed-use development on a small lot



Multi-family development

Approaches to Land Use

Large Commercial and Industrial Site Activation

Addition of uses and density allows large commercial and industrial sites to connect with the surrounding city fabric.

Introducing mix of uses to create more walkable and active districts

Retrofit/reuse of existing underutilized buildings

Infill of new buildings that can include new uses, including residential

Master planned districts





Approaches to Land Use

Land Use Intensity Scale

LESS DENSE ⟷ MORE DENSE

Single-unit residential

— 1-2 stories single-family and accessory dwelling unit

— Limited building footprint





Low multi-unit residential

— 1-3 stories, smaller duplex, triplex, multi-unit

— Limited building footprint





Low/medium mixed-use and commercial

— 3-4 stories, multi-family/ mixed-use

— 1-3 stories commercial



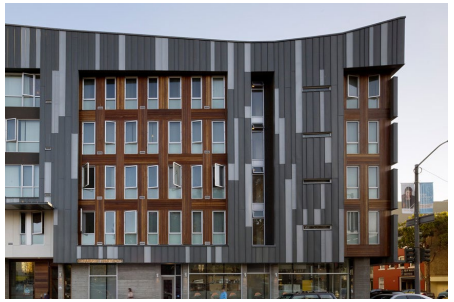


Medium mixed-use and commercial

— 4-6 stories multi-family/ mixed-use

— Up to 4 stories commercial

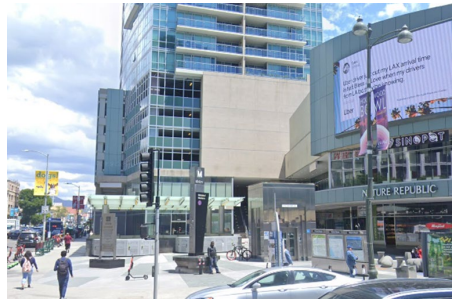




High mixed-use and commercial

— 4-6+ stories multi-family/ mixed-use and commercial





Note: Mixed-use incorporates a variety of commercial and residential uses and potentially includes stand-alone residential and commercial uses.

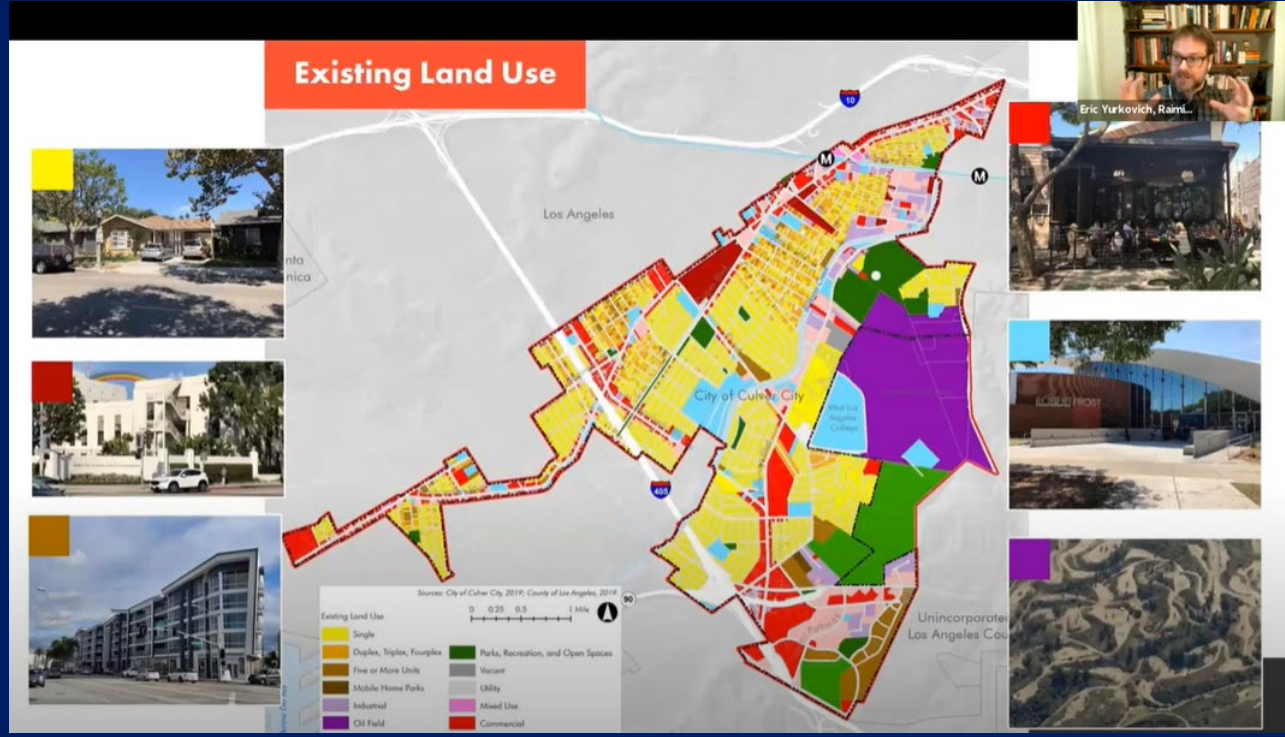
Land Use Dialogue to Date

What we have heard

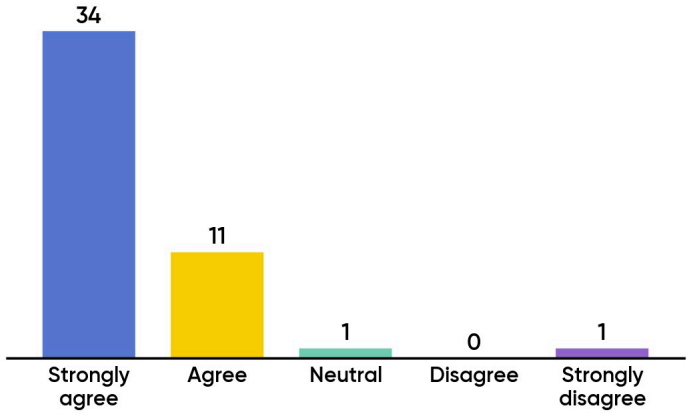
Prior Meetings on Areas of Change and Land Use Alternatives

- GPAC *8/13/20*
- GPAC *9/10/20*
- GPAC *10/8/20*
- Community Workshop *1/27/21*
- Joint City Council/Planning Commission Study Session *1/27/21*
- GPAC *4/8/21*
- Housing Technical Advisory Committee *4/20/21*

Live polling and feedback



More housing should be allowed near transit. [Choose one]



Land Use Dialogue to Date

What we have heard

Community and stakeholder Visioning Survey comments

"That we would be a welcoming place for people of all economic and racial backgrounds."

"I love Culver city because it brings a gather people from all backgrounds. I worry about it becoming a richer and excluding those who cannot afford to live here."

"Without affordable housing we will lose the socioeconomic and racial diversity that makes us unique and special. "

"The small town feel where you know your neighbors and shop owners. We have had a great mix of people from different economic strata but with uncontrolled rents many of those people are being forced to leave."

Land Use Dialogue to Date

What we have heard

Community and stakeholder Visioning

Survey comments

"There is a tension over housing/rental prices and capacity. Building more hasn't resulted in housing stock on the affordable end of the spectrum."

"We need to provide low -income housing that is integrated into our community and contribute to the solution to homelessness"

"I know an increase in density is inevitable, but there must be a way to retain some of the character that makes this feel like a place where real people live."

"We need updated housing but I'm not sure the answer is dense mega-complexes."

"I want to see more affordable housing and investment in communities of color, earthquake preparedness, and work to reverse climate change"

Land Use Dialogue to Date

What we have heard

Community Meeting Responses

— **64%** agreed that scale is an important consideration when planning for new buildings

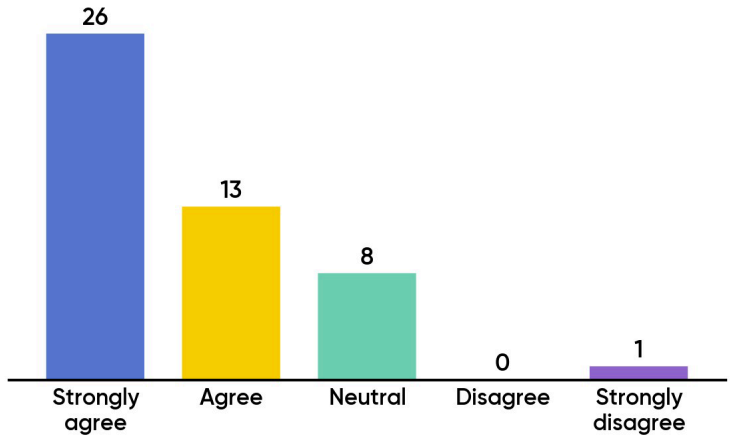
— **81%** agreed that health is an important consideration when designating areas for new development

— **96%** agreed that more housing should be allowed near transit

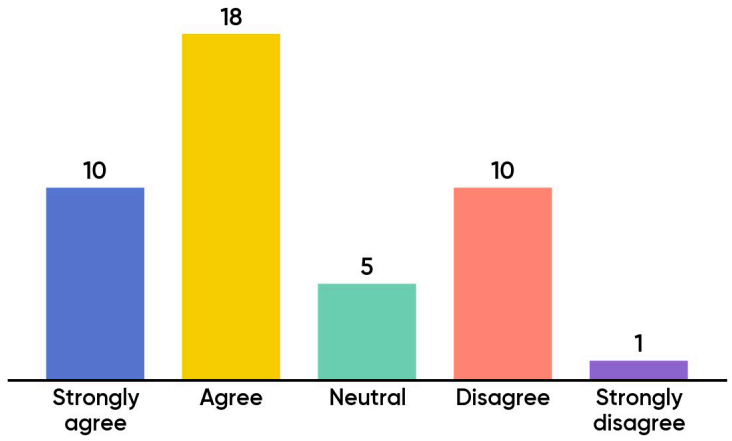
— **75%** agreed that missing middle housing is a good strategy to accommodate new housing in Culver City

— **64%** agreed that small developments across the city are preferable to very large developments in a few places

When designating areas for new development, resident health is an important consideration. [Choose one]



When planning for new buildings, scale is an important consideration. [Choose one]



Land Use Dialogue to Date

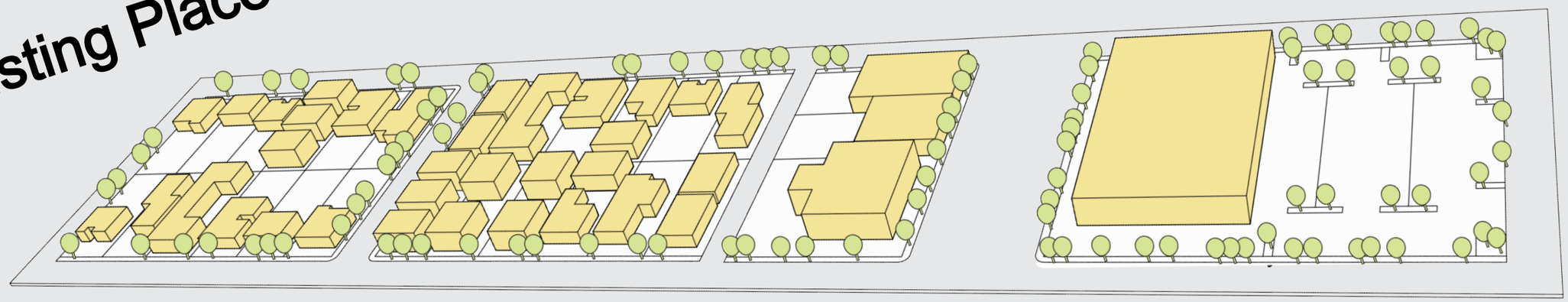
What we have heard

Takeaways from community workshops, GPAC meetings, and City Council/Planning Commission study session

- Need for housing, particularly affordable housing
- Need for ownership housing to enable wealth building
- Desire to equitably distribute growth
- Need to address homelessness crisis
- Need more renter protections to address housing displacement and gentrification
- Concern about single family zoning as an exclusionary practice
- Concern about eliminating single family zoning
- Concern about overbuilding
- Need for creativity (affordable housing overlays, community land trust)

Land Use Trade-offs

Existing Place Types

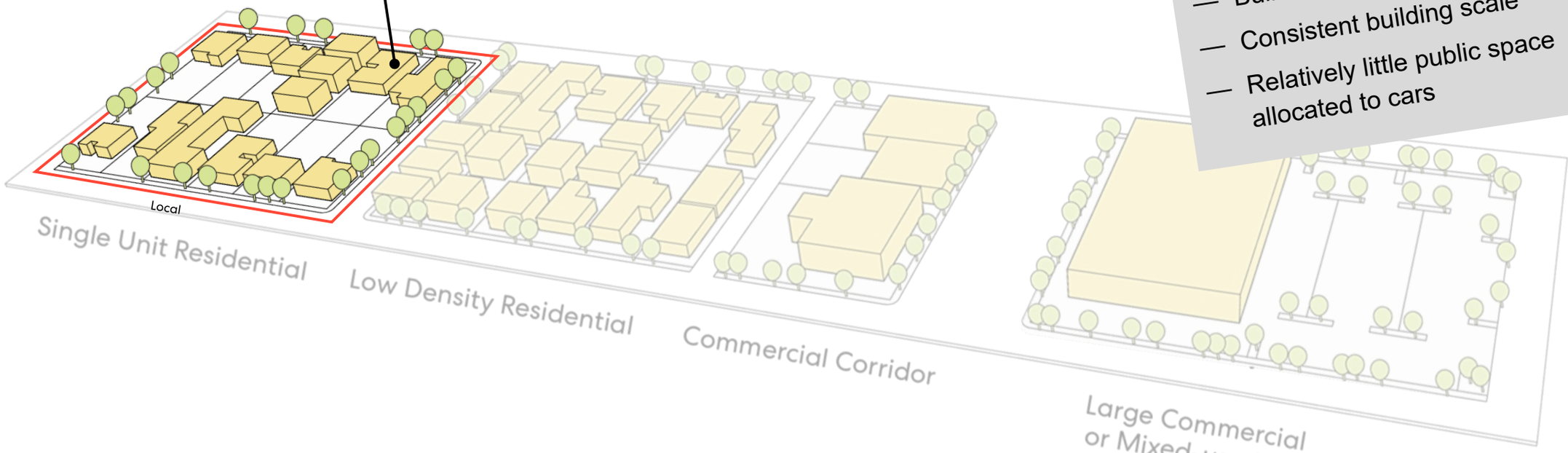


Single Unit Residential | Low Density Residential | Commercial Corridor | Large Commercial or Mixed-use Site

Prototypical Place Types

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

* *State law permits Accessory Dwelling Units in single-family residential zones*



Typical existing characteristics

- Narrow streets, consistent sidewalks
- Ample street trees and plantings
- Buildings oriented to street
- Consistent building scale
- Relatively little public space allocated to cars

Existing Land Use Designation

- Low Density Single Family
- Low Density Two Family

Land Use Trade-offs

Options for Single-Unit Residential

A. Maintain single-family designation



What it means

- Keeps existing land use designation
- State law provides up to 3 units per lot
- Single-family plus Accessory Dwelling Unit and Junior Accessory Dwelling Unit
- Modified parking and setback requirements
- Limited incremental growth of accessory units

B. Incremental infill



What it means

- Keeps general 1 to 2-story scale
- 3 “full” units per lot, 4th affordable unit (possible incentive)
- Modified parking and setback requirements
- Limited incremental growth of “full units” (and not Accessory Dwelling Units)

C. Incremental densification

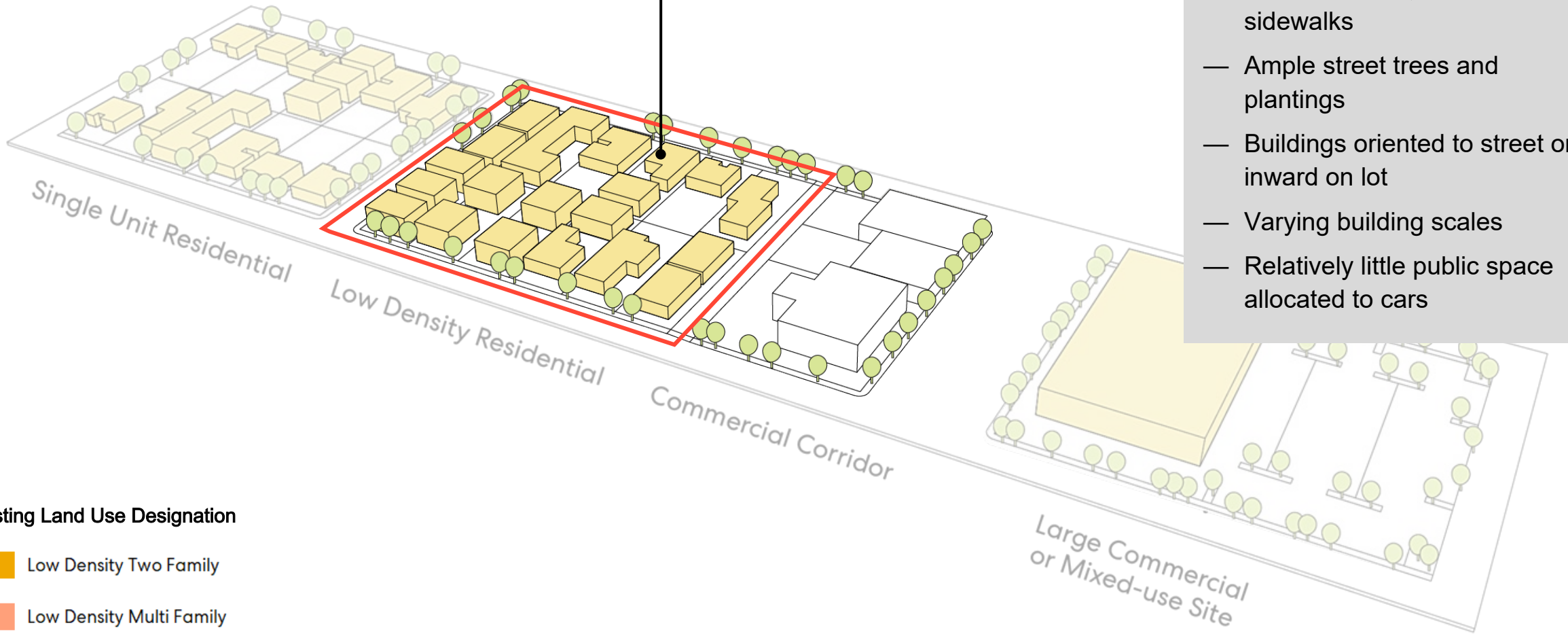


What it means

- Up to 3 stories in height
- 4 units per lot, 6 with affordable incentive
- Setbacks and transitional height requirements to address scale differences
- Requires parking/mobility innovation
- Moderate growth over time

Land Use Trade-offs

Low Density Residential



Typical existing characteristics

- Narrow streets, consistent sidewalks
- Ample street trees and plantings
- Buildings oriented to street or inward on lot
- Varying building scales
- Relatively little public space allocated to cars

Existing Land Use Designation

- Low Density Two Family
- Low Density Multi Family
- Medium Density Multi Family

Land Use Trade-offs

Options for Low Density Residential

A. Maintain low-density designations



What it means

- Keeps existing land use designation
- Preserves existing affordable housing stock
- In some cases maintains inefficient land use
- Limited to no change

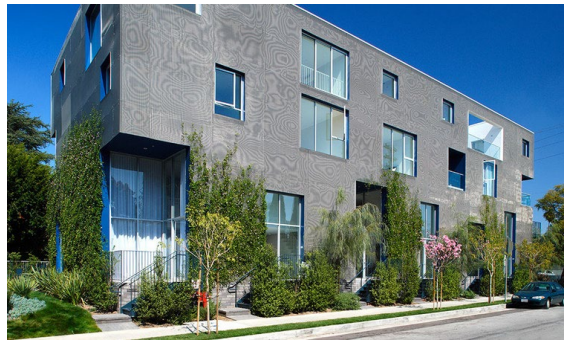
B. Incremental densification



What it means

- Generally maintains existing scale
- Addition of limited height
- Provides new opportunities through reduced parking and other requirements
- Limited to moderate change

C. Moderate densification

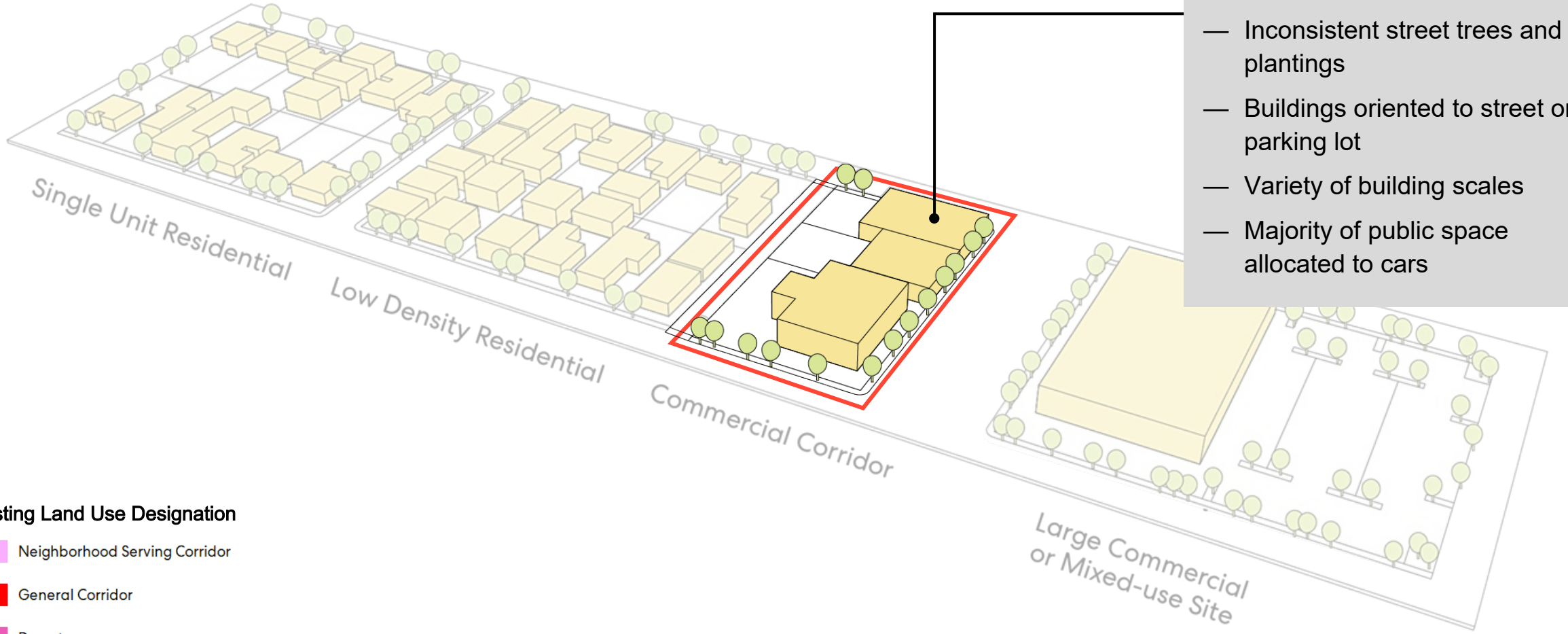


What it means

- Allow additional height, encourage lot mergers
- Provide additional incentives including reduced parking
- Moderate change

Land Use Trade-offs

Commercial Corridors



Typical existing characteristics

- Wide streets, narrow sidewalks
- Inconsistent street trees and plantings
- Buildings oriented to street or parking lot
- Variety of building scales
- Majority of public space allocated to cars

Existing Land Use Designation

- Neighborhood Serving Corridor
- General Corridor
- Downtown
- Regional Center

Land Use Trade-offs

Options for Commercial Corridors

A. Incremental densification



What it means

- Prioritizes development guidelines that work on smaller corridor lots
- Provides height massing transition
- Modifies parking and other requirements
- Allows flexibility in ground floor use
- Moderate change

B. Moderate densification

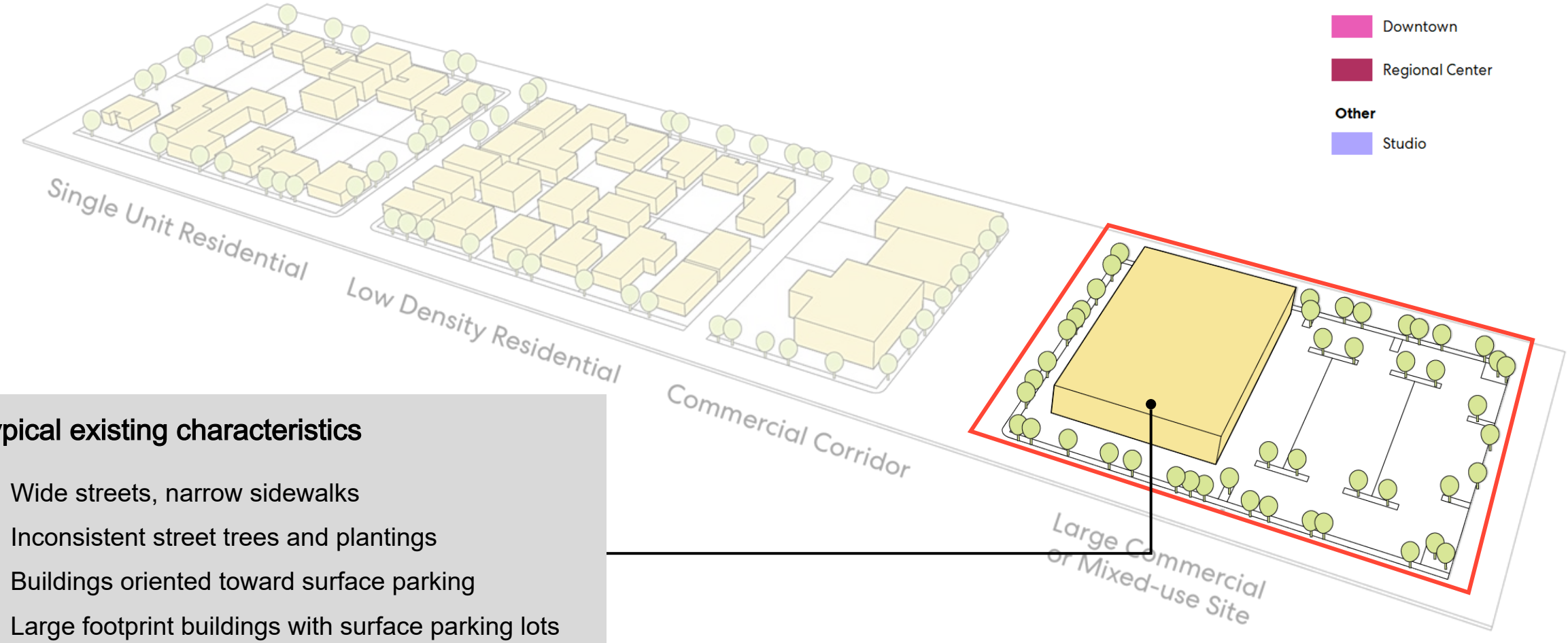


What it means

- Allows additional height, encourages lot mergers
- Seeks to maximize residential growth on commercial corridors
- Allows flexibility in ground floor use
- Moderate to significant change

Land Use Trade-offs

Large Commercial and Industrial



Existing Land Use Designation

- Neighborhood Serving Corridor
- General Corridor
- Downtown
- Regional Center

Other

- Studio

Typical existing characteristics

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

Land Use Trade-offs

Options for Large Commercial and Industrial

A. Limited activation, maintain existing commercial focus



What it means

- Limited activation of site perimeter (as appropriate)
- Maintains commercial land use focus
- Allows medium density residential development

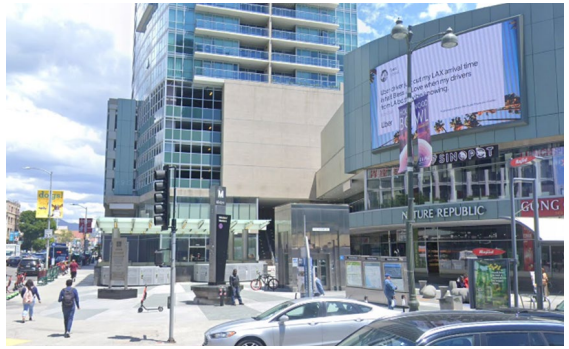
B. Activation, significant residential growth



What it means

- Activates and revitalizes sites, integrates with the surrounding neighborhoods
- Allows medium to high density residential development
- Residential land use could displace commercial

C. Activation, commercial focus with significant residential infill



What it means

- Activates and revitalizes sites, integrates with the surrounding neighborhoods
- Allows medium to high density residential infill development
- Maintains significant commercial land use opportunity

Land Use Alternative Maps

Existing Land Use Map

Residential

- Low Density Single Family
- Low Density Two Family
- Low Density Multi Family
- Medium Density Multi Family
- Planned Unit Residential

Commercial

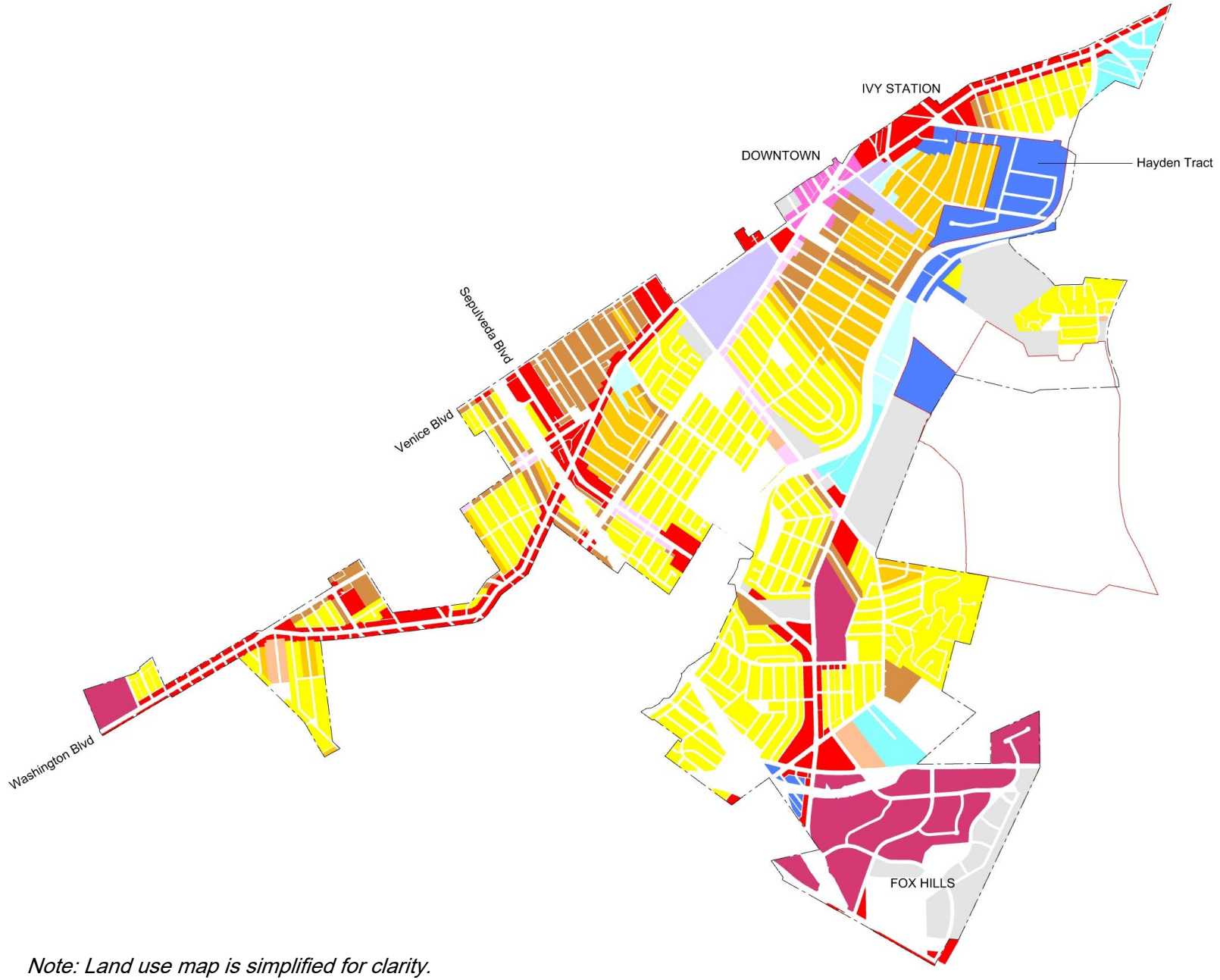
- Neighborhood Serving Corridor
- General Corridor
- Downtown
- Regional Center

Industrial

- Light Industrial
- Industrial Park
- Industrial

Other

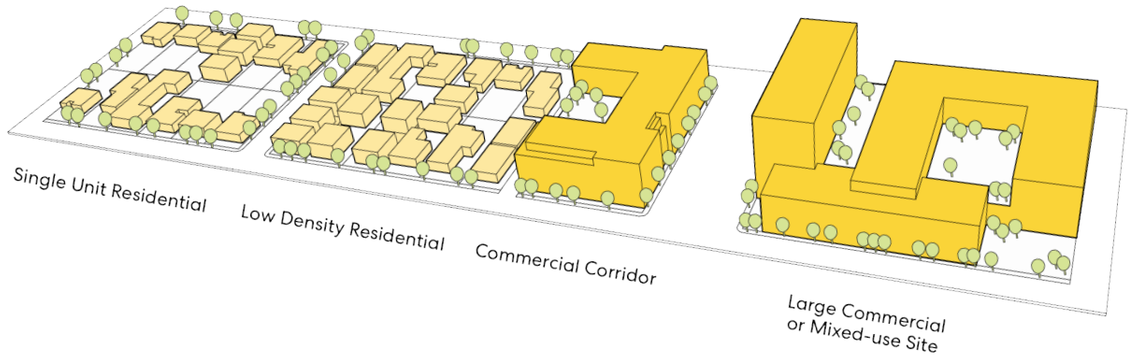
- Studio



Note: Land use map is simplified for clarity.

Land Use Alternative Maps

Alternative 1: Concentrated Growth



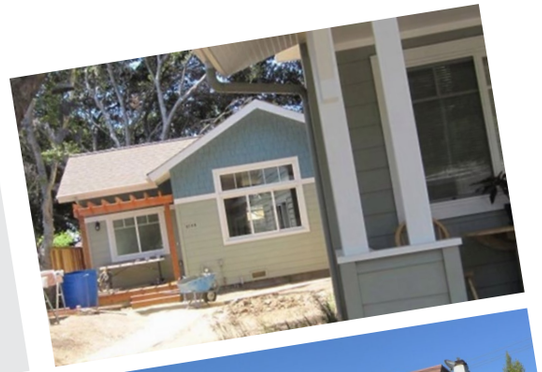
Concentrate growth in non -residential areas

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

Commercial corridors maximize mixed -use development potential

Opportunity sites accommodate significant density

Maintain single-family designation



Maintain low density designation



Moderate densification

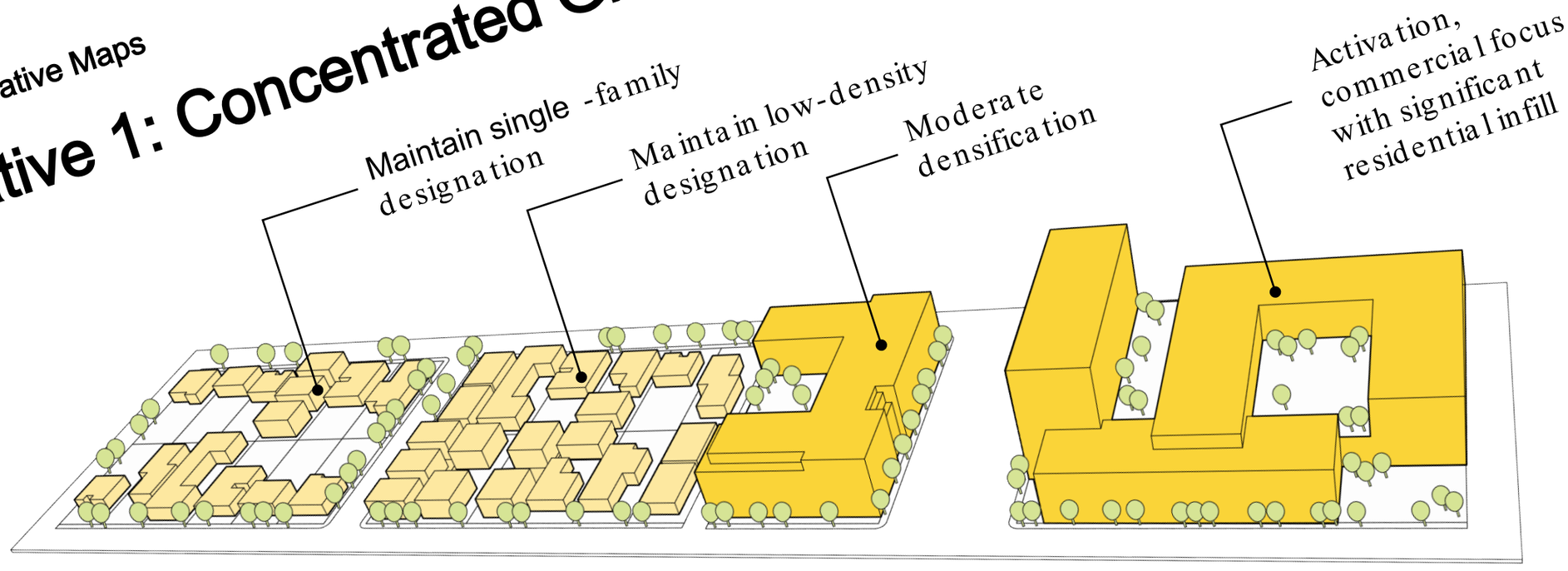


Activation, commercial focus with significant residential infill



Land Use Alternative Maps

Alternative 1: Concentrated Growth

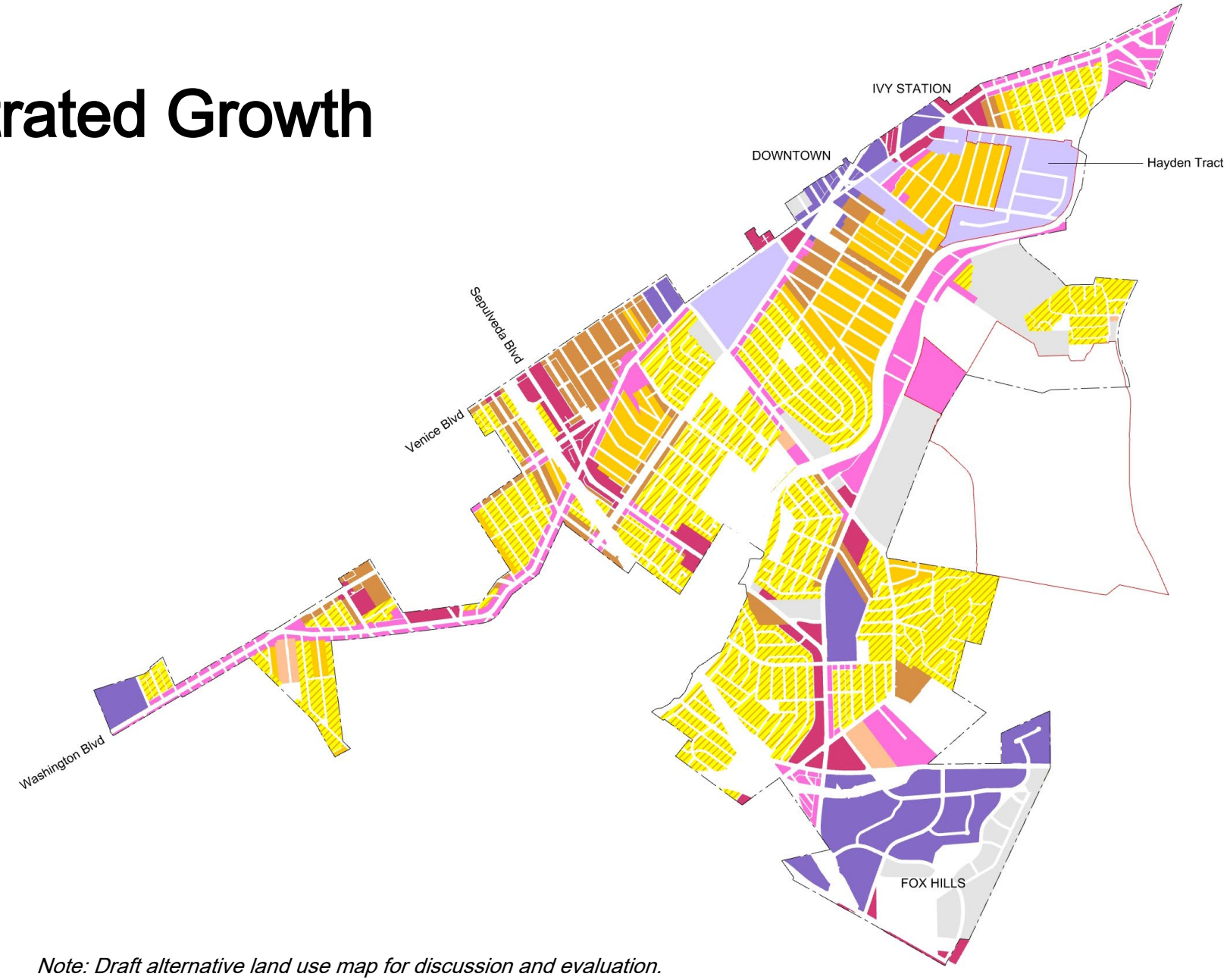


Land Use Alternative Maps

Alternative 1: Concentrated Growth

Land Use Designations

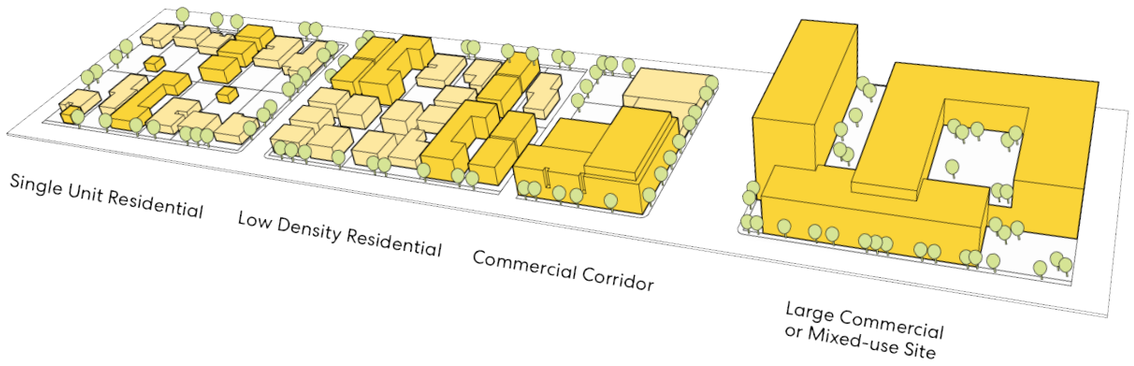
- Single Unit Residential*
- Low Density Two/Three Family
- Low Density Multi Family
- Medium Density Multi Family
- Neighborhood/Corridor MU 2
- Mixed Use Medium
- Mixed Use High
- Industrial/Studio Mixed Use



Note: Draft alternative land use map for discussion and evaluation.
Land use map is simplified for clarity.

Land Use Alternative Maps

Alternative 2: Dispersed Infill



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

Commercial corridors have moderate mixed -use development potential

Opportunity sites accommodate medium to high density

Incremental infill



Incremental densification



Incremental densification

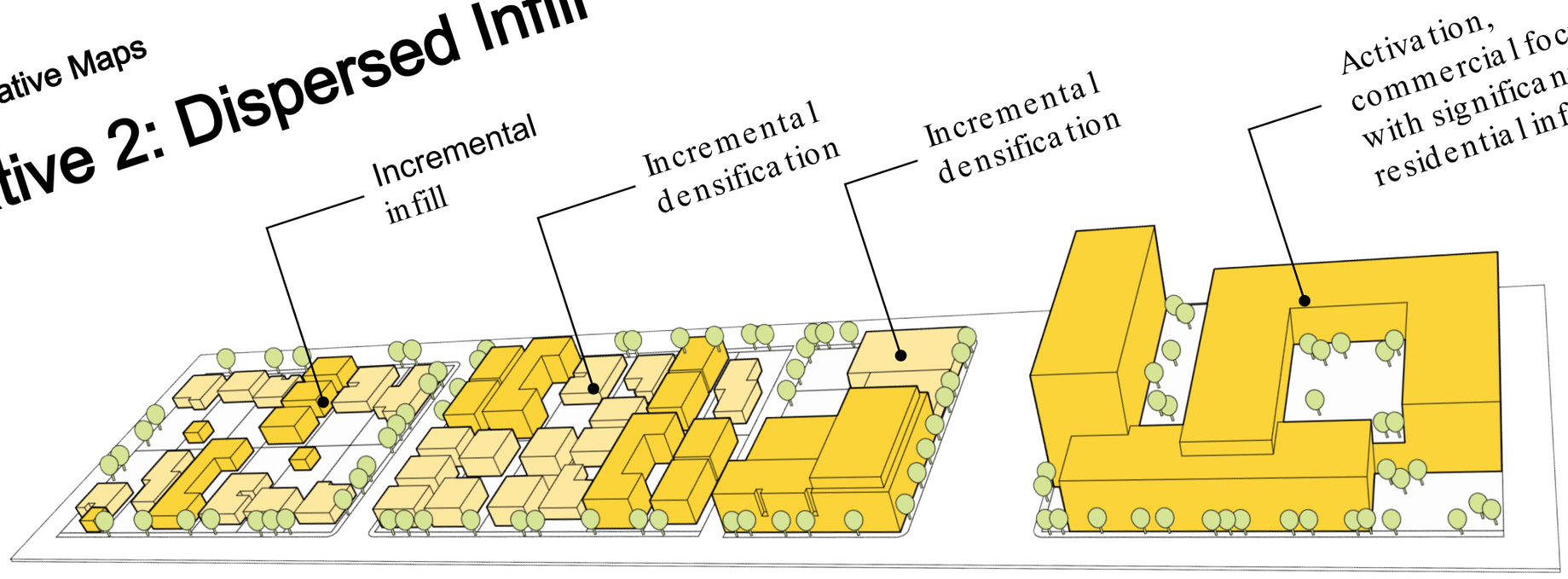


Activation, significant residential growth



Land Use Alternative Maps

Alternative 2: Dispersed Infill

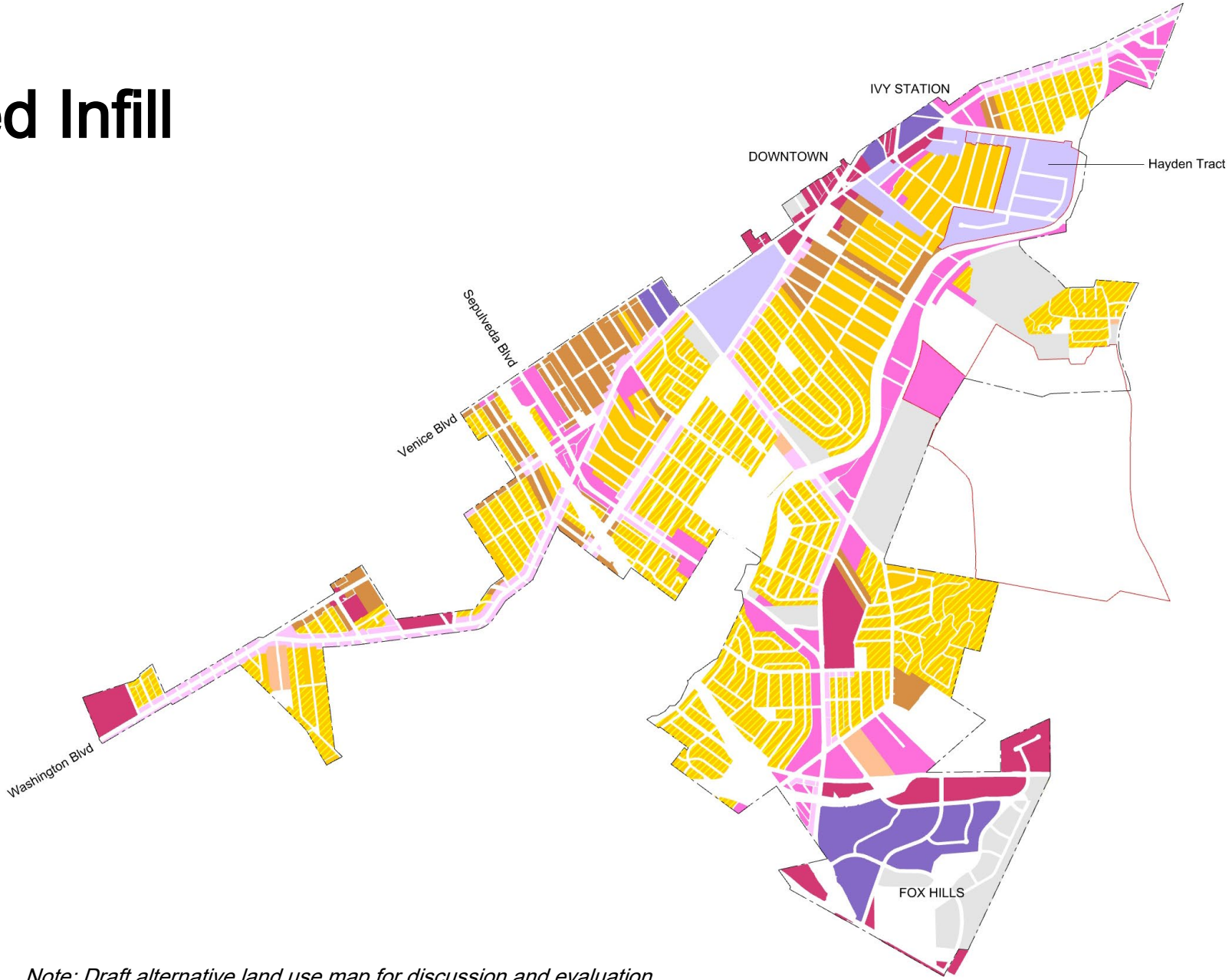


Land Use Alternative Maps

Alternative 2: Dispersed Infill

Land Use Designations

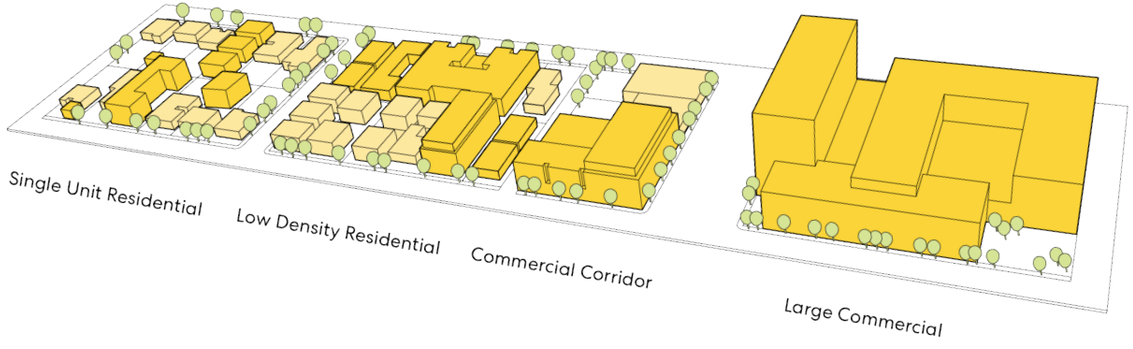
- Incremental Infill 1
- Incremental Infill 1
- Incremental Infill 2
- Neighborhood Multi Family
- Neighborhood/Corridor MU 1
- Neighborhood/Corridor MU 2
- Mixed Use Medium
- Mixed Use High
- Industrial/Studio Mixed Use



Note: Draft alternative land use map for discussion and evaluation.
Land use map is simplified for clarity.

Land Use Alternative Maps

Alternative 3: Dispersed Densification



Distribute growth across the city

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

Commercial corridors increase mixed-use development potential

Opportunity sites accommodate high density

Incremental densification



Moderate densification



Incremental densification

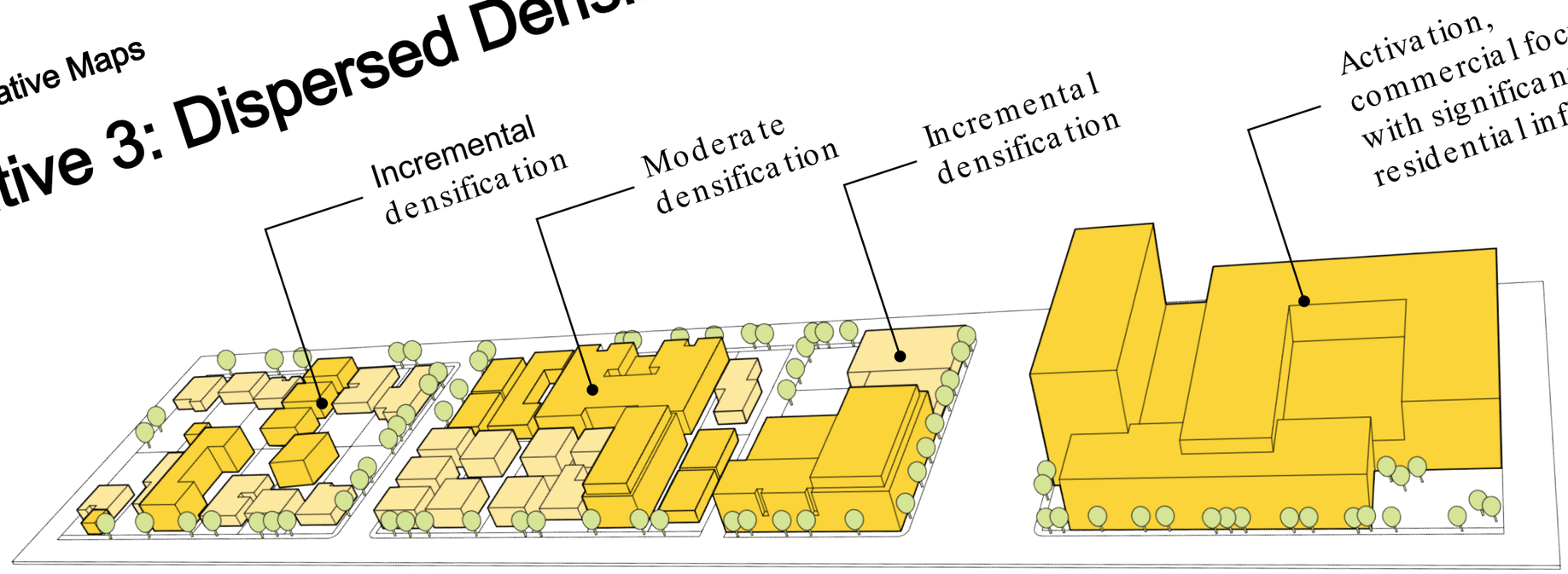


Activation, commercial focus with significant residential infill



Land Use Alternative Maps

Alternative 3: Dispersed Densification



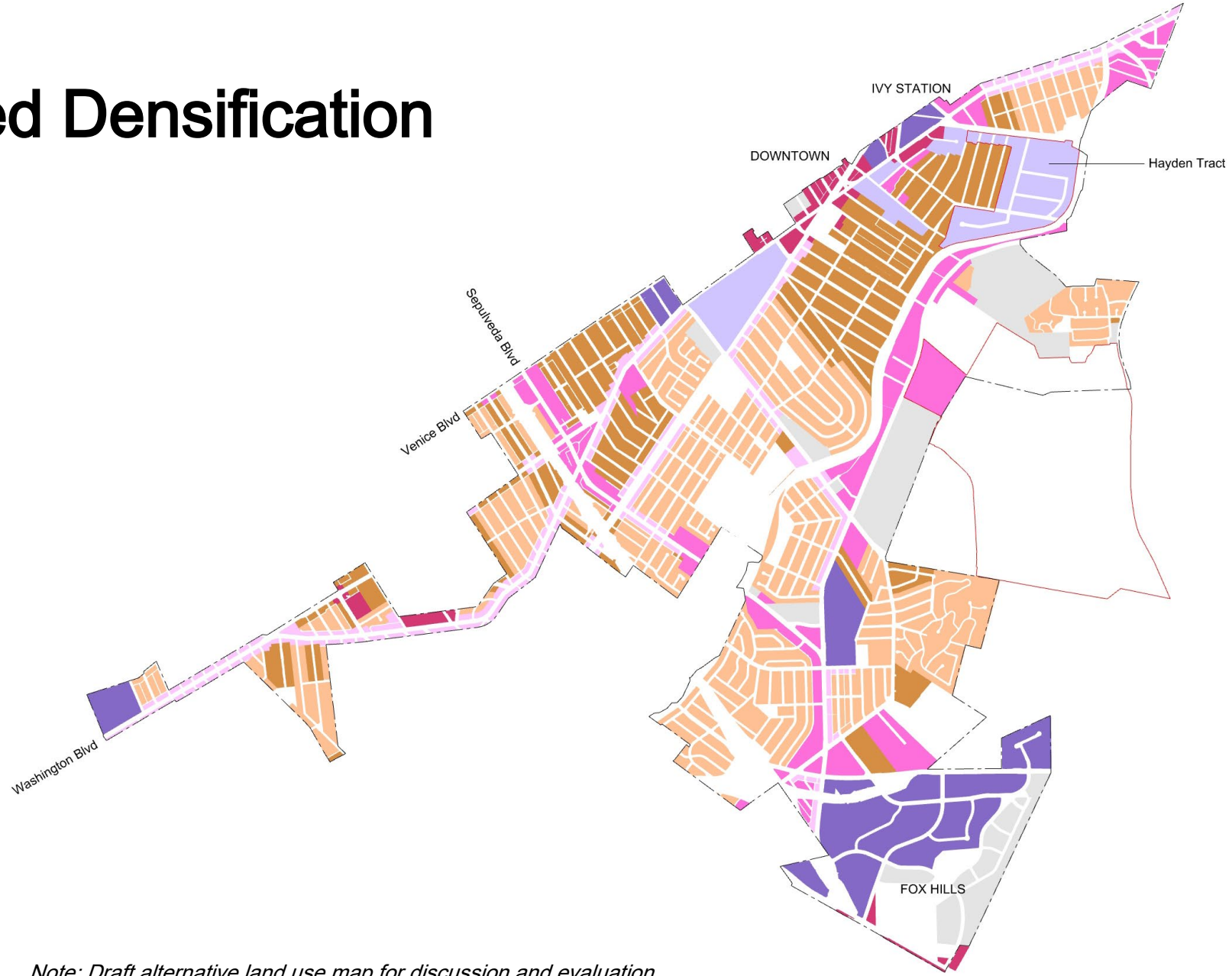
Single Unit Residential | Low Density Residential | Commercial Corridor | Large Commercial

Land Use Alternative Maps

Alternative 3: Dispersed Densification

Land Use Designations

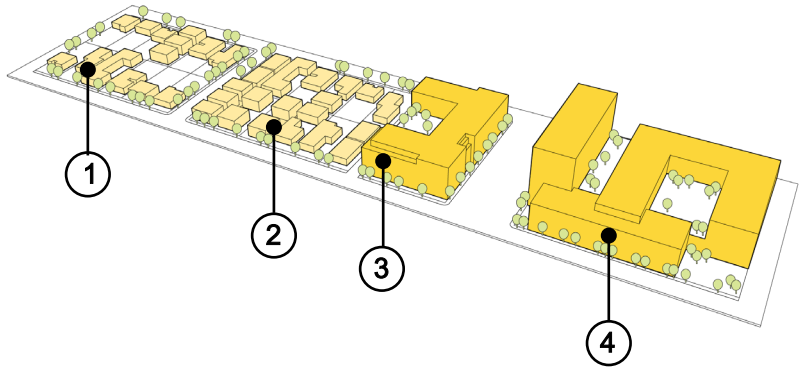
- Incremental Infill 2
- Neighborhood Multi Family
- Neighborhood/Corridor MU 1
- Neighborhood/Corridor MU 2
- Mixed Use Medium
- Mixed Use High
- Industrial/Studio Mixed Use



Note: Draft alternative land use map for discussion and evaluation.
Land use map is simplified for clarity.

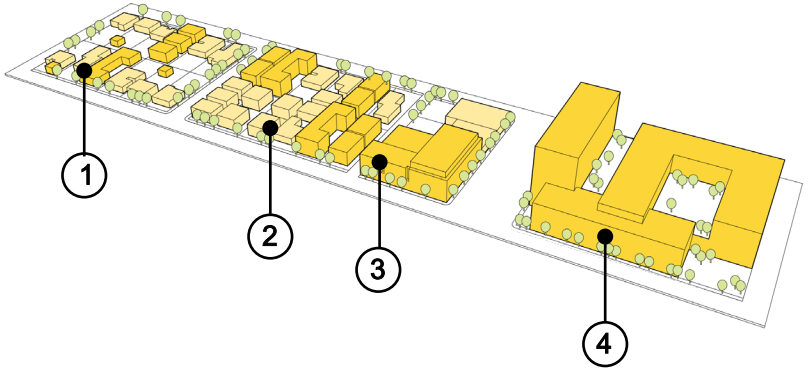
Land Use Alternatives Summary

Alternative 1: Concentrated Growth



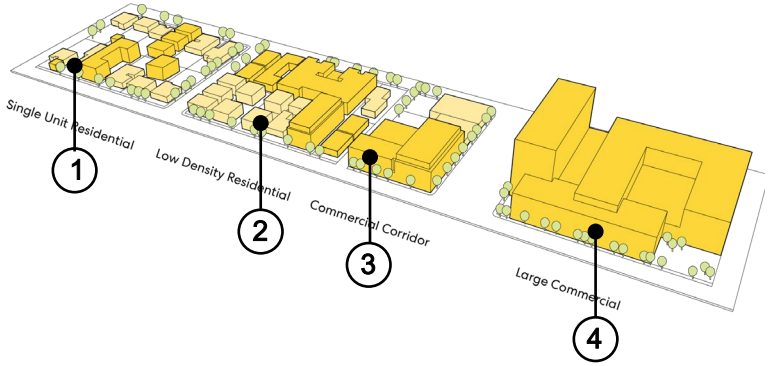
1. Maintain single family
2. Maintain low density
3. Moderate densification
4. Activation, commercial focus with significant residential infill

Alternative 2: Dispersed Infill



1. Incremental infill
2. Incremental densification
3. Incremental densification
4. Activation, significant residential growth

Alternative 3: Dispersed Densification



1. Incremental densification
2. Moderate densification
3. Incremental densification
4. Activation, commercial focus with significant residential infill

Land Use Alternatives Trade-offs

To achieve goals, new growth needs to be accommodated. Land use alternatives provide options.

Concentrate growth in limited areas or distribute growth across the city

Ability to accommodate height and scale transitions between adjacent land use areas

Encouraging incremental growth or necessitating more significant change



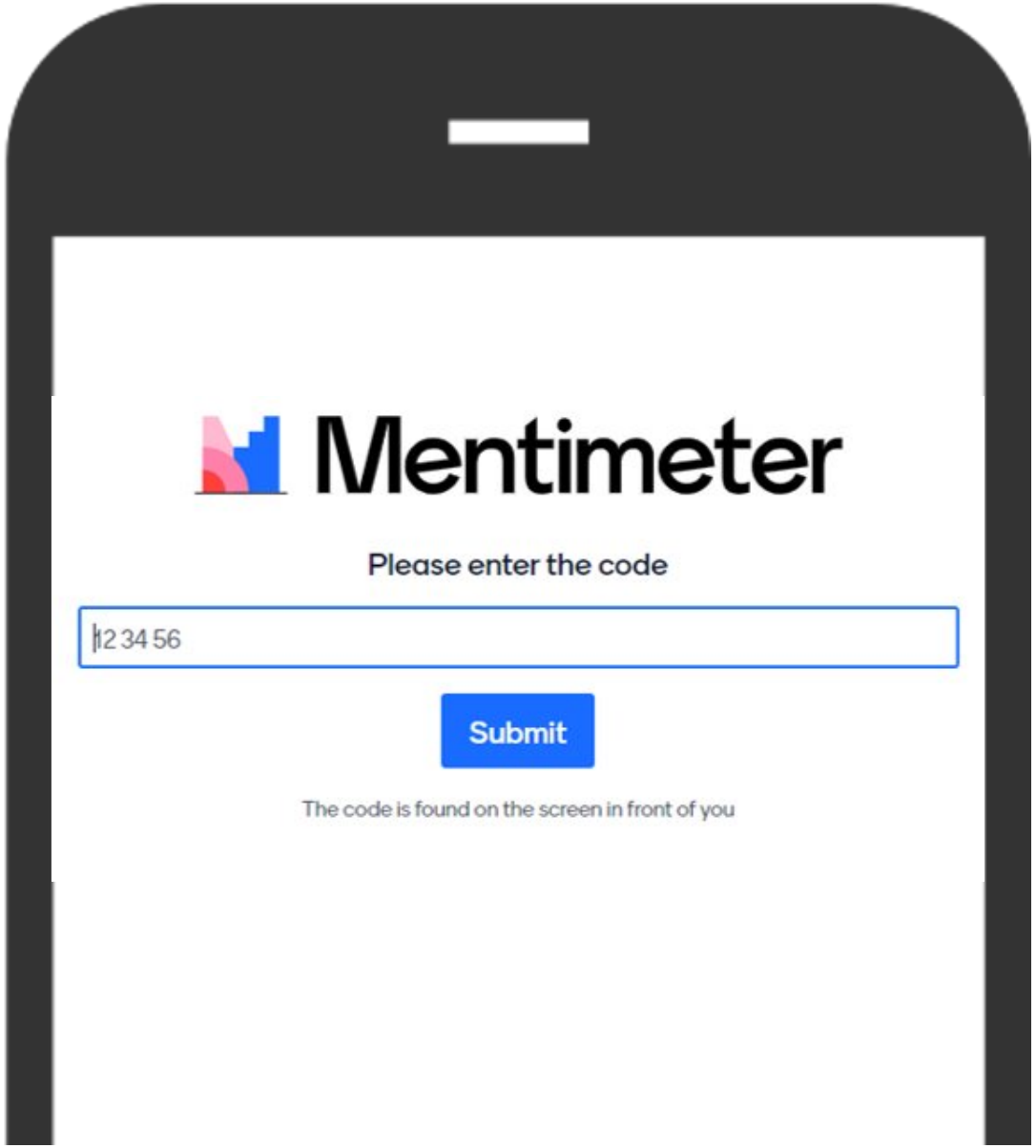






Tell us What You Think about the Land Use Alternatives

- Go to www.menti.com
- Enter Code:
  4483 1484



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Breakout Group Discussion

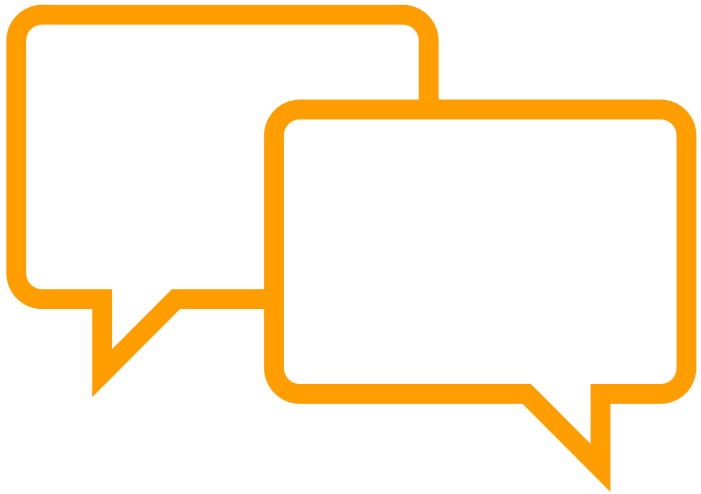
Breakout Group Discussion

1. Introduce yourself and meet your facilitator
2. Reflect on the discussion questions and engage with Padlet
3. Participate in the breakout group discussion
4. Report back

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Rules of Engagement

- Be a good listener
- Welcome all viewpoints and value diversity
- Show common courtesy and respect
- Share the air
- Avoid editorials
- Honor time



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What is your vision for...

- The residential neighborhoods?
- The commercial corridors?
- The existing industrial areas?
- The Inglewood Oil Field

- Anything else you would like to share with us about land use?

General Plan 2045 Culver CITY



We Want to Hear From You!

General Plan 2045 Culver CITY

Land Use + Mobility Alternatives Workshop Series

Land Use #1: Thursday, April 29, 2021 | 4 PM to 6 PM
Land Use #2: Wednesday, May 5, 2021 | 7PM to 9PM
Mobility: Thursday, May 27, 2021 | 4PM to 6PM

Register at www.PictureCulverCity.com









What's Next?

May 5 7PM: Land Use Alternatives Workshop

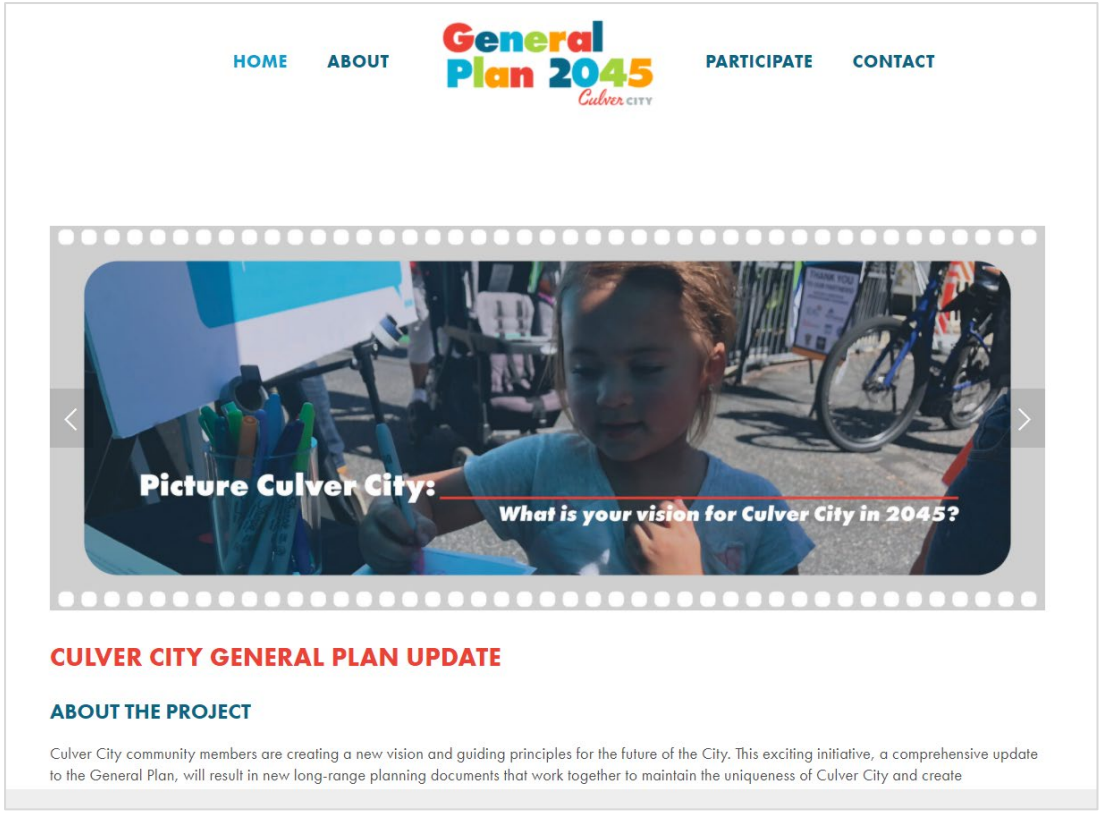
May 12 7PM: Planning Commission Meeting on Housing Element

May 27 4PM: Mobility Alternatives Workshop

Stay tuned: www.pictureculvercity.com

We Want to Hear from You!

- Alternatives Webpage (www.pictureculvercity.com/alternatives)
  - Upcoming meetings
  - Alternatives maps and descriptions
- Link to the alternatives survey



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Now live, with videos, stories, and photos:

CULVER CITY STORY BANK

Visit and share your own story!

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Primary Contact

Ashley Hefner Hoang
Advance Planning Manager
(310) 253-5744
Ashley.Hefner@CulverCity.org

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HOUSING TECHNICAL ADVISORY COMMITTEE

Meeting #3 Summary

April 20, 2021



Background

The City of Culver City (City) held the third Housing Technical Advisory Committee (TAC) meeting on Tuesday, April 20, 2021, from 4-6 PM. The City is convening TACs to explore innovative General Plan topics in detail and serve as an advisory body to the General Plan Update (GPU) team. The Housing TAC was developed to help identify policies and programs to achieve the community's vision for housing through the GPU's 2045 horizon year. This TAC will meet four times and includes the following members of the public:

- Christine Anderson
- Nancy Barba
- Patricia Bijvoet
- Alex Fisch
- Johanna Gullick
- Mark Lipman
- Christine Mirasy-Glasco (not present)
- Paavo Monkkonen
- George Montgomery

Summary

Project staff from the City's Advance Planning Division staffed the meeting and Raimi + Associates (R+A), the lead consultant for the GPU, and Perkins & Will (P&W), the urban design subconsultant, presented background information and facilitated the meeting.

R+A provided a brief update on the General Plan, project timeline, and engagement completed to date. P&W summarized the City of Culver City's existing land use, discussed potential land use strategies and models for change, and reviewed the draft land use alternatives.

Comments on the Land Use Alternatives

The section below summarizes comments provided by TAC members on the land use alternatives. The summary does not attempt to reconcile the differences in opinions.

- Concentrated growth makes people angry (e.g., Cumulus project) and increases the cost of construction. Big developments can go wrong.
- Break up large parcels into smaller areas with streets and pathways.
    - Activate large parcels.
- Establish a goal for no surface parking by 2045.
- Upzoning R1 (residential single family) may replace existing affordable units.
- Need to look at both small and large sites to meet the RHNA (regional housing needs allocation).
- Zoning needs to encourage different housing types.
- Make a lot of room for people.
- Do not require retail for housing projects along the city's commercial corridors.
- Alternatives do not go far enough to provide housing.

General Comments

- Parcels need 40 to 50 units for affordable units to pencil, ADUs (accessory dwelling units) are not the solution for affordability.

- Need to protect the artist community. This is a fabric of the community and many are lower income. Need to develop housing solutions for these individuals.
- Concern about the housing needs for lower income (and no income) households; important to meet their housing needs. Need a bottom-up approach.
- Consider 100% affordable housing overlay, public housing, and land banking as strategies to increase housing for lower-income households.
- Consider strategies for preserving naturally-occurring affordable housing.
- Consider a moratorium on redevelopment/mansionization of R2 (residential two family) district.
- Consider exceeding State density bonus for affordable units.
- Break the myth that you cannot have community in areas with multifamily housing.
- More housing reduces vehicle miles traveled.
- Consider more opportunities of by-right housing, pre-approved plans.

Next Steps

The Housing TAC will meet again in summer 2021 to review the Draft Housing Element.

Homework

Before the final Housing TAC meeting, please review the City's existing Housing Element goals, objectives, and policies (also attached). Come to that meeting ready to discuss your ideas for revisions, deletions, and new goals and policies. TAC members can use the attached Housing Element worksheet to write their ideas or collaborate on the worksheet linked in the Teams folder.

General Plan 2045

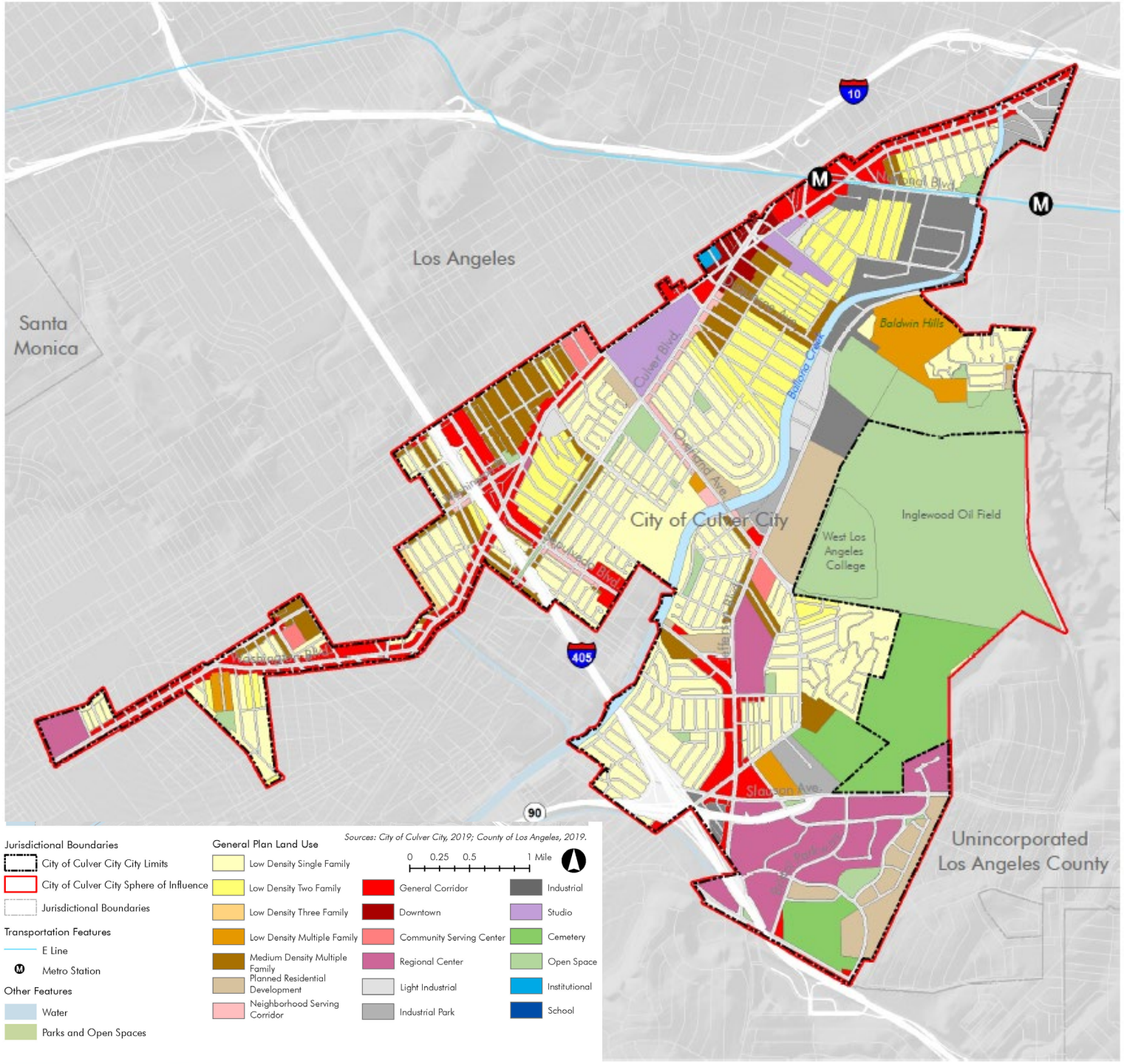
Culver CITY

Land Use Alternatives
GPAC Meeting #15

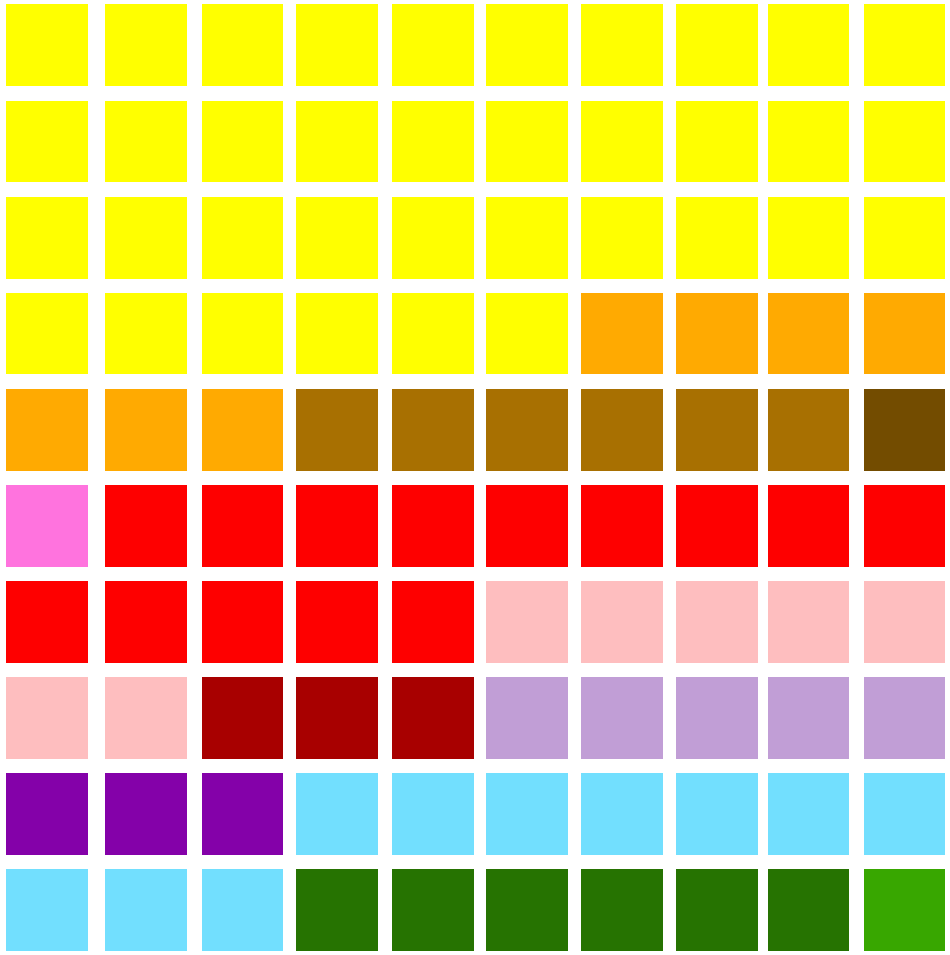
April 8, 2021

What Are General Plan Land Uses?

- Establish policy direction
- Show the proposed distribution, location, and extent of land uses and density in the city
- Focus on future growth and physical development (*not necessarily what's on the ground now*)
- Supported by other elements and policies to ensure there is adequate infrastructure and services



Existing Land Uses in Culver City



- Single Family Residential (36%)
- Duplex, Triplex, Fourplex (7%)
- Multifamily Residential (6%)
- Mobile Home Parks (<1%)
- Mixed Use (<1%)
- Retail and Services (14%)
- Office (7%)
- Studios (3%)
- Industrial (5%)
- Oil Field (3%)
- Institutional (10%)
- Parks + Open Space (6%)
- Cemetery (<1%)
- Vacant (<1%)
- Utility and Transportation (<1%)

General Plan 2045 Culver CITY

Recap "Usual Approach"

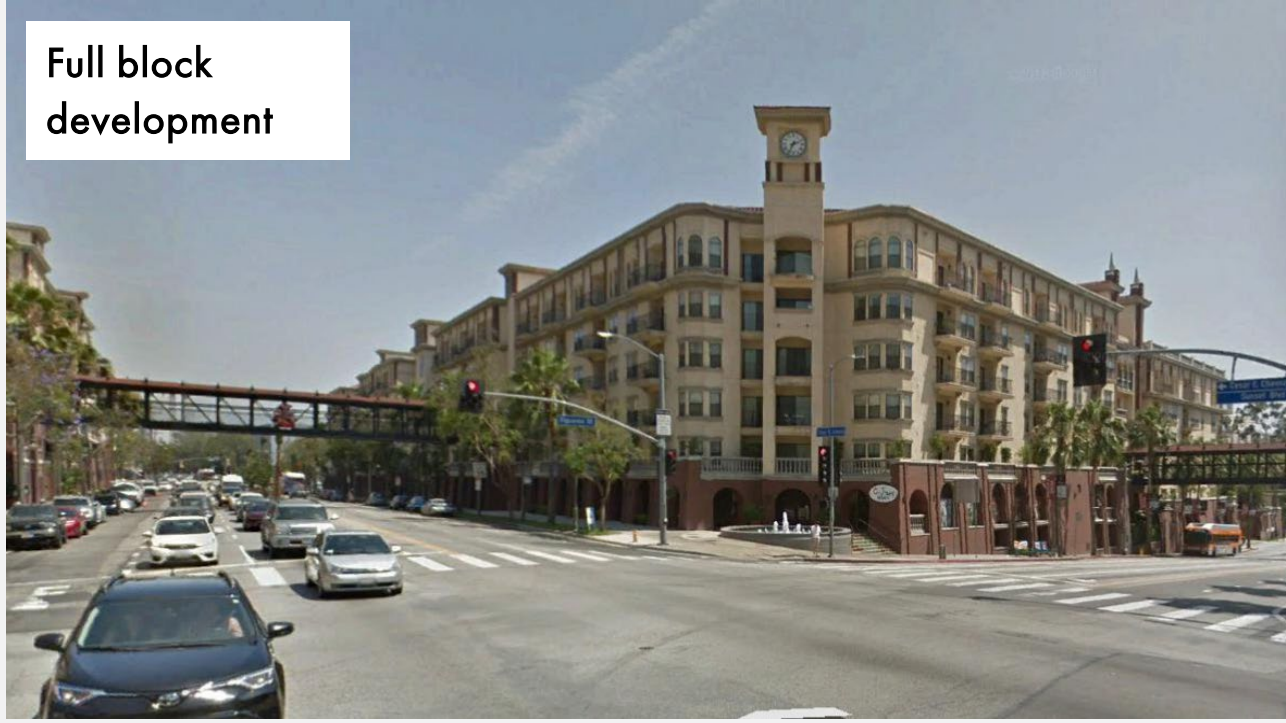
Concentrating new growth onto limited land resources

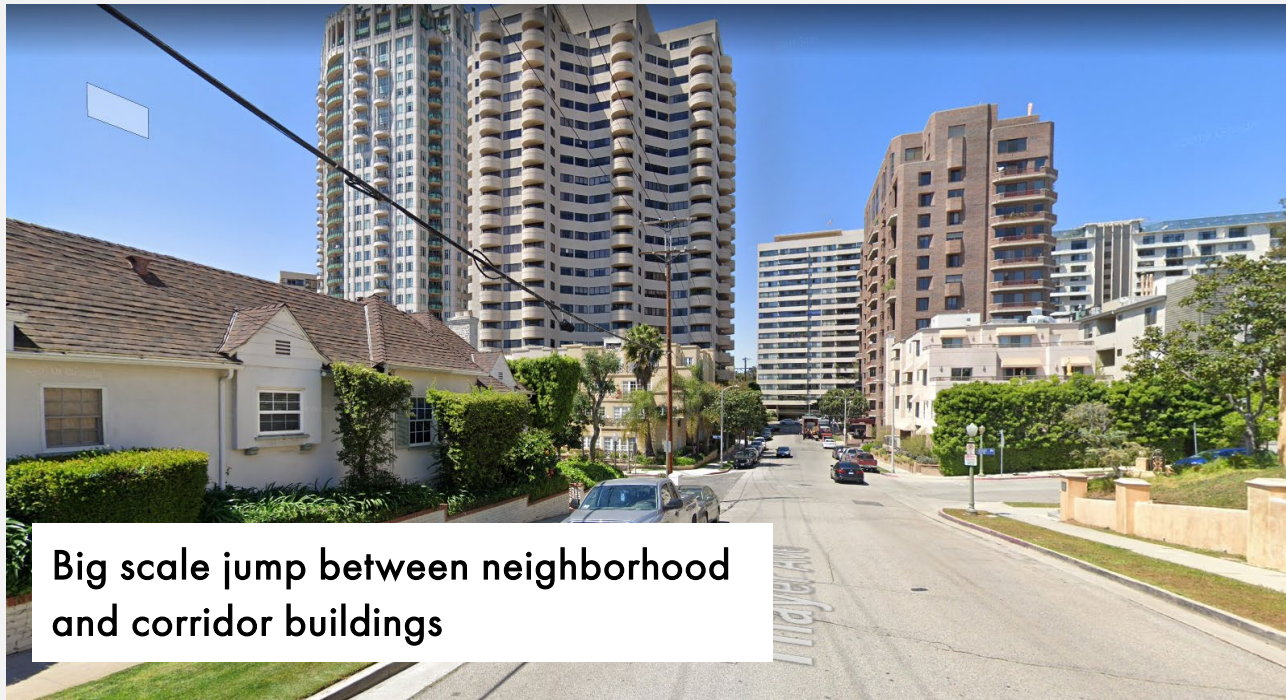
A common model for growth revolves around two key tenets

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

Why is it important to reconsider the usual approach?

- Large portions of the city are "off limits" for growth and redevelopment
- Concentrated development generates conflict





Recap: Missing Middle Housing

Missing middle housing is a range of small to medium sized buildings with multiple residential units.

- Compatible in scale and form with detached single-family homes
- Can help create a more walkable neighborhood
- A few examples of missing middle housing include:
  - Duplex, Triplex, or Fourplex
  - Courtyard Building
  - Cottage Court
  - Townhouse
  - Live-Work Unit









Recap: Incremental Densification

Incremental densification explores opportunities to increase density slowly while working within the existing context and scale of the neighborhood.

- Can be found from neighborhoods to commercial corridors
- Needs to be calibrated (or scaled) to existing parcel size









Recap: Land Use Intensity Scale

Less Dense ⟷ Denser

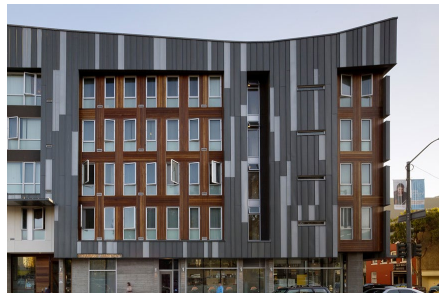
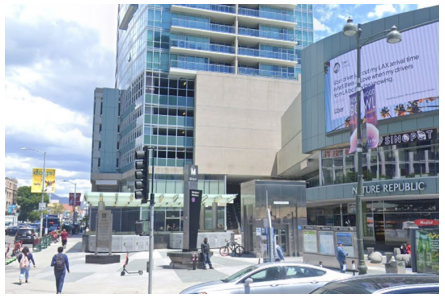
Single-unit residential density	Low multi-unit residential density	Low mixed-use/ commercial density	Medium mixed-use/ commercial density	High mixed-use density
1-2 stories single-family and accessory dwelling units, limited footprint	1-3 stories, smaller duplex, triplex, multi-unit, limited footprint	3-4 stories, multi-family/ mixed-use 1-2 stories commercial	4-6 stories multi-family / mixed-use Up to 4 stories commercial	6+ stories multi-family / mixed-use





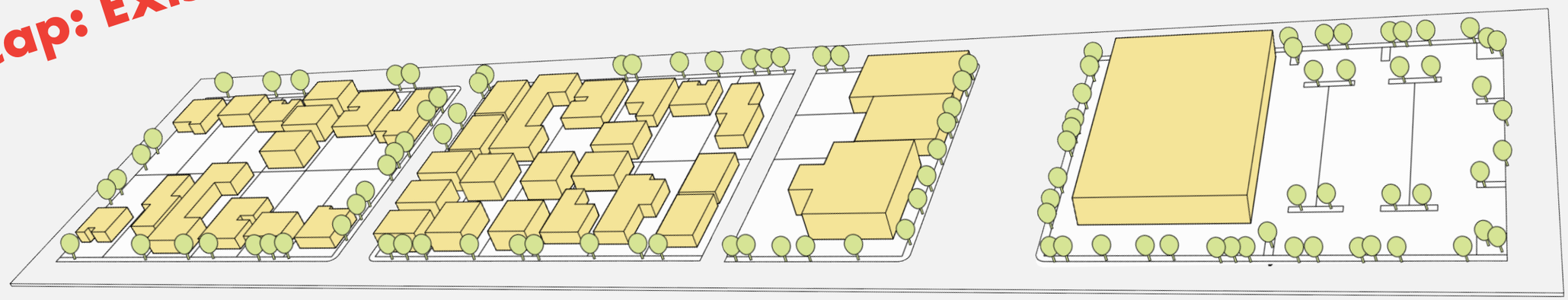




Note: Mixed-use incorporates a variety of commercial and residential uses and potentially includes stand-alone residential and commercial uses.

Recap: Existing Place Types



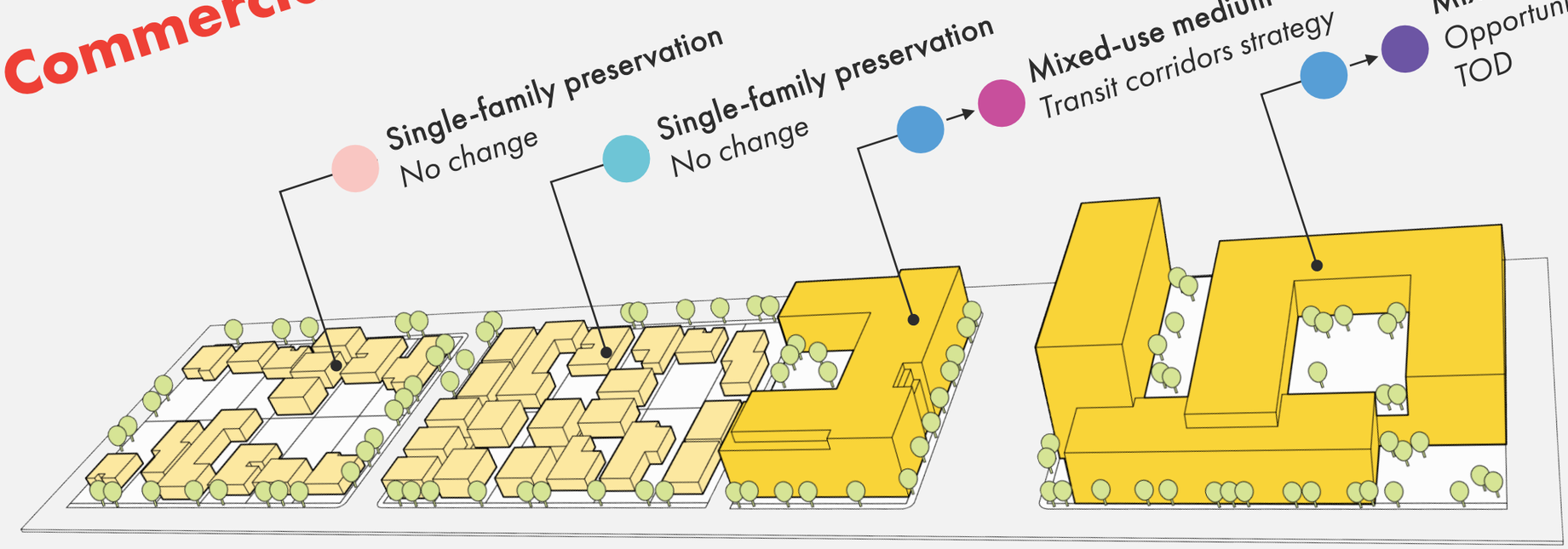
Single Unit Residential | Low Density Residential | Commercial Corridor | Large Commercial or Mixed-use Site

Prototypical place types*

- Single-unit residential (incl. accessory dwelling units)
- Low density residential
- Commercial corridor
- Large commercial or mixed-use site

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

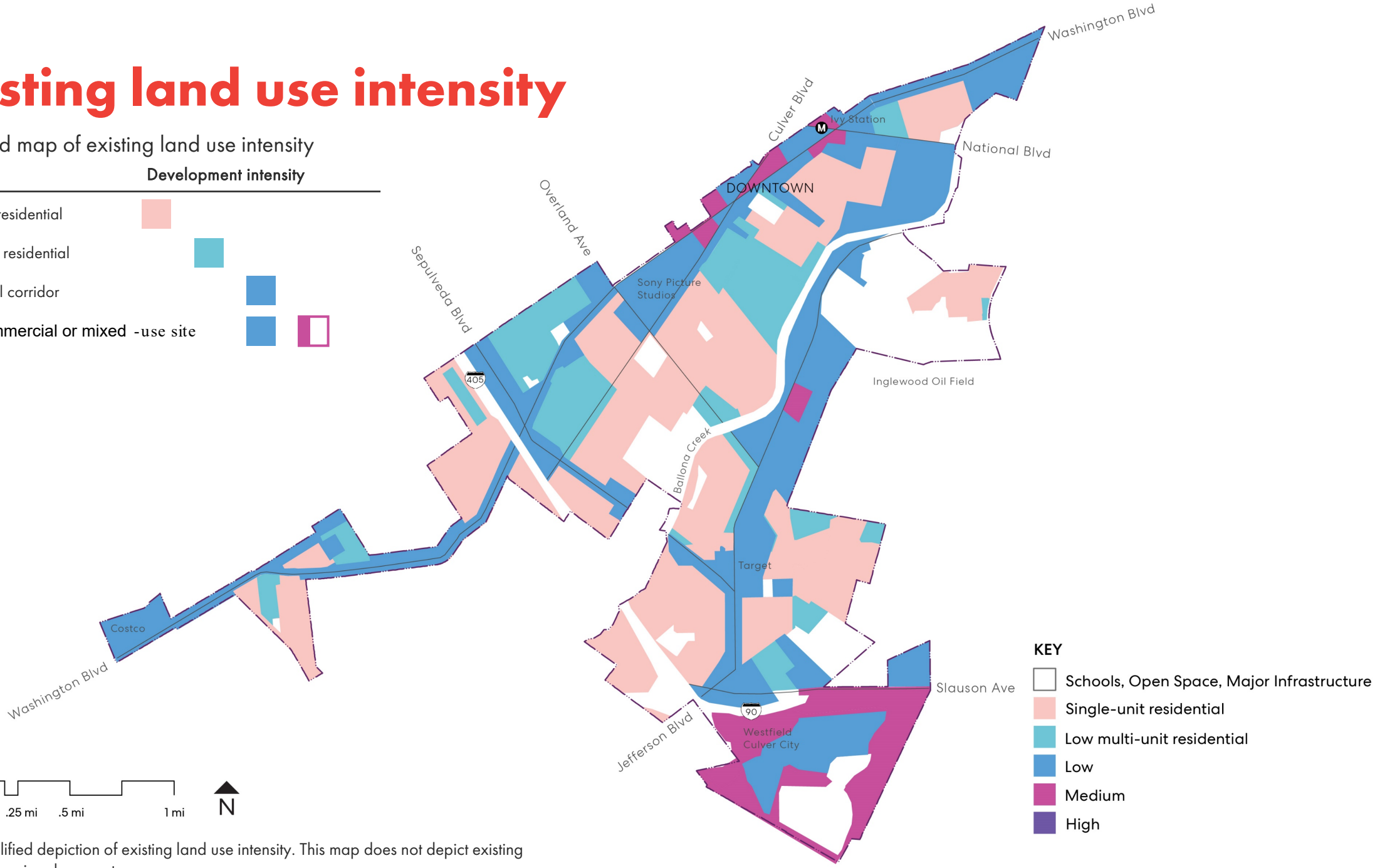
Recap: Commercial Districts Concentrated Growth



Existing land use intensity

Simplified map of existing land use intensity

Place type	Development intensity
Single-unit residential	
Low density residential	
Commercial corridor	
Large commercial or mixed -use site	

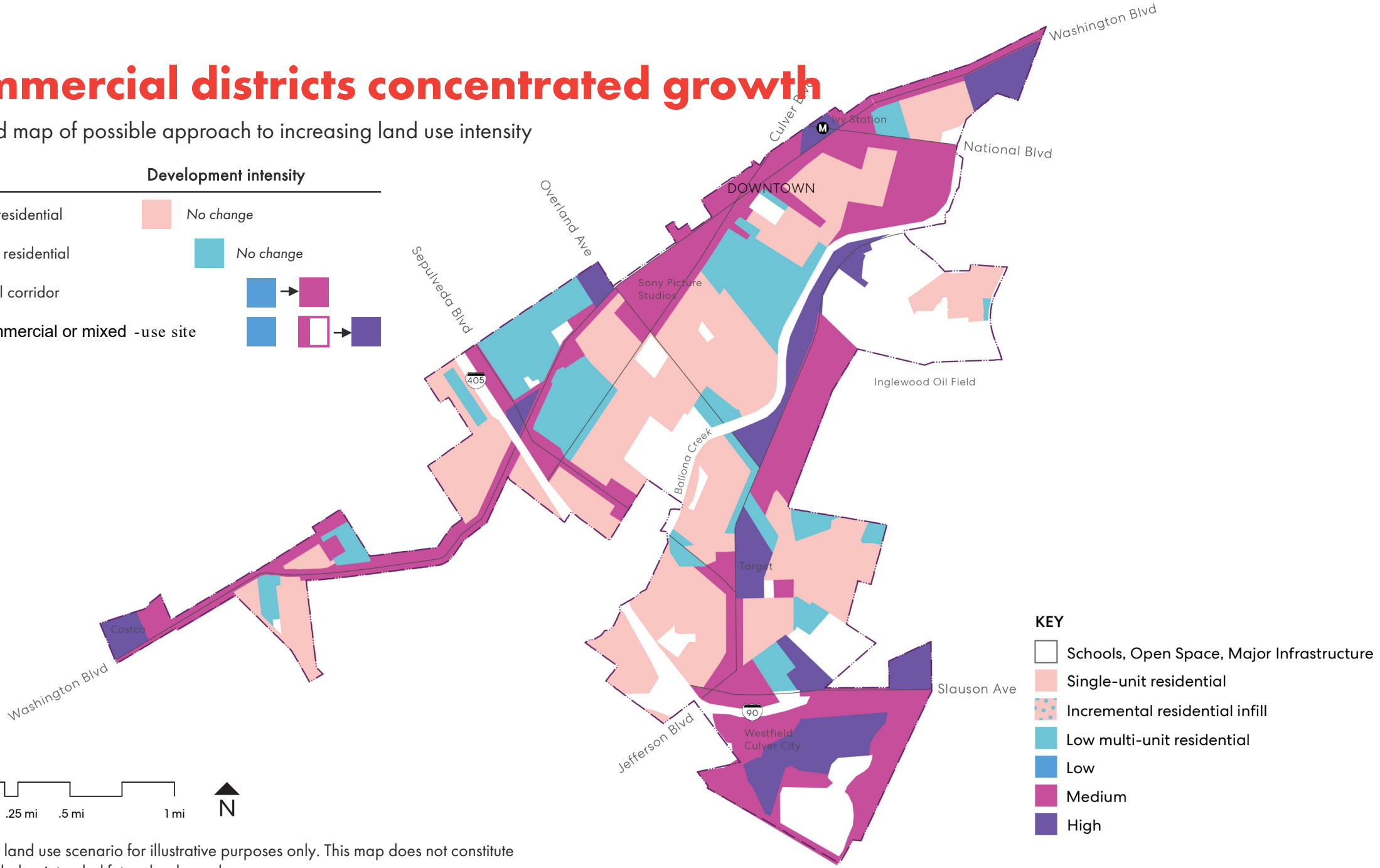


Note: Simplified depiction of existing land use intensity. This map does not depict existing land use planning documents.

Commercial districts concentrated growth

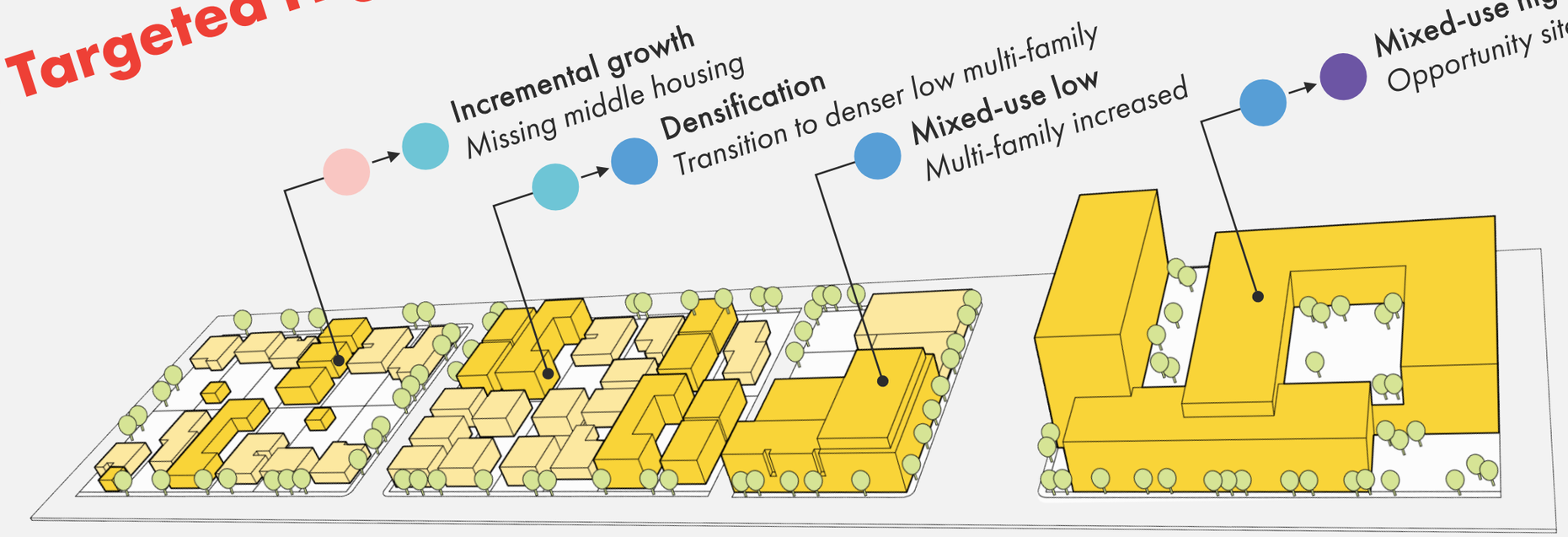
simplified map of possible approach to increasing land use intensity

Place type	Development intensity
Single-unit residential	*No change*
Low density residential	*No change*
Commercial corridor	→
Large commercial or mixed -use site	→



Note: Draft land use scenario for illustrative purposes only. This map does not constitute recommended or intended future land use changes.

Recap: Targeted High Incremental Dispersed Growth



Single Unit Residential

Low Density Residential

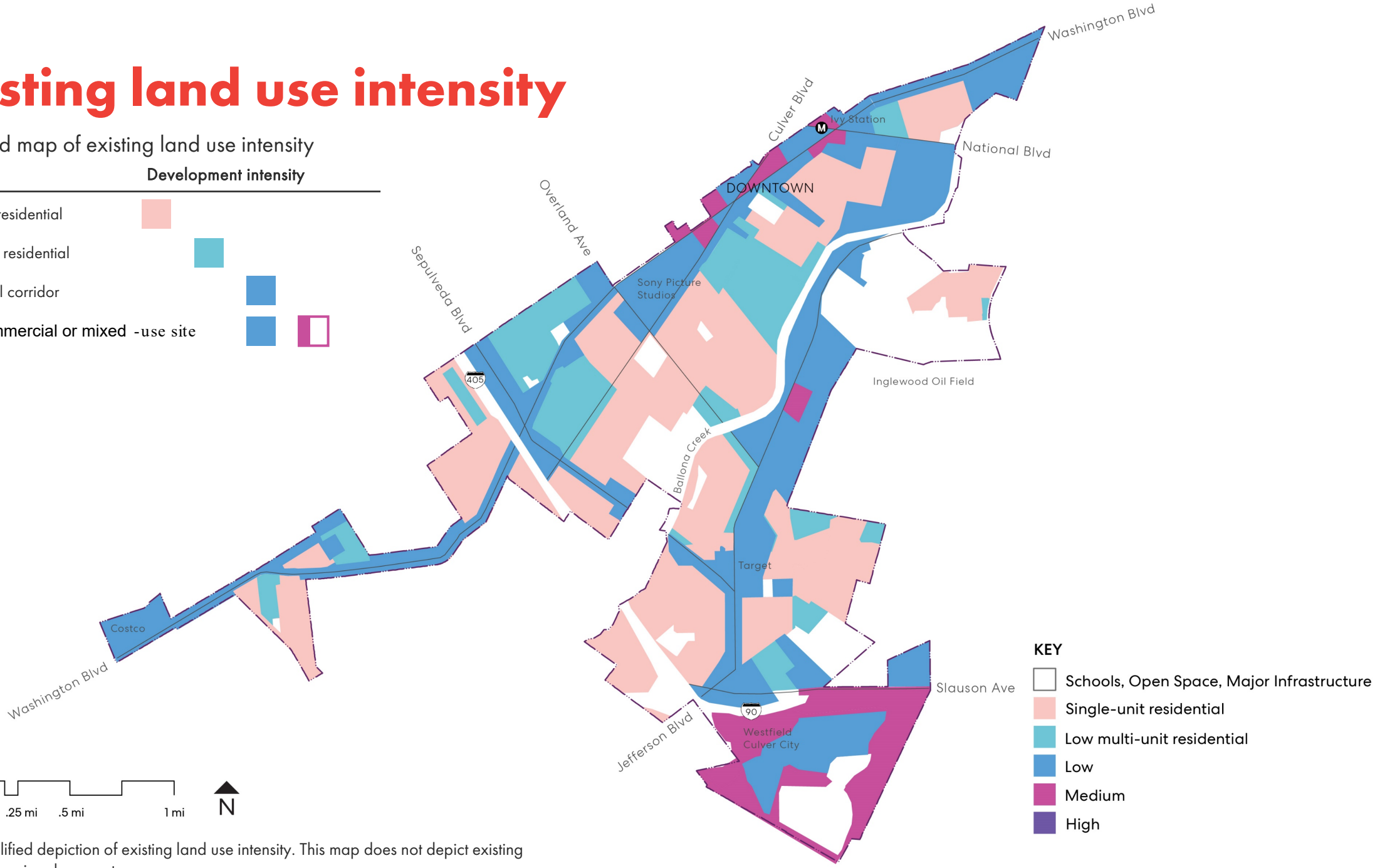
Commercial Corridor

Large Commercial
or Mixed-use Site

Existing land use intensity

Simplified map of existing land use intensity

Place type	Development intensity
Single-unit residential	
Low density residential	
Commercial corridor	
Large commercial or mixed -use site	

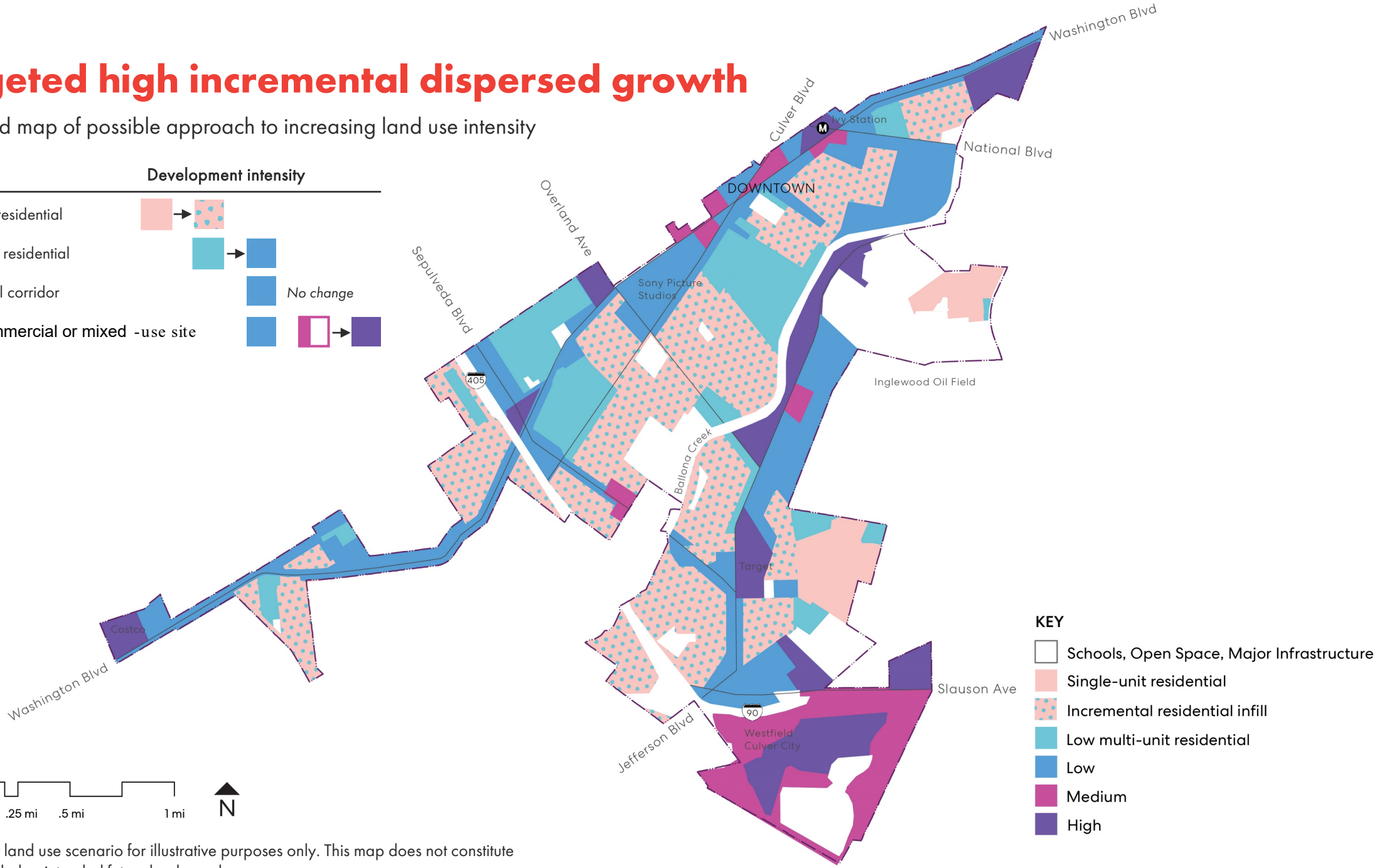


Note: Simplified depiction of existing land use intensity. This map does not depict existing land use planning documents.

Targeted high incremental dispersed growth

Simplified map of possible approach to increasing land use intensity

Place type	Development intensity
Single-unit residential	→
Low density residential	→
Commercial corridor	*No change*
Large commercial or mixed -use site	→



Note: Draft land use scenario for illustrative purposes only. This map does not constitute recommended or intended future land use changes.

Alternative 0 – No Change (Existing)

Residential

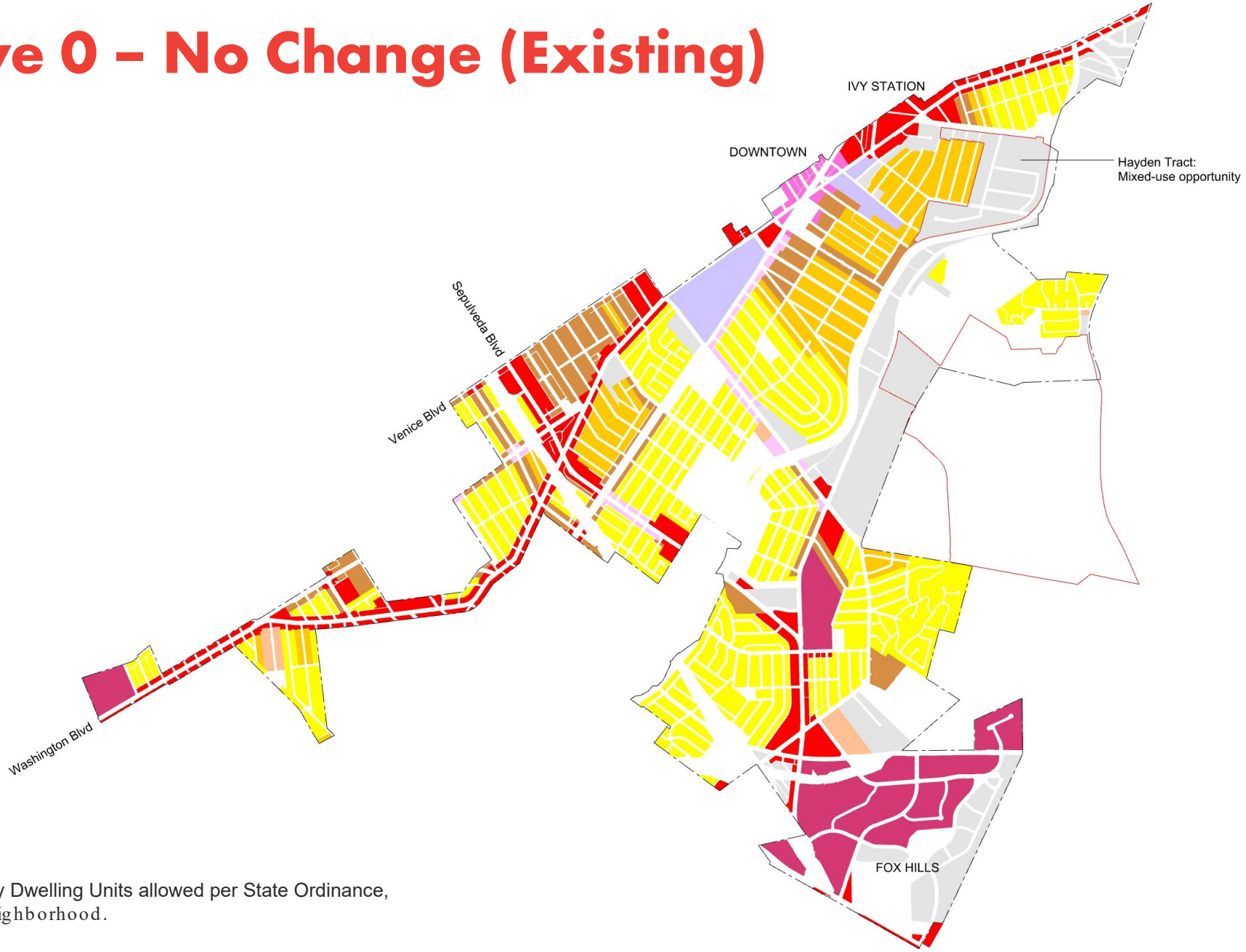
- Low Density Single Family*
- Low Density Two Family
- Low Density Multi Family
- Medium Density Multi Fan
- Planned Unit Residential

Commercial

- Neighborhood Serving Cor
- General Corridor
- Downtown
- Regional Center

Other

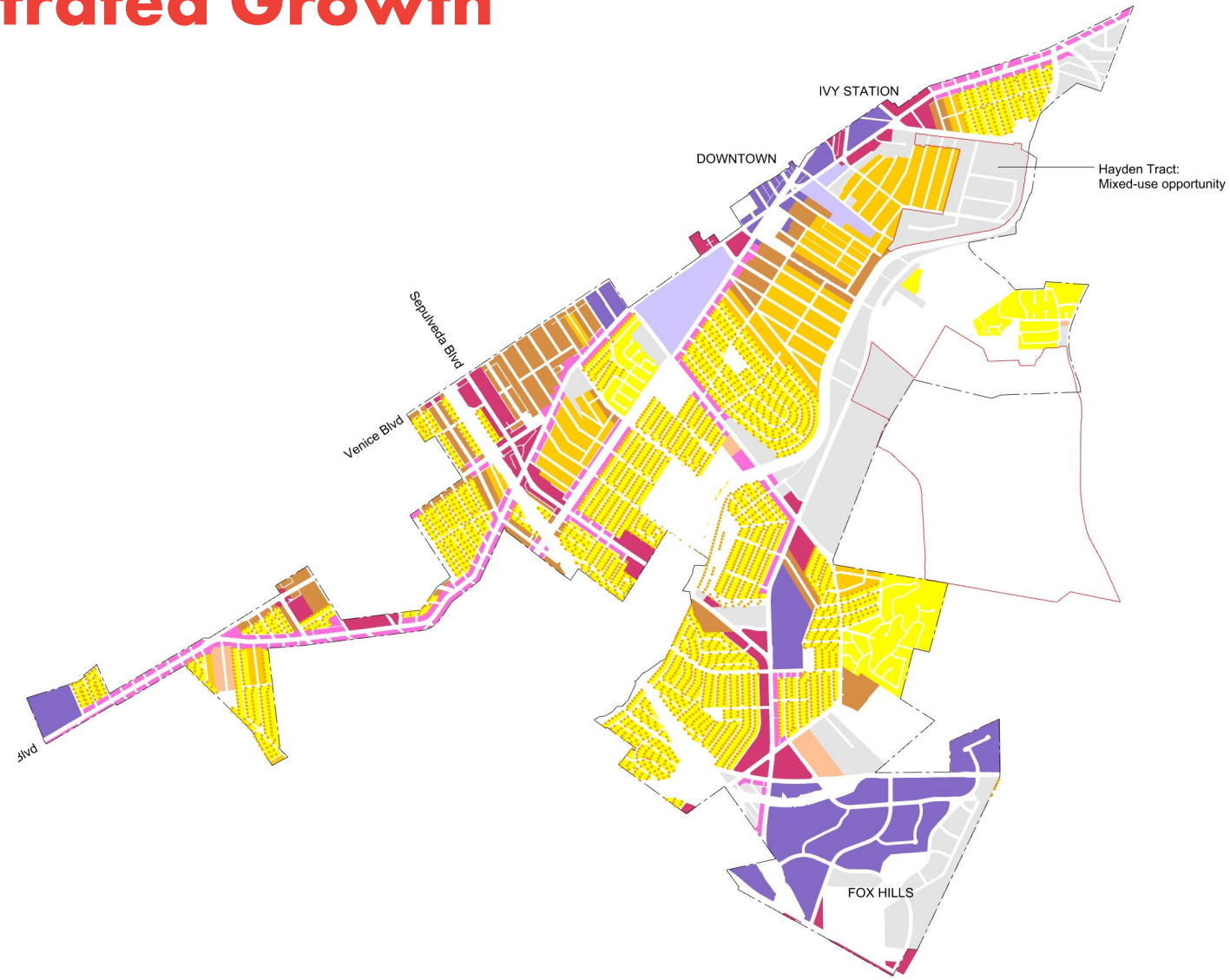
- Studio



* Accessory and Junior Accessory Dwelling Units allowed per State Ordinance, besides Upper Culver Crest Neighborhood.

Alternative 1 – Concentrated Growth

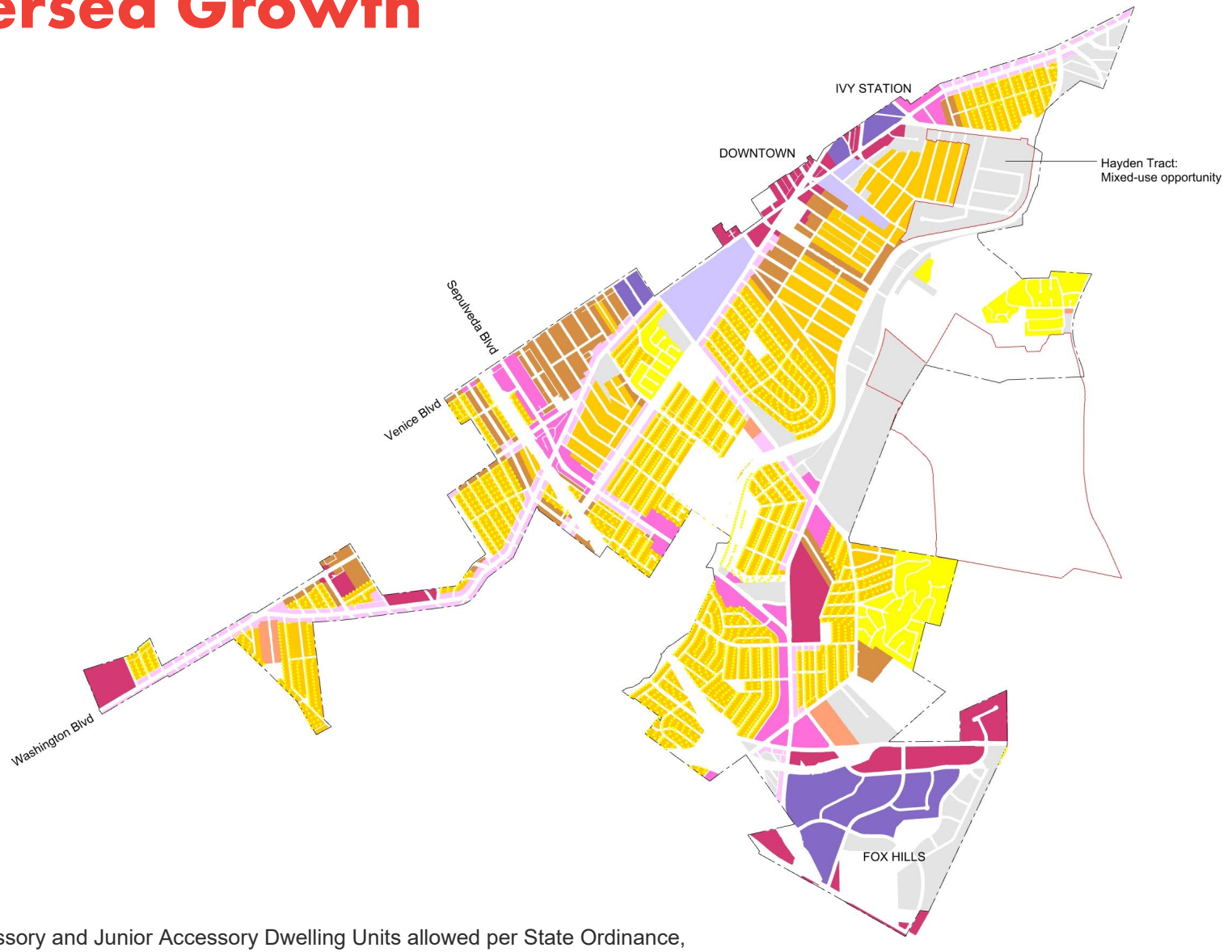
Residential		**Residential**
Low Density Single Family	→	Single Unit Residential *
Low Density Two Family	→	Missing Middle Housing 1
Low Density Multi Family	→	Missing Middle Housing 2
Medium Density Multi Family	→	Neighborhood Multi Family
Planned Unit Residential	→	Planned Unit Residential
Commercial		**Commercial**
Neighborhood Serving Corridor	→	Neighborhood/Corridor MU 2
General Corridor	→	Neighborhood/Corridor MU 2
	→	Mixed Use Medium
	→	Mixed Use High
Downtown	→	Mixed Use High
Regional Center	→	Mixed Use High
Other		**Other**
Studio		MU Studio



* Accessory and Junior Accessory Dwelling Units allowed per State Ordinance, besides Upper Culver Crest Neighborhood.

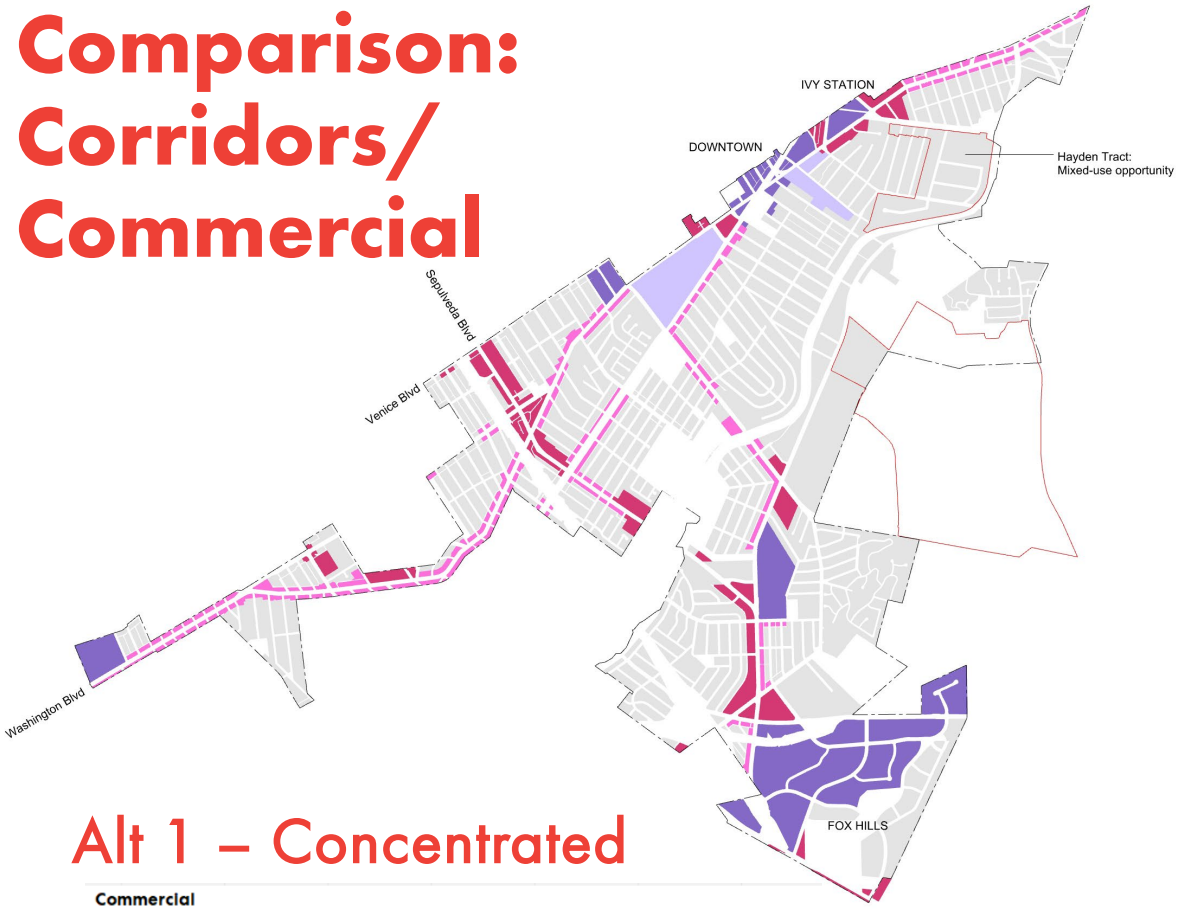
Alternative 2 – Dispersed Growth

Residential		Missing Middle/Neighborhood MU
Low Density Single Family	→	Single Unit Residential *
	→	Missing Middle Housing 1
Low Density Two Family	→	Missing Middle Housing 1
Low Density Multi Family	→	Missing Middle Housing 2
Medium Density Multi Family	→	Neighborhood Multi Family
	→	Neighborhood/Corridor MU 1
	→	Neighborhood/Corridor MU 2
Planned Unit Residential	→	Planned Unit Residential
Commercial		**Mixed Use Neighborhoods/Corridors**
Neighborhood Serving Corridor	→	Neighborhood/Corridor MU 1
General Corridor	→	Neighborhood/Corridor MU 1
	→	Neighborhood/Corridor MU 2
	→	Mixed Use Medium
	→	Mixed Use High
Downtown	→	Mixed Use Medium
Regional Center	→	Mixed Use Medium
	→	Mixed Use High
Other		
Studio	→	MU Studio



* Accessory and Junior Accessory Dwelling Units allowed per State Ordinance, besides Upper Culver Crest Neighborhood.

Comparison: Corridors/ Commercial



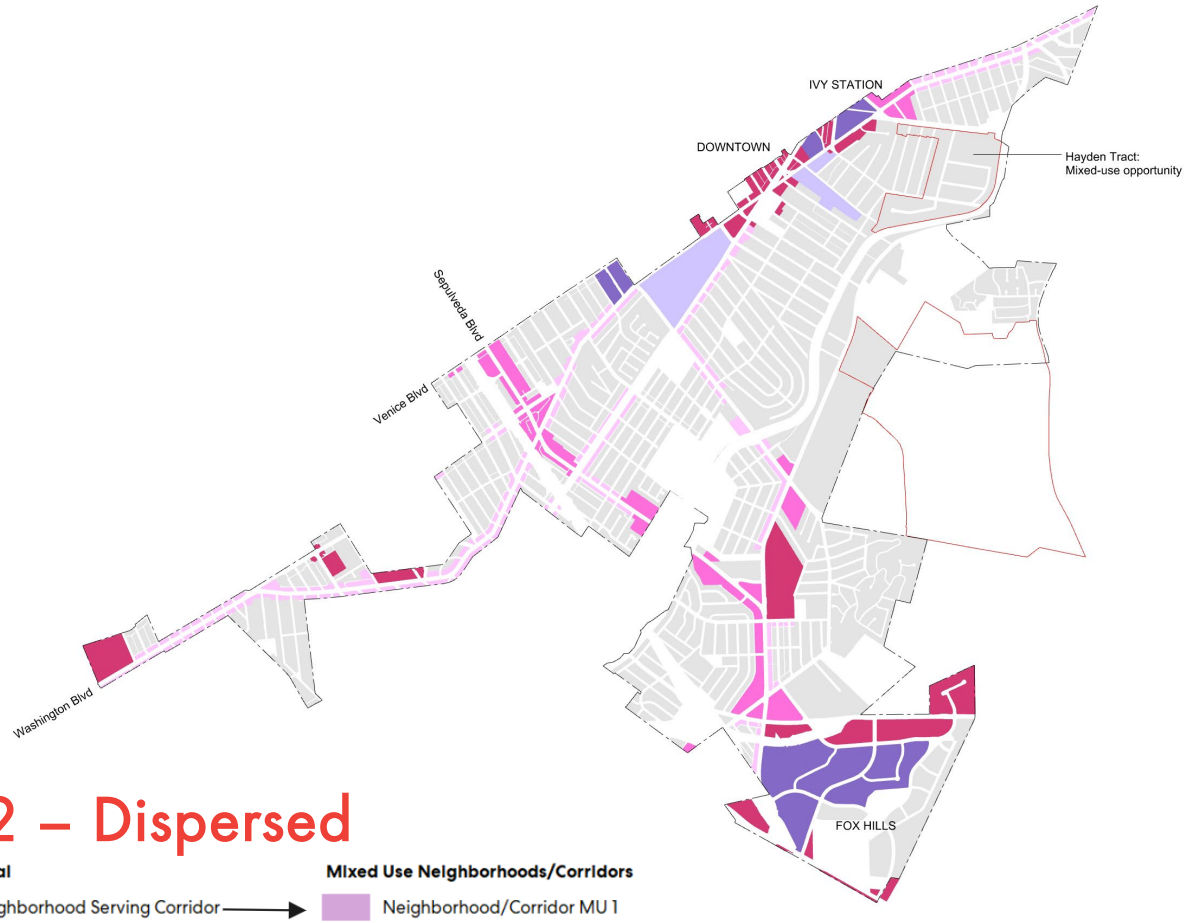
Alt 1 – Concentrated

Commercial

Neighborhood Serving Corridor	Neighborhood/Corridor MU 2
General Corridor	Neighborhood/Corridor MU 2
	Mixed Use Medium
	Mixed Use High
Downtown	Mixed Use High
Regional Center	Mixed Use High

Other

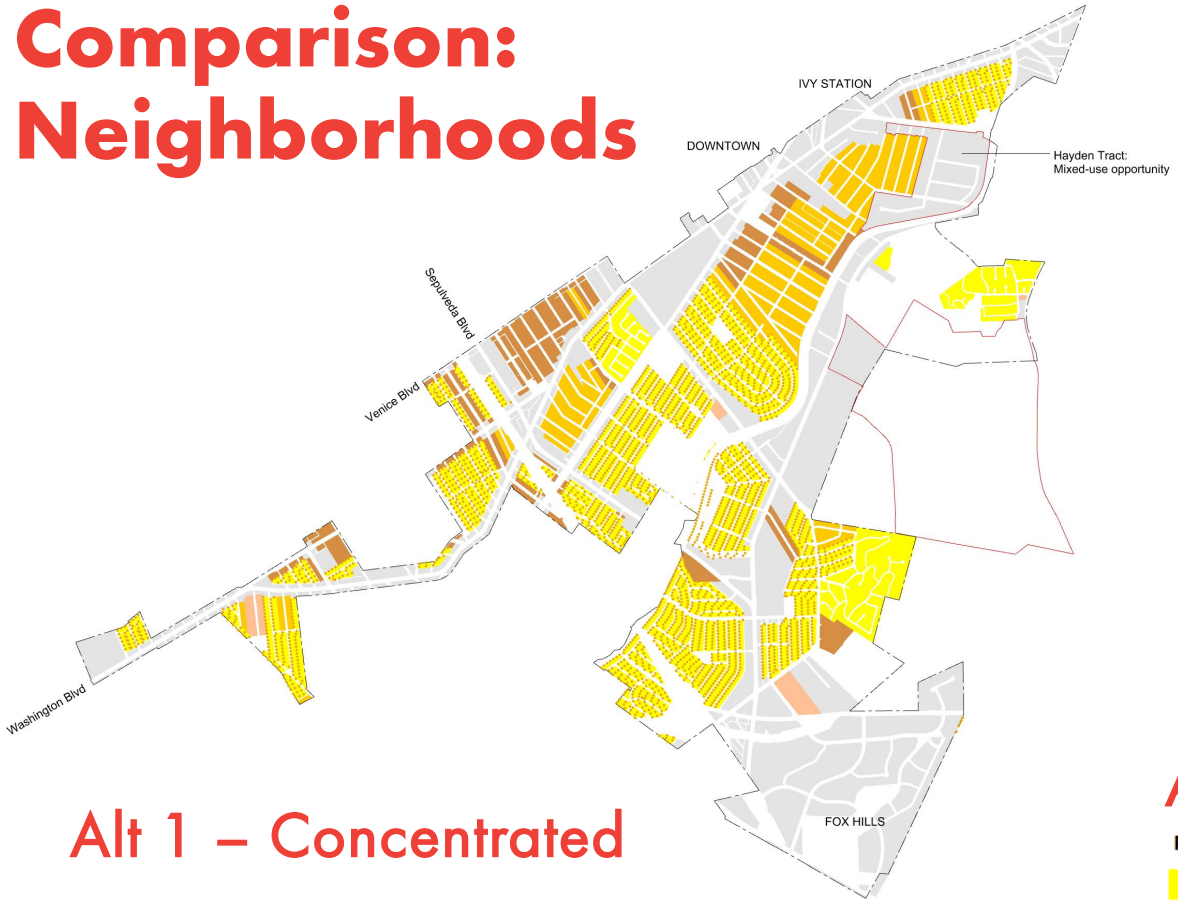
Studio	MU Studio



Alt 2 – Dispersed

Commercial	**Mixed Use Neighborhoods/Corridors**
Neighborhood Serving Corridor	Neighborhood/Corridor MU 1
General Corridor	Neighborhood/Corridor MU 1
	Neighborhood/Corridor MU 2
	Mixed Use Medium
	Mixed Use High
Downtown	Mixed Use Medium
Regional Center	Mixed Use Medium
	Mixed Use High
Other	
Studio	MU Studio

Comparison: Neighborhoods

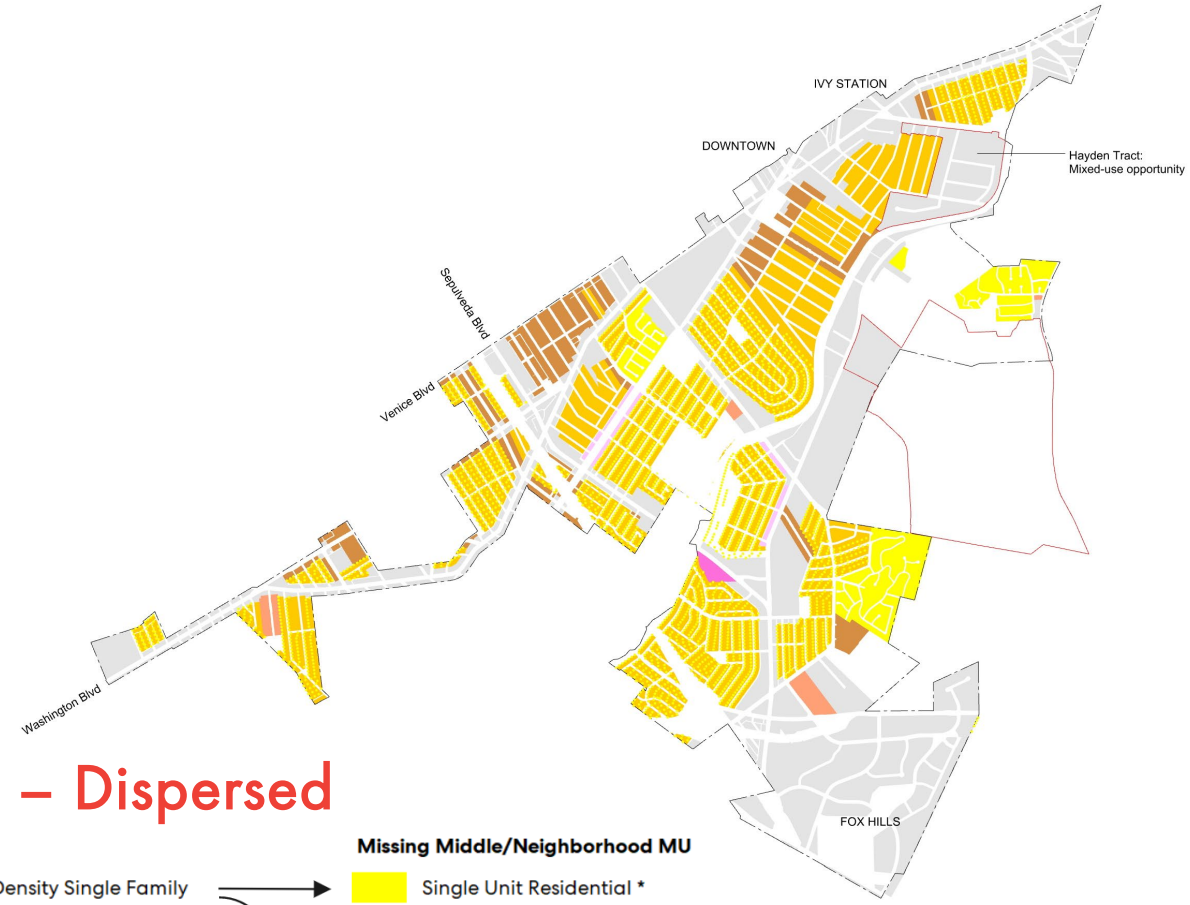


Alt 1 – Concentrated

Residential

Low Density Single Family	→	Single Unit Residential *
Low Density Two Family	→	Missing Middle Housing 1
Low Density Multi Family	→	Missing Middle Housing 2
Medium Density Multi Family	→	Neighborhood Multi Family
Planned Unit Residential	→	Planned Unit Residential

* Accessory and Junior Accessory Dwelling Units allowed per State Ordinance, besides Upper Culver Crest Neighborhood.



Alt 2 – Dispersed

Residential		**Missing Middle/Neighborhood MU**
Low Density Single Family	→	Single Unit Residential *
	→	Missing Middle Housing 1
Low Density Two Family	→	Missing Middle Housing 1
Low Density Multi Family	→	Missing Middle Housing 2
Medium Density Multi Family	→	Neighborhood Multi Family
	→	Neighborhood/Corridor MU 1
	→	Neighborhood/Corridor MU 2
Planned Unit Residential	→	Planned Unit Residential

General Plan 2045 Culver CITY

HOUSING TECHNICAL ADVISORY COMMITTEE

Meeting #2 Summary

March 11, 2021



Background

The City of Culver City (City) held the second Housing Technical Advisory Committee (TAC) meeting on Thursday, March 11, 2021, from 3-5 PM. The City is convening TACs to explore innovative General Plan topics in detail and serve as an advisory body to the General Plan Update (GPU) team. The Housing TAC was developed to help identify policies and programs to achieve the community's vision for housing through the GPU's 2045 horizon year. This TAC will meet four times and includes the following members of the public:

- Christine Anderson
- Nancy Barba
- Patricia Bijvoet
- Alex Fisch
- Johanna Gullick
- Mark Lipman
- Christine Mirasy-Glasco (not present)
- Paavo Monkkonen
- George Montgomery

Summary

Project staff from the City's Advance Planning Division staffed the meeting and Veronica Tam Associates (VTA), the housing subconsultant for the GPU, presented background information and facilitated the meeting.

At the end of the first TAC meeting, the TAC members requested VTA to provide examples of innovative housing programs by other communities to facilitate affordable housing production. At the beginning of the second meeting, VTA summarized the City's current housing initiatives and housing programs offered by other communities that are targeted for affordable housing production.

Discussion Boards

The TAC participated in an interactive exercise through an online application called Padlet, and were asked the following questions. The key input is summarized below:

Among the City's housing initiatives – which are the top 3 that the City should prioritize?

- Housing overlay to allow housing everywhere
- By-right approval of all housing

Among other housing tools used by other communities – which are the top 3 that you think the City should explore?

- Public land and religious facilities for housing is great, but how much do we have?
- Allow residential in commercial
- Portland's residential infill program
- Rezone residential single family (R1) to allow more housing
- Rezone languishing land to multi-family zoning
- Exempt affordable units from the California Environmental Quality Act (CEQA) environmental review

- Zone for more housing and reduce the regulatory constraints on building affordable housing

Are there other programs that you think the City should consider in the Housing Element?

- Create a mechanism for existing residents to age in place. Build more housing without Culver City being a cash machine for real estate investment trustype developers.
- Applying a commercial linkage fee and inclusionary housing

Housing Needs and Programs

TAC members discussed housing needs and programs and shared diverse perspectives, as summarized below:

- Many see their house being a way to a secure future. While Culver City's land values have increased rapidly, current property owners are the only ones who benefit, not future generations.
- Increasing the housing stock may also increase the value of homes substantially. TAC members expressed concern that owners will just sell their home to capture the value increase and move away.
- Current Culver City residents are being gentrified. Residents are not able to age in place. New housing should benefit the local residents.
- Rezoning is most important. Expanding zoning to provide more opportunities. We can only solve the housing problem by building more housing.
- We can build a lot of houses. Accessory Dwelling Units (ADUs) and four-plexes should be allowed throughout the city.
- Rezone other areas; build housing around every bus stop.
- We want the Culver City Housing Element to be a model for the State for how housing should be done.
- Add an affordable housing overlay covering the entire city.
- Reduce parking standards.
- Create a Community Land Trust.
- Public housing agency for the City to create housing.
- There is no supply issue. Existing residents are being displaced due to increased housing prices for high-paid employees from high tech industries. High tech industries are taking over the city. The City should go after the big industries and tax them to provide for housing.
- Many homes and apartments are vacant and available. Vacancy tax is a more effective method on reducing rents. The City can buy these vacant homes and use them to house persons experiencing homelessness.
- The City should find out if there is a high vacancy rate in Culver City.

- Commercial linkage fee and inclusionary housing should be more comprehensive than the City's current programs.

Concerns over the TAC Process

TAC members expressed concerns over the TAC process. Members discussed a disconnect between the housing and land use discussions in the process. They suggested that the City start by creating a vision of what Culver City should look like after the housing problem is solved and then go backward to figure out how to get there.

Homework

For the final Housing TAC meeting, members were asked to review the City's existing Housing Element goals, objectives, and policies (also attached). During that meeting, members will discuss their ideas for revisions, deletions, and new goals and policies. TAC members can use the attached Housing Element worksheet to write their ideas or collaborate on the worksheet linked in the Teams folder.

Next Steps

The Housing TAC will meet again in the second quarter of 2021 to review the Draft Housing Element.

Community Vision for the Future

The Community Vision for the Future describes where the city aspires to be in 2045.

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

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

Core Values

Core Values are broad and subjective beliefs that define Culver City's culture and provide a sense of direction for General Plan implementation.



Equity and Inclusion



Sustainability



Innovation and Creativity



Compassion and Community

Guiding Principles

Guiding Principles are specific and objective benchmarks that guide the development of the General Plan.

Public Services

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



Public Safety

Reimagine public safety to invest in living wage jobs, health care services, stable housing, and educational opportunities. Ensure public safety addresses the root causes and symptoms of crime and violence. Improve law enforcement practices like carrying out safe interactions, ensuring independent oversight, and building community trust.

Leader/Model City

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

Diversity and Housing

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

Civic Engagement

Create more opportunities to broaden and deepen civic engagement—like forming stakeholder communication networks to encourage participation and making engagement easy and accessible—that bring more of Culver City's diverse voices to the decision-making table.

Climate Action

Adopt innovative and equitable policies to eliminate greenhouse gas emissions (decarbonize), reduce energy and water use, and adapt to climate disruption, ensuring marginalized residents and stakeholders are resilient to climate hazards.

Ecology

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

Urban Design

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

VISION AND GUIDING PRINCIPLES

Community Health

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



Arts and Culture

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

Creative Economy

Support the continued growth of creative industries as the cornerstone of the renowned arts and cultural identity and unique regional economic role of Culver City, including digital media, communication arts, entertainment, publishing and printing, architecture and interior design, visual and performing arts, fashion, toys, product and industrial design, art dealers, and fine and performing arts schools.

Infrastructure and Technology

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



Mobility

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

Diversified and Circular Economy

Support a diversified, adaptable, and sustainable economy with a balance of small and large businesses across a range of industries that provide employment, commercial, and experiential opportunities. Ensure the economy is resilient to shocks and stresses, like the COVID-19 pandemic.



General Plan 2045 Culver CITY

LAND USE STRATEGIES COMMUNITY WORKSHOP

Summary Report

Workshop date and time: January 27, 2021 from 3 PM to 5 PM

Held virtually over Zoom

Summary Report

Introduction

On January 27, 2021, the City of Culver City hosted the Land Use Strategies Community Workshop. The workshop was held from 3 PM to 5 PM and was held digitally over Zoom, with Spanish interpretation available. The purpose of the workshop was the following:

- Provide an overview of the General Plan Update (GPU);
- Get feedback on the Community Vision, Core Values, and Guiding Principles;
- Introduce background information about land use and urban design in Culver City; and
- Introduce and get feedback on potential land use strategies and models of change.

About 95 community members attended the workshop. Participants could share feedback during and after the workshop through the following methods:

- Throughout the workshop, community members were encouraged to respond to polling questions using Mentimeter, a voting platform that presents results live during a meeting.
- Throughout the workshop, participants were encouraged to ask questions and share comments in the Zoom chat.
- After the workshop, participants were encouraged to share any additional thoughts about workshop content and the GPU in a brief, open-ended SurveyMonkey survey.

This report provides a summary of the workshop. Mentimeter polling results are in Appendix A: Polling Results, Zoom chat comments are in Appendix B: Zoom Chat, and post-workshop survey responses are in Appendix C: Follow-up Survey. Workshop slides and other materials are available at www.pictureculvercity.org/events-activities/land-use-strategies-workshop. **Reviewing the slides along with this summary may be helpful for illustrative purposes.*

Workshop Summary

Workshop Overview and Demographics

City Council Member Yasmine-Imani McMorrin welcomed participants and introduced the workshop. Members of the consultant team and City staff introduced themselves. Eric Yurkovich (Raimi + Associates, the GPU's lead consultant) provided an overview of the workshop's agenda. Jovanni Carter-Davis (Perkins + Will, the GPU's urban design subconsultant) introduced community members to the Mentimeter platform. Throughout the workshop, the consultant team asked the community a series of optional polling questions using Mentimeter.

Polling Results

Workshop participants were asked to provide demographic information. Key takeaways for Mentimeter participants are summarized in the bullets below.

- 75% of participants were between the ages of 31 and 64.

- 68% of participants identified as white compared to 45% of Culver City's population *(source: US Census ACS 2013-2017).*
- About 2/3 of participants indicated they live in Culver City.
- There were no participants from the Culver West, Park West, and Washington Culver neighborhoods.
- 27 participants indicated that they had attended a previous General Plan engagement event.

Community Vision, Core Values, and Guiding Principles

Eric Yurkovich provided a summary of the GPU process to date, including:

- The purpose of the General Plan, its requirements, and the topics covered;
- The GPU process and engagement activities to date, including pop-up meetings, General Plan Advisory Committee (GPAC) meetings, stakeholder interviews, and more; and
- Main findings learned from engagement activities to date.

Meghan McNulty (Raimi + Associates) presented the draft Community Vision, Core Values, and Guiding Principles; noted they are based on existing conditions analysis findings, community engagement input to date, and conversations with City staff; and described the purpose as follows:

- Community Vision: Where the city aspires to be in the year 2045.
- Core Values: Broad and subjective beliefs that define Culver City's culture and provide a sense of direction for the General Plan.
- Guiding Principles: Specific and objective benchmarks that guide the development and implementation of the General Plan.

Polling Results

Participants were asked to evaluate the Community Vision, Core Values, and Guiding Principles in two Mentimeter polling questions:

- 79% of Mentimeter participants agreed or strongly agreed with the revised Vision Statement and Guiding Principles.
- Participants ranked their top three Guiding Principles. The Guiding Principles with the most votes, in order of total votes cast, were "Diversity + Housing" (32 votes), "Public Services" (13 votes), Climate Action + Ecology" (12 votes), and "Leader + Model City" (12 votes).

Urban Design

Martin Leitner (Perkins + Will) presented existing urban design conditions in Culver City and described:

- Urban design conditions in neighborhoods and corridors, including the look and feel of streets and primary land uses;
- Scale contrasts between areas with small parcels (such as residential neighborhoods) and places with big parcels (such as production studios); and
- The city's structure from an urban design perspective, including its natural boundaries, such as Ballona Creek, and built boundaries, such as freeways, and how these boundaries help form neighborhoods and districts.

Polling Results

Participants were asked to evaluate this urban design analysis and identify where they would like to see urban design improvements:

- 80% of Mentimeter participants indicated that this assessment of existing urban design conditions matched or somewhat matched their experiences in Culver City; 20% of Mentimeter participants indicated that they had never thought about the city in this way.
- Commercial corridors were the most desired location for urban design improvements (43 votes).

Land Use Alternatives

Eric Yurkovich described existing land use in Culver City. Existing land use refers to how land is currently used in the city. He explained that existing land use is different from General Plan land use, representing proposed future distribution, location, and extent of land uses and density in the city.

The GPU team will develop and test different land use and urban design patterns, called alternatives. Testing the alternatives will help the community and GPU team understand trade-offs between the alternatives, make informed choices about the future, and identify policies and implementation actions. The GPU team will develop alternatives based on input from the community, advisory bodies, City staff, and decision-makers.

Eric described background studies and information that will influence alternatives development, including demographic information, environmental considerations, market conditions, the housing market, displacement risks, and state law. State law and housing policy will significantly influence housing considerations in the GPU, including the Regional Housing Needs Allocation (RHNA).

Polling Results

Participants were asked housing-related polling questions in Mentimeter:

- Participants prioritized housing development for specific groups, as follows: low-income families (40 votes), unsheltered or formerly unsheltered persons (30 votes), families with children (29 votes), single-parent families (29 votes), and young adults/professionals (29 votes).
- Participants identified the most desired housing types as follows: mixed use (42 votes), duplexes/triplexes (33 votes), and multi-family apartment buildings (31 votes). The least desired type was single-family homes (7 votes).

Land Use Strategies and Models for Change

Martin Leitner presented potential land use strategies the GPU can employ:

- The "usual approach" to development, common throughout the Los Angeles area, consists of designating "no growth" areas and concentrating growth on a limited number of opportunity sites, usually along major corridors.
- An alternative approach is to develop missing middle housing, which is a range of small- to medium-sized buildings with multiple residential units compatible in scale and form with single-family housing units.
- Another approach to development consists of incremental densification, which explores opportunities to increase density slowly while working within the existing context and neighborhood scale.

Martin described existing place types, different models for change, and key features of the models of change, including:

- Model 1: Commercial Districts Concentrated Growth
  - Single-unit and low-density residential areas do not see additional growth other than Accessory Dwelling Units (ADUs) and Junior ADUs.
  - Commercial corridors maximize mixed-use development potential.
  - Opportunity sites accommodate significant density.
- Model 2: Incremental Dispersed Growth
  - Single-unit and low-density residential areas see incremental growth with missing middle housing.
  - Commercial corridors maximize mixed-use development potential.
  - Opportunity sites accommodate medium density development.
- Model 3: Target High Incremental Dispersed Growth
  - Single-unit and low-density residential areas see incremental growth and densification with missing middle housing and dense, low, multi-family residential.
  - Commercial corridors have moderate mixed-use development potential.
  - Opportunity sites accommodate significant density.

Polling Results

Mentimeter polling questions results on the land use strategies and models for change are summarized below:

- 64% of participants strongly agreed or agreed that scale is an important consideration when planning for new buildings.
- 64% of participants strongly agreed or agreed that small developments across the city are preferable to very large developments in a few places.
- 75% of participants percent strongly agreed or agreed that missing middle housing is a good strategy to accommodate new housing in Culver City.
- 96% of participants strongly agreed or agreed that more housing should be allowed near transit.
- 81% of participants strongly agreed or agreed that resident health is an important consideration when designating areas for new development.

Next Steps

Following the workshop, participants were encouraged to share additional thoughts about workshop content and the GPU in a brief, open-ended SurveyMonkey survey. The results from this survey are in Appendix C: Follow-up Survey.

After the workshop, the GPU consultants presented the land use strategies and the draft Vision, Core, Values, and Guiding Principles to Planning Commission and City Council at a joint session held at 7 PM on January 27, 2021. Minutes and a video of the joint session are available at https://culver-city.legistar.com/DepartmentDetail.aspx?ID=34703&GUID=EE3E903D-E41B-435B-B73F-7C94B4173003&R=651eaa06-6cdd-4507-8ac7-93774453641d.

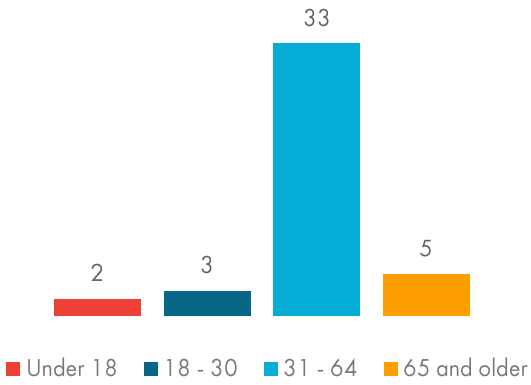
The final Community Vision, Core Values, and Guiding Principles are available at https://www.pictureculvercity.com/vision-core-values-and-guiding-principles.

The GPU team will develop and test General Plan alternatives. The GPU team will present the alternatives to the community for input at a Land Use Alternatives Workshop and GPAC meeting in April 2021 and a second GPAC meeting in May 2021. Sign up for updates to be notified about future events at https://public.govdelivery.com/accounts/CACULVER/subscriber/new?topic_id=CACULVER_99

Appendix A: Polling Results

This Appendix shows the Mentimeter polling results.

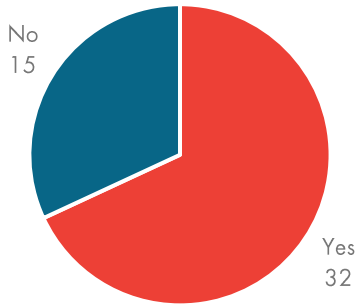
Question 1. How old are you? (Total respondents: 43)



Question 2. Which descriptions do you most identify with? [Choose all that apply] (Total respondents: 41).

Race/Ethnicity	Total number of participants	Percent of Total
American Indian/Alaska Native	1	2
Asian	4	10
Black	4	10
Hispanic/Latino	10	24
Native Hawaiian/Pacific Islander	1	2
White	28	68
TOTAL	41	

Question 3. Do you live in Culver City? (Total respondents: 47)



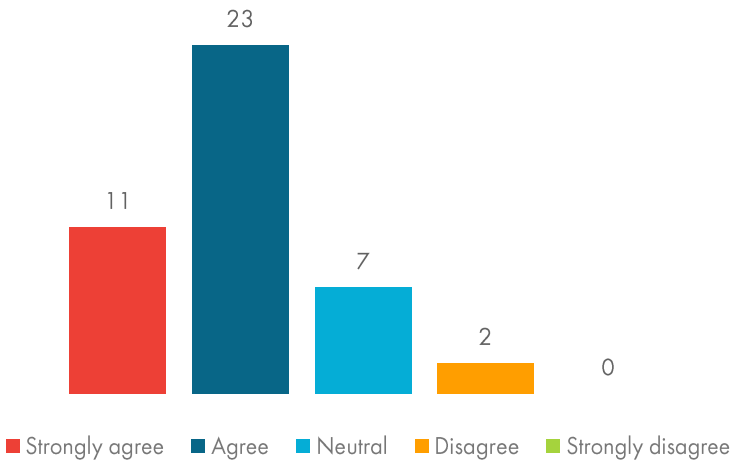
Question 4. Which neighborhood do you live in? (Total respondents: 41)

Neighborhood	Number of Respondents
Blair Hills	3
Blanco/Culver Crest	2
Clarkdale	2
Downtown	4
Downtown/Park East	1
Fox Hills	1
Lucerne/Higuera	3
McLaughlin	2
McManus	2
Park East	5
Studio Village	1
Sunkist Park	3
Los Angeles	1
Arts District	2
Mar Vista	1
Palms	1
Park East adjacent	1
West Adams	1
Berkeley	1
Outside of CC	1
San Diego	1
San Francisco	1
I lived in Culver City for 28 years, I am currently in Cypress, Texas, but hoping to move back to Culver City in the fall	1
TOTAL	41

Question 5. Did you participate in previous General Plan events? [Choose all that apply] (Total respondents: 27).

General Plan event	Total number of participants
Online survey	21
Speaker Series	18
GPAC	16
Community visioning festival	11
Pop-up events	9

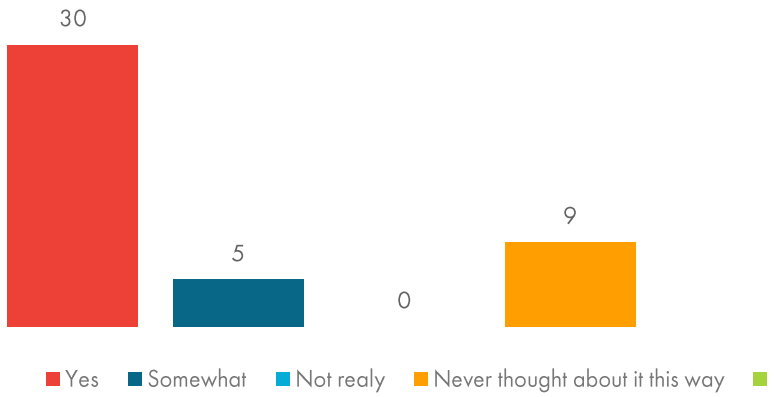
Question 6. Do you agree with this revised vision statement and guiding principles? [Choose one] (Total respondents: 43).



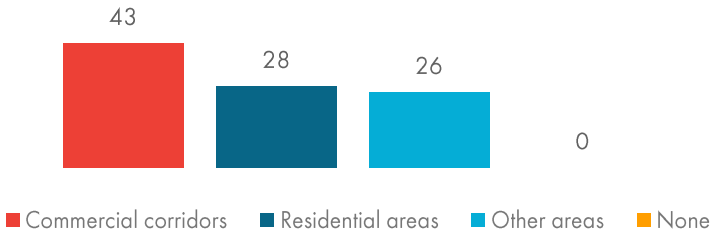
Question 7. Rank your top three guiding principles (Total respondents: 45).

Guiding Principle	Total number of participants
Diversity + Housing	32
Public Services	13
Climate Action + Ecology	12
Leader + Model City	12
Mobility	11
Creative Economy	9
Infrastructure + Technology	9
Diversified + Circular Economy	8
Urban Design	8
Arts + Culture	7
Community Health	7
Public Safety	7

Question 8. Does the urban design analysis match up with your experience of Culver City? (Total respondents: 44)



Question 9. Where in Culver City would you like to see urban design improvements? [Choose all that apply] (Total respondents: 50).



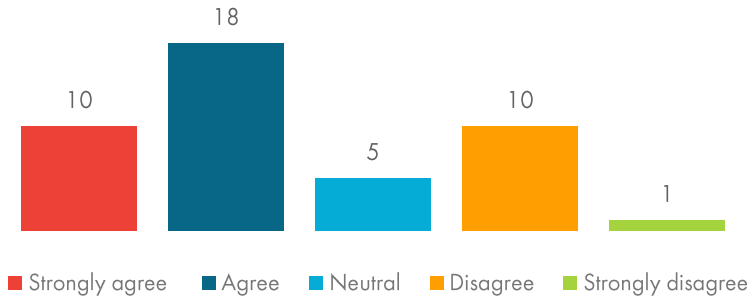
Question 10. Are there any specific groups we should target new housing for? [Choose all that apply] (Total respondents: 42).

Group	Total number of participants
Low-income families	40
Unsheltered or formerly unsheltered persons	30
Families with children	29
Single parent families	29
Young adults/professionals	29
Large families	16
Persons with disabilities	16
Older adults	15
Persons with a developmental disability	14
College students	10

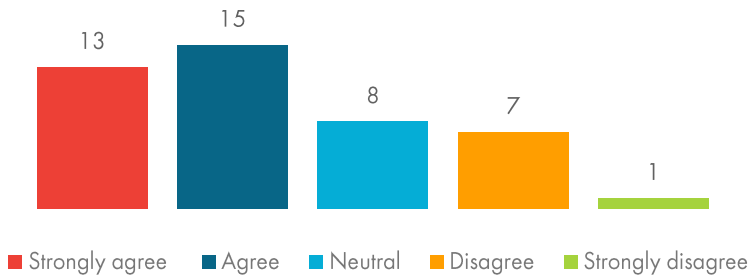
Question 11. What housing types would you be most interested in seeing in Culver City? [Choose all that apply] (Total respondents: 46).

Housing type	Total number of participants
Mixed use (e.g., apartments over ground floor retail)	42
Duplexes/triplexes	33
Multi-family apartment buildings	31
Quadplexes	26
Accessory dwelling units	23
Townhomes	21
Live-work units (e.g., artist lofts)	19
Single-family homes	7

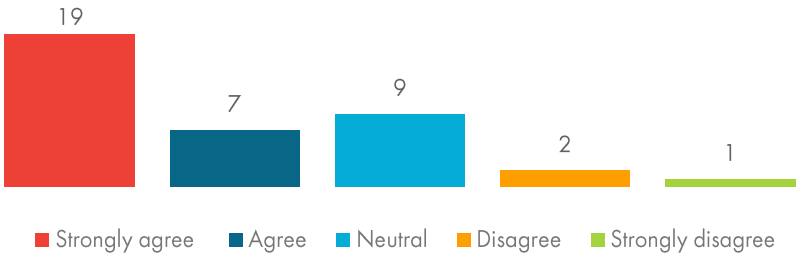
Question 12. When planning for new buildings, scale is an important consideration. [Choose one] (Total respondents: 44)



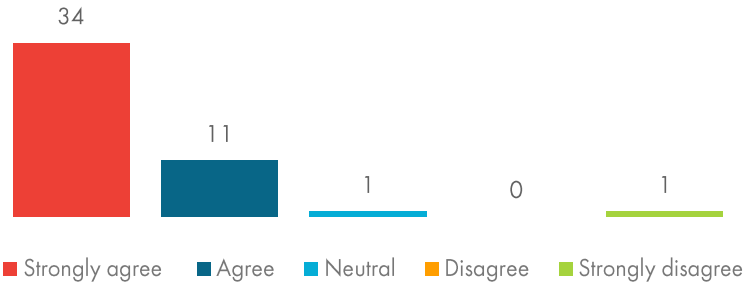
Question 13. Small developments across the city are preferable to very large developments in a few places. [Choose one] (Total respondents: 44)



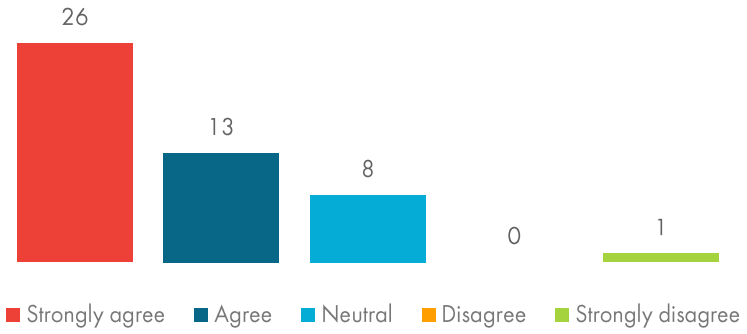
Question 14. Missing middle housing is a good strategy to accommodate new housing in Culver City. [Choose one] (Total respondents: 48)



Question 15. More housing should be allowed near transit. [Choose one] (Total respondents: 47)



Question 16. When designating areas for new development, resident health is an important consideration. [Choose one] (Total respondents: 48)



Appendix B: Zoom Chat

Throughout the workshop, participants were encouraged to ask questions and engage in conversation with fellow community members in the Zoom chat. This Appendix summarizes comments, organized by the general workshop topic.

Some text has been minimally edited for clarity. Direct responses to comments and comment threads are shown in sub-bullets underneath the original comment. Comments that received support from other participants, i.e., a participant stating they agree with a specific comment, and the number of participants that agreed are denoted in parenthesis at the end of the comment.

Vision and Guiding Principles

- The vision statement has so many priorities that it's not very clarifying. No North Star. What are your thoughts on simplifying?
- Where would human health education and development be addressed?
- Tell me more about how diversity and housing came together as one principle.
- How does our Culver City Unified School District (CCUSD) fit into the guiding principles?
- Without deep study, the vision seems great, but I wish it mentioned people and community more. It's more technical than humanistic in a way.
- Allowing a lot of housing and stimulating active transportation are so important to contribute to fighting climate change and to being sustainable. Is there place for such an interconnection?
- The language of the mission statement is misleading. Culver City is not currently doing well addressing diversity and equity, nor solving pertinent problems with public safety, especially when it comes to corruption among the police force, so it is interesting that the goals specifically mention continuing this. What is being done to mitigate the lasting, glaringly obvious effects of redlining that still exist in the city today?
    - I had the same concern, but the opening of the mission statement says, "In 2045," so I think it is how we think it will be by then.
- A great place for developers to flip neighborhoods into cash machines.
- I don't think corruption is the issue with the police, however. I think public safety needs to be about the safety of everyone in our community and well-being, more broadly.
- Coming out of a pandemic, could we address how Culver City could be a place where more businesses are kept here so that residents (both renters and homeowners) are not coming out so much but working right here in town, whether at home or in a nearby office or co-working space?
- 3500-square-foot single family homes will be the norm, pricing everyone out if we are not careful.
- Hopefully, there is a way to increase housing without obliterating the single-family neighborhoods.
- How can the vision include fine-tuning the output of the economic engine of the city to benefit the people of the city?

Urban Design Existing Conditions Analysis

- Hopefully, we can include a density bonus program near transit.
- Urban design elements could be defined to better answer the last question.
- Urban design improvements in commercial corridors.

- [In response to question about where in Culver City participants would most like to see urban design improvements] I'm picking both. Residential areas need more housing; commercial areas need better pedestrian flow and safety, particularly in the areas that connect Culver City with Los Angeles around Downtown, such as Venice and La Cienega.
- The small parcel size means it is important to have flexible development standards to provide housing with usable open space and accommodate today's lifestyles.
- The older zoning in some neighborhoods allows for more units than current zoning. For instance, some lots that currently carry 3 units would only be able to carry 2 today because of zoning. Why did Culver reduce density since the midcentury, despite the need for more housing?
- I think there are definitely mobility issues in the commercial corridors that also impact the residential areas.
- Corridors are often really unpleasant to travel through—loud, fast traffic, few pedestrian or bicycle amenities. (+1)
- I think there are definitely mobility issues in the commercial corridors that also impact the residential areas.

Land Use Alternatives

- I think there are definitely mobility issues in the commercial corridors that also impact the residential areas.
- With all the construction projects nearing completion for Apple, Amazon, and HBO, our traffic nightmares and environmental issues will be unmanageable. Commuters aren't all going to take the Metro. The massive garages don't address the rush hour problems we'll face. Is there any incentive for these employers to hire locally?
- Covered parking requirements should be completed removed. Maximum 1 parking space per unit, at-grade so it can be used for other purposes. Underground parking garages drive up housing costs.
- Where there are conflicts between the General Plan map and the zoning map, what will be the process to determine how these change?
- Please address the distinction between city limit area versus sphere-of-influence area when illustrating ratio of existing or designated land uses.
- This is a general plan. The idea is to consider change. We should orient it towards the economic engine that we've put in place, which is a commitment to large employee bases for 3 or more of the largest companies in the world. If we attempt to only preserve the aging, single family home zoning by not considering any evolutionary changes designed to accommodate new people, the thousands of employees will include many who will want to purchase homes here at much higher prices causing gentrification. Very quickly every R2 (Residential Two Family zone) will be a massive, single family home and the incumbent residents and businesses will be displaced.
- Yes, I don't mean to neglect the executives. It will be 10% of the workforce but may be enough to drive redevelopment and change of "character" if that's the hold up. This is exactly what the developer of a $4.2 million single family residential development told me. His target market is an Amazon executive full-stop.
- I see Sunkist Park as a high displacement risk, which I find interesting. I am wondering if the data is skewed because of a higher number of long-term owners who are now retired and on a fixed income and not actually at higher risk of displacement. In fact, for those seniors, this may be the most affordable housing they might find in Los Angeles, because they have no mortgage (because they've

owned their homes for more than 30 years) despite being on a fixed-income. Wondering how skewed that diagram is in other neighborhoods because of this demographic.
- Entertainment executives don't stay in the same job forever. They jump around every few years.
- Between Apple, Amazon and HBO, 10% would be 5-600 homes. That's my entire neighborhood
- Bit early to speculate but I worked for Amazon once and it's a bit different unless they changed policy for entertainment. Their max salary is $175,000 and then you vest stock over about 4 years so you are committed.
- Entertainment is much different. Several Amazon executives I knew have already moved on to other jobs - at other online streaming services.
- How do we ensure there is no loss to our urban forest and what else do we do environmentally to sequester the carbon that will be emitted in construction, maintenance, etc.??

Housing

- What does affirmatively furthering fair housing look like in Culver City? How are y'all tracking that and ensuring progression within that lens? (+1)
- Realistically, we have to consider that some of the housing for Culver City workers has to be built in Los Angeles. Unless the areas are safe & pleasant, we may see car commutes increase and clog the rest of Culver City.
- I have come to appreciate the mix of housing alternatives our city offers - higher density multifamily along the commercial corridors, a nice offering of lower density multifamily in several parts of the community including near Downtown, and a mix of single family with ADUs as a density option in the single family neighborhoods. This diversity of housing options means many can live here with different housing needs rather than commuting from other communities.
- Regarding reduction of allowable units despite zoning. The LAST General Plan update included that. For example, it overruled the R2 zoning in a lot of the Arts District and did not allow conversion of a single family to duplex, even though zoning technically allowed it. That's what I was told when I lived in the Arts District 20 years ago...
- Culver city should look to partner with Backyard Connect to pair up homeowners who have available lot space with moveable tiny home owners looking to lease land as part of the moveable tiny homes as ADUs ordinance that passed in LA in December 2019.
- Will you address the current multifamily rental units in this plan? The current conditions of those housing and how to make landlords more accountable?
- In terms of increasing affordable housing, will anything be done to surpass discretionary review?
- Perhaps we should consider that all new employees of the new, large companies will want to live here. If we want less traffic.
- New workers will also be overwhelmingly younger and want to live in smaller, denser housing than zoning allows for. They will not be increasing the value of single family homes much; those are not attractive to young workers. The type of housing they need is mainly found in LA now, so we either build as much as the housing here as possible or cede it to LA to build more giant, Cumulus-like complexes and become traffic city.
- Two major concerns: (1) How do we ensure meeting the housing needs of our most vulnerable residents (e.g., the laborers who cook and clean in the businesses)?
- Our City Councils long ago chose to create large, block-long developments that did not included housing or very little housing.

- I'd like to see much smaller front yard requirements of 5 feet to 10 feet, allow zero side yards or only 2 feet to 4 feet. Provide the open space in backyards and courtyards which are private and usable instead of useless front yards.
- Awesome example of low density housing are the duplexes built by Habitat for Humanity on Globe Avenue.
- Another idea that's done in other areas is allowing smaller, separate unit bungalows to be built on single family lots, similar to duplexes and not very imposing.
- Parking requirements increase costs of all housing types enormously. Need to eliminate altogether near transit, and limit number of covered spaces. (+2)
- So much of high density rentals built around transit in Culver City is high rent. That's not much of a solution for middle class residents.

Land Use Strategies and Models for Change

- Remember the denser an area, the less air circulation, and with our marine layer trapping more air pollution - is this what we want to permit?
- Model 3 please. I hate Model 1. It imitates Los Angeles' current state which will happen regardless of what Culver City does. There are opportunities for targeted development where it's higher value use than what exists. e.g., Toyota dealerships, industrial suppliers, Best Buy shopping mall, 405 corridor etc.
- Have you estimated the number of anticipated new housing units available under Models 1, 2, and 3?
- Culver City density maxes out at 65 dwelling units per acre. Need to create new density incentives like Transit Oriented Communities (TOC) in City of Los Angeles, that gets higher density in certain priority areas. Also, this process needs to revisit height limits which don't allow for the density necessary at high priority sites.
- Sepulveda transit corridor will be realized during this General plan period, hopefully.
- Density can only follow mobility solutions.
- Can you do the ESRI GIS (Environmental Systems Research Institute Geographic Information Systems), or mapping, modeling in a workshop?
- To support more housing, we need better mass transit service. More frequent bus runs in Culver until there's more transit lines would be needed.
- Over the larger 25 year timeline of this plan, cars will generally become self-driving and will be parked elsewhere. I would not let it be a massive hold-up to imagination.
- Culver City is only 5 square miles. Many residents live close enough to local destinations that they don't need a car to access them. It would also be great to have more amenities in residential neighborhoods (e.g., permit small shops--wouldn't it be great to have a Jackson Market nearby for residents all over town?).
- Culver City should look to partner with Backyard Connect to pair up homeowners who have available lot space with moveable tiny homeowners looking to lease land as part of the moveable tiny homes as ADUs ordinance that passed in LA in December 2019.
- How about incentive to single family homeowners to expand to small lots?
    - My comment assumes high priority areas are those adjacent to transit and along transit corridors. In those areas 65 units to the acre is inadequate to meeting modern housing needs.
    - I am with you, but this growth cannot come with cars being parked onsite.

    - I agree in theory, though the market is lagging on this. Financing and the market are still demanding more parking than those who have a more progressive view of the topic. I think the answer is an interim solution of space that is built so that it can be converted to other uses in the future.
    - I agree with the statement about increased amenities in small neighborhoods! For the same reason of accessibility and allowing small business owners to start to move into the neighborhood they work in.
- Support the downtown circulator...creating more mobility options.
- Need to adjust parking requirements, setbacks, height limits, Floor Area Ratio (FAR) limits in order to provide efficient development on small 4000 - 6000-square-foot lots. We could have a MINIMUM density of at least 2 units per typical lot...
- Need to adjust parking requirements, setbacks, height limits, FAR limits in order to provide efficient development on small 4000 - 6000-square foot lots. We could have a MINIMUM density of at least 2 units per typical lot...
    - Smaller front yard requirements. Studio Estates seems to have very shallow setbacks (e.g., 10 feet), but also very small sidewalks and wide streets.
- Live-work lofts in the Arts District would add a lot of vitality and housing in east end of Culver City.
- Parking is a waste of space...space that could be used to house people.
    - I agree with your sentiment. However, the financial markets will not finance projects without parking. Developers don't particularly like spending money on parking, but if it is not provided, projects have a hard time being marketed and financed. Project then won't go forward. We need move away from parking but we also need to be realistic as to how fast that can and will happen.
    - Commercial space without parking in the current and near-term future, at least, would be functionally obsolescent on arrival.
    - If we eliminate the requirement of parking, developers typically wouldn't spend money on it. I agree, eliminating parking requirements is crucial to move us forward.
- Many single family homes that have been built or were renovations on old single family homes are way oversized in proportion to the majority of homes in the neighborhood. Those eat up as much space as a multi-family building. They contribute nothing really to the quality of life or environmental benefits of the community.
- At the moment, the general plan should build remote perimeter parking garages (convertible) for cars of people living next to the train. Shuttle them to and from the cars to the dedicated offsite garages. Same for commercial growth.
- We should push for stricter emissions regulations for large corporations at the Los Angeles level if we are worried about urban forestation loss rather than focus on the loss of individual trees!
    - And also build homes near jobs (here in Culver City!) instead of forcing people who work here to commute from Inglewood, or Van Nuys, or Santa Clarita (in single-occupancy vehicles, typically). Increased density is important for sustainability.
- We need some creative financing mechanisms.
- The urban forest is a real issue and under significant stress in the metro area. we will lose upwards of 30% of it in the next few years due to a variety of reasons so reinvesting in it not only for absorbing carbon, urban cooling and quality of life is extremely important.
- Other examples of amenities/small footprint businesses that neighborhoods should welcome, WITHOUT PARKING: Jackson Market, Jerry's Market on Higuera, Village Well Books & Coffee,

MillCross Coffee Bar & Kitchen, Super Domestic Coffee. It would be wonderful to think about how the city could incentivize Black-owned business, women/LGBTQIA+ entrepreneurs to bring their bakery, etc. to residential neighborhoods.

- City needs to commit to pedestrian and non-car transit investment in conjunction with land use changes. A bunch of more condos with no effort to make neighborhood experience better is just useless.
- The plan just states what is POSSIBLE over 25 years, it can't dictate what the MARKET will allow or exactly how it will look. But clearly parking is becoming a constraint for many areas now and more so in the future as transport improves.
- Very interested in the missing middle.

Meeting Wrap-Up

- Where do things go from here? What's the outcome sought from tonight's meeting?
- Can more engagement among communities of color in the area in these plan discussions happen?
- Thank you to the presenters. I learned a few things that are food for thought.
- Thank you everyone. Appreciate your hard work and transparency.
- Thank you so much! This was so interesting and it is exciting to think about what we can do to make Culver City better for everyone that has a stake in.

Appendix C: Follow-up Survey

Following the workshop, participants were encouraged to share any additional thoughts about workshop content and the General Plan Update in a brief, open-ended SurveyMonkey survey. Seven people responded to this survey, and their full responses are included below:

Do you have any other comments for the project team about land use strategies?

- To the extent that state law allows, we should maintain R1 (Single Family Residential) and Single Family (+ ADU where applicable) neighborhoods as one of the diverse housing options. Upzoning all of the neighborhoods will cause an influx of apartment developers muscling out homebuyers, a critical means for residents to build equity and housing security. This will also push homebuyers out of Culver City as they look to other communities to live, as we will lose a valuable housing typology, to name but a few reasons.
- None offhand, except just to beg please, please, please legalize quadplexes by right throughout Culver City (the way Sacramento just did).
- Loved this workshop! The presentation and slides were great. It was fantastic that you made it interactive, with the chat and Mentimeter survey. I love dynamic polls that allow everyone to see the results in real time.
- Housing unhoused neighbors, preventing mansionization, allowing people of all income levels to live here is crucial.
- Offer more frequent and consistent bus routes so people move out of their cars and there's less congestion and supports more people who are moving in. The bus on Jefferson crossing overland only runs every 45 minutes.
- We will need to us ALL of the housing strategies to provide anything like the 3,000 unit RHNA in 8 years. Need to drop parking requirements, reduce setbacks, relax FAR and height, and provide flexibility in development standards for small, odd shaped lots.
- Informative, did feel a little bit more like a focus group than a workshop.

Do you have any other questions or comments regarding the Culver City General Plan Update?

- I'm curious about the number of new jobs this General Plan will project, versus the number of new housing units this General Plan will project. Culver City's last General Plan (in 2012) projected 2,500 new workers by 2021, and 200 new housing units. Putting aside the fact that we blew way past that 2,500 number, where did that Housing Element expect those 2,300 surplus Culver City workers to live? Someplace other than Culver City? Or were those new workers supposed to simply price out Culver City's existing residents? Because obviously that's what's been happening. Will that be our plan this time as well?
- I feel exceedingly fortunate to be living in Culver City at a time when the GPU is happening. This moment has massive challenges (especially regarding our housing crisis and the threat this poses to our racial & economic diversity, not to mention global climate change and the pandemic), but we

have so much potential and there is such opportunity to address these challenges so that Culver City is a place where everyone can thrive. Thank you!

- Great job, Team!!!!
- There seems to be a lot of support for missing middle and doing incremental densification. I am hoping we can successfully move in that direction.
- A bunch.

The “Usual Approach”

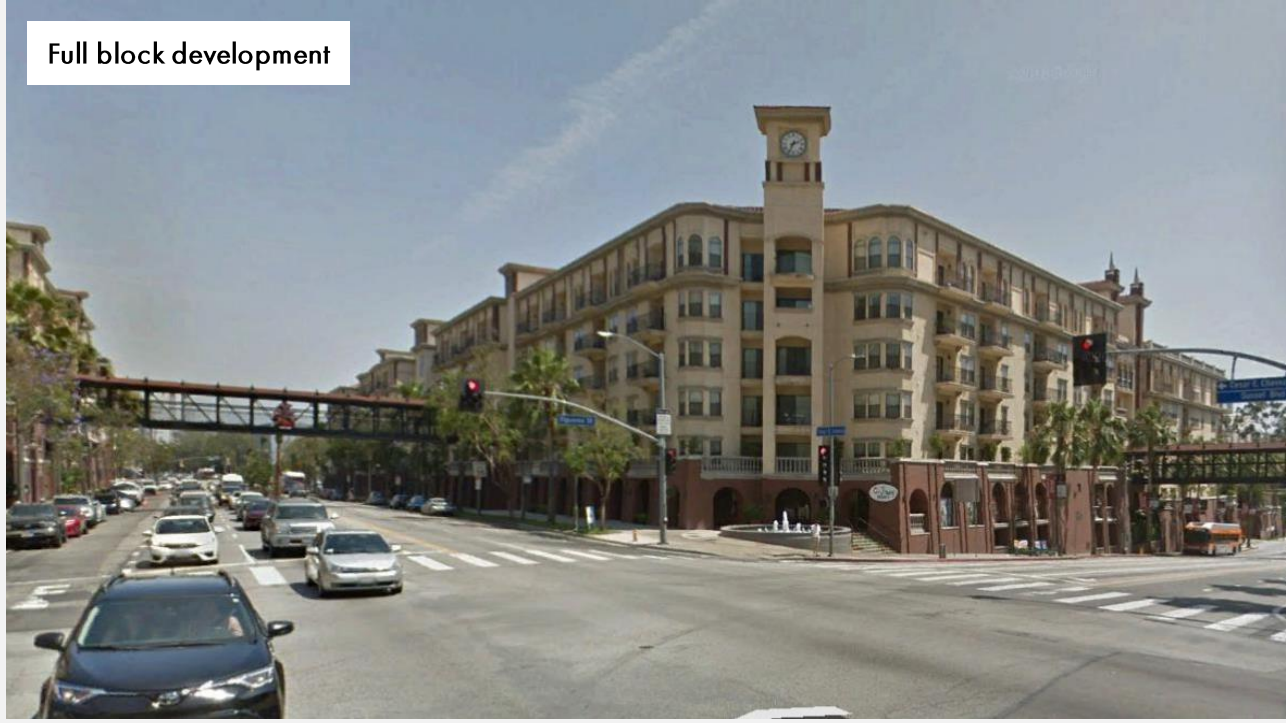
Concentrating new growth onto limited land resources

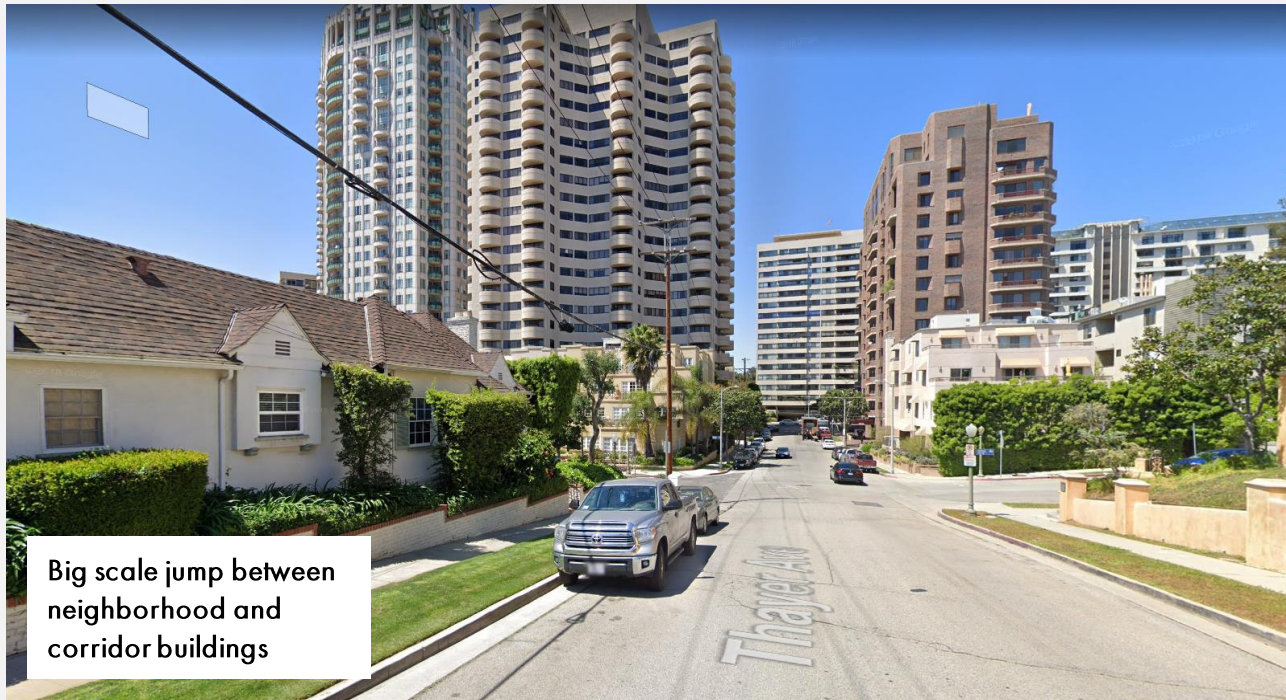
A common model for growth revolves around two key tenets

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

Why is it important to reconsider the usual approach?

- Large portions of the city are “off limits” for growth and redevelopment
- Concentrated development generates conflict





Alternative Approach: Missing Middle Housing

Missing middle housing is a range of small to medium sized buildings with multiple residential units.

- Compatible in scale and form with detached single-family homes.
- Can help create a more walkable neighborhood.
- A few examples of missing middle housing include:

Duplex, Triplex, or Fourplex
Courtyard Building
Cottage Court
Townhouse
Live-Work Unit









Alternative Approach: Incremental Densification

Incremental densification explores opportunities to increase density slowly while working within the existing context and scale of the neighborhood.

- Can be found from neighborhoods to commercial corridors.
- Needs to be calibrated to existing parcel size.

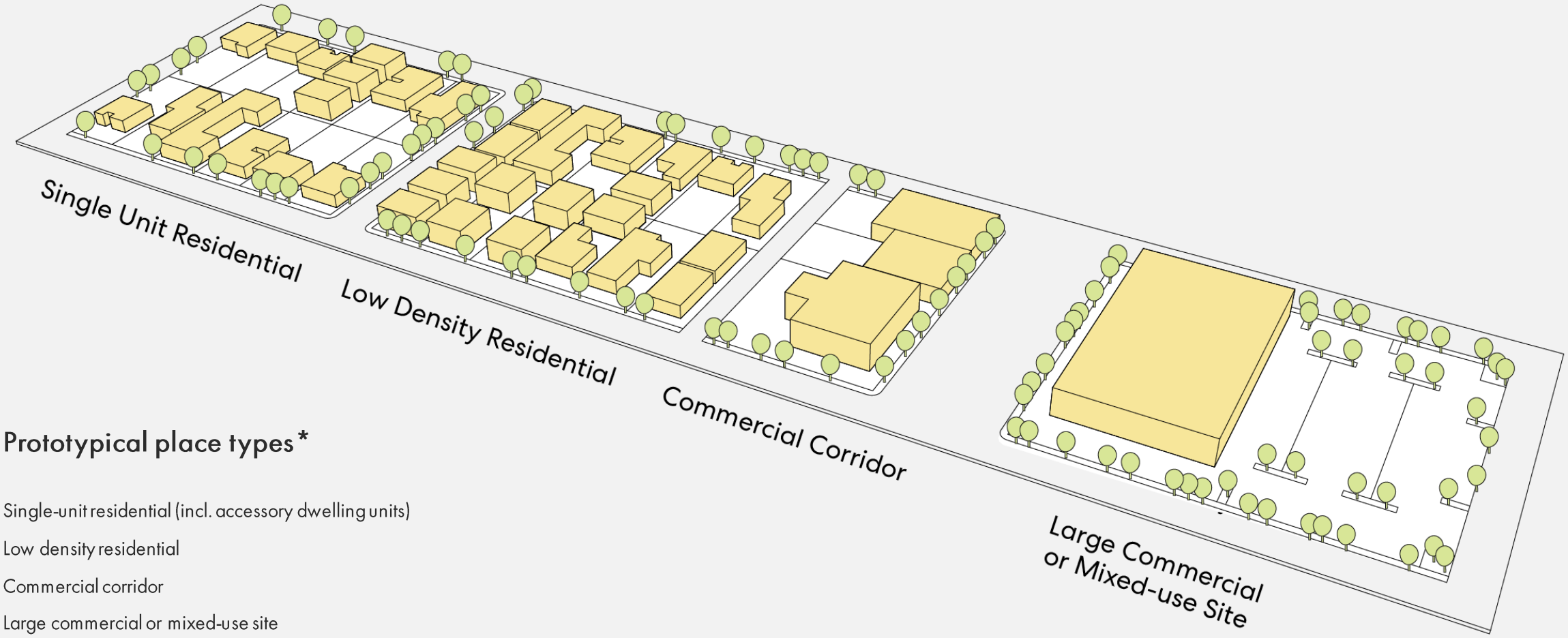








Recap: Existing place types



Prototypical place types*

Single-unit residential (incl. accessory dwelling units)

Low density residential

Commercial corridor

Large commercial or mixed-use site

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

Existing place types: Single-unit residential



Single-unit residential

Corresponding general plan designations (existing general plan)

Low density single family

Typical existing characteristics

Narrow streets, consistent sidewalks

Ample street trees and plantings

Buildings oriented to street

Consistent building scale

Relatively little public space allocated to cars

Single-Unit Residential Strategies

Single-family preservation*



Opportunities

Challenges

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

Incremental growth



Opportunities

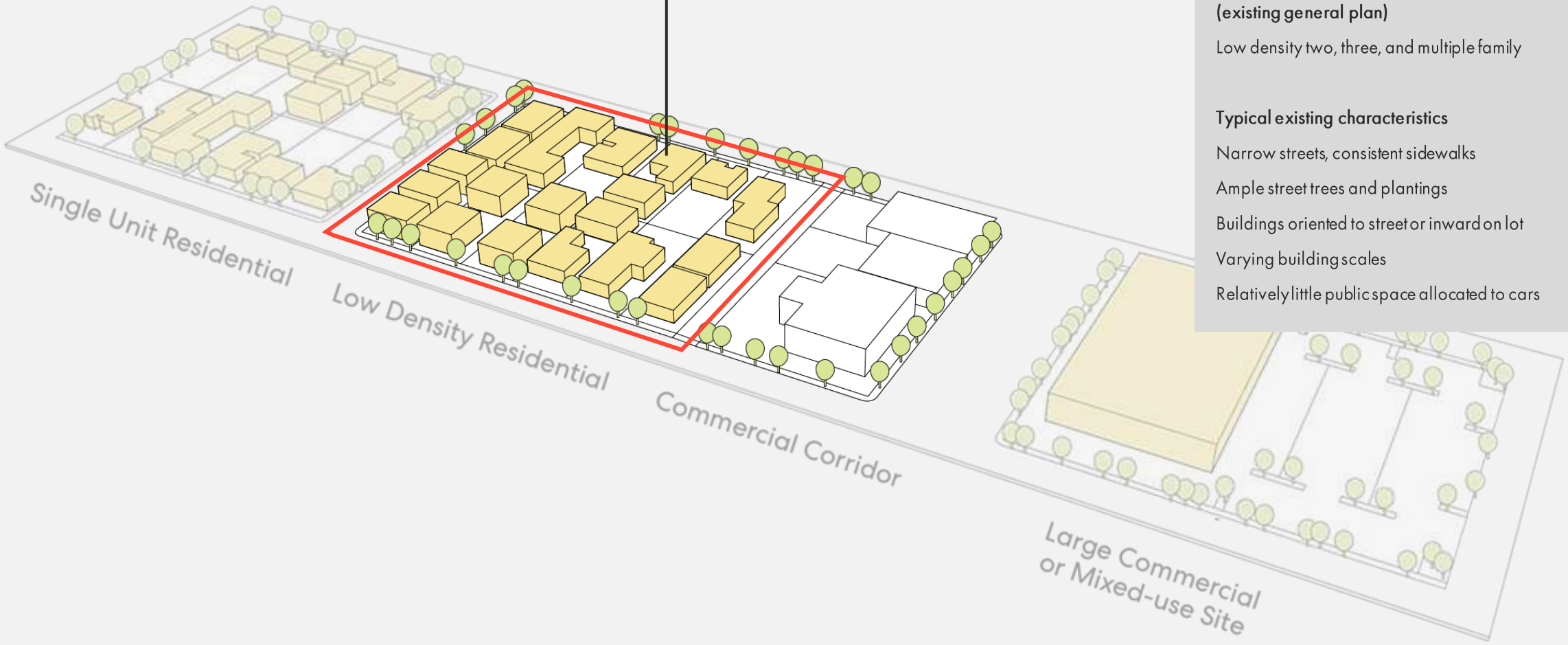
- Allows for incremental densification
- Addresses the community scale issue head on
- Well-suited to address affordability

Challenges

- Can require extensive code changes/updates

* Accessory dwelling units allowed per state law

Existing place types: Low density residential



Low density residential

Corresponding general plan designations (existing general plan)

Low density two, three, and multiple family

Typical existing characteristics

Narrow streets, consistent sidewalks

Ample street trees and plantings

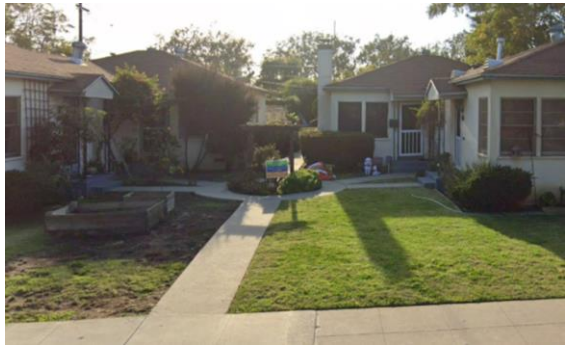
Buildings oriented to street or inward on lot

Varying building scales

Relatively little public space allocated to cars

Low Density Residential Strategies

Low density preservation



Opportunities

- Popular policy

Challenges

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

Incremental growth

Missing middle housing



Opportunities

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

Challenges

- Can require extensive code changes/updates

Densification

Transition to denser housing typologies



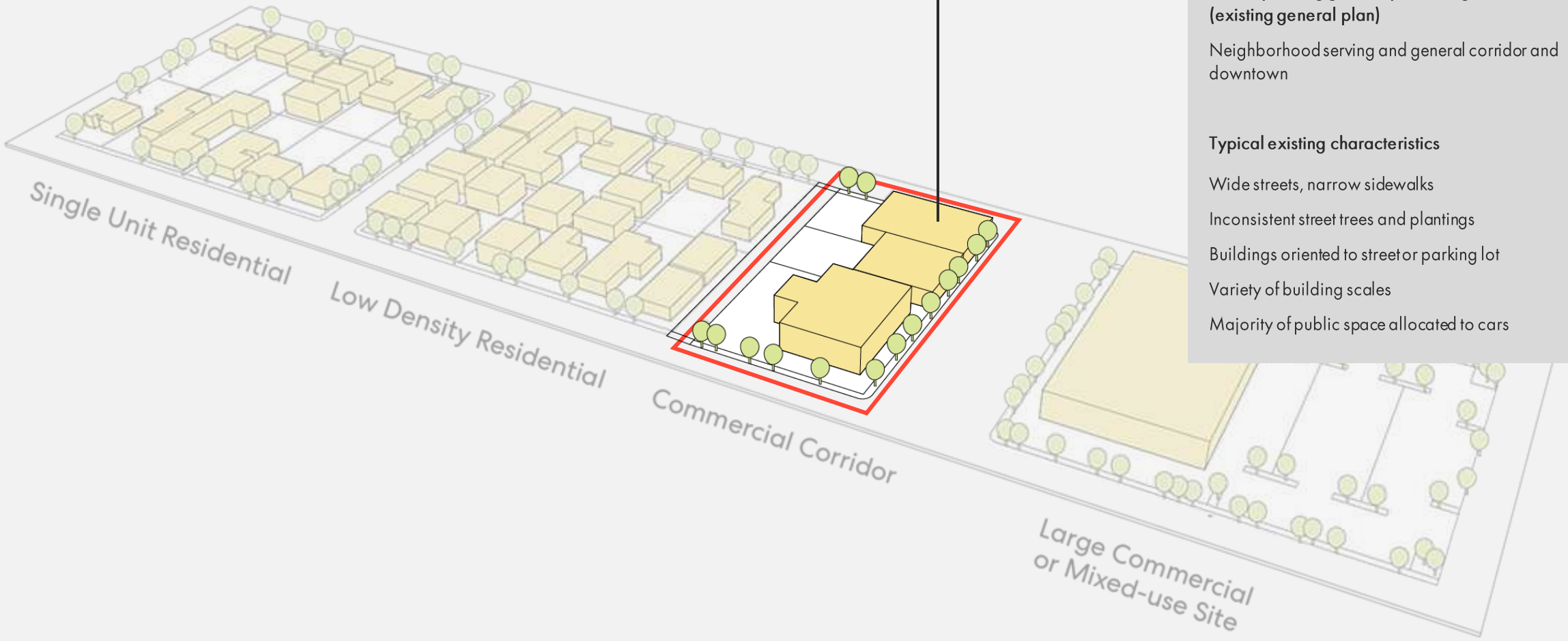
Opportunities

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

Challenges

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

Existing place types: Commercial corridor



Commercial Corridor

Corresponding general plan designations (existing general plan)

Neighborhood serving and general corridor and downtown

Typical existing characteristics

Wide streets, narrow sidewalks

Inconsistent street trees and plantings

Buildings oriented to street or parking lot

Variety of building scales

Majority of public space allocated to cars

Commercial Corridor Strategies

Mixed-use low



Opportunities

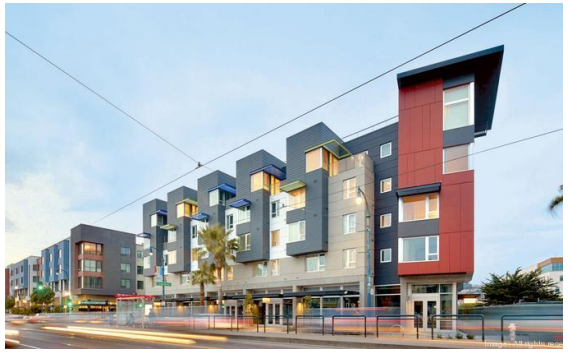
- Limited concern about scale incompatibility
- Revitalize commercial corridors
- Add housing

Challenges

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

Mixed-use medium

Transit corridors strategy



Opportunities

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

Challenges

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

Existing place types: Large commercial

Large Commercial or Mixed-Use Site

Corresponding general plan designations (existing general plan)

Varies

Typical existing characteristics

Wide streets, narrow sidewalks

Inconsistent street trees and plantings

Buildings oriented toward surface parking

Large footprint buildings with surface parking lots

Majority of public space allocated to cars



Large Commercial or Mixed-Use Site Strategies

Mixed-use low

Suburban retrofit

Mixed use



Opportunities

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

Challenges

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

Mixed-use medium/high

Opportunity site



Opportunities

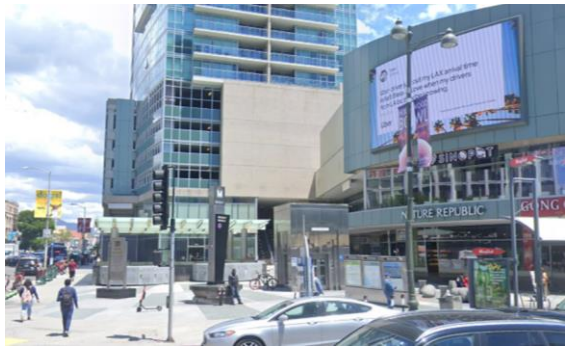
- Accommodate significant density
- Economics for redevelopment work

Challenges

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

Mixed-use high

Transit-oriented development



Opportunities

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

Challenges

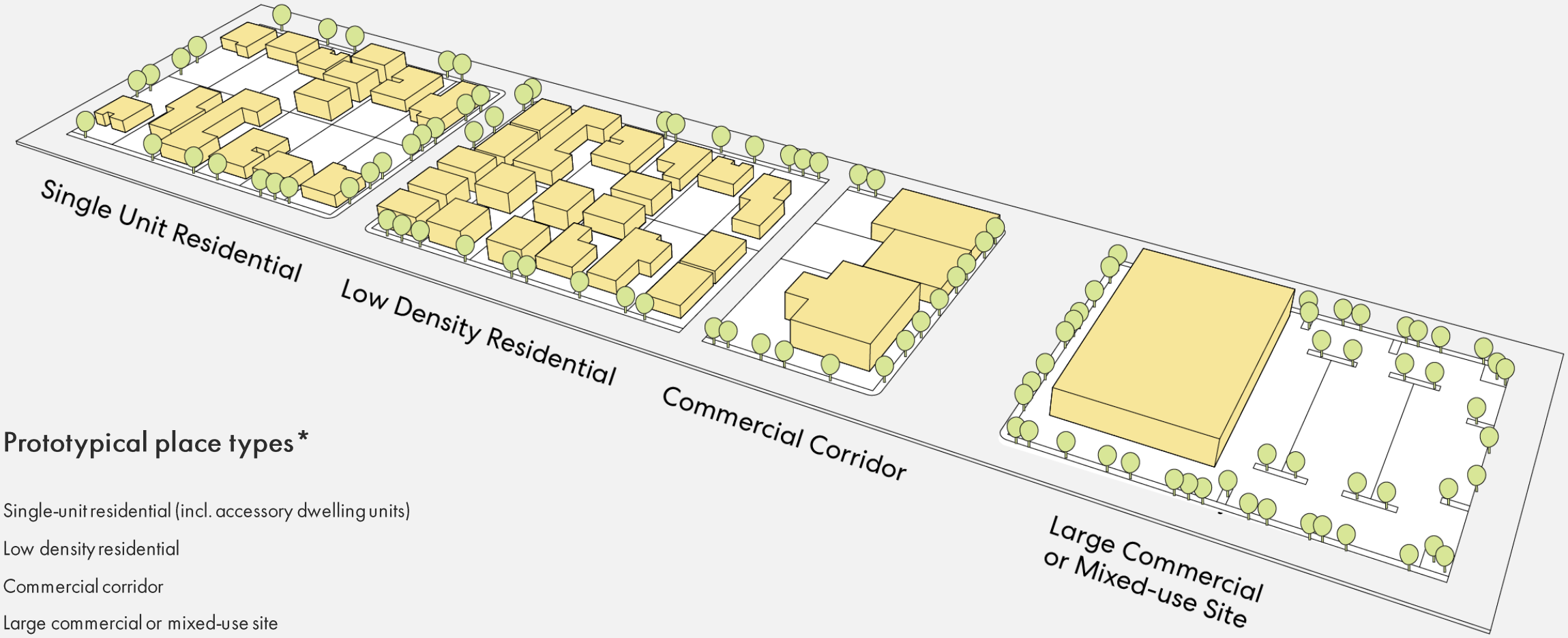
- Typically relies on large, consolidated sites
- Expensive developments challenge affordability
- TOD developments commonly conceived as "insular" projects

Land use intensity scale

Note: Mixed-use incorporates a variety of commercial and residential uses and potentially includes stand-alone residential and commercial uses.

Single-unit residential density	 	1-2 stories single-family and accessory dwelling units, limited footprint
Low multi-unit residential density	 	1-3 stories, **smaller duplex, triplex, multi-unit,** limited footprint
Low mixed-use/ commercial density	 	3-4 stories, multi-family/mixed-use 1-2 stories commercial
Medium mixed-use/ commercial density	 	4-6 stories multi-family/mixed-use Up to 4 stories commercial
High mixed-use density	 	6+ stories multi-family/mixed-use

Recap: Existing place types



Prototypical place types*

Single-unit residential (incl. accessory dwelling units)

Low density residential

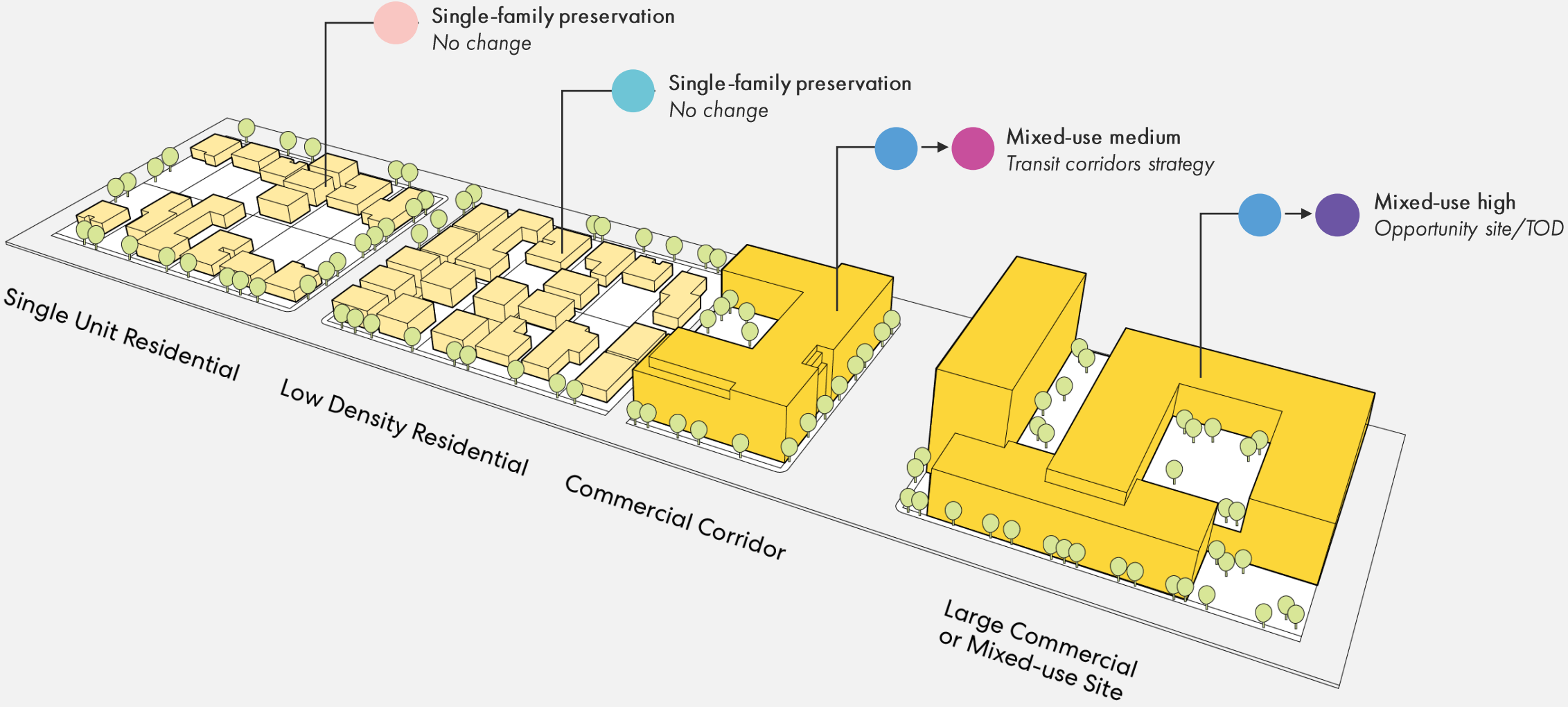
Commercial corridor

Large commercial or mixed-use site

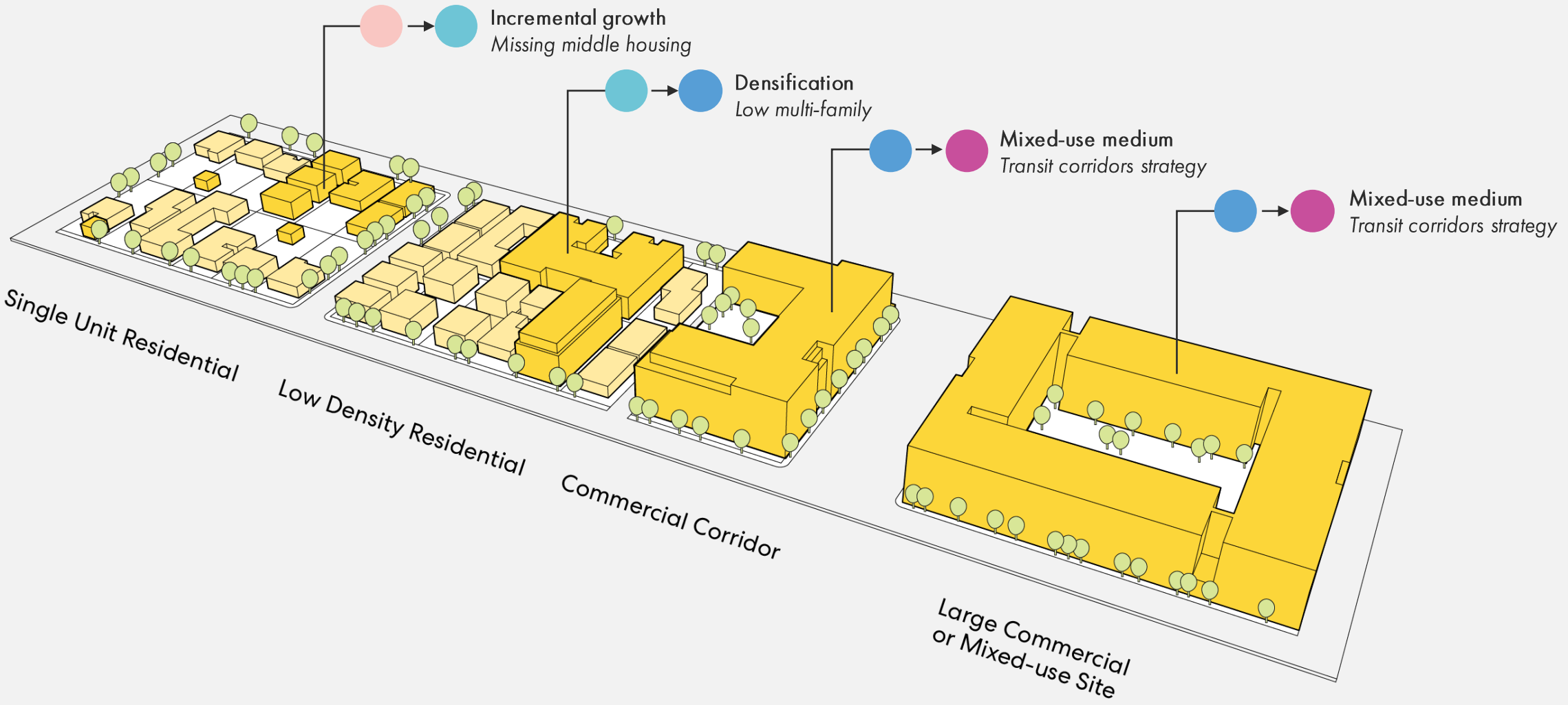
* Place types are a simplification and generally representative of areas that could accommodate housing growth

Models for change

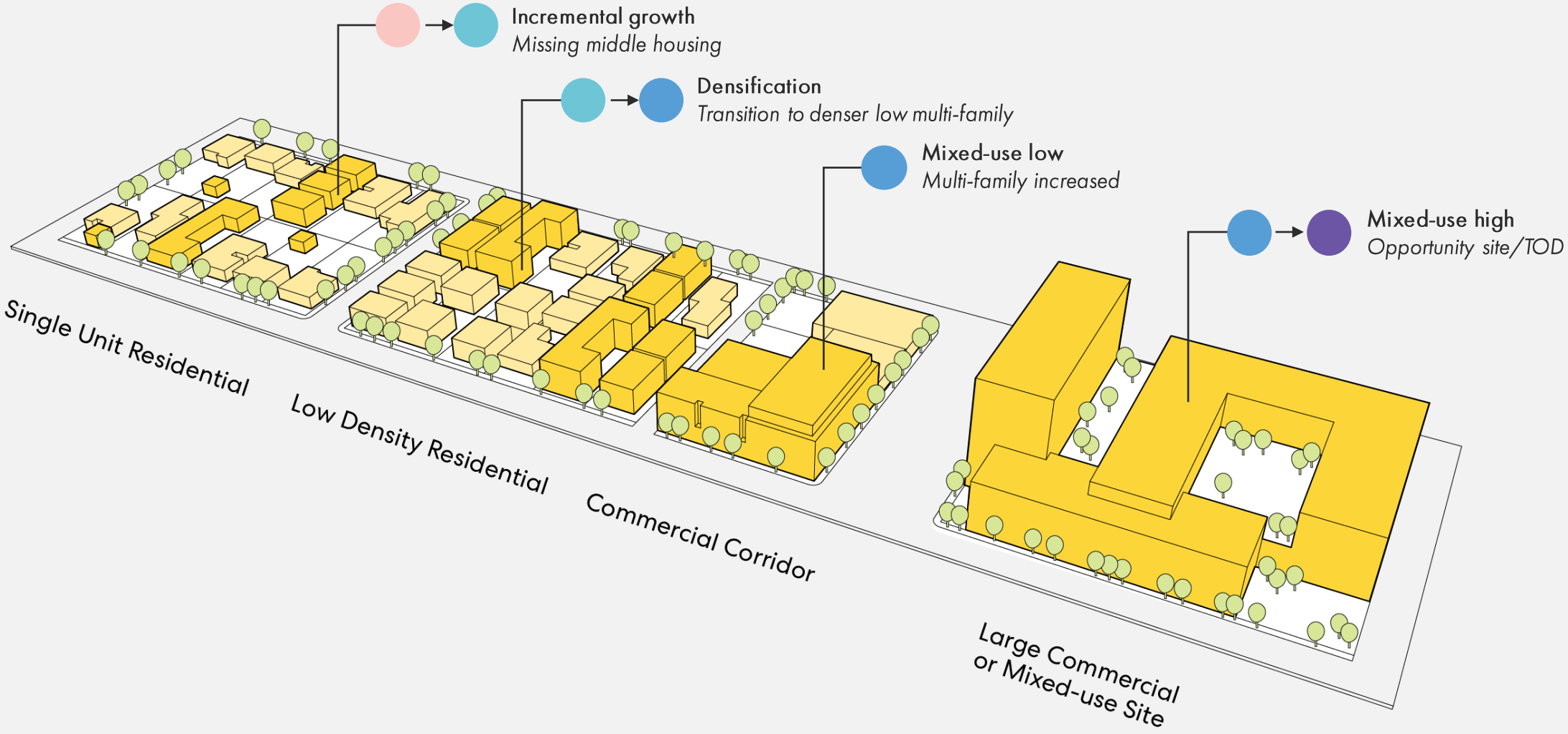
1. Commercial districts concentrated growth



2. Incremental dispersed growth

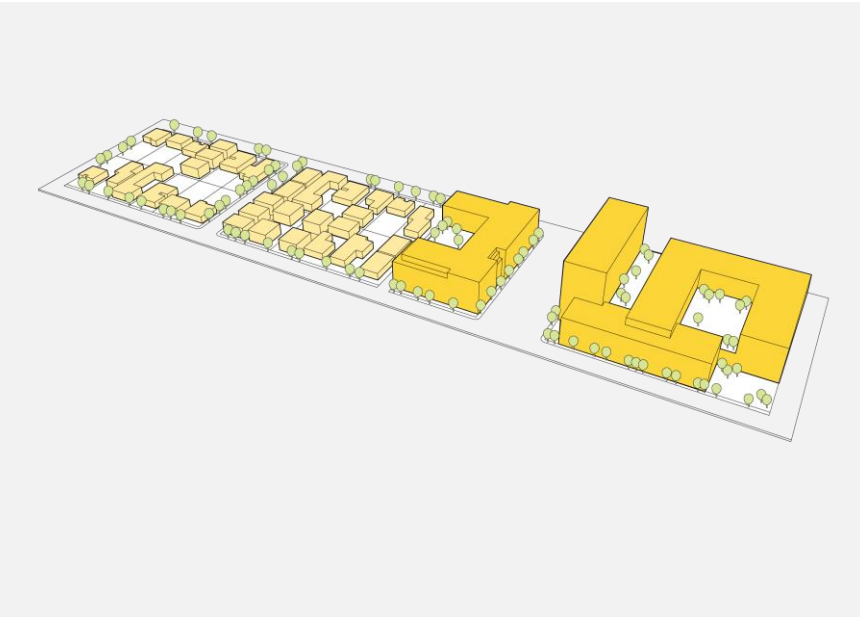


3. Targeted high incremental dispersed growth



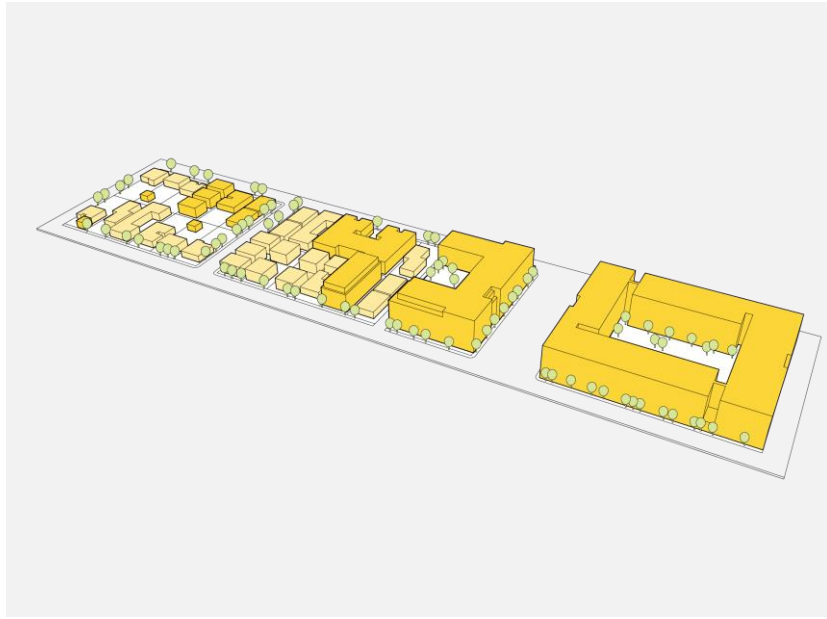
Models for change summary

1. Commercial districts concentrated growth



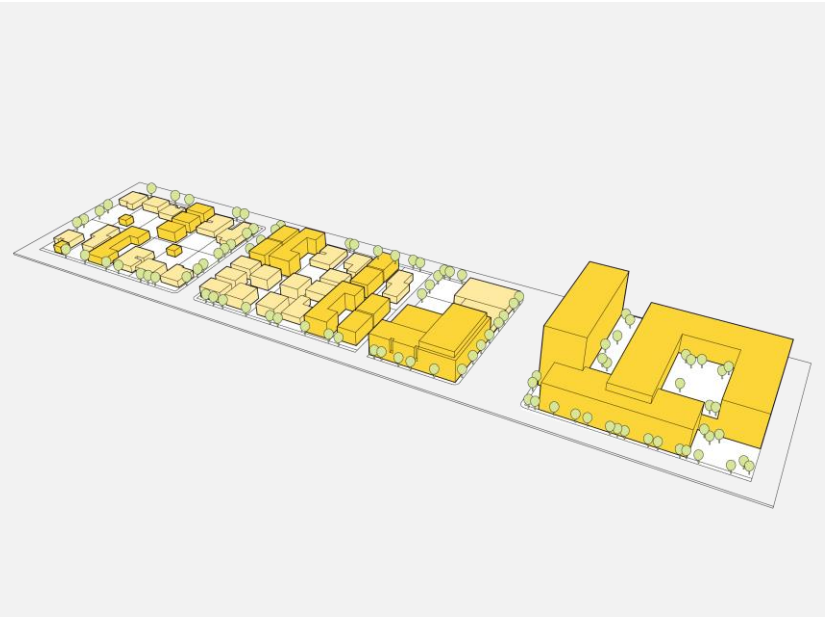
- Single-family preservation
- Low-density preservation
- Mixed-use medium, transit corridors
- Mixed-use high, opportunity site / TOD

2. Incremental dispersed growth



- Missing middle housing incremental
- Low-multi family densification
- Mixed-use medium, transit corridors
- Mixed-use medium, suburban retrofit

3. Targeted high incremental dispersed growth



- Missing middle housing incremental
- Low-multi family densification
- Multi-family increase
- Mixed-use high, opportunity site / TOD

General Plan 2045 Culver CITY

HOUSING TECHNICAL ADVISORY COMMITTEE

Meeting #1 Summary

December 8, 2020

Background

The City of Culver City (City) held the first Housing Technical Advisory Committee (TAC) meeting on Tuesday, December 8, 2020, from 1:30-3:30 PM. The City is convening TACs to explore innovative General Plan topics in detail and serve as an advisory body to the General Plan Update (GPU) team. The Housing TAC was developed to help identify policies and programs to achieve the community's vision for housing through the GPU's 2045 horizon year. This TAC will meet three times and includes the following members of the public:

- Christine Anderson
- Nancy Barba
- Patricia Bijvoet
- Alex Fisch
- Johanna Gullick
- Mark Lipman
- Christine Mirasy-Glasco (not present)
- Paavo Monkkonen
- George Montgomery

Summary

Project staff from the City's Advance Planning Division staffed the meeting and Veronica Tam Associates (VTA), the housing subconsultant for the GPU, presented background information and facilitated the meeting. The meeting was designed to provide opportunities for TAC members to get to know each other, ask questions about the project and TAC process, review and discuss materials on this topic already developed for the GPU, and begin to identify housing issues and opportunities to explore as a TAC. The sections below summarize the main points of the conversation. The summary does not attempt to reconcile differences of opinion.

Role of TAC

- TAC members discussed the number and format of the TAC meetings planned
- TAC members requested additional structured meetings with the goal of producing definitive finished products that can be executed instead of just receiving comments from TAC members
- Veronica Tam explained that VTA is scoped to conduct three informal meetings to solicit input from the TAC

Housing Needs

- Housing Element should focus on providing affordable housing for residents instead of for employees of big businesses
- Businesses bring new traffic to the city

Jobs/Housing Balance

- Majority of TAC members would like the Culver City Housing Element to be the model element for the State
- Ensure there is one housing unit per job available in Culver City

- Members disagreed on the long-term impacts of the pandemic on working from home and the jobs/housing balance

Housing Production/Location

- Address affirmatively furthering fair housing – cannot leave little oases untouched
- House persons experiencing homelessness in vacant homes in Culver City
- Concern that upzoning would increase the cost of land
- State law for housing (the Regional Housing Needs Allocation (RHNA)) should be the minimum requirement; should set RHNA target to much higher than 4,000 units
- Need to encourage homeowners to support more housing
- RHNA strategy should include building different types of housing
- Need to correct the oversupply of single-family housing, which was based on redlining and racism
- Housing should be along transportation corridors
- Housing Element may have categories of various income groups but the result is primarily luxury housing being built
- New Housing Element should focus just on affordable housing
- Need to find the right developers that are not just looking to maximize profits but actually building affordable housing
- Need to build and maintain water/sewer infrastructure to support new housing
- Need increased density on opportunity sites
- Intensify single-family neighborhoods
- Housing Element site should include a discount factor for likelihood of getting built, i.e., the sites inventory should include a buffer, assuming some sites identified would not get redeveloped with housing

Programs or Strategies

- Progressive real estate transfer tax
- Tax major corporations and use revenue to increase affordable housing to compensate for stress added jobs place on housing stock availability
- Convert motels into housing
- Mixed use development does not provide affordable space and imports new businesses into Culver City; City needs to ensure low-income people can start startup businesses and new commercial space is affordable to local businesses
- Mixed use development should offer community spaces
- Provide financial assistance to homeowners to build additional units on lots to prevent displacement and gentrification
- Linkage fee
- Affordable housing requires funding; need to find new funding sources to give to "good" developers that build quality housing and not just maximizing profit
- Moratorium to stop demolishing housing and development that would result in fewer units; replace units that are demolished
- Design guidelines to include passive elements for energy conservation
- Use existing units to meet RHNA
- Build more modular housing

- Reduce parking
- Build more affordable accessory dwelling units (ADUs) by providing subsidies to homeowners
- Bring home-owning residents on board with building more housing – most do not have the financial resources to intensify their properties. City should devise programs to assist homeowners to be developers of their own properties rather than turning them over to flippers and being gentrified

Resources

TAC members asked to provide examples of innovative housing programs that facilitate affordable housing development for the next TAC meeting

Paavo Monkkonen to share his writings on Housing Elements and Housing Element law

Next Steps

The Housing TAC will meet again Quarter 1 of 2021. Between December 2020 and the next meeting of the TAC, VTA will co-develop an agenda with TAC members and identify resources and materials to address the priority issues identified by the TAC.

Culver City General Plan Update

Areas of Change 2

10.08.20 General Plan Advisory Committee

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Agenda

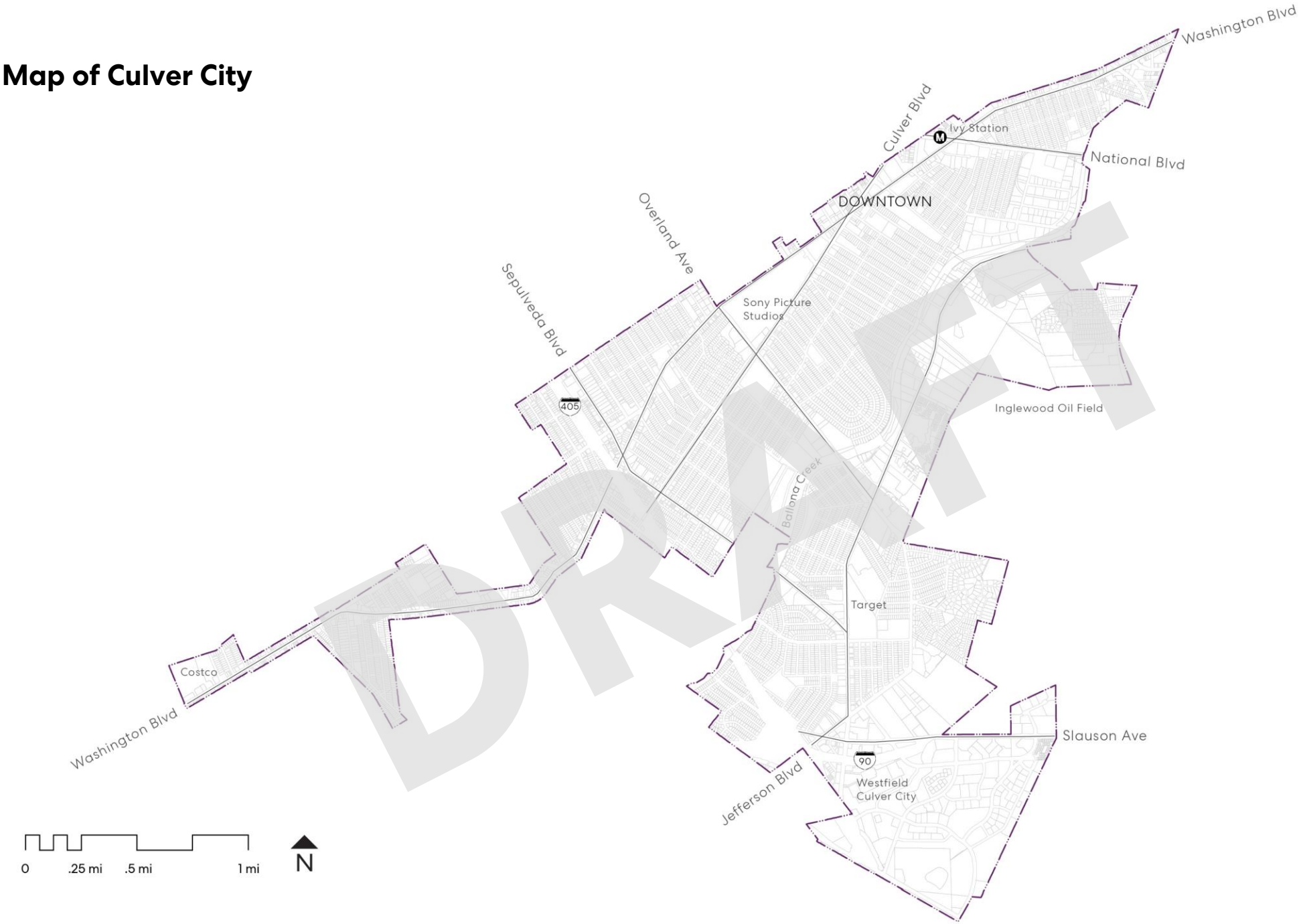
- Land use intensity
- Recap: Place type strategies
- Models for change/
  Areas of change
- Discussion

Perkins&Will

Aerial map of Culver City



Map of Culver City



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Land use intensity scale

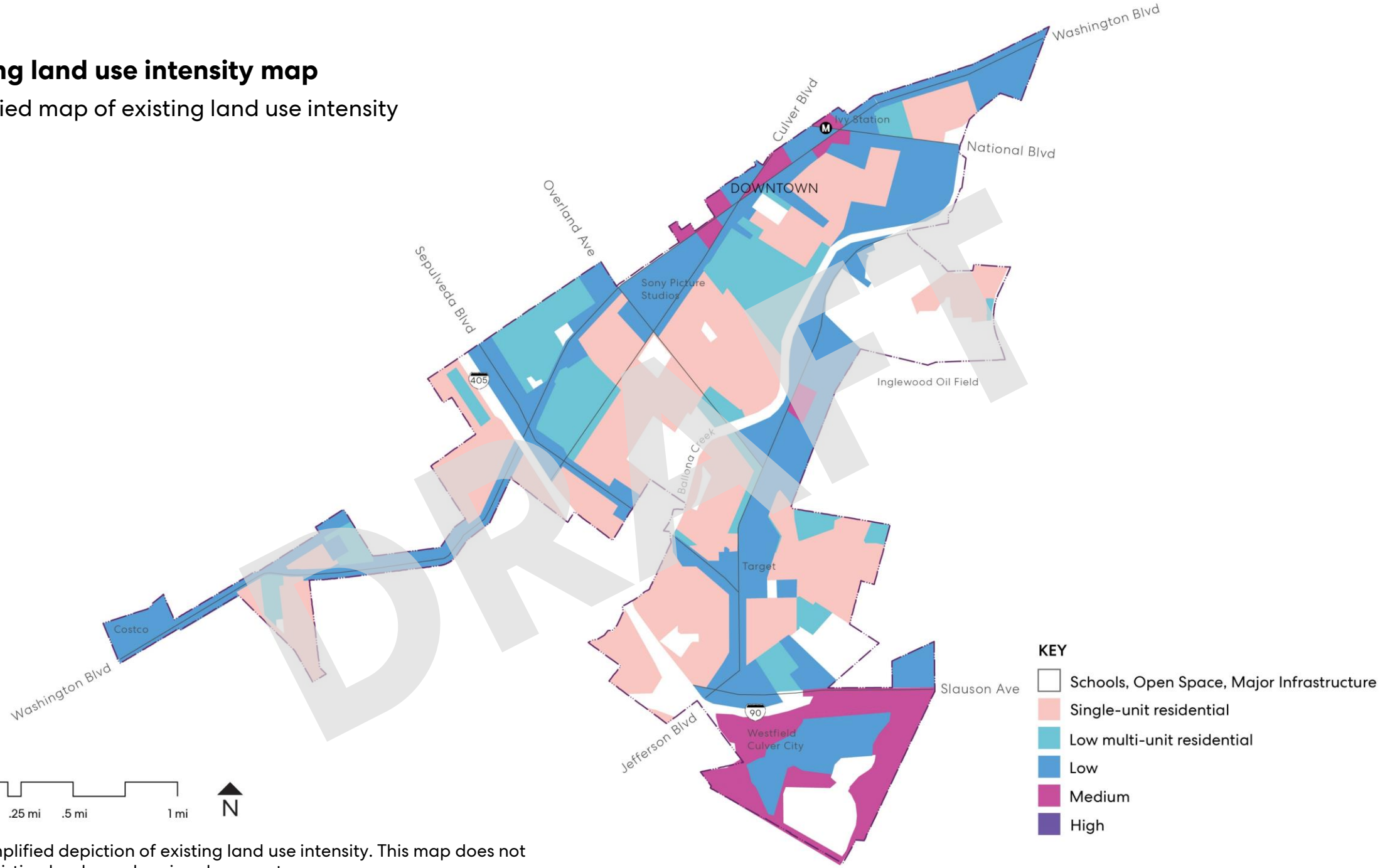
Note: Mixed-use incorporates a variety of commercial and residential uses and potentially includes stand-alone residential and commercial uses.

Single-unit residential density	 	1-2 stories single-family and accessory dwelling units, limited footprint
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Low mixed-use/ commercial density	 	3-4 stories, multi-family/mixed-use 1-2 stories commercial
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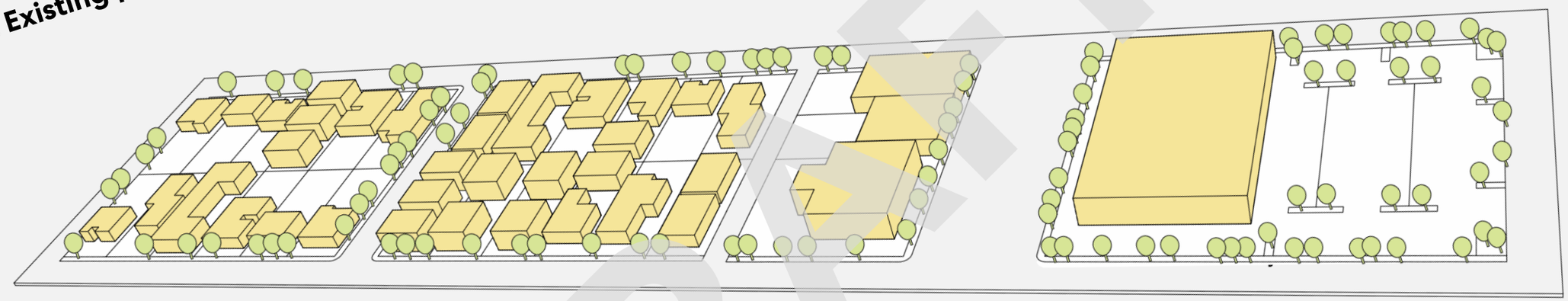
Existing land use intensity map

Simplified map of existing land use intensity



Note: simplified depiction of existing land use intensity. This map does not depict existing land use planning documents.

Recap: Existing place types



Single Unit Residential | Low Density Residential | Commercial Corridor | Large Commercial or Mixed-use Site

Prototypical place types*

Single-unit residential (incl. accessory dwelling units)
Low density residential
Commercial corridor
Large commercial or mixed-use site

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

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Recap: Place type strategies

Single-unit residential

Single-family preservation



Overview

- Maintains single-family residential land use
- Residential growth limited to accessory dwelling units, which are allowed by state law

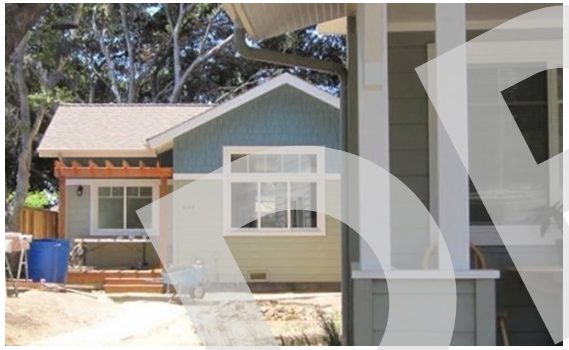
Land use intensity

No change

Single unit

Incremental growth

Missing middle housing



Overview

- Allows for incremental densification with infill of smaller building types, e.g. duplex, triplex
- Maintains general scale of 1-2 story neighborhoods
- Development standards limit bulk and massing of new buildings

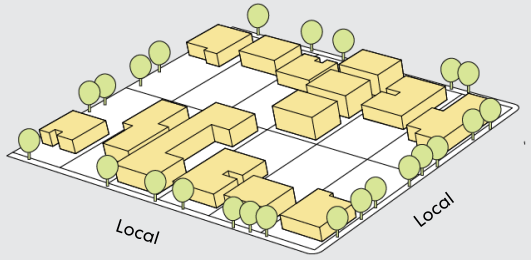
Land use intensity



Single unit

Low multi-unit

DRAFT



Place type: Single-unit residential

Corresponding general plan designations (existing general plan)

Low density single family

Typical existing characteristics

Narrow streets, consistent sidewalks

Ample street trees and plantings

Buildings oriented to street

Consistent building scale

Relatively little public space allocated to cars

Recap: Place type strategies

Low density residential

Low density preservation



Overview

- Maintains existing low-density multi-unit residential land use
- Typically no growth to be expected in these areas

Land use intensity

No change

Low multi-unit

Incremental growth

Missing middle housing



Overview

- Allows for incremental densification with infill of smaller building types, e.g. triplex, garden apartments
- Maintains general scale of 1-3 story neighborhoods
- Development standards limit bulk and massing of new buildings

Land use intensity

Incremental change

Low multi-unit

Densification

Transition to denser low multi-family typologies

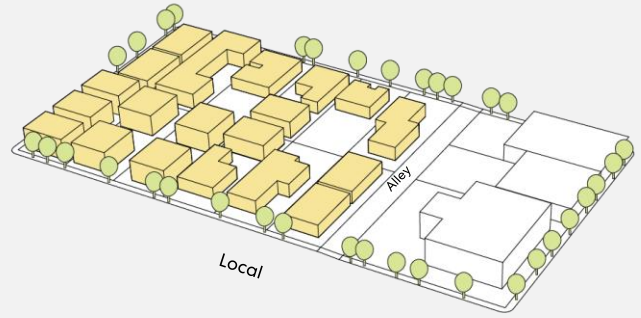


Overview

- Allows transition to denser residential development types without changing parcelization
- Establishes general scale of 3-4 stories

Land use intensity

Low multi-unit → *Low mixed-use*



Place type: Low density residential

Corresponding general plan designations (existing general plan)

Low density two, three, and multiple family

Typical existing characteristics

Narrow streets, consistent sidewalks

Ample street trees and plantings

Buildings oriented to street or inward on lot

Varying building scales

Relatively little public space allocated to cars

DRAFT

Recap: Place type strategies

Commercial corridor

Mixed-use low



Overview

- Maintains smaller scale development of various uses
- New opportunities for 3-4 story residential and mixed-use developments

Land use intensity

Increased multi-unit

Low mixed-use

Mixed-use medium

Transit corridors



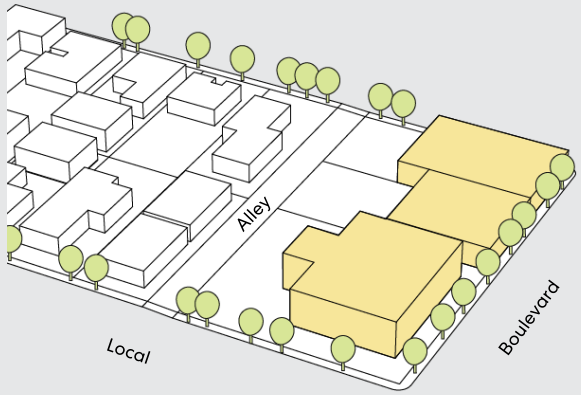
Overview

- Allows for increased development intensity
- 3-4 stories for residential and mixed-use development
- Up to 4 stories of commercial development

Land use intensity

Low multi-unit → *Low mixed-use*

DRAFT



Place type: Commercial corridor

Corresponding general plan designations (existing general plan)

Neighborhood serving corridor, general corridor, and downtown

Typical existing characteristics

Wide streets, narrow sidewalks

Inconsistent street trees and plantings

Buildings oriented to street or parking lot

Variety of building scales

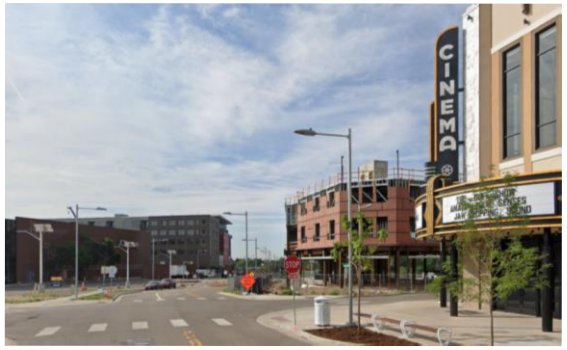
Majority of public space allocated to cars

Recap: Place type strategies

Large commercial or mixed-use site

Mixed-use medium

Mixed-use suburban retrofit



Overview

- Generally maintains existing scale of larger site development
- Provides additional flexibility for mixed-use and residential development
- 4-6 stories multi-family/mixed-use
- Up to 4 stories commercial

Land use intensity



Low mixed-use → *Medium mixed-use*

Mixed-use high

Opportunity site/ transit-oriented development



Overview

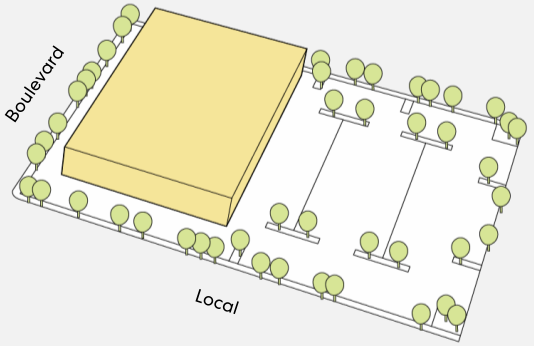
- Allows for increased development intensity in particular for mixed-use and residential development
- Increased use ranges
- 5-6+ stories

Land use intensity



Medium mixed-use → *High mixed-use*

DRAFT



Place type: Large commercial or mixed-use site

Corresponding general plan designations (existing general plan)

Varies

Typical existing characteristics

Wide streets, narrow sidewalks

Inconsistent street trees and plantings

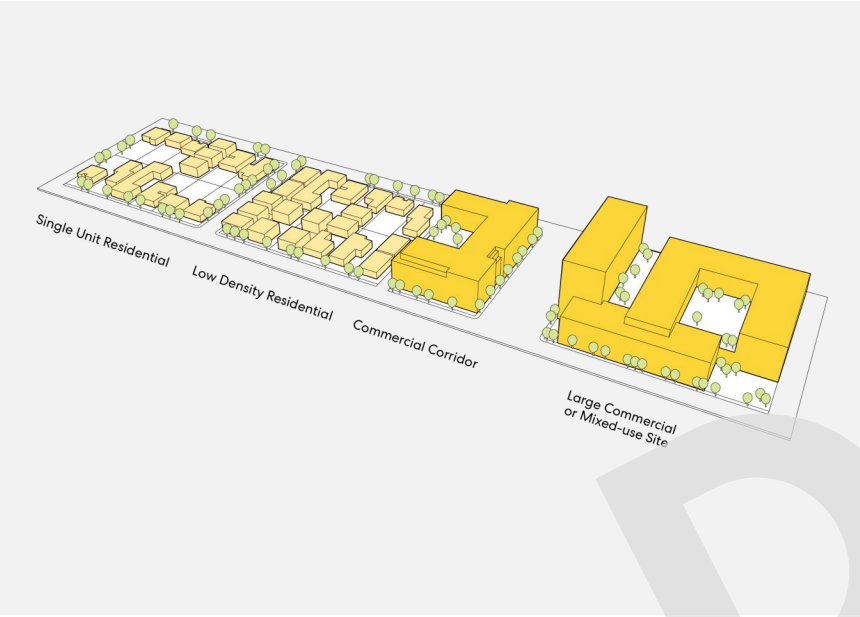
Buildings oriented toward surface parking

Large footprint buildings with surface parking lots

Majority of public space allocated to cars

Models for change summary

1. Commercial districts concentrated growth



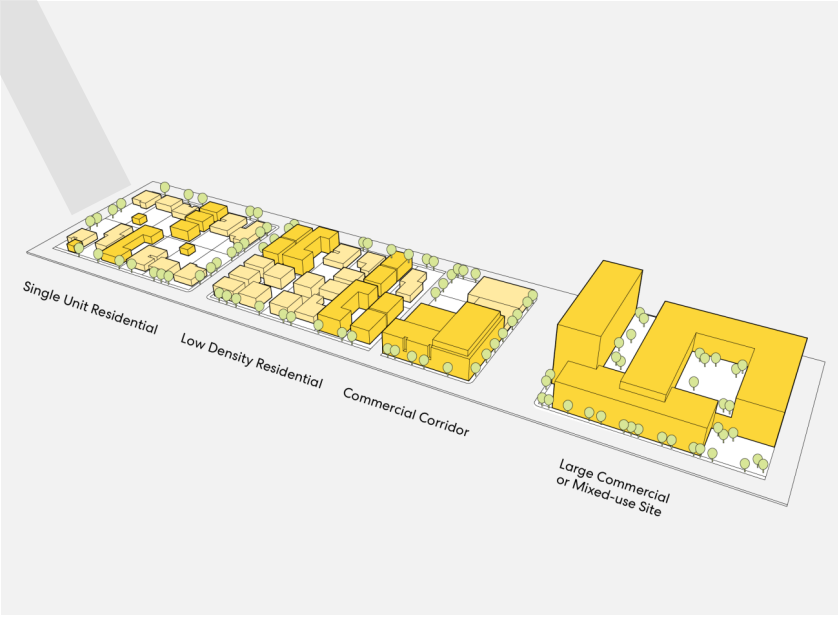
- Single-family preservation
- Low-density preservation
- Mixed-use medium, transit corridors
- Mixed-use high, opportunity site / TOD

2. Incremental dispersed growth



- Missing middle housing incremental
- Low-multi family densification
- Mixed-use medium, transit corridors
- Mixed-use medium, suburban retrofit

3. Targeted high incremental dispersed growth

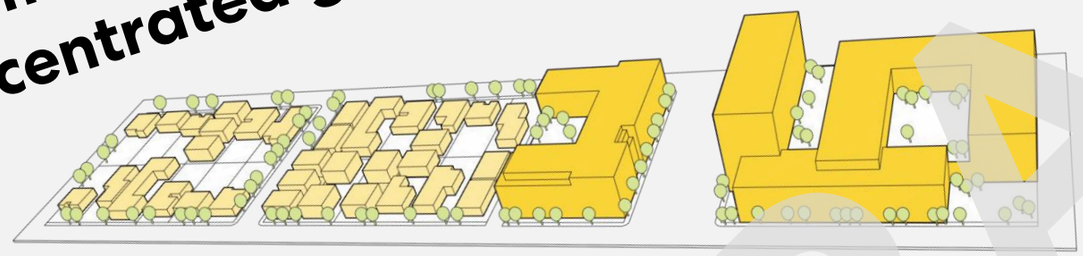


- Missing middle housing incremental
- Low-multi family densification
- Multi-family increase
- Mixed-use high, opportunity site / TOD

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Models for change

1. Commercial districts concentrated growth



and around transit

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

Commercial corridors maximize mixed-use development potential

Opportunity sites accommodate significant density

Single-family preservation



+

Low-density preservation



+

Mixed-use medium
Transit corridors strategy



+

Mixed-use high
Opportunity site/ TOD

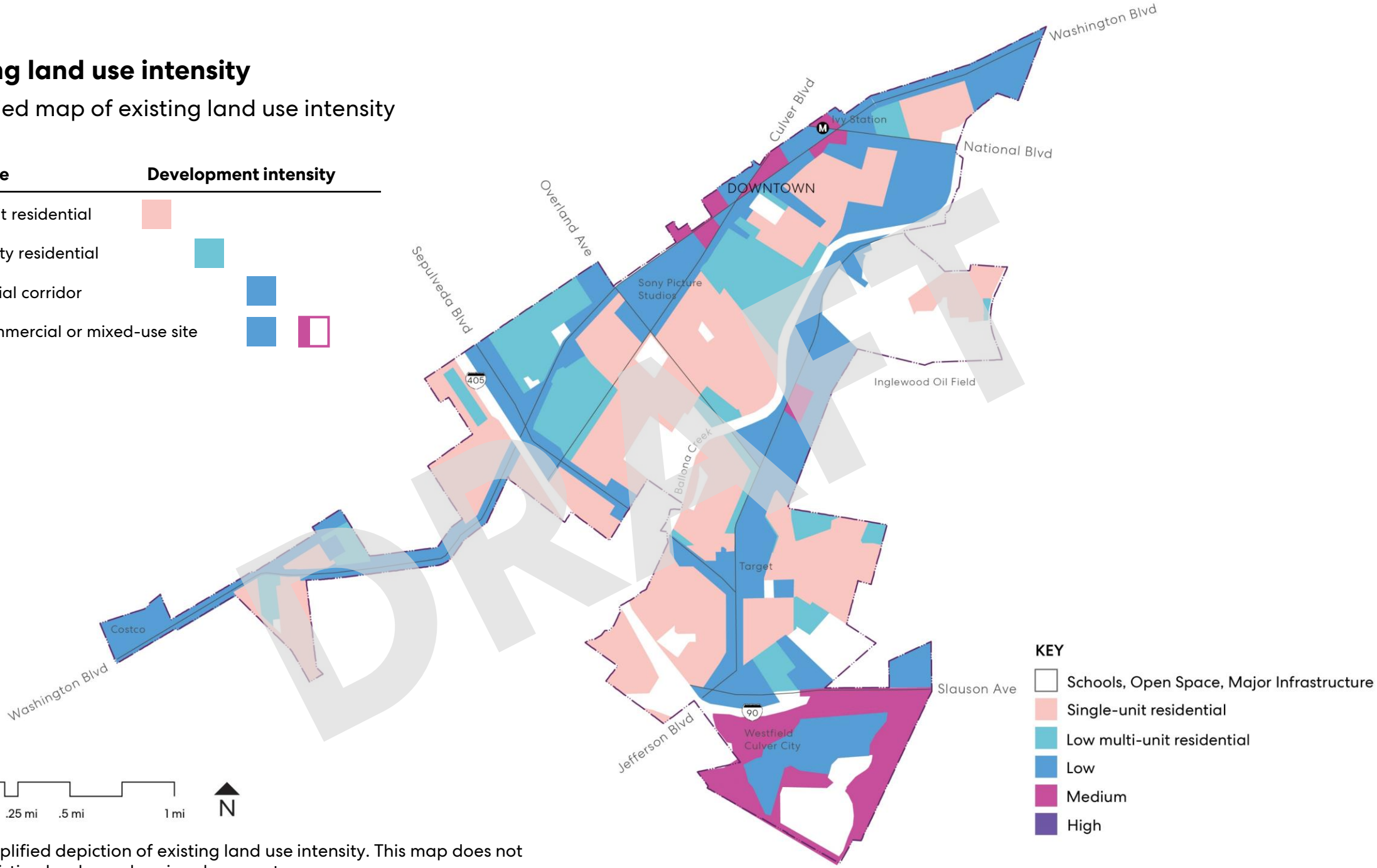


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Existing land use intensity

Simplified map of existing land use intensity

Place type	Development intensity
Single-unit residential	
Low density residential	
Commercial corridor	
Large commercial or mixed-use site	



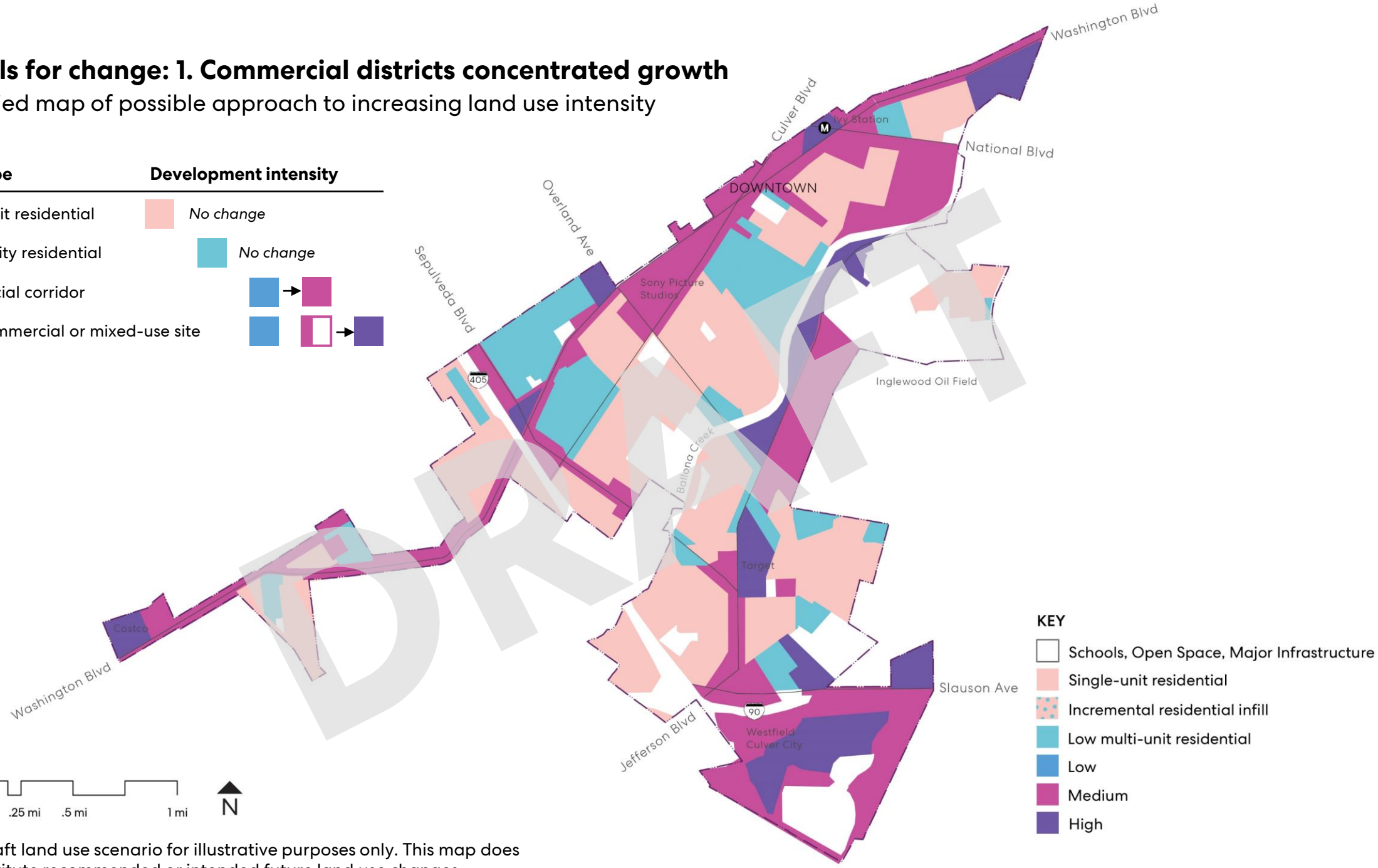
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Note: simplified depiction of existing land use intensity. This map does not depict existing land use planning documents.

Models for change: 1. Commercial districts concentrated growth

simplified map of possible approach to increasing land use intensity

Place type	Development intensity
Single-unit residential	*No change*
Low density residential	*No change*
Commercial corridor	
Large commercial or mixed-use site	

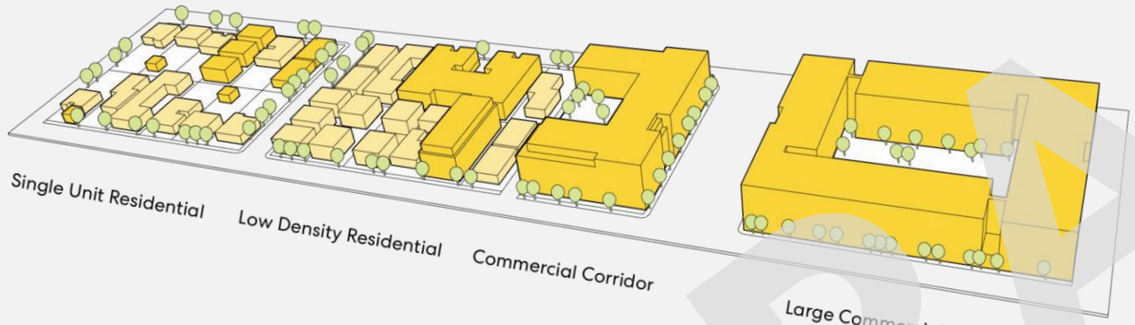


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Note: draft land use scenario for illustrative purposes only. This map does not constitute recommended or intended future land use changes.

Models for change

2. Incremental dispersed growth



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

Commercial corridors maximize mixed-use development potential

Opportunity sites accommodate medium density

Incremental growth
Missing middle housing



+

Densification
low multi-family



+

Mixed-use medium
Transit corridors strategy



+

Mixed-use medium
Opportunity site/ TOD

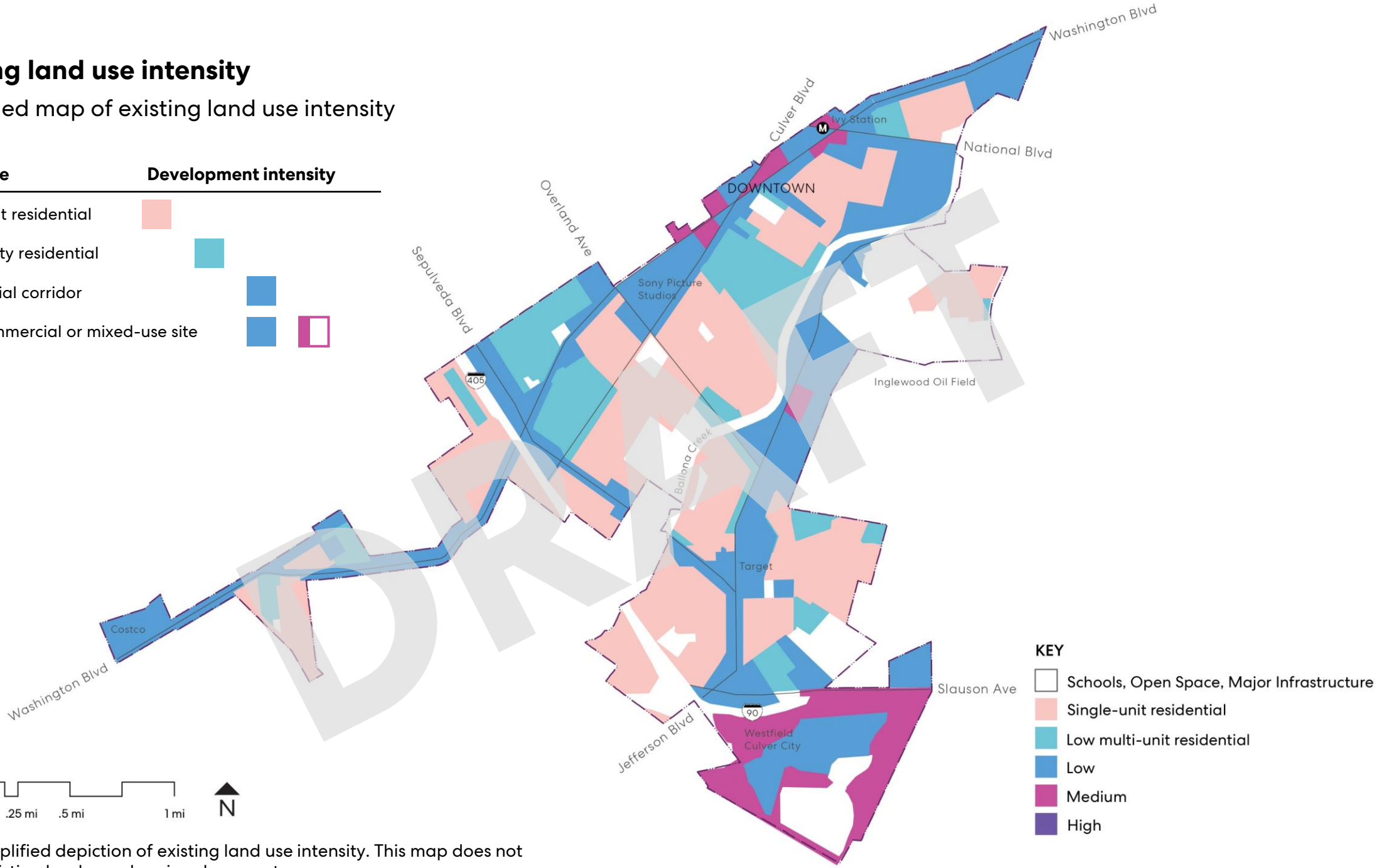


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Existing land use intensity

Simplified map of existing land use intensity

Place type	Development intensity
Single-unit residential	
Low density residential	
Commercial corridor	
Large commercial or mixed-use site	



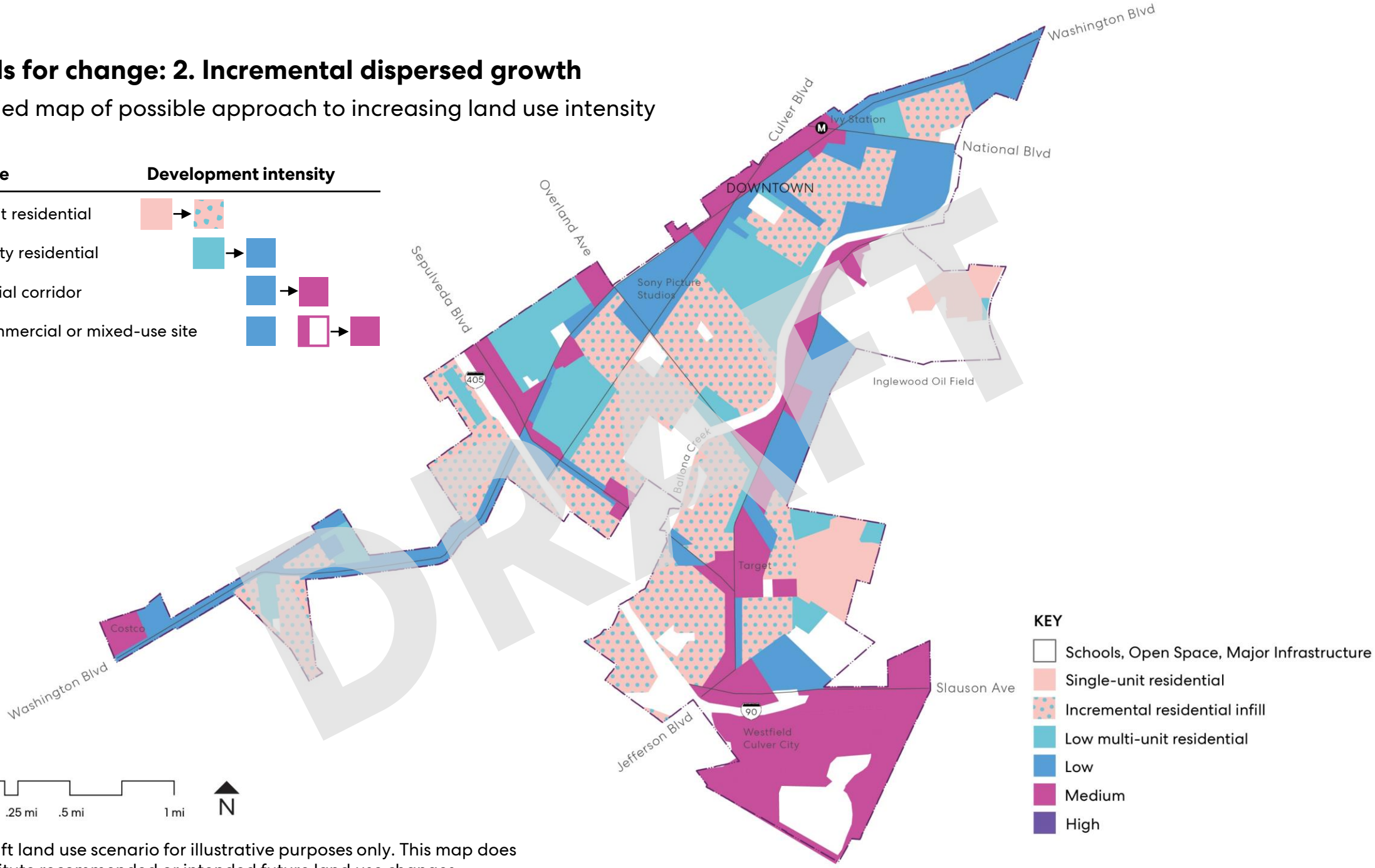
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Note: simplified depiction of existing land use intensity. This map does not depict existing land use planning documents.

Models for change: 2. Incremental dispersed growth

Simplified map of possible approach to increasing land use intensity

Place type	Development intensity
Single-unit residential	
Low density residential	
Commercial corridor	
Large commercial or mixed-use site	

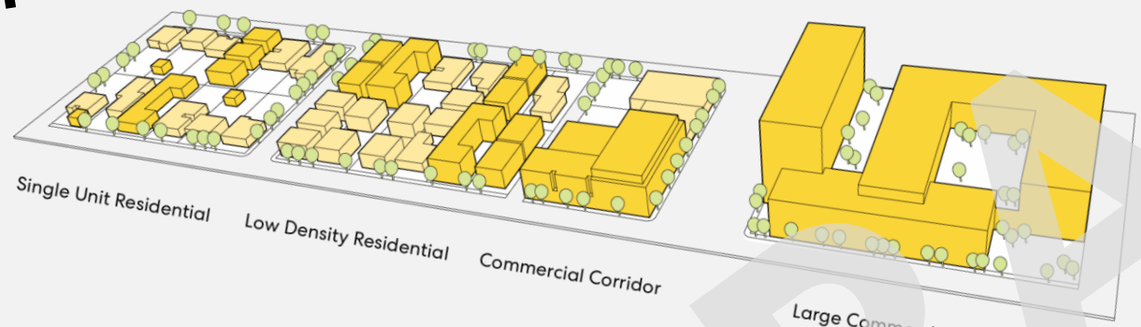


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Note: draft land use scenario for illustrative purposes only. This map does not constitute recommended or intended future land use changes.

Models for change

3. Targeted high incremental dispersed growth



and around transit

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

Commercial corridors have moderate mixed-use development potential

Opportunity sites accommodate significant density

Incremental growth
Missing middle housing



+

Densification
Transition to denser low multi-family typologies



+

Mixed-use low
Multi-family increased



+

Mixed-use high
Opportunity site/ TOD

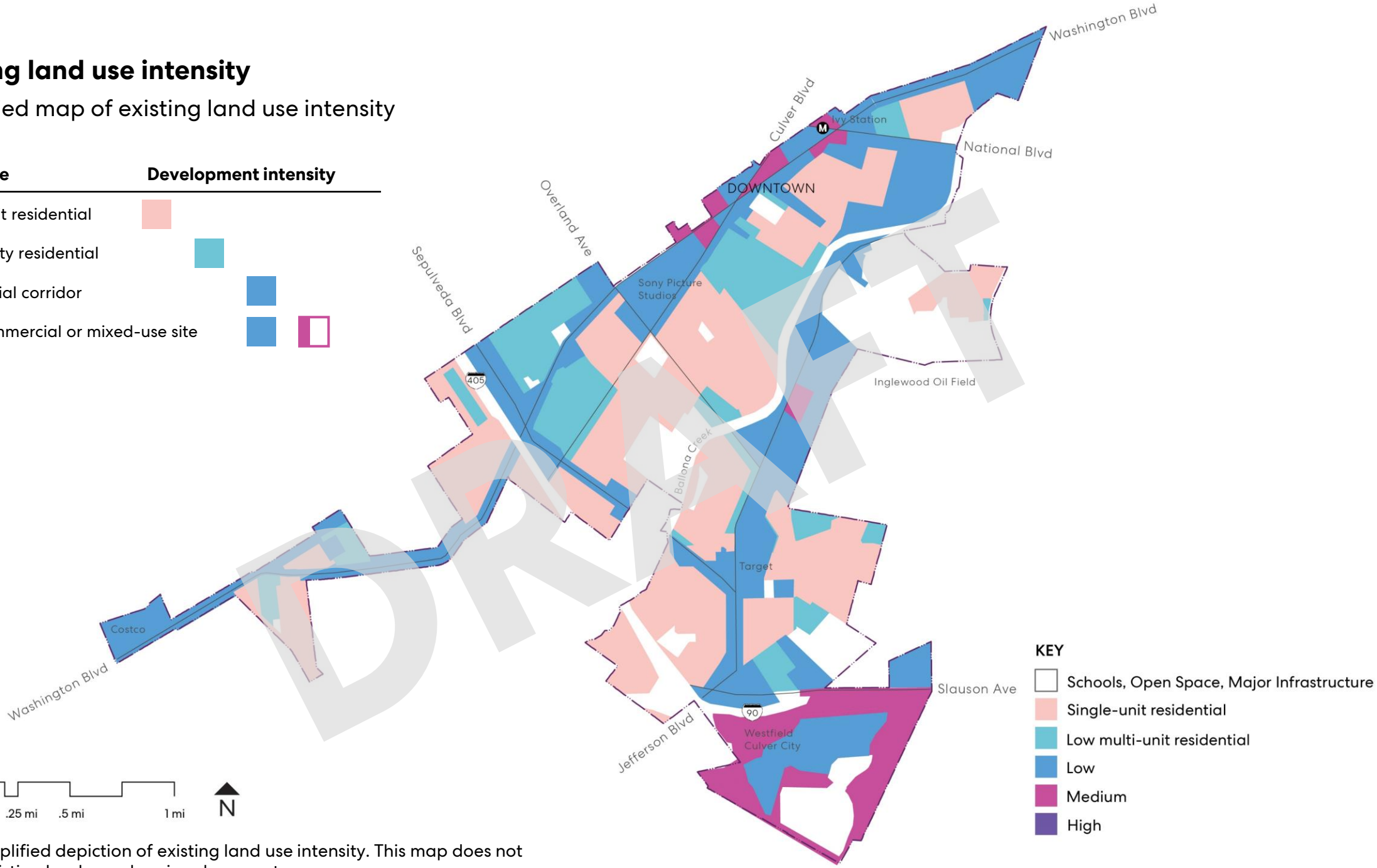


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Existing land use intensity

Simplified map of existing land use intensity

Place type	Development intensity
Single-unit residential	
Low density residential	
Commercial corridor	
Large commercial or mixed-use site	



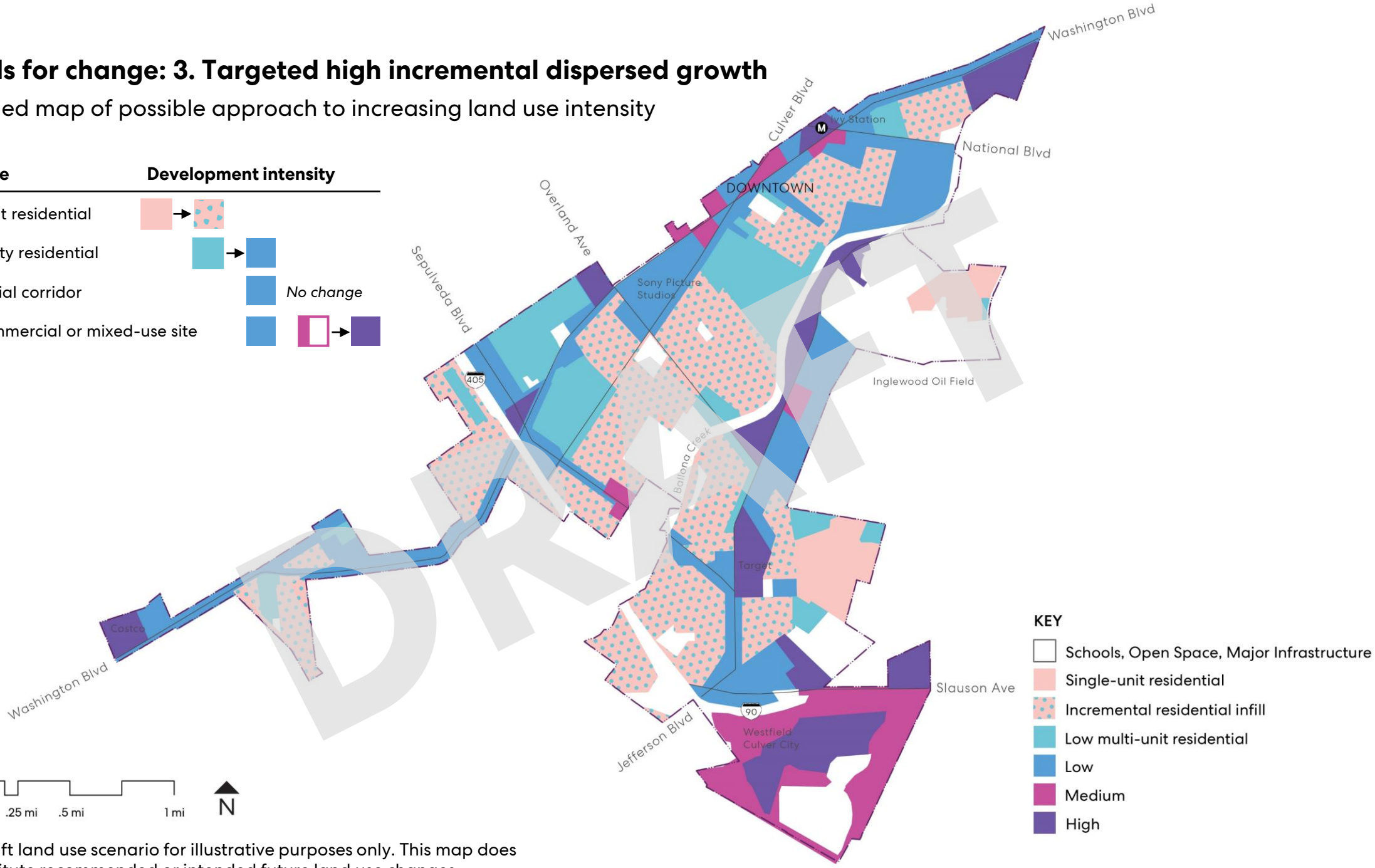
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Note: simplified depiction of existing land use intensity. This map does not depict existing land use planning documents.

Models for change: 3. Targeted high incremental dispersed growth

Simplified map of possible approach to increasing land use intensity

Place type	Development intensity
Single-unit residential	→
Low density residential	→
Commercial corridor	*No change*
Large commercial or mixed-use site	→

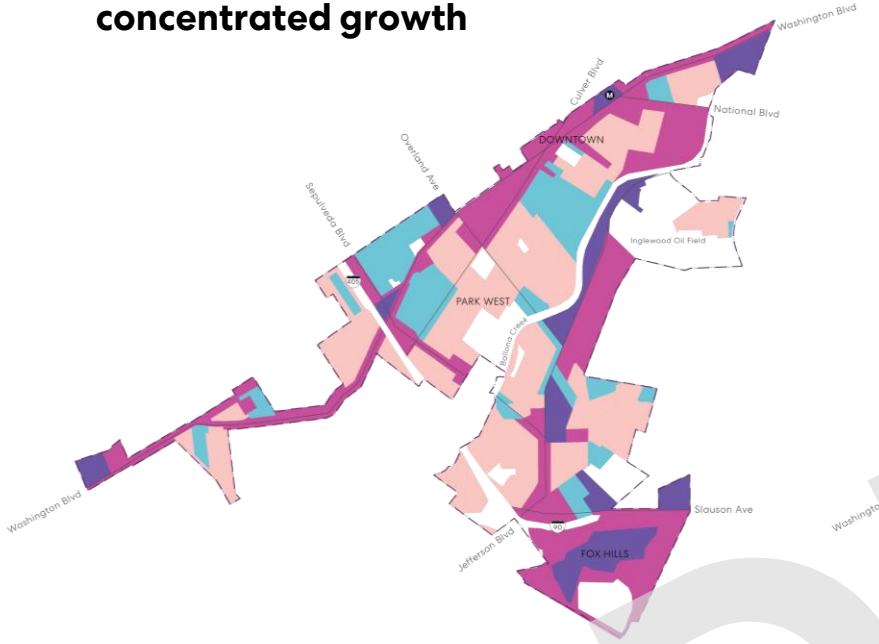


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Note: draft land use scenario for illustrative purposes only. This map does not constitute recommended or intended future land use changes.

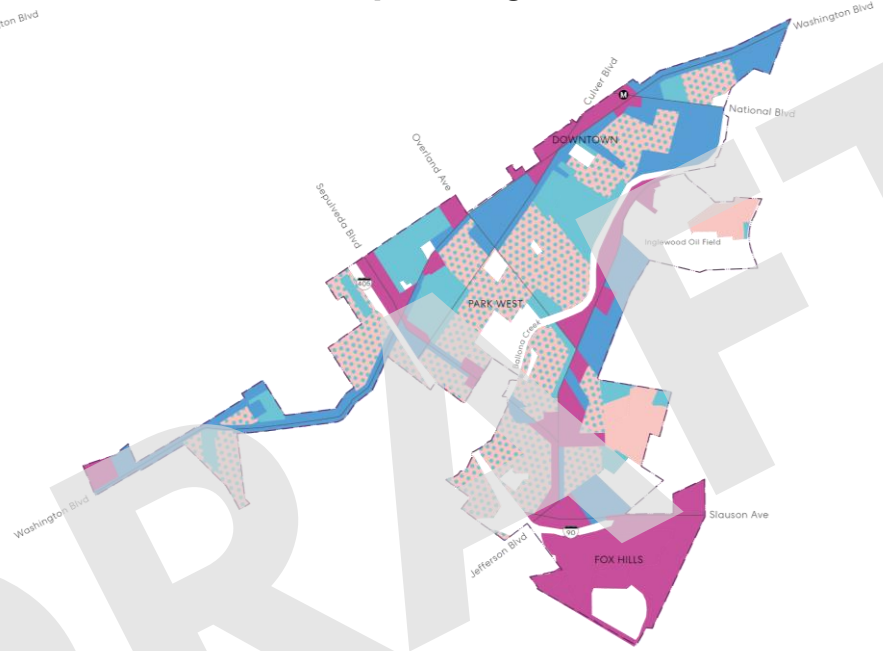
Models for change summary

1. Commercial districts concentrated growth



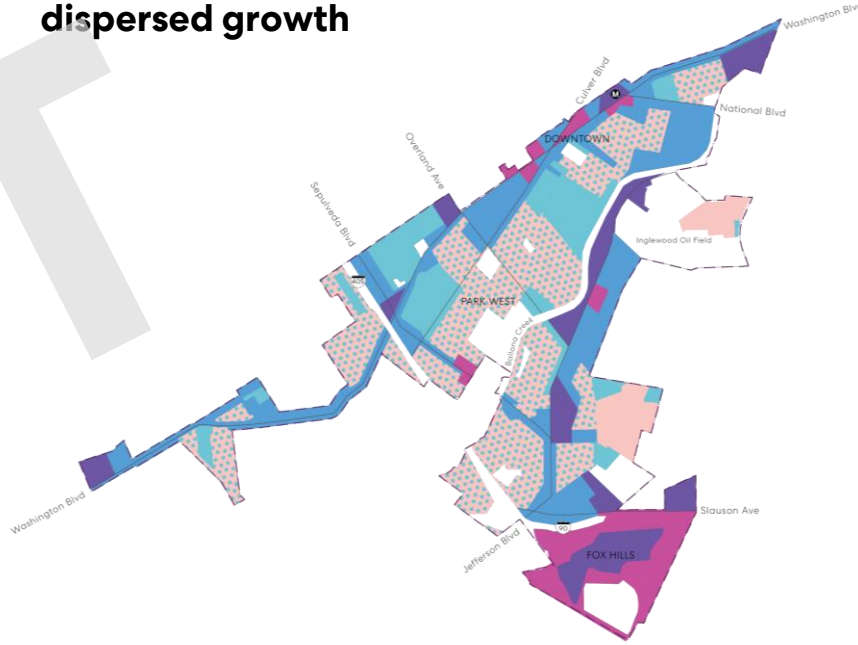
Place type	Development intensity
Single-unit residential	*No change*
Low density residential	*No change*
Commercial corridor	
Large commercial or mixed-use site	

2. Incremental dispersed growth



Place type	Development intensity
Single-unit residential	
Low density residential	
Commercial corridor	
Large commercial or mixed-use site	

3. Targeted high incremental dispersed growth



Place type	Development intensity
Single-unit residential	
Low density residential	
Commercial corridor	*No change*
Large commercial or mixed-use site	

DRAFT

Note: draft land use scenarios for illustrative purposes only. These map do not constitute recommended or intended future land use changes.

General Plan 2045 Culver CITY

PUBLIC SAFETY SURVEY REPORT

Summary of Findings from Community Survey for Public Safety Review Process



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Introduction

This report presents a summary of the findings from a community survey on public safety in Culver City. It was completed as part of a 90-day Public Safety Review process initiated by City Council and implemented through the City Manager's Office in partnership with several other departments, committees, and staff from the City of Culver City.

This survey was designed to gather information about community members' opinions about public safety services and responses, as well as perceptions of the Culver City Police Department (CCPD). Preliminary survey findings were presented publicly on September 17, 2020, at a joint meeting of the Chief Advisory Panel (CAP), city staff working on racial equity through the Government Alliance on Race and Equity (GARE), and the General Plan Advisory Committee (GPAC), where the public and committee members were invited to provide comments on the preliminary analysis. The survey responses, along with other technical analysis and community feedback, will be used by the City Manager's Office to develop recommendations for City Council by the end of the 90-day Public Safety Review Process.

Background for Survey

Culver City Public Safety Review

On June 15, 2020 City Council authorized the Mayor to sign Former President Barack Obama's Mayor's Pledge ("Pledge") that commits to the following actions:

- Review police use of force policies.
- Engage communities by including a diverse range of input, experiences, and stories in the review.
- Report the findings of the review to the community and seek feedback.
- Reform the police use of force policies.

During this study session, City Council also received substantial feedback from the community on the allocation of police resources. There was an overwhelming number of comments from all aspects of the issue of redistributing police services and responsibilities. Through a series of public meetings over the summer of 2020, the City Council authorized the City Manager's Office to implement a Public Safety Review process that included all actions in the Pledge. The survey analyzed in this report is part of that process. Upon conclusion of the process, findings from all actions will be brought back to City Council for review of any proposed revisions and for further direction.

Reimagining Public Safety in Culver City through the General Plan Update and Safety Element

The General Plan is a long-term policy document to guide the future actions of Culver City. It enables the community to come together to develop a shared vision for the future, enhancing community strengths while addressing several topics of concern, from housing and economic development to arts and environmental justice. City Council requested that as part of the General Plan update a long-term vision for public safety in Culver City be explored. After conclusion of the Public Safety Review Process, General Plan Technical Advisory Committee on Public Safety will continue development of a long-term vision for public safety in

Culver City and exploration of related policies or programs that may be included in the General Plan Safety Element.

Methodology

Survey Development

The survey was developed by the Culver City City Manager's Office and the Public Safety Review Consultant. In developing the survey, the team considered:

- **Addressing Community Concerns and Recommendations** – In public meetings on the topic of public safety, many people shared examples of racial profiling, shared ideas for how to improve CCPD, or advocated for reallocation of budget funding form CCPD to other community services. The survey includes various questions that touch on these and other topics and is designed to assess the depth and breadth of issues and priorities in Culver City.
- **Benchmarking the Data Against Similar Surveys or National Polls** – The project team reviewed similar community surveys from other jurisdictions and statistically significant findings from national polls about the topics covered in the survey. Several questions in the survey match questions found in these external tools.
- **Creating Opportunities to Develop a Shared Vision** – In addition to questions that directly meet the purpose of the Public Safety Review process, several open-ended questions were included to begin to develop an understanding for reimagined public safety in Culver City.
- **Creating a Flexible and Useful Tool to Maximize Engagement** –A long-form version of the survey, in English and Spanish, was developed to measure opinions across all the above areas of interest. A short-form version of the survey, in English and Spanish, was also available online and via paper copies to . Some questions were included in all survey instruments, while other questions were only included in the long-form version of the survey instrument.

The final survey instruments are attached in the Appendix A. Each version of the tool is organized into five sections: demographics; public safety and community services; duties for law enforcement officers and approaches to safety; contact with the Culver City Police Department; community relationships with the Police Department.

Sampling

This survey was completed by a non-randomized sample (often called a convenience sample) of people who live, work, go to school, or spend time in Culver City.

Using a non-random sample for a survey is commonly used to understand the perspectives and experiences of a group of people ("population"), especially related to topics that are time-sensitive and/or not gathered through existing population surveys. Data from non-random samples can show the range of views and experiences within a population and be used as a reference point. Data from non-random samples are typically considered more reliable (i.e., more generalizable to the larger population) when they are "triangulated" or validated through additional sources. This survey data will be considered alongside data from focus groups and public input, with all of these data being used to inform decision-making. Furthermore, it would be challenging to identify a random sample that is representative of certain populations of interest for

this survey (e.g., visitors to Culver City; people who have been stopped or arrested by CCPD in the past 5 years).

Although data from non-randomized samples may not represent the demographics, views, or experiences of the full population, these data are typically an accurate representation of the perspectives and experiences *of survey respondents*. For example, while the percent of Culver City residents who have witnessed or experienced racial profiling may be higher or lower than the survey results indicate, the number of survey participants who reported witnessing or experiencing profiling represent actual community members who have had those experiences. Additionally, the count of respondents for this data point can be understood to be less than the number of people in the population for whom this is true. This interpretation is valid because 1) less than 5% of Culver City residents participated in this survey, and 2) it is reasonable to assume that some people who have witnessed or experienced profiling did not participate in the survey.

Outreach Methods

The project team developed several outreach graphics and materials, such as social media images and flyers, that were distributed through various methods, including but not limited to:

- **Internet-Based Outreach**: City's GovDelivery listservs (All subscribers; General Plan Update subscribers); GPU Project Website; City's social media accounts (Twitter, Facebook, NextDoor, Instagram, etc.); City's website; City's Cable Channel.
- **In-Person Outreach**: City's Park Ambassadors; City's Homelessness Outreach Team; Flyers posted on Culver City buses; Hard copies available for pickup and drop-off at City Hall and other locations.

Targeted outreach to specific population or stakeholder groups was also conducted to increase the likelihood of participation by: (1) people that may have more significantly negative experiences with CCPD or law enforcement; (2) people that may be less likely to participate in a lengthy online survey on civic matters (e.g. youth, people without computers or internet access, etc.); and (3) community stakeholders involved in the Public Safety Review Process. This outreach was conducted through direct calls, emails, or identification of trusted messengers who could relay an invitation to participate in the survey and included: CCUSD and local universities; Local and regional community-based organizations; GPAC, CAP, and GARE members.

Limitations

The primary limitation of data gathered though a non-randomized sample is that the findings cannot be assumed to reflect the views or experiences of the larger population, so the data are not understood to be generalizable. In addition to the limited generalizability inherent to using non-random samples, the respondents to this survey include a disproportionately high percentage of White residents and residents 40 and older.

Demographic groups that are underrepresented in the survey sample (compared to their proportion of



Culver City residents) include Hispanic/Latinx residents, residents under 30, and Black or African American residents—both demographic groups that are disproportionately overrepresented in local, state, and national data on who is stopped or arrested by law enforcement and who experiences excessive force in interactions with law enforcement.

Data Cleaning Overview

Data from the four versions of the survey (a long-form and short-form version both available in English and in Spanish) were combined prior to analysis. Raimi + Associates translated all responses not written in English. Staff at Raimi + Associates fluent in English and Spanish translated written responses submitted in Spanish.

Individual responses were reviewed for potential duplicates and to assess irregularities. The following criteria were used to identify responses that were obviously duplicates (for example, resulting from someone beginning the survey and then returning to it and resubmitting the same responses as well as answering additional questions or completing the survey) and that were potential "fake" responses (either from a bot or from an individual intentionally filling out the survey repeatedly).

1. **Number of survey responses associated with an IP address.** Of the responses 2,608 responses submitted, 1,958 were from unique IP addresses. The remaining responses originated from 323 IP addresses (with between 2 and 21 responses associated with each of these IP addresses).
2. **Additional information about the five IP addresses with more than 10 associated responses.** Three of these IP addresses were for residential addresses while one was for Culver City's City Hall (13 responses) and the other was for the Culver City Police Department (16 responses). Because the survey was conducted while social distancing guidelines were in effect and the three residential IP addresses were associated with 18-21 responses, all responses for these three IP addresses were excluded from the data set.
3. **Close review of responses to questions (including demographic data and write-in responses) for responses associated with a single IP address**. Whenever there was some variation in responses originating from a single IP address (with which fewer than 10 responses were associated), all responses were included in the data set. There were 9 responses excluded from the data set because they were clearly duplicate, partial entries from a single person. For these responses, multiple-choice questions were the same and the write-in responses were either verbatim identical or extremely similar in phrasing and content. The 9 responses that were excluded were those responses with less data submitted (e.g., if a respondent stopped answering the survey half of the way through in one response and completed the survey in a second response, the partial response was excluded).

Data cleaning resulted in 2,538 responses being included in the analysis while 68 responses were excluded.

Respondent Profile

Key Takeaways

The survey had many participants (2,538) who were mostly residents (78%) and generally matched the racial or ethnic profile or Culver City. Nevertheless, this sample of respondents does not reflect the age profile of Culver City or the overall characteristics of those who are most likely to experience contact with CCPD, as the survey was intended to sample.

- The survey sample skews much older than the City of Culver City population, which may explain why generational differences of opinion are so stark throughout the analyses presented in this report.
- The younger survey respondents, are more likely to identify as multiracial or as "other." This may explain the under-sampling of Asian or Asian American and Hispanic or Latinx respondents in both the resident and nonresident population.
- Not enough young men of color participated in this survey; thus, the survey does not reflect direct experiences or voices from this demographic group. Nevertheless, later analyses in this report show that many respondents outside of this demographic have witnessed or can speak to the treatment of young men of color, particularly of young Black or African American and Hispanic or Latinx men.

Participant Demographics

The survey was completed 2,538 times between August 24 and September 15, 2020 by a diverse population group. Though not all respondents provided full demographic data, the majority did and most provided at least some answers to demographic questions throughout the survey.

SECTION OVERVIEW

Survey respondents were asked to provide demographic information about themselves to help the City of Culver City better understand any meaningful differences in responses to the survey questions across population groups.

In this section you will find detailed data on:

- The demographics of all survey respondents, including:
  - Resident vs. Nonresident (*and tenure of residents)*
  - Race or ethnicity
  - Age or generational cohort
  - Gender
- Respondents' reported experiences related to Public Safety, CCPD, and/or Crime in the past year
- Where possible, how survey respondent characteristics compare to those of the city and county population
- Where possible, how survey respondent characteristics compare to the demographics in arrest data tracked by the Culver City Police Department and analyzed by the Million Dollar Hoods project for the purpose of the Public Safety Review process

Primary Demographics for Analysis

The analyses presented in this report utilized various demographic categories for comparison of responses, attitudes, experiences, or beliefs across the survey population. Th primary four demographic categories used throughout the report include: Residency, Race or Ethnicity, Age or Generational Cohort, and Gender.

Resident v. Nonresident

Based on MDH arrest data and anecdotes heard at public meetings, it became apparent that perceptions and experiences of public safety vary by whether people are in fact or are perceived to be residents or nonresidents of Culver City. The research team sought to analyze differences across these two groups and asked respondents to identify their residency:

- 1,991 (78%) respondents live in Culver City.
- 531 (21%) respondents live somewhere outside of Culver City in places such as Downtown LA, South LA, or West LA.
- 16 (less than 1%) did not specify if they are or are not a Culver City resident.

Most resident responders described themselves as homeowners (78%) and skewed higher than the Culver City population when considering household income. Most renters, regardless of income, were non-White.[1]

Race or Ethnicity

Respondents could select as many racial or ethnic categories as they identified with. Most respondents, regardless of residency, identified as White or Caucasian (62%), though many also checked additional categories that indicated they were multiracial.

- Generally, resident respondent characteristics resemble the racial and ethnic makeup of the Culver City population. Many younger people who took the survey identify as multiracial and/or "other," which reflects a higher percentage of people (13%) than in the city population (5%). This difference could explain Hispanic or Latinx and Asian or Asian American under sampling in the survey.
- Nonresident respondent characteristics were less like the racial and ethnic makeup of the Los Angeles County population. This group of respondents had significantly less Hispanic or Latinx people than the county population and more White or Caucasian alone respondents. A similar trend toward identification as multiracial and/or "other" is observed in the nonresident respondent population group, as well.
- Of the 129 respondents who identified their race/ethnicity as "Other," 19 wrote that they preferred not to specify or objected to the question, while 11 identified as "human," "American," or "the world." These 30 respondents were recategorized with respondents who skipped the race or ethnicity question into, "Null (Declined to state or skipped)."
- Of the 286 multiracial respondents, 64 identified as Black or African American (as well as at least one other race/ethnicity). Because anti-Black racism is specifically focused on people who are or are perceived to be Black, the experiences that multiracial individuals who have Black or African American or other African Diaspora ancestry have are often quite different than other multiracial individuals (for example, people with White and East Asian ancestry).

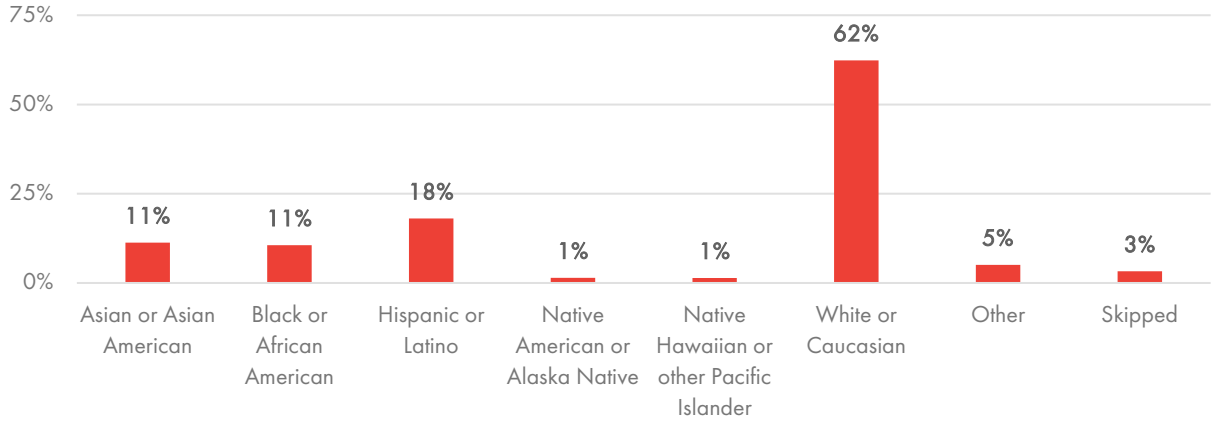
[1] Additional respondent demographics, for residents and nonresidents, is found in Appendix B.

When presenting findings by race or ethnicity in this report, respondent characteristics have been recoded and summarized into the following categories:

- **Asian or Asian American Only** – Includes only respondents who reported Asian or Asian American as their race or ethnicity alone.
- **Black or African American (Including Multiracial)** – Includes all respondents who reported Black or African American as their race or ethnicity alone or in combination with other categories.
- **Hispanic or Latinx Only** – Includes only respondents who reported Hispanic or Latinx as their race or ethnicity alone.
- **Other (NHPI, NA/AN, Multiracial, and Other)** – Includes all respondents who reported Native Hawaiian, other Pacific Islander, Native American, or Alaska Native alone; all respondents who identified their race/ethnicity exclusively as "other" and had not been re-coded as "Null (skipped or declined to state);" and all respondents who had selected multiple racial/ethnic categories other than Black or African American.
- **White alone (non-Hispanic or Latinx)** – Includes only respondents who reported White or Caucasian as their race or ethnicity alone.

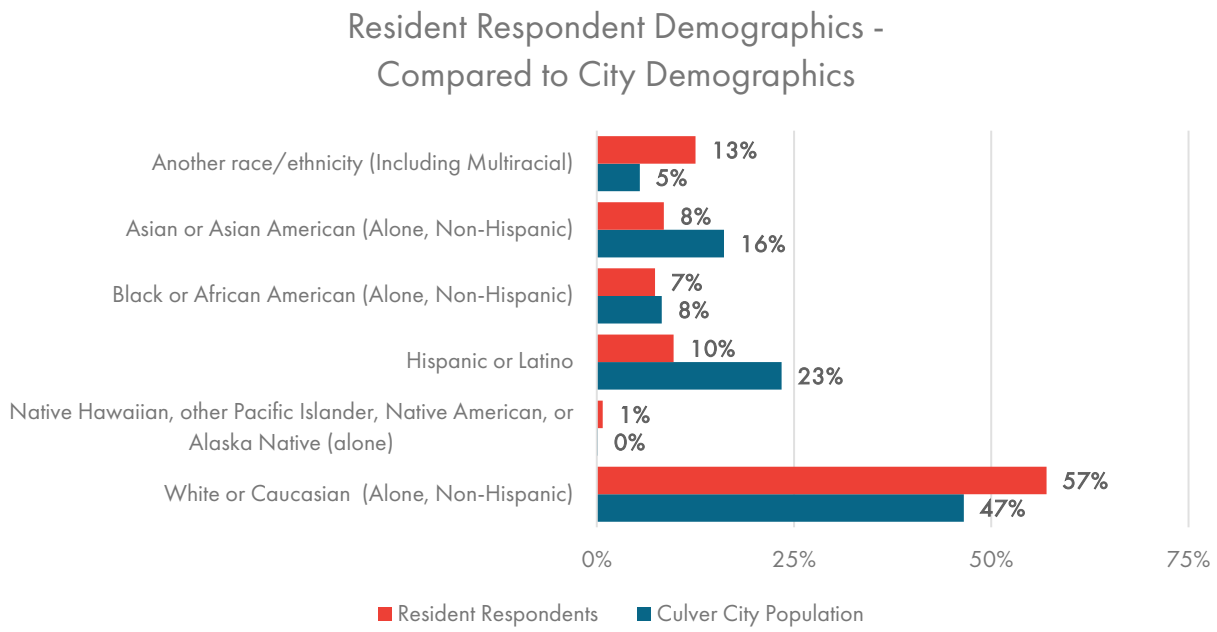
Self-Reported Race/Ethnicity of All Respondents (n=2,538)

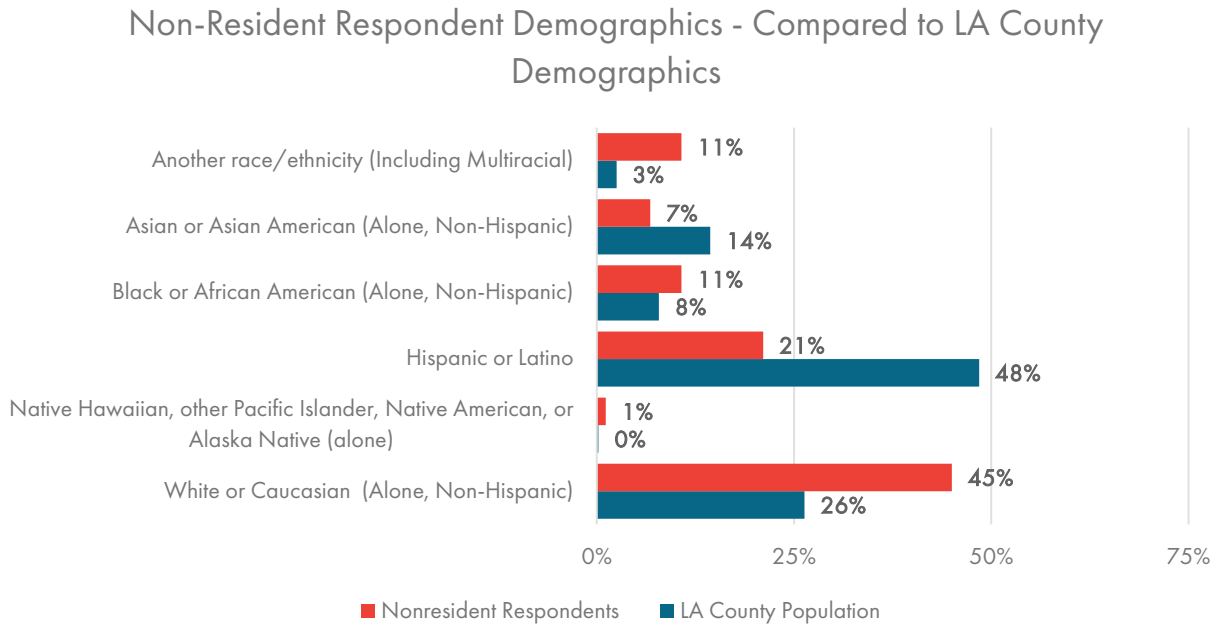
Note: Respondents could check all that applied; percentages add to more than 100%.



Detailed Race/Ethnicity for Multiracial Respondents (n=286)

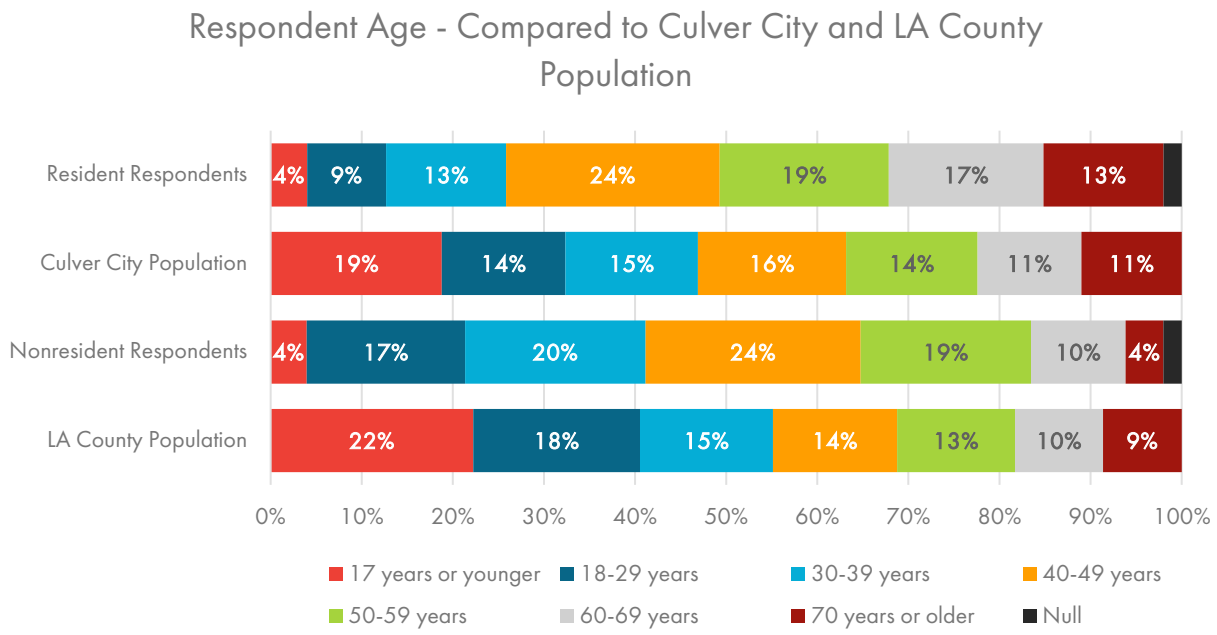






Age or Generational Cohort

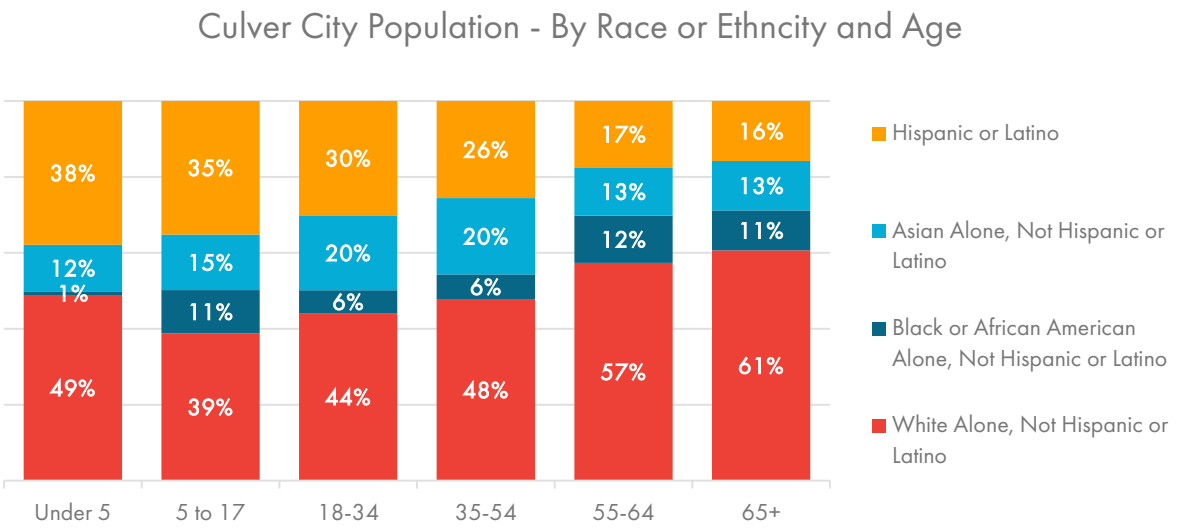
Respondents generally skewed older than the population of Culver City or LA County as a whole. Younger people aged 17 years or younger were the most underrepresented demographic in the survey population and people aged 40-49 years were the most overrepresented demographic.



When presenting findings by age in this report, respondent characteristics have been recoded and simplified into the following generational cohorts for all who provided their age range (n=2,486):

- **Millennials and Generation Z** – Includes all respondents aged 39 years or younger (30% of all respondents who provided their age range).
- **Generation X** – Includes all respondents between the ages of 40 and 49 years (24% of all respondents who provided their age range).
- **Baby Boomers and the Silent Generation** – Includes all respondents aged 50 years or older (47% of all respondents who provided their age range).

The overrepresentation of older resident respondents may also explain the overrepresentation of White alone (non-Hispanic or Latinx) respondents, as data from the US Census shows that the older population of Culver City is significantly less diverse than the younger population, particularly the school aged (5 to 17 years) population.



** Note that, for the purposes of this chart, population groups comprising a smaller percentage of the total population in Culver City are not included. Source: Census ACS 2013-2017*

Gender

More respondents identified as female alone (57%) than male alone (39%). Some respondents did not identify as male or female (2% identified as queer, non-binary, or other) and others (2%) did not provide an answer. Because the sample size for non-binary respondents is so small (n=43), when presenting findings by gender in this report, only female alone and male alone categories are discussed.

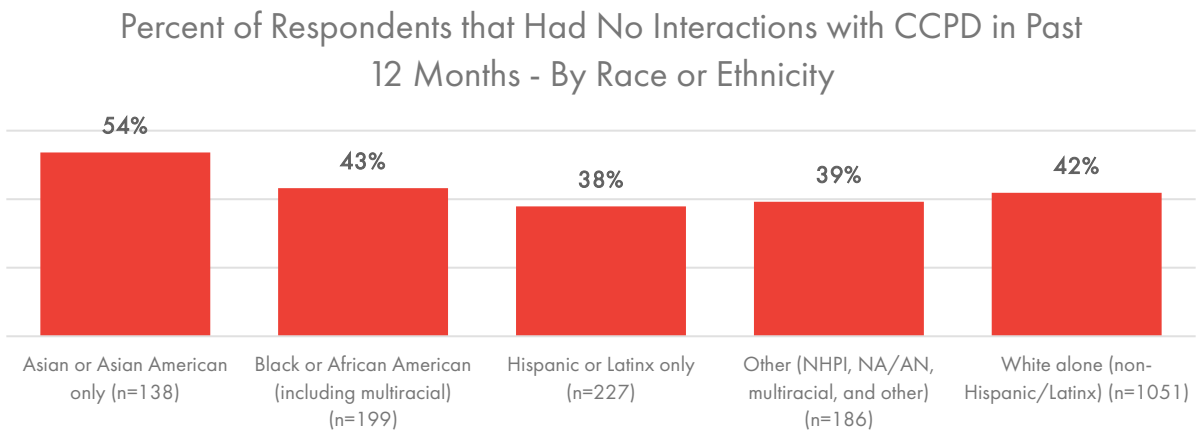
Experiences Related to CCPD and/or Crime

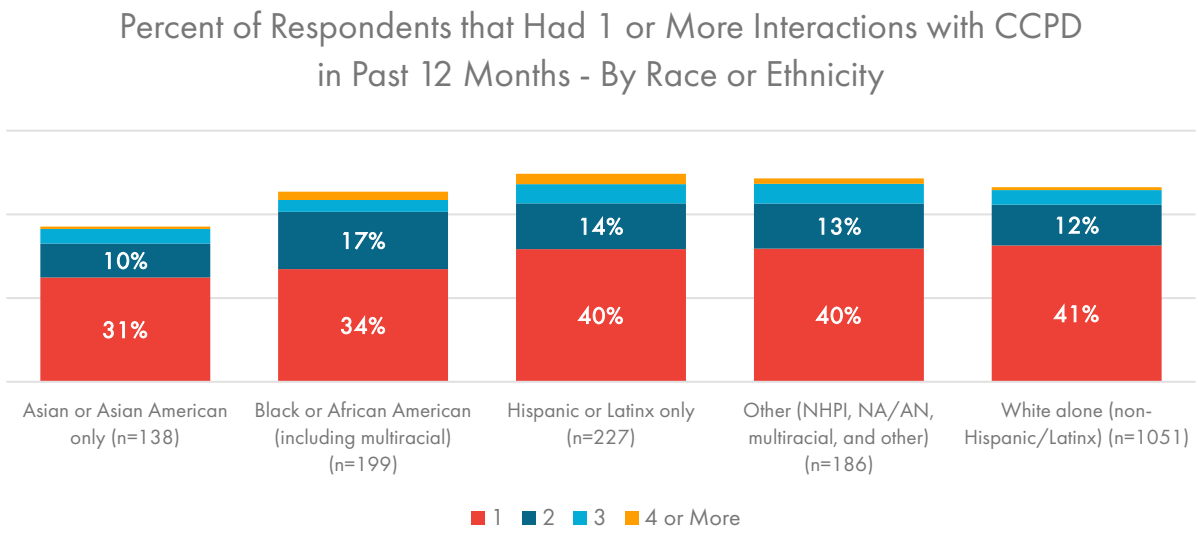
Interactions with CCPD in Past 12 Months

Respondents were asked if they had any of the following types of interactions with CCPD in the past 12 months: Arrest; Filing a police report; Involvement in a traffic accident; Participation in a large public gathering with police presence (e.g. parade, protest); Participation in a neighborhood watch meeting or other community event; Questioning as a witness to a crime; Being stopped by an officer while walking; Being stopped by an officer while driving; Being stopped or searched without warrant or giving consent; and Other.

Across all racial or ethnic groups, most respondents have not had any interactions—wanted or unwanted—with CCPD in the past 12 months.

- Asian or Asian American only respondents had the least interaction with CCPD.
- Black or African American (including multiracial) respondents said they had 2 or more interactions with CCPD at higher rates than other racial or ethnic groups.





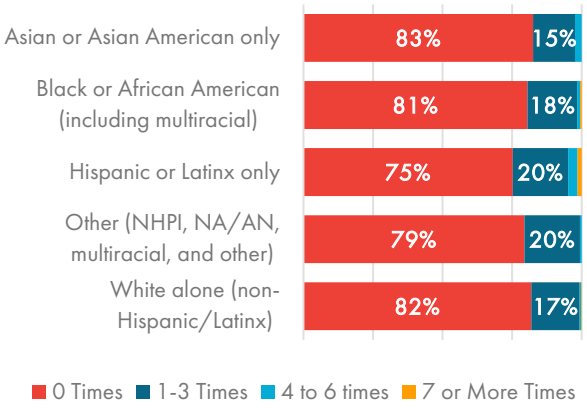
Number of Times Respondents Reported Calling 911 and CCPD Non-Emergency Number in Past 12 Months

Most respondents have not called either 911 or the CCPD Non-Emergency Number in the past year.

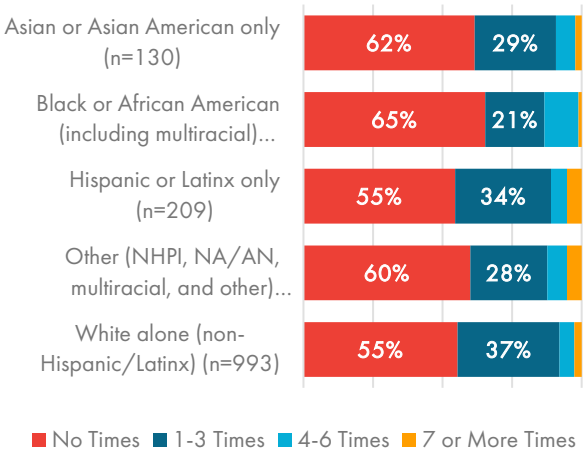
- More Hispanic or Latinx respondents said they had called 911 at least once in the past year than respondents of any other race or ethnicity.
- Hispanic or Latinx and White alone respondents have similar practices when it comes to number of times they have called the CCPD non-emergency number in the past year.

Number of Times Called 911 in the Past Year

- By Race or Ethnicity



Number of Times Called CCPD Non-Emergency Number in the Past Year - By Race or Ethncity



Comparison to CCPD Arrest Statistics

For the most part, the respondent demographics—resident and nonresident—do not align very closely with the demographics of people arrested by CCPD:

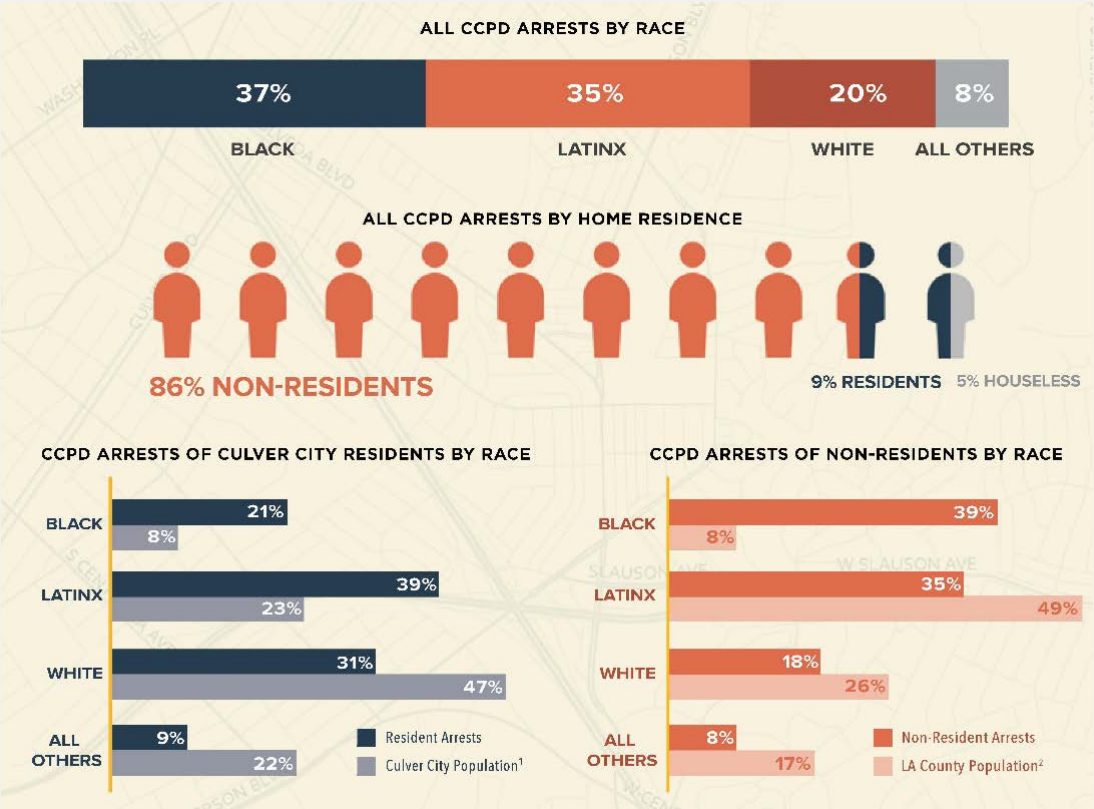
- The number of nonresident respondents was not large enough to allow for meaningful analyses of responses when cross-tabulating data by more than one demographic category. For example, not enough youth of color completed the survey for the research team to analyze their opinions.
- Within the survey population, there were many resident and nonresident respondents who identified as Hispanic or Latinx—nevertheless, this subset of respondents skews higher income than most Hispanic or Latinx in and outside of the City.
- While at least one in three respondents within each racial or ethnic group reported having some interaction with CCPD in the past year, the type of interactions ranged from positive to negative and wanted to unwanted. Further, there was not enough data on the type of interaction to conduct a thorough analysis of how these compared to the most frequent CCPD arrest charges.

Benchmarking: CCPD Arrestee Profile and Charges

In response to a California Public Records Act request submitted by Professor Kelly Lytle Hernández, CCPD provided the Million Dollar Hoods (MDH) Project, at University of California - Los Angeles Bunche Center, datasets of information on all arrests made by CCPD between January 1, 2016 to July 15, 2018.

Million Dollar Hoods Evaluation of CCPD 2016-2018 Arrest Data (2020)

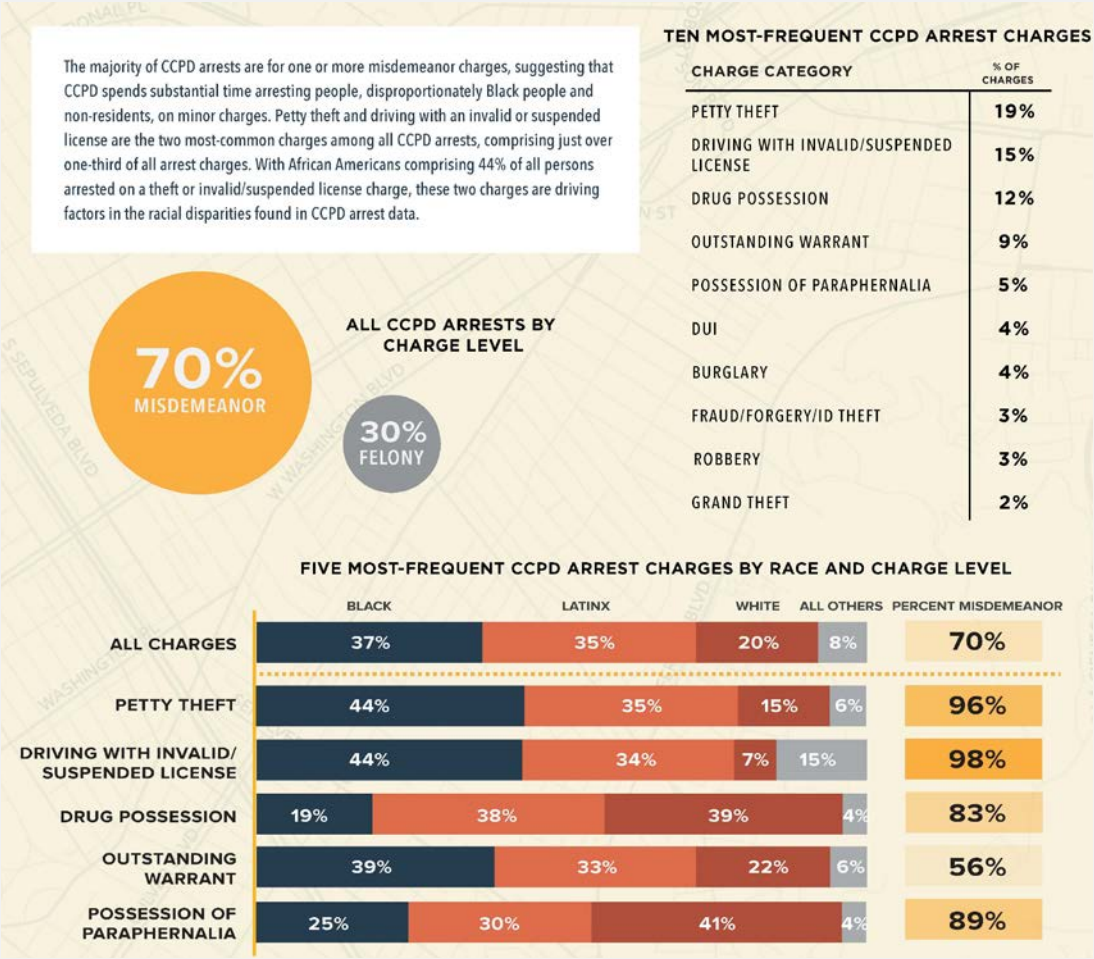
- A key finding from the MDH analysis that shaped the survey was the fact that Black people make up about 45% of all persons charged with theft or driving on a suspended license– with Latinx people making up almost an additional 40% of all persons with these charges–while representing significantly smaller shares of the City's population.
- Nonresidents make up 86% of all arrests made by CCPD and the unhoused population make up an additional 5% of all arrests.
- Younger people make up significantly more arrests than older people— peaking in the mid-20s range and significantly decreases as age increases.



Benchmarking: CCPD Arrestee Profile and Charges (Contd.)

Million Dollar Hoods Evaluation of CCPD 2016-2018 Arrest Data (2020)

- Petty theft and driving with an invalid or suspended license are the top two most frequent CCPD arrest charges.



Safety

Key Takeaways

Among both resident and nonresident survey respondents, there is broad appreciation of the presence and services of emergency responders, including officers and staff from the Culver City Police Department.

- Overwhelmingly, respondents described public safety as a belief or feeling that they, others, and/or their property are safe from harm.
- Many residents broaden the traditional understanding of public safety to encompass access to healthcare, mental health services, housing, food, and other basic resources. These respondents use words to describe public safety, such as "trust", "dignity", "care", "relationship" and "equality".
- Most resident respondents consider Culver City to be safe from crime, yet this varies by neighborhood and by race or ethnicity. There is a 12 percentage point difference between the total resident respondents of McLaughlin (85%) and of Park East (97%) who said Culver City is somewhat safe or very safe. There is also an eight percentage point difference between Hispanic or Latinx (95%) and Black or African American (87%) resident respondents' perception of how safe the City is.

Understandings of Public Safety

What does "public safety" mean in the context of living in, working in, or spending time in Culver City? This open-ended question was the first question of the long-form survey and was intended to provide an understanding of how respondents' perspectives on safety compared to the wide range of topics and concepts that "public safety" can be used to describe.

SECTION OVERVIEW

Survey respondents were asked to share their perceptions of public safety in the context of living, working, or spending time in Culver City.

This section presents common themes from respondents' answers to the following questions:

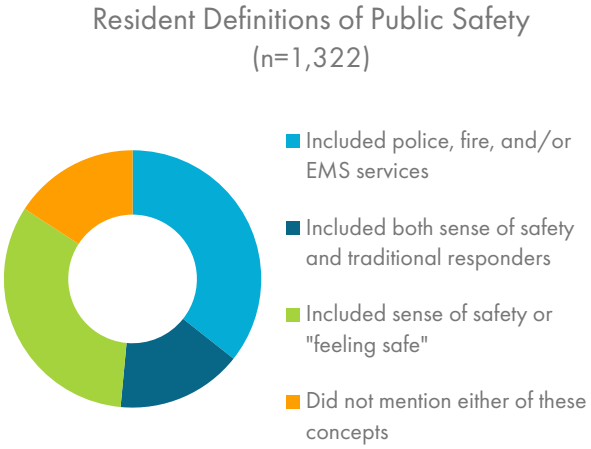
- What does public safety mean to you?
- How safe from crime do you consider Culver City to be?

Because respondents often further elaborated on their understanding of safety in other open-ended responses, this section also reflects other responses relevant to the understanding or definition of public safely and what makes people feel safe (or unsafe).

Most Common Elements: Feeling Safe + Government Role in Ensuring Safety

The most common elements to how people (both Culver City residents and other survey respondents) defined public safety are that:

- People should expect or enjoy a **feeling of safety** (48% of respondents described public safety as peace of mind); and
- The **government has a responsibility to create the conditions that give people that feeling of safety** (47% of respondents described public safety as the role or responsibility of a jurisdiction to provide police, fire, and/or EMS first responders).



Approximately half of survey respondents identified either of these themes – although less than one quarter of respondents included both these concepts in their definition of public safety. Nonetheless, many respondents likely had underlying assumptions that they did not explicitly share in their written responses. Given this, the proportion of Culver City residents who consider *both* "feeling safe" *and* traditional emergency services (i.e., police, fire, EMS/EMTs) to be core to their understanding of public safety is likely much higher that the percent of respondents who addresses both of these concepts explicitly in their written response.

People who described public safety as a belief/feeling that they, others, and/or their property are safe from harm often noted that they need to feel comfortable walking, living, visiting friends or family, and doing various activities in Culver City, both during the day and at night.

People who identified government departments that provide emergency response services primarily identified police as central to their understanding of public safety, with many respondents also identifying the fire department (and some identifying emergency medical services/technicians).

Distinct Perspectives on Who Can Ensure that a Community Is Safe

Some respondents have a narrow definition of who in a city/community can create the necessary conditions for people to expect or enjoy a feeling of safety—these respondents view the police as the primary responsible actor. Their understanding of public safety is framed by language centered on traditional policing providing the "service" of public safety and includes key words such as: "prompt response time", "protection", and "law and order". A primary outcome of these services that these respondents mentioned most was crime prevention or protection from criminals.

Other respondents have a more expansive understanding of who in a city/community can create those conditions—most of these respondents view police as important, nevertheless they imagine a broadening of the understanding of public safety to include staff from other agencies, residents (neighbors, volunteers, etc.), and others working together to provide services and resources to those in need. Their understanding of public safety is framed by language centered on community building and the social safety net and includes key words such as: "relationships", "care", and "dignity". These respondents primarily identified government as being responsible for ensuring the safety of all people and for promoting equity.

Although both types of respondents regularly use the word "fear" in their description of public safety, they use it in different ways. Among people who describe public safety centered on traditional policing service, the word “fear” is related to crime (e.g. fear of crime, fear of criminals, fear of harm, fear of strangers, etc.). People who use a broader definition of public safety use the word “fear” most often in relationship to police presence (e.g. fear of being profiled by, fear of being harassed by, fear of being physically and/or lethally harmed by police).

Thematic Differences between Generational Cohorts

These themes were consistent not only for the entire survey sample, but also among respondents of different racial/ethnic groups, generational cohorts, and residents compared to nonresidents. Nevertheless, there are significant differences across other themes, especially between generational cohorts:

- The two younger cohorts (40-49, or ”Generation X”, and under 40, or “Generation Z and Millennials”) were more likely to identify the need for people to have access to supportive services (including mental healthcare). They were also more likely to specify that community members (neighbors or professionals) responding and helping others when needed was something that contributed to them feeling safe. Many younger respondents also emphasized that public safety meant that all community members need to feel safe. They also emphasized that harassment, oppression, police intimidation, and police misconduct all make people feel unsafe.
- The older cohort (50 and older, or “Baby Boomer and Silent Generation”) was significantly more likely to include a quick and satisfactory response by police, fire, and other emergency responders was central to their definition of public safety (and often identified these as critical to their personal sense of safety).

Although most responses addressed multiple themes (and many address themes in at least two of the three categories listed below), this summary organizes the most common themes into three categories:

- What is necessary to feel and to be safe,
- The role of government in providing services related to public safety and/or establishing the conditions necessary to prevent crime, and
- The importance of a connected and supportive community in ensuring community safety and wellbeing.

What is Needed to Feel and to be Safe

How respondents described the contributing factors to feeling safe from harm varied significantly. Within responses that identified a sense of safety, the following three related themes were most commonly identified.

- No Crime or Criminals – Not being afraid of crime or criminals and/or knowing that the police are actively working to prevent and resolve crime was frequently identified as being central to people's sense of safety.
- No Oppressive Behavior – People identified that public safety requires that neither individuals nor government agencies (including the police department) behave in any offensive or biased manner (e.g., sexual harassment, racial profiling, discrimination). Many of these respondents emphasized the importance of knowing that they *and other community members* are safe, regardless of actual or perceived race, economic status, gender, political belief, and other identities or characteristics.
- No Police Intimidation, Use of Force, or Other Misconduct – Some respondents explicitly noted that public safety needs to include the absence of unwarranted threats from police to vulnerable or marginalized populations. Responses that identified this suggested limiting police intimidation, surveillance, excessive use of force, or other tactics that make particular groups of people (especially Black or African American residents, workers, and visitors; young men of color; and people experiencing homelessness) feel unsafe and unwelcome in Culver City.

Role of Government Related to Safety

Most respondents who addressed the role of government in public safety focused on police—although many also recognized the importance of fire and medical emergency responders and some

CULVER CITY VOICES

Meaning of "Public Safety"

"How safe do I feel... against crime and other threats against my well-being. How comfortable am I that the police will arrive in time to protect me. And, how comfortable do I feel that the police will not look at me as a suspect just because I am African American."

- Baby Boomers and Silent Generation, Female, Black, Resident

"...every person in this community feels safe from any threats of violence or crime no matter their race, gender, or religious identity."

-Millennials and Generation Z, Female, White, Resident

"The function of government which ensures the protection of citizens [and] property... against threats to their well-being—and to the prosperity of their communities."

- Baby Boomers and Silent Generation, Male, Resident

"People... feel comfortable walking around and using facilities without fear of crime."

- Baby Boomers and Silent Generation, Female, White, Resident

"A strong and well-funded police department..."

- Baby Boomers and Silent Generation, Female, Hispanic or Latinx, Resident

mentioned the built environment related to traffic safety. The following themes were the most commonly identified by respondents who discussed government's role.

- Quick and Satisfactory Response by Police, Fire, or Other Emergency Responder – Many people identified how important they feel it is to have emergency responders be readily available and to have emergency response be prompt, thorough, and/or unbiased.

Some people elaborated on the kind of policing they feel best supports public safety. These responses focused on either of the following:

- *"Str*ong" Police Presence – Some people believe that proactive policing is critical to public safety. Many of these respondents also expressed their support for the Culver City Police Department, and some identified that maintaining (or increasing) the current staffing and/or budget for CCPD is necessary for public safety. A few people advocated for *increased* use of force, surveillance and patrolling, and/or other tactics that they feel would deter crime.
- "Community-Oriented" Police Presence – Some people identified improvements to policing or to CCPD as necessary for public safety. Suggested improvements included ensuring accountability (i.e., a prompt and appropriate response) to police misconduct, addressing officers' biases, and strengthening relationships between police officers and community members (especially community members who are people of color and/or not homeowners or business owners).

Some respondents identified the importance of preventing and/or mitigating harm through infrastructure and proactive non-police services.

- Emergency Preparedness and Response and/or Hazard Mitigation – Some respondents included being prepared for and responsive to large-scale hazards such as public health emergencies (e.g., COVID-19

CULVER CITY VOICES

Meaning of "Public Safety"

"Having a strong police department that is proactive and stops crime before it starts..."

-Baby Boomers and Silent Generation, Male, African American, Resident

"...trust, accountability, and empathetic first responders... [with a] relationship with everyone in the community."

- Millennials and Generation Z, Female, White, Resident

"[My] holistic view [of safety] ... includes disaster preparedness, public health, mental health services, [and] law enforcement."

- Generation X, Female, White, Resident

"[Safety includes] protecting and providing infrastructure/resources and support for those in need... this includes housing, food... jobs, healthcare, etc."

-Millennials and Generation Z, Male, Multiracial (non-Black), Resident

"Community members and leaders work to decrease threats and incidents of violence towards all our neighbors."

- Millennials and Generation Z, Male Hispanic or Latinx, Resident

"[Public safety] includes emergency preparedness as well as affordable housing, ... [safe] transportation, [and] mental health and family counselling."

- Baby Boomers and Silent Generation, Female, White, Resident

pandemic), wildfires, and earthquakes as a key element of public safety.

- Traffic Safety / Complete Streets and Lighting in Public Areas – A few people included dangers for pedestrians, cyclists, and motorists in their understanding of public safety. Some people identified the maintenance of safe walkways, roadways, parks, public facility or right-of-way lighting, and other public infrastructure maintained by local government as being a core element of safety.

Importance of a Connected, Supportive Community

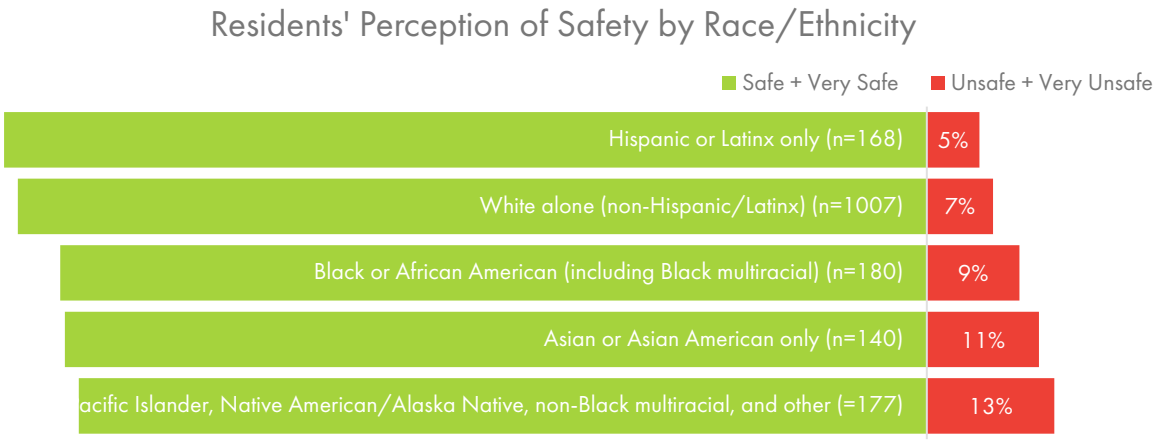
Many respondents recognized how structural racism and other systemic inequities (including the unfair distribution of resources) relate to public/community safety. Many people also believe that public safety is supported when the root causes of violence and crime are addressed, and when community members are connected to one another and to supportive resources. People who identified the importance of a connected and supportive community attribute crime to systemic inequities and insufficient connections/relationships between community members – a sharp contrast to the beliefs expressed by some respondents who support a "strong" police force that crime is the result of individual character flaws or someone making the wrong choice,.

- Access to Healthcare (including Mental Healthcare) and Other Services – Many people described public safety as being collective well-being that can be achieved through a caring, empathetic, and equitable community (including but not limited to government) that ensures that people's basic needs are met and that they are able to thrive. Basic needs that were identified include health care, housing, mental health support, water, food, and other resources. Many respondents that described public safety in this manner also specified the importance of targeting resources towards vulnerable and/or marginalized groups, including people experiencing homelessness or serious mental illness.
- Community Relationships – Some people expressed that collective well-being can be achieved through relationships between community members that include mutual respect, understanding, and support. Many of these respondents identified that such relationships need to exist specifically among neighbors and community members, as well as between community members and government employees (including police officers).
- People or Appropriate Agencies (in Addition to CCPD) Respond to Needs – Some respondents identified that public safety is supported (and they feel safer) when people in a community are responsive to one another's needs. These descriptions of public safety included examples of neighbors and people walking by helping when someone is hurt or in danger. Some of these people also identified that they wanted to feel like various needs would receive an appropriate response, whether from another community member or a mental health professional or someone else with relevant skills and knowledge (other than police officers, although some people suggested that non-police partner with police officers in some situations).

Perceived Safety of Culver City

The survey asked people, "How safe from crime do you consider Culver City to be?" The vast majority of respondents identified Culver City as very safe or somewhat safe, although responses varied somewhat by race/ethnicity and neighborhood. Of resident respondents that shared their race/ethnicity:

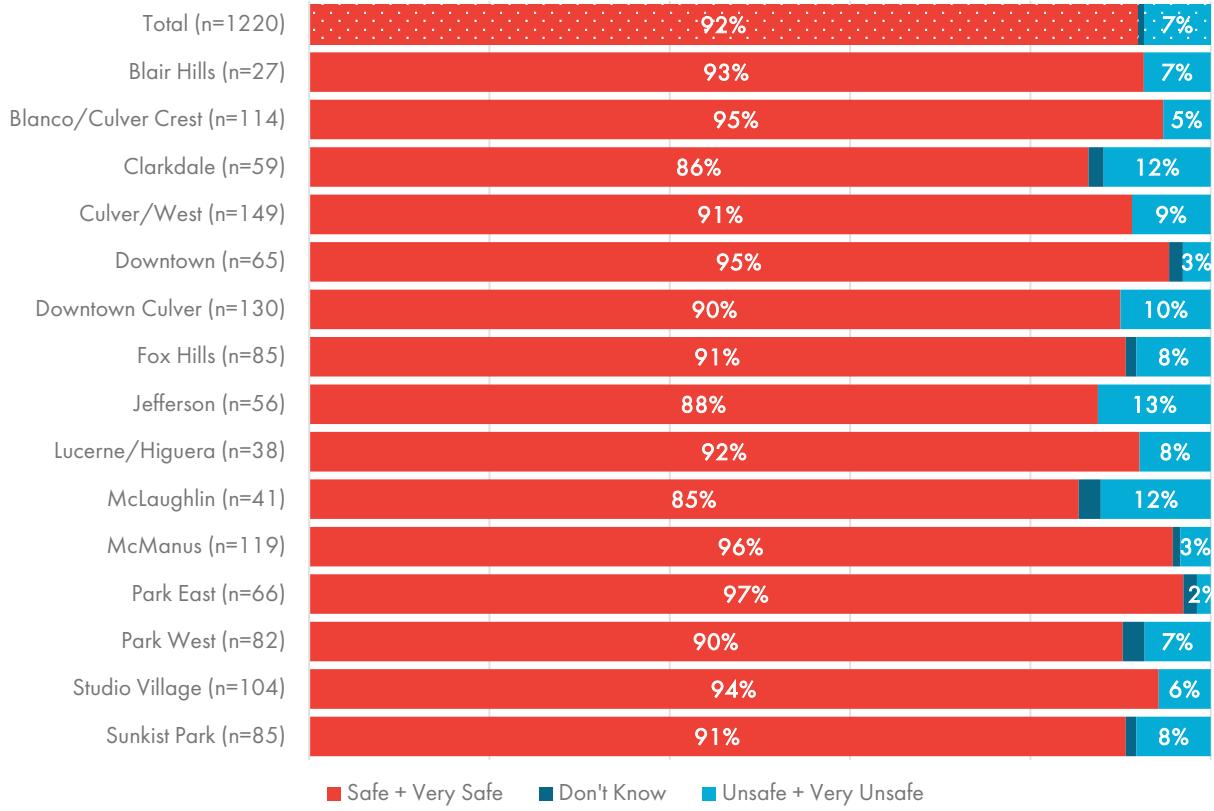
- Hispanic or Latinx (94%) and White (93%) respondents were most likely to feel that Culver City is be somewhat or very safe from crime.
- Black or African American (including multiracial respondents who selected Black or African American) and Asian or Asian American respondents were less likely to feel that Culver City is somewhat or very safe from crime (88% for both).
- Respondents who identified as Native Hawaiian or Pacific Islander, Native American or Alaska Native, Multiracial (excluding those who selected Black or African American), or another race/ethnicity) were least likely to feel that Culver City is somewhat or very safe from crime (86%).



Of resident respondents that provided information about their neighborhood, 92% of residents perceive Culver City as Safe or Very Safe, but this varies by neighborhood:

- Blanco/Culver Crest, MacManus, and Park East resident respondents all have higher rates of perceiving Culver City as Safe or Very Safe (95%, 96%, and 97%, respectively). These neighborhoods have higher concentrations of owner-occupied households and, in most cases, also have higher concentrations of White residents.
- Clarkdale, Jefferson, and McLaughlin resident respondents were more likely than others to say Culver City is Unsafe or Very Unsafe (12%, 12%, and 13%, respectively). These neighborhoods have a higher concentration of low-income households, have more people living below 200% of the federal poverty level, and/or have a higher concentration of renter-occupied households.

How safe from crime do you consider Culver City to be?
Resident Responses by Neighborhood

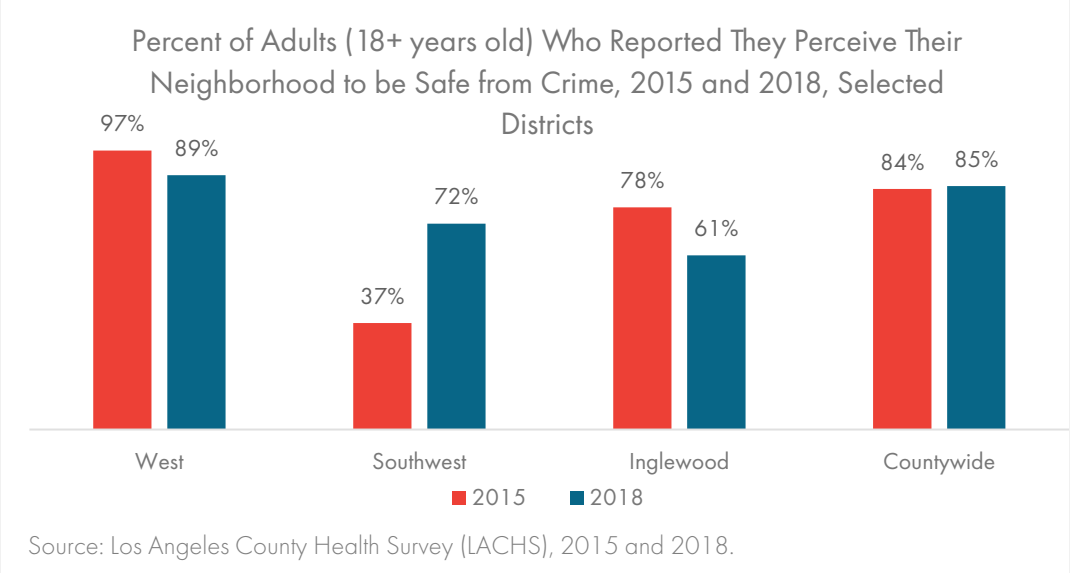


Benchmarking: Safe from Crime

The following data points are from recent regional surveys and are provided as a point of comparison, or benchmarking, for data collected through the City of Culver City's Public Safety Review process.

Los Angeles County Health Survey, Los Angeles County Public Health Department (2015 and 2018)

- Culver City data align closely with those from the Los Angeles County Health Survey, in which adult respondents are asked how safe from crime they consider *their neighborhoods* to be.
- Respondents in Los Angeles County's Health District 84 (West), which encompasses Culver City and other West LA neighborhoods and jurisdictions, are more likely than residents of LA County overall to report feeling safe in their neighborhood (89% versus 85% respectively in 2018). They are also much more likely to report feeling safe in their neighborhood compared to residents of adjacent neighborhoods or jurisdictions, including Southwest and Inglewood.



Source: Los Angeles County Health Survey (LACHS), 2015 and 2018.

A map of the Health Districts is included in the Appendix.

Perceptions of Law Enforcement and Culver City Services

Key Takeaways

Among respondents, there is a lot of expected variation in perceptions of law enforcement and public safety by race or ethnicity, by age, by gender, and even by nonresidents' relationship to Culver City.

- Black respondents were the least likely to report feeling safe in the presence of CCPD compared to other racial groups (for both residents and nonresidents); this was aligned with responses by race to "Most sworn law enforcement officers care about me and my well-being" -- also with consistent percentages of "Don't Know."
- There is a consistent pattern in differences between how younger people (aged 29 and younger) and older people (50 years and older) perceive law enforcement.
- Even when comparing to other highly rated City services, police services were ranked lowest for all non-White racial/ethnic groups.
- As the number of years that respondents reported living in Culver City went up, so did their desire to have CCPD spend more time in their neighborhood.

Perceptions of Law Enforcement

The survey included several questions designed to gauge both general perceptions of law enforcement (e.g. as a general practice and/or relating to police departments, officers, or staff) and to assess differences in perceptions for different demographics groups.

SECTION OVERVIEW

Survey respondents were asked to describe or rate their perceptions of law enforcement (in general and in Culver City in specific) and to rate various city services.

In this section you will find analyses of responses to the following questions:

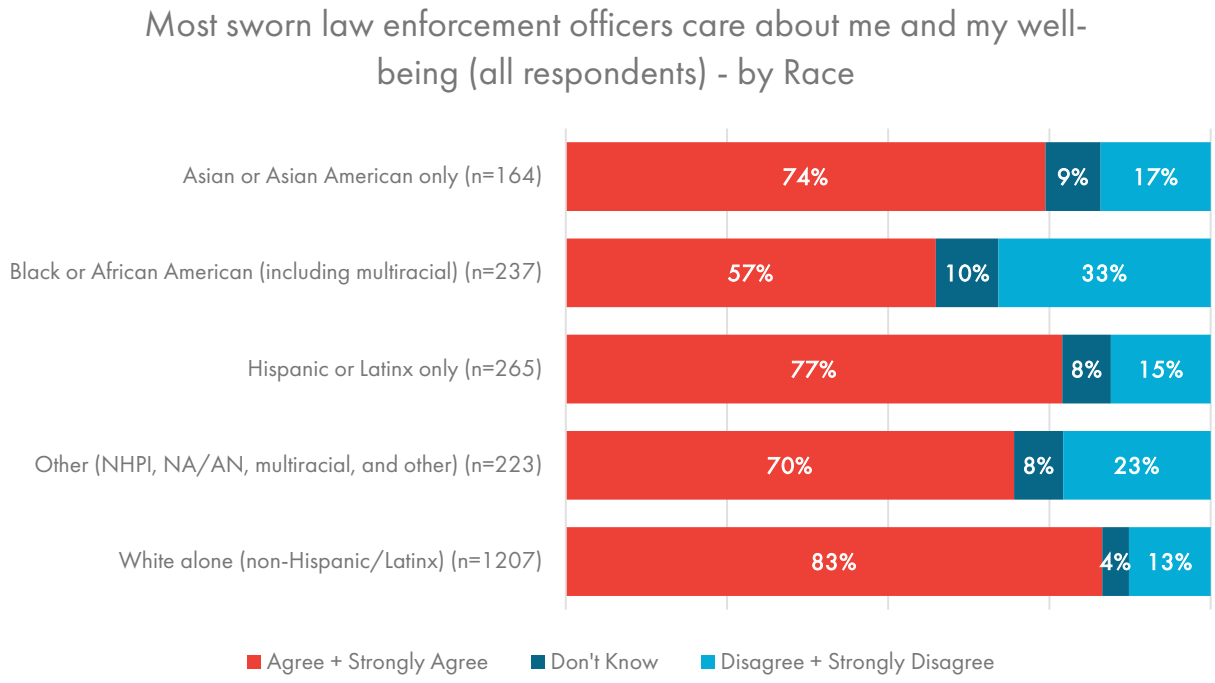
- Perceptions of relationships with law enforcement officers and with CCPD officers and staff
- Perceptions of how CCPD treats residents and nonresidents
- Likelihood to initiate contact with Culver City Police Department
- Likelihood to contact law enforcement if experience or witness crime
- Recent changes in respondents' feelings about law enforcement
- Resident rating / satisfaction with City services
- Resident perceptions of relationship between CCPD and community members

Perceptions of Positive or Negative Relationships with Law Enforcement Officers

Respondents were presented two statements regarding their perceived relationship with law enforcement officers, in general, and of feeling safe in the presence of Culver City Police Department (CCPD) officers. They were asked to rate each on a scale of agreement (strongly agree to strongly disagree or don't know). Both statements had a positive framing to relationships:

Statement 1 - *"Most sworn law enforcement officers care about me and my well-being"*

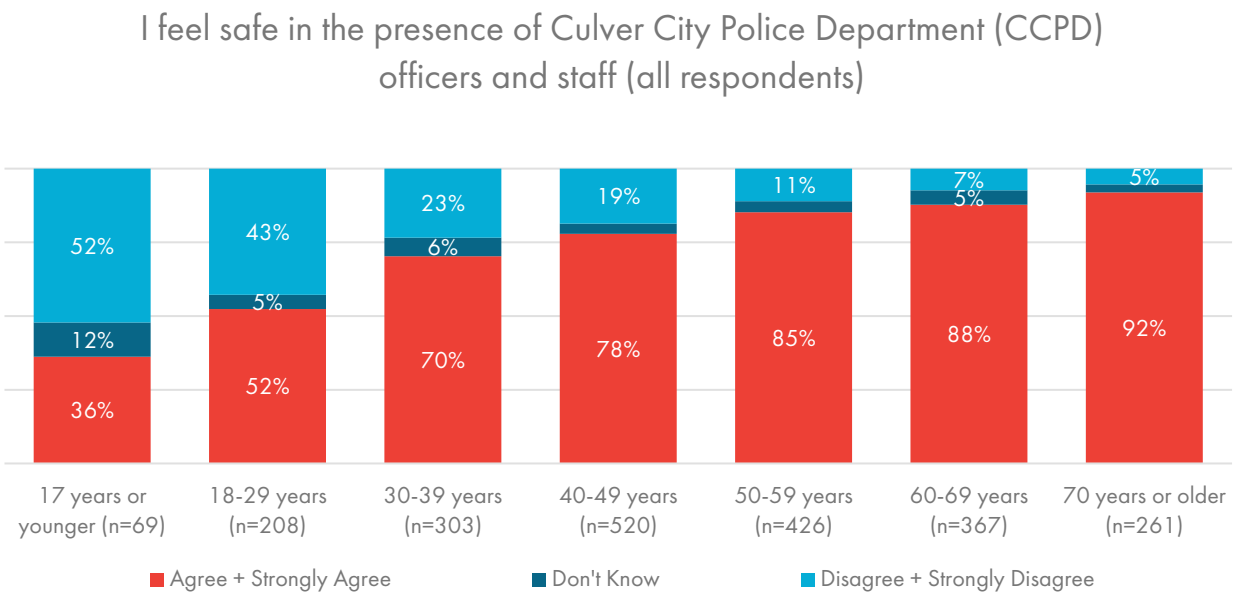
- There is significant variation in the number of White alone (83%) respondents who said they "agree or strongly agree" that most law enforcement officers care about them and their wellbeing compared to the number of Black or African American respondents who said the same (57%).
- In addition to the difference by race or ethnicity, there is also a wide gap between respondents' level of agreement when looking at their age: at least eight in ten adults over the age of 50 years said they agree or strongly agree, while less than six in ten young people under the age of 29 years said the same.



Statement 2 - *"I feel safe in the presence of Culver City Police Department (CCPD) officers and staff"*

- Responses were starkly different for younger respondents, with half of under 18 respondents reporting they do not feel safe in the presence of CCPD. Responses were starkly different for younger respondents, with half of under 18 respondents reporting they do not feel safe in the presence of CCPD. As respondents' ages increase, more respondents reported feeling safe with CCPD officers and staff while fewer reported not feeling safe.

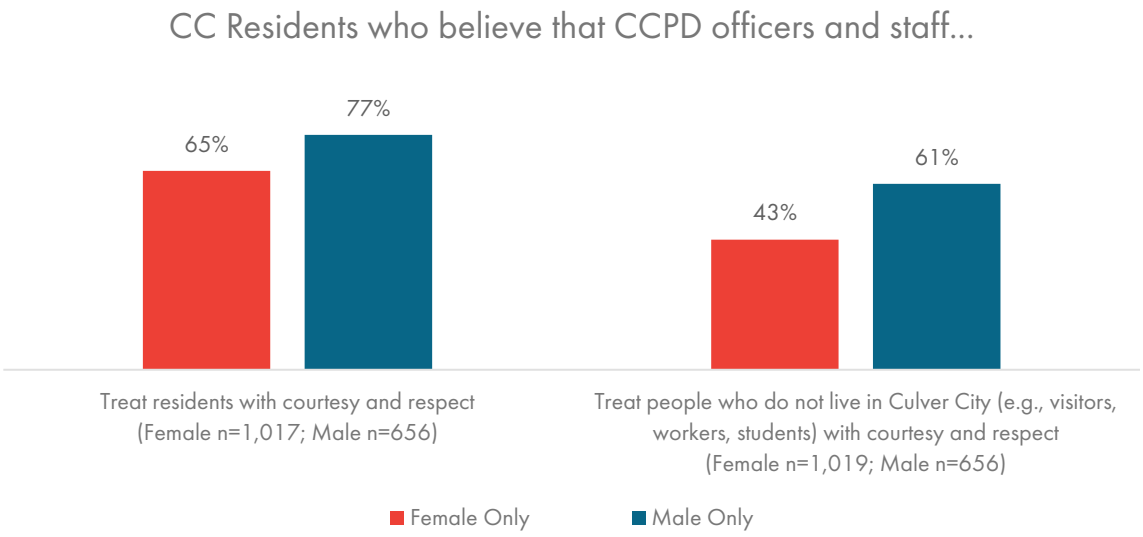
- Only 60% of Black or African American respondents said they feel safe in the presence of CCPD, compared to 83% of White and 78% of Hispanic or Latinx respondents.



Perceptions of How CCPD Treats Residents and Nonresidents

Respondents were presented two statements related to their perceived understanding of Culver City Police Department (CCPD) officers' courteous or respectful treatment of residents and nonresidents and were asked to rate each on a scale of agreement.

- Resident respondents in each racial/ethnic group were significantly less likely to believe that CCPD treats non-residents with courtesy and respect—approximately 20 percentage points less for all except for Hispanic or Latinx, which only decreased by 10 percentage points. Only half of Culver City resident respondents believe that CCPD officers treat people who do not live in the city (i.e., non-residents) with courtesy and respect.
- Female resident respondents were less likely than male resident respondents to agree that CCPD officers and staff treat residents with courtesy and respect (12 percentage points lower) and that they treat non-residents with courtesy and respect (18 percentage points lower).Both male and female resident respondents were less likely to think that CCPD officers and staff treat non-residents with courtesy and respect than think CCPD officers and staff treat residents with courtesy and respect.



Likelihood to Contact Law Enforcement If Experience or Witness Crime

Respondents were presented with an additional four statements related to their likelihood to initiate contact with CCPD in specific situations and were asked to rate each on a scale of agreement (strongly agree to strongly disagree or don't know).

- The vast majority of respondents said they would report it to law enforcement if they were physically assaulted, saw someone else being physically assaulted, experienced a theft or property damage, or witnessed theft or property damage.

Younger respondents were less likely to say that they would report it to law enforcement if they were physically assaulted, saw someone else being physically assaulted, experienced a theft or property damage, or witnessed theft or property damage. They were also more likely to say they did not know whether they would report these situations.

Recent Changes in Respondents' Feelings about Law Enforcement

Respondents were asked if their feelings towards law enforcement have changed in the last six months and elaborate if their feelings have recently changed. In general, there is an even split in whether resident respondents' feelings about law enforcement have changed in the last six months (48% said yes and 52% said no). More White resident respondents report having their feelings about law enforcement change in the last six months than any other racial/ethnic group.

There is no clear relationship between residents' reporting of changed feelings and whether those feelings are more positive or more negative. Across race, age, and other respondent characteristics, the responses were nuanced. Some felt more appreciative of CCPD, others felt surprised or angered by the behavior of CCPD in recent months, and many more were somewhere in between or trying to make sense of what they had recently observed as the issue became more prominent community dialogues, social media, and mainstream media.

Benchmarking: Changes in Respondents' Feelings about Law Enforcement

The data points are from recent national polls and are provided as a point of comparison, or benchmarking, for data collected through the City of Culver City's Public Safety Review process.

Health Tracking Poll, Kaiser Family Foundation (June 2020)

- There is significant support (64% of respondents) for recent nationwide protests against police violence. Responses varied by race, with Black respondents having the highest rate of support (84%) followed by Hispanic (64%) and White (61%) respondents.
- One in three Black respondents (30%) reported feeling they were treated unfairly because of their race or ethnicity in dealings with police, such as traffic incidents. This is three times the rate of Hispanic respondents (11%) and ten times the rate of White respondents (3%).

CULVER CITY VOICES

Feelings about Law Enforcement

"I have developed more empathy for both sides: those that state they have been unfairly harassed by police due to their race, as well as for the police officers that feel unfairly attacked for being racist."

- Baby Boomers and Silent Generation, Female, White, Resident

"I believe [Police] budgets should be reduced, and the saved money should instead be invested in social infrastructure like schools, social services, housing, etc. I want to be clear that the foregoing doesn't mean that I think police are bad"

- Millennials and Generation Z, Male, White, Resident

"As I've researched more information about the record of the Culver City PD, I've become more unsettled and upset about the treatment of people of color. Beside my own experience with CCPD."

- Millennials and Generation Z, Female, Black, Resident

"I have come to respect the job that our police do a... lot more."

- Millennials and Generation Z, Gender Nonconforming, Black, Resident

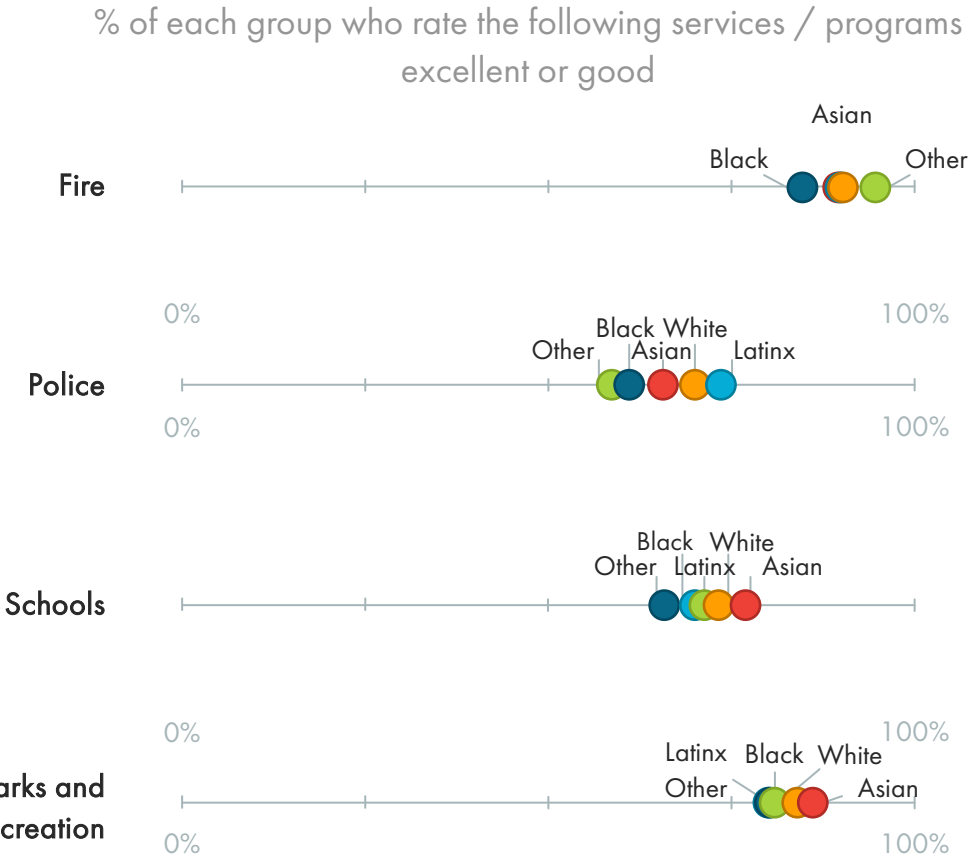
"I've grown more wary of the decision process that leads to the use of force. Are officers being trained adequately? Are they being held accountable to a high moral/ethical standard?"

- Generation X, Male, Asian, Resident

Resident Rating/Satisfaction with City Services

Respondents were asked to rate the quality of public safety services (i.e. Fire Department, Police Department, and Emergency Preparedness Division) along with other services or programs provided by, or within, the City. This question was intended to develop a comparison benchmark for evaluation of CCPD, by residents and by specific groups of the population, in comparison to other high-rated City Services.

- Generally, the Fire Department has the highest rating of all public safety services provided by the City, followed by Parks and Recreation and schools.
- In all groups by race or ethnicity, at least 25% of the population rates the Police Department as poor or fair.
- Police ratings have the widest margin between those who rate them most highly versus those who rate least highly: 73% of Hispanic and Latinx respondents rated them as excellent or good, compared to only 58% of respondents who identified as Other for race/ethnicity.

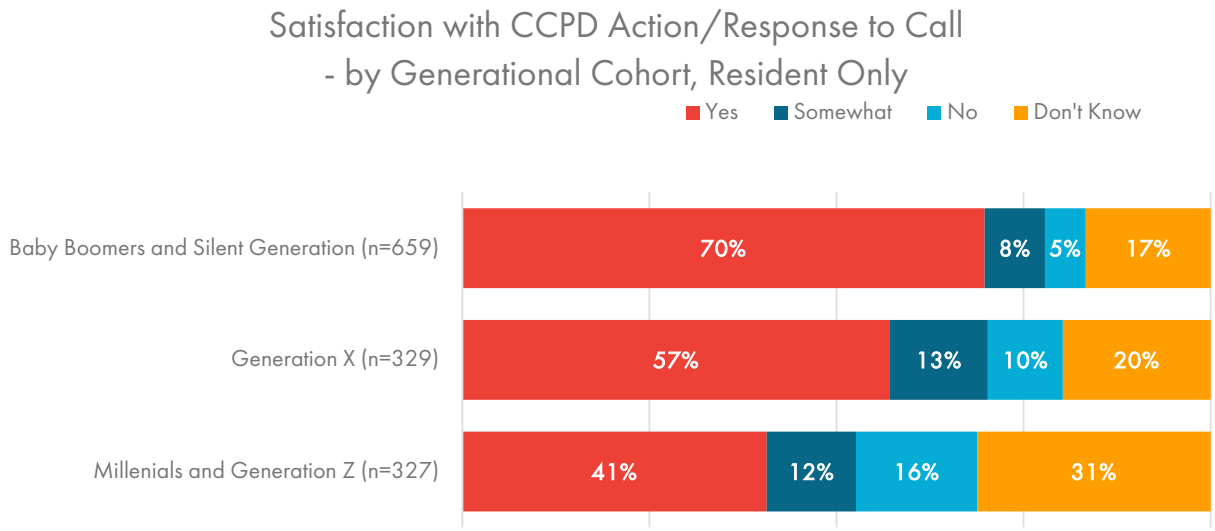


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In addition, residents were asked to rate their level of satisfaction with CCPD responses or actions taken during interactions with the respondent. Within the resident respondent sample, satisfaction by race or ethnicity was generally less disparate than by generational cohort or by gender:

- About one in ten respondents in each racial or ethnic group said they were not satisfied with the response/action.

- Three times as many young people (16%) compared to older people (5%) said they were not satisfied with the response/action; young people were also most likely to say they didn't know if the response/action was satisfactory.



Resident Perceptions of Relationship between CCPD and Community Members

Summary of Qualitative Themes

Responses to the question of perceived quality or character of relationships between CCPD and community members were generally positive, but with qualifiers (e.g., could always be better, fine, positive for non-criminals, has been less positive recently because people are not supporting CCPD). In addition to identifying ways in which relationships could be better, many respondents identified a difference in the dynamics of the relationships of CCPD with different members of the community:

- **Businesses** – Some respondents said CCPD has a positive relationship with businesses or business owners. This aligns closely with many respondents view of "protection of businesses and property" as a central function of public safety. This is in terms of fostering a perceived feeling of safety for patrons and of protecting community assets (e.g. protection of businesses during times of public upheaval, such as riots or the demonstrations against police brutality).
- **Renters vs. Owners** – Some respondents shared observations that described how they perceive CCPD relating differently with renters and owners.
- **Non-White vs. White Only People** – Many respondents emphasized people in different racial/ethnic groups being treated differently and/or that youth do not have a good relationship with CCPD. People of all racial/ethnic groups noted this.

Residents' Desire to Have CCPD Spend More/Same/Less Time in Area

In general, most people said they want CCPD to spend more or the same amount of time in their area, but this varied across groups:

CULVER CITY VOICES

CCPD Relationships with the Community

"[They] are very friendly with the business community [and] certain more conservative homeowners who support them... relationships with other community members are very poor, particularly due to [CCPD] denying some of the problems they have had and because of their lack of transparency. It is extremely upsetting to see the police... press releases about crime as crime is going down.

- Baby Boomers and Silent Generation, Female, White, Resident

"I can see that they are trying, coming out to be seen, but it is really about the change in attitude... More teaching. More plainclothes officers standing in the background while [other] professionals... are the face of services... accessible to ALL."

- Generation X, Female, White, Resident

"I think the police have a GREAT relationship with HOMEOWNERS but have a somewhat suspect relationship with RENTERS. But that is rightfully so."

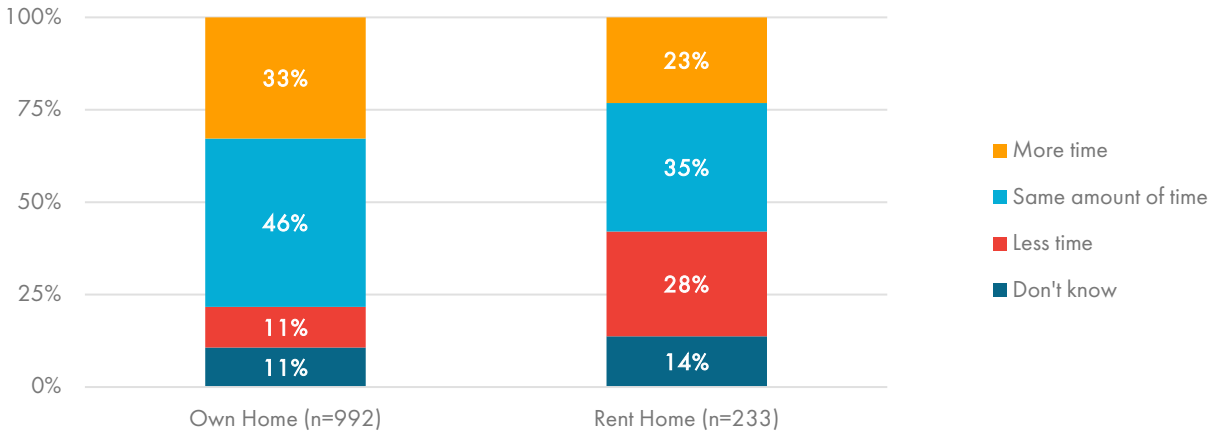
Millennials and Generation Z, White, Male, Resident

"Neutral. Concerned that the CCPD is only following 3 of the 8 recommended actions from [the] 8cantwait [campaign]."

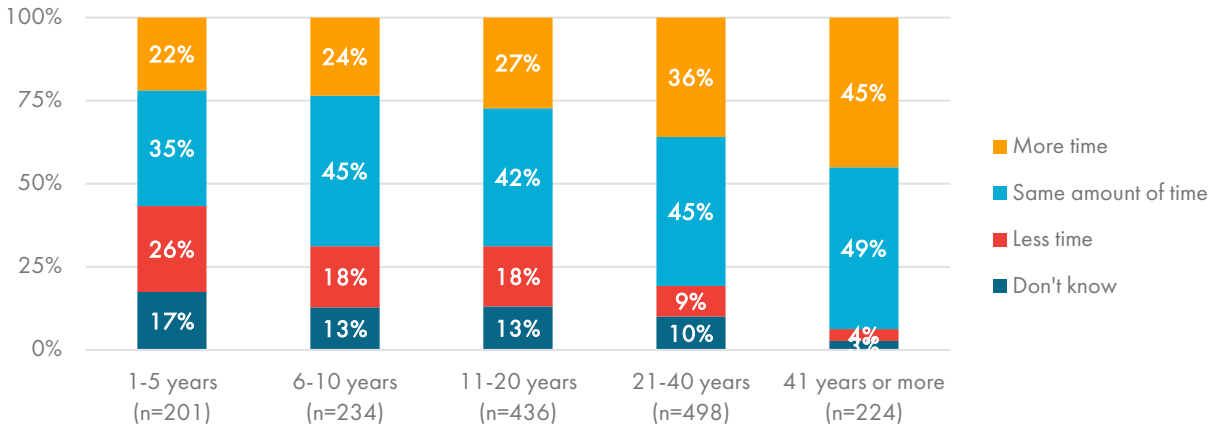
Generation X, White, Female, Resident

- Almost one third of renters (28%), compared to only one in ten homeowners, said they want CCPD to spend less time in their neighborhood.
- As the number of years that respondents reported living in Culver City went up, so did their desire to have CCPD spend more time in their neighborhood: While only 22% of residents who have been in Culver City between one and five years said they want CCPD to spend more time in their neighborhood, twice as many of residents who have lived in the city 41years or more said the same.
- Nonresident respondents who work or attend school in Culver want the police to spend more time near their place of work.

Residents' Desire for CCPD to Spend More/Same/Less Time in Their Neighborhood - *by Tenure*



Residents' Desire for CCPD to Spend More/Same/Less Time in their Neighborhoods - *by Years Living in Culver City*



Alternatives and Potential Shifts in CCPD Responsibilities and Responses

Key Takeaways

- There is significant support for making some modifications to how CCPD officers interact with community members (with respondents interested in minor as well as major changes).
- Most respondents across diverse demographic groups support deploying non-law enforcement professionals (either as a team with officers or without officers) in response to mental health concerns and people who are homeless.
- Respondents in different generations have significantly different views of who should respond to quality of life situations and whether sworn CCPD officers should continue providing certain services.

Does Public Safety in Culver City Need to be Reimagined?

Nearly half of resident respondents (48%) believe that public safety needs to be reimagined in Culver City—and 13% of people do not know. Responses to this question varied somewhat for different demographic groups.

- More than half of female resident respondents (53%) believe that public safety in Culver City should be reimagined, compared to 41% of male resident respondents.
- Younger resident respondents are more likely to believe that public safety in Culver City should be reimaged than older resident respondents (84% of those under18 years old compared to 32% of those 70 years or older).

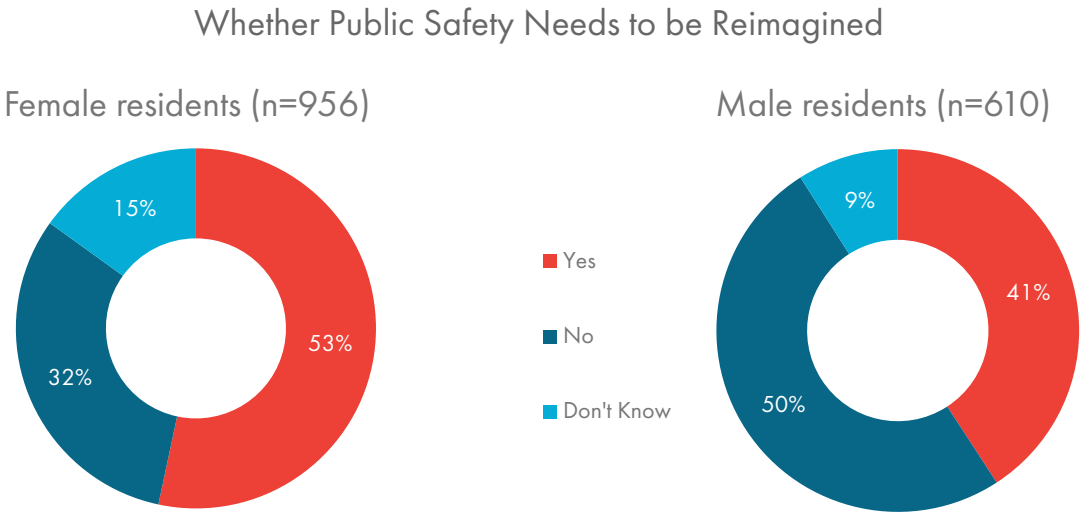
SECTION OVERVIEW

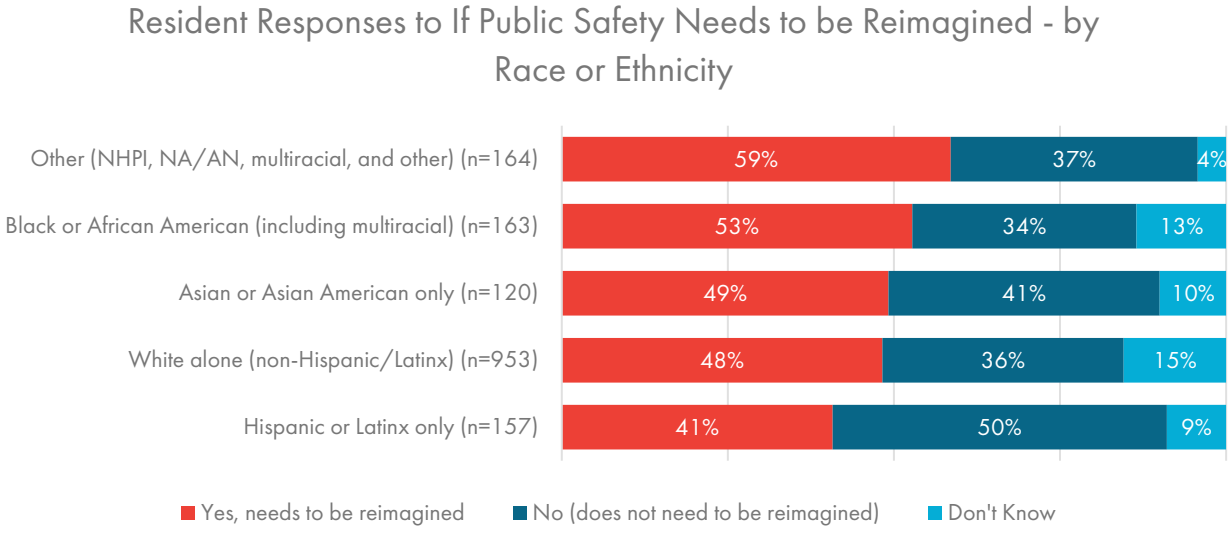
Survey respondents were asked to provide their opinions on alternatives and potential shifts to CCPD responsibilities and responses. The questions were designed to identify people's opinions about both very specific situations and services as well as an understanding of how people feel about the idea of reimagining how public safety is understood and addressed by City government. For the situations and services, alternative examples were not provided.

In this section you will find an overview of the following responses:

- Whether public safety needs to be "reimagined"?
- Priorities for potential reallocation of funds from CCPD to other agencies or services in Culver City
- How important people feel it is for CCPD officers or staff to provide specific services
- Who should respond to specific situations for which police are often currently called
- Residents' reactions to a possible policy related to community policing in Culver City

- Resident respondents grouped into the category of Other for race/ethnicity: were most likely to think public safety should be reimagined (59%) followed by resident respondents identified as Black (including multiracial) (53%), then Asian or Asian American (49%), White (48%), and Hispanic/Latinx (41%).





Benchmarking: Reimagining Public Safety

The data points are from recent national polls and are provided as a point of comparison, or benchmarking, for data collected through the City of Culver City's Public Safety Review process.

Gallup Panel, Gallup (June-July 2020)

- Nearly all American adults believe that changes are needed to policing in the United States (58% believe major changes are needed, 36% believe minor changes are needed).
- Of all non-White respondent groups, Hispanic respondents are most likely to have a moderate view of changes needed (33% said minor changes are needed).
- Young people favor major changes at significantly higher rate, with respondents aged 18-34 nearly twice as likely as those 65 and over to favor major changes (81% vs 46%).

Potential Reallocation of Funds

What does "defund the police" mean to you?

To gain an understanding of how Culver City community members interpret the phrase, "defund the police," the survey invited respondents to share what it means to them. While the written responses to this question were diverse and varied in complexity, there is a great deal of agreement that the phrase advocates for shifting some CCPD funding (but not all) to other departments and/or non-law enforcement professionals who are able to address community issues in Culver City.

Most respondents (among both residents and nonresidents) understand "defund the police" as meaning that some funding should be taken away from the CCPD.

- Nearly all these respondents also understand the phrase as being shorthand for shifting resources from policing to support services and resources that strengthen the social safety net. Many respondents also expressed that professionals and agencies or departments other than the police are better able to respond to certain situations and to provide specific services (most related to homelessness).
- A small number of people expressed their view about cutting the CCPD budget in half. Many agree some changes are needed but worry that such a drastic cut so suddenly would cause more problems, since no infrastructure is currently in place to support shifting certain services and responsibilities away from CCPD.

Many resident respondents voiced a very strong opposition to the slogan and think that it would be a bad idea to implement at any level. Their primary concerns are related to their understanding of public safety—they fear that decreasing funding for CCPD will encourage crime and make them less safe.

- A small group of people expressed their view that this phrase and concept are only supported by socialists, anarchists, or other radicals who want to abolish the police.

Most respondents expressed support for some balance or middle ground, noting their support for some level of changes related to the budget and/or practices of the Culver City Police Department while also expressing support for police response and services overall.

- Many respondents who disapprove of the framing of "defunding the police" also expressed support for reimagining safety, reforming or increasing trainings for officers and CCPD, and/or reducing racial profiling.

Benchmarking: Defund the Police

The data points are from recent national polls and are provided as a point of comparison, or benchmarking, for data collected through the City of Culver City's Public Safety Review process.

Morning Consult/Politico Poll (June 2020)

- Most registered voters (58%) oppose the "defund the police" movement. However, voters are split in their feelings about redirecting police funding (43% support, 42% oppose).
- This is starkly different by race: 46% of White voters oppose redirecting police funding to communities, compared to 18% of Black voters.

CULVER CITY VOICES

Meanings of "Defund the Police"

"Moving money from the police to social services. Also means less officers on the streets to protect us from criminals."

- Black, Male, 18-29 years old

"It means taking some of your budget to fund other things, like social workers and programs to help kids not get into gangs and crime. The thing is, those take time to develop, and I think there is a lot of opportunistic crime"

- White, Female, Does Not Know if Public Safety Needs to be Reimagined

"Total and utter disregard for the lives, safety and well-being of law-abiding residents and their family, friends, and visitors."

- Hispanic, Male, Public Safety Does Not Need to be Reimagined

"A poorly worded slogan for the idea of rethinking police duties and practices."

- White, Male, Public Safety Needs to be Reimagined

"Funding mental health services... to stop crimes before they occur."

- Female, Hispanic or Latinx, 17 years or younger

"It means criminals will feel emboldened and more likely to hurt me or my property"

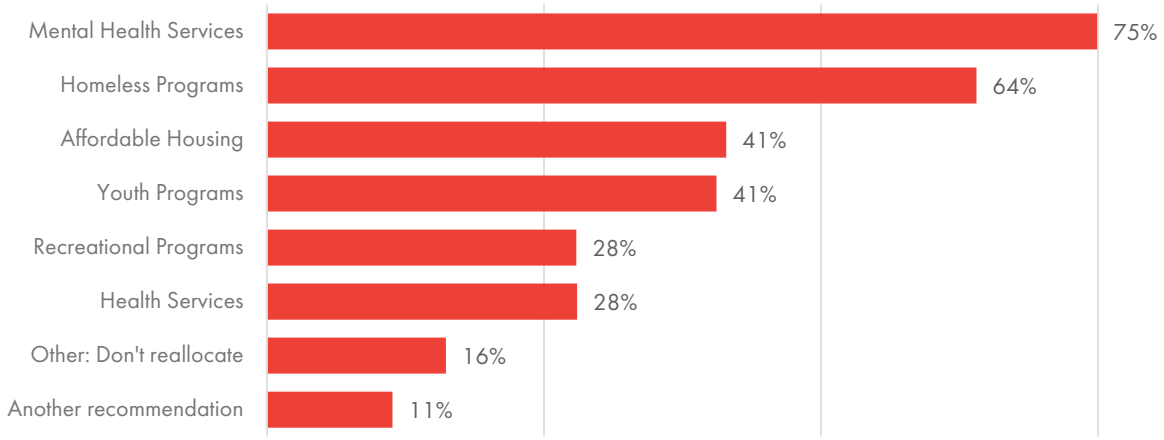
- White, Male, 70 years or older

Resident Recommendations for Potential Reallocation of Funds

Respondents were asked about what other city services, programs, or priorities should be funded if any funding were reallocated from the Culver City Police Department budget.

- Three in four (75%) resident respondents would like to see any reallocated funding go to mental health services and nearly two in three (64%) would like to see it go to homeless programs.
- Nearly half (41%) of resident respondents would like to see any reallocated funding go to affordable housing or youth programs.
- One in ten respondents shared in the optional write-in response that they do not want any CCPD funding to be reallocated.
- Although respondents could select as many topics as they wanted for this question, more than half indicated their priorities by selecting only 1, 2 or 3 of the topics.

Residents Recommendations for How Any Funding that Is Reallocated from CCPD (if any) Should be Used (n=1,368)



Many resident respondents also shared their recommendations for additional places to direct any reallocated funds and ideas for other public safety alternatives. The suggestions respondents made align closely with themes from how people define public safety. The most common suggestions were for the City: to increase funding for community relationships and events, to make changes to how CCPD operates (e.g., how officers spend time, mandatory trainings), to hire more social services employees, to either maintain CCPD's status quo or increase CCPD funding, and to increase oversight and accountability for CCPD officers.

- **Community Relationships and Events** – Most people who identified this as a priority want to see more community relationship-building through small and large events that celebrate cultural diversity and create forums or dialogues for people to listen to one another. Some people want CCPD to attend these events or become more connected to the community in other ways. Others want the events to be focused on emergency preparedness and other topics of public safety.
- **Changes to the Culver City Police Department** – Many respondents who suggested funds be spent on changes to CCPD expressed support for the Chief's recommendation for more bike or horse

patrols and/or recommended an increase in trainings for officers other CCPD staff (primarily focused on de-escalation skills, implicit bias, and other content to help officers respond more effectively to various situations).

- **Additional Non-Law Enforcement Professionals** - Some people suggested the City explore ways to fund more paid positions within its social services staff, rather than rely on volunteers. A few people wrote that any funds that might be reallocated from CCPD should support whichever departments take on the responsibility to provide specific services and/or respond to certain situations.
- **CCPD Status Quo or Increased Funding for CCPD** - Some people expressed strong support for the status quo or advocated to increase funding for the CCPD. Within this relatively small group of responses, many people expressed their fear of changing conditions related to the pandemic, protests, and economic recession.
- **Oversight and Accountability** – Some people suggested the creation of an oversight board or providing other additional oversight of CCPD.

CULVER CITY VOICES

Ideas for Reallocation of Funds

"I want teams of community helpers out and about. I love that sort of community involvement."

- Male, White, 40-49 Years

"Train cops for longer than 6 months. If it takes a lawyer to learn the law in 8 years, officers should [receive more training] if they are to uphold it."

- Female, Hispanic or Latinx, Under 17 Years

"Bicycle cops on the bike path, horse cops downtown, traffic enforcement not being cops, and more public safety training. More interfaith, interracial, socio-economic educational events"

- Female, White, 60-69 Years

"Create paid positions for certain community members who are skilled in specific areas... Others can be volunteers."

- Male, White, 40-49 Years

"Do not defund. Give the Culver PD the proper funding for additional training."

- Male, White, 40-49 Years

"Civilian citizen oversight committee of police behavior, reports, etc. Policy changes that hold police accountable when they've used excessive force, racially profiled, used firearms towards unarmed people, etc."

- Black or African American, Male, 40-49 Years

Benchmarking: Reallocating Police Budgets, Supporting Alternatives

The data points are from recent national polls and are provided as a point of comparison, or benchmarking, for data collected through the City of Culver City's Public Safety Review process.

American Trends Panel, Pew Research Center (June 2020)

- Black adults (42%) and young people aged 18-29 (45%) are most likely to say spending on police should be decreased. In comparison only 25% of total respondents would like to see spending on police decreased.
- About three in four Americans (73% of respondents) say police spending should stay about the same or be increased—with one in ten (11% of respondents) saying it should be increased a lot.

Gallup Panel, Gallup (June-July 2020)

- Of all non-White respondent groups, Hispanic respondents are most likely to have a moderate view of shifting funding from police to social programs (49% support this, compared to 70% of Black and 80% of Asian respondents).
- Across all generational cohorts, at least one in three Americans surveyed by Gallup supports reducing the budgets of police departments and shifting money to social programs, with young adults supporting at the highest rate (70%) and older adults, 50 years and older, supporting at the lowest (33%).
- Young adults aged 18-34 support promoting community-based alternatives such as violence intervention at higher rate (88%) than those aged 35-49 (83%), 50-64 (77%), and 65 and older (79%).

Fox News Poll, Beacon Research & Shaw & Company Research (June 2020)

- Voters are split about the idea of reducing funding for police departments and moving those funds to mental health, housing, and other social services, with 46% opposing and 41% supporting this.
- Opposition to shifting funding is highest amongst White women (57%) and lowest among nonwhite women (23%).

How Important it is for CCPD Officers or Staff to Provide Specific Services

For specific services that CCPD officers currently provide, respondents were asked to identify if they thought that it was important for CCPD officers to continue to provide each service, if CCPD staff could provide it instead of sworn officers, or if professionals who were not law enforcement could provide the service. Respondents could also indicate if they did not know who should provide a specific service. Respondents were not provided alternatives for who could provide the service or examples of those alternatives in practice.

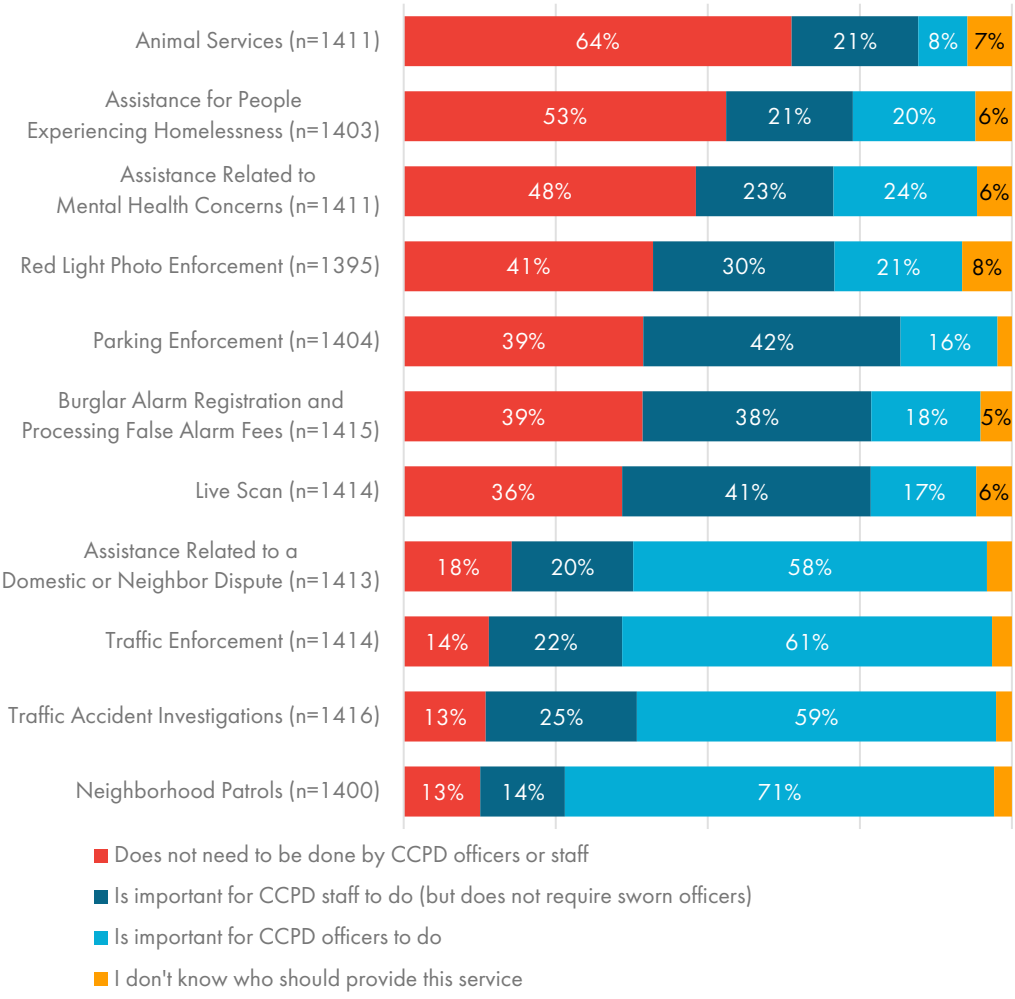
Most Important Services for CCPD to Provide

- **Significant Support for Keeping Some Services within CCPD.** The vast majority of resident respondents said the following services are important either for CCPD officers to do or for CCPD staff (but not sworn officers) to do: neighborhood patrols (85%), traffic accident investigations (84%), traffic enforcement (83%), and domestic or neighbor dispute (78%). Approximately 60-70% of respondents believe that each of these services need to be provided by sworn officers.

Less Important Services for Sworn Officers to Provide

- **Significant Support for Having People Who Are Not Sworn Law Enforcement Officers Provide Many Services.** Between 70% and 85% of resident respondents support having the following services provided either by CCPD staff who are not officers or professionals outside of CCPD: animal services, assistance for people experiencing homelessness, assistance related to mental health concerns, red light photo enforcement, parking enforcement, burglar alarm registration and processing false alarm fees, and Live Scan. However, respondents were split between thinking that CCPD staff (but not sworn officers) and professionals outside of CCPD should provide the following services (approximately 30-40% for each): red light photo enforcement, parking enforcement, burglar alarm registration and processing false alarm fees, and Live Scan.
- **High Level of Support for Having Professionals Outside of CCPD Provide Some Services.** Approximately half or more of resident respondents think that neither CCPD officers nor staff need to provide: animal services (64%), assistance for people experiencing homelessness (53%), and mental health concerns (48%).

Resident Responses to Who Should Provide Specific Services



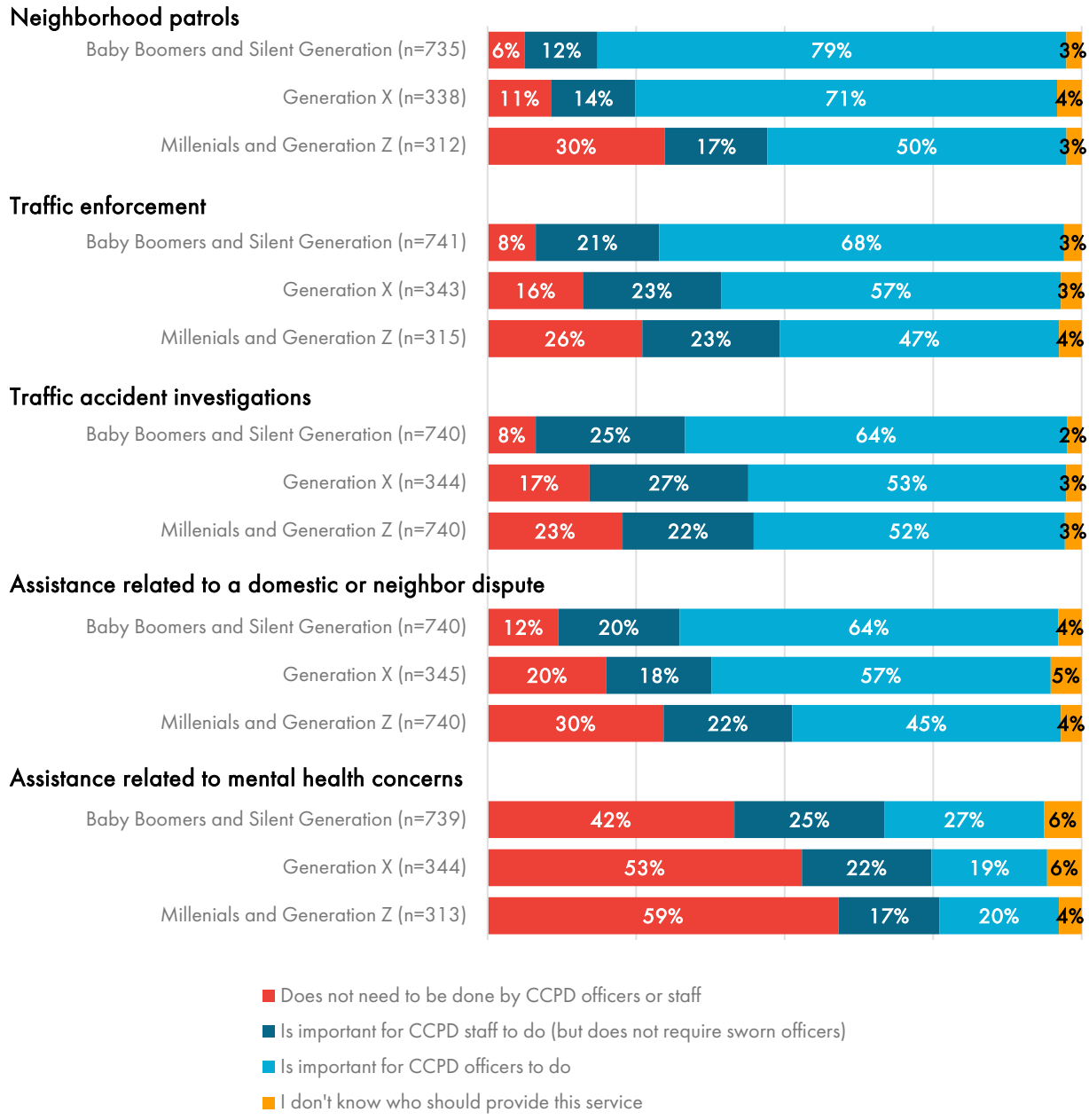
Differences in Responses for Generational Cohorts

Younger respondents are more likely to think that neither CCPD officer nor staff need to provide certain types of services. The largest difference was consistently between the youngest and oldest cohorts (Generation Z and Millennials, under 40 years old, compared to Baby Boomers and the Silent Generation, 50 years and older). Respondents in Generation X, 40-49 years old, often split the difference.

The three services with the largest difference between generational cohorts' support for both 1) having the service no longer be within CCPD and 2) shifting the service from sworn officers to CCPD staff (with an 18-24 percentage point difference for the former and a 19-29 percentage point difference for the latter) are: neighborhood patrols, traffic enforcement, and assistance related to a domestic or neighbor dispute.

The next two services with the largest differences in generational support for shifting services entirely out of CCPD were assistance related to mental health concerns (18 percentage point difference) and traffic accident investigations (15 percentage point difference). These differences between generational cohort are shown below.

Generational Differences in Resident Responses to Who Should Provide Certain Services Currently Done by CCPD



After neighborhood patrols, traffic enforcement, and assistance related to a domestic or neighbor dispute, the three services with the largest difference in generational support for any alternative to sworn officers were burglar alarm registration and processing false alarm fees (13 percentage point difference), traffic accident investigations (12 percentage point difference), and assistance related to mental health concerns (9 percentage point difference).

Who Should Respond to Specific Situations

Respondents were asked to select what type of person/people should respond to specific situations for which police are currently often called. They were given the following options to choose from for each situation:

- CCPD sworn law enforcement officers should respond,
- A team of CCPD sworn law enforcement officers and other professionals (e.g. social workers, EMTs) should respond,
- Professionals who are not law enforcement should respond (e.g. social workers or health clinicians employed or contracted by Culver City),
- Trained volunteers should respond (e.g. community members with specialized training from professionals), or
- I don't know who should respond.

For this report, the specific situations are grouped into four types of groups: those involving mental health and/or substance use issues, those in which violence or injuries (other than self-harm or suicide) have occurred or seem likely to happen, those involving quality of life issues, and those involving property theft and/or damage.

Differences in Generational Responses

Generational differences in whether certain services should be moved out of CCPD versus shifted to CCPD staff who are not sworn officers were largely repeated for who should respond to specific situations, with younger respondents more likely to think that professionals who are not law enforcement should respond and older respondents more likely to think that a team of CCPD sworn officers and other professionals should respond.

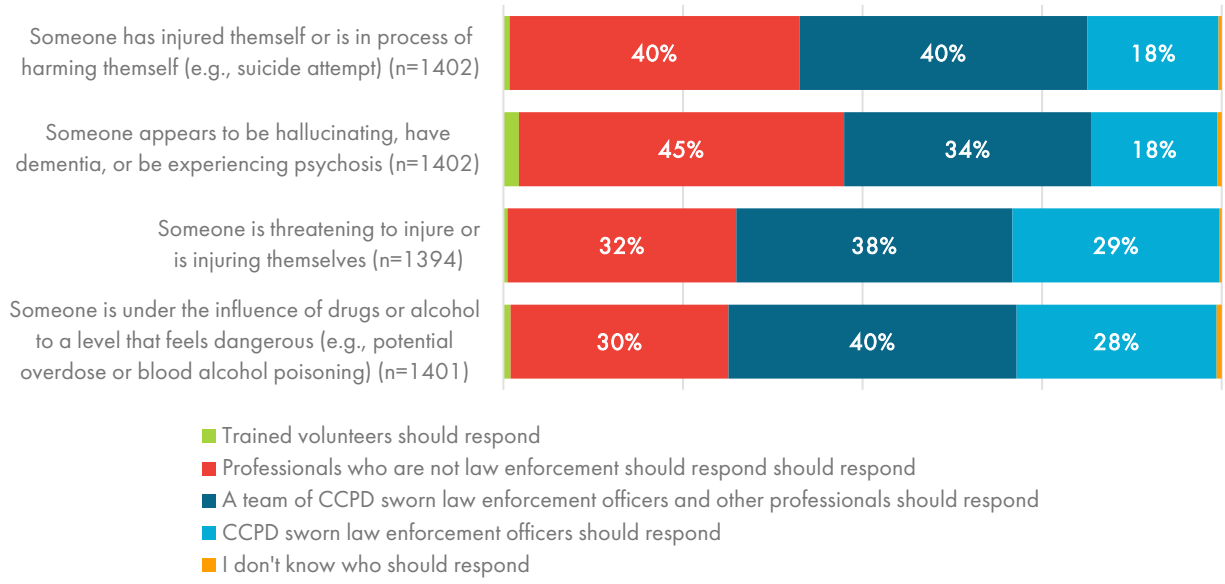
How similar or different generational cohorts' support for any alternative to sworn officers alone responding to situations varied depending on the situation. The situations with the largest differences between generations and the least difference between generations are noted below.

Mental Health and/or Substance Use

The vast majority of resident respondents support a team or non-law enforcement approach to the four situations related to mental health and/or substance use included in the survey, with only 18-29% thinking that sworn officers alone should respond and less than 1% saying they did not know who should respond to these situations.

- Resident respondents are almost evenly split in thirds on their recommendations for who should respond in situations in which someone is in imminent danger (e.g. threatening to injure or already injuring themselves or potentially overdosing).
- Nearly half of resident respondents said neither CCPD law enforcement officers nor staff should respond when someone appears to be hallucinating, have dementia, or be experiencing psychosis.

Residents' Responses to Who Should Respond to Specific Situations Related to Mental Health and/or Substance Use



Benchmarking: Service Calls with a Mental Health Component

The data points are from recent Culver City Police Department reports and presentations and are provided as a point of comparison, or benchmarking, for data collected through the City of Culver City's Public Safety Review process.

Culver City Police Chief Cid, the Public Safety Review Committee (August 2020)

- 5-10% of CCPD's calls for service contain a mental health component

Culver City Police Department, January 2020 Culver City Police Monthly Recap (January 2020)

- CCPD received approximately 41,000 to 43,000 annual calls for service between 2017 and 2019
- CCPD responded to between 376 and 842 mental health related calls for service per year between 2017 and 2019

Differences in Generational Responses

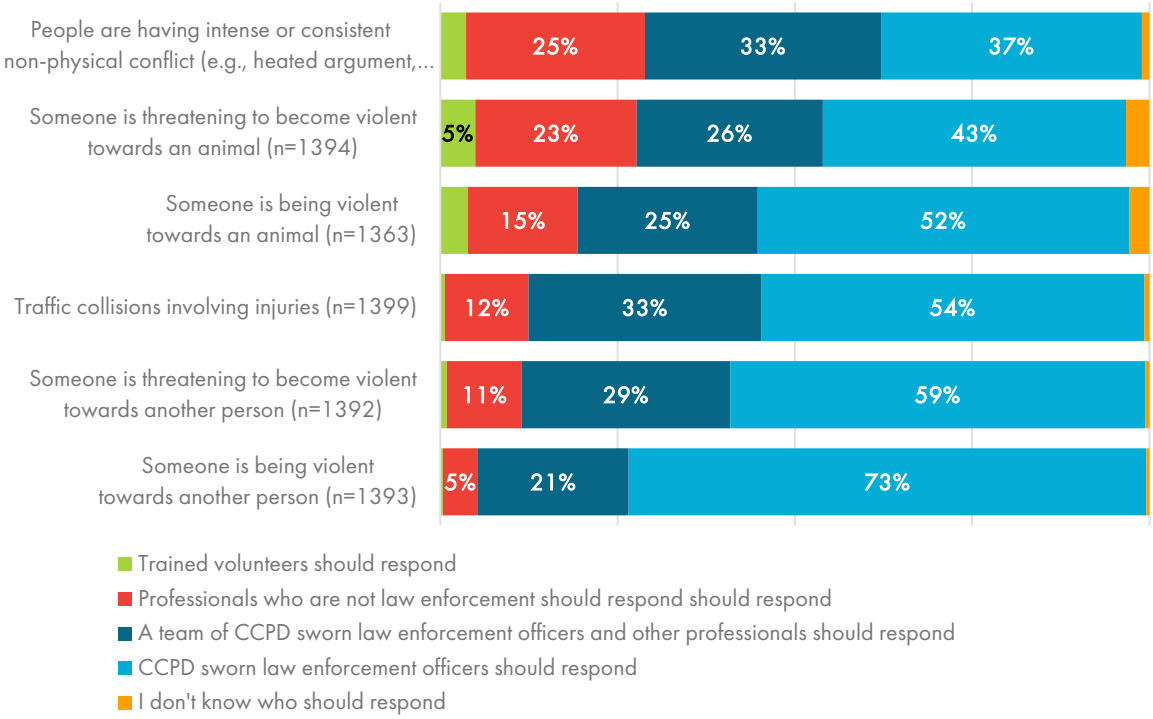
- There were minimal differences in responses between generational cohorts for who should respond to situations related to mental health and/or the quality of life situation of a homeless person or group in a public or semi-public area or right-of-way.

Violence or Injuries

In situations related to violence or where injuries (other than self-harm or suicide) have occurred or seem imminent:

- Between 21% to 33% of resident respondents said a team of CCPD and professionals should respond to each situation in this category.
- One in four resident respondents think professionals who are not law enforcement alone should respond to people having intense or consistent nonphysical conflict that might escalate to violence, with slightly more people thinking a team should respond (33%) and that officers alone should respond (37%).

Residents' Responses to Who Should Respond to Specific Situations in which Violence or Injuries (other than self-harm or suicide) Have Occurred or Seem Imminent



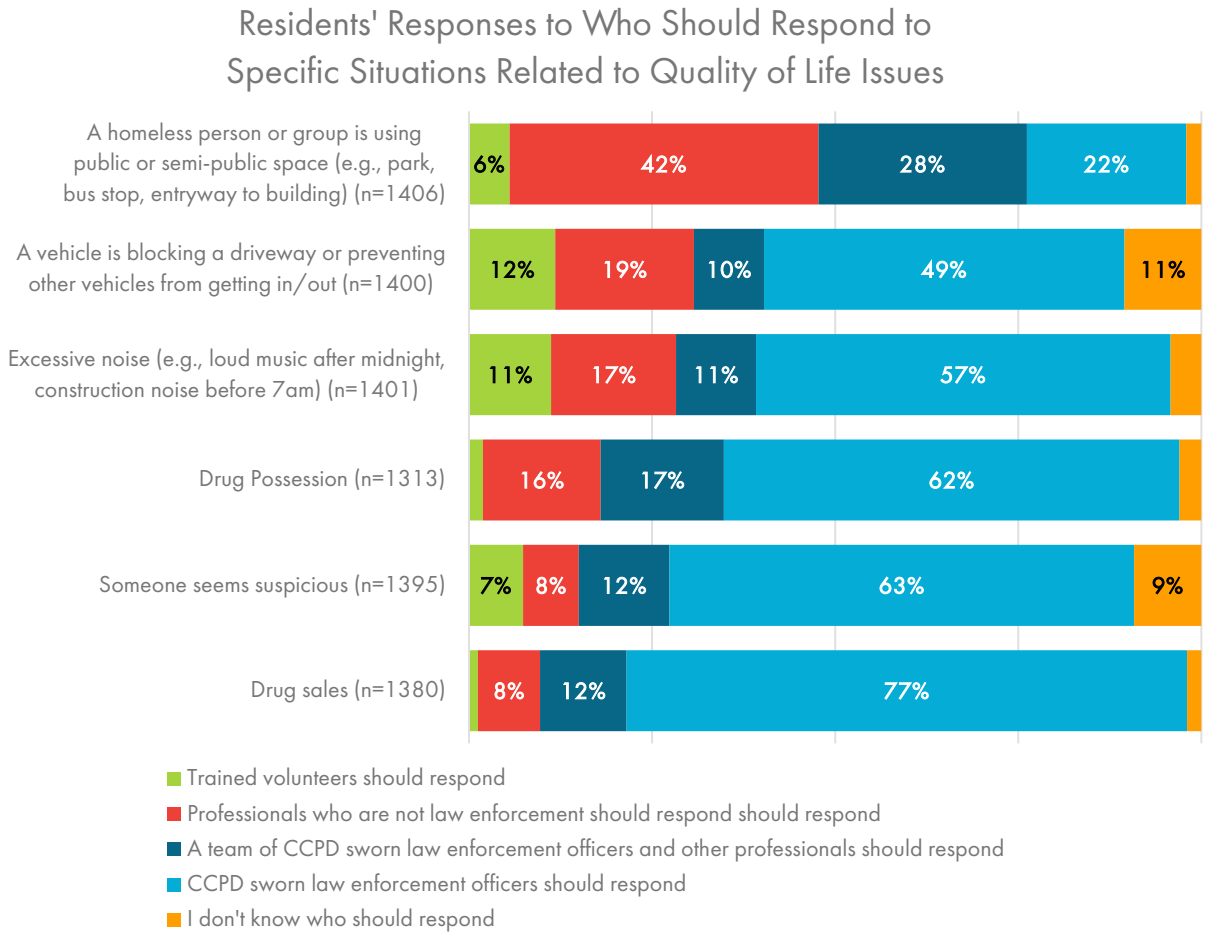
Quality of Life Issues

In situations related to quality of life issues:

- Three out of four resident respondents (76%) said that CCPD sworn law enforcement officers alone should not respond to when a homeless person is using public or semipublic spaces like parks, buses, or others. Slightly more respondents support CCPD officers responding as part of a team with non-law

enforcement professionals (42%) than think that professionals alone should respond to this situation (28%)—and only a small number of respondents (6%) said that trained volunteers alone should respond.

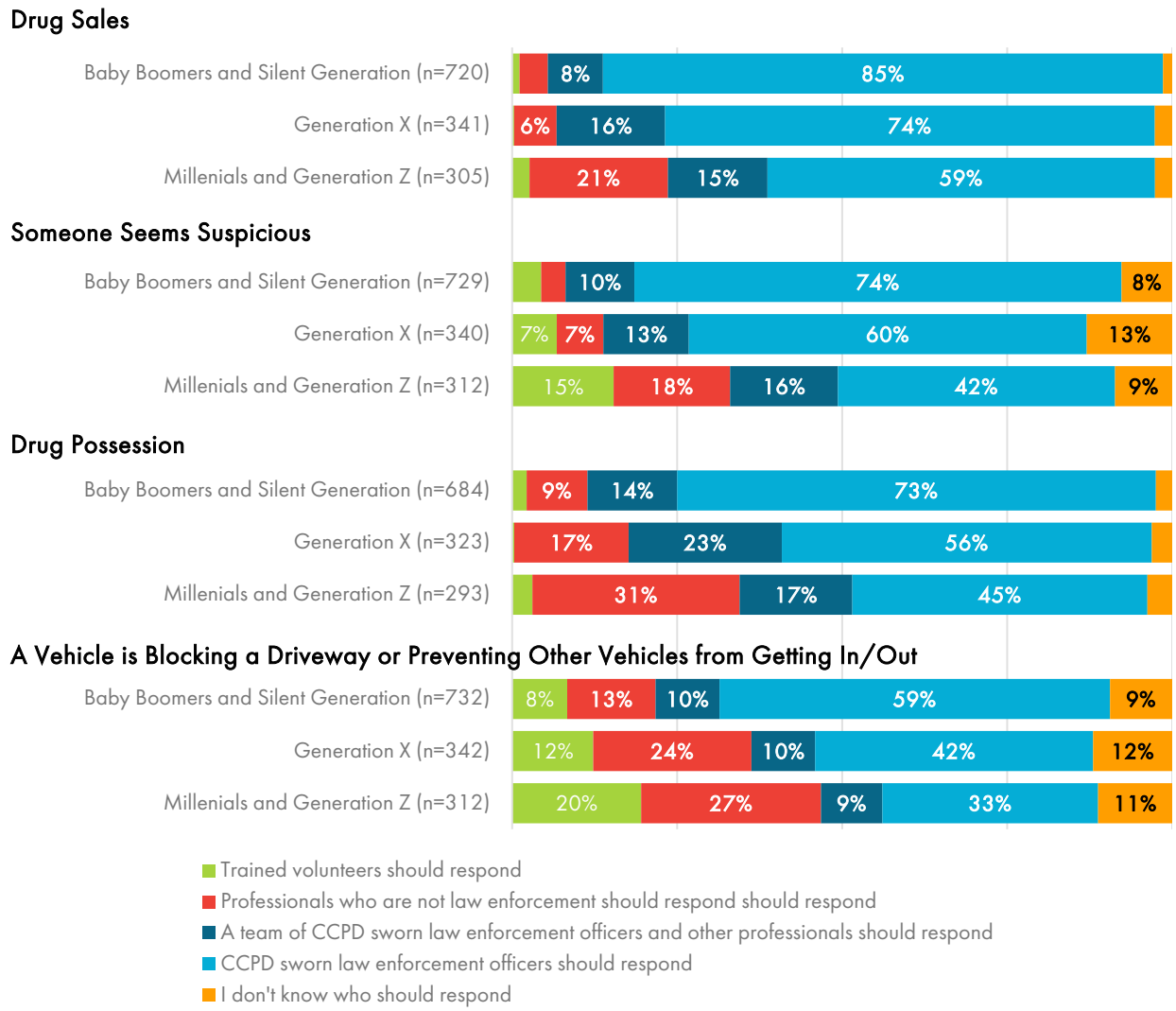
- Two out of five resident respondents support an alternative to sworn officers alone responding to a vehicle blocking a driveway and excessive noise, with support split between having a team of officers and other professionals, non-law enforcement professionals alone, or trained volunteers respond. Respondents are also more supportive of having trained volunteers respond to excessive noise complaints (11%) or to a vehicle blocking a driveway (12%) compared to other situations in this category—as well as compared to situations in other categories.
- One of ten resident respondents did not know who should respond to a vehicle blocking a driveway (11%) and someone seeming suspicious (9%)—the highest percentage of respondents reporting not knowing for any of the situations listed in any category.



Differences in Generational Responses

- The largest differences in responses to who should respond by generational cohorts were for quality of life situations: someone seems suspicious, drug possession, drug sales, and a vehicle blocking a driveway or preventing other vehicles from getting in/out. Looking at support for any alternative to sworn officers alone responding to these situations, there is a 25-31 percentage point difference between the oldest and youngest generational cohorts.

Generational Differences in Resident Views on Who Should Respond to Certain Situations Related to Quality of Life Issues



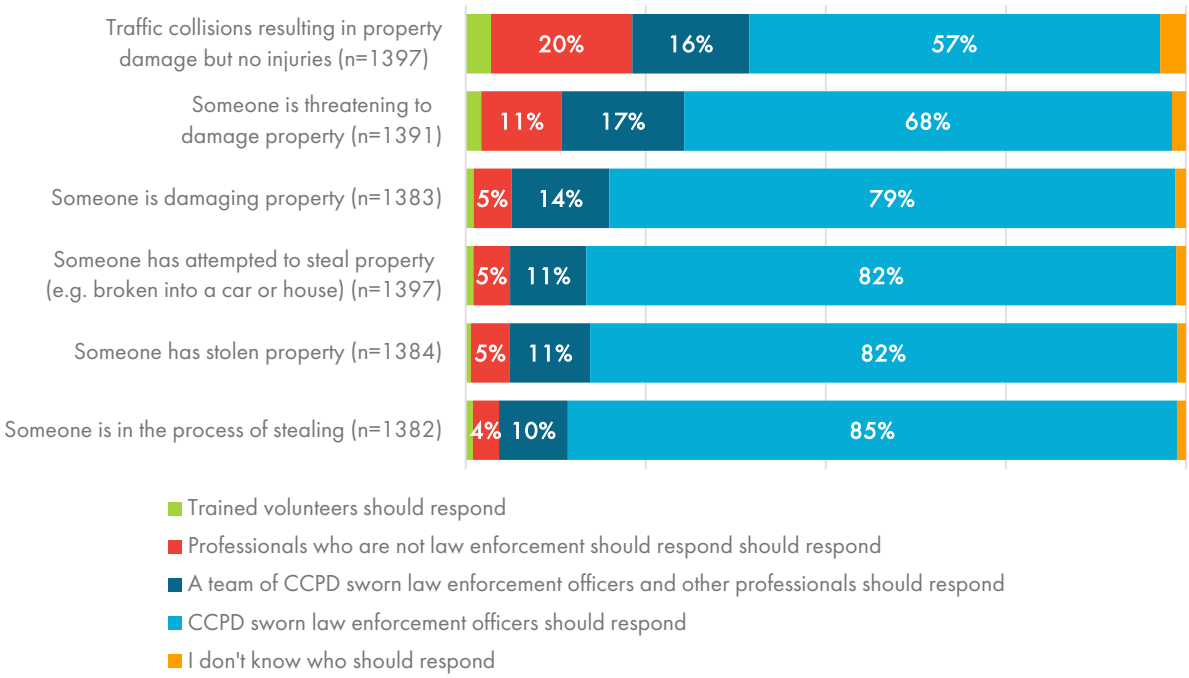
Property Theft and/or Damage

In situations related to property theft and/or damage:

- At least one in ten resident respondents support having a team of CCPD sworn law enforcement officers and other professionals respond to all situations related to property theft and/or damage.
- Respondents are most likely to support professionals alone responding to traffic collisions resulting in property damage but no injuries (20%) and someone threatening to damage property (11%), compared to 4-5% for the other situations related to property theft and/or damage. Within this category of situations, respondents were also most likely to support these situations being addressed with either a team of sworn officers and other professionals or trained volunteers.

- Less than 5% of resident respondents support trained volunteers responding to all situations in this category.

Residents' Responses to Who Should Respond to Specific Situations Related to Property Theft and/or Damage



Benchmarking: Shifting Roles and Response

The data points are from recent national polls and are provided as a point of comparison, or benchmarking, for data collected through the City of Culver City's Public Safety Review process.

Gallup Panel, Gallup (June-July 2020)

- Young adults (18-34) also support eliminating officer enforcement of nonviolent crimes at a higher rate (68%) than older adults, with support decreasing as age increases (52% for 35-49 years old, 37% for 50-64 years old, and 40% for 65 and older).
- Black Americans and Asian Americans have the most support for eliminating officer enforcement of nonviolent crimes (72% of both support) while 55% of Hispanic Americans and only 44% of White Americans support this reform option.

Othering and Belonging Research Institute at UC Berkeley (August-September 2020)

- On a scale of 1-5 with 1 being the least support and 5 being the most support, 64% of Americans give having community-resource professionals respond *alongside* police officers a 4 or 5 rating. Support is higher among Black (73% give a 4 or 5 rating) and Latinx (65%) Americans than White Americans (61%).
- While fewer Americans (54%) give having community-resource professionals respond *instead* of police officers a 4 or 5 rating, it is still supported by more than half. Again, Black Americans rate this response as a 4 or 5 than White Americans (66% compared to 51%).

Response to Idea of Policy to Keep Officers in a Specific Neighborhood for at Least 5 Years

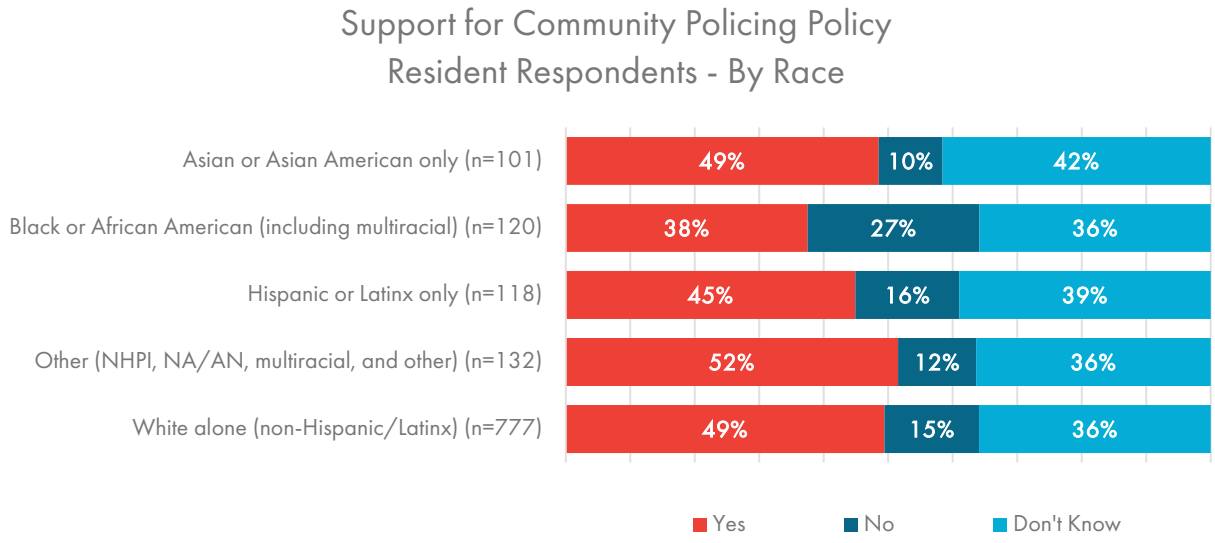
Over the last few decades, police departments across the country have implemented new approaches to policing and public safety that rely on building better relationships between community members and the police. Considering this context, the survey included the following question: Would you support a policy that recruits, trains, and assigns sworn law enforcement officers to specific neighborhoods for at least five (5) years at a time?

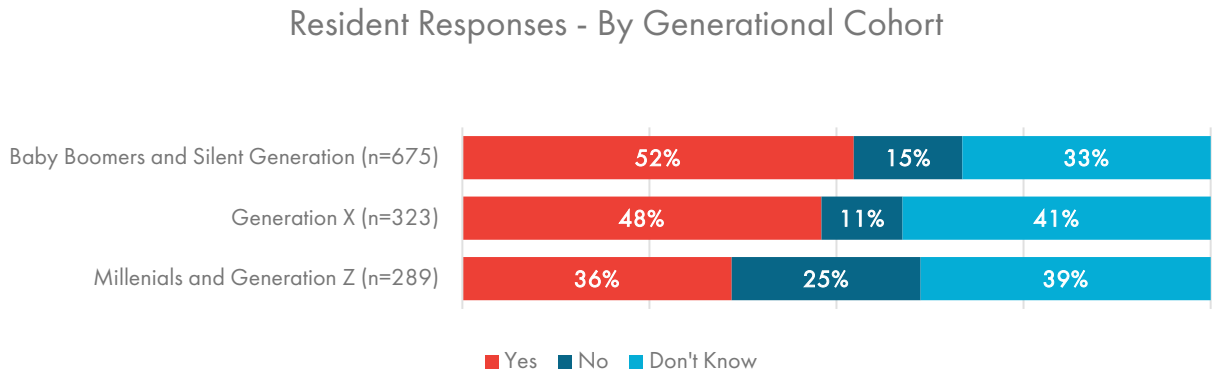
Approximately half of resident respondents said (48%) they would support such a policy, while 36% said they did not know or would need more information to decide whether or not they supported such a policy, and 16% said they oppose such a policy.

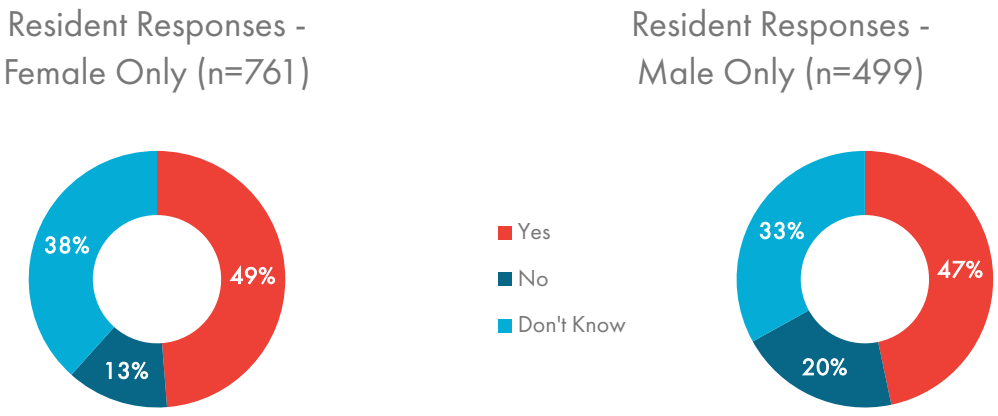
The level of support also varied by demographic group. Specifically:

- About half of people who identify as White, Asian, or Other said they would support such a policy while at least one third of all racial/ethnic groups said they would oppose such a policy.

- Such a policy has much more support from Baby Boomers and the Silent Generation (52% support) than Millennials and Generation Z (32% support).
- Although half of female and male respondents said they would support this kind of policy (49% and 47%, respectively), more males said they would oppose such a policy (20% compared to 13% of females opposed).







Policy Comments and Questions

People generally expressed their support for this policy idea, identifying it as one way to enhance police-community relationships.

Some people had questions about the goals, process, or feasibility for this policy idea. The most commonly shared questions and concerns focused on:

- **Impact** - How would such a policy change or address the issues of accountability, excessive use of force, racial profiling, or other concerns about officer conduct? Would this lead to more over policing? Would this limit the range of expertise that an officer can develop on the job?
- **Differentiation** - Would the program be different from the Partnership in Policing (PIP) Program? Would there be enough neighborhoods or police for such a program in a small city? Would some police officers not get to know other neighborhoods?
- **Recruitment and Training** - How would the department ensure an officer is a good fit for a specific neighborhood? What would they be trained in? Would they be recruited from the neighborhood or be reassigned if they did not fit well? Could the public have input on training topics?
- **Implementation** – Would five years be too long for an officer to commit to? How would people get to know the officer, and vice versa?
- **Evaluation** – How could residents be involved in evaluating the impact or effectiveness of an officer? How would residents communicate with other CCPD officers or staff about how this policy were working (if implemented)?

CULVER CITY VOICES

Policy Comments, with Level of Support

"CCPD already has a Partnership in Policing program where the different neighborhoods of the community have an assigned officer to address and disseminate info to the rest of the officers about issues specific to that neighborhood"

- Support, Male, no race provided, Baby Boomers and Silent Generation

"... it depends a lot on why they are being assigned to specific neighborhoods and how they are chosen. I do generally think that working in specific areas consistently to become a part of the specific neighborhood or community is beneficial."

- Don't Know, Male, Asian, Millennials and Generation Z

"... neighborhood residents would need to have some input as to who they're assigned and even be able to "interview" potential appointments... [for] best match"

- Don't Know, Female, Black, Generation X

"... structural issues with policing go beyond moving several puzzle pieces around... many studies suggest that while the word 'community policing' is great, it doesn't necessarily work."

-Oppose, Female, Black, Millennials and Generation Z

"I want them to train on... cultural sensitivity."

- Support, Female, Multiracial, Baby Boomers and Silent Generation

Profiling and Use of Force by CCPD in last 5 years

Key Takeaways

Many respondents have experienced or witnessed racial profiling and/or use of force by CCPD. More than 100 respondents shared specific, recent examples that they believe reflect use of force involving CCPD officers and/or CCPD officers' racial profiling or profiling people around other perceived demographics.

- One in three people reported having seen or experienced racial profiling or other profiling by CCPD officers and/or staff during the past 5 years.
- Nine percent of respondents reported having seen or experienced CCPD officers or staff using what they consider to be excessive force within the past 5 years. Specific situations respondents described ranged widely and included CCPD officers physical posturing and intentionally intimidating a young person, unholstering their firearms, and being "rough" with individuals who are handcuffed.

Profiling

Racial Profiling

About three in four respondents said they had never (60%) or were not sure if they had (12%) experienced or witnessed a CCPD officer or CCPD staff racially profile someone in Culver City. Many people said they had not experienced any or witnessed anything explicit but that CCPD had a reputation for racial profiling.

Of the one third of respondents (28%) that reported having witnessed or experienced profiling:

SECTION OVERVIEW

Survey respondents were asked to provide more details on their understanding of perceived or experienced interactions with CCPD. These questions were designed to gather comparative data to that collected for other analyses of the Public Safety Review Process.

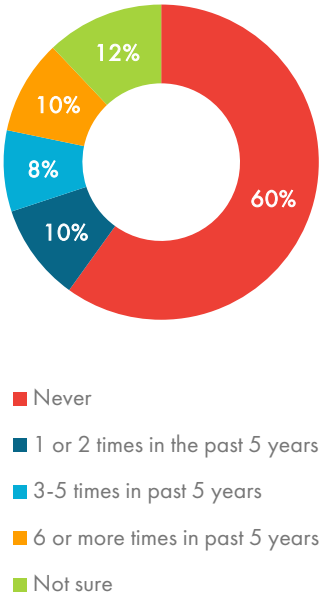
In this section you will find discussion of respondents':

- Number of times, in past five years, experienced or witnessed a CCPD officer or staff racially profile someone
- Thematic discussion of perceived instances when they experienced or witnessed CCPD officers or staff racially profiling or profiling people around other perceived demographic characteristics
- Range of what respondents consider to be excessive use of force
- Knowledge of and/or experience with filing complaints of CCPD

- Many people noted frequently seeing young men of color handcuffed and sitting on the curb during a traffic stop and never seeing White people in this position or situation.
- Some reported having experienced or seen it only one or two times in the last five years, while some reported a much higher rate of 6 or more times in the past five years.

Some respondents expressed a belief that profiling is necessary to protect Culver City residents, homes, or businesses. Some of these respondents see it as a tactic that is part and parcel of proactive policing and crime prevention.

Number of Times in Past 5 Years Respondents Have Experienced or Witnessed a CCPD Officer or Staff Racially Profile Someone (n=1,849)



Profiling or Bias Related to Other Identities

Almost all respondents said they had never or were not sure if they had ever experienced or witnessed CCPD

CULVER CITY VOICES

Experienced or Witnessed Racial Profiling

"When a police officer has been rude to me or others, I don't know if it's racial profiling or just a rude officer."

- Baby Boomers and Silent Generation, Black or African American, Female, Resident

"Don't discourage proactive and justifiable policing! Keep CC crime rates low!"

- Baby Boomers and Silent Generation, White, Male, Resident

"Police stopped me in front of my house at night... as I was rolling a ping pong table from up the street because my neighbor had put a 'free' sign on it. The officer called for backup with their hand on their holster even though I explained I lived here and explained the situation. I am Latino and had a darker skinned friend with me to help... It was a frightening experience."

- Generation X, Multiracial, Male, Resident

"I have seen people of color (never white) cuffed and detained, crouched on the sidewalk by Culver City PD many times. It's weird, because I virtually never see LAPD doing this. The optics on this are BAD."

- Baby Boomers and Silent Generation, White, Male, Resident

"Whenever I see a car pulled over, 99 times out of 100, it is a young man of color driving. They are always taken out of the car and made to sit on the curb."

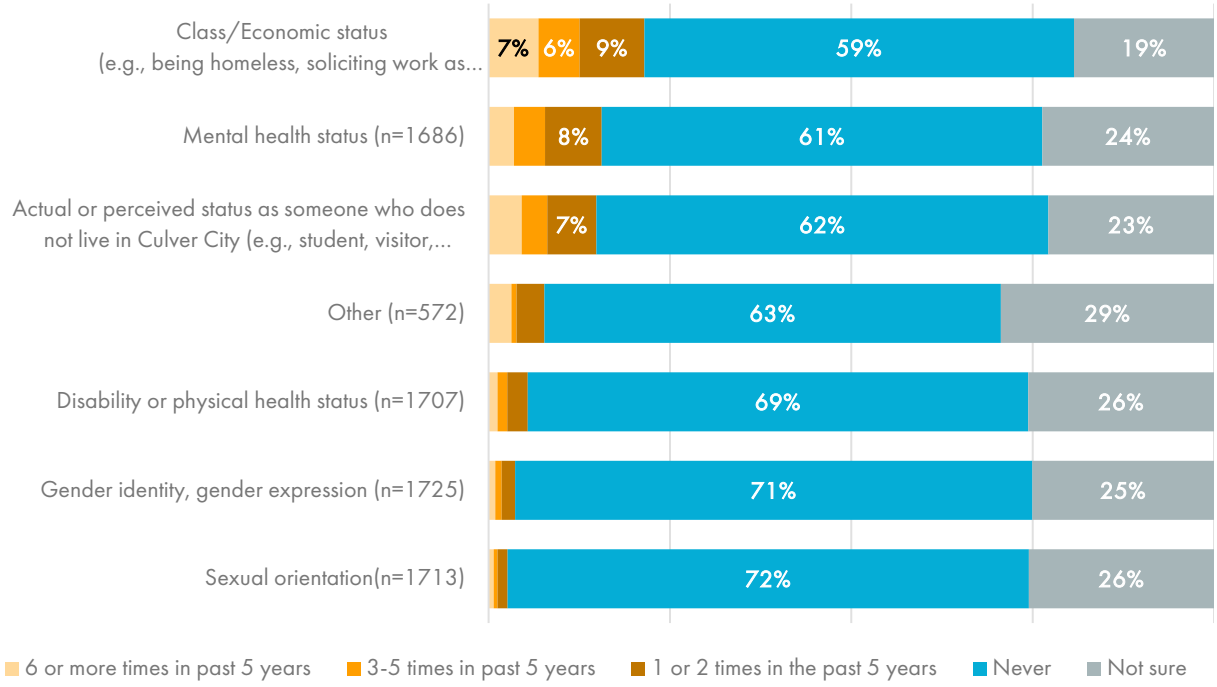
- Baby Boomers and Silent Generation, White, Female, Resident

officers or CCPD staff profiling or behaving in other biased related to other perceived demographic characteristics. Of those that reported this type of profiling:

- Class or economic status and mental health status were the most reported, which closely aligns with other respondent comments about the targeting or treatment of people experiencing homelessness.
- Actual or perceived status as someone who does not live in Culver City was the third highest reported perceived identity that respondents saw CCPD targeting.

Many respondents left comments describing the ways in which perceived identities reveal a stratified relationship with CCPD officers and staff related to economic and social hierarchies.

Times in Past 5 Years Respondents Have Experienced or Witnessed a CCPD Officer or Staff Profiling for Reasons Other Than Race



Benchmarking: Racial Profiling

The data point is from recent national polls and are provided as a point of comparison, or benchmarking, for data collected through the City of Culver City's Public Safety Review process.

Health Tracking Poll, Kaiser Family Foundation (June 2020)

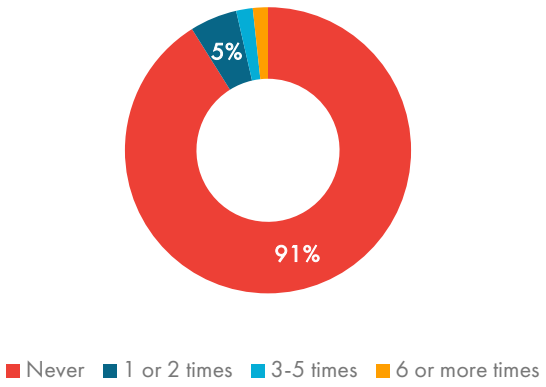
- Black respondents reported higher rates of perceived racial profiling by police—in both being stopped or detained by police and being a victim of police violence. For example, nearly half of Black respondents (41%) felt they had been stopped or detained by police because of their race or ethnicity. That is over two times the rate reported by Hispanic respondents (16%).

Excessive Force

Nearly all respondents (91%) have not seen a CCPD officer use excessive force in the past 5 years (and many respondents commented that they had not seen this at any time in their lives). Others said they had experienced or witnessed it in the past five years, with 5% saying they had seen or experienced this once or twice in the past 5 years and the other 4% report having this experience 3 or more times.

A smaller number of respondents said they had experienced or witnessed it more frequently, more than three times.

Times in Past 5 Years Respondents Have Experienced or Witnessed CCPD Excessive Use of Force (n=1,761)



Notes about excessive force experienced or witnessed by respondents included a range of behavior, such as:

- Aggressive and/or unnecessary pat downs
- Multiple/excess officers and police vehicles responding to calls given situations
- Weapons/equipment on hand unnecessary given situations
- Tackling driver during a traffic stop

CULVER CITY VOICES

Profile or Bias Related to Other Identities

"...to clarify--a lot of these identities are intersectional, not able to split the difference and choose one. Homeless people deal with intersections... and are extremely targeted by CCPD."

- Millennials and Generation Z, Native American or Alaska Native, Female, Does not live in Culver City (resident of Palms)

"A Latina friend visited my home to pick up an item off of my porch and she reported to me that she was treated with hostility until they heard how well she spoke English. Even though they didn't hurt her, she told me she felt scared and unsafe."

- Millennials and Generation Z, White, Female, Resident

"...it seems that older officers are indifferent at best and condescending and punitive at worst in dealing with mental health crisis, and homeless people and POC. Fox Hills and the streets [with apartments] are Culver City and the people and issues in these areas need as much attention and compassion as the wealthier parts of Culver City."

- Baby Boomers and Silent Generation, White, Female, Resident

"I have seen the police search a car of foreigners (speaking Spanish) in front of the 7-Eleven next to the mosque. The 2 men were just sitting in their cars... when the police approached"

-Female, Resident

- Handcuffing driver, passengers during a traffic stop—often aggressively and/or unnecessarily roughly—and in dehumanizing and unnecessary ways
- Choke hold
- Dragging
- Verbal abuse, profanity, or obscenities
- Baton to midsection to subdue mentally ill person
- Firearms drawn (multiple) for unarmed individual/youth
- Taser
- Hitting

CULVER CITY VOICES

Excessive Use of Force

"Officers threw my black tenant on the ground and roughed him up to put on handcuffs because the racist neighbor called the police and said he had a gun. He had a remote controlled car. The neighbor has used CCPD several times for prejudiced behavior and openly admits it. And, the police never address his behavior."

-Generation X, White, Female, Resident

"One time, I did see a CCPD encounter with a young black man/teen (next to the skate park on Jefferson/Duquesne Ave). The man was forced to face down on the sidewalk in this very disturbing encounter. His hands were cuffed or held in the back. There was no reason to force him to the ground like that. I wanted to stop and ask the officers to behave themselves or film them, but my husband and son were terrified to be involved and we drove away. I felt guilty for a long time and thought that the violence by the CCPD officers was uncalled for and was worried for the safety of this young man."

-Baby Boomers and Silent Generation, White, Female, Resident

"A (black) kid... was waiting after-school at CCHS for their friends and one of the staff at the school... [called] the police... (4-5) police officers... started to surround him. He wasn't a threat, he wasn't being violent, he wasn't being rude, he was standing, waiting for his friends at school"

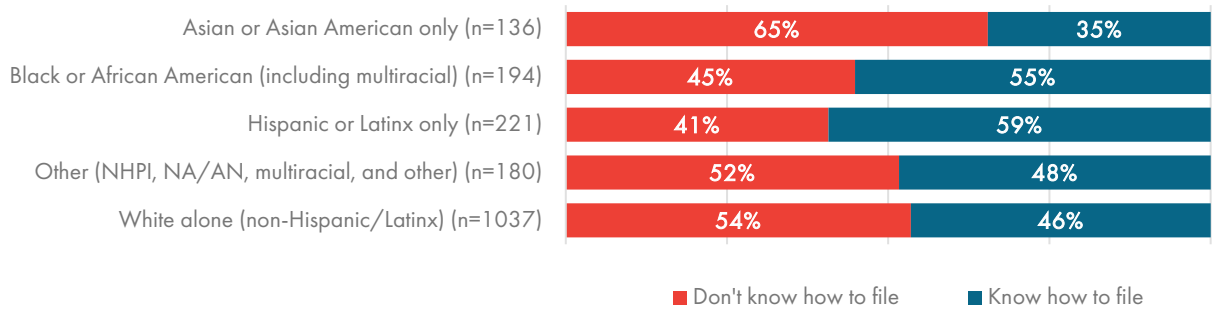
-Millennials and Generation Z, Multiracial (Black/African American and White), Female, Resident

Complaints

Respondents were split evenly in whether they know how to file a police complaint if they experience unsatisfactory contact with CCPD officers or other CCPD staff. This varied significantly by race or ethnicity, with some groups having a higher than average response rate of saying they know or don't know how to file a complaint:

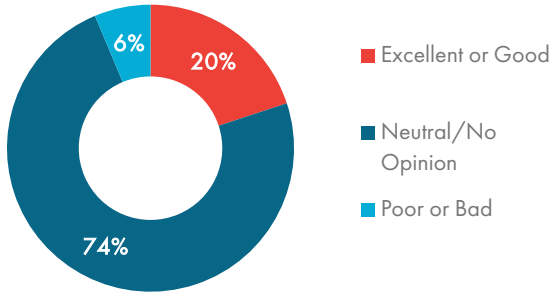
- Almost two thirds (59%) of Hispanic or Latinx respondents said they know how to file a complaint, followed by 55% of Black or African American respondents.
- Asian or Asian American respondents had the lowest reported rate of knowing how to file (35%).

Respondents' Knowledge of Police Complaint Filing Process - By Race or Ethnicity



Of respondents who had filed a complaint, the majority (74%) had a neutral opinion or had no opinion about the process. Two in ten had a positive experience and less than one in ten had a negative experience.

Respondents' Experience with Filing a Police Complaint (n=316)



CULVER CITY VOICES

Filing CCPD Complaints

"My son was pulled over and forced to sit on curb, never given reason, no body cam used, no charges or citation"

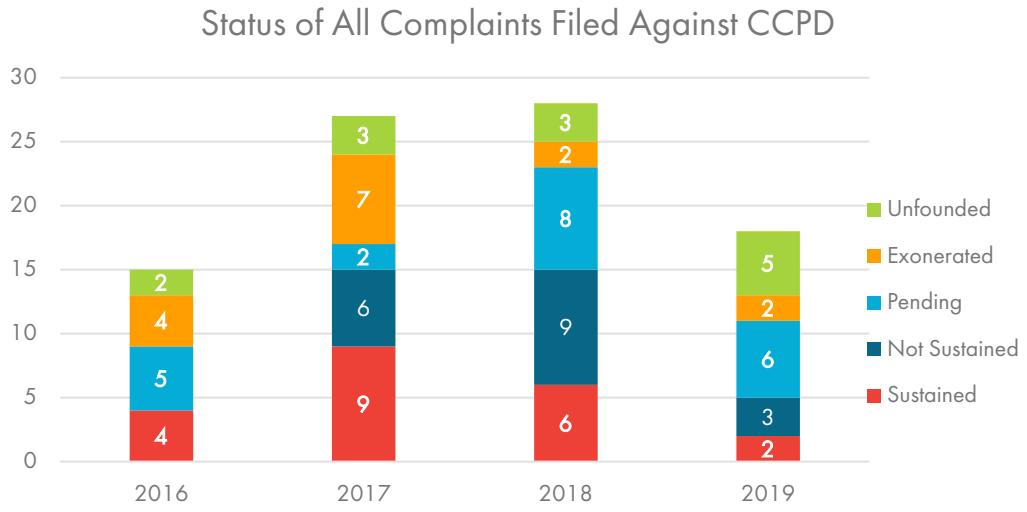
- Baby Boomers and Silent Generation, White, Male, Resident

"My boyfriend was stopped by CCPD... He lived in Culver City and is black... When [he] asked why he was stopped, the officer... asked why he was "talking back," and becoming aggressive. My boyfriend feared for his life that night. But who could we call, where would we file a complaint, who would believe him??"

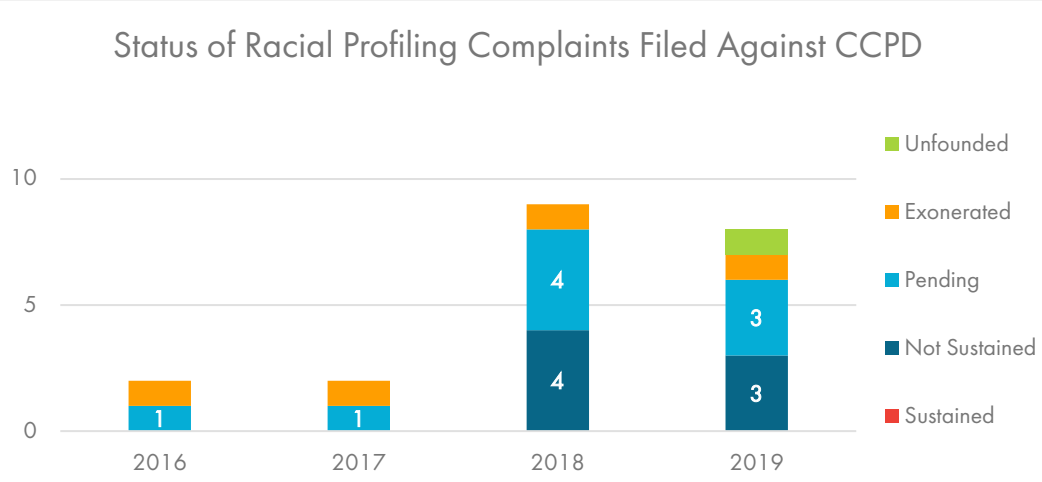
- Millennials and Generation Z, Latinx, Female, Resident

Benchmarking: CCPD Complaints

The data points are from the California Department of Justice and are provided as a point of comparison, or benchmarking, for data collected through the City of Culver City's Public Safety Review process.[1]



Source: Civilians' Complaints Against Peace Officers data, California Department of Justice.



Source: Civilians' Complaints Against Peace Officers data, California Department of Justice.

Appendices

Appendix A: Survey Instruments (English Long-Form and English Short-Form)

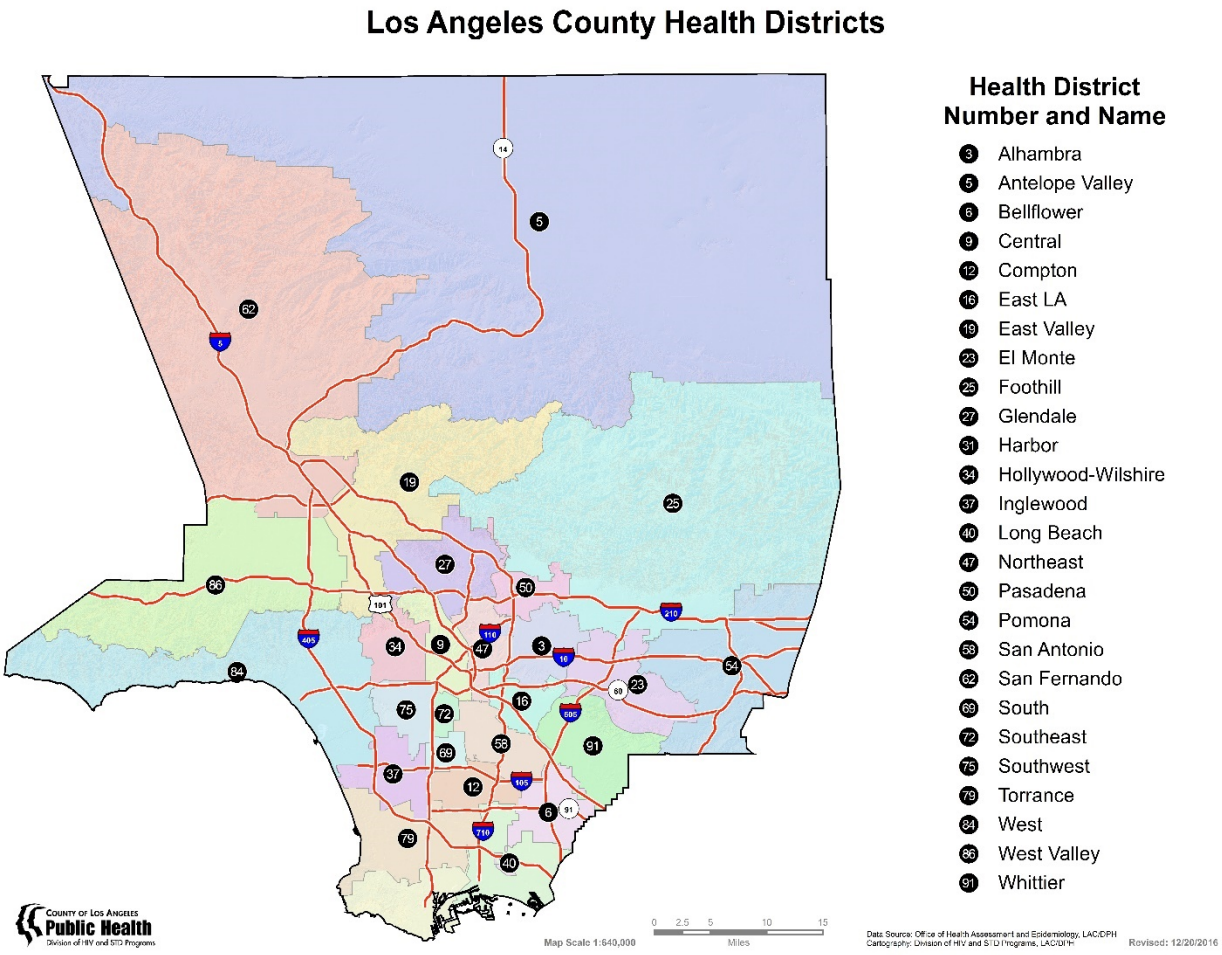
Appendix B: Additional Respondent Characteristics

All data for surveys is self-reported and for comparative demographics is from the ACS 2018 5-YR Estimates.

	Survey Pop. - Total	Survey Pop. - Live in Culver City		Culver City Demographics		Survey Pop. - Live Outside of Culver City		LA County Demographics	
	Total	Total	%	Total	%	Total	%	Total	%
Population									
Total	2,538	1,991	78.4%	39,295		531	20.9%	10,098,052	
Annual Household Income Level									
Total	2,538	1,991				531			
Less than $20,000	50	33	1.7%			16	3.0%		
$20,000 to $44,999	145	110	5.5%			35	6.6%		
$45,000 to $84,999	342	278	14.0%			62	11.7%		
$85,000 t0 $99,999	258	201	10.1%			55	10.4%		
$100,000 to $199,999	765	582	29.2%			181	34.1%		
$200,000 or more	500	404	20.3%			95	17.9%		
Null (Declined or skipped)	478	383	19.2%			87	16.4%		
Race or Ethnicity									
Total	2,538	1,991				531			
Asian or Asian American (Alone, Non-Hispanic)	205	169	8.5%	6,332	16.1%	36	6.8%	1,451,560	14.4%
Black or African American (Alone, Non-Hispanic)	205	147	7.4%	3,238	8.2%	57	10.7%	795,505	7.9%
Hispanic or Latino	306	194	9.7%	9,204	23.4%	112	21.1%	4,893,603	48.5%
Native Hawaiian, other Pacific Islander, Native American, or Alaska Native (alone)	21	15	0.8%	100	0.1%	6	1.1%	45,128	0.2%
White or Caucasian (Alone, Non-Hispanic)	1,382	1,135	57.0%	18,279	46.5%	239	45.0%	2,659,052	26.3%
Another race/ethnicity (Including Multiracial)	306	249	12.5%	2,142	5.5%	57	10.7%	253,204	2.5%
Null (Declined or skipped)	113	82	4.1%	-	-	24	4.5%	-	-
Analysis Subsets									
Black or African American (Alone and Multiracial)	269	200	10.0%	-	-	68	12.8%	-	-
Other (NHPI, NA/AN, multiracial, and other)	263	211	10.6%	-	-	52	9.8%	-	-
Gender									
Total	2,538	1,991				531			
Male	988	733	36.8%	18,748	47.7%	250	47.1%	4,976,788	49.3%
Female	1,447	1,185	59.5%	20,547	52.3%	258	48.6%	5,121,264	50.7%
Other (Queer, Nonbinary, etc.)	43	33	1.7%	-	-	10	1.9%	-	-
Null (Declined or skipped)	60	40	2.0%	-	-	13	2.4%	-	-

Age Group									
Total	2,538	1,991				531			
17 years or younger	101	80	4.0%	7,382	18.8%	21	4.0%	2,246,521	22.2%
18-29 years	265	173	8.7%	5,334	13.6%	92	17.3%	1,848,010	18.3%
30-39 years	368	263	13.2%	5,713	14.5%	105	19.8%	1,472,875	14.6%
40-49 years	593	468	23.5%	6,387	16.3%	125	23.5%	1,376,316	13.6%
50-59 years	472	371	18.6%	5,677	14.4%	99	18.6%	1,307,289	12.9%
60-69 years	398	339	17.0%	4,474	11.4%	55	10.4%	975,482	9.7%
70 years or older	289	263	13.2%	4,328	11.0%	22	4.1%	871,559	8.6%
Null (Declined or skipped)	52	34	1.7%	-	-	12	2.3%	-	-
Household Structure									
Total	1,487	1,991				531			
Single adult	235	187	9.4%	5,545	33.6%	46	8.7%	846,956	25.6%
Detailed Survey Responses									
Two or more adults	568	450	22.6%	-	-	116	21.8%	-	-
Single adult with one or more children	66	50	2.5%	-	-	16	3.0%	-	-
Two or more adults with one or more children	618	513	25.8%	-	-	104	19.6%	-	-
Multigenerational	81	65	3.3%	-	-	15	2.8%	-	-
Other	9	4	0.2%	-	-	5	0.9%	-	-
Null (Declined or skipped)	961	722	36.3%	-	-	229	43.1%	-	-
Educational Attainment									
Total	2,538	1,991				531			
Less than high school/GED	6	4	0.2%	2,244	7.7%	2	0.4%	1,460,718	21.3%
High school or GED	83	62	3.1%	3,464	11.9%	21	4.0%	1,416,482	20.7%
Non-College vocational or technical degree beyond high school	10	8	0.4%			1	0.2%		
Some college	229	171	8.6%	5,514	18.9%	57	10.7%	1,314,543	19.2%
College degree	605	481	24.2%	10,662	36.6%	123	23.2%	1,893,107	27.7%
Graduate or professional school	654	542	27.2%	7,269	24.9%	109	20.5%	760,639	11.1%
Null (Declined or skipped)	951	723	36.3%	-	-	218	41.1%	-	-
Nativity									
Total	2,538	1,991				531			
Born in US	1,424	1,124	56.5%	29,070	74.0%	294	55.4%	6,641,096	65.8%
Born outside of US	181	159	8.0%	10,225	26.0%	22	4.1%	3,456,956	34.2%
Null (Declined or skipped)	933	708	35.6%	-	-	215	40.5%	-	-
Tenure									
Total (units for ACS)	2,538	1,991		16,502		531		3,306,109	
Rent	313	235	11.8%	7,555	45.8%	78	14.7%	1,791,480	54.2%
Own	1,202	996	50.0%	8,947	54.2%	200	37.7%	1,514,629	45.8%
Other	72	49	2.5%	-	-	23	4.3%	-	-
Null (Declined or skipped)	951	711	35.7%	-	-	230	43.3%	-	-

Appendix C: Reference Map: Los Angeles County Health Districts



Culver City General Plan Update

Areas of Change

9.10.20 General Plan Advisory Committee

Agenda

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

Perkins&Will

We heard that Culver City...



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



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

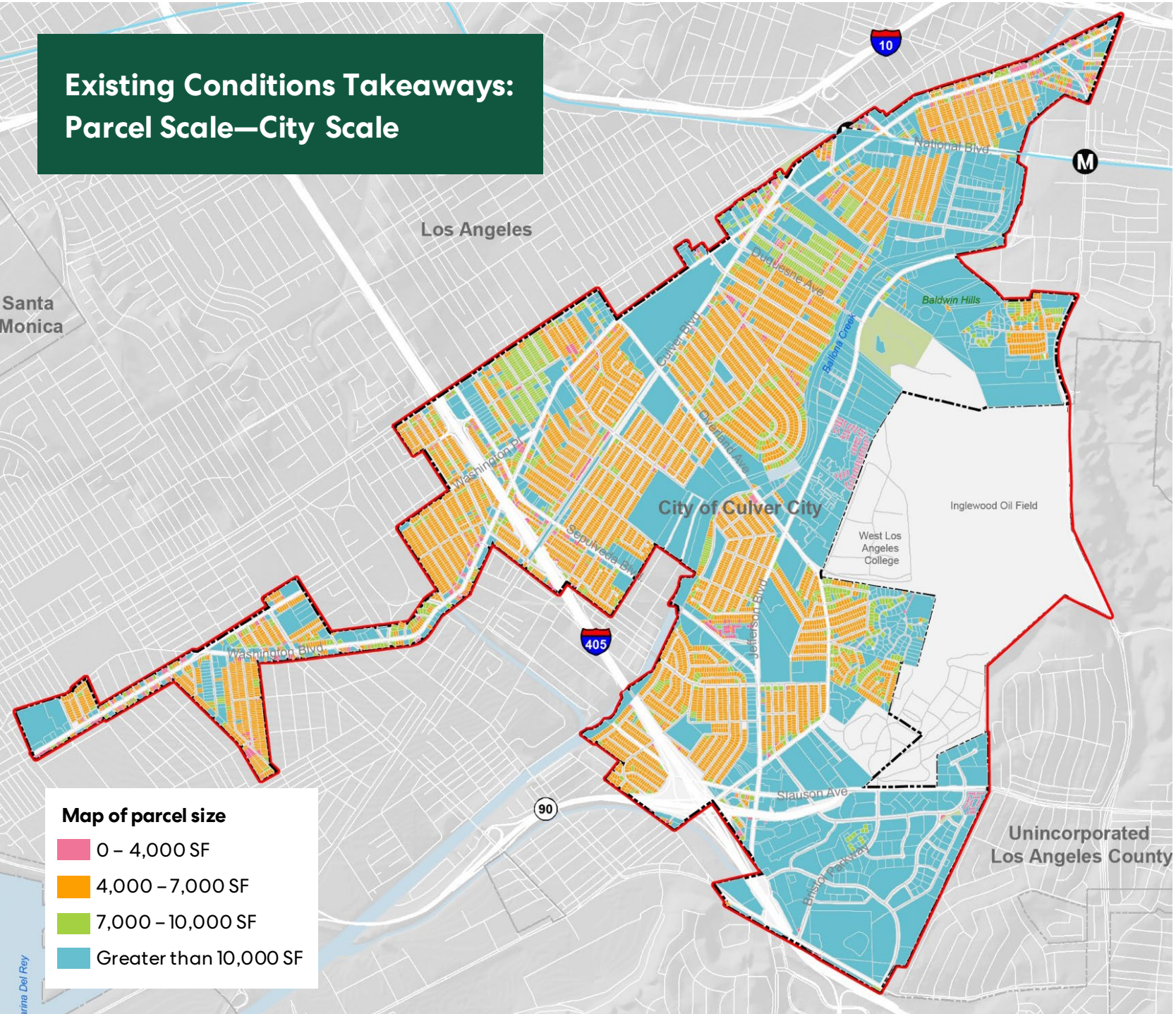


...desires an innovative approach that positively addresses community concerns about growth

Desired General Plan Outcomes

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

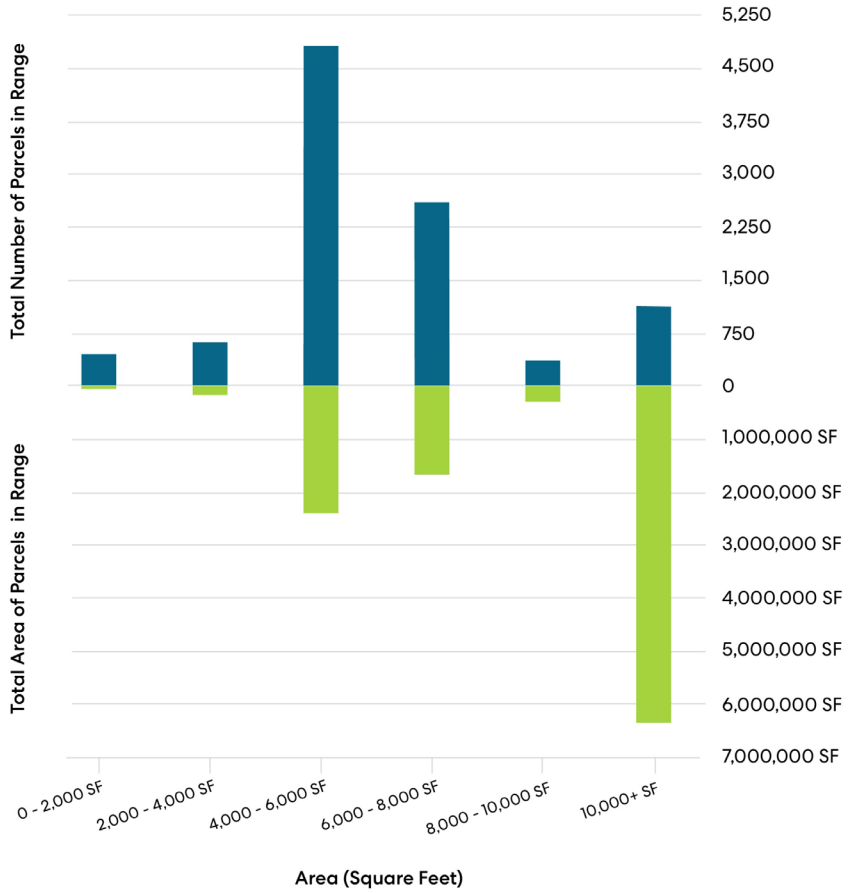
Existing Conditions Takeaways: Parcel Scale—City Scale



Map of parcel size

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

Number and Area of Culver City Parcels

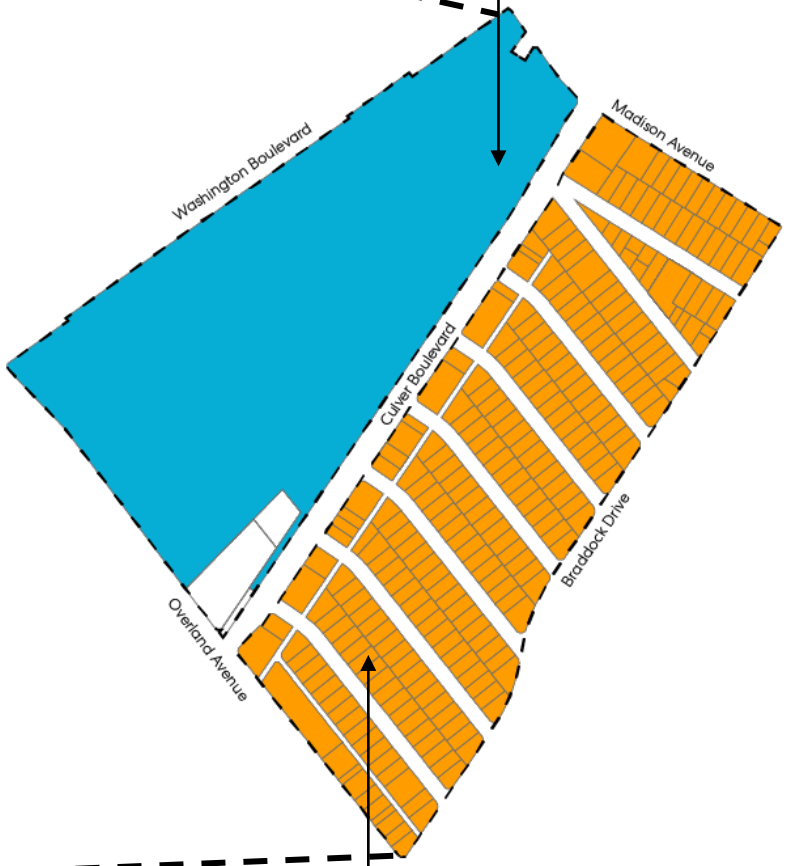


Existing Conditions Takeaways: Parcel Scale—City Scale

Sony Pictures Studio

Portion of Park East

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



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

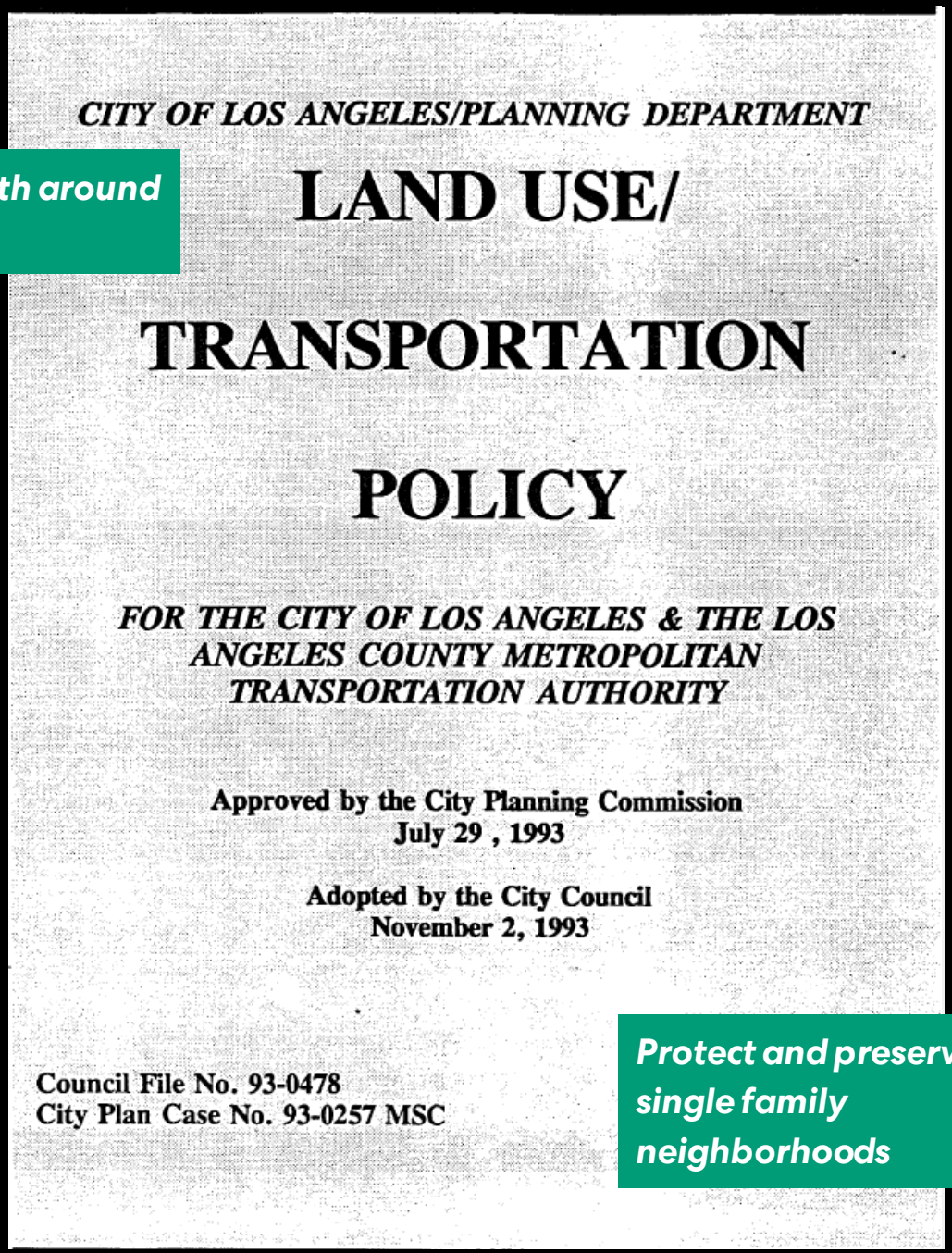
The “Usual Approach”

Concentrating new growth onto limited land resources

A common model for growth revolves around two key tenets

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

Focus future growth around transit stations



CITY OF LOS ANGELES/PLANNING DEPARTMENT

LAND USE/

TRANSPORTATION

POLICY

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

Approved by the City Planning Commission
July 29 , 1993

Adopted by the City Council
November 2, 1993

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

Protect and preserve single family neighborhoods

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

The “Usual Approach”

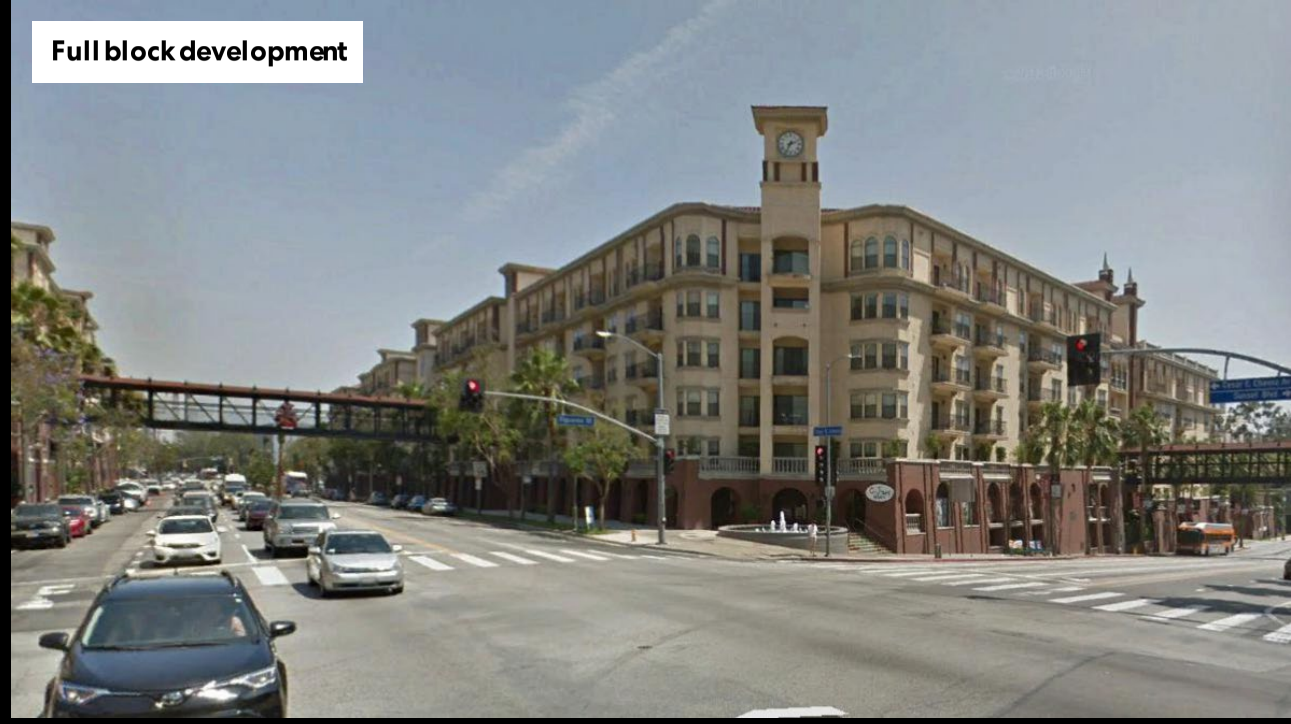
Why is it important to reconsider the *usual approach*?

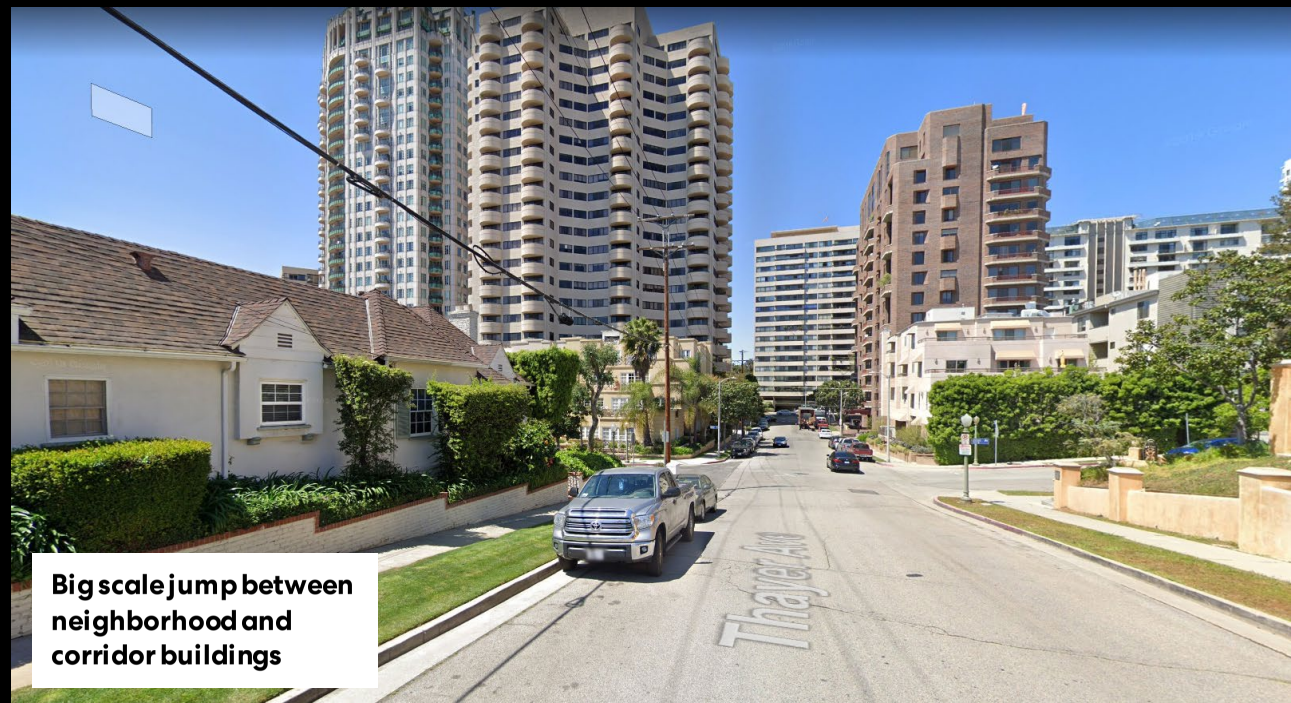
Large portions of the city are “off limits” for growth and redevelopment

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

Concentrated development generates conflict

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





Missing Middle Housing







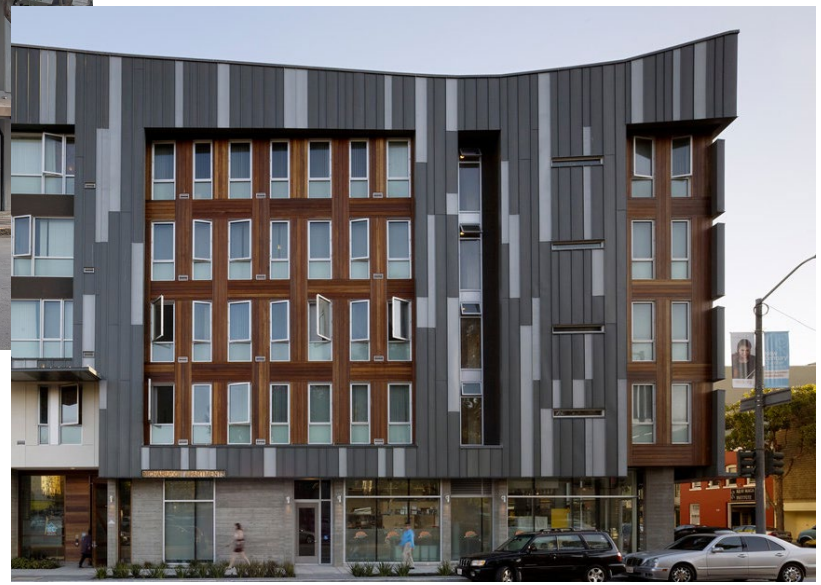


Missing middle housings comes in many shapes and styles

Densification









Menu of strategies

Development strategies

Preservation

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

Incremental growth

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

Significant growth

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



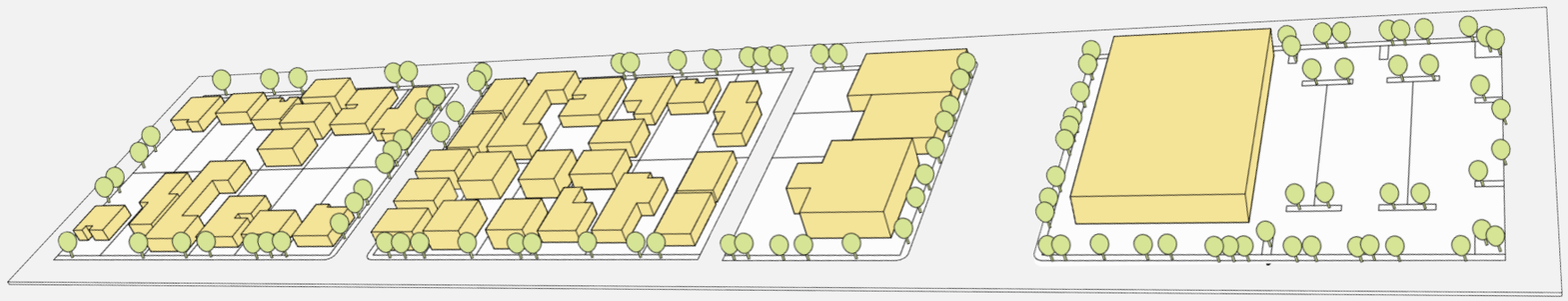
→

View of Ivy Station looking southwest

Culver City, California

Menu of strategies

Prototypical place types*



Single Unit Residential | Low Density Residential | Commercial Corridor | Large Commercial or Mixed-use Site

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

Single-Unit Residential Strategies

Single-family preservation*



Opportunities

- Popular policy

Challenges

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

Incremental growth



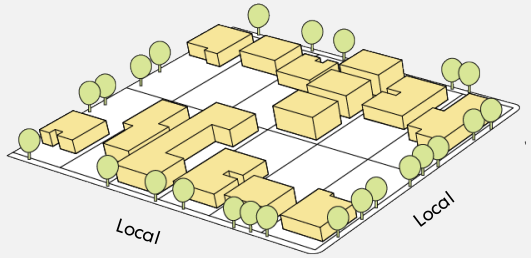
Opportunities

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

Challenges

- Can require extensive code changes/updates

* Accessory dwelling units allowed per state law



Single-unit residential

Corresponding general plan designations (existing general plan)

Low density single family

Typical existing characteristics

Narrow streets, consistent sidewalks

Ample street trees and plantings

Buildings oriented to street

Consistent building scale

Relatively little public space allocated to cars

Low Density Residential Strategies

Low density preservation



Opportunities

- Popular policy

Challenges

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

Incremental growth

Missing middle housing



Opportunities

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

Challenges

- Can require extensive code changes/updates

Densification

Transition to denser housing typologies

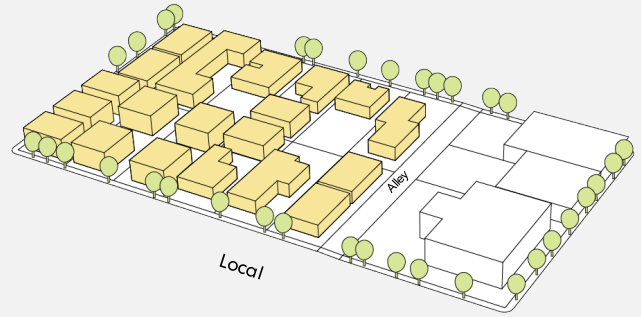


Opportunities

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

Challenges

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



Low density residential

Corresponding general plan designations (existing general plan)

Low density two, three, and multiple family

Typical existing characteristics

Narrow streets, consistent sidewalks

Ample street trees and plantings

Buildings oriented to street or inward on lot

Varying building scales

Relatively little public space allocated to cars

Commercial Corridor Strategies

Mixed-use low



Opportunities

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

Challenges

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

Mixed-use medium

Transit corridors strategy

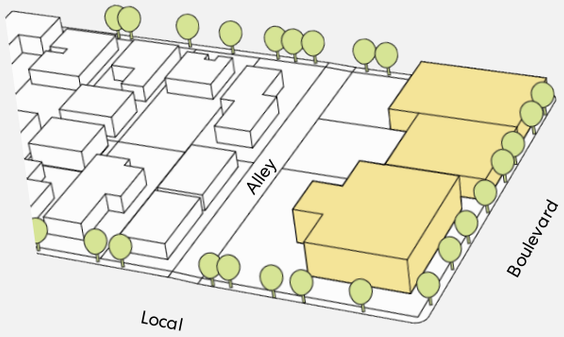


Opportunities

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

Challenges

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



Commercial Corridor

Corresponding general plan designations (existing general plan)

Neighborhood serving and general corridor and downtown

Typical existing characteristics

Wide streets, narrow sidewalks

Inconsistent street trees and plantings

Buildings oriented to street or parking lot

Variety of building scales

Majority of public space allocated to cars

Large Commercial or Mixed-Use Site Strategies

Mixed-use low

Suburban retrofit
Mixed use



Opportunities

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

Challenges

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

Mixed-use medium/high

Opportunity site



Opportunities

- Accommodate significant density
- Economics for redevelopment work

Challenges

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

Mixed-use high

Transit-oriented development

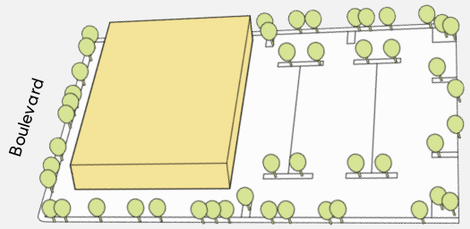


Opportunities

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

Challenges

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



Large Commercial or Mixed-Use Site

Corresponding general plan designations (existing general plan)

Varies

Typical existing characteristics

Wide streets, narrow sidewalks

Inconsistent street trees and plantings

Buildings oriented toward surface parking

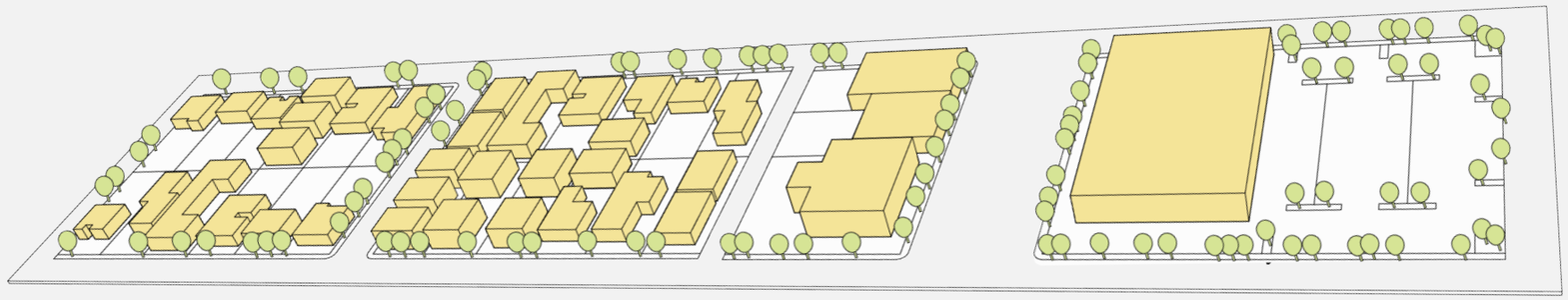
Large footprint buildings with surface parking lots

Majority of public space allocated to cars

Discussion

Models for Change

Development scenarios



Single Unit Residential | Low Density Residential | Commercial Corridor | Large Commercial or Mixed-use Site

Prototypical place types*

Single-unit residential
Low density residential
Commercial corridor
Large commercial or mixed-use site

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

Calculation: Land area required to accommodate residential units



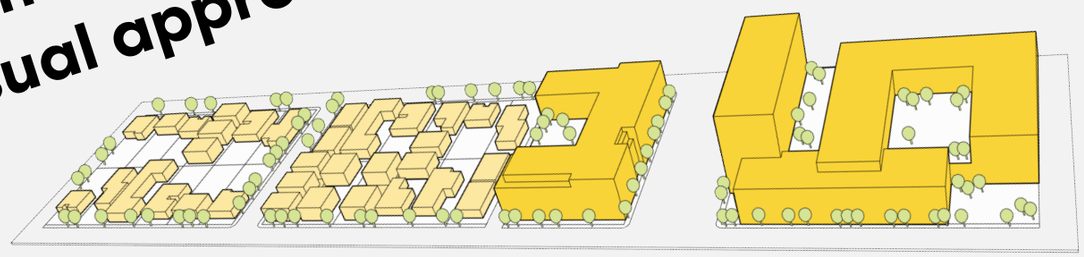




	Missing middle	Dense townhomes	Mixed-use low	Mixed-use med	Mixed-use high
Density	**22 DU/ac**	**36 DU/ac**	**42 DU/ac**	**55 DU/ac**	**90 DU/ac**
50 units	2.3 acres	1.4 acres	1.2 acres	0.9 acres	0.6 acres
RHNA 3,332 units	151.5 acres	92.5 acres	79.3 acres	60.5 acres	37.0 acres
3x RHNA 10,000 units	454.5 acres	277 acres	238.1 acres	181.8 acres	111.1 acres

Models for Change

1. Concentrated growth ("usual approach")



Single Unit Residential | Low Density Residential | Commercial Corridor | Large Commercial or Mixed-use Site

and around transit

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

Commercial corridors maximize mixed-use development potential

Opportunity sites accommodate significant density

Single-family and low-density preservation



+

Mixed-use medium

Transit corridors strategy



+

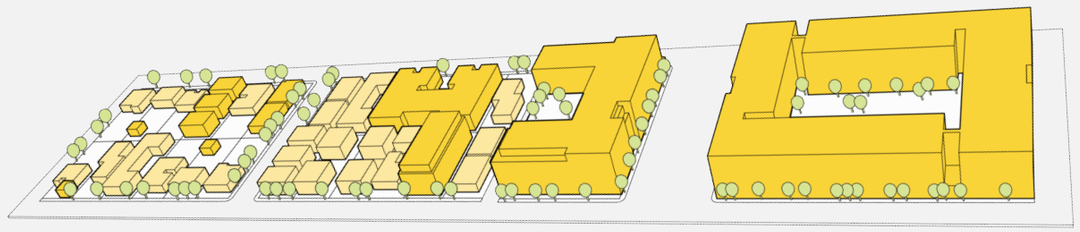
Mixed-use high

Opportunity site/ TOD



Models for Change

2. City-wide incremental growth



Single Unit Residential | Low Density Residential | Commercial Corridor | Large Commercial or Mixed-use Site

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

Commercial corridors maximize mixed-use development potential

Opportunity sites accommodate medium density

Incremental growth
Missing middle housing



+

Densification
Missing middle housing



+

Mixed-use Medium
Transit corridors strategy



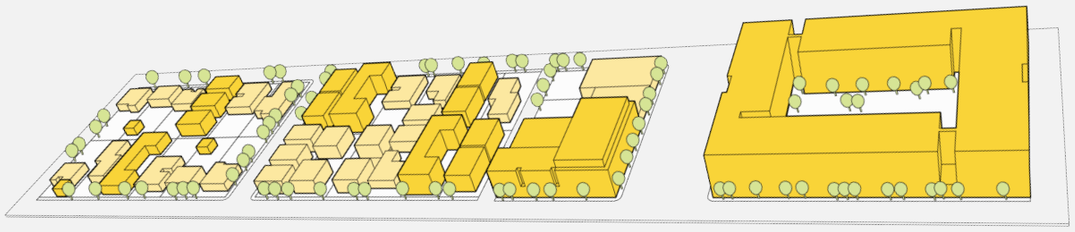
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Mixed-use medium
Opportunity site/ TOD



Models for Change

3. Opportunity sites + city-wide low



Single Unit Residential | Low Density Residential | Commercial Corridor | Large Commercial or Mixed-use Site

Distribute growth moderately through all block types

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

Commercial corridors maximize mixed-use development potential

Opportunity sites accommodate medium density

Incremental growth
Missing middle housing



+

Densification
Missing middle housing



+

Mixed-use Low
Transit corridors strategy



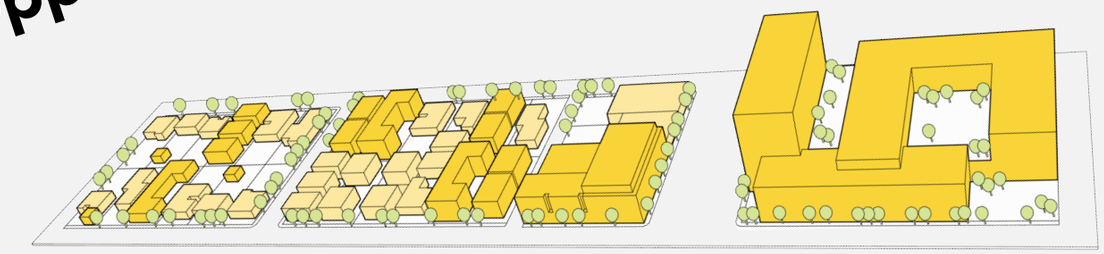
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Mixed-use medium
Opportunity site/ TOD



Models for Change

4. Opportunity sites + city-wide med



Single Unit Residential | Low Density Residential | Commercial Corridor | Large Commercial or Mixed-use Site

and around transit

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

Commercial corridors have moderate mixed-use development potential

Opportunity sites accommodate significant density

Incremental growth
Missing middle housing



+

Densification
Missing middle housing



+

Mixed-use Medium
Transit corridors strategy



+

Mixed-use medium
Opportunity site/ TOD



Discussion

General Plan 2045
Culver CITY

VISIONING SURVEY RESULTS

September 2020



What We Asked

The General Plan Update (GPU) project is currently in the "Listening + Visioning" phase of the planning process, where the purpose is to inform stakeholders of analyses and findings conducted during the exploratory "Existing Conditions" phase and to collect input that will shape the Vision and Guiding Principles of the General Plan.

A few days before the Community Visioning Workshop on Saturday, February 8, 2020, the project team launched its first online survey. From February to July 2020, community members were invited to respond to four open-ended visioning questions on the project website:

1. What is unique and special about Culver City that you don't want to lose?
2. What issues and challenges is Culver City facing today and in the future?
3. What would you like to see in Culver City in 2045?
4. How can we increase community collaboration in the planning process and help build ownership of the General Plan?

Changing Context

While the results from the survey aligned closely with responses we (the GPU team) heard through other engagement activities, including the Community Visioning Workshop, General Plan Advisory Committee (GPAC) Meetings, and pop-up workshops, several major events have occurred since then. *These public health, economic, social, and structural changes will impact the long-term economic, social, and planning outlook in Culver City and are reflected in the responses.*

Beginning in March 2020, Shelter in Place", physical distancing, and "Safer at Home" orders were enacted in Culver City, Los Angeles County, and California to slow the spread of the novel coronavirus (COVID-19). Many people have become ill or lost their lives to the virus, lost their jobs and filed for unemployment, and faced housing instability. School and workplace shutdowns have shifted day-to-day activities.

Later in the spring, the murders of George Floyd, Ahmaud Arbery, Breonna Taylor, and many others at the hands of police officers sparked local, national, and global demonstrations against systemic racism and demanded social justice. This has led to calls to reallocate government funding more proportionately to education, housing, and healthcare to address long-standing systemic inequities. It has also raised questions about what each of us can do to address racism and advance equity. As the impact of these demonstrations continues to unfold, many jurisdictions, including Culver City, have begun evaluating and reflecting on internal processes to reimagine public safety.

What We Heard

We summarized the responses received for each question into word clouds to make them comparable to the Community Visioning Festival responses.

Unique and Special

As with previous engagement efforts, most respondents pointed to the small-town feel and community cohesion formed through robust arts and community events as the main things that make Culver City unique and special (see Figure 1). Several respondents also pointed to the city's downtown, restaurants, businesses, services, and neighborhoods as unique and special.

Figure 1 What makes Culver City unique and special?



Issues and Challenges

Many responses to the question of the city's issues and challenges addressed pre-existing issues that the City is working to address through the GPU, such as housing affordability, mobility and traffic congestion, and balancing large employer growth in the tech sector with sustaining small business diversity (see Figure 2). Respondents called out the current economic impacts of the COVID-19 Pandemic several times, urging the city to develop a balanced and equitable economic recovery plan that supports everyone's needs.

Figure 2 What issues and challenges is Culver City facing today and in the future?



Vision for Culver City in 2045

Survey respondents would like to see the GPU develop solutions to enhance existing unique and special attributes—such as parks, schools, and other public services—while addressing the emerging issues and challenges—including housing, transportation, economic resilience, and more (see Figure 3).

Figure 3 What would you like to see in Culver City in 2045?



Increasing Community Ownership of General Plan

Respondents appreciated the regularity of pre-COVID-19 meetings and events and urged the City to consider finding low-tech ways to continue engaging stakeholders, many of whom are not as "tech-savvy" as others (see Figure 4). Unique suggestions included:

- Directing outreach to employers and their employees, especially those working in "change-oriented" professions and businesses impacted by COVID-19.
- Improving transparency through regular updates on the GPU process and its progress on existing social media channels and newsletters.
- Making the website easier to navigate for users not as familiar with urban planning.

Figure 4 How can we help build ownership of the general plan?



Survey Outreach Methods

To increase community participation in the survey, the City employed several strategies:

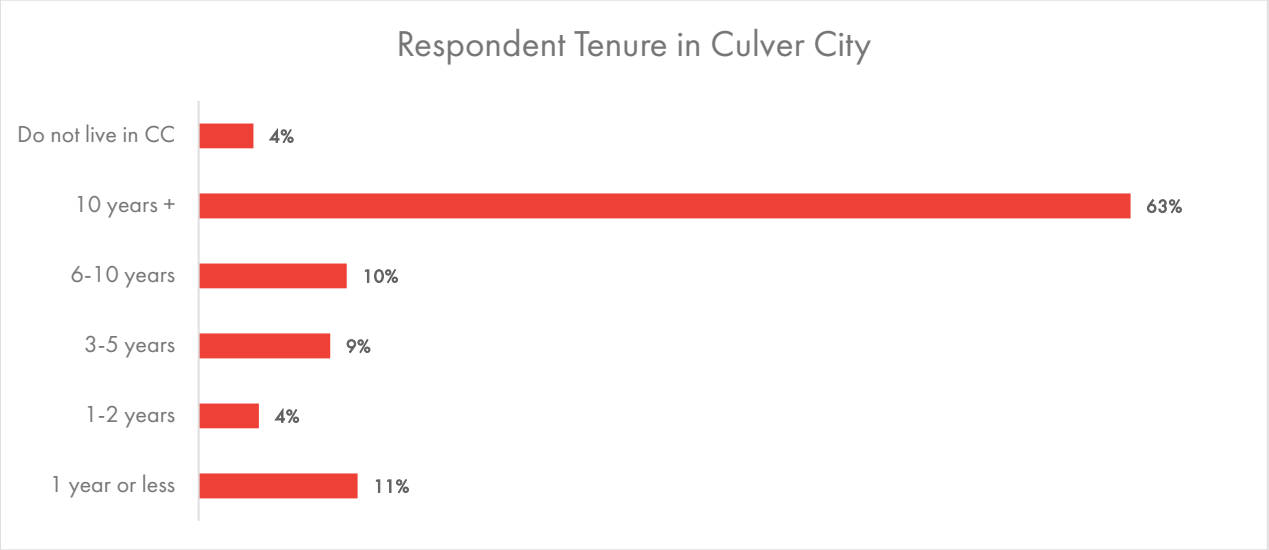
- City staff sent three newsletter announcements to all stakeholders who were on the project email list, including one at the survey's launch, one midway through the survey period, and one in the last couple of weeks before the survey closed.
- City staff posted information on the survey on social media platforms, including Twitter, Facebook, NextDoor, and Instagram. Staff invited GPAC Members to repost these to broaden the survey's reach.
- City staff also displayed graphics announcing the survey on the City of Culver City's website's homepage, which has an image slider gallery with news and events, and the City's Cable Channel.
- The project team sent emails on the survey to stakeholders and encouraged them to share the emails with their networks.
- The project team posted pop-up messages on the GPU website, directing visitors to the surveys.
- The project team translated the survey in Spanish and made it available on the same project website page as the English version.
- Paper copies of the survey were prepared for a series of "Pop-Up Workshops" that were planned for March, April, and May 2020. However, staff canceled the workshops for health and safety reasons related to the COVID-19 Pandemic.

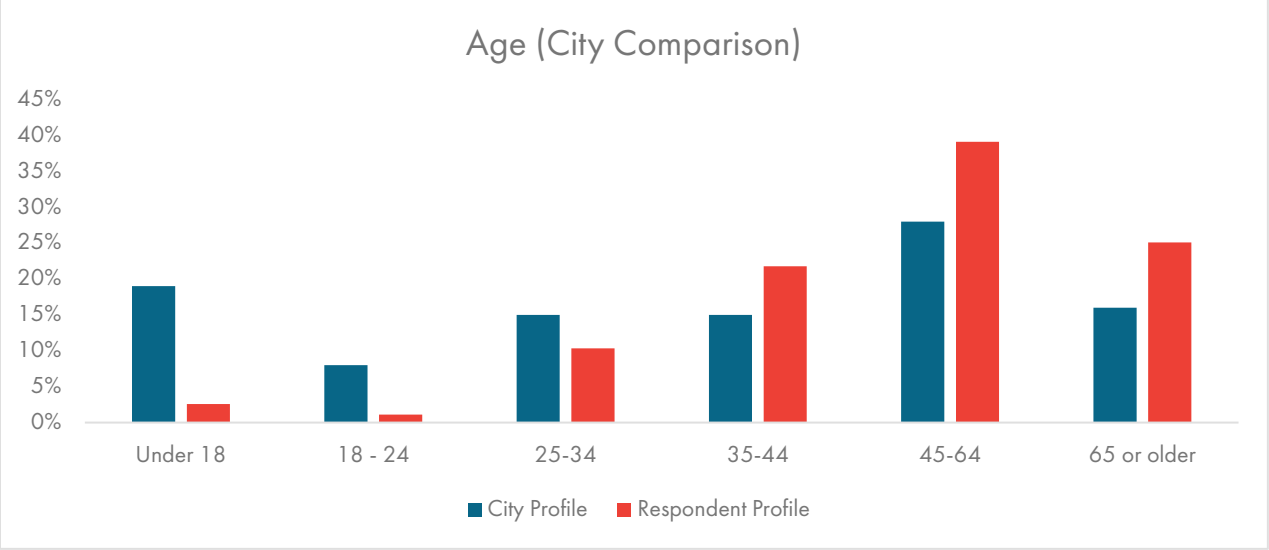
Survey Respondents

To ensure the GPU is a resilient and representative plan for the city's future, everyone needs to be invited and engaged in the process. Project staff has been tracking demographic data in its community engagement activities to ensure those participating in the process represent the diverse values and experiences represented in the city. The following facts and charts (Figures 5-9. Respondent demographic percentages for tenure (length of residency) in Culver City, age, race/ethnicity, and employment industry. Where Census data was available, we compared the respondent's demographics to the city's general population age and race/ethnicity.-9) describe the survey respondent's demographics, and inform which segments of the community we need to make focused efforts to engage with:

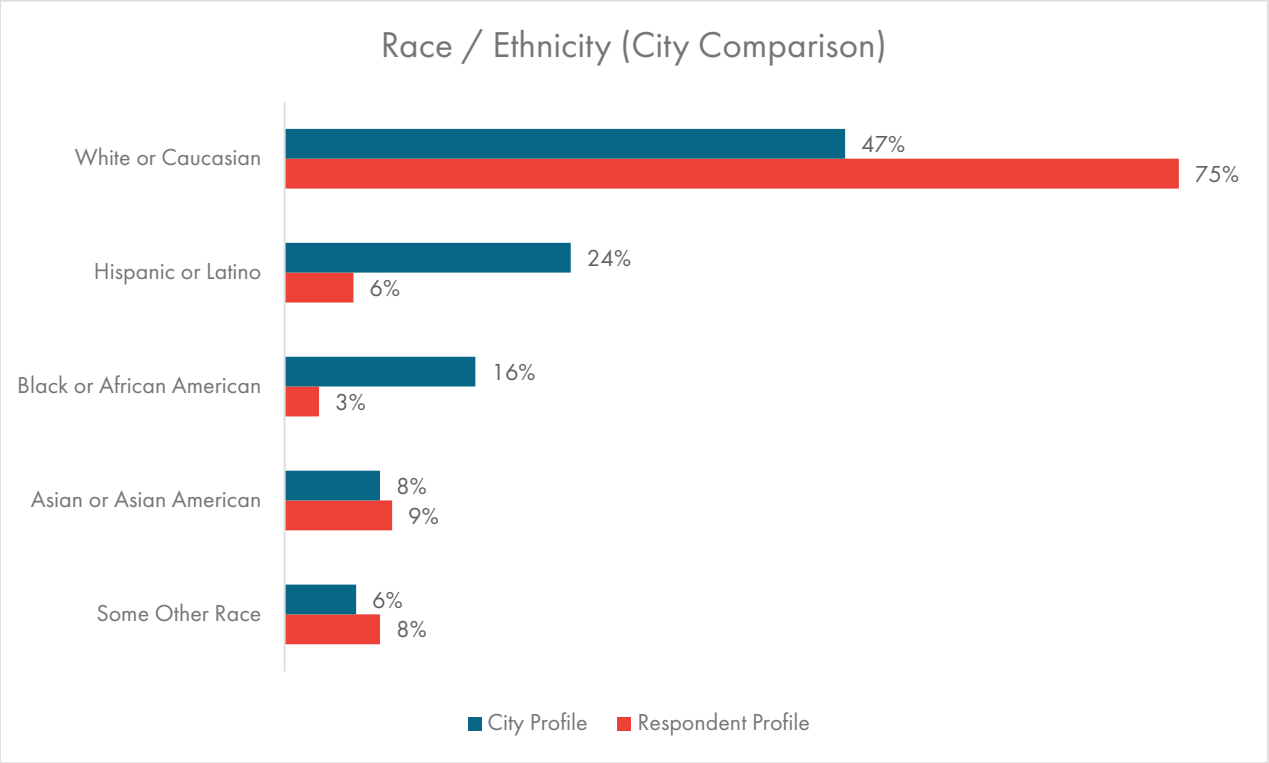
- 271 respondents participated.
- Though the survey was available in Spanish, no respondents provided input in Spanish.
- About 63% of the respondents had lived in Culver City for more than 10 years.
- The survey respondents disproportionately represented the city's population by age, race, and ethnicity.
    - Most participants were older than the general population: about 40% of the respondents were between the ages of 45 and 64 compared to 28% in the city; about 25% were 65 or older, compared to 16% in the city; and about 22% were between the ages of 35 and 44 compared to 15% in the city.
    - More respondents identified as White or Caucasian (75%), compared to 47% in the city, than all other race/ethnicity groups.
    - People who identified as Asian or Asian American had the second highest participation rate (9%). This number is close to the Asian or Asian American representation in the city (8%). Those who identify as Hispanic or Latino (6%) or Black (3%) had some of the lowest participation rates in comparison to their respective 24% and 16% representation rates in the city.
- While many respondents were retired (20%), a similar share reported working in an "Other Industry" (20%), or the "Arts, Entertainment, and Recreation" (17%), or "Professional, Scientific, and Technical Services" (16%) industries.

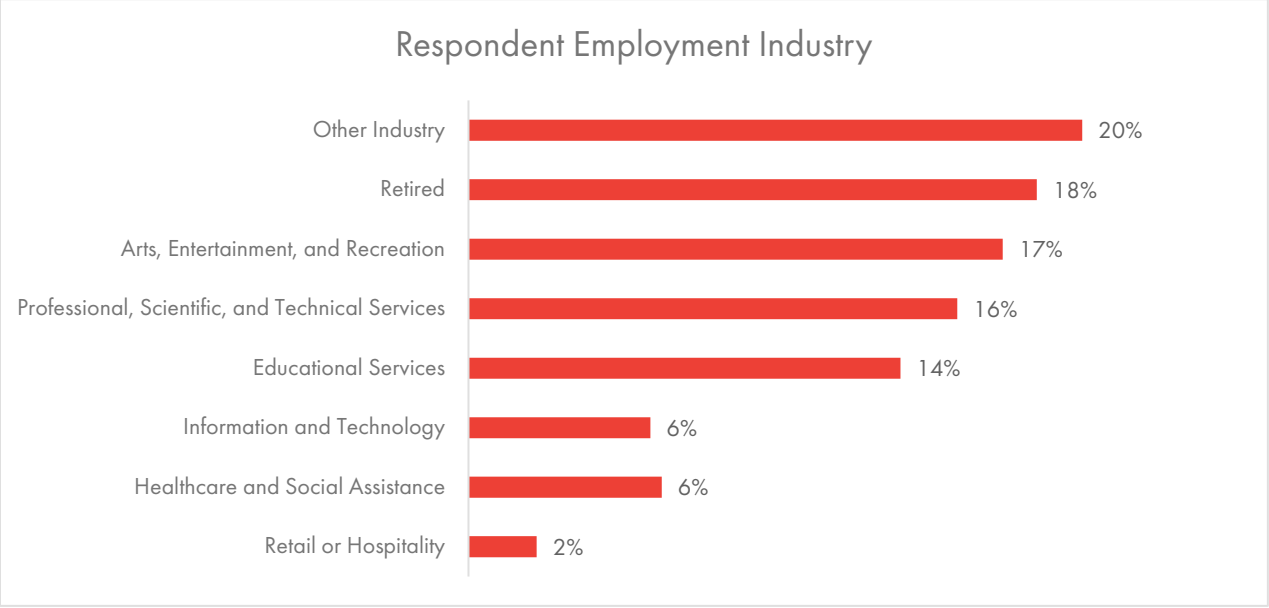
Figures 5-9. Respondent demographic percentages for tenure (length of residency) in Culver City, age, race/ethnicity, and employment industry. Where Census data was available, we compared the respondent's demographics to the city's general population age and race/ethnicity. Comparable data on the general population's tenure in Culver City and the general population's employment industry not available. "Some Other Race" category includes persons who identify as Native American or Alaska Native, Native Hawaiian or other Pacific Islander, or Another Race.





City Profile Data Source: U.S. Census American Community Survey, 2013-2017





City Profile Data Source: U.S. Census American Community Survey, 2013-2017

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GPAC Meeting 7:

Urban Design, Land Use + Housing

August 13, 2020

Agenda

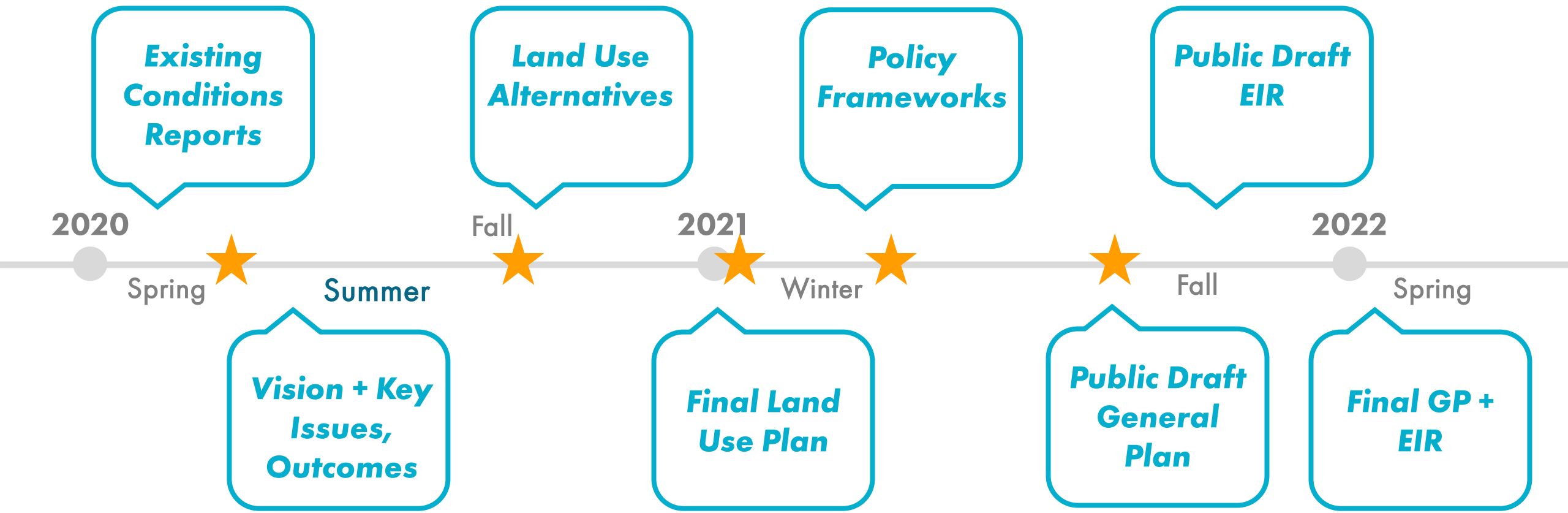


Culver City Residential Building Type Aerial

- Review urban design context (Martin Leitner, Perkins and Will)
- Discuss existing land use + tools to regulate (Eric Yurkovich, Raimi + Associates)
- Discuss key housing issues and opportunities (Veronica Tam, Veronica Tam & Associates)

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What's Up Next?



Key Engagement Time

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Upcoming GPAC Meetings

- **September 10** – Land use + growth alternatives
- **September 17** – Public safety
  - Special joint meeting with Chief's Advisory Panel
- **October 8** - Transportation + mobility
- **November 12** – Sustainability + climate change; parks + open space



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Urban Design + Land Use

1. Intro to Urban Design
2. Spaces between the Buildings
3. City Scale + Patterns
4. What is Land Use + How it is Regulated

Existing conditions analysis – urban design

Intimate scale

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

High quality experience

There is a high quality of life in Culver City particularly in residential neighborhoods

Economic opportunity

Culver City will need to accommodate large job growth in the future

Neighborhoods

Narrow streets, consistent sidewalks

Ample street trees and plantings

Buildings oriented to street

Consistent building scale

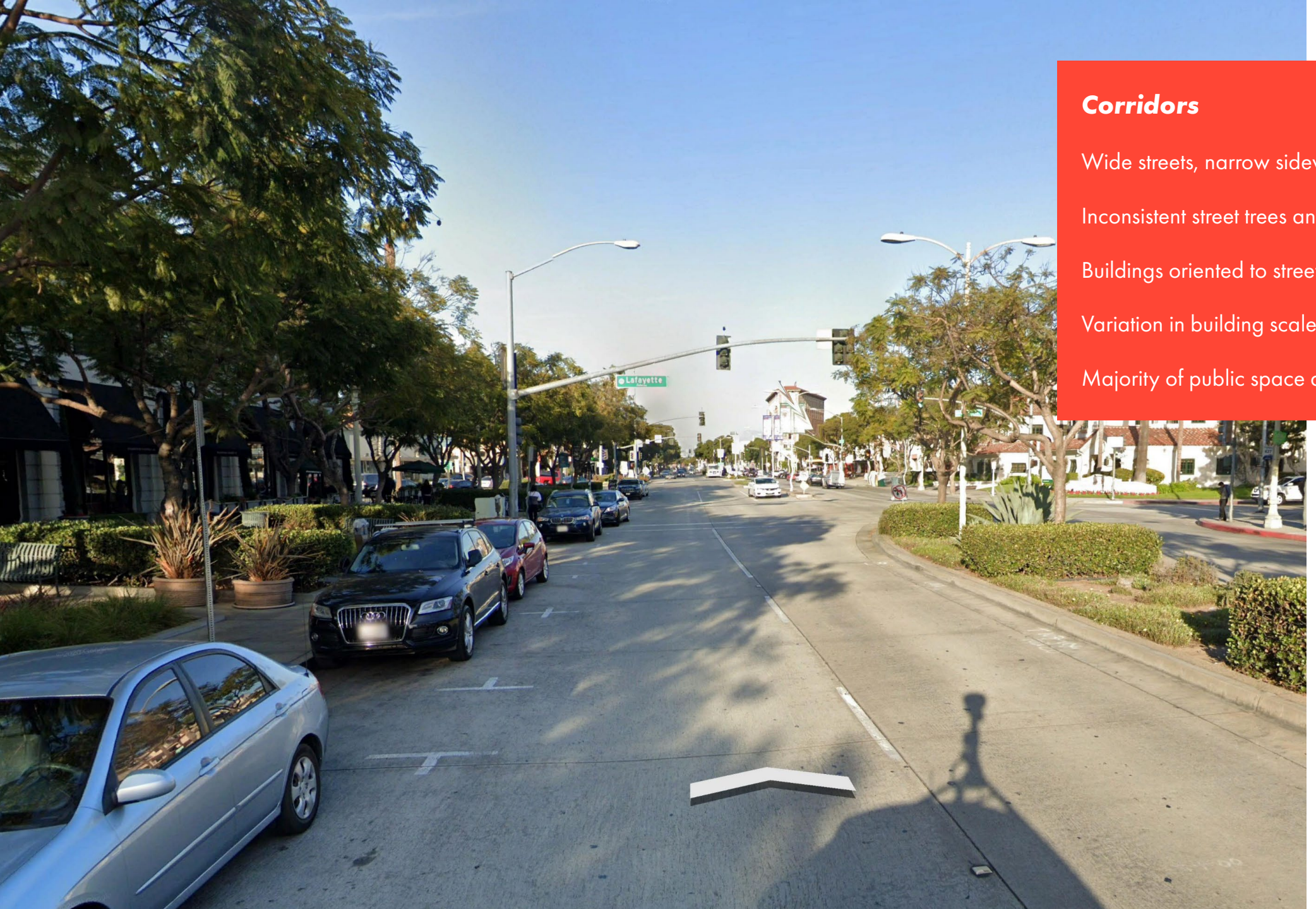
Relatively little public space allocated to cars



→

Linblade Street and Huron Avenue
Culver City, California

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Corridors

Wide streets, narrow sidewalks

Inconsistent street trees and plantings

Buildings oriented to street

Variation in building scale

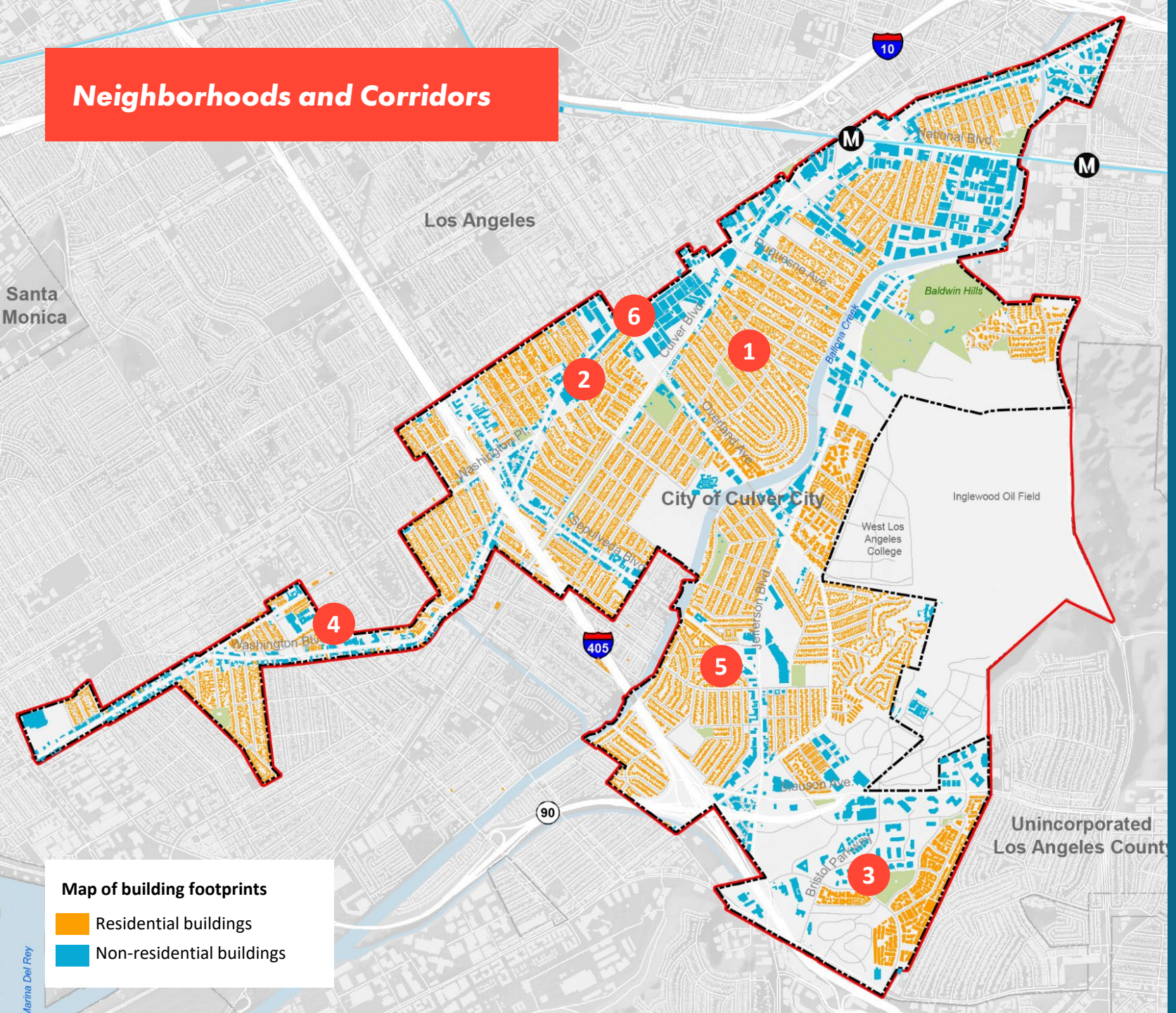
Majority of public space allocated to cars

←

Culver Boulevard looking east
Culver City, California

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Neighborhoods and Corridors



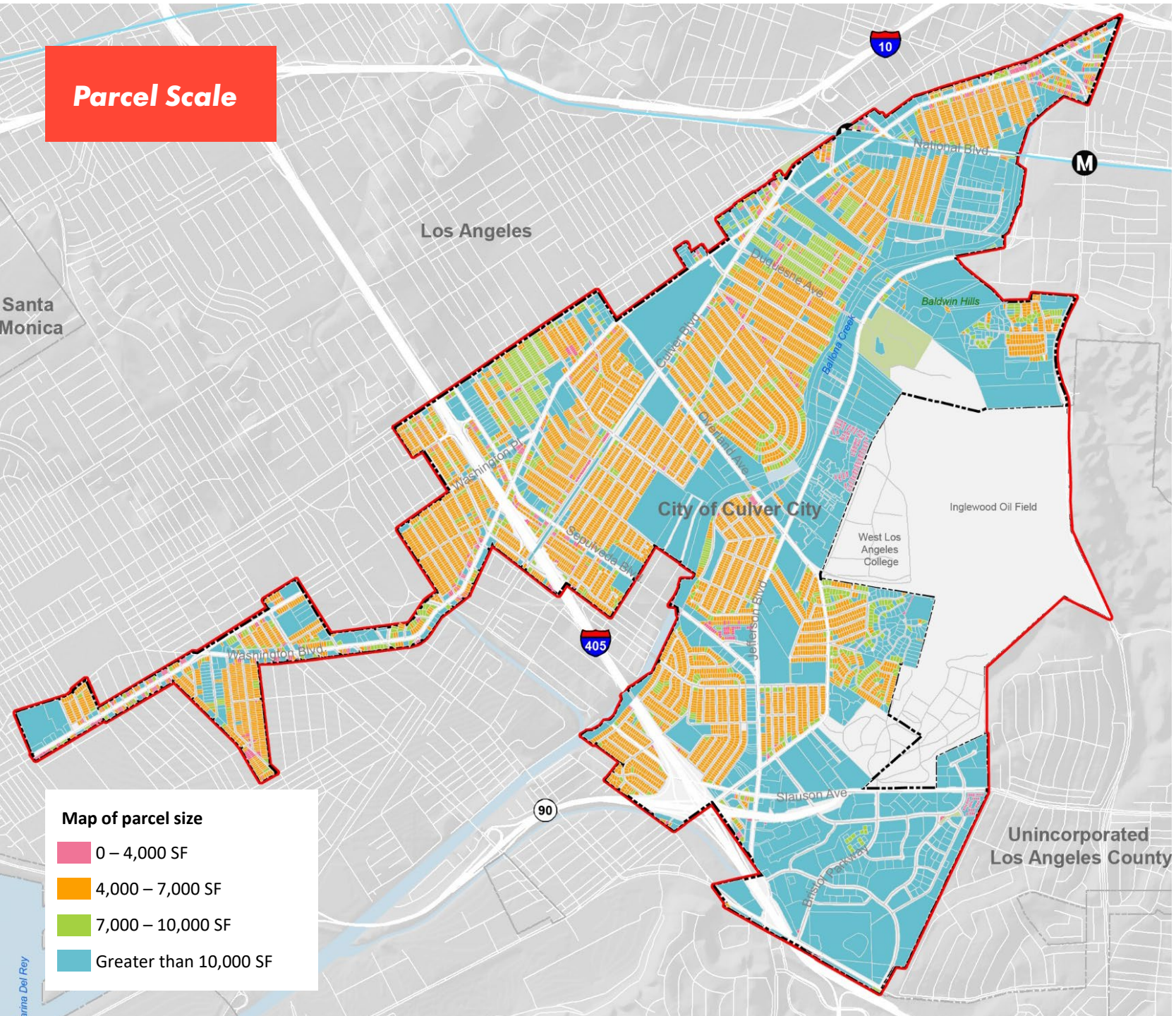
Map of building footprints

- Residential buildings
- Non-residential buildings

Place type examples

1. Small footprint residential
2. Large footprint residential
3. Multi-family residential
4. Small footprint commercial
5. Large footprint commercial
6. Studio lot

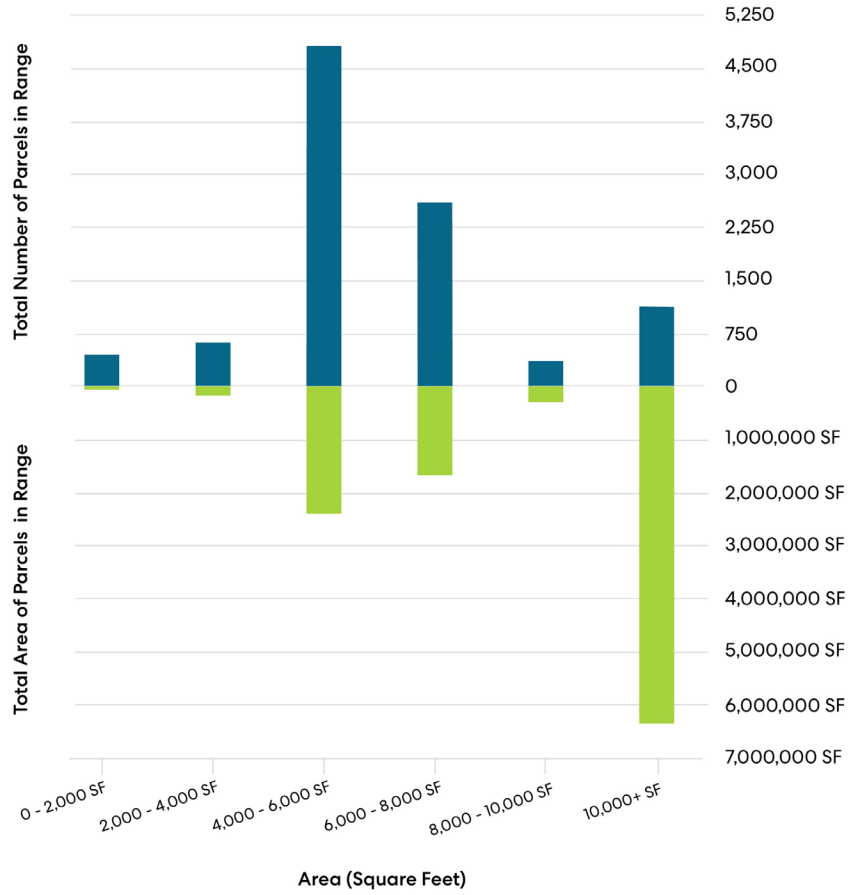
Parcel Scale



Map of parcel size

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

Number and Area of Culver City Parcels



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Parcel Scale Comparison

Sony Pictures Studio

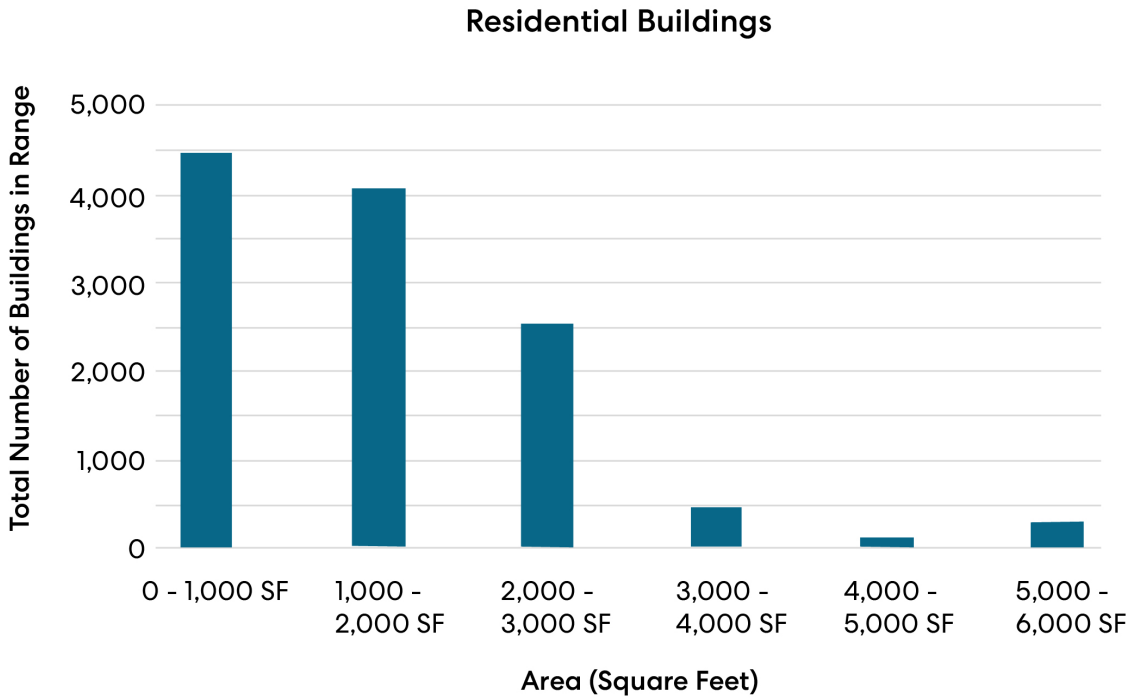
Park East (Portion)

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



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

Out of the 13,342 residential buildings in Culver City, only 13% have a building footprint area larger than 3,000 SF.



Residential Building Footprint Size in Culver City

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Mentimeter

Menti.com

Mentimeter Questions

1. How does the analysis square up with your personal understanding of Culver City?
   - Very well
   - Somewhat
   - Not at all
   - Never thought about it this way
2. With the future of Culver City in mind, where do you see the biggest need for change?
   - Neighborhoods
   - Corridors
   - Industrial Areas
   - Other

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What is Land Use?

- Describes the human use of the land
- Dozens of different uses in the city

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Existing Land Use



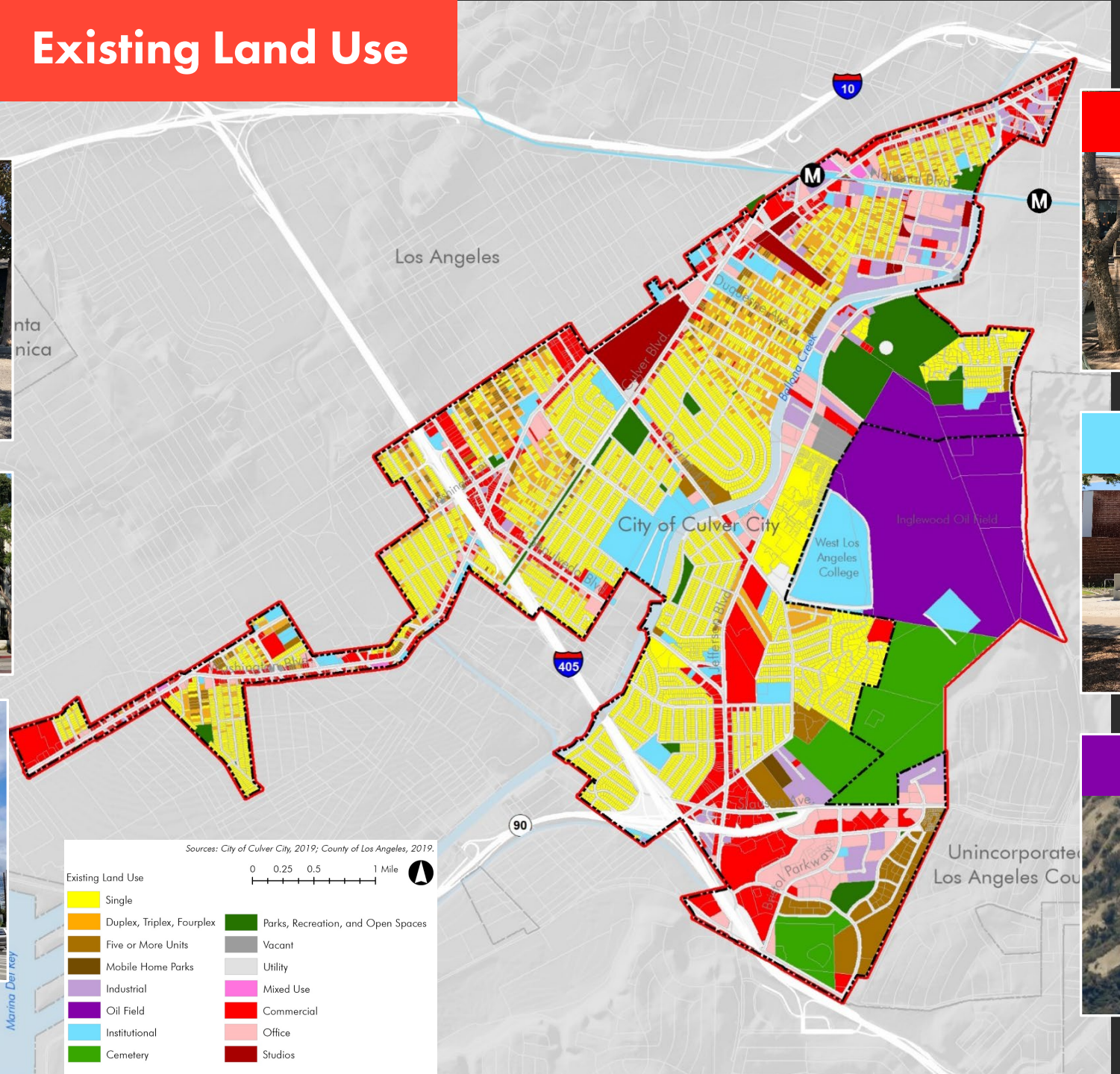




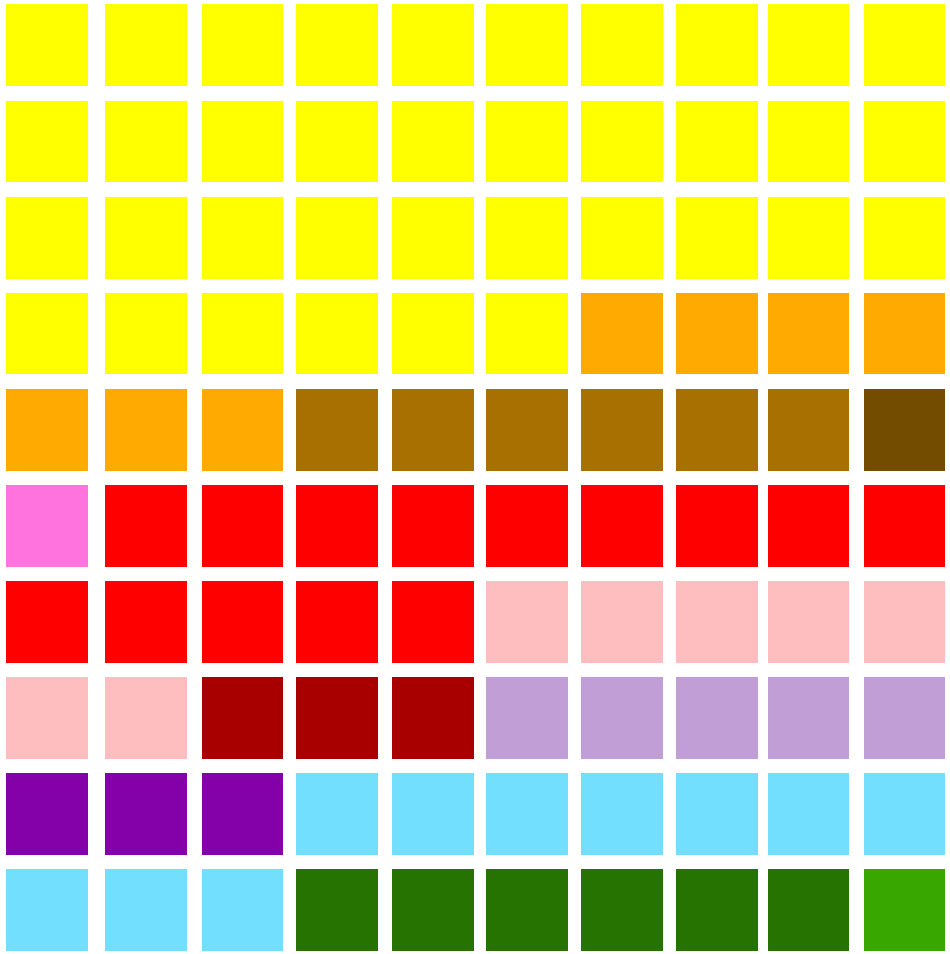








Existing Land Uses in the City

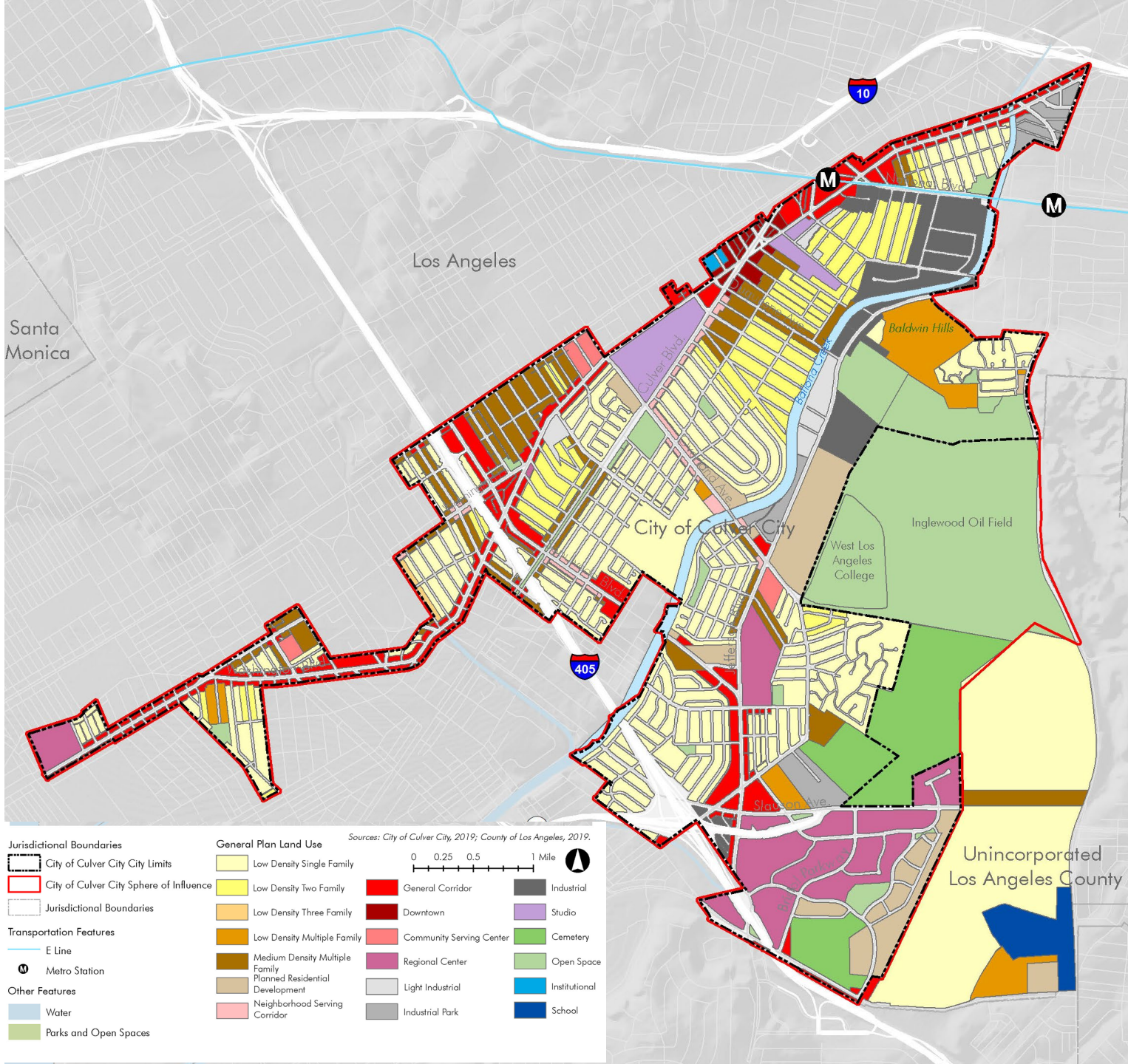


- Single Family Residential (36%)
- Duplex, Triplex, Fourplex (7%)
- Multifamily Residential (6%)
- Mobile Home Parks (<1%)
- Mixed Use (<1%)
- Retail and Services (14%)
- Office (7%)
- Studios (3%)
- Industrial (5%)
- Utility and Transportation (<1%)
- Oil Field (3%)
- Institutional (10%)
- Parks + Open Space (6%)
- Cemetery (<1%)
- Vacant (<1%)

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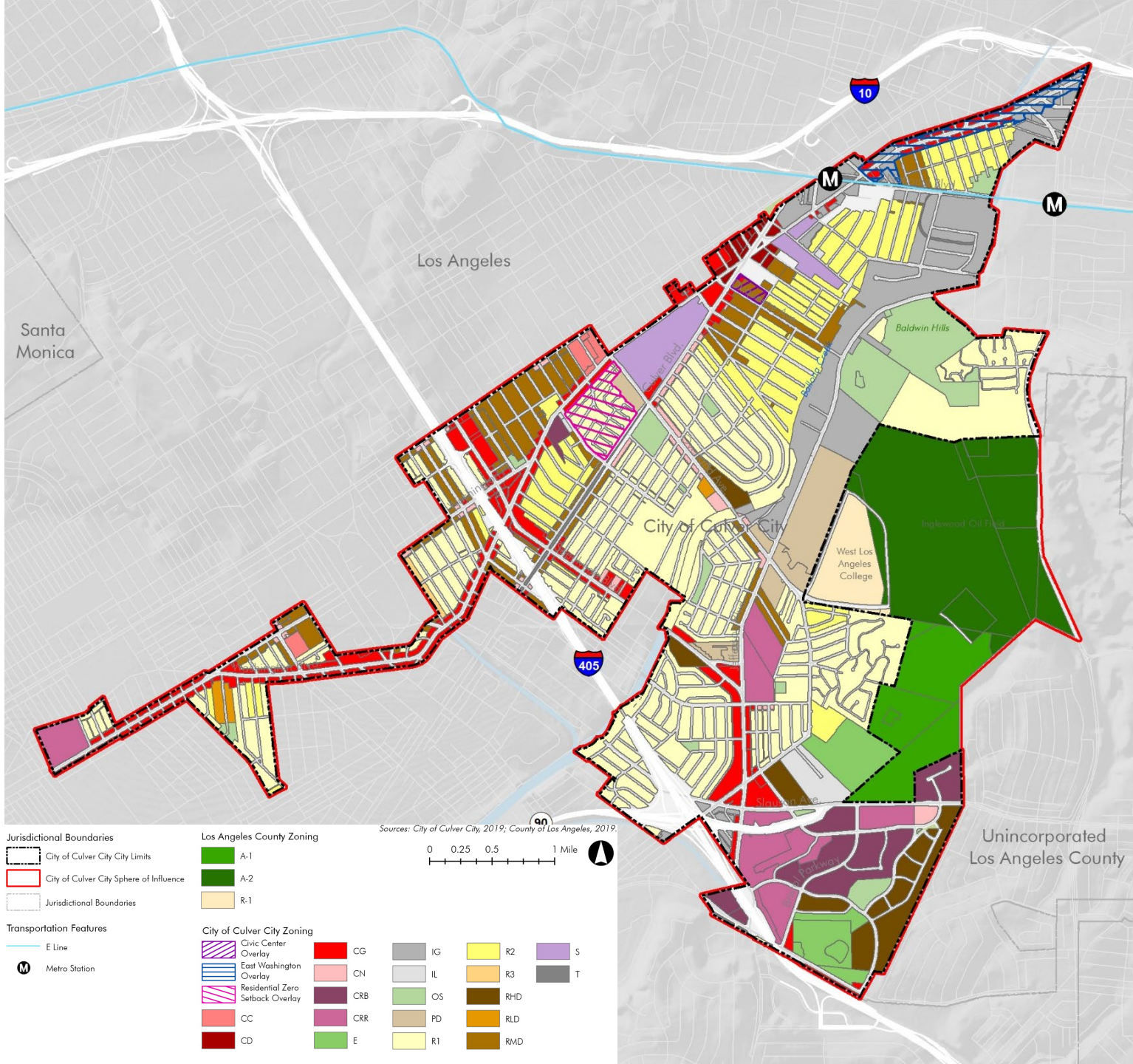
What Are General Plan Land Uses?

- Establishes policy direction
- Designations show the proposed distribution, location, and extent of land uses and density in the City
- Maps focus on future growth and physical development (*not necessarily what's on the ground now*)
- The map is supported by other policies (citywide and planning sub-area). Other Elements ensure there is adequate infrastructure and services



What is Zoning?

- Implements policy direction through development standards and guidelines
- Includes:
  - Detailed types of uses allowed
  - Density (dwelling units per acre) or intensity (floor area ratio)
  - Building height and bulk
  - Setbacks
  - Required open space and parking
  - Transitions
- Required by State law to be consistent with the General Plan



Discussion

- What are the most critical outcomes related to land use and community design for the General Plan?
- What does equitable development mean to you?
- How important is it to you that future jobs and housing growth is balanced? Why?

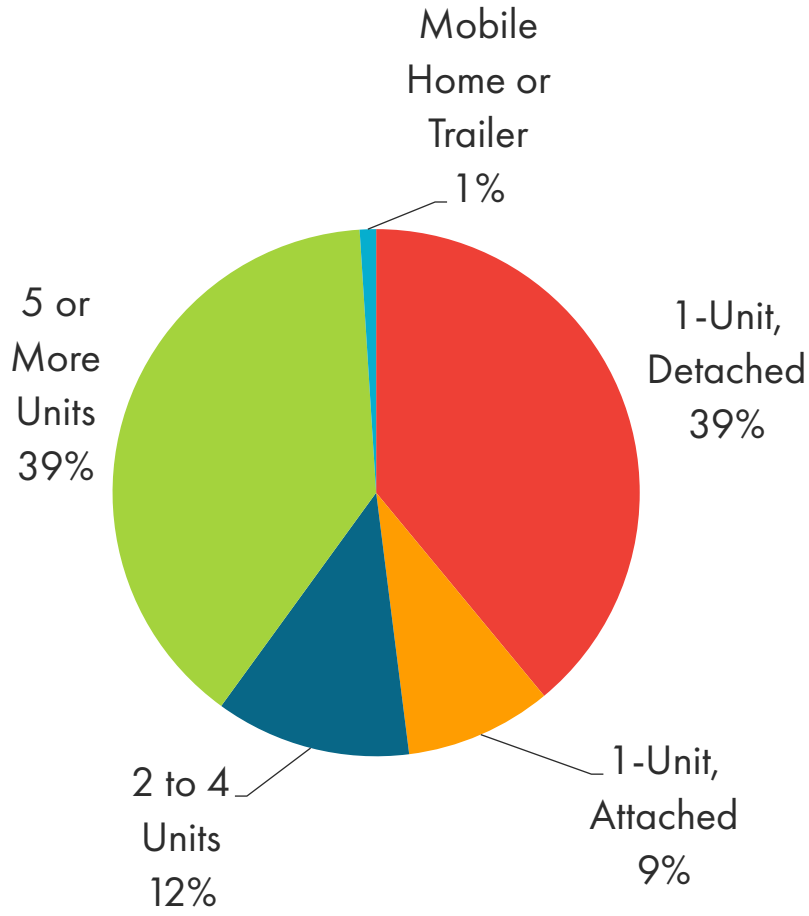
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The State of Housing: Culver City Today



Existing Housing Conditions:

- Housing stock – 49% SF homes; 51% MF units
- Limited growth – 1.4% since 2013 Housing Element
- Income distribution
  - Median household income - $86,997 (2013-2017 ACS)
  - 58% Culver City households as above moderate income (vs. 43% countywide)
  - 69% extremely low income households are renters
  - Median income cannot afford to rent or purchase median priced housing
- Cost burdened (30% income on housing)
  - 73% extremely low income owners
  - 82% extremely low income renters



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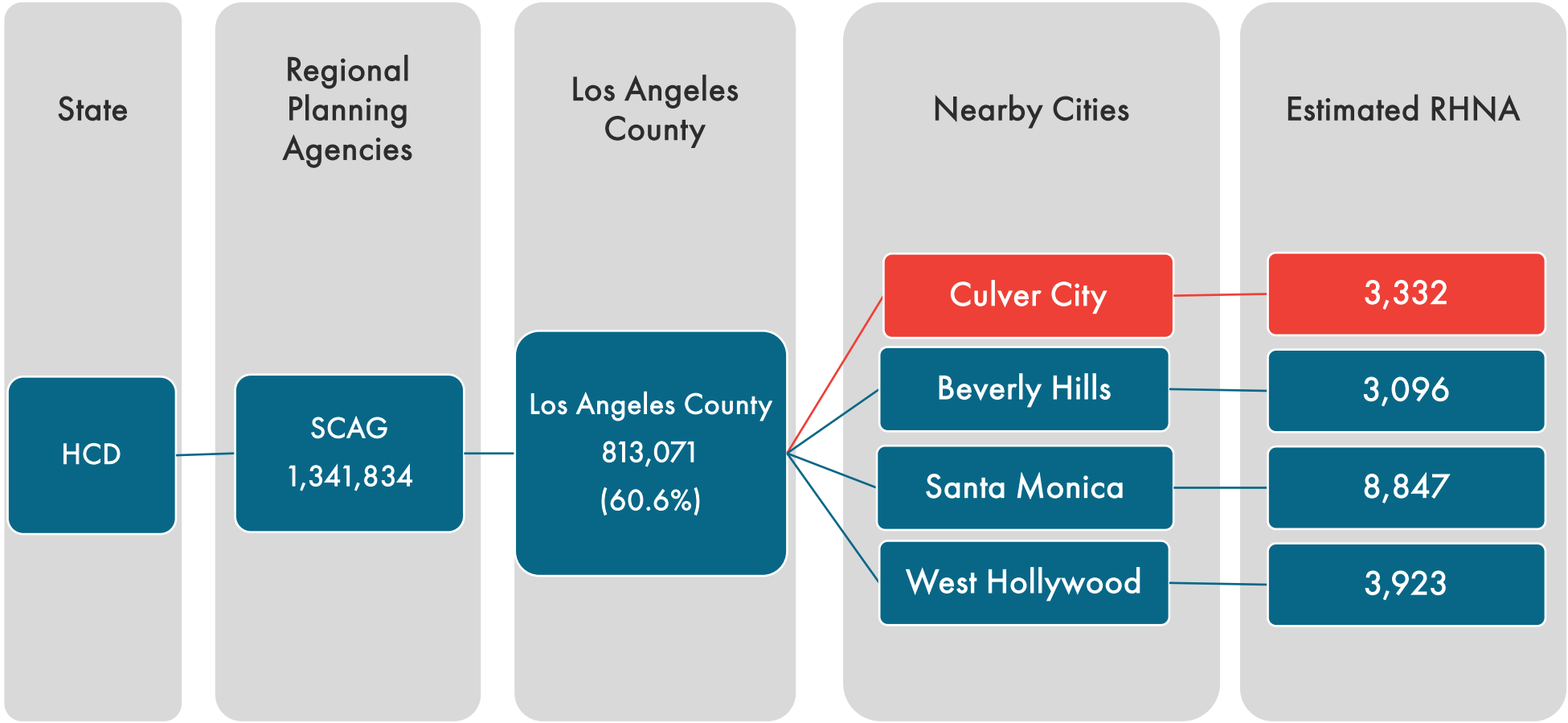
Housing Element Update

Housing Element Requirements

- Provide a variety of housing types of all income groups
  - Extremely Low Income (30% AMI)
  - Very Low Income (50% AMI)
  - Low Income (80% AMI)
  - Moderate Income (120% AMI)
  - Above Moderate Income (120%+ AMI)
- Assist in the development of lower and moderate-income housing
- Remove constraints to housing
- Conserve and improve existing housing
- Promote fair housing

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Regional Housing Needs Allocation (RHNA) – 2021-2029



Source: Estimate of SCAG RHNA Allocation, February 13, 2020

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Required Number of Housing Units by Income for RHNA

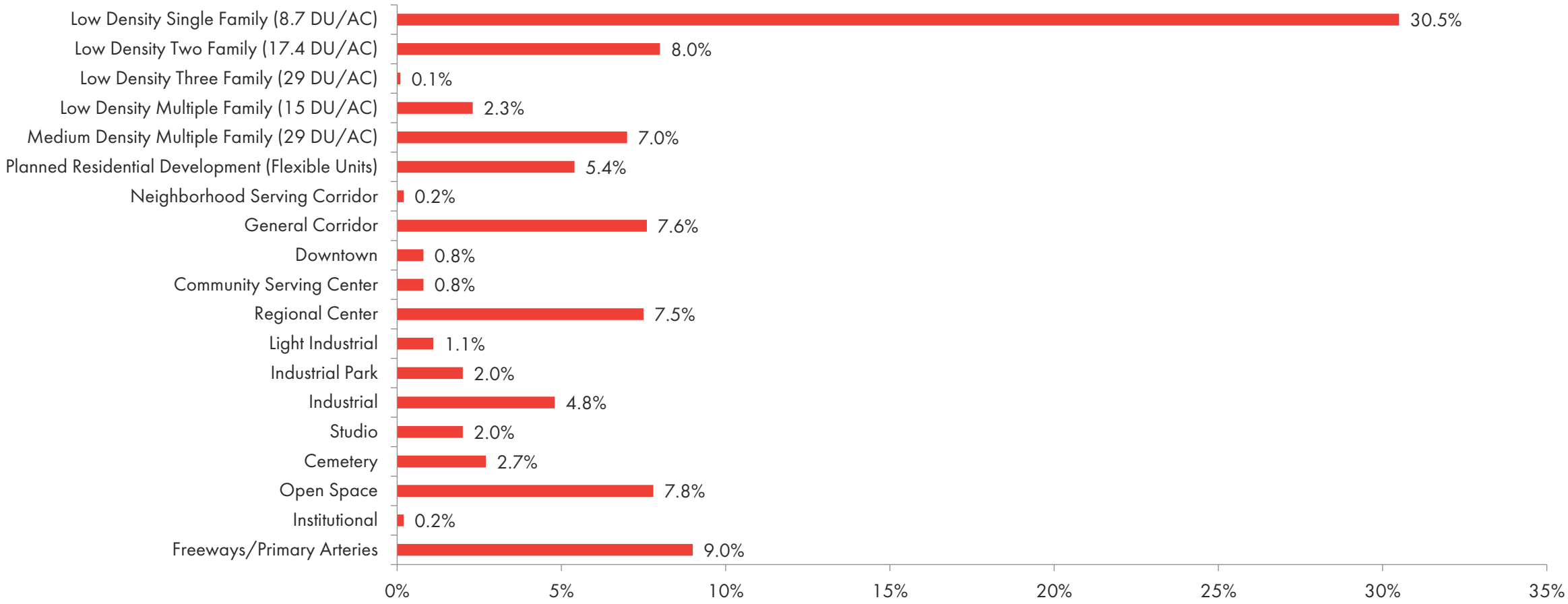
Income Group	Number	Percent
Very Low Income (50% AMI)	1,104	33.1
Low Income (80% AMI)	602	18.1
Moderate Income (120% AMI)	558	16.8
Above Moderate Income (>120% AMI)	1,067	32.0
Total	*3,332*	*100.0*

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RHNA Requirements

- **Jurisdictions must plan for their allocation of housing units per RHNA**
- Sites with appropriate density and development standards (at least 30 dwelling units per acre for lower income units)
  - 1,706 very low and low-income units
- Vacant and underutilized sites with near-term development potential
- Development process and fees that do not constrain housing development

Existing General Plan Land Use Distribution



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Benefits of a Diverse Housing Stock

- Provide housing options for young professionals
- Attract young families with children with affordable options
- Allow seniors to age in place
- Provide housing for special needs populations
- Allow more residents to live and work in Culver City

State Regulations

Laws and Sacramento Policy Direction

Recent legislation with focus on facilitating production of new housing:

- Remove constraints for development
  - Reduce fees, relax development standards (2019: SB 330)
  - Streamline processing procedures - by right approval of housing (2017: SB 35; 2019: SB 330, AB 1485)
  - Objective standards for site plan and design reviews (2019: SB 330)

Laws and Sacramento Policy Direction

Recent legislation with focus on facilitating production of new housing:

- Expand housing options
  - Accessory Dwelling Units (2018:SB 1226; 2017: SB 1069, AB 2299, AB 2406; 2019: AB 68, AB 587, AB 670, AB 671, AB 881, SB 13)
  - Supportive housing for persons with disabilities (2019: AB 2162)
  - Housing for persons experiencing homelessness (2019: AB 101)
  - Expanded density bonus (2019: AB 1763)

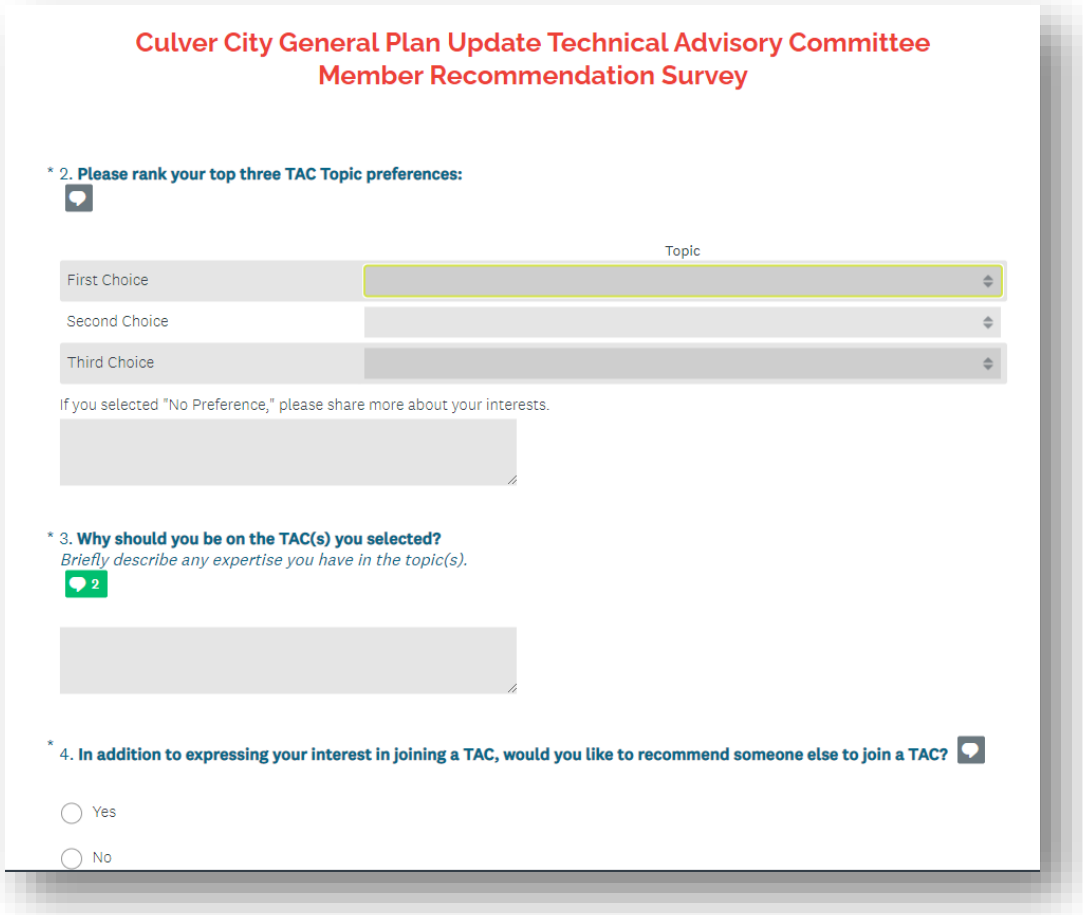
Consequence of Noncompliance

- Risk of litigation (AB 72, AB 101)
  - HCD monitoring non-compliant jurisdictions and reporting to the Attorney General
  - Fines up to $100,000 per month
  - Huntington Beach sued by the Attorney General for continued inaction
  - Pomona and San Clemente sued by nonprofits
- Ineligibility for State grants
  - SB 2 grant (City received $160,000 in 1st round)
  - Housing Trust Funds
  - Other infrastructure/transportation funds being considered

Discussion

Technical Advisory Committee (TAC) Survey

- 6 TACs
  - Transportation + mobility
  - Sustainability, health + parks
  - Culture + arts
  - Economic development
  - Housing
  - Policing + public safety
- GPAC members may participate but aren't required to do so
- **Two weeks** to complete survey
- TAC Orientation (end of September/early October)



Culver City General Plan Update Technical Advisory Committee Member Recommendation Survey

* 2. **Please rank your top three TAC Topic preferences:**

	Topic
First Choice	
Second Choice	
Third Choice	

If you selected "No Preference," please share more about your interests.

* 3. **Why should you be on the TAC(s) you selected?**
Briefly describe any expertise you have in the topic(s).

* 4. **In addition to expressing your interest in joining a TAC, would you like to recommend someone else to join a TAC?**

- Yes
- No

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GPAC Meeting 7:

Housing, Land Use + Urban Design

August 13, 2020

General Plan 2045 Culver City

STAKEHOLDER INTERVIEWS

Summary of Feedback

May 22, 2020



Introduction

From September to December 2019, the General Plan Update Team conducted 22 stakeholder interviews, intended to touch generally on aspects of Culver City's character and vision, and14 specialized stakeholder discussions focused on arts, culture, and the creative economy. The results from these 36 stakeholder interviews are summarized in this report.

Who did we interview?

The 22 broad-reaching interviews included industry leaders, educational entities, political representatives, and organizations:

- Amazon Studios
- Antioch University
- Ballona Creek Renaissance
- Boys and Girls Club, Mar Vista Gardens Branch
- City of Culver City
  - Bicycle and Pedestrian Advisory Committee
  - City Council
  - City Council GPU Subcommittee
  - Disability Advisory Committee
  - Committee on Homelessness
  - Parks, Recreation, and Community Services Commission
  - Planning Commission
- Culver City Chamber of Commerce
- Downtown Business Association (DBA)
- Exchange Club of Culver City
- Hackman Capital Partners
- HBO (Network)
- Leadership Culver City
- LOWE Enterprises
- Mayme Clayton Museum
- Senior Citizens Association Board
- Sony Studios
- Sotheby's Institute of Art, Los Angeles
- Upward Bound House
- Walkers n' Rollers
- Wende Museum
- West LA Community College
- Westfield Mal

The 14 arts, culture, and creative economy report interviews included architects, City stakeholders, and others:

- Several architecture firms in Culver City
  - Abramson Architects
  - Cuningham Group
  - Eric Owen Moss Architects
  - Ehrlich Yanai Rhee Chaney Architects
  - KFA Architecture
  - wHY Architecture
- A few artists living/working in Culver City
- City of Culver City Council and Departments
  - City Council
  - Cultural Affairs Commission
  - Cultural Affairs staff
  - Economic Development Division
  - Parks, Recreation, and Community Services Department
  - Planning Division
- Culver City Arts District
- Culver City Arts Foundation
- Culver City Historian
- Culver City Historical Society
- Culver City Symphony Orchestra
- Culver City Unified School District
- Jazz Hands for Autism
- Kirk Douglas Theatre
- Lowe
- Mayme A. Clayton Library and Museum
- The Actor's Gang
- Vox Femina Los Angeles
- Wende Museum

What did we ask?

Four key questions guided the broad-reaching interviews:

I. What makes Culver City unique and special?
II. What are the things you like best about Culver City that you would like to stay the same?
III. What are the things you like the least about Culver City that you would like to change?
IV. Imagine yourself living or working in Culver City in 20 years. What do you want to see?

Three additional questions, focused on arts, culture, and the creative economy:

I. What are the current efforts, policies, and studies on the topic?
II. What are they key considerations and concerns for the planning process?
III. What are the arts, culture, and creative economy assets and opportunities?

Summary of Findings

What did we hear from general interviews?

Comments received at these meetings are consolidated thematically into four major categories: Uniqueness, Characteristics to Celebrate, Opportunities for Change, and Vision + Cross-Cutting Themes.

Uniqueness

- Small-town feel
- High quality of public services
- Family-oriented and safe streets
- Many community events year-round
- Community knows elected leaders
- Good public schools
- Everyone knows each other
- Arts and movie history
- Accessible public agency staff
- Central in the region, "meet in Culver"

Characteristics to Celebrate

- Small-town feel
- Quality of public services
- Downtown as the core of the city
- Diversity of small businesses
- Suburban residential vibe
- Differentiation from Los Angeles

Opportunities for Change

Development

- Pace of growth and development is too fast
- Missed opportunities for community benefits and cohesion in the public realm
- Housing and commercial should go hand-in-hand in new developments
- Assembling land for large-scale change requires developers to be patient
- Developers should be able to choose from a community benefits menu
- Encourage businesses to hire locally
- City is at a critical juncture between becoming a playground for the super-rich or a super-dense urban environment – or something else entirely!
- Focus on truly affordable housing
- Develop a mechanism to require feedback from the community in redevelopment

Economic Growth

- 10,000 new employees in the next 5-10 years
- Fear of commercial gentrification but unsure about commercial rent stabilization
- Concern over automation and technology
- Concern over the high turnover rate of restaurants and uncertainty of labor costs
- Creative economy will continue growing
- Mall may no longer have commercial viability

Changing Demographics

- More newcomers are higher income
- More residents without community roots
- Hourly wage workers are priced out
- An aging population, with 10% over age 90
- Young people want different things and do not get involved with local politics
- Youth do not have many places to hang out, could benefit from programming

Transportation, Mobility, and Parking

- There is more neighborhood passthrough traffic
- Micromobility companies have not embraced first/last mile solutions and may not be viable to form long-term partnerships with
- Priced out workers have longer-distance commutes
- Very sensitive topic, some progressive solutions may lead to frustration for residents who rely on private vehicles for travel
- Need to develop parking standards
- Put in safeguards and considerations for accessibility needs of the aging population
- Increase walk signal timing for seniors
- Ensure construction does not interfere with ADA standards for walkability

Streetscape

- Not enough lighting, especially on neighborhood streets
- If you are outside of Downtown, it can be hard to feel a part of the city because streetscape and design is so different
- Need engaging and active sidewalks
- Connectivity between the Culver City neighborhoods is poor
- Wider sidewalks near dining to create more space and activate streets

Arts + Culture

- Increase awareness of institutions, assets
- Develop stronger partnerships between the City of Culver City and arts community
- Rename Washington Boulevard to Louie Armstrong Boulevard
- Look at how public art can be used for cohesive city branding
- Connect art to social issues and solutions
- Standards for land use related to arts + cultural facilities usage and development
- Connect and celebrate local organizations
- Assess the role of the City as events programmer and determine if a shift is needed
- City as a facilitator of funding, resources
- Program Culver City Steps as town plaza
- Partner with local and national arts organizations and institutions
- Maximize joint use of existing facilities, like the Frost Auditorium at CC High School
- Develop a network of new investors as benefactors of the arts
- Enhance Japanese, Oaxacan, Brazilian, and other cultural enclave identities

Parks + Open Space

- Redo City Hall's "front door" as a park
- Focus on "space between" developments
- Set standards for "quasi-public" spaces in private developments
- Naturalize Ballona Creek
- Cap Ballona Creek to create at-grade parks
- Look at the entirety of watershed for specific points to naturalize Ballona Creek
- Close off Culver Boulevard from Duquesne Ave to Main St to create a 'rambla,' or pedestrian-only street.
- Change policies to allow adult sports leagues to operate on city sports fields
- Review findings from the parks needs assessment and prioritize infrastructure improvements
- Provide scholarships for youth participation in programs and activities
- Big need for facilities to be upgraded for people with disabilities

Downtown

- A linear downtown of the future
- Preserve storefronts, build towers above
- Increase central business district density, allowing housing development
- Develop opportunities for partnerships across institutions to support changes
- Polish look of Downtown, from City Hall to Media Park

Commercial Corridors

- Mixed use along boulevards-Washington, Sepulveda, Culver, others
- Corridor planning could be bad if there is no foot traffic to activate the space

- Room for more office and hotel development
- Venice Boulevard currently a highway, not conducive to activity

Key Neighborhoods + Assets for Change

- Fox Hills
  - A lot of visions for change, need community interest alignment
  - Needs a transportation hub to better connect to the rest of Culver City
  - African American neighborhood annexed from LA and the community feels underrepresented in Culver City politics and decisions
  - Could make a second downtown
- "The Finger" (Costco area)
  - A forgotten area in people's imagination and in practice/effect
  - Need to focus on improving Washington; add more housing
- Antioch University and West LA College are assets with different strengths to offer the City
- Hayden Tract
  - All the buildings turn their back to Ballona Creek, need creek frontages
  - Workers want amenities (daycare, restaurants, dry cleaning, etc.)
  - Sometimes residents of other neighborhoods feel like the Hayden Tract area is not part of the city or like they have things to do there
  - Perception that traffic in the neighborhood limits activity or makes it less welcoming
- Ballona Creek Trail
  - There is a perception of lack of safety that does not match the reality
  - Limited access points create a safety trap on the trail for users
  - The City has a limited presence in terms of policing and maintenance
  - More and more motorized vehicles going too fast for other uses
  - Used by students in the morning, walking and biking to school
- Arts and culture institutions and organizations can be better-connected to Culver City brand
- Transit Oriented District /Arts District
  - Jobs, startups, creative businesses
  - Not very good connections to other mobility options or to high-activity places
  - Most receptive to change
  - Residents in other neighborhoods sometimes feel like community benefits in this area are not benefitting them directly

Fiscal Stability

- Use participatory budgeting process to better engage the community in prioritizing budget
- Get businesses' buy-in for proposed tax increases and revenue policies
- Stabilize cultural economic resources, such as through long-term business leases for small businesses

Political Landscape

- Try to find a way to be innovative and iterative in getting a vision for Culver City
- Many objections are related to loss of street parking or perceived nuisances
- City needs to be more aggressive with developers and new employers to support building a Culver City for all
- Community opposition is intense, but needs must be addressed
- From the outside, Culver City can appear insular and disconnected from the region
- Most racially and ethnically diverse City Council in City history
- Trying to solve the problems of the world
- Tensions between more tenured residents and newer residents
- A disconnect between the Planning Commission and City Council
- 30% turnout in an off-cycle election

Vision + Cross-Cutting Themes

- A more connected Culver City, physically and emotionally
  - Housing stock provides for all levels of affordability

  - Embraces and is supportive of its small businesses
  - Keeps dynamic services – police/fire/school
  - Collaborative environment
  - Improves streetscape for all
  - Shared histories are used as a basis for shared goals for the future
  - Aging in place is made easier
  - Accessibility barriers are removed
- A vibrant street life in Culver City
  - Areas with pedestrian-oriented open streets/ramblas
  - More inviting and vibrant corridors
  - Innovations in the movement of people through, to, and from the city
  - Planned alignment to the rail stations as hubs of mobility
  - Cultural Corridor concept developed into a meaningful district, centered on arts, culture, music
  - Shake off smallness and connect to the global creative economy
- Smart, connected Culver City infrastructure systems and services
  - Data used to identify projects of great need
  - Planning for technology and innovation
- A livable and environmentally sustainable Culver City
- A fiscally stable Culver City

What did we hear from arts, culture, and creative economy interviews?

Current Efforts, Policies, + Studies

- Change how the outside world sees Culver City:
  - Music in the Chambers
  - Boulevard Music Summer Festival
  - Special Events Grant Program
- High level of support and coordination with City partners
- Art in Public Places Program Ordinance
- Cultural Trust Fund – developers' 1% in-lieu fee plus other contributions
- Creative Economy Report (2014)
- Culver City Arts Foundation

Key Considerations + Planning Concerns

- Not enough funding and staffing
- Cultural Affairs Division funding suffered with Redevelopment Agency dissolution
- Changing role of City staff and types of services needed to be better integrated
- Staying true to Culver City's cultural identity, partly defined as the "home and workplace" of the film industry, emphasizing "blue-collar" workers (tech, production, etc.) as opposed to "talent"
- Gap between the City's valuing of arts and culture and its actual support
- Creative sector is in transition "from Screenland to Streamland"
- Expansive definition of arts in Culver City includes creativity in architecture, film, digital, culinary, style, etc.
- Traffic and parking issues affect the arts

Assets + Opportunities

- Be more consistent with Culver City brand
- Tell the story of Culver City as a narrative
- Culver City's creative identity is strong and growing hip, a collecting point for creative industries, more than film and design community now
- Integrate creative economy into more functions and issues, like land use and housing
  - Develop the Cultural Corridor, from Veterans Memorial Auditorium to Ivy Substation
  - Succession planning for Cultural Affairs through GPU
  - Opportunity to reassess and improve existing arts programs
- Update the historic preservation inventory and reassess the City's role in preservation efforts/programs

- Address structural public and private funding issues
- Better support through permissions and other non-financial assistance for arts uses, facilities, and projects in the city – create a "culture of yes"
- Explore City partnerships with tech sector companies
- Embrace a role in the global creative community – be a place that welcomes and supports artists and their innovation
    - Appetite for bold, innovative ideas
    - Individual artists and creatives are a collective asset and opportunity
    - Pay attention to the needs of individual artists and creatives
    - Make more strategic use of Culver City's business, community, and creative individuals
- Increase access to programming, better integrate the arts in people's daily lives
- Enliven cityscape with programming that engages the public
- Gaps in arts marketing to the community – too much noise in the environment
- Exemplary commitment to arts education in the school district – what is the City's role?
- There are wonderful arts facilities but also gaps and needs, including the Veterans Memorial
- Opportunity for creativity in urban planning – Culver City as a demonstration of alternatives to undesirable development found elsewhere - leverage small scale and location as regional crossroads

Conclusion

Stakeholders interviewed in this first phase of public outreach upheld Culver City's "small-town feel" and its high quality of public services as the characteristics that make it most unique and which are priorities to uphold. Interviewees from both the broad-reaching and focused interviews expressed similar attitudes of appreciation and excitement towards the assets and opportunities to enhance the arts, culture, and creative economy through the GPU.

Many stakeholders identified a tension between residents who are open to versus resistant to change. This tension was most evident in discussions about changes to zoning, transportation priorities, and streetscape design. Nevertheless, the opportunities for change that are identified and grouped thematically in this report show that the stakeholders are collectively excited and eager for a comprehensive update to guide Culver City forward into its next 25 years. At the heart of it, stakeholders expressed a shared desire to enhance the quality of life for all in Culver City.



General Plan 2045 Culver City

COMMUNITY VISIONING WORKSHOP SUMMARY

Key Takeaways, Photos, and Stories

Workshop Date and Time: February 8, 2020 | 9:30 am to 1:00 pm

Workshop Location: Sony Pictures Studio

Community Visioning Workshop Overview

On February 8, 2020, the City of Culver City held a half-day Community Visioning Workshop to introduce community members to the General Plan Update, also known as the "Picture Culver City" initiative. The workshop was held from 9:30 AM to 1 PM at Sony Pictures Studio (10202 W. Washington Boulevard).

About 115 community members attended the workshop and participated in activities that included:

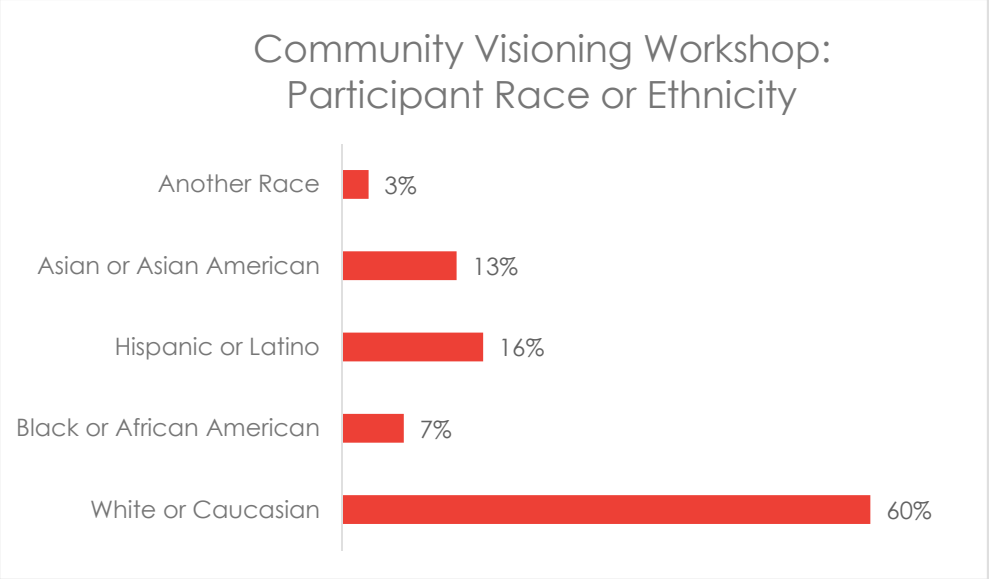
- Interactive stations before the start of the presentation and table activities:
  - Tells Us About Yourself (Demographics)
  - Where do you live and work?
  - Facts about Culver City
  - What is a General Plan?
  - How can we increase collaboration?
- Storytelling Activity: What stories need telling in Culver City?
- Presentation on the General Plan Update: What is Picture Culver City?
- Small Group Discussions and Idea Mapping
  - What is unique and special about our city?
  - What issues and challenges do we face?
  - What would you like to see in Culver City in 2045?
  - How can we help build community ownership of Picture Culver City?
- Summary and Next Steps

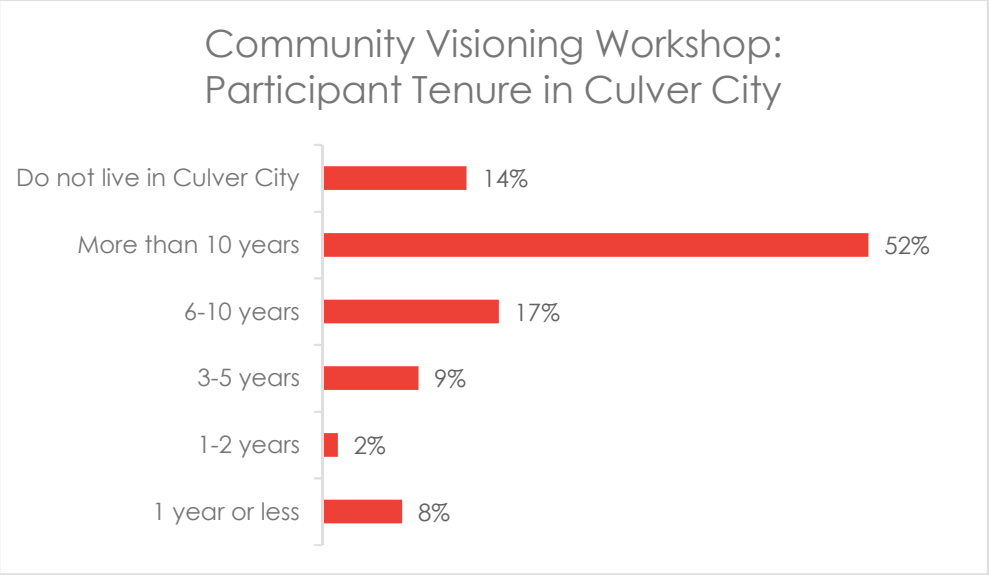
This report provides a summary of the workshop activities. For residents who were unable to attend the workshop, similar interactive questions and activities were posted to the project website at pictureculvercity.com/survey.

Results from Interactive Activity Stations

Some of the attendees completed a demographic survey. The demographic breakdown of who attended is summarized in the charts below. Most participants were 45 years and older (52%) and identified as White or Caucasian (60%). Half of the participants have lived in Culver City for more than ten years.


Community Visioning Workshop:
Participant Age
65 or older
28%
45-64
24%
35-44
21%
25-34
19%
18-24
3%
Under 18
5%


Community Visioning Workshop:
Participant Race or Ethnicity
Another Race
3%
Asian or Asian American
13%
Hispanic or Latino
16%
Black or African American
7%
White or Caucasian
60%


Community Visioning Workshop:
Participant Tenure in Culver City
Do not live in Culver City
14%
More than 10 years
52%
6-10 years
17%
3-5 years
9%
1-2 years
2%
1 year or less
8%

Workshop Introduction

The workshop began with an introduction by Mayor Megan Sahli-Wells, who set the tone by highlighting the forward-thinking and innovative strategies that have already been borne out of the General Plan Update process. In the months leading up to the General Plan Update kick-off, the City began a Speaker Series, which brought together residents and stakeholders from across the region to study and discuss key planning and policy topics impacting Culver City. This series was the catalyst for a new Culver City policy that will guarantee childcare at all public meetings—and it all traces back to the General Plan Update.

Culver City Stories

Following the introduction, community members were asked to think about their cherished stories of Culver City experiences, histories, mishaps, and community-building. Sample stories are included here, and the full list of collected story cards is included in the appendices.

"I remember **being involved in different groups** that my mom and other adults formed **to address problems**."

"I was born and raised in Culver City. **I love that everything was so close to our home**– the park, grocery store, school."



"I thought I'd never participate in a senior center. Then **I decided to volunteer** to teach a monthly class... was invited to join a lunch gathering each week. I also go to Tuesday yoga class."

"**Hanging out at the roller drome** – 1950s. Kids from not only CC, but Venice + Mar Vista. **Nice place to meet and hangout**."

Workshop Presentation

After participants shared stories in their small groups, Matt Raimi, project consultant with Raimi + Associates, gave a presentation walking community members through:

1. Policy context for Picture Culver City (General Plan Update)
2. Overview of Culver City Today
3. Description of Picture Culver City Engagement Objectives and
4. Summary of Community Feedback Collected at Activities To-Date

The workshop presentation is attached in the appendix and available on the project website: www.pictureculvercity.org.

Small Group Discussion and Idea Mapping

Following the introduction and presentation, attendees were invited to participate in small group discussions led by project staff as facilitators. Each group discussed four questions, with a note-taker assigned to complete a worksheet tracking major themes from each question and a reporter assigned to share a summary of the discussion with the larger group at the end. At the end of the small group discussions, the following input was collected: 9 Reportback Worksheets; 11 Idea Maps; 31 pages of notes from facilitators; and 16 comments cards. Content ranged from answers to discussion questions to evaluation of the workshop and process of the General Plan Update.

The following pages include key concepts from the discussions and idea maps produced by attendees. The appendices include detailed workshop results and responses to the four questions from this portion of the workshop.

What is unique and special about our city?

The results from this and other questions were very similar to what the project team has heard from community members and stakeholders in other engagement activities. The number after each bullet point represents the number of times it was repeated.

- **Community Character**
  - Sense of community (+13)
  - Small town feel in big metro area (+10)
  - Welcoming and inclusive, diverse (+5)
- **Public Services**
  - Good public services (+11)
  - Great schools (+7)
  - Senior Center (+3)
  - Safety
- **Built Environment + Land Use**
  - Walkability (+7)
- **Arts + Creative Economy**
  - Arts and culture (+2)
  - Galleries (+2)
- **Parks + Open Space**
  - Parks and green spaces (+6)
  - Tree Canopy (+5)
  - Ballona Creek and bike path (+3)
  - The Plunge
- **Economy + Business**
  - Small businesses (+3)
  - Prioritization of non-corporate projects (+2)

What issues and challenges do we face?

There is a sense that Culver City is a small town where "problems of the world are felt locally," and residents and leaders are inclined to find solutions for these issues and challenges. The number after each bullet point represents the number of times it was repeated.

- **Community Character**
  - Keep diversity, grow inclusively (+3)
  - Disconnect between homeowners and renters
- **Housing + Homelessness**
  - Affordable housing (+9)
  - Homeless crisis (+9)
- **Transportation + Mobility**
  - Traffic (+12)
  - Access to Metro (+5)
  - Location is a challenge and a benefit
- **Public Services**
  - Education threatened, fewer children (+4)
  - Youth activities needed
- **Parks + Open Space**
  - General lack of parks and green space (+2)
  - Maintenance and Access (+3)
- **Built Environment + Land Use**
  - Jobs-housing mismatch (+2)
  - Preservation, annexation, new uses (+5)
- **Development**
  - Traffic and parking impacts (+3)

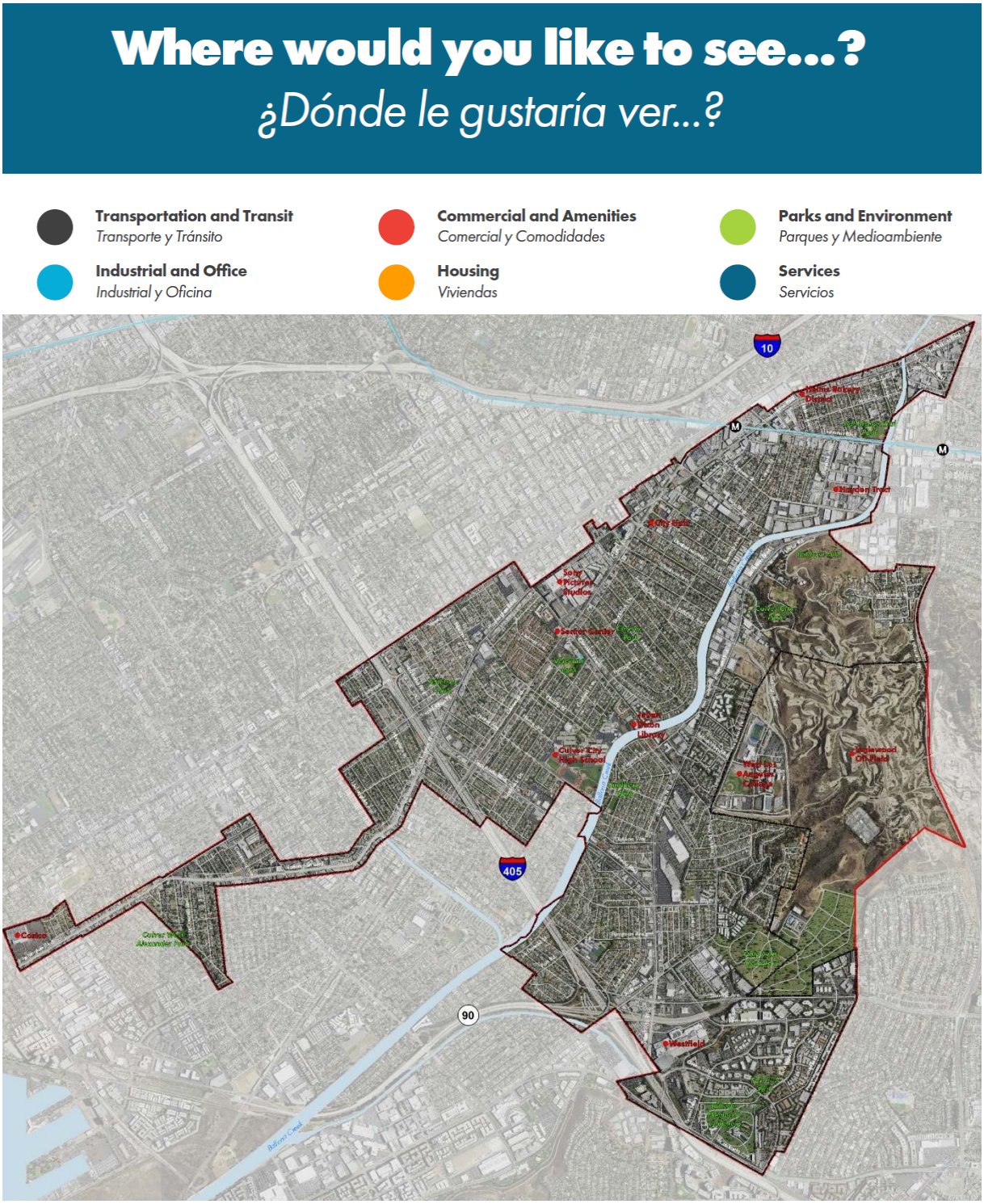
What would you like to see in Culver City in 2045?

Community members want to enhance what makes Culver City unique while addressing the issues and challenges that are felt both locally and globally. The number after each bullet point represents the number of times it was repeated.

- **Overall Vision**
  - A vibrant, thriving community (+6)
  - Racial diversity (+2)
  - Collaboration and innovation (+2)
- **Housing + Homelessness**
  - Build more housing (+6)
  - Solve affordability issue (+3)
  - Eliminate homelessness (+3)
- **Transportation + Mobility**
  - Excellent, improved public transportation (+10)
  - Better connectivity and overall mobility (+5)
- **Public Services**
  - More services, for more people (+4)
  - More education on diversity
- **Parks + Open Space**
  - Riverwalk concept for Ballona creek
- **Built Environment + Land Use**
  - Rethink the Inglewood Oil Field (+7)
  - Embrace mixed use (+2)
- **Development**
  - Context-sensitive development (+2)
  - Require open space in new buildings

Idea Mapping: Where would you like to see...?

In addition to sharing responses verbally, participants were asked to share their big ideas on a map where they could place stickers, post notes, and draw or write on.



The participants discussed a range of issues, opportunities, and ideas for Picture Culver City in their groups. Thoughts on the small-scale and specific neighborhood improvements that can improve walkability, to the large-scale "issues of the world" that are felt deeply and broadly across the city and region, and everything else in between were discussed. Highlights from the report back statements made by each group include:

Area of Culver City	*Vision and Supporting Ideas*
Inglewood Oil Field	
	A decommissioned oil field that is revitalized and repurposed for community-serving, environmentally-conscious uses, such as an expanded regional park with an educational center; facilities for social and medical services; a sports complex, or something like the Griffin Club in neighboring Cheviot Hills; or a solar energy field to transition the City away from use of fossil fuels.
Hayden Tract	
	A mixed-use neighborhood that continues to grow by adding housing; building new public amenities like parks and schools to accommodate growth within and outside of the boundaries of Culver City; and attracting new entertainment, commercial, and retail activities to the area.
Downtown	
	A walkable and complete neighborhood with new amenities and improved public services and systems such as Kirk Douglas Theater enhancements; new bike lanes; more social services; better synchronization of pedestrian lights; new pedestrian scrambles and other safety improvements; and enhanced retail that is locally owned and maintains the small-town character of Culver City.

Fox Hills



An enhanced high-density neighborhood that is better integrated with the rest of Culver City, physically and in terms of "feel" of the built environment, by improving public transit connectivity; adding community-serving retail and entertainment; developing it as a second arts-focused district with new jobs, a maker space, and live-work housing; and providing more educational and childcare/daycare services to support young, working families.

Ballona Creek



A recreational asset that provides more opportunities for social connection with the natural environment in and outside of Culver City by adding more trees; creating more openings to the bike path and creek; and improving the bike path itself.

Culver City Metro Station



A mixed-use hub with mobility options for all, regardless of ability and age, that supports public transit and active transportation by up-zoning properties to mixed use that accommodates more dense housing along with new retail and commercial space; adding more trees; improving bike lane and sidewalk connectivity to activity centers like Main Street, Downtown, parks, and schools; and experimenting with micro mobility, on-demand shuttles, and other local transit options.

How can we help build community ownership of Picture Culver City?

The last question asked participants to explore ideas for engagement strategies that could help reach more people in Culver City and broaden the vision for the future to include more voices.

- **Engage community groups**
  - Outreach to neighborhood groups
  - Reinvigorate neighborhood associations
  - Reach out to trusted orgs, especially renter rights orgs
- **Engage youth and new leaders**
  - Target youth by reaching out to schools, conducting library workshops, etc.
  - Do advocacy training, reach out to new residents
- **Go to places of Interest**
  - Incorporate programming into childcare services
  - Do these workshops at churches
  - Syd Kronenthal Park, evening times
  - Post offices, libraries, etc.
- **Try traditional + new outreach strategies**
  - Door-to-door
  - Pop-ups, visible locations for people to drop in
  - Snail mail
  - Doorhanger flyers for students
- **Show, don't tell**
  - Show design possibilities
  - Tactical urbanism along Ballona Creek
  - More visual presentations

Summary and Next Steps

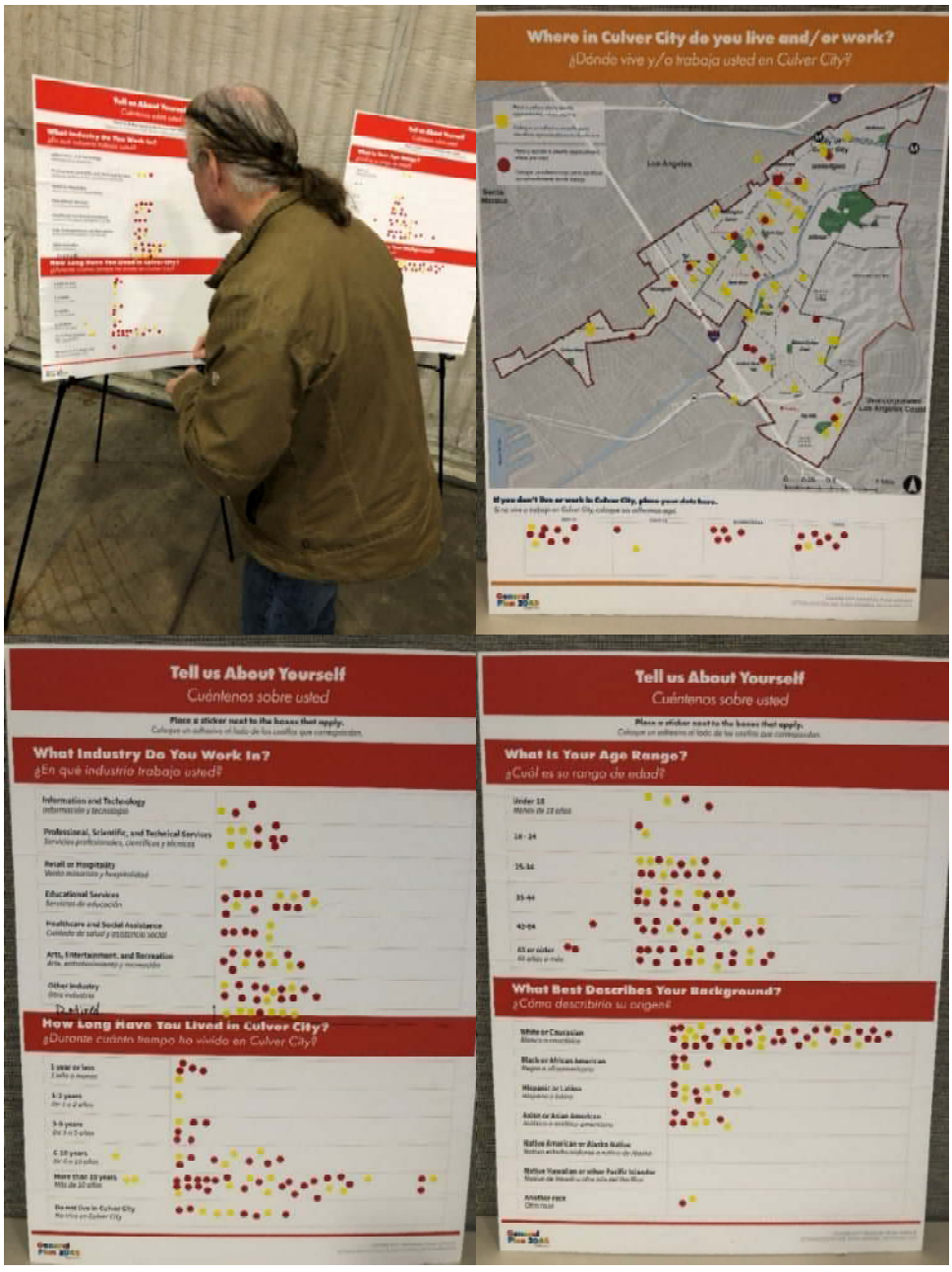
The workshop concluded with a report back from each group, where a group-designated participant shared highlights from the discussions had at each table. After the presentations, everyone in attendance was asked to share additional comments or thoughts, and Matt Raimi gave concluding statements, inviting attendees to continue participating in the upcoming engagement activities.



ATTACHMENTS

Photos from Interactive Stations

Clockwise: (1) A person interacting with the "Tell us About Yourself" boards; (2) "Where in Culver City do you live and/or work?" Results; (3 and 4) "Tell us About Yourself" Results for Industry of Employment, Tenure in Culver City, Age Range, and Demographic Background



Detailed Idea Map Feedback

- **Transportation and Transit**
  - Bike Lanes
    - In residential neighborhoods
    - Down Sepulveda (+1)
    - On Washington, to and from the Metro Station and protected along the area connecting to Culver/West (+4)
    - Improve path on Ballona and make more connections (+1)
    - Near Veterans Memorial Park
  - Sidewalks
    - Scramble signals, like in Santa Monica
    - Improvements connecting to Ballona Creek
    - Along Culver Blvd, near Veterans Memorial Park
    - Between Main Street and Metro Station
    - Designate fixed scooter deposit areas
    - New sidewalks on Farragut, westside between Overland and Motor
    - New sidewalks on Jefferson/Leahy
  - Enhanced Public Transit
    - Dedicated bus lanes down Sepulveda
    - Shuttles with fixed routes to popular places, like parks, Downtown, and schools (+1)
    - Micro-transit, on-demand public transit
    - More zero-emission shared vehicles on west side of town, like Envoy mobility hub
    - Near Sepulveda/ Washington/Culver
    - Near Slauson/Jefferson
    - In Park East Neighborhood
  - Road Improvements
    - Downtown retail area, on Washington
    - Complete streets throughout the city
    - Better synchronize traffic lights for both cars and pedestrians
    - Sepulveda, south of Culver City HS
    - Traffic-calming measures on medians, at Overland/Ballona Creek Path
  - Free transit for all students
  - Reduce cut-through traffic (+1)
  - Reliable bus tracking app
- **Industrial and Office**
  - Makerspace
    - Culver City High School
    - Fox Hills Neighborhood
    - Blanco/Culver Crest Neighborhood
    - MacManus Neighborhood / Syd Kronenthal Park
    - Baldwin Hills Scenic Overlook Park
    - Near 405/90 juncture

- Professional Jobs
  - Culver City High School
  - MacManus Neighborhood
  - Sony Pictures Studio
  - Fox Hills Neighborhood
  - Near 405/90 juncture
- Arts and Creative Jobs
  - Near Veterans Memorial Park (+1)
  - Culver City High School
  - Inglewood Oil Field
  - MacManus Neighborhood (+1)
  - Near 405/90 juncture
  - Hayden Tract
- Revitalize commercial frontages

- **Commercial and Amenities**
  - Sit-Down Restaurants
    - Near Blanco/Culver Crest Neighborhood on Jefferson/Overland (+1)
    - Studio Village
  - Shopping or Retail Services
    - MacManus Neighborhood
    - Downtown (+2)
    - Park/East
    - Lindberg Park area (+1)
    - Sepulveda/Braddock area (+1)
    - Near 405/90 juncture
    - Blair Hills
  - Entertainment
    - Places to listen to music
    - Do something to K Douglas
    - Hayden Tract (+1)
    - West LA College
    - Ballona Creek
    - Fox Hills
    - Near Culver City High School
- **Housing**
  - Apartment Locations
    - Major corridors
    - Hayden Tract
    - McManus
    - Fox Hills
    - Mclaughlin
    - Culver/West
  - Townhome Locations
  - Senior Living Locations

        - Culver/West
    - Additional Characteristics
        - Combined with supportive services
        - Affordable to homeless and low-income populations
        - Mixed-Use in the northern part of the city, near Hayden Tract (+4), near Downtown (+5), along major corridors (+2), in Fox Hills (+1), Sunkist Park area southwest of the 405, at Metro Station (+2)
        - Transitional living options for youth, seniors, small families
        - Live/Work in Fox Hills
- **Parks and Environment**
    - New parks in growing neighborhoods or park-poor areas
        - Hayden Tract, near McManus and Lucerne/Higuera Neighborhoods (+3
        - Clarkdale Neighborhood
        - Park West Neighborhood, near the 405 freeway
        - Blair Hills Neighborhood
        - Blanco/Culver Crest, near West LA College (+1)
        - Near the Culver City Metro Station
    - Improved existing parks and amenities
        - Veterans Memorial Park (+4)
        - Lindberg Park (+2)
            - Solar Lighting
        - Fox Hills Park (+1)
        - Syd Kronenthal Park (+1)
        - Alexander Park
        - Ivy Substation / Media Park (+1)
        - Tellefson Park (+1)
    - Decommissioning the Inglewood Oil Field and transitioning it to community use
        - As a large regional park (+11)
        - As a center of public services, including health and social services (+2)
        - As a place to generate solar energy
        - As a sports complex
        - Like Griffin Club
    - Enhancing Ballona Creek (+6)
    - Adding new trees throughout the city (+2)
        - In heavily walked areas like Downtown and the Hayden Tract
        - In areas that aren't as well-connected to the city, like McLaughlin Neighborhood
        - Along the bike path, with more drought-resistant sustainable trees (+1)
    - Solar and Renewable Energy
        - Add solar on all new buildings
- **Services**
    - Education
        - Incorporate West LA College into the city

        - Hayden Tract
        - McManus Neighborhood
        - Near Metro (+1)
        - Near Culver/405 juncture
    - Social Services
        - Southwest of Veterans Memorial Park, combined with housing
        - City Hall area
        - Near West LA College
        - Near Culver/405 juncture
        - Near Exceptional Children Foundation
    - Health Facilities
        - Culver/West
        - Park/East
    - Daycare or Childcare
        - Lucerne/Higuera or near Hayden Tract (+2)
        - Fox Hills
    - Public Services and amenities
        - Post Office – Where will Jefferson post office be now?
        - A bigger library
- **Other**
    - Fewer giant parking lots, like Pavilions'
    - Small community gardens, to connect children to food, in Clarkdale Neighborhood
    - Community farm in Fox Hills Park
    - Community gathering spaces in Fox Hills and Sunkist Park Neighborhoods
    - Integrate Fox Hills with rest of city

General Plan 2045

Culver CITY

Community Visioning Festival

February 8, 2020

Agenda



- Registration and Interactive Stations
- Welcome!
- Group Icebreaker: Stories about Culver City
- Project Overview: What is Picture Culver City?
- Small Group Discussion
- Idea Mapping
- Small Group Report Back
- Summary and Next Steps

General Plan 2045 Culver CITY

The Purpose of This Meeting is to...

Provide an overview of the Culver City General Plan

Review high-level existing conditions and future trends

Discuss what is unique and special about Culver City that you don't want to lose, key issues and challenges facing the city, and big ideas for the future

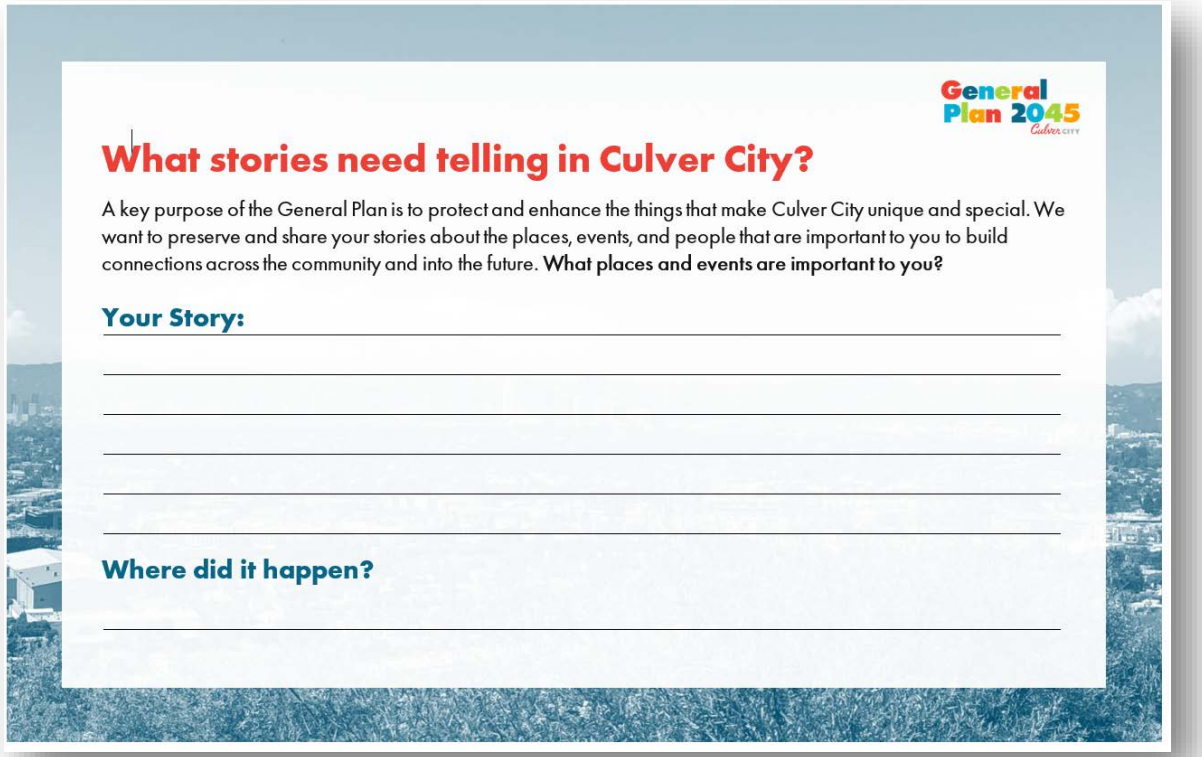
Describe upcoming engagement events and ways to get involved

General Plan 2045 Culver CITY

Icebreaker!

What's your story about Culver City? What places and events are important to you?

- Take a few minutes to reflect and write down your story
- Share your story with your neighbor

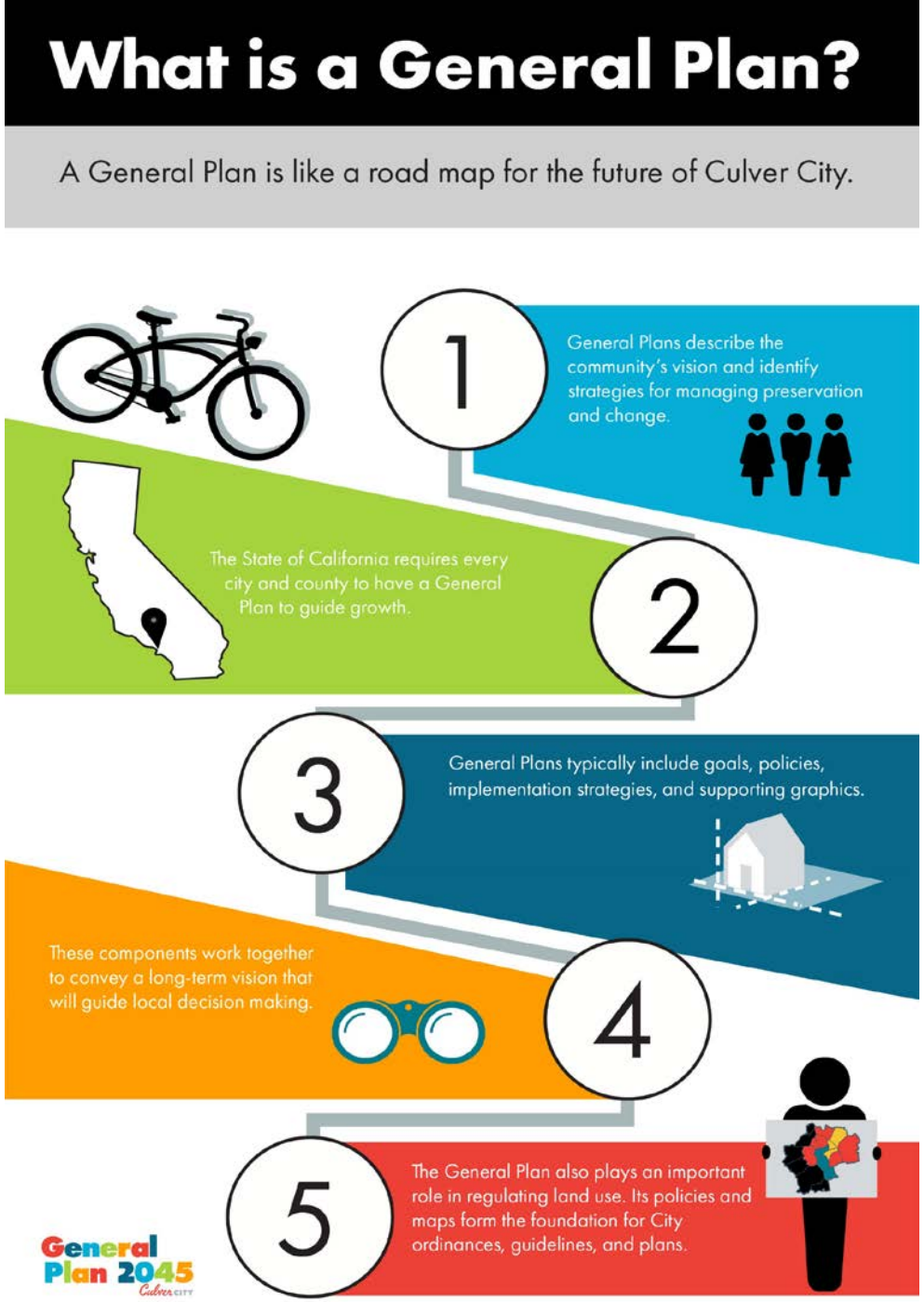


General Plan 2045 Culver CITY

What is Picture Culver City?

Purpose of the General Plan

- Long-term policy document to guide the future actions (policy choices + development applications) of Culver City
- Serves as City's "constitution"
- Preserves and enhances community strengths
- Addresses a number of topics of concern
- Enables the community to come together to develop a shared vision for the future



Why Update the Existing General Plan?



Land use designations should be updated every 10-15 years



Emerging themes in planning



New State laws



Update General Plan structure/topics to reflect community values

General Plan 2045 Culver CITY

General Plan Requirements

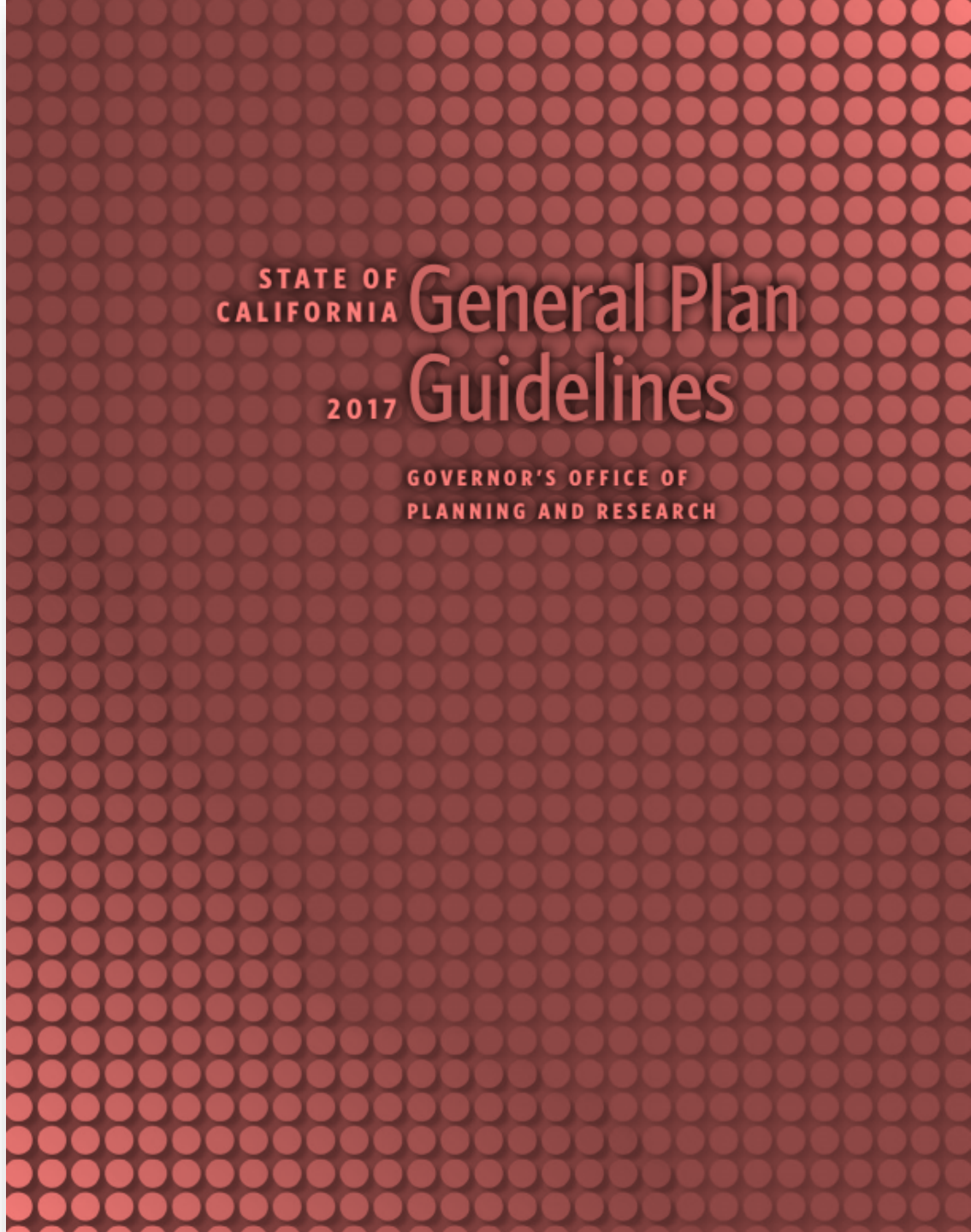
Required Elements

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety
- Environmental Justice

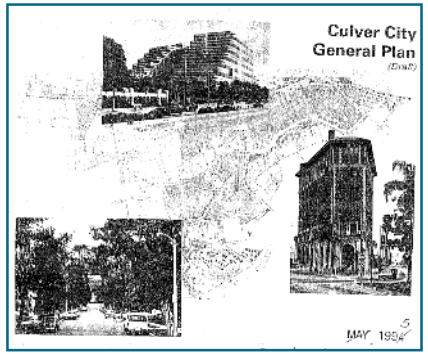
Emerging Themes

- Community Design
- Healthy + Equitable Communities
- Economic Development
- Climate Change
- Arts + Culture

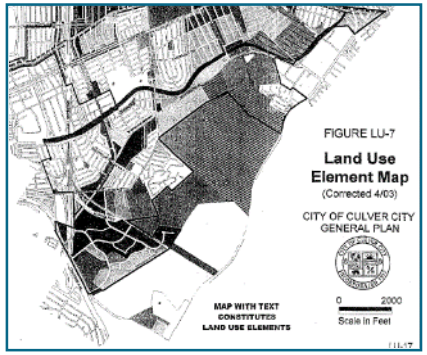
New State Laws + 2017 General Plan Guidelines



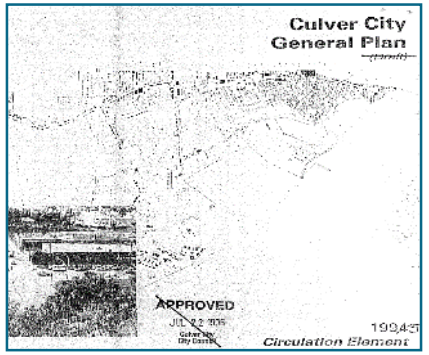
Existing General Plan



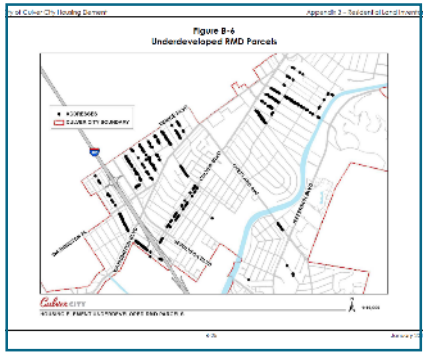
Overview
(1995)



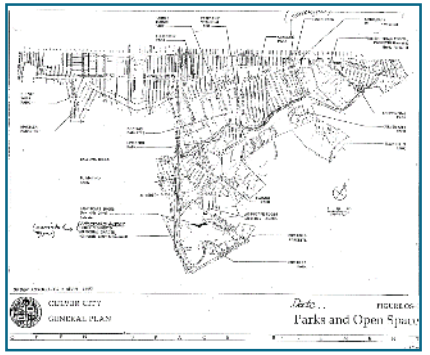
Land Use
(Amended 2004)



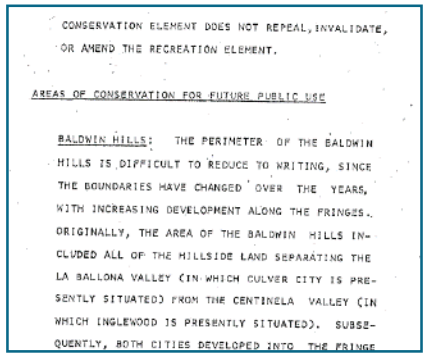
Circulation
(Amended 2004)



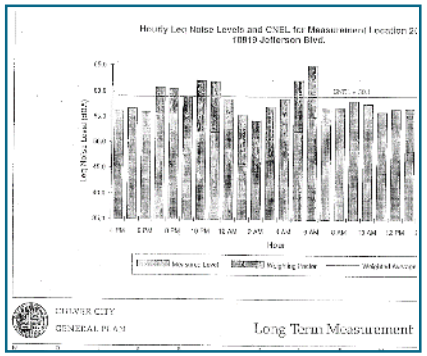
Housing
(2014)



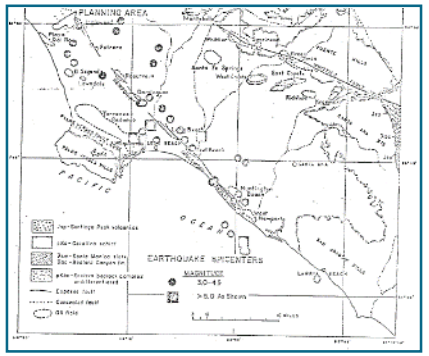
Open Space
(Amended 2004)



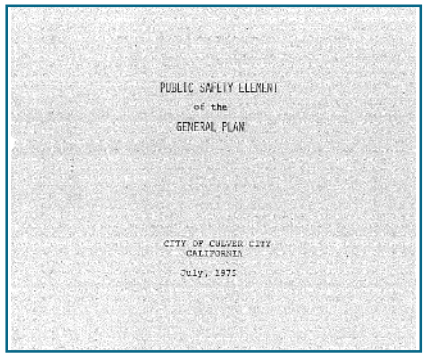
Conservation
(1973)



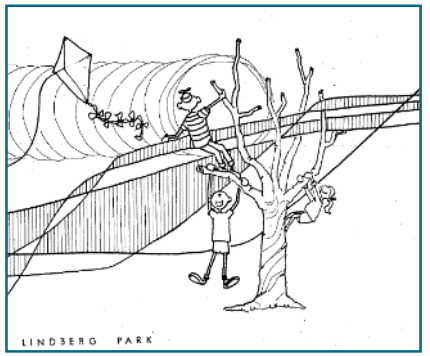
Noise
(Amended 1996)



Seismic Safety
(1974)



Public Safety
(1975)



Recreation
(1968)

General Plan 2045 Culver CITY

Current General Plan Does Not Address



CLIMATE CHANGE + RESILIENCE



HEALTH, ENVIRONMENTAL JUSTICE + EQUITY



NEW MOBILITY



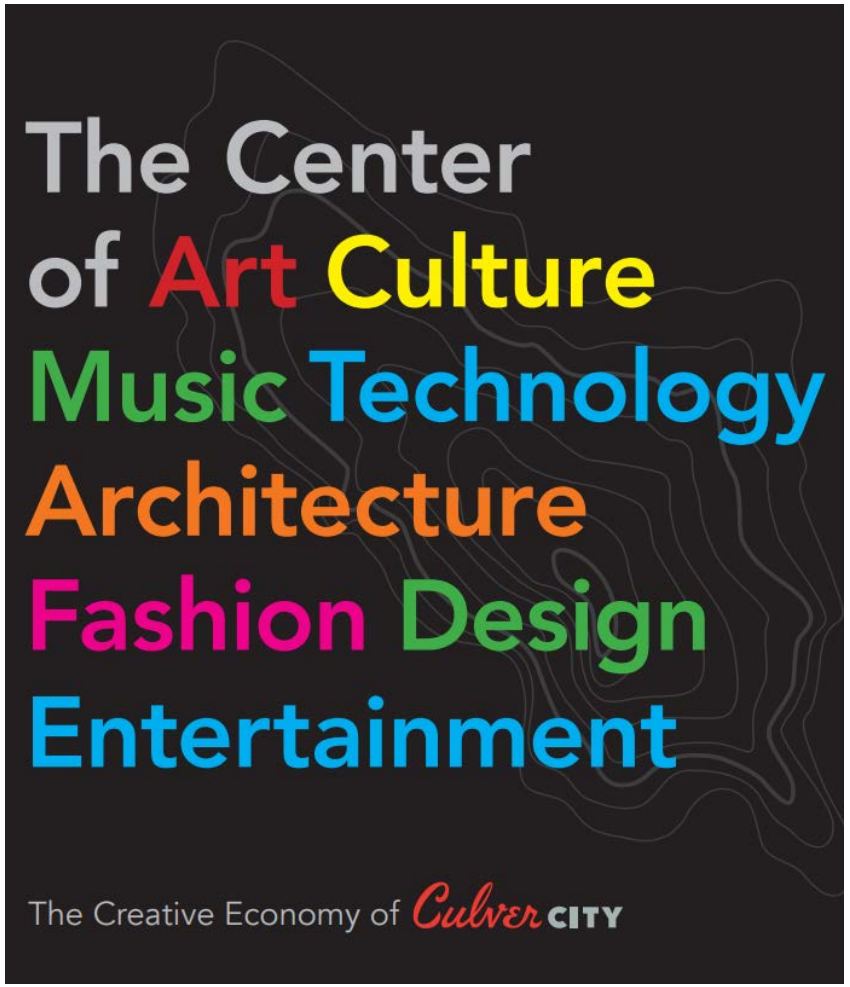
SMART CITIES

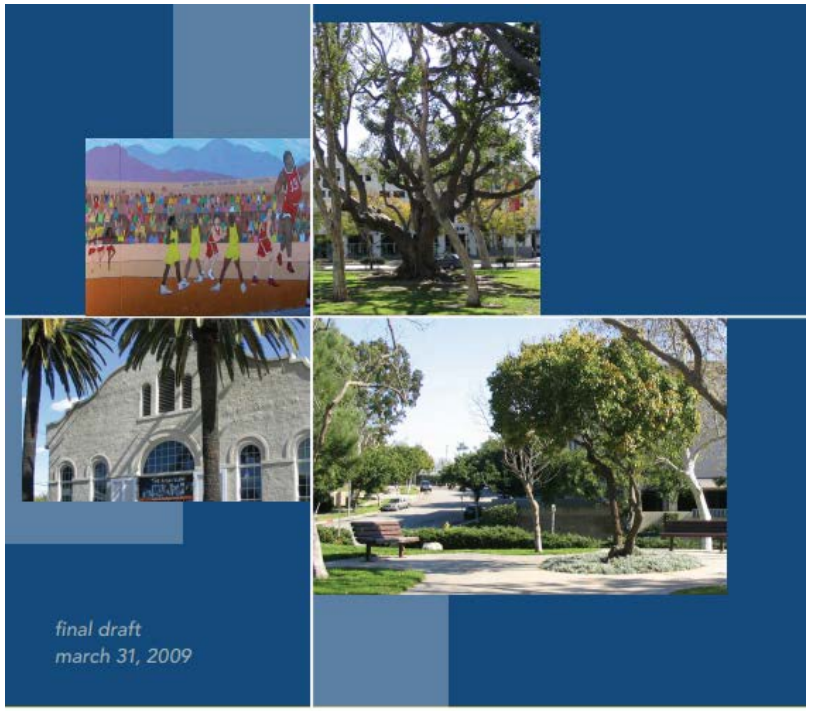


ART + CULTURE

General Plan 2045 Culver CITY

Does Not Reflect Recent Planning



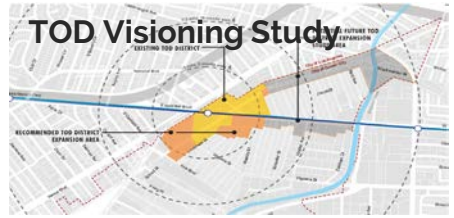


Culver CITY
BICYCLE & PEDESTRIAN ACTION PLAN

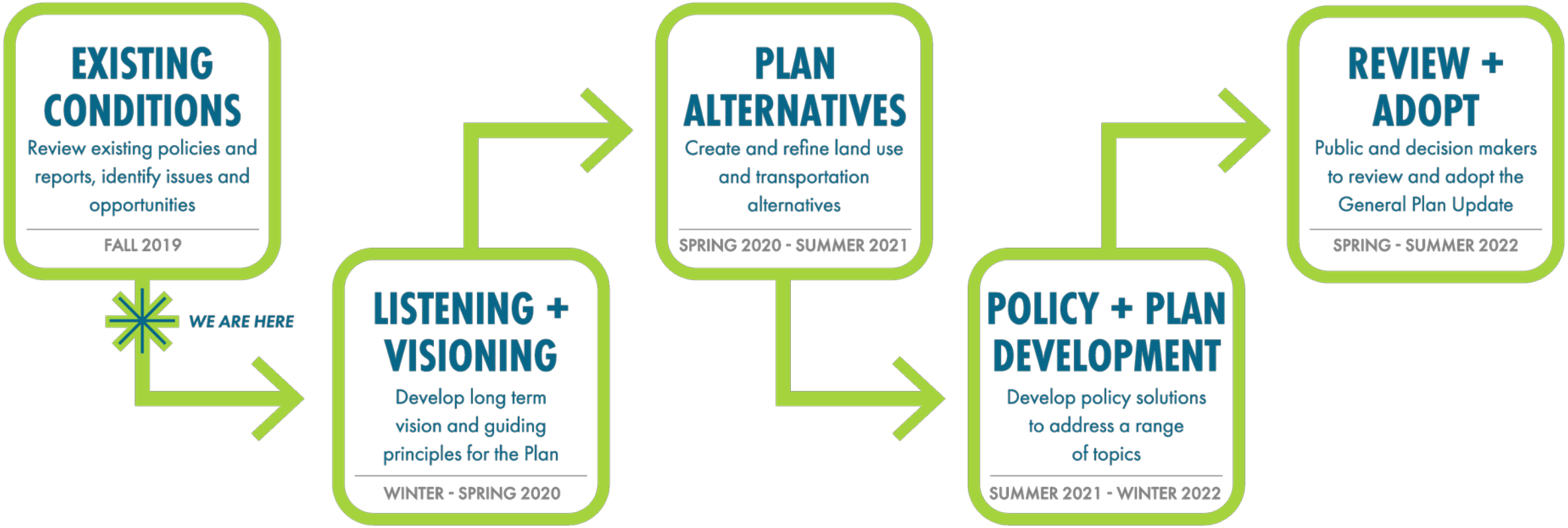
Culver connect
FAST. SECURE. FIBER.

Ballona Creek
Revitalization Project

City of
Culver CITY
parks and recreation
master plan update



Approach to the General Plan



Picture Culver City: Today



Culver City Sphere of Influence

Jurisdictional Boundaries

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

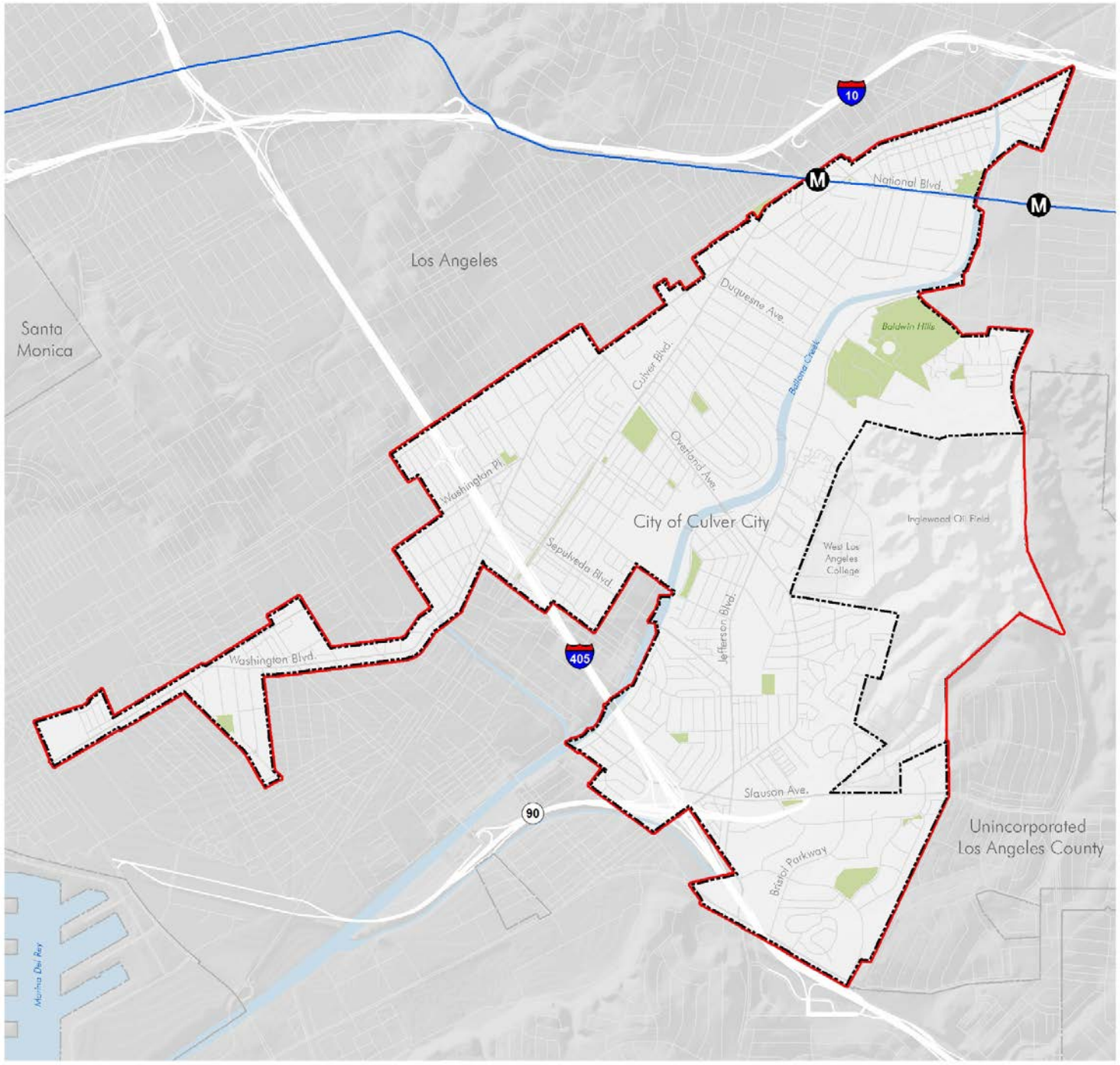
Transportation Features

- E Line
- Metro Station

Other Features

- Water
- Parks and Open Spaces

General Plan 2045 Culver CITY



Changing Demographics

Population

40,173
people in 2019

+3.5%
increase since 2000

Housing Units

17,732
housing units in 2019

602
new housing units built since 2000

+3.5%
increase since 2000

Households

16,543
households in 2017

-1%
decrease since 2000

Household Size

+4%
increase since 2000

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Sources: U.S. Census Bureau, 2000, 2010; California Department of Finance 2019; American Community Survey, 2013-2017.

Evolving Age Profile

declining youth population

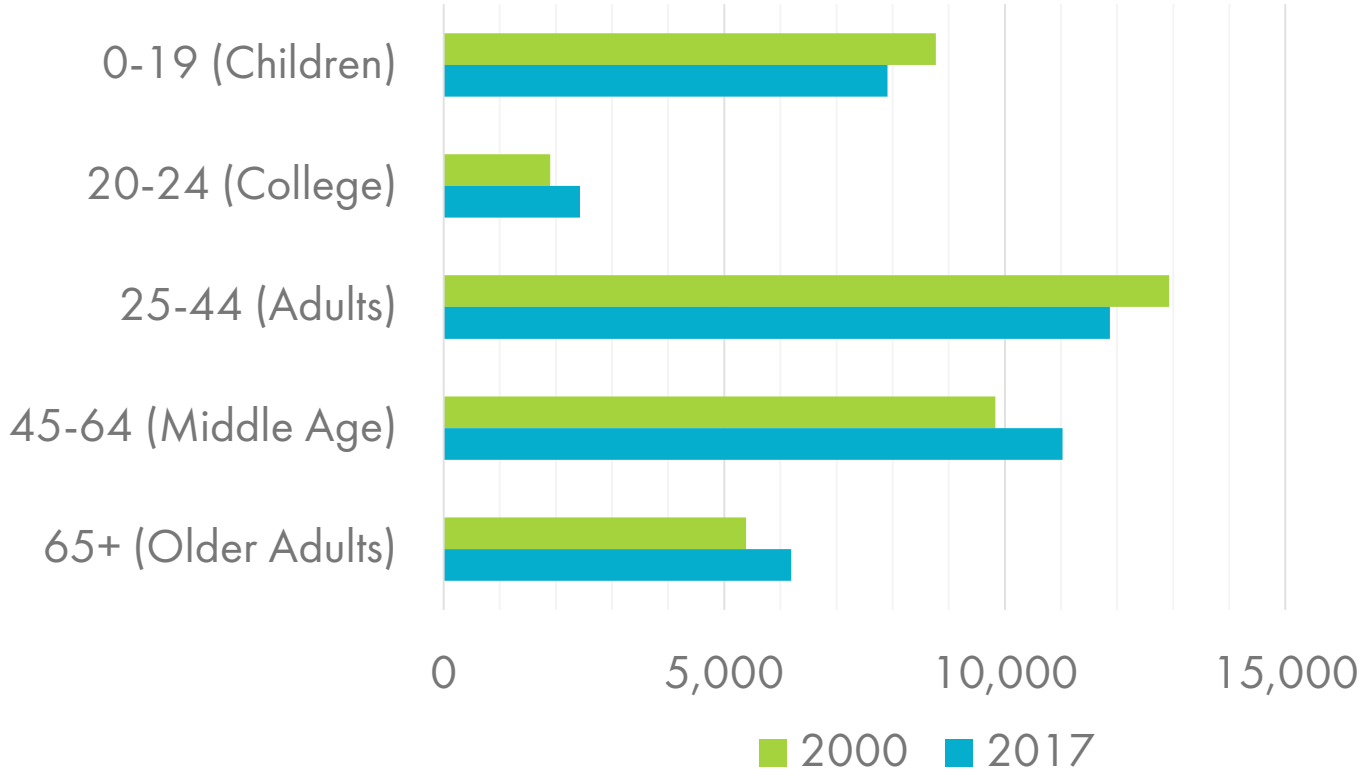


-10%

growing older adult population



+15%



Sources: U.S. Census Bureau, 2000; American Community Survey, 2013-2017.

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Changing Race + Ethnicity

Culver City in 2000



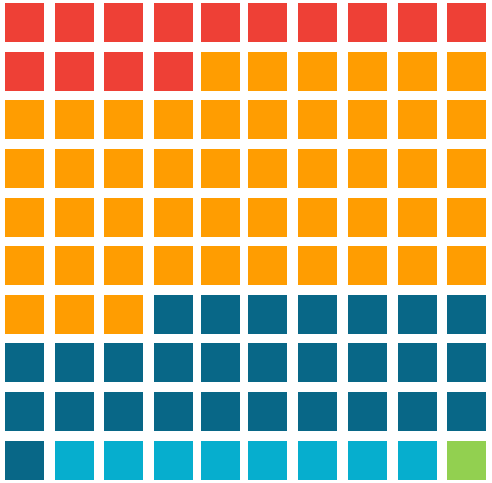
- Asian (12%)
- Hispanic / Latino (24%)
- White (48%)
- Black or African American (12%)
- Native Hawaiian or Pacific Islander (<1%)
- Other (<4%)

Culver City in 2017



- Asian (16%)
- Hispanic / Latino (24%)
- White (50%)
- Black or African American (10%)
- Native Hawaiian or Pacific Islander (<1%)
- Other (<1%)

LA County in 2017



- Asian (14%)
- Hispanic / Latino (49%)
- White (28%)
- Black or African American (9%)
- Native Hawaiian or Pacific Islander (<1%)
- Other (<1%)

Sources: U.S. Census Bureau, 2000; American Community Survey, 2013-2017.

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Thriving Jobs

60,036
jobs in 2017

+45%
increase since 2002

669
creativity industries in 2017

Top 5 Job Sectors

20%
Information

11%
Retail Trade

16%
Administration & Support, Waste Management and Remediation

11%
Education Services

15%
Professional, Scientific, and Technical Services

Source: Longitudinal Employer-Household Dynamics (LEHD On The Map), 2017; Creative Economy Report.

General Plan 2045 Culver CITY

Picture Culver City: Community Engagement



Engagement Plan Objectives

- Soliciting and **integrating feedback** on key policy issues
- Expanding the **number and diversity of people** who participate
- Providing a **variety of ways** for the community to engage
- Testing **new approaches**, like tactical urbanism
- Providing **transparency and trust-building**
- Creating opportunities for the community to take **ownership of the plan**







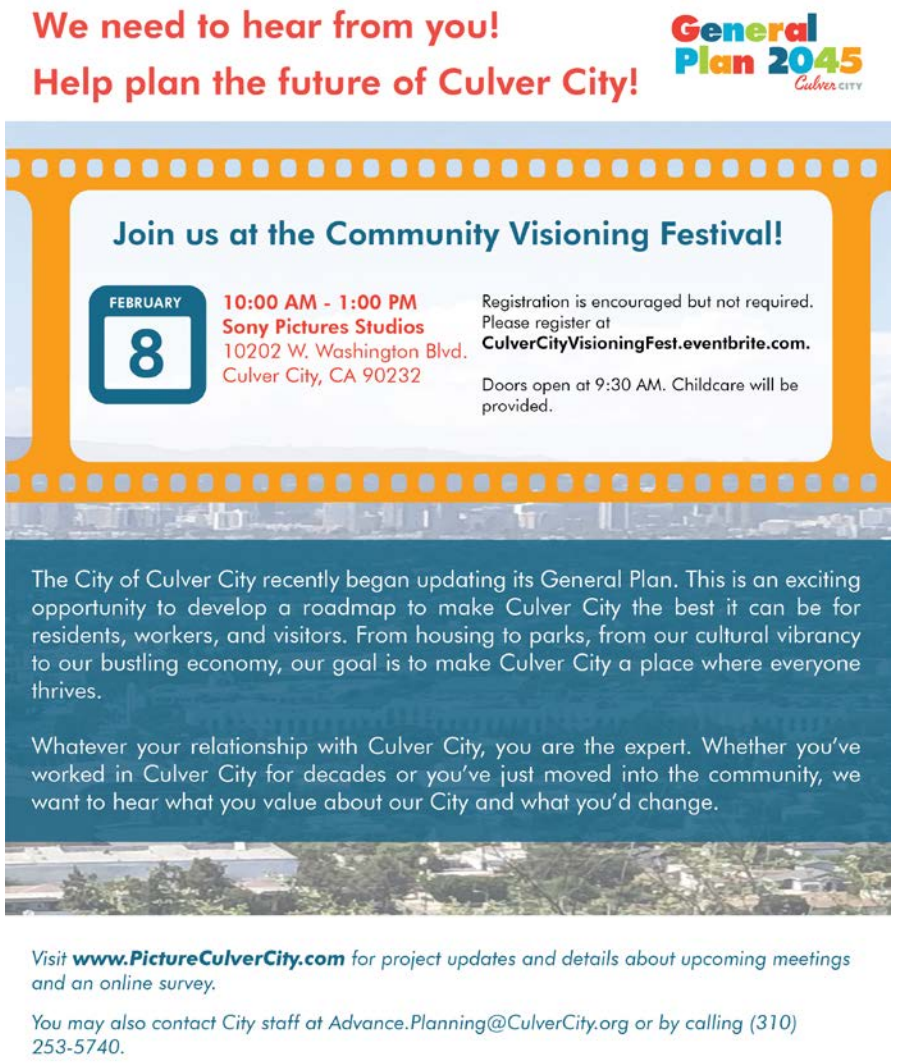


Planned Engagement Activities

- Interactive Project Website
- Stakeholder and Community Leader Meetings
- General Plan Advisory Committee (GPAC) Meetings
- Technical Advisory Committee (TAC) Meetings
- Community Workshops + Festivals
- Pop-Up Workshops + Community Events
- Online Engagement + Surveys
- Tactical Urbanism Demonstration Project







Opportunities to Stay Involved

- Get on the project email list
- Check out the project website – **www.pictureculvercity.com**
- Keep an eye out for General Plan newsletters, postcards, and flyers
- Visit the City's social media channels
- Attend public meetings and workshops
- Complete online surveys
- Talk to your neighbors, friends, and colleagues

Picture Culver City: What We've Heard



Meetings To Date

- Stakeholder interviews – September to November 2019
  - Conducted interviews with industry leaders, educational entities, arts and cultural orgs, and community-based organizations about issues and opportunities for the General Plan Update
- Pop-Up Meetings – Sep, Oct, and Dec 2019
  - Art Walk & Roll Festival, Abilities Carnival and Resource Fair, GPU Speaker Series
- General Plan Advisory Committee Meetings – Sep and Oct 2019, Jan 2020
  - 21-member advisory group made up of Culver City residents, employers, educators, and working professionals among others
- City Council Visioning – Sep 2019

General Plan 2045 Culver CITY

What's Unique + Special about Culver City?

"Diversity and acceptance for all"

"It's soul!"

"Innovative spirit"

"Vibrant downtown"

"Close community with its own sense of place"



What would you like to see in Culver City in the future?

"Sustainability in the broadest sense, which is inseparable from equity"

"I'm 20. I'd love to be able to live here when I'm 30 or so, but housing is already too expensive and only getting worse. Please make housing more affordable or I'll be forced out."

"Accessible city-wide public transit"

"Protected small businesses; keep Culver City weird"

"Close community with its own sense of place"



Picture Culver City:
Small Group Discussion



Small Group Discussion

1. **Introduce yourself and meet your facilitator**
   (5 mins)
2. **Participate in the small group discussion**
   (50 mins)
3. **Map your ideas**
   (30 mins)
4. **Report back**
   (30 mins)

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Discussion Questions

What is unique and special about Culver City that you don't want to lose?

What issues and challenges is Culver City facing today and in the future? What concerns do you have about the future?

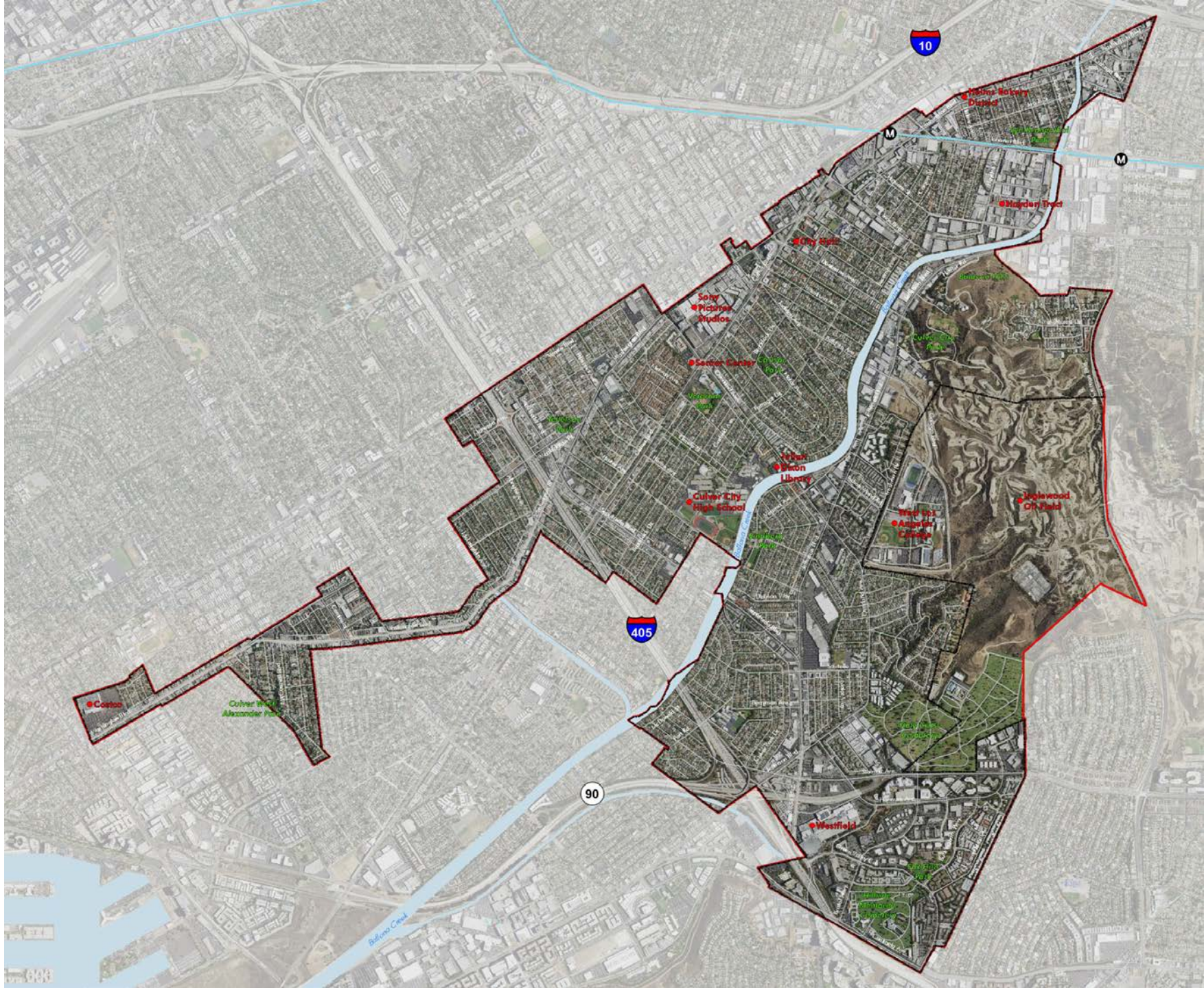
What would you like to see in Culver City in 2045?

How can we increase community collaboration in the planning process and help build community ownership of the General Plan?

General Plan 2045 Culver CITY

Map Your Ideas!

The General Plan will identify a preferred set of land use, mobility, and other changes and improvements to be made over the next 25 years.



Map Your Ideas

1. Review the range of potential improvements on the sheet of stickers

2. Place stickers on the map to represent where you believe new land uses or changes are needed

3. If there are improvements not already on the stickers that you would like to see, add them to the map with a post-it note



General Plan 2045
Culver CITY

Participation Principles



- Common conversational courtesy
- All ideas and points of view have value
- Speak up and share the time
- Cell phone courtesy

General Plan 2045 Culver CITY

Report Back

As a group:

- 2 things that make Culver City unique and special
- 2 issues or challenges that the city is facing
- 1 big idea that illustrates the group's vision for Culver City in 2045
- 1 idea for improved community engagement

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General Plan 2045

Culver CITY

Community Visioning Festival

February 8, 2020