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1. ORGANIZATIONAL BACKGROUND

Culver City, a community of approximately 39,000 residents, is approximately five-square-mile in size and is surrounded by the City and County of Los Angeles. Incorporated in 1917, it became a charter city in 1947 and over the years has annexed more than 40 pieces of adjoining land, including the Fox Hills area. It is centrally located on the Westside near Santa Monica, Beverly Hills, and Playa Vista. The City is particularly known for its public school system, excellent public safety services, "small town" charm, growing high-tech and creative economy, and a downtown that features boutique restaurants, live theatre, and other amenities. The City is home to both media and high-tech giants, including Apple, Amazon, Sony Pictures Entertainment, Microsoft, NFL Network, Symantec and Nantworks among others.

The City has a long history of successfully using its former Redevelopment Agency and has several new development projects currently underway including the Ivy Station, the Culver Steps and the Culver Public Market. The City is also currently undertaking a General Plan update which will provide the framework for future growth and development over the next 20 years.

![Figure 1 – General City Map, City of Culver City](image-url)
Access
Culver City is conveniently located and has excellent access to the 405, 10 and 90 freeways, the Los Angeles International Airport (LAX) and is home to the Culver City Expo line station, which provides service from Santa Monica to Downtown Los Angeles. The City has its own municipal bus service that operates seven lines in and around Culver City extending to Westwood, LAX, Santa Monica and Playa Vista.

Figure 2 – Regional Map, City of Culver City
Local Government

Culver City is governed by five council members who are elected at large. The City Council selects a Mayor each year and the City Council implements the Council’s goals/objectives which are reflected in its annual budget. Council meetings are conducted a minimum of twice monthly at City Hall.

The City operates 11 departments that include Administrative Services, City Attorney, City Manager, Community Development, Finance, Fire, Parks Recreation and Community Services, Police, Public Works, Information Technology and Transportation.

City Operating Revenues

The City’s General Fund revenues are derived primarily from Sales Tax, Utility Users’ Tax (UUT) Transit Occupancy Tax (TOT) and Business Tax. The City’s UUT rate is 11%, the TOT is 14% and the Business Tax rates is $1 per $1,000 of gross receipts for most business categories, with some professional services and related categories at $3 per $1,000 of gross receipts. The City also has a Real Estate Transfer Tax rate of $4.50 per $1,000 of property valuation beyond the base County rate. Due to Proposition 13 the City’s Property Tax share is approximately 10.5 cents per each dollar collected.

Culver City residents approved two Sales Tax measures totaling .75 of a cent. One of the two measures will expire in 2023 unless extended or rescinded by the voters.

---

**Figure 3 – Estimated 2019 Revenues, City of Culver City**
Culver Connect Fiber Optic Network

The City recently completed a 21-mile municipal open-access fiber optic network that will provide competitively priced high-speed/reliable/secure internet service to Culver City businesses.

Figure 4 – Culver Connect Network, City of Culver City

---


The City of Culver City is committed to promoting and sustaining a strong, healthy business climate by attracting new business investment, retaining existing businesses, expanding the City’s tax base, and balancing private sector needs with neighborhood quality of life concerns.

The Economic Development Division of the Community Development Department serves as a liaison with the business and development community, and works to support and assist commercial districts through a variety of economic development programs, public outreach and the publication of informational documents like the Culver City Profile. The City Profile is comprised of data from several sources including the U.S. Census, Southern California Association of Government's 2017 Local Profile and CoStar. Please contact the Economic Development Division at 310.253.5765 or via e-mail at www.culvercity.org if you have any questions or would like additional information regarding the City.
WELCOME TO CULVER CITY!

100 years ago our founder Harry Culver remarked, “All roads lead to Culver City.” From all directions, Downtown to the Pacific Ocean and adjacent to the north/south 405 Freeway, Culver City is centrally located, the crossroads of the west side of Los Angeles. In the 20th century, this location attracted the preeminent film and television studios. Today, it is home to both media and high-tech giants, including Apple, Amazon, Sony Pictures Entertainment, Microsoft, NFL Network, Symantec and Nantworks, We are also home to dozens of powerhouse media boutiques, well-funded tech startups, and more innovative architects and designers per capita than anywhere in the world.

Culver City is a vibrant oasis at the heart of the Los Angeles metropolis. The astonishing modern and historic architecture of the Hayden Tract is world-renowned and spurred the renaissance of our creative economy. Downtown Culver City has become a walk-able urban haven and our diverse culinary scene throughout the City is exceptional, from Irish pubs and ramen noodles to the LA Times’ most highly rated restaurants in Los Angeles. Higher education institutions are minutes away with West LA College, UCLA and USC at our doorstep.

Our city remains socially, culturally and economically diverse. Our school district was recently rated the fourth most diverse in the country and is considered one of the best in Southern California. We treasure and value our roots as the “Norman Rockwell” home of television’s “Mayberry RFD” and despite the onslaught of 21st century change, we plan to maintain our traditional small-town atmosphere. We are not a tabula rasa for this change; we are not Abu-Dhabi or Shenzen. But perhaps we are something even more interesting. We have the opportunity to truly break new ground, to be a model for other cities, to carve a new path into the future. Culver City is where the cities of the world will come to see their future.

Thank you for your interest in Culver City. We look forward to welcoming you to our community.

Sincerely,

Thomas Aujero Small
Mayor
City of Culver City
CHOOSING CULVER CITY: A VIBRANT BUSINESS CLIMATE

Culver City is a modern and progressive community with exceptional shopping, dining and entertainment. Its residential population of approximately 40,448 and daytime population of 68,000 makes Culver City a unique combination of small-town charm with big-city amenities. Centrally located between the beach and downtown Los Angeles, Culver City is six miles north of Los Angeles International Airport and accessible by the Expo line and major interstates such as the Santa Monica (I-10), San Diego (I-405) and Marina del Rey (SR-90) freeways.

Downtown Culver City is the heart of the city and is comprised of tree-lined sidewalks, theatres and renowned restaurants. Immediately east of Downtown is the Transit Oriented Development (TOD) District - “The HUB”- featuring the Platform and Access developments, the Ivy Station and Lincoln Co mixed use development (future home to Apple). Further east is the iconic Helm’s Bakery District and the newly formed Arts District Business Improvement District.

The Hayden Tract, an internationally acclaimed center for creative industries, is also near the TOD District and is renowned for its dramatic architecture, unique media, advertising, and technology businesses. The Hayden Tract is home to a number of creative industries including Apple Music, Framestore, Smashbox Studios, Zoic Studios, PopSugar, Anonymous Content, Nike and the Tennis Channel. The City also has been working to revitalize the West Washington Boulevard area with new streetscape improvements, street graphics, landscaped medians and the emergence of a business improvement district. This area is evolving into a new dining destination with restaurants such as Hatchett Hall, Gravlax, Fin, Lodge Bread Company, Tangora Fish Market, Sunny Blue, Humble Potato, A-Frame, the Corner Door, Choco Vivo and Rockenwagner Bakery.
Culver City understands the importance of clearly communicating the requirements for opening, relocating, or expanding a business. The Business Resource Center offers the following incentives and services to ensure the process goes smoothly:

- Site selection and permitting assistance
- Business Visitation Program
- Culver Connect – 21-mile municipal fiber network
- One-Stop Permit Center to be open mid-2019
- Opportunity to opt-in up to 100% renewable power starting in early 2019
- Connection to business workshops and financial services

Interested businesses may contact staff digitally on the City’s website, by appointment, or by calling our Business Resource hotline at 310.253.5765

Open access networks lower the cost of entry for independent service providers and give the businesses more options for high speed internet service and point-to-point connectivity between multiple rebroadcasting. Culver Connect bridges the local broadband service gap, and provides businesses the ability to purchase lit service or lease dark fiber at highly competitive prices. With an $11 million dollar investment in design and infrastructure, Culver City is expanding the availability, affordability and reliability of data networks to ensure Culver City’s business community has access to an array of broadband data services, and private fiber optic connectivity options. Culver Connect consists of 21 route miles of underground fiber network designed for geographic diversity, security and redundancy. Each cable within this system consists of 576 fiber strands, providing the infrastructure necessary to support Culver City businesses high bandwidth demands and service requirements.
SIGNIFICANT BUSINESS DISTRICTS

ARTS DISTRICT/LA CIENEGA SOUTH

The Arts District is a collection of art galleries, restaurants, unique retailers and creative businesses along Washington and La Cienega Boulevards. The area south of La Cienega also houses a unique collection of handpicked antiques, hand-made furnishings, and distinctive artwork. The companies that comprise this area represent some of the region's biggest and best importers, wholesalers and artists that cater primarily to the innovators of the interior design, retail business and architectural industries.

CULVER POINTE

Culver Pointe is a premier business center in the City’s southeast corner. The area houses professional service firms in the fields of finance, insurance and real estate, as well as entertainment, media, and healthcare.

DOWNTOWN

Downtown Culver City is an exciting pedestrian-friendly district encompassing an eclectic mix of restaurants, retail and entertainment venues, as well as major media powerhouses Sony Pictures Entertainment and The Culver Studios. The area is also home to City Hall, Southern California Medical Center, the historic Culver Hotel, state-of-the-art movie theatres, and nationally-renowned theatre companies Center Theatre Group at the Kirk Douglas Theatre and The Actors’ Gang at the Ivy Substation.

FOX HILLS/WESTFIELD CULVER CITY

The Fox Hills area includes the City’s regional mall and other large retailers with convenient access from the 405 and 90 Freeways. Macy’s, Nordstrom Rack, H & M, Forever 21, Best Buy, BJ’s Brewhouse and the Olive Garden are just a few of the stores and restaurants at Westfield Culver City. Other businesses in the area include Sprouts, Office Depot, Bev Mo, and Marshalls.

HAYDEN TRACT

The Hayden Tract is a creative business district known for its internationally-acclaimed architecture. Centrally located near major studios, it is an attractive option for multi-media, post production and design firms. Many influential businesses have their offices in the Hayden Tract, including Apple, Nike, Ogilvy & Mather, Eric Owen Moss Architects, Morphosis Architects, Cunningham Architects, Smashbox Studios, Zoic Studios, and Anonymous Content.

HELMS BAKERY DISTRICT

The Helms Bakery District is headquarters for contemporary furniture, delicious cuisine, and a delectable slice of Culver City history. The district includes home and office furniture retailers such as H.D. Buttercup, Room & Board, Arcana Books and several award winning restaurants.

JEFFERSON CORRIDOR

Culver City’s Jefferson Boulevard corridor is home to media, biomedical and other creative industries. National Public Radio – West, HOK Architects, and Nantworks are just a few of the businesses located here.

MID-WASHINGTON

Many small community-serving businesses - salons, bakeries and retailers - are located along Washington Blvd. between Sepulveda Blvd. and Overland Avenue, just west of Sony Pictures Entertainment. The surrounding area also features several media office and studio complexes including the NFL Network.

OVERLAND

Overland Avenue connects some of the City’s most find important landmarks including Culver Center, the Veterans Memorial Complex, Senior Center, Raintree Shopping Center and West Los Angeles College. Neighborhood businesses and services are also located along this popular corridor.
TRANSIT ORIENTED DEVELOPMENT DISTRICT “THE HUB”

Washington-National is the City’s emerging transit oriented development district (TOD). Several new developments in the area are underway which include an exciting mix of retail, residential office and hotel uses. The TOD District was recently expanded and runs along Washington Boulevard from Helms Avenue to Ince Boulevard near The Culver Studios.

SEPULED A

One of the City’s busiest commercial boulevards, Sepulveda runs north-south parallel to the 405 freeway. It is anchored by neighborhood shopping centers as well as local neighborhood services, restaurants and retailers. National retailers include Target, Bed Bath & Beyond, Party City, Pavilions, TJ Maxx, Ross, and Pier 1 Imports.

WEST WASHINGTON

The West Washington area extends roughly two miles along Washington Boulevard between the 405 Freeway and the City’s western border at Lincoln Boulevard. This regional east-west arterial street carries over 30,000 vehicle trips per day and is home to professional and healthcare services, as well as one of the top Costco’s in the nation. The City is actively working to enhance the West Washington area through its Area Improvement Plans which incorporate public and private improvements and reinvestment. A Culver City Market Hall is planned for the area and currently in design development.
ECONOMIC DEVELOPMENT: MAJOR PROJECTS

The City has pursued several economic development projects and initiatives to renew and revitalize its commercial and industrial districts.

The Ivy Station, developed by Lowe Real Estate Enterprises is currently in construction and will bring a 148-room boutique hotel, 200,000 square feet of creative office, 55,000 square feet retail/restaurants, 200 housing units and more than 2 acres of active open space to the TOD district by 2019. In downtown, The Culver Steps project will bring 120,000 square feet of new retail, office, parking and an expanded Town Plaza of 40,000 square feet in the heart of Culver City.

On the Westside of Culver City, The Culver Public Market will feature artisanal foods, restaurants and new public parking garage for the district. Nearby a new mixed-use project is underway and will offer 37 new housing units and neighborhood serving retail. The City will also be completing the Area Improvement Program Phase IV median project between Beethoven Street and Glencoe Avenue.

The City’s emerging Transit Oriented Development District, “The Hub”, continues to evolve and is slated for several new projects including a new office building for Apple. Additionally, the City has undertaken a major visioning study in the TOD District to improve first and last mile travel and a new economic development strategy to address near term economic development programs.
Ivy Station
Construction to be completed in late 2019
200,000 sq. ft. 5-story office building, 200 apartments, 148-room boutique hotel
2+ acres of public open space

The Culver Steps
9300 Culver Boulevard
To be completed in mid-2019
45,000 sq. ft. of retail and 75,000 sq. ft. of creative office

One Culver
10000 Washington Boulevard
recently completed
300,000 sq. ft. of renovated office space and 65,000 of new retail
WeWork and Equinox tenants

Entrada
6163 Centinela Avenue
Construction to start in Fall 2018
340,000 sq. ft. of office

3434 Wesley Street
14,000 sq. ft. gallery/ office space and 15 residential units

8777 Washington Boulevard
Lincoln Property Co Development,
8777 Washington Boulevard
To be completed in late 2019
4,500 sq. ft. of retail and 123,500 sq. ft. of office

8888 Washington Boulevard
To be completed Spring 2019
56,000 sq. ft. of creative office and 6,000 sq. ft of retail.

Culver Studios Comprehensive Plan Amendment No. 7
9336 Washington Boulevard
Construction to start in summer 2018
413,127 net sq. ft. of digital media space including new parking structures at current site

Brick and Machine
9735 Washington Boulevard
55,611 sq. ft. of office and 8,158 sq. ft. retail space
CULVER CITY AND THE REGION

Centrally located in West Los Angeles, Culver City is easily accessible by vehicle from two major freeways (Santa Monica (I-10), San Diego (I-405) Freeway), and the eastern terminus of the Marina Freeway (SR-90). With the opening of Expo Phase II, Culver City is now a stop between Santa Monica and Downtown Culver City and connected to the region at large.

Surrounding the light rail, a new “transit hub” has sparked redevelopment in the area with an emerging Transit Oriented Development District with proposed commercial, retail, office, housing and hotel uses within steps of the station.

In addition, The City operates a nationally recognized bus service with seven lines servicing the Westside, including UCLA and was recently rated the No. 1 fleet in the Country by Government Fleet magazine and the “100 Best Fleets” program. The City has partnered with Metro and Big Blue Bus to integrate seamless travel to other parts of the region via a dedicated transit center adjacent to the station.

Culver City is also committed to improving multi-mobility for pedestrians and bikers through a Bicycle Master Plan approved in 2010 and a TOD Visioning Plan conducted in 2017. The plan, once completed and implemented will offer visitors, residents and employees multi-mobility options to travel to and around Culver City.
Over the last decade, the City has engaged in long-term planning for repurposing and redeveloping former industrial land around the Culver City Expo Station as a Transit Oriented Development (TOD) District. The City and former Culver City Redevelopment Agency identified and assembled land for potential redevelopment sites, rezoned the land to accommodate transit oriented development uses and implemented a TOD District Streetscape Plan to improve walkability and biking and promote sustainable development. Major projects in the area include: Ivy Station, 8777 Washington Boulevard (Apple), Access Culver City - home of the Co+op full service market and Orangetheory Fitness, The Platform, and 8888 Washington Boulevard.

The TOD District is comprised of about 51 acres with approximately one million sq. ft. of development currently entitled or in process. It sits strategically between the downtown, Helms Bakery/Arts District and adjacent to the successful Hayden Tract creative office/tech district.

**MICRO TRANSIT AND CYCLING OPPORTUNITIES**

As part of the TOD Visioning Process, Culver City is looking at micro transit opportunities to reduce traffic congestion and increase access and circulation throughout the City. Micro Transit is electrical shuttle service that travels in high occupancy lanes and offers non-polluting, rail-less, and flexible transit service that is expected to reduce traffic congestion. The City is also planning to install a dedicated cycle track between downtown Culver City and the TOD District.
**DEMOGRAPHIC & RESIDENTIAL PROFILE**

Culver City offers a safe and attractive residential and commercial environment. Culver City residents enjoy a variety of amenities from tree lined streets and parks to community events and cultural programs. A diverse and highly educated population makes Culver City a prime location for families, seniors, students and young professionals. Culver City home values have gone up 20.8% over the past year and are expected to rise 13.6% within the next year. The median value of homes currently in Culver City is currently $1,142,400. (*Zillow, June 2018*)

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<td>Some college of Associate degree</td>
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<tr>
<td>Bachelor’s degree or higher</td>
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MEDIAN HOME VALUE = $1,142,400*

approximately 41% of households have incomes of $100,000 or greater

Culver City

- Rent 54%
- Own 46%
ARTS AND CULTURE

With numerous live performances throughout the year from music festivals, theatrical productions and community events, Culver City is a center of arts and culture on the Westside. In addition, several organizations have chosen Culver City as their preferred location for headquarters, conferences and special events. LA Film Festival, The Jazz Bakery, TEDx Culver City, Summer Music Festival, Taste of the Nation Culinary Event and Asian World Film Festival are just a few of the organizations that Culver City is honored to partner with. Collectively, these events attract approximately 45,000 visitors to Culver City each year.

Summer Music Festival
The Summer Music Festival is one of the most popular annual events in Culver City. Situated in the beautiful courtyard of City Hall, the Festival features musical performance from a variety of genres throughout the summer.

PERFORMING ARTS

Established in 1994, the Culver City Performing Arts Grant Program offers grants to performing arts organizations in Los Angeles County. Under the purview of the City Council and the Cultural Affairs Commission, the Performing Arts Grant Program is designed to support arts organizations and to bring distinguished cultural programming to Culver City.
LIVE THEATRE

The Kirk Douglas Theatre in Culver City is the newest member of Center Theatre Group’s family of theatres (which includes the Mark Taper Forum and Ahmanson Theatre at the Los Angeles Music Center). The 317-seat venue, located in a renovated historic theatre, opened in October 2004 and hosts a variety of productions throughout the year.

The Ivy Substation is a 99-seat theatre facility located in the heart of Culver City’s historic downtown. Tim Robbins’ The Actors’ Gang is the resident company.

ART IN PUBLIC PLACES PROGRAM

Public art can contribute to defining a city’s identity and to unifying a city’s vision. Culver City’s Art in Public Places Program (also referred to as Public Art Program) was established by Ordinance in 1988, with the view that cultural and artistic resources will:

By engaging the urban landscape, Culver City’s Public Art Program brings the experience of art to a broad and diverse group of people. The goal of the program is to balance the community’s physical growth and revitalization with its cultural and artistic resources, resulting in improving the general welfare of the City, and increasing the availability of art to the public. To date, there are nearly 80 pieces of public art in Culver City.

COMMUNITY EVENTS

FIESTA LA BALLONA

Created in 1951 as a as a week long celebration of the Early Settlers/Rancheros of Culver City, Fiesta La Ballona, is Culver City’s annual “Party in the Park”. Held during a weekend in August in Veterans Park event features carnival rides and games, live performances, over 100 booths featuring artisan wares, vendors, petting zoo, pony rides, beer and wine garden, food trucks, food court, and other special contests and events.

FARMER’S MARKET

The Culver City Farmer’s Market is a weekly event featuring more than 30 growers and more than 20 food and craft vendors. The Los Angeles Times has hailed it as “one of the best weekday markets on the Westside since its establishment in 1995”. Located on Main Street in Culver City, it is frequented by artisan chefs of neighboring restaurants for fresh fruit, grains and produce.
COMMUNITY DEVELOPMENT
2018
New Development

1. W. Washington AIP Phase IV
2. Mixed Use - West Washington Project - Baldwin Site
3. Culver Public Market Hall
4. W. Washington AIP V
5. Habitat for Humanity Housing Project - Globe Avenue
6. Tilden Terrace
7. One Culver (Re-use)
8. The Culver Steps (Amazon Office)
9. Citizen Building - Market Hall
10. 8888 Washington - Mixed Use
11. The Platform
12. The Ivy Station
13. 8777 Washington (Apple)
14. Access Culver City
15. The Wesley
17. C3
West Washington
AREA IMPROVEMENT PLAN

Program targeted on the West Washington Boulevard corridor surrounding two catalytic redevelopment sites and includes streetscape medians, and a graphic identity/banner program.

Phase I: Installation of five new medians between Beethoven Street and Rosabell Street totaling 381 linear feet. Maintenance paid by commercial property based assessment district.

Phase II: Installation of three new medians between Centinela Avenue and Boise Avenue totaling 437 linear feet.

Phase III: Replanting of existing medians at Wade Street and Washington Place.

Phase IV: Installation of seven medians on Washington Blvd. between Beethoven and Glencoe Avenue. (in process)

Phase V: Installation of median improvements relative to Community Benefit Program at Marcasel Avenue and Washington Blvd.
WEST WASHINGTON AIP PHASES

PHASE

1. Rosabell Street to Beethoven Street – Completed
2. Centinela Avenue to Boise Avenue – Completed
3. Wade/Zanja Island Replanting – In Construction
4. Costco to Beethoven Street – In Progress
5. Centinela Avenue to Inglewood – On hold
6. Marcasel Project Community Benefit – Completed
WEST WASHINGTON MEDIANS
West Washington  
12821 WASHINGTON (BALDWIN) – THE LUCKY

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12821 WASHINGTON – THE LUCKY

Washington Boulevard between Moore and Meier Streets
Culver Public Market
MARKET HALL

<table>
<thead>
<tr>
<th>Size of Site:</th>
<th>1.6 acres (Site A and Site B)</th>
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<tbody>
<tr>
<td>Project Size:</td>
<td>33,250 square feet</td>
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<tr>
<td>City Parking:</td>
<td>City bond financed $6.6 million three level structure, 207 space spaces. 160 spaces for project and 47 community parking spaces</td>
</tr>
<tr>
<td>Project Type:</td>
<td>Commercial – retail/restaurant</td>
</tr>
<tr>
<td>Retail:</td>
<td>Minimum of 23,000 square feet of retail/restaurant</td>
</tr>
<tr>
<td>Value:</td>
<td>$22 million</td>
</tr>
<tr>
<td>Status:</td>
<td>Completing conformance review and entitlements. Construction will commence in Summer/Fall 2019.</td>
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</table>
Site A – Northwest corner of Washington Boulevard and Centinela Avenue
Site A – Northwest corner of Washington Boulevard and Centinela Avenue
Site B – Northeast corner of Washington Boulevard and Centinela Avenue
Habitat for Humanity Project
Affordable Housing

Size of Site: 32,400 square feet
Project Size: 10 units
Project Type: Affordable Housing
Developer: Habitat for Humanity of Greater Los Angeles
Value: $3 million
The Culver Steps  
CITY PARKING AND TOWN PLAZA EXPANSION

<table>
<thead>
<tr>
<th>Size of Site:</th>
<th>1.16 acres</th>
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<tbody>
<tr>
<td>Project Size:</td>
<td>115,108 square feet – 3 story commercial with 100 subterranean parking spaces funded by the City ($6.2 million) $3.1 million Town Plaza Expansion</td>
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<tr>
<td>Project Type:</td>
<td>Commercial – retail/restaurant and office</td>
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<tr>
<td>Developer:</td>
<td>Hackman 9300 LLC</td>
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<tr>
<td>Proposed Retail:</td>
<td>40,335 square feet</td>
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<tr>
<td>Proposed Office:</td>
<td>74,773 square feet</td>
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<tr>
<td>Value:</td>
<td>$60 million</td>
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</table>
Culver Boulevard between Main and Ince Streets
Southwest corner of Culver Boulevard and Ince Street
Expanded Town Plaza – in front of Culver Studios
Grand Stairs
Terraced Seating
CONSTRUCTION – IN PROGRESS
The Ivy Station Washington National TOD is a 5.5 acre mixed use development which contains office, retail, restaurants, residential, hotel, a transit plaza, a large public park space, and 300 stalls of Expo parking which is located within two cities, Culver City and Los Angeles, and within the jurisdiction of the LACMTA.

Size of Site: 7.4 acres (not full lot)

Project: Five new creative office and digital media buildings, a new above/below grade parking structure, and central campus amenity space.

Project Type: Commercial – creative office & digital media

Developer: The Culver Studios Owner, LLC

Value: $200 million (estimated)

Status: Construction in progress. Completion slated for Fall 2020 for the parking structures and two of the five new creative office buildings; and Spring 2021 for the remaining three office buildings.
Ince Boulevard Frontage
Ivy Station
TRANSIT ORIENTED DEVELOPMENT

The Ivy Station Washington National TOD is a 5.5 acre mixed use development which contains office, retail, restaurants, residential, hotel, a transit plaza, a large public park space, and 300 stalls of Expo parking which is located within two cities, Culver City and Los Angeles, and within the jurisdiction of the LACMTA.

Size of Site: 5.52 acres

Project: Proposed project will include residential, office, retail/restaurant, 148 room boutique hotel, community open space and subterranean parking.

Project Type: Mixed use – retail/restaurant/office/residential

Developer: Lowe Enterprises Real Estate Group

Value: $250 million (estimated)

Open Space between Office and Residential
Northwest corner of National and Washington Boulevards
8888 Washington Boulevard

A new, creative four story office building with 56,000 square feet of office and 6,000 square feet of ground floor restaurant/retail space with subterranean automated parking facilities. HBO will be the primary tenant in the building.

Developed by: The Runyon Group
Designed by: Abramson Tieger Architects

8777 Washington Boulevard

8777 Washington is a creative office development (Apple) on the corner of Washington and National Boulevards, in the heart of Culver City's transit-oriented district.

Developed by: Lincoln Property Company
Designed by: Gensler
Platform

Platform – is a multi-use development with 41,000 sq. ft. of retail/restaurant space and 38,000 sq. ft. of creative office recently completed.
Access Culver City is a mixed use project with 115 housing units and 31,240 sq. ft. of retail and restaurant space totaling 181,000 sq. ft. with a dedicated public park and a new market.
TOD District
STREETSCAPE PLAN
Washington National Streetscape
Reimagine Fox Hills

Revitalize existing Fox Hills commercial space into a new center of creative office extending Silicon Beach with:

- A main street of new shops, restaurants and housing
- New shared parking opportunities
- Installation of high speed fiber optic cable infrastructure
- New network of bike lanes and bike sharing
- New open floor plans and building formats to attract creative office tenants
- New open space amenities and gathering areas communicating with new development
- Reassembly of small parcels to create efficient development and maximized, usable open space for new tenancy
Culver Connect consists of 21 route miles of underground fiber network designed for geographic diversity, security and redundancy.

Each cable within this system consists of 576 fiber strands, providing the infrastructure necessary to support Culver City businesses high bandwidth demands and service requirements.
Summary of the Problem

The Reimagine Fox Hills Study Area is generally located in the southeast corner of Culver City bounded by Slauson Boulevard to the North, the 405 freeway to the West, Centinela Blvd. to the South and the City of Los Angeles to the East. It is comprised of small to medium scale buildings situated in a 1980’s conventional office park environment that abuts high density residential neighborhoods. Most of the properties have surface parking lots that separate the building edge from the street and create an insular/suburban feel. There are currently very few retail and pedestrian amenities for employees during the week and the commercial area is vacant on the weekends. The primary commercial corridor is located along Bristol Parkway, a large right of way that lacks pedestrian crossings and has no on-street parking, which promotes fast moving traffic.

While the Westfield Mall and Fox Hills Park are minutes away, access to these amenities requires a round-about pathway along varying topography. Businesses and residents in the area agree that the district is quiet and serene, but complain there is little to do and no “there” there.

In 2014, the City began efforts to “reimagine” Fox Hills with the intent to:

- Study options for a master plan to redevelop the existing 119 acre conventional office/industrial park into a desirable creative office, health, and technology district with a new “campus” orientation;

- Create a vibrant “main street” with retail and restaurants serving employees and residents during the of daytime and evening;

- Identify mobility strategies to make it easier to get around and to the area;

- Develop new parking strategies that encourage creative office expansion by replacing surface parking lots with structured and managed parking; and,

- Develop new recreational and mobility opportunities with open space, walking and bike paths within the area.
The City hosted several public outreach meetings with area residents and businesses to discuss a potential master plan development and to identify areas susceptible to change. A preliminary study of the area was conducted in 2016. While some attendees expressed concern over increased traffic and residential uses, most residents and businesses supported the City’s goals. The initial effort was directed at creating the master plan as a public/private financial partnership, but the lack of property owner support required a change of direction. Additionally, the previously proposed redevelopment of 6122 Bristol Parkway, a 6 acre site with a proposed 760 residential units and 20,000 square feet of ground level commercial, was largely met by area residents opposition related to density and building height, and perceived traffic and parking concerns.
OPPORTUNITIES FOR CHANGE
EXISTING LAND USE
REIMAGINED LAND USE
POSSIBLE OUTCOMES

• **Implement shared parking districts for office/commercial parking.**

• **Add up to 1,000 (net new) parking spaces in 3-4 new parking structures on existing surface lots.**

• **Retain existing building footprints and/or expand creative office uses** up to 300,000 square feet to accommodate creative, tech and health related uses on individual sites or over several parcels.

• **Create creative office campus.**
POSSIBLE OUTCOMES

• Create new “main street” with up to 48,000 square feet of new shops and restaurants along Bristol Parkway.

• Increase green space up to 20 acres connecting the business and residential communities.

• Enhance streetscape with wide, tree lined sidewalks, new crosswalks and create protected bike lanes along Bristol Parkway.
RETAIL & RESTAURANTS
STREETSCAPE ENHANCEMENTS & AMENITIES
Panel Questions

The City requests the TAP panel review and make recommendations relative to the following:

1. **Real Estate Market Impact/Development Opportunities (Land Use)**
   - How can the current trends in the real estate market impact development opportunities in Fox Hills (i.e. maximum floor area, maximum building height)?
   - What is the expected creative office market absorption?
   - How will the market position of Fox Hills Business Park change in light of current real estate market trends locally and in surrounding areas (i.e. Playa Vista, Santa Monica, El Segundo, Inglewood and Culver City’s emerging TOD District and Hayden Tract)?
   - How can housing be part of the solution for leveraging new area investment?

2. **Bristol Parkway ROW Use**
   - What specific financial, legal, logistical and design approaches can be used to encourage the private market to create a “main street” using excess right of way (ROW) and to create a successful shared parking district?

3. **Plan Implementation Tools**
   - How should the City use entitlements, permitting and assessments as incentives to influence future development in accordance with a master plan for development?
   - What specific financial methods and tools (e.g. pro rata share, equitable contributions, assessment per sq. ft. / per front foot, etc.) should be considered to implement the master plan?
   - What “quid pro quo” approaches should be considered relative to the proposed development of Westfield Culver City and the City’s desire for district parking, enhanced transit center facilities use and connectivity to the area?

4. **Public Engagement – Commercial and Residential**
   - What strategies should be considered to coalesce business, developer, hotel and resident interests to support the master plan?

5. **Design Ideas: Master Plan and General Plan - Placemaking**
   - What design considerations (e.g. paths, trails, open space, mobility options, topography, building and site layout and parking utilization) play into connecting and supporting the various elements of the community?
   - How does Fox Hills become a “place/destination” while retaining the characteristics the residential and commercial community enjoy (i.e. quiet, safe, and peaceful)?

6. **Parking as a Tool/Lever to implement Goals**
   - How can the City use parking as a tool to expand desirable uses and make more out of properties/projects (e.g. use surface lots, parking districts and development standards)?

7. **Brand Strategy**
   - What should the brand be for the area and how does it balance Westfield, Culver Pointe and residential naming conventions?
8. Mobility/Transit

- What are the opportunities for creating multi-mobility in the area and connections to other parts of the City through infrastructure and micro-transit?
- How could the Westfield Transit Center be leveraged to meet area goals?
- What are alternative/tech/express bus pilot strategies and/or transit center options?
- How can new development projects be encouraged or required to be part of the area’s mobility solutions?
- What role, if any, does housing play in addressing mobility concerns?
3. HISTORY

Fox Hills History

Fox Hills was annexed by the City of Culver City in 1964. Before 1964 the unincorporated land was a recreational destination for Angelenos, with two golf courses, a country club, horse stables and a go-cart track. Starting in the late 1960s, garden-style apartments and condominium developments were constructed along the southern and eastern edge of the Fox Hills area. Fox Hills Mall, now Westfield Culver City, opened in 1975 and was one of the first projects of the former Culver City Redevelopment Agency. In the late 1970s through the late 1980s, most of the remaining available parcels were developed as office parks, including Buckingham Heights, Park Place, Fox Hills Business Park, and eventually Corporate (Culver) Pointe. The Redevelopment Agency also purchased 10 acres and created Fox Hills Park which was designated for recreational facilities. Limited additional development continued through the present day.

In 2018, the redevelopment of 6122 Bristol Parkway, a 6 acre site with a proposed 760 residential units and 20,000 square feet of ground level commercial, was met by area residents with tremendous criticism related to increased density and height, and traffic and parking concerns. The application to redevelop 6122 Bristol parkway has been withdrawn, but the repercussion has created anger, resentment and distrust among some area residents relative to planning for the area.

Community Conversations

Recently, the City of Culver City and the National Institute for Civil Discourse (NICD) held two community meetings focused on Fox Hills. The project was part of NICD’s Revive Civility and Respect Cities initiative, which seeks to improve the engagement between citizens and elected officials, and to use civil discourse to address community issues. Culver City was selected to participate in this effort as one of just five municipalities from around the country based on the City’s commitment to changing the way it interacts with residents. (NICD, 2019)
Culver City Community Conversation
Report from the November 29th and December 30th Conversations

Overview
The City of Culver City, California and the National Institute for Civil Discourse (NICD) collaborated during 2018 to hold two community meetings focused on Fox Hills, a historically underrepresented, diverse, and densely-populated neighborhood facing pressure to grow. This project is a part of NICD’s Revive Civility and Respect Cities initiative which seeks to enhance the engagement between citizens and elected officials and to use civil discourse to address a specific community issue. Culver City was selected to participate in this effort as one of just five municipalities from around the country based on the City’s commitment to changing the way it interacts with residents.

The objectives of the Community Conversations are to hold a three-hour meeting of Culver City residents, businesses, and other community stakeholders to:

- introduce civil discourse concepts and practice these skills;
- identify what residents value most about being a part of the Fox Hills community;
- identify and prioritize areas of concern and opportunity to be addressed for future planning; and
- identify ways to improve communications within the Fox Hills community and between the City and Fox Hills.

The outcome of the conversation is to begin to identify a shared vision for Fox Hills to be used as part of planning for the future of the community.

Community Conversations were held twice – on the evening of Thursday, November 29th and the morning of Saturday, December 1st – covering the same content, to provide greater opportunity for residents to participate. The conversations featured small group dialogue where six to eight participants worked together to discuss specific issues and identify areas of agreement. Each small group discussion was led by a neutral volunteer table facilitator who helped keep the group on task, ensured that everyone had a chance to participate, and helped capture feedback from the group. Each group had a laptop computer that was used to record participant feedback from the conversations – a team of three (Hala Harik Hayes of NICD and Ashley Hefner and Elaine Gerety-Warner of the City) reviewed the input and quickly identified a short list of ideas or themes heard repeatedly from the conversations. These themes were shared back with participants who used their mobile phones to vote for the most important themes, providing real time feedback on their priorities.

Summer and Fall 2018
In May and June 2018, NICD conducted interviews with nine Fox Hills stakeholders to learn more about community concerns. We issued a report from the interviews and used the input to drive the project approach and identify the challenges facing the community that were discussed during the Culver City Community Conversations.

From these interviews, a handful of key themes emerged:

- the City should invest in efforts to rebuild trust with Fox Hills’ residents;
- there is a perception that Culver City treats Fox Hills like a less important neighborhood;
- Fox Hills residents are not as civically engaged as other neighborhoods in Culver City, perhaps due to the perception that they don’t have a seat at the table;
• residents are not opposed to changes in the neighborhood, but they would like future development to safeguard and preserve the uniqueness of the neighborhood; and
• the greatest challenges facing Fox Hills identified by stakeholders are: transportation and mobility; finding balance between new development and quality of life; communication – both inside the neighborhood and between the neighborhood and the City; preserving the culture and uniqueness of the community; attracting greater amenities; and better syncing neighborhood needs with City goals.

Feedback from the interviews also led to the development of the Culver City Community Conversation Advisory Board, comprised of 14 community stakeholders (Albert Vera, Alissa King, Colin Diaz, Deborah Wallace, Diana Hernandez, Dave Saeta, Freddy Puza, Judi Sherman, Manjit Asrani, Michael Cho, Nelson Algaze, Renee Bayley, Will Rickards, and Summer McBride). The Advisory Board met four times and provided support and advice on messaging, outreach, discussion topics and questions, demographic questions, Fox Hills history, and follow up activities.

Summary from the November 29th Conversation
During the first Community Conversation, 32 residents and stakeholders met at Playa Studios to plan for the future of Fox Hills. The workshop featured an introductory conversation on what residents value most about being a part of the Fox Hills community and a brief overview of civil discourse concepts with encouragement to practice these skills during the conversation. Three substantive conversations followed on: 1) the top characteristics of Fox Hills to preserve for future generations and steps the City and steps the community can take to enhance these characteristics; 2) articulating residents’ vision for the future of Fox Hills and steps to take to achieve the vision; and 3) improving the way Fox Hills communicates internally and between the neighborhood and the City. Following the workshops, feedback was synthesized to provide this snapshot of the conversation themes and priorities.

Who Attended?

1. What is your connection to the community?
   • 42% I live here and own my home
   • 2% I live here and rent my home
   • 2% I own property here (but don’t live here)
   • 13% I work here
   • 13% I own a business here
   • 27% I am connected in a different way

2. How long have you been a part of the community?
   • 11% Less than two years
   • 14% 2-5 years
   • 11% 6-10 years
   • 38% 11-20 years
   • 3% 21-30 years
   • 14% 31-40 years
   • 11% more than 40 years

3. What is your age?
   • 0% 18 and under
   • 0% age 19-24
   • 13% age 25-34
   • 26% age 35-44
   • 24% age 45-54
   • 21% age 55-64
   • 16% age 65 and better

4. What is your race/ethnicity?
   • 16% African American/Black
   • 8% Asian/Pacific Islander/Hawaiian
   • 3% Latino/Hispanic
   • 0% Native American/Alaskan Native
   • 61% White/European American (not Hispanic/Latino)
   • 0% Some other race or ethnic group
   • 13% More than one race/ethnic group
5. What is your gender identity?
   - 64% man
   - 36% woman
   - 0% Other (e.g. non-binary)

6. What is your current employment status?
   - 67% Employed (or self-employed) outside Fox Hills
   - 0% Unemployed
   - 0% Student
   - 11% Retired
   - 0% Other

Themes from the Table Discussion: What We Value the Most About Fox Hills

- Diversity
- Small town feeling / community
- Access to outdoors / parks
- Affordability
- Small business/ retail development
- Central location/ close to everything
- Family friendly
- Peaceful/ serene environment

Themes from the Table Discussion: Characteristics to Preserve for Future Generations

After reviewing the themes from the conversation, participants selected their top choices for the characteristics of Fox Hills they would like to preserve for future generations. The themes have been ordered below to show factors from highest to lowest vote getters.

- 27% Walkability/ mobility access and multi-generational
- 23% Balanced retail that fits the neighborhood
- 13% Affordability
- 13% Quaint/ quiet/beauty
- 11% Safety
- 7% Strong community/ small-town feel
- 7% Community identity/ diversity

Themes from the Table Discussion: Preserve & Enhance Fox Hills - Steps the City Can Take

- Maintain, expand/ invest in parks
- Increase access to parks
- Maintain density and zoning limits
- Encourage alternate modes of transportation
Themes from the Table Discussion: Preserve & Enhance Fox Hills – Steps the Community Can Take

- Active participation of the community
- Advocate and organize
- Residents continue to speak up
- Dialogue with each other
- Participate in neighborhood watch to promote safety

Themes from the Table Discussion: Our Vision for Fox Hills – What We See in 15 Years

- Neighborhood businesses (grocery, services, small scale)
- Family activities/ cultural events/ public art
- More green space (walkways/ recreation)
- Multi-mobility options
- More/ efficient parking
- Expand workforce housing/ home ownership
- Maintain current housing levels

Themes from the Table Discussion: Our Vision for Fox Hills – How to Get There

After reviewing the themes from the conversation, participants selected their top choices for steps that can be taken to get us to our vision of Fox Hills in 15 years. The themes have been ordered below to show factors from highest to lowest vote getters.

- 36% Better communication/ dialogue/ accountability between community, city & developers
- 32% Develop more public transit options/ transportation improvements (ex. shuttle)
- 24% Greater transparency between community, city, and developers
- 8% Expand City’s sustainability/ eco-friendly programs in the community

Themes from the Table Discussion: How to Improve Communication Between the City and Fox Hills

After reviewing the themes from the conversation, participants selected their top choices for what can be done to improve communication between the City and Fox Hills. The themes have been ordered below to show factors from highest to lowest vote getters.

- 41% Bring City Council to Fox Hills (community/ HOA/ Council meetings, coffees)
- 20% Additional advertising of meetings (banners, text messages, expanded distribution)
- 16% Central gathering space/ meeting location
- 14% Provide virtual participation to city meetings
- 9% Promote awareness of government operations/ process
Summary from the December 1st Conversation
48 residents and stakeholders participated in the Saturday morning Conversation held at Veterans Memorial Auditorium, which covered the same discussion topics as the November 29th Conversation. Following the workshops, feedback was synthesized into this report.

Who Attended?

1. What is your connection to the community?
   - 42% I live here and own my home
   - 12% I live here and rent my home
   - 2% I own property here (but don’t live here)
   - 17% I work here
   - 8% I own a business here
   - 19% I am connected in a different way

2. How long have you been a part of the community?
   - 16% Less than two years
   - 16% 2-5 years
   - 11% 6-10 years
   - 32% 11-20 years
   - 16% 21-30 years
   - 3% 31-40 years
   - 5% more than 40 years

3. What is your age?
   - 0% 18 and under
   - 3% age 19-24
   - 23% age 25-34
   - 18% age 35-44
   - 15% age 45-54
   - 26% age 55-64
   - 15% age 65 and better

4. What is your race/ethnicity?
   - 15% African American/Black
   - 15% Asian/Pacific Islander/Hawaiian
   - 0% Latino/Hispanic
   - 0% Native American/Alaskan Native
   - 62% White/European American (not Hispanic/Latino)
   - 3% Some other race or ethnic group
   - 5% More than one race/ethnic group

5. What is your gender identity?
   - 36% man
   - 64% woman
   - 0% Other (e.g. non-binary)

6. What is your current employment status?
   - 13% Employed (or self-employed) in Fox Hills
   - 67% Employed (or self-employed) outside Fox Hills
   - 0% Unemployed
   - 0% Student
   - 10% Retired
   - 10% Other

Themes from the Table Discussion: What We Value the Most About Fox Hills

- Open space, greenery, trees, parks
- Sense of community, welcoming neighborhood
- Peaceful, quaint, quiet, serene
- Diversity, multiculturalism
- Safe, low crime
- Central location, proximity to amenities
- Walkability
- Plaza, access to retail
- Access to good quality schools
- Value current density
Themes from the Table Discussion: Characteristics to Preserve for Future Generations

After reviewing the themes from the conversation, participants selected their top choices for the characteristics of Fox Hills they would like to preserve for future generations. The themes have been ordered below to show factors from highest to lowest vote getters.

- 26% Open space, green space, parks
- 19% Sense of community, small town
- 14% Diversity in race, age, opinion, etc.
- 11% Sense of safety, low crime rate
- 10% Reduce/ better traffic flow
- 7% Minority owned, small businesses
- 6% Existing density levels
- 6% Peacefulness, serenity
- 1% More parking

Themes from the Table Discussion: Preserve & Enhance Fox Hills - Steps the City Can Take

- Provide more green space, parks
- Bring more events to Fox Hills
- Maintain density, no more housing
- Support more affordable housing
- Support more mixed use development and flexible zoning
- Provide better traffic management
- Provide multi-mobility options
- Connect with HOAs, central meeting space

Themes from the Table Discussion: Preserve & Enhance Fox Hills – Steps the Community Can Take

- Report crimes, create neighborhood watches
- Attend more meetings, HOA involvement
- Hold more events and get to know your neighbors
- Advocate for a balance of development and smart growth
- Create open dialogue, encourage active voices

Themes from the Table Discussion: Our Vision for Fox Hills – What We See in 15 Years

- Better sustainable transit options
- Smarter traffic and better flow
- More walkable with pedestrian amenities
- More open and green spaces
• Creation of a main street with more local retail
• Enhanced sustainable infrastructure (solar, recycling, etc.)
• More affordable housing options
• More events like concerts in the park (like Playa Vista)

Themes from the Table Discussion: Our Vision for Fox Hills – How to Get There

After reviewing the themes from the conversation, participants selected their top choices for steps that can be taken to get us to our vision of Fox Hills in 15 years. The themes have been ordered below to show factors from highest to lowest vote getters.

• 23% Develop a sustainability/ green plan
• 20% Allow for more walkability/ pedestrian friendly atmosphere
• 13% Encourage spaces to accommodate small, local businesses/ entrepreneurs
• 11% Maintain housing affordability and desirability
• 11% Improve traffic and provide multimodal transit
• 10% Allow for more retail/ restaurants and balance with housing
• 9% Consider affordable/workforce housing
• 4% Be transparent with community on developers and funding

Themes from the Table Discussion: How to Improve Communication Between the City & Fox Hills

After reviewing the themes from the conversation, participants selected their top choices for what can be done to improve communication between the City and Fox Hills. The themes have been ordered below to show factors from highest to lowest vote getters.

• 32% City surveys, designated representative for neighborhood on City staff
• 32% City to seek out input early and proactively
• 27% More community participation at Board and Advisory meetings
• 5% Coordinate social media notices
• 3% More input through City website, City responsiveness

Themes from the Table Discussion: How to Improve Communication Within Fox Hills

After reviewing the themes from the conversation, participants selected their top choices for what can be done to improve communication within Fox Hills. The themes have been ordered below to show factors from highest to lowest vote getters.

• 27% More community events/ block parties and rotate among different complexes
• 22% More connection between HOAs to share consistent information
• 20% Use digital and social media to connect and inform each other
• 14% Create a community center
• 12% More open meetings and forums like this one
• 6% Outreach to new members/welcome wagons
What Have We Learned?
The participants who attended the November 29th and December 1st Community Conversations represent a small portion of Fox Hills stakeholders. In all, about 100 stakeholders took part in this process – either by agreeing to be interviewed, as members of the Advisory Board, or by participating in the Community Conversations. Using the demographic data collected during the Conversations, we know that our group was not as representative of the Fox Hills community at large. For example, 42% of participants in the Community Conversation indicated that they own their home (compared with 44% in actuality), while only 7% reported that they rent (compared with 56% in actuality), illustrating that we did not have balanced representation from renters. We also know that 23% of participants did not live, own property or a business, or work in the community – they indicated that they are connected in a different way. Racial diversity was also an area where our participants differed from the actual diversity of the community – 62% of our participants identified as White (compared with 42% in actuality), 16% of participants identified as Black (compared with 20% in actuality), 12% of participants identified as Asian (compared with 20% in actuality), 2% of participants identified as Latino (compared with 14% in actuality), 9% of participants identified as more than one race (compared with 4% in actuality).

Based on the feedback provided during the introduction and the three major discussion areas, we can paint a picture of what these Fox Hills stakeholders value most and their priorities for the community. The Conversation began with stakeholders introducing themselves around their table and identifying what it is they value most about being a part of the Fox Hills community. The following seven attributes of the community emerged as those most valued between the two Conversations: diversity and multiculturalism; small town feeling/sense of community; access to outdoors, parks and green space; central location that is in close proximity to everything; access to retail and small businesses; family friendly and good quality schools; and peaceful, quiet and serene.

The first policy conversation focused on recognizing the top characteristics of Fox Hills that participants want to preserve for future generations, and then identifying some steps the City and the community can take to enhance these characteristics. Between the two Conversations, stakeholders identified ten unique characteristics to preserve. Of the ten, these four received the greatest number of votes: walkability/mobility access that is multigenerational; open space, green space and parks; balanced retail that fits the neighborhood; and a sense of community/small town feel. After identifying the characteristics to preserve, participants weighed-in on steps the City and community can take to accomplish this preservation. The most commonly heard steps for the City to take include: expanding investment in and increasing access to parks; encouraging multiple mobility options and alternative modes of transportation; and maintaining current levels of density. The most commonly heard steps for the community to take include: actively participating in community affairs; advocating and organizing; creating more opportunities for open dialogue; and participating in neighborhood watch programs.

The second substantive discussion provided an opportunity for stakeholders to articulate their vision for the future of Fox Hills and steps to take to achieve the vision. Asked what they want to see in Fox Hills in 15 years, the most commonly held ideas across the two conversations were: more events (family activities, concerts in park, etc.); additional open and green spaces; greater local retail options; more mobility options (increased walkability & sustainable transit); and different and sometimes conflicting ideas on housing (expanded workforce housing and home ownership, more affordable housing, and maintaining, not
expanding current housing levels). When asked how to achieve the 15-year vision for Fox Hills, stakeholders selected these steps as most critical to get there: better communication/dialogue/accountability between the community, city & developers; more public transit options/transportation improvements; greater transparency between the community, city, and developers; develop a sustainability/green plan; and allow for a more walkable/pedestrian friendly atmosphere.

The final discussion centered on improving communications between Fox Hills and the City, and how Fox Hills communicates within the neighborhood. The most popular ideas about improving communication between the City and the neighborhood included: bring City Council to Fox Hills (community/ HOA/Council meetings, coffees); create City surveys and a designated representative for the neighborhood on City staff; City to seek out input early and proactively; and more community participation at Board and Advisory meetings. Additionally, participants also suggested ideas for improving communication inside the neighborhood. These ideas included: hold more community events/block parties and rotate among different complexes; more connection between HOAs to share consistent information; use digital and social media to connect and inform each other; and create a community center.

**What Have We Accomplished?**

- We have built a network of residents and stakeholders interested in planning for the future of Fox Hills;
- We have had practice using civil discourse principles to hold public meetings;
- We have identified what we value most about Fox Hills, and the characteristics that make us unique that we must preserve for future generations, including some steps for this preservation;
- We have begun to articulate our vision for the future of Fox Hills and steps to take to achieve this vision;
- We have discussed strategies for improving the way Fox Hills communicates with the City of Culver City, and ways Fox Hills can improve communication within the neighborhood; and
- We have begun to develop a community vision that sets the stage for future planning.

**What Comes Next?**

This input that was gathered during the two Culver City Community Conversations is the start of a larger process. This feedback serves as one of the major inputs that will be used to shape the Fox Hills portion of the General Plan Update (GPU). City Council will be approving a consultant team to provide GPU services at the end of January 2019 and the project will begin in the months to follow. The first major phase will be to engage with the community to understand what is envisioned for Culver City’s future. For more information, visit: [www.CulverCity.org/GeneralPlan](http://www.CulverCity.org/GeneralPlan)
Area/City Branding Examples

Fox Hills Neighborhood Association

Culver City Gateway signage at intersection of Sepulveda Boulevard and Centinela Avenue

Culver Pointe Wayfinding

Culver City Gateway signage near One Culver/Downtown

Culver City Logo

City Seal
Culver City Communication Strategy

Culver City engaged Tripepi Smith to assess the City's current communications strategy and processes, with the long-term goal of strengthening the City’s communications with its residents and businesses. Tripepi Smith provides assistance for the messaging on the City social media outlets as well as press releases and blogs. Activity reports are presented to the City each month.

https://www.culvercity.org/how-do-i/stay-connected
https://www.facebook.com/CityOfCulverCity - 3,466 followers
https://twitter.com/CulverCityGov - 4,250 followers
https://www.instagram.com/CulverCityGov/ - 1,103 followers
Recent News Articles

Please find a collection of “recent” news articles regarding Fox Hills development, businesses or property ownership.


https://urbanize.la/post/fresh-renderings-culver-citys-bristol-parkway-development

https://therealdeal.com/la/2019/01/16/fully-leased-c3-campus-in-culver-city-seeks-280m/


https://urbanize.la/post/weekleases-wework-open-more-locations-dtla-and-santa-monica

https://product.costar.com/home/news/shared/25276459

https://urbanize.la/post/weekleases-radiology-firm-takes-space-gehry-designed-el-segundo-building
Looking Back... with Julie Lugo Cerra Fox Hills connection with Culver City dates to ‘60s

WAY BACK WHEN... An aerial view shows Fox Hills before it was annexed to Culver City in 1964 and the land developed. Photo courtesy of Julie Lugo Cerra

By admin - November 29, 2018
Fox Hills was a 1964 annexation to the City of Culver City. The area’s immediate prior history showed it as 330 acres in the County of Los Angeles.

In 1964, the Fox Hills offered beautiful open space, mostly recreational facilities. It abutted Sepulveda Blvd. where Red Riding Stables and a go-cart track, (annexed in 1962) were operating. Over the hill, next to Slauson Avenue, there were two golf courses, Baldwin Hills Golf Course and Fox Hills Golf Course. Locals who attended Culver High remember going to a prom at the Fox Hills Country Club in the early ’60s. The area also included some industrial structures and Hillside Memorial Park, (purchased in 1941).

The property in Fox Hills became so valuable that the owner of the bulk of the property, Home Savings and Loan, made a business decision to close the golf courses and develop the land. And developed it was, after being annexed to the City of Culver City.

Fox Hills, like Culver Crest, opted for annexation to our city for a very pragmatic reason — sewer. Early construction was in the form of housing. Then, after the Culver City Redevelopment Agency was established in 1971, the neighborhood boasted the site of the first major redevelopment project in the city, the Fox Hills Mall, (now a Westfield Shoppingtown).

The mall opened in the fall of 1975. The mall’s sales tax has traditionally been a revenue stream. Typical of Culver City’s concern for recreational facilities, Fox Hills Park became part of the plan. The golf courses vanished along with the Sunset Bar, (a biker hangout), just above the “cougars” public art installation on Slauson and a barn which was often rented for parties. The proximity to LAX made it a good location for hotels too.

Construction

In a back-to-back escrow, with the state of California, the title being transferred immediately to the developer, a 32-acre parcel sold for $29,580,000 to become the Corporate Pointe development. This land had originally been intended for the extension of what is now the Marina Freeway (originally the Nixon freeway). The constructed first tall buildings precipitated a building height concern by some local residents, and with the help of former Councilmember Richard Pachman, they wrote a 56-foot height limit initiative. The committee collected signatures, it qualified to appear on the ballot, and the initiative was passed in April of 1990. That commercial property is still in the process of being developed. Some of the structures have housed offices, an off-campus site for Pepperdine University, and the local offices of some of our state legislators (Controller, Senate). Symantec has submitted plans to consolidate their operations and build out a new office center and research and development facility, which could bring up to 2,000 high tech jobs to the area. The Symantec Environmental Impact Report has begun going through the city process.

Although the city annexed Fox Hills in the 60s, because there were no residents, no thought was given to annexing the area into the local school district. In 1993, a group of Fox Hills residents, headed by Janey Campbell, and Brooke Mangum, with the support of Willie Turner and the Fox Hills Property Owners Assoc., pressed the Culver City Board of Education to allow students in that area to attend Culver City Schools. This was the third time Culver City asked the LA Unified Board of Education to release that land. It required de-annexation from LAUSD and subsequent annexation to Culver City Unified. The CCUSD was committed to making the city whole, so local officials at the time appeared before the LAUSD Board of Education. The board president at that time, who became your city historian, had the privilege of appearing with Culver City’s Mayor Mike Balkman, CCUSD Superintendent, Curt Rethmeyer and representatives from Fox Hills.
The successful campaign was accomplished with the help of our County Supervisor, Yvonne Brathwaite Burke.

Fox Hills has earned a very real part in Culver City history.

2018 Revised from original, JLC.
Culver City Creative Office Campus
Sold for $39.1M

By Hannah Madans
The Bristol 61 creative office campus in Culver City

Pasadena-based Alexandria Real Estate Equities Inc. has purchased Bristol 61, a four-building creative office campus in Culver City for $39.15 million, according to a source familiar with the matter.

Alexandria Real Estate Equities did not immediately return requests for comment.

The campus was purchased from Boston-based Intercontinental Real Estate Corporation and San Francisco-based The Swig Company. The two announced the sale Feb. 11. The properties last changed hands for $20.2 million in 2014, according to CoStar data.

The campus, at 6100 to 6160 Bristol Parkway, is a 75,941-square-foot campus. It was formerly known as Fox Hills Business Park.

"We saw the potential of this property to offer a lower cost alternative to smaller companies wanting the same creative campus atmosphere being offered in Playa Vista," said Tomas Schoenberg, executive vice president of investments for The Swig Company, in a statement. "We believed, and ultimately proved, that a well-conceived creative makeover of Bristol 61 with its convenient location, ease of access to major freeways,
ample parking and open, voluminous creative interiors would appeal to creative and life-science companies doing business with the large tech, content and life science companies in Playa Vista and the greater Westside.”

Newmark Knight Frank’s Kevin Shannon, Rob Hannan, Laura Stumm, Ken White and Mike Moll represented the sellers. The buyers represented themselves in the transaction.

*Commercial real estate reporter Hannah Madans can be reached at hmadans@labusinessjournal.com. Follow her on Twitter @HannahMadans*

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- LPC West Buys Planned Culver City Development The Entrada (/news/2018/dec/13/lpc-west-buys-planned-culver-city-development-entr/)

- Engineering Giant Plans Return to Downtown (/news/2015/jun/01/engineering-giant-plans-return-downtown/)
- Tishman Could Net More Than $600M (/news/2019/jan/18/tishman-could-net-more-600m/)
- LPC West Buys Culver City Development Site (/news/2018/dec/21/lpc-west-buys-culver-city-development-site/)
Creative Office Is Making Waves In Culver City

July 27, 2017 | Karen Jordan, Bisnow Los Angeles

Want to get a jump-start on upcoming deals? Meet the major Los Angeles players at one of our upcoming events!

Culver City is becoming increasingly popular for office.

Creative office projects, including Culver City Creative, or C3, are just arriving on the scene in the city.

IDS Real Estate Group's seven-story, 281,400 SF building, designed by Gensler, sits on a nearly three-acre site at the northeast corner of Hannum Avenue and Bristol Parkway.

It has an open floor plan design and fully adaptable 33,800 SF floor plates expandable to 45K SF, which allows for custom designs.

Culver City Mayor Jeffrey Cooper said attracting new offices and businesses to Culver City has always been part of his plan.

"One of my goals since being elected in 2010 was to attract, grow and retain tech, including digital, media, biotech, film and television content, by offering an attractive tax structure, a state-of-the-art city-owned fiber infrastructure, a transportation network offering several modality choices, a city staff that lays out the welcome mat and many cultural amenities that our city offers," he said.

DTLA's Olive Hill Group just obtained $41M for a fixed-rate refinancing for the Courtyard at Culver Pointe.
The Class-A creative office campus is at 200-300 Corporate Pointe. DataScience Inc., Paychex and Shiseido Cosmetics are among its tenants.

Newmark Realty Capital principal Andy Bratt and Vice President Amit Tyagi arranged the financing.

Olive Hill Group Vice President of Corporate Development and Legal Affairs Tim Lee said when it comes to investments, the firm focuses on adding value to its creative office properties to ensure long-term value upside.

Olive Hill Group also structured an earn-out, allowing up to $10M in additional funding as certain net operating income thresholds are met.

The company purchased the property in May of last year for $65.6M.

Hear from Cooper and learn more about what is happening in Culver City at the Bisnow Future of Culver City event at 7:30 a.m. Tuesday at Culver City Creative.

See Also: Forever 21 Corporate Headquarters Sold For Reported $166M

Related Topics: Culver City Creative, Andy Bratt, Amit Tyagi, Mayor Jeffrey Cooper
Chinese artificial intelligence startup Bytedance has signed one of the largest leases in Los Angeles County this year in a deal that brings the newly developed creative office building in Culver City, California, to full occupancy.

Bytedance leased 118,975 square feet at C3 at Culver Pointe, a 283,000-square-foot office campus built last year at 5800 Bristol Parkway, according to two sources familiar with the deal. The property, located in the Culver City submarket of Los Angeles County, is owned by a joint venture comprised of IDS Real Estate Group and a fund managed by PNC Realty Investors.

The landlord and brokers confirmed the lease but declined to confirm the tenant name.
The Beijing-based tenant uses artificial intelligence to fuel its personalized news and media service. Bytedance has a $72 billion valuation after raising $3 billion of venture funding from SoftBank Group, which is a lead investor in coworking giant WeWork as well as General Atlantic, Primavera Capital and others as of last month, according to investment tracker Pitchbook.

The deal is among the 10 largest leases signed in Los Angeles this year, according to CoStar records. It brings the C3 building, home to other tenants including talent agency Red Light Management, to full occupancy less than two years after opening. The property has become one of the preeminent creative office buildings in this area of Culver City near the intersection of the 405 and 90 freeways, which is otherwise largely known for its stable of traditional office buildings.

"Culver City is flourishing as a hub for tech, media and entertainment firms," said David Saeta, senior vice president of IDS Real Estate Group in a statement. "C3’s creative design and strategic location resonated well with a broad cross section of the Westside's cutting edge firms."

Designed by architecture firm Gensler, the C3 building is geared to media and technology companies seeking modern creative space. It has sprawling balconies, dedicated walkways and private entries, and other features popular with creative companies.

“The design emulates the desirable industrial bow-truss buildings,” said Carl Muhlstein, international director at Jones Lang LaSalle, who handles leasing at the building and was involved in the building’s development.

The Fox Hills - Culver Pointe area was once popular with major technology firms in the 1980s but grew quiet over the past few decades. Now the area is growing popular again with those firms as growth in the tech and media industry in Los Angeles’ Westside - often dubbed Silicon Beach - has pushed more companies into the neighborhood, which offers large swaths of space for more affordable rates than nearby Santa Monica and Playa Vista.

The neighborhood is the latest to be part of the revival of the larger Culver City area, home to Sony Pictures studios. Among the most notable deals in the city are Amazon Studios’ two large leases in downtown Culver City and Apple leasing space for its entertainment division in another nearby building in the city.
Fully leased C3 campus in Culver City seeks $280M

IDS Real Estate developed the 311K sf property with PNC Realty Advisors

By Natalie Hoberman | January 16, 2019 02:00PM

From left: IDS’ CEOs David G. Mgrublian and Murad Siam, and PNC Chairman William Demchak, with the C3 campus in Culver City

A newly built office campus leased to a mix of tech and entertainment tenants has hit the market, the third large Westside office property to come on sale in the last month.

The developers are seeking $280 million for C3, a 311,000-square-foot modern office building in booming Culver City, The Real Deal confirmed. That pencils out to about $900 per square foot.

A joint venture between IDS Real Estate and a pension fund managed by PNC Realty Advisors completed the project about 15 months ago. It has since been fully leased.

Gensler designed the seven-story campus, located at 5800 Bristol Parkway. It features a private fitness center, an outdoor kitchen, bocce courts, a dog park and an amphitheater.
Newmark Knight Frank has the listing. Real Estate Alert first reported the news.

ByteDance, a Chinese media startup with a $75 billion valuation, recently brought the campus to 100 percent occupancy with its 119,000-square-foot lease. Other tenants include music management company Red Light Management, marketing firm Dentsu Aegis Network and Henkel, a consumer brand company.

C3 is the latest property to hit the market this month as developers look to capitalize on a strong office market and high occupancy rates at their buildings. Last week, Tishman Speyer put two of its office campuses in Playa Vista — the Brickyard and Collective — on sale for a combined $600 million or higher. They are leased by Facebook and Yahoo, respectively.

Tags: Commercial Real Estate, Culver City
CULVER CITY (NEIGHBORHOOD/CULVER-CITY)

Fresh Renderings for Culver City's Bristol Parkway Development

Six-acre shopping center to make way for apartments and retail.
HSH Management Group, LLC has unveiled new renderings for its proposed mixed-use project at 6221 Bristol Parkway in Culver City (https://urbanize.la/neighborhoods/culver-city).

The proposed development, which would rise just south of the Westfield Culver City shopping center (https://urbanize.la/post/apartments-and-retail-planned-south-westfield-culver-city), calls for up to 762 residential units (including 712 standard apartments and 50 live/

approximately 21,000
square feet of ground-floor commercial space. Though similar in scale and scope to the project initially presented in September 2017, minor tweaks to the plan include a slight decrease in the total number of residential units, as well as a decrease in the overall massing by roughly 80,000 square feet.

**R&A Architecture and Design** ([https://urbanize.la/tags/ra-design](https://urbanize.la/tags/ra-design)) is designing the six-acre project, which would feature an array of low-rise structures, interspersed with landscaped courtyards, roof decks, and meandering paseos. Per a project representative, over 50 percent of the development site would be set aside as open space under the current plan.

A neighborhood group known as the Fox Hills Alliance has expressed its opposition to the project, citing common objections such as density and parking. In response, a project representative notes that the developer has increased the total parking by 20 percent, and has also engaged Sam Schwartz Engineering to develop a transportation demand management plan, which recommends unbundled parking, on-site car share services, access to micro shuttles, bicycles facilities, and various pedestrian safety measures.

- **Apartments and Retail Planned South of Westfield Culver City** ([https://urbanize.la/post/apartments-and-retail-planned-south-westfield-culver-city](https://urbanize.la/post/apartments-and-retail-planned-south-westfield-culver-city)) (Urbanize LA)
Olive Hill Group Announces $1.5 Million Redevelopment of Creative Office Campus in Dynamic Silicon Beach Market

June 27, 2017—Olive Hill Group, a Los Angeles-based private investor, operator and developer of commercial real estate, has announced a $1.5 million redevelopment of its 205,135 square-foot creative office...
June 27, 2017—Olive Hill Group, a Los Angeles-based private investor, operator and developer of commercial real estate, has announced a $1.5 million redevelopment of its 205,135 square-foot creative office campus in the emerging Culver City submarket of Silicon Beach. The firm is rebranding the property to the Courtyard at Culver Pointe, according to Michael Cho, President of Olive Hill Group.

Located in one of the fastest growing and most dynamic creative markets in California, the Class A office property features a 30,000 square-foot central courtyard which Olive Hill Group plans to redevelop into a campus-like setting with outdoor amenity areas.

“THE SILICON BEACH OFFICE MARKET IS EXPERIENCING EXPLOSIVE GROWTH,” EXPLAINS CHO. “FUELED BY THE CREATIVE SYNERGIES OF TECH GIANTS SUCH AS GOOGLE AND FACEBOOK, SILICON BEACH CONTINUES TO ATTRACT MAJOR PLAYERS IN THE DIGITAL MEDIA, ENTERTAINMENT, AND TECHNOLOGY INDUSTRIES SEEKING CREATIVE WORKSPACES TO SUPPORT THEIR GROWTH AND EXPANSION. OUR STRATEGY IS TO CAPITALIZE ON THIS MOMENTUM BY CONVERTING THIS PROPERTY INTO A CREATIVE OFFICE CAMPUS, THEREBY DELIVERING A TRUE LIVE/WORK/PLAY EXPERIENCE THAT TODAY’S TENANTS ARE DEMANDING.”

Olive Hill Group plans to activate and modernize the courtyard by incorporating the latest amenities that will attract creative users. The proposed redevelopment plan will include a food truck loading zone, upgraded seating areas throughout the courtyard, hammocks within a lounge setting, bike-friendly pathways, and a bocce ball court, among others.

“The property’s campus orientation presents a unique value-add opportunity to expand the on-site amenities by optimizing the outdoor courtyard space,” continues Cho. “By integrating amenities such as shaded dining areas, we are cultivating an environment that will foster socialization and relaxation, enabling us to attract and retain quality tenants. In doing so, we
will be able to drive tenant retention and long-term value for this asset.”

The proposed redevelopment plan will include a food truck loading zone, upgraded seating areas throughout the courtyard, hammocks within a lounge setting, bike-friendly pathways, and a bocce ball court, among others.

Additional amenities include free Wi-Fi throughout the courtyard, improved walkability, modernized lighting, a new gym facility, a bike-sharing program, and more.

“As the office sector continues to evolve, tenants are increasingly demanding flexible, creative workspaces that encourage collaboration and innovation,” notes Tim Lee, Vice President of Corporate Development and Legal Affairs at Olive Hill Group. “In order to attract and retain today’s millennial workforce, employers are seeking work/play environments with outdoor gathering spaces and the latest lifestyle amenities, and are willing to pay a premium for creative spaces that support this lifestyle.”

Lee notes that the Courtyard at Culver Pointe will offer tenants a true value-oriented alternative to office space in neighboring Venice or Santa Monica, while still providing the same quality amenities and features that will attract talent.

Tenants at the creative office campus, which is currently 95 percent occupied by a diverse range of businesses, include global companies such as Ipsos Insight, Omnia Media, as well as DataScience Inc., Paychex and Shiseido Cosmetics, among others.
The property is located at 200-300 Corporate Pointe in Culver City, California. AKA Architecture, based in downtown Los Angeles, has been commissioned as the architect for this redevelopment project. The estimated completion date of the project is September 2017.

Headquartered in Downtown Los Angeles, Olive Hill Group is a privately-owned investor, operator, and developer of commercial real estate properties with a diverse portfolio of office, retail, hospitality, and multifamily properties. Since 1996, the firm and its affiliates have invested in more than $2.4 billion in commercial assets encompassing over 15 million square feet.

Olive Hill Group specializes in the repositioning and renovation of commercial assets, leveraging its deep history in the market and its fully integrated in-house platform of asset and property management to drive growth through long-term hold periods.

With a track record that spans more than two decades, the company is actively growing its investment portfolio by acquiring mid-tier to premium assets throughout Southern California and across the U.S.
4. STUDY AREA DESCRIPTION

Study Area Description

The Reimage Fox Hills Area is generally located in the southeast corner of Culver City bounded by Slauson Boulevard to the North, the 405 freeway to the West, Centinela Blvd. to the South and the City of Los Angeles to the East. The area was redeveloped in the 1980’s as a Class A and B commercial business park.

The Reimage Fox Hills Master Plan Area is approximately 119 acres, excluding Culver Pointe.

Figure 5 – Reimage Fox Hills Boundaries
Current Use Map

Figure 6 – Current Use Map, City of Culver City

- Retail Uses: Westfield and Marshall’s Site
- Culver Pointe Office
- Residential
- Commercial
The area is comprised of approximately 72 parcels. There are a total of 28 ownerships with 11 contiguous parcel ownerships.

**Figure 7 - Contiguous Ownership, Strategic Economics**
Reimagine Fox Hills and Culver Pointe
Parcel Map

28 Owners = 72 Parcels

Figure 8
Figure 9 - Reimagine Parcel Ownership, City of Culver City
**Surface and On-Street Parking**

There are approximately 4,320 surface parking spaces and 286 on-street spaces throughout the Reimagine Fox Hills area.
Reimagine Fox Hills
Surface Parking Acreage and Parking Spaces

Figure 10 - City of Culver City
Zoning

Current zoning for the area is primarily Commercial Regional Business Park (CRB) and Commercial Regional Retail (CRR). Please see Section 5 Local Governance for detailed use and parking information.

---

**Figure 11 – Current Zoning, City of Culver City**
**Neighborhood Amenities**

The Reimagine Fox Hills area offers limited amenities, with the exception of Westfield Culver City mall. Pedestrian access to the mall is via Fox Hills Drive, Hannum Avenue and Green Valley Circle. The following restaurants/services are located within the Reimagine Fox Hills Area:

1. Trimana - open 7 am – 4 pm, M - F
2. Patio Café – open 7 am – 4 pm, M – F
3. Wells Fargo Bank – 9 am – 6 pm, closed Sunday
4. Fox Hills Plaza – Quizinos – 10 am – 9 pm, 7 days a week
   Mandarin Dish – 11 am – 9:30 pm, 7 days a week
   CVS Pharmacy – 7 am – 10 pm, 7 days a week
   California Roll and Sushi – 11 am – 9 pm, 7 days a week
5. Chase Bank – 9 am – 6 pm, closed Sunday

*Figure 12 – Amenity Map, City of Culver City*
Public Transportation

The Reimagine Fox Hills area is serviced by two bus lines: Line 2 and Line 3. There are approximately ten northbound and southbound stops throughout the area. Service on Line 2 is provided Monday through Friday between 6:05 AM and 6:15 PM. Service on Line 3 is provided Monday through Saturday between 5:30 AM – 11:30 PM with limited service on Sunday.

Connections to other lines are available at the nearby Transit Center at Westfield Culver City. The Transit Center services six lines between Culver CityBus and Metro.

Figure 13 – Culver CityBus Route Map, City of Culver City
### Average Daily Bus Ridership in/near Reimagine Fox Hills Area (Weekday)
Data from September 2018 Service Change (9/17/2018 - 1/6/2019)

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<tr>
<td>BRISTOL PKWY/GREEN VALLEY</td>
<td>. 45</td>
<td></td>
</tr>
<tr>
<td>GREEN VALLEY CIR/SEPULVEDA</td>
<td>2 2</td>
<td></td>
</tr>
<tr>
<td>BRISTOL PKWY/CENTINELA AVE</td>
<td>. .</td>
<td></td>
</tr>
</tbody>
</table>

### Average Daily Bus Ridership in/near Reimagine Fox Hills Area (Saturday)
Data from September 2018 Service Change (9/17/2018 - 1/6/2019)

<table>
<thead>
<tr>
<th>Line 3 NB Stop Name</th>
<th>Saturday Boarding</th>
<th>Alighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRISTOL PKWY/CENTINELA AVE</td>
<td>4 .</td>
<td></td>
</tr>
<tr>
<td>GREEN VALLEY CIR/SEPULVED</td>
<td>4 .</td>
<td></td>
</tr>
<tr>
<td>BRISTOL PKWY/GREEN VALLEY</td>
<td>3 .</td>
<td></td>
</tr>
<tr>
<td>BRISTOL PKWY/UPLANDER WY</td>
<td>. .</td>
<td></td>
</tr>
<tr>
<td>HANNUM AVE/BRISTOL PKWY</td>
<td>. .</td>
<td></td>
</tr>
<tr>
<td>HANNUM AVE/UPLANDER WY</td>
<td>1 .</td>
<td></td>
</tr>
<tr>
<td>HANNUM AVE/BUCKINGHAM PKWY</td>
<td>10 1</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Line 4 EB Stop Name</th>
<th>Saturday Boarding</th>
<th>Alighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>CULVER CITY TRANSIT CENTER</td>
<td>50 13</td>
<td></td>
</tr>
<tr>
<td>SEPULVEDA BLVD/PLAYA ST</td>
<td>7 1</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Line 4 WB Stop Name</th>
<th>Saturday Boarding</th>
<th>Alighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>CULVER CITY TRANSIT CENTER</td>
<td>15 56</td>
<td></td>
</tr>
<tr>
<td>SLAUSON AVE/BUCKINGHAM PKWY</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>SLAUSON AVE/HOLY CROSS</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>CULVER CITY TRANSIT CENTER</td>
<td>146</td>
<td>8</td>
</tr>
<tr>
<td>SEPULEVEDA BLVD/PLAYA ST</td>
<td>12</td>
<td>1</td>
</tr>
</tbody>
</table>

### Line 6 NB

<table>
<thead>
<tr>
<th>Stop Name</th>
<th>Saturday Stop Name</th>
<th>Saturday Boarding</th>
<th>Saturday Alighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPULEVEDA BLVD/CENTINELA</td>
<td>19</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>CULVER CITY TRANSIT CENTER</td>
<td>269</td>
<td>241</td>
<td></td>
</tr>
<tr>
<td>SEPULEVEDA BLVD/PLAYA ST</td>
<td>41</td>
<td>12</td>
<td></td>
</tr>
</tbody>
</table>

### Line 6 SB

<table>
<thead>
<tr>
<th>Stop Name</th>
<th>Saturday Stop Name</th>
<th>Saturday Boarding</th>
<th>Saturday Alighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>CULVER CITY TRANSIT CENTER</td>
<td>230</td>
<td>293</td>
<td></td>
</tr>
<tr>
<td>SEPULEVEDA BLVD/CENTINELA</td>
<td>27</td>
<td>22</td>
<td></td>
</tr>
</tbody>
</table>

### Average Daily Bus Ridership in/near Reimagine Fox Hills Area (Sunday)

Data from September 2018 Service Change (9/17/2018 - 1/6/2019)

<table>
<thead>
<tr>
<th>Line 3 NB Stop Name</th>
<th>Sunday Stop Name</th>
<th>Sunday Boarding</th>
<th>Sunday Alighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRISTOL PKWY/CENTINELA AVE</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GREEN VALLEY CIR/SEPULEVEDA</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRISTOL PKWY/GREEN VALLEY</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRISTOL PKWY/UPLANDER WY</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HANNUM AVE/BRISTOL PKWY</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HANNUM AVE/UPLANDER WY</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HANNUM AVE/BUCKINGHAM PKWY</td>
<td>7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SLAUSON AVE/BUCKINGHAM PKWY</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SLAUSON AVE/HOLY CROSS</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CULVER CITY TRANSIT CENTER</td>
<td>120</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>SEPULEVEDA BLVD/PLAYA ST</td>
<td>9</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Line 3 SB Stop Name</th>
<th>Sunday Stop Name</th>
<th>Sunday Boarding</th>
<th>Sunday Alighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>CULVER CITY TRANSIT CENTER</td>
<td>12</td>
<td>97</td>
<td></td>
</tr>
<tr>
<td>SLAUSON AVE/BRISTOL PKWY</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SLAUSON AVE/200 CORPORATE</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BUCKINGHAM PKWY/SLAUSON</td>
<td>7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HANNUM AVE/BUCKINGHAM PKWY</td>
<td>1</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>HANNUM AVE/UPLANDER WY</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRISTOL PKWY/HANNUM AVE</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRISTOL PKWY/UPLANDER WY</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRISTOL PKWY/GREEN VALLEY</td>
<td>1</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>GREEN VALLEY CIR/SEPULEVEDA</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRISTOL PKWY/CENTINELA AVE</td>
<td>1</td>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>
Figure 14 – Culver City Transit Center

Manhattan Beach operated an on-demand pilot shuttle for ten months in their downtown area. The “Downtowner” shuttles were six-person, open air GEM e6 (emission free) vehicles funded by advertising. The shuttle service was sustainable according to the operators however the City was not willing to expand the current model to other areas or allow alcohol advertising.

The Downtowner carried a total of 51,000 passengers in 23,000 trips from February – October 2017. Other cities that use, and fully fund, the “Downtowner” shuttle model include Tampa Bay and Del Rey Florida, and Aspen Colorado.

Huntington Beach - [https://www.surfcityusa.com/shuttle/](https://www.surfcityusa.com/shuttle/)

The Surf USA Shuttle operates throughout the summer on Saturdays, Sundays, from Memorial Day to Labor Day. The free, hourly, shuttle connects riders to downtown Huntington Beach, Sunset Beach, and Bella Terra via two different shuttle routes. The shuttles are funded through an OCTA (Orange County Transportation Authority) grant.


El Segundo operates on a continuous lunchtime shuttle from 11:15 AM – 2 PM Monday – Friday providing service to 17 corporate and downtown locations. Shuttles are free and the service is funded through Proposition A and Proposition C.


West Hollywood operates three free, Cityline shuttles Monday- Saturday. The Cityline Local provides daytime service throughout the city from 9:00 AM – 5:30 PM, every 30 minutes. The Cityline Commuter provides rush hour and Saturday evening service to and from Hollywood and Highland and the Metro Red line every 15-20 minutes. The Saturday night “Short Line”: service between Hollywood and Highland and Santa Monica and Crescent Heights: 7:30 PM – 1:00 AM every 10-12 minutes

The shuttles are funded by Proposition A, are ADA Accessible and have bike racks.
Westfield Topanga - [https://www.westfield.com/topanga/services/all-services/westfield-topanga-trolley-service/998](https://www.westfield.com/topanga/services/all-services/westfield-topanga-trolley-service/998)

Westfield Topanga Trolley runs a daily between their properties at Westfield Topanga and The Village. Hours of operation on Monday-Saturday from 11 AM - 10 PM and Sunday from 11 AM - 8 PM. The Trolley picks-up/drops-off approximately every 20 minutes from one stop at each property. Westfield does provide real time Trolley ETA by texting guest services.
Bristol Parkway Opportunity

Bristol Parkway is a classified a Secondary Highway in the City’s General Plan with a right-of-way that varies from 80 feet to 94 feet and two travel lanes in each direction and no curb parking. A detailed map and related tract maps are provided below for the area between Hannum Avenue and Green Valley Circle.

The City would like to understand the minimum amount of right of way that is needed to accommodate traffic in each direction, bike lanes and sidewalks and allow for new development along the right of way incorporating a portion of the abutting private property.

Figure 15, Bristol Parkway, Culver City
Bristol Parkway near Uplander Way

Bristol Parkway near Green Valley Circle

Bristol Parkway near Hannum Avenue
**Demographic and Household Characteristics**

Data in this section was derived from a preliminary report prepared by Strategic Economics. Strategic Economics is the consultant preparing the City’s Economic Development Implementation Plan, which is anticipated to be complete in April/May 2019.

To better understand demographic and household conditions at the Fox Hills area, Strategic Economics analyzed the three Census Tract Block Groups that fall within the Fox Hills boundary, as well as the block groups that fall in Fox Hills’ immediate vicinity Figure 16 Note that the three Fox Hills block groups used to describe “Fox Hills” throughout this section extend northward of the Fox Hills boundary, though these areas are predominantly non-residential, including Inglewood Oil Field, West Los Angeles College, Holy Cross Mortuary, and limited commercial uses. The “Fox Hills Vicinity” encompasses surrounding neighborhoods—including the Ladera Heights and Westchester neighborhoods outside Culver City—in order to gauge conditions in the broader area. Trends in Culver City overall were also analyzed.

![Map of Fox Hills and Fox Hills Vicinity](image)

*Fox Hills Vicinity Block Groups includes block groups in Culver City, Westchester, and Ladera Heights

Figure 16, source: Strategic Economics
Fox Hills features relatively small, high-income households compared to Culver City households overall. Figure 17 shows an overview of the population, households, and median household income for Fox Hills, the Fox Hills Vicinity, and Culver City. Fox Hills is home to approximately 6,000 residents, who account for 15 percent of Culver City residents. Household sizes in Fox Hills are relatively small, resulting in the area constituting 18 percent of Culver City’s households. Median household incomes in Fox Hills and the Vicinity exceed Culver City overall.

**POPULATION AND HOUSEHOLD OVERVIEW OF FOX HILLS AREA AND CULVER CITY, 2013-2017 ESTIMATES**

<table>
<thead>
<tr>
<th></th>
<th>Fox Hills</th>
<th>Fox Hills Vicinity</th>
<th>Culver City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>6,007</td>
<td>23,283</td>
<td>39,432</td>
</tr>
<tr>
<td>Households</td>
<td>3,050</td>
<td>10,251</td>
<td>16,543</td>
</tr>
<tr>
<td>Median Household Income</td>
<td>$94,872</td>
<td>$101,082</td>
<td>$86,997</td>
</tr>
</tbody>
</table>


*Figure 17, source: Strategic Economics*

Fox Hills includes a high share of householders living alone, and relatively few families with children. As shown in Figure 18, 52 percent of Fox Hills households are non-family households, in contrast to the Fox Hills Vicinity and to Culver City, where a majority of households are families. 44 percent of households in Fox Hills are householders living alone.

**HOUSEHOLD COMPOSITION IN FOX HILLS AREA AND CULVER CITY, 2013-2017 ESTIMATES**

<table>
<thead>
<tr>
<th></th>
<th>Fox Hills</th>
<th>Fox Hills Vicinity</th>
<th>Culver City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Families with Children</td>
<td>733</td>
<td>2,274</td>
<td>4,453</td>
</tr>
<tr>
<td>Families without Children</td>
<td>719</td>
<td>3,552</td>
<td>5,133</td>
</tr>
<tr>
<td>Householders Living Alone</td>
<td>1,353</td>
<td>3,496</td>
<td>5,757</td>
</tr>
<tr>
<td>Other Nonfamily Households</td>
<td>245</td>
<td>929</td>
<td>1,200</td>
</tr>
</tbody>
</table>


*Figure 18, source: Strategic Economics*

A high share of Fox Hills residents are younger adults. Forty percent of people in Fox Hills are between the ages of 25 and 44, while people in this age range comprise approximately 30 percent of the population in the Fox Hills Vicinity and Culver City. Meanwhile, Fox Hills has the smallest share of seniors among the three geographies.

**POPULATION BY AGE IN FOX HILLS AREA AND CULVER CITY, 2013-2017 ESTIMATES**

<table>
<thead>
<tr>
<th></th>
<th>Fox Hills</th>
<th>Fox Hills Vicinity</th>
<th>Culver City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18</td>
<td>1,071</td>
<td>3,813</td>
<td>7,353</td>
</tr>
<tr>
<td>18 to 24</td>
<td>383</td>
<td>1,360</td>
<td>2,984</td>
</tr>
<tr>
<td>25 to 44</td>
<td>2,381</td>
<td>6,831</td>
<td>11,870</td>
</tr>
<tr>
<td>45 to 64</td>
<td>1,467</td>
<td>6,726</td>
<td>11,031</td>
</tr>
<tr>
<td>65 and over</td>
<td>705</td>
<td>4,553</td>
<td>6,194</td>
</tr>
</tbody>
</table>


*Figure 19, source: Strategic Economics*
The majority of households in Fox Hills rent their homes. 54 percent of Fox Hills households rent, compared to 47 percent citywide.

### Householder Tenure in Fox Hills Area and Culver City, 2013-2017 Estimates

<table>
<thead>
<tr>
<th></th>
<th>Fox Hills</th>
<th>Fox Hills Vicinity</th>
<th>Culver City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner Households</td>
<td>1,408</td>
<td>6,167</td>
<td>8,840</td>
</tr>
<tr>
<td>Share</td>
<td>46%</td>
<td>60%</td>
<td>53%</td>
</tr>
<tr>
<td>Renter Households</td>
<td>1,642</td>
<td>4,084</td>
<td>7,703</td>
</tr>
<tr>
<td>Share</td>
<td>54%</td>
<td>40%</td>
<td>47%</td>
</tr>
</tbody>
</table>


### Fox Hills household incomes are less diverse compared to the comparison areas.

As shown in Error! Reference source not found., 42 percent of Fox Hills households earn incomes between $50,000 and $124,999, compared to 35 percent and 40 percent of households in the Fox Hills Vicinity and Culver City, respectively. In both the Fox Hills Vicinity and Culver City, the shares of households earning less than $35,000 and more than $150,000 are greater. The greater consistency of incomes in Fox Hills is likely related to the relatively homogenous housing found in the area.

### Households by Income in Fox Hills Area and Culver City, 2013-2017 Estimates

<table>
<thead>
<tr>
<th></th>
<th>Fox Hills</th>
<th>Fox Hills Vicinity</th>
<th>Culver City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $35,000</td>
<td>540</td>
<td>2,053</td>
<td>3,150</td>
</tr>
<tr>
<td>Share</td>
<td>18%</td>
<td>20%</td>
<td>19%</td>
</tr>
<tr>
<td>$35,000-$49,999</td>
<td>216</td>
<td>672</td>
<td>1,401</td>
</tr>
<tr>
<td>Share</td>
<td>7%</td>
<td>7%</td>
<td>8%</td>
</tr>
<tr>
<td>$50,000-$74,999</td>
<td>413</td>
<td>1,202</td>
<td>2,578</td>
</tr>
<tr>
<td>Share</td>
<td>14%</td>
<td>12%</td>
<td>16%</td>
</tr>
<tr>
<td>$75,000-$99,999</td>
<td>426</td>
<td>1,129</td>
<td>2,156</td>
</tr>
<tr>
<td>Share</td>
<td>14%</td>
<td>11%</td>
<td>13%</td>
</tr>
<tr>
<td>$100,000-$124,999</td>
<td>434</td>
<td>1,266</td>
<td>1,869</td>
</tr>
<tr>
<td>Share</td>
<td>14%</td>
<td>12%</td>
<td>11%</td>
</tr>
<tr>
<td>$125,000-$149,999</td>
<td>371</td>
<td>895</td>
<td>1,427</td>
</tr>
<tr>
<td>Share</td>
<td>12%</td>
<td>9%</td>
<td>9%</td>
</tr>
<tr>
<td>$150,000 or more</td>
<td>650</td>
<td>3,034</td>
<td>3,962</td>
</tr>
<tr>
<td>Share</td>
<td>21%</td>
<td>30%</td>
<td>24%</td>
</tr>
</tbody>
</table>


Figure 20, source: Strategic Economics

Figure 22 and 23 show employment by industry sector in Culver City and the Reimagine Fox Hills area, respectively, including comparison of the fourth quarter of 2013 versus 2017.

Fox Hills is an important employment center in Culver City, with approximately 22,000 jobs. Fox Hills possesses approximately 36 percent of the city’s total employment.

With little new office and R&D development projects in the area, employment in Fox Hills has remained relatively flat from 2013 to 2017. The number of jobs at Fox Hills has remained generally flat at around 22,000 between 2013 and 2017. During the same period, Culver City’s jobs grew by 13.5 percent.
## Employment by Industry in Reimagine Fox Hills Master Plan Area, Fourth Quarter of 2013 and 2017

<table>
<thead>
<tr>
<th>Industry Categories</th>
<th>Name</th>
<th>2013</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Share of Fox Hills Employment</td>
<td>Share of Industry Employment in Culver City</td>
</tr>
<tr>
<td>23</td>
<td>Construction</td>
<td>121</td>
<td>0.5%</td>
</tr>
<tr>
<td>31-33</td>
<td>Manufacturing</td>
<td>267</td>
<td>1.2%</td>
</tr>
<tr>
<td>42</td>
<td>Wholesale Trade</td>
<td>279</td>
<td>1.2%</td>
</tr>
<tr>
<td>44-45</td>
<td>Retail Trade</td>
<td>47</td>
<td>0.2%</td>
</tr>
<tr>
<td>48-49</td>
<td>Transportation and Warehousing</td>
<td>121</td>
<td>0.5%</td>
</tr>
<tr>
<td>51</td>
<td>Information</td>
<td>6,788</td>
<td>30.2%</td>
</tr>
<tr>
<td>52</td>
<td>Finance and Insurance</td>
<td>385</td>
<td>1.7%</td>
</tr>
<tr>
<td>53</td>
<td>Real Estate</td>
<td>225</td>
<td>1.0%</td>
</tr>
<tr>
<td>54</td>
<td>Professional, Scientific, and Technical Services</td>
<td>4,879</td>
<td>21.7%</td>
</tr>
<tr>
<td>55</td>
<td>Management of Companies and Enterprises</td>
<td>289</td>
<td>1.3%</td>
</tr>
<tr>
<td>56</td>
<td>Administrative and Support and Waste</td>
<td></td>
<td></td>
</tr>
<tr>
<td>56</td>
<td>Management and Remediation Services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>61</td>
<td>Educational Services</td>
<td>534</td>
<td>2.4%</td>
</tr>
<tr>
<td>62</td>
<td>Health Care and Social Assistance</td>
<td>1,388</td>
<td>6.2%</td>
</tr>
<tr>
<td>71-72</td>
<td>Arts, Entertainment, Recreation, Accommodation, and Food Services</td>
<td>114</td>
<td>0.51%</td>
</tr>
<tr>
<td>81.92.99</td>
<td>Other</td>
<td>630</td>
<td>2.80%</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>22,482</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

**Source:** City of Culver City, 2019; Strategic Economics, 2019.

**Notes:**
(a) The employee count for NAICS code 56 is typically unrepresentative of the actual number of on-site employees within a given geography. This category includes businesses such as temp and security staffing agencies which have a large share of employees working throughout the region, rather than at the business headquarters.
(b) Similarly, the employee count for NAICS code 62 also overestimates on-site employees because it includes companies such as in-home caregiving agencies in which most employees work off-site in clients’ homes.

*Figure 22, source: Strategic Economics*
### Employment by Industry in Reimagine Fox Hills Master Plan Area, Fourth Quarter of 2013 and 2017

<table>
<thead>
<tr>
<th>Industry Categories</th>
<th>Name</th>
<th>2013</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Number</td>
<td>Share of Fox Hills Employment</td>
</tr>
<tr>
<td>23</td>
<td>Construction</td>
<td>121</td>
<td>0.5%</td>
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<tr>
<td>31-33</td>
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<td>267</td>
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<td>44-45</td>
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<td>0.2%</td>
</tr>
<tr>
<td>48-49</td>
<td>Transportation and Warehousing</td>
<td>121</td>
<td>0.5%</td>
</tr>
<tr>
<td>51</td>
<td>Information</td>
<td>6,788</td>
<td>30.2%</td>
</tr>
<tr>
<td>52</td>
<td>Finance and Insurance</td>
<td>385</td>
<td>1.7%</td>
</tr>
<tr>
<td>53</td>
<td>Real Estate</td>
<td>225</td>
<td>1.0%</td>
</tr>
<tr>
<td>54</td>
<td>Professional, Scientific, and Technical Services</td>
<td>4,879</td>
<td>21.7%</td>
</tr>
<tr>
<td>55</td>
<td>Management of Companies and Enterprises</td>
<td>289</td>
<td>1.3%</td>
</tr>
<tr>
<td>56</td>
<td>Administrative and Support and Waste Management and Remediation Services</td>
<td>6,415</td>
<td>28.5%</td>
</tr>
<tr>
<td>61</td>
<td>Educational Services</td>
<td>354</td>
<td>2.4%</td>
</tr>
<tr>
<td>62</td>
<td>Health Care and Social Assistance</td>
<td>1,388</td>
<td>6.2%</td>
</tr>
<tr>
<td>71-72, 81,92,99</td>
<td>Arts, Entertainment, Recreation, Accommodation, and Food Services</td>
<td>114</td>
<td>0.5%</td>
</tr>
<tr>
<td>11,21,22</td>
<td>Other</td>
<td>630</td>
<td>2.80%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>22,482</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Source: City of Culver City, 2019; Strategic Economics, 2019.

Notes:
(a) The employee count for NAICS code 56 is typically unrepresentative of the actual number of on-site employees within a given geography. This category includes businesses such as temp and security staffing agencies which have a large share of employees working throughout the region, rather than at the business headquarters.
(b) Similarly, the employee count for NAICS code 62 also overestimates on-site employees because it includes companies such as in-home caregiving agencies in which most employees work off-site in clients’ homes.

*Figure 23, source: Strategic Economics*

The types of employers at Fox Hills are mainly in professional services and creative tech industry sectors (Information and Professional, Scientific, and Technical Services industries). In 2017, these sectors had a combined total of 17,000 jobs. While the number of jobs in the Information sector declined from 2013 to 2017, the Professional, Scientific, and Technical Services industry experienced modest growth during that period in Fox Hills.

Other major industries in Fox Hills include finance, insurance, and real estate, and providers of off-site administrative and health services. Over four percent of the jobs in Fox Hills are in finance, insurance, and real estate. The employment data also shows that nearly 51 percent of jobs in Fox Hills are in the “administrative and support and waste management” and “health care and social assistance” industries combined. However, it is not possible to determine how many of these jobs are actually located within Fox Hills, since the vast majority of these jobs are attributable to employers of temporary workers located at client sites.

A high concentration of retail, accommodation, and food services jobs lies just outside the Reimagine Fox Hills area. Although the employment data in Error! Reference source not found. only covers the Reimagine Fox Hills area, the larger Fox Hills area also includes the Westfield Culver City mall, Fox Hills Plaza shopping center, and two hotels.
Source: City of Culver City, 2019; Strategic Economics, 2019.

Notes:
(a) The employee count for NAICS code 56 is typically unrepresentative of the actual number of on-site employees within a given geography. This category includes businesses such as temp and security staffing agencies which have a large share of employees working throughout the region, rather than at the business headquarters.
(b) Similarly, the employee count for NAICS code 62 also overestimates on-site employees because it includes companies such as in-home caregiving agencies in which most employees work off-site in clients’ homes.
Residential Market Data Findings

The housing stock in Fox Hills consists of multifamily buildings primarily constructed in the 1960s and 1970s and located on the periphery of the employment-focused portion of Fox Hills. The housing stock within Fox Hills forms the densest residential community in Culver City. Buildings primarily consist of three- and four-story garden-style, condominium and apartment buildings. Residential property development pre-dated commercial development in Fox Hills, and the average apartment building was constructed in 1969. The condominium housing stock is of comparable age. No recent housing development has occurred in Fox Hills, despite growth in other areas of Culver City. The housing is located away from the office and flex/R&D employment-focused portion of Fox Hills.

Apartments in Fox Hills rent for approximately 10 percent less per square foot compared to the city overall. As shown in Figure 24 overall asking rents per housing unit were comparable in Fox Hills and Culver City. However, asking rents per square foot are lower in Fox Hills due to its larger unit sizes.

### FOX HILLS AND CULVER CITY APARTMENT CHARACTERISTICS AND ASKING RENTS, 2018

<table>
<thead>
<tr>
<th></th>
<th>Buildings</th>
<th>Units</th>
<th>Avg. Unit Sq. Ft</th>
<th>Avg. Asking Rent Per Unit</th>
<th>Avg. Asking Rent Per Sq. Ft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fox Hills</td>
<td>12</td>
<td>1,266</td>
<td>955</td>
<td>$2,271</td>
<td>$2.39</td>
</tr>
<tr>
<td>Culver City (a)</td>
<td>290</td>
<td>4,989</td>
<td>850</td>
<td>$2,207</td>
<td>$2.64</td>
</tr>
</tbody>
</table>

Source: CoStar, 2018; Strategic Economics, 2019.
Notes: (a) Culver City data includes all Fox Hills data

Figure 24, source: Strategic Economics

Growth in Fox Hills asking rents matches Culver City overall. Since 2013, rents in both Culver City and Fox Hills have risen $400 from approximately $1,700 per unit, as shown in Figure 25. Figure 26 shows that the rent-per-square-foot discount in Fox Hills compared to Culver City has kept relatively steady over this period.
Similar to the rent discount in Fox Hills, Fox Hills condominiums sell for approximately 9 percent less per square foot than in Culver City overall. Condominium units that sold in Fox Hills in the previous year are slightly larger than condos that sold in Culver City overall. Despite this, the sales prices for Fox Hills’ condos were approximately four percent lower than condos in Culver City, and the sales prices per square foot were nine percent lower.
<table>
<thead>
<tr>
<th></th>
<th>Count (a)</th>
<th>Median Year Built</th>
<th>Median Sale Price/ Unit</th>
<th>Median Sale Price/ Sq. Ft.</th>
<th>Median Unit Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fox Hills</td>
<td>70</td>
<td>1970</td>
<td>$562,500</td>
<td>$539</td>
<td>1,051</td>
</tr>
<tr>
<td>Culver City (b)</td>
<td>200</td>
<td>1972</td>
<td>$587,000</td>
<td>$593</td>
<td>977</td>
</tr>
</tbody>
</table>

Source: Redfin, 2019; Strategic Economics, 2019.
Notes:
(a) Includes condominiums sold between 1/26/2018 and 1/25/2019
(b) Culver City data includes all Fox Hills data

Figure 27, source: Strategic Economics

Retail Market Data Findings
The Fox Hills area is located in close proximity to many regional shopping centers in the West L.A. area. As shown Figure 29 there are a number of shopping options near Fox Hills, ranging from regional malls (Westfield Culver City, Marina Marketplace, and others) to smaller community and neighborhood shopping centers. All of the major retail destinations in the West L.A. region have extremely low vacancy rates, signaling a very strong market.

In Fox Hills, most of the retail is in the Westfield Culver City mall and Fox Hills Plaza shopping center. Westfield Culver City is Culver City’s only regional mall, and accounts for 65 percent of the retail inventory in Fox Hills, and over one-fifth of Culver City’s inventory overall.

Average rents in the Fox Hills area are higher than in other locations Culver City, but significantly lower than other West L.A. communities. Compared to other locations in Culver City, Fox Hills’ retail commands a significantly higher retail rent at $4.45 per square foot. However, Century City and Santa Monica are much higher value retail locations (Figure 14).

Regional shopping centers in West Los Angeles are being impacted by broader retail trends that favor an increasingly experience-focused tenant mix and are resulting in contraction of traditional malls. The retail industry is growing, but reorganizing. Much of the growth in retail is happening online rather than in brick-and-mortar stores. In order to offer a unique experience that cannot be found online, new retail centers are being designed with an “experiential” component that often includes well-designed common gathering areas, more eating and drinking establishments, and more interactive retail concepts. Existing shopping centers and malls, which are seeing an erosion in sales in department stores and conventional soft goods, are re-tenanting their spaces and redeveloping their parking lots to add entertainment uses (bowling alleys, spas, salons) as well as adding restaurants, grocery stores, and brew pubs.

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2 According to a study conducted by Strategic Economics in 2018 for the City of San Francisco’s Office of Economic and Workforce Development, while non-store retailers accounted for 12 percent of total national retail sales in 2016, they accounted for 40 percent of the growth in total sales between 2014 and 2016. https://bewd.org/sites/default/files/Invest%20In%20Our%20Neighborhoods/State%20of%20the%20Retail%20Sector%20-%20Final%20Report.pdf
This reorganization is occurring in the West Los Angeles market area and Fox Hills; for example, the Westside Pavilion mall recently closed after losing major anchor tenants, and will soon be converted to office space. In contrast, local Fox Hills stakeholders cited the mixed-use retail environment of Playa Vista as an attractive and successful retail and dining cluster. Efforts are underway at Westfield Culver City to reposition the mall to offer a unique visitor experience, including an updated dining environment and food options. Meanwhile, developers are in the early stages of exploring whether the Fox Hills Plaza shopping center could potentially undergo redevelopment as a mixed-use housing and retail center.

**FOX HILLS AND WEST LOS ANGELES RETAIL INVENTORY, VACANCY RATE, AND ASKING RENTS, 2018**

<table>
<thead>
<tr>
<th></th>
<th>Retail Inventory (Sq. Ft.)</th>
<th>Vacancy Rate</th>
<th>Average Asking Rent Per Sq. Ft. Per Month (NNN)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fox Hills (a)</td>
<td>1,667,745</td>
<td>0.3%</td>
<td>$4.45</td>
</tr>
<tr>
<td>Culver City</td>
<td>4,603,734</td>
<td>0.6%</td>
<td>$3.38</td>
</tr>
<tr>
<td>Century City</td>
<td>977,480</td>
<td>0.6%</td>
<td>$6.99</td>
</tr>
<tr>
<td>Santa Monica</td>
<td>6,820,997</td>
<td>4.3%</td>
<td>$6.24</td>
</tr>
<tr>
<td>West LA (b)</td>
<td>51,573,573</td>
<td>3.9%</td>
<td>$4.99</td>
</tr>
</tbody>
</table>

Source: Costar, 2018; Strategic Economics, 2019.

Notes:
(a) Fox Hills retail boundary extends north of Slauson Ave, to include properties south of Jefferson Blvd./Overland Ave. Fox Hills data does not include the Fox Hills Plaza, which has multiple vacant storefronts, because it is omitted from the Costar dataset.
(b) West LA includes the municipalities of Culver City, Santa Monica, Beverly Hills, Inglewood, Venice, West Hollywood, and all Los Angeles neighborhoods west of La Brea Ave., the western neighborhoods of South Los Angeles, and Los Angeles International Airport.

*Figure 28, source: Strategic Economics*

*Figure 29, source: Strategic Economics*
Office Market Data Findings

Fox Hills constitutes approximately 2.5 percent of the West Los Angeles market area’s office space. Fox Hills accounts for roughly 2.5 million square feet of office space, as shown in Error! Reference source not found. The area competes within the West Los Angeles market area, with nearly 100 million square feet of total space. The West Los Angeles market area is expansive, running from roughly West Hollywood to Santa Monica, southwest to the Los Angeles International Airport area.

Fox Hills competes for tenants with other creative office districts such as the Hayden Tract and Playa Vista, each of which offers a unique product. Fox Hills competes for media and creative technology businesses that are part of the “Silicon Beach” business cluster. Major competing areas include Culver City’s own Hayden Tract, and Playa Vista in the City of Los Angeles. Hayden Tract is a historical industrial area, with a mix of new construction and conversion of historic buildings to office and flex space for creative media/tech/arts businesses. Hayden Tract does not include residential uses, and retail offerings are very limited. In contrast, Playa Vista is a newer planned community that offers newer Class A office space integrated with multifamily residential uses and retail and dining amenities.

Achievable rents at office buildings in Fox Hills are among the lowest in West Los Angeles, across all building classes. Lease rates in Fox Hills are 20 to 30 percent lower than top-tier competing “creative tech” office districts in the West Los Angeles region. Brokers interviewed for this study cited a variety of factors, including: relative isolation from established and well-defined creative tech clusters (despite proximity to those clusters); transit inaccessibility; a lack of walkable neighborhood retail amenities; and current tastes of creative tech tenants disfavoring the general environment of 1980s corporate office parks.

Fox Hills relatively low rents allow the area to attract smaller and cost-sensitive employers. According to property owners and brokers, there is a diversity of firms in Fox Hills, ranging from creative tech to professional services and nonprofits. These firms are drawn to Fox Hills’ lower cost space, but are reportedly likely to leave as their space needs grow or they become better capitalized and able to afford alternative locations that include larger clusters of tech businesses.
# WEST LA OFFICE MARKET SNAPSHOT, 2018

<table>
<thead>
<tr>
<th></th>
<th>Building Inventory</th>
<th>Sq. Ft. Inventory</th>
<th>Vacancy Rate</th>
<th>Base Rents Overall</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fox Hills</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class A (a)</td>
<td>8</td>
<td>1,559,914</td>
<td>23.7%</td>
<td>$4.05</td>
</tr>
<tr>
<td>Class B</td>
<td>35</td>
<td>898,797</td>
<td>4.4%</td>
<td>$3.24</td>
</tr>
<tr>
<td>Class C</td>
<td>5</td>
<td>91,751</td>
<td>4.4%</td>
<td>$2.60</td>
</tr>
<tr>
<td><strong>Fox Hills Total</strong></td>
<td>48</td>
<td>2,550,462</td>
<td>16.2%</td>
<td>$3.89</td>
</tr>
<tr>
<td><strong>Hayden Tract</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class B</td>
<td>29</td>
<td>750,335</td>
<td>6.3%</td>
<td>$4.54</td>
</tr>
<tr>
<td>Class C</td>
<td>3</td>
<td>49,326</td>
<td>0.0%</td>
<td>$4.95</td>
</tr>
<tr>
<td><strong>Hayden Tract Total</strong></td>
<td>32</td>
<td>799,661</td>
<td>5.9%</td>
<td>$4.55</td>
</tr>
<tr>
<td><strong>Marina Del Rey</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class A</td>
<td>5</td>
<td>662576</td>
<td>19.3%</td>
<td>$4.89</td>
</tr>
<tr>
<td>Class B</td>
<td>18</td>
<td>713197</td>
<td>1.3%</td>
<td>$4.13</td>
</tr>
<tr>
<td>Class C</td>
<td>43</td>
<td>368242</td>
<td>2.0%</td>
<td>$3.55</td>
</tr>
<tr>
<td><strong>Marina Del Rey Total</strong></td>
<td>66</td>
<td>1,744,015</td>
<td>8.3%</td>
<td>$4.94</td>
</tr>
<tr>
<td><strong>Playa Vista</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class A</td>
<td>15</td>
<td>2,266,479</td>
<td>20.7%</td>
<td>$5.52</td>
</tr>
<tr>
<td>Class B (b)</td>
<td>8</td>
<td>321,825</td>
<td>0.0%</td>
<td>$3.92</td>
</tr>
<tr>
<td>Class C</td>
<td>1</td>
<td>0</td>
<td>0.0%</td>
<td>n/a</td>
</tr>
<tr>
<td><strong>Playa Vista Total</strong></td>
<td>24</td>
<td>2,594,166</td>
<td>18.1%</td>
<td>$5.52</td>
</tr>
<tr>
<td><strong>Santa Monica</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class A</td>
<td>62</td>
<td>7,860,261</td>
<td>12.6%</td>
<td>$5.61</td>
</tr>
<tr>
<td>Class B</td>
<td>242</td>
<td>5,659,097</td>
<td>9.0%</td>
<td>$4.48</td>
</tr>
<tr>
<td>Class C</td>
<td>282</td>
<td>2,398,876</td>
<td>3.8%</td>
<td>$3.94</td>
</tr>
<tr>
<td><strong>Santa Monica Total</strong></td>
<td>587</td>
<td>15,920,150</td>
<td>10.0%</td>
<td>$4.81</td>
</tr>
<tr>
<td><strong>West LA</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class A</td>
<td>310</td>
<td>57,476,676</td>
<td>13.3%</td>
<td>$4.21</td>
</tr>
<tr>
<td>Class B</td>
<td>1,101</td>
<td>29,009,280</td>
<td>8.3%</td>
<td>$3.89</td>
</tr>
<tr>
<td>Class C</td>
<td>1,866</td>
<td>12,841,307</td>
<td>4.5%</td>
<td>$3.66</td>
</tr>
<tr>
<td><strong>West LA Total</strong></td>
<td>3,278</td>
<td>99,329,179</td>
<td>10.7%</td>
<td>$4.06</td>
</tr>
</tbody>
</table>

Source: Costar, 2018; Strategic Economics, 2019.

Notes:
- (a) Vacancy Rate for Class A in Fox Hills reflects a period when C3 was still undergoing lease-up.
- (b) Playa Vista Class B base rent reflects 2017 data, because 2018 data was unavailable.

Figure 30, source: Strategic Economics
Office Development and Investment Activity

The map in Figure 31 shows known recent major development and renovation activity at Fox Hills office and flex/Research and Development properties. This information can be used to indicate the relative likelihood that a property will be redeveloped; properties that were recently built or have undergone substantial reinvestment are less likely to undergo significant change to the existing building in the near future. Each renovated or recently developed building is also an indicator of how property owners need to adapt their buildings to meet current tenant preferences.

Three Class A office properties were built in Fox Hills built since 2000: the Culver City Creative “C3” project, as well as 800 and 900 Corporate Pointe, which was built in 2007. Four other Class A properties – 200, 300, 400, and 600 Corporate Pointe – were built in the late 1980s. All other office and flex buildings were constructed between 1979 and 1982, seven of which have been renovated or updated. In some instances, older properties are challenging to update due to rigid floor configurations, minimal on-site amenities, and/or small suite sizes.

Recent New Construction

Culver City Creative, also known as “C3,” was one of the last available development sites administered under the former Culver City Redevelopment Agency. The developer, IDS Real Estate Group, was able to bypass Culver City’s universal 56-foot height limit because the project was entitled before 1990, when the voter initiative regarding building height passed. While the project was initially expected to be similar to 600 Corporate Pointe, which abuts the property to the north, in 2015 city staff went forward with a Gensler proposal. That proposal repositioned the project as a loft-like, creative office high-rise. The property, which was completed in 2017, is seven stories, with 283,000 total rentable square feet. Several lower floors feature 25-foot-high ceilings and lofted interior levels in order to provide a similar experience as a repurposed historic industrial building. C3 is achieving rents of approximately $4.25 per square foot on a triple net basis, the highest office rent within all of Culver Pointe, and is leasing quickly. Tenants at C3 include media, creative tech, and professional services firms such as architects, artist management, and artificial intelligence development.

Recent Renovations of existing buildings

200 and 300 Corporate Pointe, which were both built in 1988, were renovated in 2004, and rebranded as The Courtyard, with more updates in the past few years. The Courtyard has attracted creative tech firms seeking a cheaper alternative with comparable amenities to office space in Santa Monica and other popular Silicon Beach locations. Suites feature concrete floors and exposed ceilings, while the outdoor common space includes a rotating daily food truck. Current tenants include Omnia Media, Breather, Ipsos, and Compass Media Networks.3

The Pinnacle Creative Campus, at 5855 and 5389 Green Valley Circle, was renovated by owner Steaven Jones Development Company in 2014. The properties were repositioned as affordable incubator space to attract startups and other small businesses. Steaven Jones renovated the interior with polished

3 https://www.thecourtyardcp.com/tenants/
concrete floors, and exposed wood truss ceilings, while creating open floor plans, greater access to natural light, and updated outdoor common space.

**Bristol 61** encompasses four properties: 6160, 6140, 6120, and 6100 Bristol Parkway. These properties were built in the late 1970s. Pasadena-based Alexandria Real Estate Equities recently purchased the property for $39.15 million. The property was last sold in 2014 for $20.2 million.

**5800 Uplander**, which was built in 1979, was renovated in 2018 as a creative office building with 31,000 square feet. The interior features 20-foot-high ceilings, glass roll up doors and glass fronts on offices, concrete floors, and 5,000 square feet specifically designed to accommodate a motion picture studio. The asking rent in 2018 was $3.85 per square foot, modified gross.⁴

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⁴ Loopnet.com https://www.loopnet.com/Listing/5800-Uplander-Way-Culver-City-CA/13563927/
Fox Hills: Recent Investment in Office Property

1. 800 and 900 Corporate Pointe, low-rise Class A properties built in 2007, home to Symantec

2. Culver City Creative, or C3, a 7-story creative-tech office property completed in 2017, attracting large-scale tenants such as Bytedance and Corgan achieving the highest office rent within Fox Hills

3. 400 and 600 Corporate Pointe, Class A high-rises built in 1988 and 1989 that were recently renovated with updated landscaping, outdoor eating areas, renovated common areas and modernized, customizable floor plans

4. 200 and 300 Corporate Pointe, Class A mid-rises built in 1988, recently repositioned as “The Courtyard” with updated open interiors, landscaped gathering areas with rotating food trucks, and other on-site amenities

5. Parking garages for C3, and 200-600 Corporate Pointe

6. 5800 Uplander Way, a 30,000 sq. ft. low-rise renovated in 2018 as a creative office with an on-site green room studio

7. Pinnacle Creative Campus, at 5835/5855 Green Valley Circle, was repositioned in 2014 as an incubator to attract startups and small businesses

8. Bristol 61, at 6100-6160 Bristol Parkway, encapsulates four low-rises rebranded as creative office, with updated landscaping, and renovated interiors as tenants turn over

Source: City of Culver City, 2019; Strategic Economics, 2019.

Figure 31, source: Strategic Economics
Site Analysis

Strategic Economics is working with Culver City staff to identify key opportunity sites with the best potential for their owners to undertake redevelopment based on physical and market factors. As part of the initial analysis, Strategic Economics analyzed three indicators of potential opportunity sites. It should be noted that these indicators merely provide a broad tool for screening potential opportunity sites; no individual indicator determines whether a property is actually a candidate for change. Strategic Economics and City staff have not yet determined where opportunity sites exist within Fox Hills or the city generally.

The indicators are described below, with the results displayed on the following maps.

**Improvement to Land Value Ratio:** This ratio compares the assessed value of the property improvements—such as buildings—to the underlying land value. A property with a low improvement to land value ratio is likely underutilized and a candidate for change since the value of the land is partly determined by the land’s potential development capacity.

**Floor Area Ratio (FAR):** This ratio compares the building floor area to the land area of the underlying parcel. Less intensely-developed properties exhibit a low FAR.

**Consolidated Contiguous Parcel Ownership:** This map indicates parcels with contiguous ownership. Generally, development projects are more efficient—from both a design and financial perspective—on regularly shaped and larger lots. Therefore, an area with highly fragmented property ownership of small parcels is an unlikely candidate for change, while a series of contiguous parcels under a single owner could indicate an opportunity.
Fox Hills: Improvement Value to Land Value Ratio

Note: Residential properties omitted. Data predates completion of C3.

Source: City of Culver City, 2019; Strategic Economics, 2019.

Figure 32, source: Strategic Economics
Fox Hills: Floor-Area Ratio

0 - 1
1 - 2
2 - 3
3 - 4
4 - 5

Reimagine Fox Hills Boundary

Note: Residential properties omitted. Data predates completion of C3.

Source: City of Culver City, 2019; Strategic Economics, 2019.
Fox Hills: Contiguous Parcel Ownership

1. Westfield Culver City
2. Fox Hills Plaza
3. Park Place
4. 51 Bristol
5. Pinnacle Creative
6. Culver City Business Park
7. C3
8. 400/ 600 Corporate Pointe
9. The Courtyard
10. 100 Corporate Pointe
11. Buckingham Heights Business Park

Source: City of Culver City, 2019, Strategic Economics, 2019.
5. LOCAL GOVERNANCE

Federal Officials

- U.S. Senator Dianne Feinstein
- U.S. Senator Kamala Harris
- U.S. Congresswoman Karen Bass - 37th Congressional District

State Officials

- Governor Gavin Newsom
- Holly Mitchell - 30th Senate District
- Sydney Kamlager-Dove - 54th Assembly District

County Official

- Los Angeles County Supervisor Mark Ridley-Thomas, 2nd Supervisorial District

Culver City Department Oversight

Future improvements in the Reimagine Fox Hills Area would be reviewed by several City Departments including Community Development, Public Works, Transportation, Information Technology and Parks/Recreation/Community Services.
**Zoning Code Sections**

The Reimagine Fox Hills Area is zoned primarily CRB and CRR. The applicable zoning sections relative to permitted uses, development standards and parking requirements are included.

*Figure 11 – Current Zoning, City of Culver City*
Chapter 17.220 - COMMERCIAL ZONING DISTRICTS

Sections:

17.220.005 - Purpose
17.220.010 - Purpose of Commercial Zoning Districts
17.220.015 - Commercial District Land Uses and Permit Requirements
17.220.020 - Commercial District Development Standards
17.220.025 - Commercial Neighborhood (CN) District Requirements
17.220.030 - Commercial General (CG) District Requirements
17.220.035 - Commercial Downtown (CD) District Requirements
17.220.040 - Commercial Regional Business Park (CRB) District Requirements

17.220.005 - Purpose

This Chapter provides development and land use regulations in the commercial zoning districts established by Section 17.220.010 (Zoning Districts Established).

17.220.010 - Purpose of Commercial Zoning Districts

The purpose of the individual commercial zoning districts and the manner in which they are applied are as follows.

A. **CN (Commercial Neighborhood) District.** The CN zoning district identifies areas appropriate for retail sales, offices, and services that will primarily serve the daily needs of nearby residents. This district may also accommodate mixed use and live/work developments. The development standards and permit requirements of the CN district are intended to create a pedestrian-oriented environment. The CN zoning district is consistent with the Neighborhood Serving Corridor land use designation of the General Plan.

B. **CG (Commercial General) District.** The CG zoning district identifies areas along major corridors appropriate for small to medium scale commercial uses, emphasizing community serving retail, office and service uses. This district may also accommodate mixed use and live/work developments. The CG zoning district is consistent with the General Corridor land use designation of the General Plan.

C. **CC (Commercial Community) District.** The CC zoning district identifies areas appropriate for a wide range of medium scale commercial uses, with an emphasis on community serving retail restaurant and service uses that may share parking, and serve a citywide or community market area. The CC zoning district is consistent with the Community Serving Center land use designation of the General Plan.

D. **CD (Commercial Downtown) District.** The CD zoning district is applied to the area identified by the General Plan as the Downtown area. The standards of this district are intended to encourage medium and large scale commercial uses, with an emphasis on retail, entertainment,
Commercial Zoning Districts

restaurant and cultural uses. This district may also accommodate mixed use and live/work uses. The development standards of the CD district are intended to provide a pedestrian-friendly environment with high visual quality. The CD zoning district is consistent with the Downtown land use designation of the General Plan.

E. **CRR (Commercial Regional Retail) District.** The CRR zoning district identifies areas appropriate for large scale commercial uses emphasizing a variety of retail uses including anchor tenants, entertainment and restaurant uses that may share parking, and serve a regional market area. The CRR zoning district is consistent with the Regional Center land use designation of the General Plan.

F. **CRB (Commercial Regional Business Park) District.** The CRB zoning district identifies areas appropriate for large scale office and business park developments with shared parking, including specific light industrial uses. The CRB zoning district is consistent with the Regional Center and Industrial Park land use designations of the General Plan.

17.220.015 - Commercial District Land Uses and Permit Requirements

Table 2-5 (Allowed Uses and Permit Requirements for Commercial Zoning Districts) identifies the uses of land allowed by this Title in the commercial zoning districts, and the land use permit required to establish each use in compliance with Subsection 17.200.020.B. (Determination of Allowable Land Uses and Permit Requirements).

**Note:** Where the last column in the tables ("See Specific Use Regulations") includes a section number, the regulations in the referenced section apply to the use; however, provisions in other sections of this Title may also apply.
### TABLE 2-5
**Allowed Uses and Permit Requirements for Commercial Zoning Districts**

<table>
<thead>
<tr>
<th>LAND USE (1)</th>
<th>PERMIT REQUIREMENT BY DISTRICT</th>
<th>See Specific Use Regulations:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CN</td>
<td>CG</td>
</tr>
<tr>
<td>P Permit Use</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CUP Conditional Use Permit required</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AUP Administrative Use Permit Required</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use not allowed</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

#### INDUSTRY, MANUFACTURING & PROCESSING
- **Cosmetic product manufacturing**: P
- **Electronics and equipment manufacturing**: P
- **Fabric products manufacturing**: P
- **Handicraft industries**: P
- **Media production - Indoor support facilities**: P
- **Media production - Soundstages**: P
- **Printing and publishing**: P
- **Recycling facility - Incidental small collection**: P
- **Recycling facility - Small collection**: P
- **Research and development (R&D)**: P
- **Wholesaling and distribution facilities**: P

#### RECREATION, EDUCATION & PUBLIC ASSEMBLY
- **Arcade**: AUP
- **Clubs, lodges, and private meeting halls**: P
- **Health/fitness facilities**: P
- **Indoor amusement/entertainment facilities**: P
- **Outdoor commercial recreation**: CUP
- **Public recreational and cultural facilities**: P
- **Public Schools**: P
- **Private Schools (5)**: CUP
- **Religious places of worship**: P
- **Studios - Art, dance, music, photography, etc.**: P
- **Theaters**: P

#### RESIDENTIAL
- **Home occupations**: P
- **Live/work units**: P
- **Mixed use projects**: P
- **Residential care facilities, 6 or fewer clients**: P
- **Residential care facilities, 7 or more clients**: CUP
- **Senior citizen congregate care housing**: CUP
- **Single Room Occupancy units (8)**: P
- **Supportive Housing (7) (8)**: P
- **Transitional Housing (7) (8)**: P

#### RETAIL TRADE
- **Accessory food service**: P
- **Accessory retail uses**: P
- **Adult businesses (6)**: P
- **Artisan shops**: P

---

**Notes:**
1. See Article 7 for definitions of the land uses listed.
2. 10,000 sf maximum floor area.
3. Up to 10 amusement devices are allowed in conjunction with a multiplex movie theater subject to Section 17.230.030
4. Subject to ground floor restrictions; see Section 17.220.035 (CD District Requirements).
5. AUP required for schools up to 1,500 square feet in area.
6. Use only allowed subject to approval of an Adult Use Development Permit (See CCMC Chapter 11.13).
7. Use is subject to only those restrictions that apply to other residential uses of the same type in the same zone.
8. Use only allowed as part of a mixed use project

*Continues on next page.*
### TABLE 2-5
Allowed Uses and Permit Requirements for Commercial Zoning Districts

<table>
<thead>
<tr>
<th>LAND USE (1)</th>
<th>PERMIT REQUIREMENT BY DISTRICT</th>
<th>See Specific Use Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CN</td>
<td>CG</td>
</tr>
<tr>
<td>RETAIL, TRADE (cont.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auto and vehicle sales/rental (2)</td>
<td>-</td>
<td>P</td>
</tr>
<tr>
<td>Auto parts sales, retail</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Bars, night clubs (3)</td>
<td>-</td>
<td>CUP</td>
</tr>
<tr>
<td>Building materials stores</td>
<td>-</td>
<td>P</td>
</tr>
<tr>
<td>Convenience stores (3)</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Firearms sales</td>
<td>-</td>
<td>CUP</td>
</tr>
<tr>
<td>Food Retail</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>General retail stores (3)</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Internet Cafe</td>
<td>AUP</td>
<td>P</td>
</tr>
<tr>
<td>Mobile home and RV sales</td>
<td>-</td>
<td>CUP</td>
</tr>
<tr>
<td>Outdoor retail sales and display (4)</td>
<td>AUP</td>
<td>AUP</td>
</tr>
<tr>
<td>Pawnshops</td>
<td>-</td>
<td>CUP</td>
</tr>
<tr>
<td>Pet Shop</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Plant nurseries, retail</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Restaurants, counter service (3)</td>
<td>AUP</td>
<td>P</td>
</tr>
<tr>
<td>Restaurants, table service (3)</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Restaurants, outdoor dining (3)</td>
<td>AUP</td>
<td>AUP</td>
</tr>
<tr>
<td>Second hand stores</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Shopping center</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Warehouse retail stores</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

### SERVICE

<table>
<thead>
<tr>
<th></th>
<th>CUP</th>
<th>CUP</th>
<th>CUP</th>
<th>-</th>
<th>-</th>
<th>CUP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adult day care facilities</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>-</td>
<td>-</td>
<td>CUP</td>
</tr>
<tr>
<td>Automated teller machines (ATMs)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Banks and financial services</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Business and consumer support services</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P(6)</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Catering services</td>
<td>P</td>
<td>P</td>
<td>P(6)</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Check cashing businesses</td>
<td>-</td>
<td>CUP</td>
<td>CUP</td>
<td>-</td>
<td>CUP</td>
<td>CUP</td>
</tr>
<tr>
<td>Child day care centers</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
</tr>
<tr>
<td>Child day care, Large family day care homes</td>
<td>AUP</td>
<td>AUP</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Child day care, Small family day care homes</td>
<td>P</td>
<td>P</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**Notes:**

1. See Article 7 for definitions of the land uses listed.
2. Auto sales establishments selling used vehicles exclusively are subject to approval of a Conditional Use Permit (see Chapter 17.530).
3. For permit requirements related to the sale of Alcoholic Beverages see Section 17.400.015
4. Ancillary to a primary retail use.
5. Only one pet shop shall be permitted within any one shopping center. The tenant space shall be located so as to share no more than one common wall with any other tenant.
6. Subject to ground floor restrictions; see Section 17.220.035 (CD District Requirements)

*Continues on next page.*
TABLE 2-5
Allowed Uses and Permit Requirements for Commercial Zoning Districts

<table>
<thead>
<tr>
<th>LAND USE (1)</th>
<th>PERMIT REQUIREMENT BY DISTRICT</th>
<th>See Specific Use Regulations:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CN</td>
<td>CG</td>
</tr>
<tr>
<td>SERVICE (cont.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction contractors, no outdoor storage</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Drive-thru facilities or services</td>
<td>-</td>
<td>CUP</td>
</tr>
<tr>
<td>Emergency shelters</td>
<td>CUP</td>
<td>CUP</td>
</tr>
<tr>
<td>Hotels and motels</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Medical services - Office/Clincs</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Medical services - Labs</td>
<td>-</td>
<td>P</td>
</tr>
<tr>
<td>Medical services - Hospitals</td>
<td>-</td>
<td>P</td>
</tr>
<tr>
<td>Mortuaries</td>
<td>-</td>
<td>P</td>
</tr>
<tr>
<td>Offices</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Personal services</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Pet day care</td>
<td>-</td>
<td>AUP</td>
</tr>
<tr>
<td>Public safety facilities</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Public utility facilities</td>
<td>CUP</td>
<td>CUP</td>
</tr>
<tr>
<td>Storage, Outdoor</td>
<td>AUP</td>
<td>AUP</td>
</tr>
<tr>
<td>Vehicle services - Accessories installation</td>
<td>-</td>
<td>P</td>
</tr>
<tr>
<td>Vehicle services - Car washes</td>
<td>CUP</td>
<td>CUP</td>
</tr>
<tr>
<td>Vehicle services - Fueling stations</td>
<td>CUP</td>
<td>P</td>
</tr>
<tr>
<td>Vehicle services - Fueling, incidental repair</td>
<td>CUP</td>
<td>CUP</td>
</tr>
<tr>
<td>Vehicle services - Maintenance/repair</td>
<td>-</td>
<td>CUP</td>
</tr>
<tr>
<td>Vehicle services - Towing, no storage</td>
<td>-</td>
<td>P</td>
</tr>
<tr>
<td>Veterinary clinics and animal hospitals</td>
<td>-</td>
<td>AUP</td>
</tr>
<tr>
<td>TRANSPORTATION &amp; COMMUNICATIONS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Broadcast studios</td>
<td>-</td>
<td>P</td>
</tr>
<tr>
<td>Parking facilities</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Pipelines and utility lines (underground)</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Telecommunications facilities, cellular</td>
<td>AUP</td>
<td>AUP</td>
</tr>
<tr>
<td>Telecommunications facilities, dish antennas</td>
<td>See Section 17.400.110 for permit requirements</td>
<td></td>
</tr>
</tbody>
</table>

Notes:
(1) See Article 7 for definitions of the land uses listed.
(2) Subject to ground floor restrictions; see Section 17.220.035 (CD District Requirements).
(3) Ancillary to a pet shop only.
### Table 2-7
**Commercial District Development Standards (CRR, CRB)**

<table>
<thead>
<tr>
<th>Development Feature</th>
<th>Requirement by Zoning District</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CRR</td>
</tr>
<tr>
<td>Minimum lot area</td>
<td>Minimum lot area determined through subdivision review process.</td>
</tr>
<tr>
<td>Residential development</td>
<td>None allowed.</td>
</tr>
<tr>
<td>Setbacks</td>
<td>Minimum setbacks required. See Section 17.300.020 (Setback Regulations and Exceptions).</td>
</tr>
<tr>
<td>Street facing</td>
<td>Parcels up to 20,000 square feet in area: 5 ft. Parcels over 20,000 square feet in area: 15 ft.</td>
</tr>
<tr>
<td>Side</td>
<td>None Required.</td>
</tr>
<tr>
<td>Side adjacent to residential</td>
<td>60 ft</td>
</tr>
<tr>
<td>Rear</td>
<td>None Required.</td>
</tr>
<tr>
<td>Rear adjacent to residential</td>
<td>60 ft</td>
</tr>
<tr>
<td>Alley</td>
<td>2 ft</td>
</tr>
<tr>
<td>Height limit (2)</td>
<td>56 ft (3)</td>
</tr>
<tr>
<td>Landscaping</td>
<td>As required by Chapter 17.310 (Landscaping).</td>
</tr>
<tr>
<td>Parking and loading</td>
<td>As required by Chapter 17.320 (Off-Street Parking and Loading).</td>
</tr>
<tr>
<td>Signs</td>
<td>As required by Chapter 17.330 (Signs).</td>
</tr>
</tbody>
</table>

**Notes:**

1. See Figure 2-2 (Examples of CRB, IL, IG Setbacks Adjacent to Residential Zone).
2. See Section 17.300.023 (Height Measurement and Height Limit Exceptions).
3. This provision is as approved by Initiative Ordinance No. 90-013½ adopted April 17, 1990, or as may be amended.
Chapter 17.320 - OFF-STREET PARKING AND LOADING

Sections:

17.320.005 - Purpose
17.320.010 - Applicability
17.320.015 - General Parking Regulations
17.320.020 - Number of Parking Spaces Required
17.320.030 - Handicapped Parking
17.320.035 - Parking Design and Layout Standards
17.320.040 - Driveway and Site Access Standards
17.320.045 - Bicycle Parking
17.320.050 - Loading Area Requirements

17.320.005 - Purpose

This Chapter establishes regulations to ensure that sufficient off-street parking and loading facilities are provided for all uses and that parking and loading facilities are properly designed and located to meet the needs of specific uses.

17.320.010 - Applicability

Every use and structure, including a change or expansion of a use or structure shall provide parking and loading areas in compliance with the provisions of this Chapter. A use shall not be commenced and structures shall not be occupied until improvements required by this Chapter are satisfactorily completed.

17.320.015 - General Parking Regulations

A. Parking and Loading Spaces to be Permanent. Parking and loading spaces shall be permanently available, marked and maintained for parking or loading purposes for the use they are intended to serve during the life of the use. The Director may approve the temporary reduction of parking or loading spaces in conjunction with a seasonal or intermittent use with the approval of a Temporary Use Permit (see Section 17.520) or during construction activities.

B. Parking and Loading to be Unrestricted. Owners, lessees, tenants, or persons having control of the operation of a premise for which parking or loading spaces are required shall not prevent, prohibit or restrict authorized persons from using these spaces.

C. Restriction of Parking Area Use. Required off-street parking, circulation, and access areas shall be used exclusively for the temporary parking and maneuvering of motorized, operative vehicles. In all non-residential and in the front setback area of residential zones, parking areas shall not be used for the sale, lease, display, repair, or storage of vehicles, trailers, boats, campers,
mobile homes, merchandise, or equipment, or for any other use not authorized by the provisions of this Title.

D. Located on Same Site. Parking and loading facilities shall be located on the same site with the use the facilities serve. However, off-site parking may be permitted subject to the requirements of Section 17.320.025 (Alternative Parking Provisions).

E. Located Off-Street. All parking and loading facilities required by this Chapter shall be provided off-street and shall not be located within any public street, sidewalk, alley, or parkway, unless expressly allowed by other provisions of this Title.

F. Unimproved Areas. Portions of a parking area not improved for parking or loading facilities or needed for vehicular circulation shall be landscaped in compliance with plans approved by the City.

G. Surplus Parking. The provisions of this Chapter shall also apply to parking and loading facilities provided in excess to those required, unless otherwise expressly stated in this Title.

17.320.020 - Number of Parking Spaces Required

Each use shall provide at least the minimum number of parking spaces required by this Section.

A. Parking Requirements by Land Use. Each land use shall be provided the number of parking spaces required by Table 3-3 (Parking Requirements by Land Use), except where a greater number of spaces are required through a conditional use permit or other permit approval; or where parking requirements are adjusted in compliance with Section 17.320.025 (Alternative Parking Provisions).

B. Basis for Calculations. In any case where Table 3-3 (Parking Requirements by Land Use) establishes a parking requirement based on the floor area of a use in a specified number of square feet (e.g. 1 space per 350 sf), the floor area shall be construed to mean gross floor area. When calculating the number of parking spaces required, fractional spaces equal to or greater than one half shall be rounded up to the nearest whole number.

C. Multi-Use Sites. A site with multiple uses including commercial uses in a mixed use project, shall provide the aggregate number of parking spaces required for each separate use, except where:

1. The site qualifies to be considered a shopping center and the parking ratio shall be that required for the shopping center as a whole as provided in Table 3-3 (Parking Requirements by Land Use).

2. The site qualifies for shared parking in compliance with Subsection 17.320.025.E. (Shared Parking Facilities).

D. Non-Residential Change of Use, Expansion of Structure.
1. When the use of a structure changes to a use that is required by Table 3-3 (Parking Requirements by Land Use) to have the same number of parking spaces as the immediately previous use, no additional parking spaces shall be required for the new use, provided that the previous use was legally established and the number of spaces has not decreased.

2. When the floor area of an existing structure is increased, additional parking spaces shall be provided on-site as required by this Chapter for the additional floor area.

3. When a change in use requires more off-street parking than the previous use, additional parking spaces shall be provided equivalent to the difference between the number of spaces required by this Title for the immediately previous use and the total number of spaces required by the new use.

E. Residential Additions. Additions to single-family homes, duplexes or triplexes that result in no more than four bedrooms per unit are not required to provide additional parking to meet the parking requirement of Table 3-3 (Parking Requirements by Land Use). However, additions resulting in five or more bedrooms per unit shall provide the minimum parking required by Table 3-3 (Parking Requirements by Land Use).

F. Uses Not Listed. Parking for land uses not specifically listed by Table 3-3 (Parking Requirements by Land Use) shall be provided based on the most similar use in the table as determined by the Director.

G. Bench or Bleacher Seating. Where fixed seating is provided in the form of benches or bleachers, a seat shall be construed to be not less than 18 inches of continuous bench space for the purpose of calculating the number of required parking spaces.
H. Table 3-3. Parking Requirements by Land Use.

1. Residential uses.

<table>
<thead>
<tr>
<th>Land Use Type: Residential</th>
<th>Vehicle Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessory dwelling units</td>
<td>1 uncovered space in addition to that required for the primary dwelling unit(s).</td>
</tr>
<tr>
<td>Mobile home parks</td>
<td>1 space in conjunction with each mobile home site, plus 1 space for each 2 mobile home sites for guest parking located as approved by the City.</td>
</tr>
<tr>
<td>Live / Work unit</td>
<td>Up to 900 sf - 2 spaces.</td>
</tr>
<tr>
<td></td>
<td>Greater than 900 up to 1500 sf - 3 spaces.</td>
</tr>
<tr>
<td></td>
<td>Greater than 1500 sf - 4 spaces.</td>
</tr>
<tr>
<td>Multi-family dwellings and residential component of Mixed-use development, includes supportive housing and transitional housing units (1)</td>
<td>Studio and 1 bedroom, up to 900 sf - 1 space.</td>
</tr>
<tr>
<td></td>
<td>Studio and 1 bedroom, greater than 900 sf - 2 spaces.</td>
</tr>
<tr>
<td></td>
<td>2-3 bedroom units - 2 spaces.</td>
</tr>
<tr>
<td></td>
<td>4 bedroom units - 3 spaces.</td>
</tr>
<tr>
<td></td>
<td>1 space for every additional bedroom greater than 4.</td>
</tr>
<tr>
<td></td>
<td>Guest parking - 1 space for every 4 residential units.</td>
</tr>
<tr>
<td>Residential Care Facilities</td>
<td>1 space for each 3 patient beds.</td>
</tr>
<tr>
<td>Senior citizen congregate care housing</td>
<td>1 space per each 2 residential units, plus one space for each 4 units for guests and employees.</td>
</tr>
<tr>
<td>Senior housing</td>
<td>1 space per unit, plus one guest parking space for each 10 units.</td>
</tr>
<tr>
<td>Single family, duplex and triplex units, includes supportive housing and transitional housing units (1)</td>
<td>2 spaces per dwelling unit.</td>
</tr>
<tr>
<td>Single Room Occupancy Units</td>
<td>1 space per unit</td>
</tr>
</tbody>
</table>

Notes:
(1) See Section 17.320.035.N.(Special Requirements for Residential Uses)
2. Commercial uses.

<table>
<thead>
<tr>
<th>Land Use Type: Commercial Uses (1)(4)</th>
<th>Vehicle Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessory Food Service</td>
<td>Same as primary use.</td>
</tr>
<tr>
<td>Accessory Retail Use</td>
<td>Same as primary use.</td>
</tr>
<tr>
<td>Animal boarding and kennels</td>
<td>1 space per 350 sf. of indoor use area; plus 1 space for 1000 sf of outdoor use area.</td>
</tr>
<tr>
<td>Auto and Vehicle Sales and Rentals</td>
<td>1 space per 350 sf. of indoor use area; plus 1 space for 1000 sf of outdoor use area.</td>
</tr>
<tr>
<td>Banks and financial services</td>
<td>1 space per 250 sf.</td>
</tr>
<tr>
<td>Bars and nightclubs</td>
<td>1 space per 100 sf, plus one space for every 30 sf of dance floor.</td>
</tr>
<tr>
<td>Business and Consumer Services</td>
<td>1 space per 350 sf.</td>
</tr>
<tr>
<td>Convenience stores</td>
<td>1 space per 225 sf, with a minimum of 8 spaces.</td>
</tr>
<tr>
<td>Day care facilities</td>
<td></td>
</tr>
<tr>
<td>Child or Adult Day Care Centers</td>
<td>1 space per 300 sf of floor area.</td>
</tr>
<tr>
<td>Large family day care home</td>
<td>1 space per employee, in addition to required residential spaces.</td>
</tr>
<tr>
<td>Small family day care home</td>
<td>As required for the single-family dwelling (see parking requirement for residential uses).</td>
</tr>
<tr>
<td>Emergency Shelters</td>
<td>1 space for each 3 beds.</td>
</tr>
<tr>
<td>Food Retail</td>
<td>1 space per 350 sf.</td>
</tr>
<tr>
<td>Fleet Vehicles (5)</td>
<td>1 space per fleet vehicle in addition to parking for primary use.</td>
</tr>
<tr>
<td>Hotels and Motels</td>
<td>1 space for each guest room; plus 1 space for each 20 guest rooms; plus retail, restaurant and conference uses calculated at 1 space per 100 sf.</td>
</tr>
<tr>
<td>Medical services</td>
<td></td>
</tr>
<tr>
<td>Hospitals</td>
<td>1 space for each 1.5 patient beds, plus required spaces for accessory uses as determined by the Director.</td>
</tr>
<tr>
<td>Medical/dental offices, clinics and labs</td>
<td>1 space per 350 sf.</td>
</tr>
<tr>
<td>Offices, administrative, corporate, creative, professional</td>
<td>1 space per 350 sf.</td>
</tr>
<tr>
<td>Plant Nurseries</td>
<td>1 space per 350 sf of indoor use area; plus 1 space for 1000 sf of outdoor use area.</td>
</tr>
<tr>
<td>Restaurants</td>
<td></td>
</tr>
<tr>
<td>General (Table Service) 1,500 sf or less.</td>
<td>1 space per 350 sf, with a minimum of 3 spaces.</td>
</tr>
<tr>
<td>Greater than 1,500 sf.</td>
<td>1 space per 100 sf.</td>
</tr>
<tr>
<td>Takeout (Counter Service), with customer tables</td>
<td>1 space per 75 sf, with a minimum of 8 spaces.</td>
</tr>
<tr>
<td>Takeout (Counter Service - 750 sf or less), no tables</td>
<td>1 space per 250 sf, with a minimum of 3 spaces.</td>
</tr>
<tr>
<td>Located in shopping centers: (6)</td>
<td>25% or less of floor area of shopping center for all restaurants. Parking requirement covered under the general requirement for shopping center, below.</td>
</tr>
</tbody>
</table>

Table 3-3B
# Land Use Type: Commercial Uses (1)(4)

<table>
<thead>
<tr>
<th>Vehicle Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater than 25% of floor area of shopping center for all restaurants.</td>
</tr>
<tr>
<td>Restaurant(s) exceeding 25% of shopping center’s floor area shall use the same parking requirement for general restaurants greater than 1,500 sf, above.</td>
</tr>
</tbody>
</table>

| Outdoor dining: |
| No parking required for first 250 sf of outdoor dining area. Any outdoor dining area exceeding 250 sf shall be included as restaurant floor area in determining the parking requirement. |

| Retail and personal service uses, general |
| 1 space per 350 sf. |

| Shopping centers – general (2)(3)(6) |
| Less than 5 acres in net parcel area |
| 1 space per 250 sf (Also see restaurant requirements). |

| 5 acres and greater of net parcel area |
| 1 space per 200 sf (Also see restaurant requirements). |

| Storage, personal storage facilities |
| 1 space per 50 storage units or 5,000 sf of storage area, whichever is greater. Plus 2 additional spaces for the manager’s office, with a minimum of 5 spaces per facility. |

## Vehicle Services

| Carwash – self service |
| 2 spaces for each washing stall. |

| Carwash – full service |
| 10 spaces; plus 10 space queueing area for drying of vehicles; plus queueing area for 3 vehicles ahead of each wash lane. |

| Carwash – automated, accessory to fueling station |
| 4 spaces plus queueing area for 3 vehicles ahead of the wash lane (in addition to the parking required for fueling station). |

| Fuelling stations |
| 1 space per 225 sf (includes convenience store) with a minimum of 3 spaces. For parking required above the minimum of 3, half of the parking provided at pump islands may be credited towards meeting parking requirements. |

| Maintenance, repair, installation, and detailing |
| 3 spaces per service bay (work station), plus 1 space for each 350 sf of additional retail sales and service. |

| Veterinary clinics |
| 1 space per 350 sf. |

## Notes:

1. Parking for certain uses within the CD Zone are subject to the requirements of Subsection 17.220.035.C.
2. Parking requirements for bars, nightclubs, health/fitness facilities and theaters shall be calculated separately in all cases.
3. A multi-tenant regional shopping center of 600,000 sf floor area or more with one or more traditional department stores, excluding those common areas as described in Subsection 17.320.020.C. of this Chapter, may provide a parking ratio as recommended in a parking demand study approved by the City; provided, that the parking demand study (i) is prepared, at the sole cost and expense of the applicant, by an independent traffic engineer licensed by the State of California who is reasonably approved by the Director prior to the commencement of that study, and (ii) presents reasonable justification for modification to the parking ratio(s) otherwise required under Table 3-3 (Parking Requirements by Land Use) of this Chapter. If, as reasonably determined by the Director, the parking demand study supports requiring a parking ratio greater than that otherwise required in this Title, then the higher parking ratio shall apply.
4. Shopping Cart Storage. Parking facilities for commercial uses that offer shopping carts for use by patrons shall contain shopping cart storage areas when appropriate. Shopping cart storage areas shall not be located in required parking spaces.
5. “Fleet vehicle” means any vehicle owned or operated by a person, company or business which is used for purposes of delivery, pick up or service to patrons of the primary use. A fleet vehicle may also be a commercial vehicle.
6. Does not include mixed use projects.

## Recreation, education and public assembly uses.
### Table 3-3C

<table>
<thead>
<tr>
<th>Land Use Type: Recreation, Education &amp; Public Assembly (1)</th>
<th>Vehicle Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assembly uses, religious places of worship, clubs, mortuaries with congregational services, banquet halls, meeting halls, membership organizations, sports arenas, stadiums, and theaters</td>
<td>1 space for each 5 fixed seats, and 1 space per 35 sf of assembly or seating area with no fixed seats, plus required spaces for ancillary uses (e.g. restaurant).</td>
</tr>
</tbody>
</table>

**Commercial Recreational Activities**

<table>
<thead>
<tr>
<th>Facility Description</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outdoor recreation facilities</td>
<td>Determined by Conditional Use Permit or Comprehensive Plan.</td>
</tr>
<tr>
<td>Tennis, Racquetball, handball or other courts</td>
<td>2 spaces per court, plus 1 space per 300 sf for ancillary uses.</td>
</tr>
<tr>
<td>Health/fitness facilities</td>
<td>1 space per 200 sf.</td>
</tr>
</tbody>
</table>

**Indoor amusement/entertainment facilities**

<table>
<thead>
<tr>
<th>Facility</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arcades</td>
<td>1 space per 250 sf.</td>
</tr>
<tr>
<td>Batting cages</td>
<td>2 spaces per cage, plus required spaces for ancillary uses.</td>
</tr>
<tr>
<td>Bowling alleys</td>
<td>5 spaces per lane, plus required spaces for ancillary uses.</td>
</tr>
<tr>
<td>Pool and billiard rooms</td>
<td>2 spaces per table, plus required spaces for ancillary uses.</td>
</tr>
<tr>
<td>Skating Rinks</td>
<td>1 space per 100 sf.</td>
</tr>
<tr>
<td>Libraries, Museums and Art Galleries</td>
<td>1 space per 350 sf.</td>
</tr>
</tbody>
</table>

**Schools**

<table>
<thead>
<tr>
<th>Description</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kindergarten and Grades 1 through 9 when used exclusively for this purpose</td>
<td>1.5 spaces per classroom, plus 1 space for each 200 sf of indoor assembly area.</td>
</tr>
<tr>
<td>Schools in which any portion of their instruction includes Grades 10 and above</td>
<td>1 space per 35 sf of classroom floor area.</td>
</tr>
<tr>
<td>Schools, specialized instruction</td>
<td>1 space per 100 sf of classroom floor area.</td>
</tr>
<tr>
<td>Colleges and Universities</td>
<td>1 space per 35 sf of classroom floor area.</td>
</tr>
<tr>
<td>Studios for dance, art, music, photography, martial arts, personal fitness, etc</td>
<td>1 space per 200 sf of gross floor area.</td>
</tr>
</tbody>
</table>

**Notes:**

(1) Parking for certain uses within the CD zone are subject to the requirements of Section 17.220.035.C.
4. Industrial uses.

**Table 3-3D**

<table>
<thead>
<tr>
<th>Land Use Type: Industry, Manufacturing &amp; Processing</th>
<th>Vehicle Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>General manufacturing, industrial and processing uses.</td>
<td>1 space per 500 sf, which may include office space (incidental to the primary use) comprising up to 20% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 sf.</td>
</tr>
<tr>
<td>Laundries and dry cleaning plants</td>
<td>1 space per 500 sf.</td>
</tr>
<tr>
<td>Media Production</td>
<td>1 space per 350 sf.</td>
</tr>
<tr>
<td>Printing and Publishing</td>
<td>1 space per 500 sf, which may include office space (incidental to the primary use) comprising up to 20% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 sf.</td>
</tr>
<tr>
<td>Public Safety facilities, Public Utility facilities</td>
<td>1 space per 500 sf.</td>
</tr>
<tr>
<td>Recycling facilities - large collection and processing</td>
<td>1 space per 500 sf.</td>
</tr>
<tr>
<td>Research and Development</td>
<td>1 space per 350 sf.</td>
</tr>
<tr>
<td>Warehousing and distribution facilities</td>
<td>1 space per 1,000 sf, which may include office space (incidental to the primary use) comprising up to 10% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 sf.</td>
</tr>
<tr>
<td>Wholesaling and Distribution facilities</td>
<td>1 space per 500 sf, which may include office space (incidental to the primary use) comprising up to 20% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 sf.</td>
</tr>
</tbody>
</table>

**17.320.025 - Alternative Parking Provisions**

Where conditions preclude the provision of the number of required parking spaces on the lot for which the parking is required, the following procedures for alternative parking are available, subject to City approval:

A. **In Lieu Fees.** Subject to City Council approval, the number of parking spaces required by Section 17.320.020 (Number of Parking Spaces Required) may be reduced through the use of an in-lieu fee to be paid by the applicant towards the development of public parking facilities. The in-lieu fee shall be deposited in a fund administered by the City for the purpose of acquiring and developing future public parking facilities within the same district or area. The amount of the fee and time of payment shall be established by Council resolution.
B. Public Parking Facilities (PPF) Zoned Property. Off-site parking in public parking facilities in the PPF Zone may be used to satisfy the requirements of Table 3-3 (Parking Requirements by Land Use), subject to the following:

1. **Off-Site Parking Plan required.** A City-approved Off-Site Parking Plan shall be required for use of a public parking facility to satisfy a parking requirement including the following:

   a. **Public parking facility location.** The proposed off-site public parking facility location shall be identified in the off-site parking plan and shall be within 750 feet legal walking distance measured from the primary entrance of the land use to the public parking facility site, or other distance as determined by the City to be appropriate.

   b. **Project description.** The proposed land use(s), tenant(s) and hours of operation of the project shall be identified in the Off-Site Parking Plan.

2. **Long-term lease required.** A City-approved long term parking lease of no less than 5 years with one 5 year option shall be required for use of the public parking facility.

3. **Lease renewal and termination.** The long-term parking lease must be renewed at the end of the 5-year term if alternative parking has not been provided; or the long-term parking lease shall be terminated if:

   a. The use for which the parking is required has ceased operations;

   b. There is any change in use or ownership of the property from the originally approved project;

   c. The City Council determines in its sole discretion that such use is inconsistent with the original terms and conditions of the lease or entitlement; and/or

   d. The lessor and/or lessee of the off-site parking opt to terminate the parking lease.

4. **Covenant required.** A City-approved covenant shall be recorded that includes a description of the proposed use, location of the off-site public parking facility, approval dates of the Off-Site Parking Plan and long term parking lease, and a provision for liquidated damages for violations of the long term parking lease and/or conditions of approval.

5. **City Council Approval.** The Off-Site Parking Plan and long-term parking lease may be approved by the City Council only after first making all of the following findings:

   a. The Off-Site Parking Plan is consistent with the General Plan and any applicable specific plan.

   b. The use of the off-site public parking facility to satisfy a parking requirement for the project is not detrimental to property or improvements in the vicinity of the project.
c. The use of the off-site public parking facility to satisfy the parking requirement for the project provides an economic benefit to the City.

C. Pooled Parking in the CD District-Outdoor Dining Use. This Section shall only apply to satisfy a parking requirement imposed for outdoor dining use in the CD zoning district, as required by Section 17.400.070. Parking in the CD zoning district may be provided through a "pooled parking" arrangement in conjunction with applicable outdoor dining use approvals. Pooled parking shall allow utilization of both on- and off-street public parking spaces to satisfy parking requirements for outdoor dining use. In the event the downtown parking demand exceeds the pooled parking supply, as determined by the Director, a new or proposed intensification of an outdoor dining use in the CD zoning district shall be required to provide parking on-site or as otherwise allowed in this Chapter.

D. Hayden Tract and Smiley Blackwelder Parking Districts. Parking Districts for the parking impacted Hayden Tract and Smiley Blackwelder areas located within the IG zone shall be established as outlined in Map 4-1 and Map 4-2. In addition to the general parking standards of this Chapter parking in the Districts are subject to the following Parking District standards.

1. Location. When parking for new buildings and/or use intensifications or changes of use results in additional parking requirements that cannot be accommodated on-site, such parking may be may be partly or entirely provided off-site within a publicly owned or privately owned parking facility located within the Parking District or within 750 feet from the subject Parking District subject to Parking Plan approval.

2. Parking Plan Required. A Parking Plan approved by the Director shall be required for use of off-site parking in the Parking Districts and shall identify the location of the off-site parking, the proposed land use(s), tenants(s) and hours of operation of the project or business subject to the following:

a. Long-term lease required. A City-approved long-term parking lease of no less than 5 years with one 5 year option shall be required for use of the off-site parking. The long-term parking lease must be renewed at the end of the 10-year term if alternative parking has not been provided.

b. Termination. The Parking Plan shall expire or terminate if (i) the use for which the parking is provided ceases to operate and/or, (ii) there is a change of use which modifies the parking requirement, and/or (iii) there is a violation of any conditions of approval as determined by the Director.

c. Design. All newly constructed off-site parking spaces shall conform to the same standards in this Chapter for on-site parking spaces including the standards for automated parking as outlined in Section 3 below.

d. Covenant required. A City-approved covenant shall be recorded that includes a description of the proposed use, location of the off-site parking facility, approval dates of the Parking Plan and long term parking lease, and a provision for liquidated damages for violations of the long term parking lease and/or conditions of approval.
e. Loss of off-site spaces.

i. Notification to the City. The owner or operator of a business that uses approved off-site parking pursuant to an approved Parking Plan to satisfy the parking requirements of this Chapter shall immediately notify the Director of any change of ownership or use of the property for which the spaces are required, and of any termination or default of the long-term parking lease between the parties.

ii. Effect of termination of agreement. Upon notification that the long-term parking lease for required off-site parking has terminated, the Director shall determine a reasonable time in which one of the following shall occur:

a. Substitute parking is provided that is acceptable to the Director; or

b. The size or capacity of the use is reduced in proportion to the parking spaces lost.

3. Automated Parking. Automated and semi-automated and stacked parking may be provided on-site or off-site within the Parking Districts subject to Parking Plan approval by the Director or subject to Site Plan Review approval pursuant to Chapter 17.530 for a new building or a building addition greater than 5,000 square feet and subject to the following:

a. Site Plan. Submittal of a site plan prepared by a design professional indicating all structures; the automated, semi-automated or stacked parking location; number of required parking stalls; parking facility address and address of the property served by the parking; site ingress and egress location(s); proposed queuing location (if any); and the identification of adjacent land uses.

b. Operations Plan. Submittal of an parking operations plan describing the number of parking attendants and working hours, and methods for automobile storage and retrieval during non-business hours.

c. Permanent Structure. All automated and semi-automated parking shall be located within a permanent structure and operated with parking attendant service during all hours of parking operation.

d. Technical Studies. Submittal of technical studies demonstrating that the proposed design and operation of the automated or semi-automated parking will not be detrimental to surrounding uses and properties in the vicinity relative to noise, visual impacts, area parking and circulation, and existing on-site improvements.

e. Back-up Power. Documentation that the automated, semi-automated or stacked parking is serviced with alternative back-up power to allow emergency operation of the parking system.

f. Inspection Report. A maintenance inspection report for any automated semi-automated or stacked parking facility prepared at the sole expense of the applicant shall be submitted annually to the Planning Division for review.
4. **Managed Parking.** Managed or valet parking may be provided for all required on-site or off-site parking within the Parking Districts subject to Parking Plan approval by the Director which shall include: (a) the total parking spaces required; (b) the hours and method of parking operation; (c) number of parking attendants serving the parking facility; and (d) methods for management of the parking facility during non-operating hours.

5. **Compact Spaces.** Except as otherwise provided in Section 17.0320.035, compact spaces of 7 feet, 6 inches by 17 feet, six inches may be provided for up to 30 percent of required on-site or off-site parking within the Parking Districts.

Map 4-1

![Map 4-1](image-url)
E. **Off-Site Parking.** Except as otherwise provided in this Chapter, the use of privately owned off-site parking to satisfy the requirements of Table 3-3 (Parking Requirements by Land Use) shall be provided in compliance with the following standards.

1. **Location.** All off-site parking spaces except valet-serviced spaces shall be located within 750 feet legal walking distance measured from the primary entrance to the site, or other distance determined by the Director to be appropriate.

2. **Design and improvement standards.** All newly-constructed off-site parking spaces shall conform to the same standards of access, configuration, landscaping, lighting, layout, location, noise attenuation, and size as are required by this Chapter for on-site parking spaces.

3. **Identification of facility.** The review authority may require the parking lot to be clearly marked and conspicuously identified as the exclusive or shared parking for the sites it serves, unless the parking can only be accessed by a valet.

4. **Terms of off-site parking.** A City-approved covenant shall be recorded that includes a description of the off-site parking, a requirement that the owner of the separated lot maintain the required parking for the life of the use to which it is Covenant, and a provision for liquidated damages for violations of the conditions of approval.
5. Execution of a long-term off-site parking lease

a. Long-term lease required. A City approved long-term parking lease on no less than 5 years with one 5 year option years shall be required for use of the off-site parking.

b. Lease renewal and termination. The long-term parking lease must be renewed at the end of the 5-year term if alternative parking has not been provided; or the land use for which the parking has been provided shall be terminated or modified pursuant to Section 6 below.


a. Notification to the City. The owner or operator of a business that uses approved off-site space to satisfy the parking requirements of this Chapter shall immediately notify the Director of any change of ownership or use of the property for which the spaces are required, and of any termination or default of the long-term parking lease between the parties.

b. Effect of termination of agreement. Upon notification that the long-term parking lease for required off-site parking has terminated, the Director shall determine a reasonable time in which one of the following shall occur:

i. Substitute parking is provided that is acceptable to the Director; or

ii. The size or capacity of the use is reduced in proportion to the parking spaces lost.

F. Shared Parking Facilities. Two or more non-residential uses shall be allowed to meet the parking requirements of this Chapter by sharing the same off-street parking facilities, subject to approval of an Administrative Use Permit and the following conditions.

1. Parking study required. A parking demand study shall be prepared by the City at the applicant’s expense that verifies that the sharing uses have acceptable different peak hour parking demands.

2. Distance to parking. Except as otherwise provided in this Chapter, the shared parking spaces shall fall within 750 feet legal walking distance measured from the primary entrance to the site, or other distance determined by the Director to be appropriate.

3. Covenant required. A City-approved covenant shall be recorded that includes a description of the shared parking arrangement, a requirement that all current and future tenants are notified of and shall adhere to the same hours of operation and conditions of the shared parking approval, and a provision for liquidated damages for violations of the conditions of approval.

17.320.030 - Accessible Parking

Parking areas shall include parking spaces accessible to persons with disabilities as follows:

Article 3 - Site Planning & General Development Standards (Ordinance No's: 2005-007; 2008-086; 2009-001; 2009-002; 2012-005; 2013-001; 2013-004; 2013-008; 2013-010; 2014-002; 2014-007; 2016-001)
Off-Street Parking and Loading

A. **Number of Spaces and Design Standards.** Parking spaces for persons with disabilities shall be provided in compliance with the Uniform Building Code and the Federal Accessibility Guidelines. Accessible parking spaces shall count toward fulfilling the parking requirements of this Chapter.

B. **Residential Multiple-Family Uses.** For each dwelling unit required to be designed to accommodate persons with disabilities or required to be made adaptable for persons with disabilities, the required parking shall be provided in compliance with California Administrative Code, Part 2, Title 24.

**17.320.035 - Parking Design and Layout Guidelines**

A. **Access to Parking Areas and Parking Spaces.**

1. **Access to parking areas.** Parking areas shall be designed to prevent access at any point other than at designated access drives.

2. **Parking space location.** Parking spaces shall not be located within 10 feet of an access driveway, measured from the property line. See Figure 3-8 (Parking Space Location), next page:
Other Regulations

*Mixed Use Ordinance*

The Mixed Use Ordinance provides location, development, and performance standards for mixed use developments.
§ 17.400.065 MIXED USE DEVELOPMENT STANDARDS.

A. Purpose. This Section provides location, development, and performance standards for mixed use developments in compliance with Article 2 (Zoning Districts, Allowable Land Uses and Zone-Specific Development Standards).

B. Applicability.

1. The provisions in this Section shall regulate the conversion of existing buildings to include mixed uses, as defined herein, and new construction of mixed use projects, where allowed by the applicable zoning districts.

2. The Mixed Use Development Standards supersede the Commercial Zero Setback Overlay (CZ), where applicable.

3. The Mixed Use Development Standards do not supersede the provisions of the Commercial Downtown District (CD).

4. Except as specifically provided in this Section, mixed use projects shall be in compliance with the regulations of Article 2 (Zoning Districts, Allowable Land Uses and Zone-Specific Development Standards).

5. Where an Owner-Participation Agreement, Disposition and Development Agreement, Development Agreement, or similar agreement with the City or Redevelopment Agency applies to a land parcel, and the provisions of such agreement differ from the Mixed Use Development Standards, the provisions of the agreement shall prevail.

C. Definitions.

Architectural Feature. Soffit, column, wing wall, canopy, roof eave, balcony, bell tower, spires, clock tower, cupolas, turrets and any other similar element that does not create an interior floor space.

Arterial Street. As used in this Section, arterial streets include primary and secondary arterial streets. Primary arterial streets are major cross-town thoroughfares. Secondary arterial streets connect primary arterial streets to smaller streets and residential neighborhoods. Primary and secondary arterial streets are defined in the General Plan Circulation Element.

Blank Wall. Any wall that is not enhanced by architectural detailing, artwork, landscaping, windows, doors, or similar features. Solid and mechanical doors, and glass with less than 80% transparency, are considered blank wall areas.

Ornamental Feature. A statue, fountain, sculpture or any other similar freestanding decorative element that does not provide shelter, is not a sign, and serves an aesthetic purpose.

D. Use Regulations.

1. Uses permitted. All uses permitted in the underlying zone are permitted in mixed use developments.

2. Residential uses. Residential uses other than live/work units are prohibited on the ground floor adjacent to arterial streets. Residential entrances and lobbies are permitted on the ground floor adjacent to arterial streets.

3. Commercial uses. Commercial uses are required on the ground floor adjacent to arterial streets and at all corners adjacent to arterial streets. All commercial tenant spaces on the ground floor shall have a minimum depth of 30 feet. Overall commercial floor area shall be 10% of the projects total gross floor area, or 30% of the project lot size, whichever is greater.

4. Covenant. A City-approved covenant shall be executed by the owner of each residential unit within a mixed use development, and shall include statements that the occupant(s) understand(s) and accept(s) he/she is living in a mixed use development, and that commercial activities are permitted pursuant to the regulations of the CCMC.
5. **Feasibility study.** At the Director's discretion, an economic feasibility study evaluating the viability of the proposed commercial uses within the mixed use development may be required.

E. **General Development Standards.**

1. **Minimum lot size and dimensions.**
   a. All lots less than 10,000 square feet shall have a minimum width of 50 feet, with alley access or access from a non-primary arterial street.
   b. Lots 10,000 square feet or larger shall have a minimum width of 100 feet.
   c. Mixed use projects located on parcels that are less than 5,000 square feet shall not be permitted, unless combined with one or more abutting lots to create a total site development area that is at least 5,000 square feet, subject to the above access requirements.

2. **Building height.** The height of structures shall not exceed the standard established in Table 4-2 (Building Setbacks and Height) and Figure 4-4 (Building Height and Setbacks Illustration), unless a modification is granted pursuant to Subsection 17.300.025.C. (Exceptions to Height Limits).

3. **Density.** Residential density shall not exceed 35 dwelling units per acre (1 unit per 1,245 square feet of lot area). Residential density may be increased up to: (i) 50 dwelling units per acre (1 unit per 871 square feet of lot area); or (ii) a density allowed by an abutting jurisdiction up to a maximum of 65 dwelling units per acre (1 unit per 670 square feet of lot area) on a split jurisdiction lot; or (iii) 65 dwelling units per acre on lots identified for transit-oriented development, and/or as depicted in Map 4-1 on the following page; provided in either case, that the project incorporates community benefits as established by resolution of the City Council.

4. **Building setbacks.** Building setbacks are provided in Table 4-2 (Building Height and Setbacks) and Figure 4-4 (Building Height and Setbacks Illustration) and/or other setbacks may be required at the ground level by resolution of the City Council in order to address mobility measures.

Map 4-1
*Click Map 4-1 to view PDF*

<table>
<thead>
<tr>
<th>Table 4-2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Height and Setbacks</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Adjacent (1) to RI or R2 Zone</strong></td>
</tr>
<tr>
<td>CN, CD and CG Zone</td>
</tr>
<tr>
<td>• 35 feet</td>
</tr>
<tr>
<td>• 45 feet for portion of building 35 feet or more from R1 or R2 Zone</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SETBACKS (2)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Height</strong></td>
</tr>
<tr>
<td>Underground</td>
</tr>
<tr>
<td>Portion of Building</td>
</tr>
<tr>
<td>---------------------</td>
</tr>
<tr>
<td>15'-0&quot; or less</td>
</tr>
<tr>
<td>greater than 15'-0&quot;</td>
</tr>
<tr>
<td>greater than 35'-0&quot; on a parcel adjacent (1) to R1 or R2 Zone</td>
</tr>
<tr>
<td>greater than 45'-0&quot; on a parcel adjacent (1) to R3, RLD, RMD or RHD</td>
</tr>
</tbody>
</table>

(1) Two parcels are considered to be adjacent even if they are separated by an alley.

(2) 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.

(3) Pedestrian improvements include landscaping benches, outdoor dining, planters, additional bike racks, additional street trees, small plazas, mobility related improvements, or other similar features.

(4) Adequate screening and landscaping shall be provided.

(5) One half (1/2) the width of an alley may be credited toward the setback requirement for properties adjacent to residential zones.

(6) If abutting an alley, a minimum 2-foot setback is required, except within the TOD area.
35 ft. Height Limit Adjacent to R1 and R2 Zones

45 ft. Height Limit Adjacent to Multi-Family Zone
Lot Depth Less Than 150 ft.
Figure 4-5
Section of Rear Setback
F. Site Planning and Design Standards.

1. Building bulk. Projects shall be designed to achieve interesting, graceful and articulated buildings by the use of varied rooflines and vertical attachments; clearly define the base, middle and top of each building and other architectural features; and include building line setback and step backs to create visual interest and reduce monolithic design. See Figure 4-6 (Building Elevation Composition).

Figure 4-6
Building Elevation Composition

Figure 4-7
Section of Street Wall
Figure 4-8
Corner Building Street Wall Requirement
2. **Street frontage requirements.**

   a. The street frontage shall be architecturally varied to create visual interest and shall include architectural features and pedestrian amenities such as recessed entries, arcades, colonnades, stairs, art and other architectural features or pedestrian improvements subject to the following:

      1) Passageways in arcades and colonnades are, at minimum, 5 feet wide. See Figure 4-7 (Section of Street Wall).

      2) Architectural and ornamental features do not impede pedestrian routes.

      3) Stairs are decorative and attractive.

   b. With the exception of required driveway curb cuts, street frontage requirements shall apply to 100% of the total property frontage parallel to the street and shall include step backs and building line offsets above the ground level to create visual interest and attractive building massing.

   c. No blank wall area is permitted in the street frontage wall area. The maximum width of any continuous blank wall in the street frontage shall be no more than 15 feet.

   d. Major entrances and corners of buildings shall be articulated within the street wall facade.

3. **Building entrances.**

   a. Pedestrian entrances shall be provided for all ground floor uses adjacent to arterial streets. Pedestrian entrances are not required on non-arterial streets. See Figure 4-9 (Plan of Pedestrian Entrances).

   b. Pedestrian entrances shall be directly accessible from the public right-of-way, and shall have direct access and view from the adjacent sidewalk.
c. Commercial uses and residential uses shall have separate exterior entrances, elevators, and lobbies. The Director may waive this requirement, based on site constraints.

Figure 4-9
Plan of Pedestrian Entrances

4. **Signage and lighting.** Signs must be developed pursuant to Chapter 17.330 (Signs). Exterior lighting shall comply with the requirements of § 17.300.040 (Outdoor Lighting).

5. **Parking and vehicular access.**

   a. Street level parking facilities and lots shall be screened from view from the adjoining arterial street(s) by ornamental walls or fences, at least 4 feet high above street grade.

   b. Two-way vehicular ingress/egress areas on arterial streets shall only be permitted on development sites with a minimum of 100 feet of street frontage on the street where the vehicular ingress/egress area is located. The Director may waive this requirement, based on site constraints.

   c. One-way vehicular ingress/egress areas on arterial streets shall only be permitted on development sites with a minimum of 75 feet of street frontage on the street where the ingress/egress area is located. The Director may waive this requirement, based on site constraints.

   d. Vehicular ingress/egress areas are prohibited on arterial streets where the street frontage of the development site adjacent to the arterial street is less than 75 feet. The Director may waive this requirement, based on site constraints.

6. **Refuse storage and collection areas.** The commercial and residential components of the project shall maintain separate refuse storage and collection areas; the refuse storage and collection areas shall be clearly marked for separate uses.

G. **Residential Development Standards.**
1. **Minimum unit size.** Residential minimum unit sizes are detailed in Table 4-3 (Minimum Residential Unit Size).

<table>
<thead>
<tr>
<th>Number of Bedrooms</th>
<th>Minimum Unit Size (Gross Floor Area)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>500</td>
</tr>
<tr>
<td>1 Bedroom</td>
<td>700</td>
</tr>
<tr>
<td>2 Bedrooms</td>
<td>900</td>
</tr>
<tr>
<td>3 Bedrooms</td>
<td>1,100</td>
</tr>
<tr>
<td>4 Bedrooms</td>
<td>150 additional gfa/bedroom</td>
</tr>
</tbody>
</table>

2. **Unit size mix.** Except within the TOD District, no more than 25% of the total number of residential units shall have less than 700 square feet of gross floor area.

3. **Open space.**
   a. Each unit shall have a minimum of 75 square feet of common and/or private open space.
   b. Common open space areas shall have a minimum dimension of 15 feet in any direction, which may include a combination of open space and adjacent setback area.
   c. Private open space areas shall be at least 30 square feet and 5 feet in any direction, to the extent feasible.
   d. Private and common open space requirements may be satisfied by a selection or combination of the following: atriums, balconies, courtyards, decks, gardens, gyms/exercise rooms, patios, playgrounds/tot lots, rooftop decks, patios and gardens, and swimming pools. The Director may approve similar amenities not listed above.

II. **Live/Work Development Standards.** In addition to the standards detailed in this Section, live/work units within a mixed use development shall meet all applicable standards contained in § 17.400.060 (Live/Work Development Standards).

I. **Parking Standards.** Mixed use developments shall comply with all requirements contained in Chapter 17.320 (Off-Street Parking and Loading), and the following additional standards.

1. **Parking access and circulation standards.**
   a. **Commingled parking.** A mixed use project may have a commingled parking area for all uses, subject to the following conditions.
      1) Residential, live/work and commercial parking spaces are designated with signs.
      2) Residential, live/work and commercial components require 10 or fewer parking spaces each.
      3) One use requires 10 or fewer parking spaces and a second use requires more than 10 parking spaces, and the Director determines that site conditions make it infeasible to provide gated or separated parking.
      4) Within a designated TOD District, or within transit oriented developments, parking may be reduced by resolution of the City Council based upon consideration of proximity to transit and/or a shared parking analysis, which demonstrates that such parking reduction will not negatively impact surrounding commercial or residential neighborhoods.
   b. **Gated parking.** A mixed use project shall have a gated parking area for residents of residential units and live/work units, if the requirements allowing commingled parking are not met. The regulations governing gated parking areas are provided below.
1) Common ingress areas to residential, live/work, and commercial parking are permitted.

2) If a separated residential and live/work egress lane(s) is/are not provided, non-residential parking shall be free of charge.

3) The parking layout shall be designed so that residents are not significantly inconvenienced by non-residential parking demands, as determined by the Director.

c. **Residential guest parking location.**

1) Residential guest parking may be located in the commercial parking area.

2) Residential guest parking shall be accessible 24 hours per day.

3) Residential guest parking shall be free of charge.

4) Residential guest parking shall be appropriately signed.

**J. Performance Requirements.** All mixed use projects shall be designed to meet the following performance standards.

1. Walls on all sides of residential and live/work units shall be constructed to minimize the transmission of noise and vibration. A minimum impact insulation class (IIC) of 60 shall be required for all residential and live/work walls, floors, and ceilings.

2. Shared elevators shall have security code access for residents to reach residential floors and to use the elevators during late evening and early morning hours. Security code access is not required for live/work access areas. Separate commercial and residential elevators are encouraged.

3. No commercial use, activity or process shall be operated in an objectionable manner, due to fumes, noxious odor, dust, smoke, gas, noise or vibrations that may be detrimental to any other uses and occupants on the same property.

4. Residential and live/work units shall be designed to allow for cross-ventilation and have high quality HVAC systems, to the extent feasible.

5. Parking areas shall be illuminated so as to provide appropriate visibility and security.

6. Parking access and circulation design shall minimize vehicle circulation through residential neighborhood streets.

7. Commercial loading areas and outdoor storage areas shall be designed and located away from residential units, and shall be screened from view at ground level from the residential portion of the project and from adjacent residential developments.

8. Commercial loading areas shall not significantly and/or negatively impact the pedestrian environment.

9. Adequate lighting must be provided adjacent to sidewalks and other public spaces to preserve the amenity and safety of those spaces for nighttime pedestrian use.

(Ord. No. 2005-007 § 1 (part); Ord. No. 2005-008 § 2 (part); Ord. No. 2008-006 § 2; Ord. No. 2018-001 § 2 (part))
Community Benefit

In August 2007, the City revised its Mixed Use Ordinance to include “community benefit” provisions that allow increased residential density in consideration for providing certain community benefits approved by the City Council. The Community Benefit provisions establish a base density but allow residential density to increase when the project incorporates approved community benefits that include but are not limited to the following:

- Streetscape Improvements
- Pocket Parks and Open Space (min 5,000 sq. ft.)
- Metered On-Site Public Parking (min 20,000 sq. ft. site)
- Affordable Housing
- Other Community Benefits (as approved by Council)

The community benefit options are discussed with the developer and neighborhood in which the project is to be developed and then approved by City Council resolution. Once approved by Council, the benefits are incorporated within the development project.

The developer’s community benefit contribution is set at 50% of the increased density calculated at 15% developer profit as noted below.

\[
\text{Net Dwelling Units Allowed \times Market Value Sales Price \times 0.15 (Developer Profit)}
\]
RESOLUTION NO. 2008-R015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, ESTABLISHING A COMMUNITY BENEFIT INCENTIVE PROGRAM IN CONNECTION WITH SECTION 17.400.065 OF THE ZONING CODE – MIXED USE DEVELOPMENT STANDARDS.

The City Council of the City of Culver City DOES HEREBY RESOLVE as follows:

Section 1. The City Council, pursuant to applicable law, held a duly noticed hearing on February 11, 2008 to consider proposed amendments to the Culver City Municipal Code (CCMC) related to Mixed Use Developments Standards and to adopt a resolution authorizing Community Benefit Incentives and establishing the process and procedures for implementation of Community Benefits, as defined below.

Section 2. Section 17.400.065 of the CCMC allows mixed use development on certain commercially zoned property at a base residential density of 35 dwelling units per acre, but allows the density to increase provided the project incorporates Community Benefits established by resolution of the City Council.

Section 3. Based on the foregoing, the City Council hereby establishes:

A. The types of Community Benefits.
B. Process for establishing Community Benefits.
C. The process for Community Benefit approval.
D. The Community Benefit contribution; and
E. Procedures for providing the Community Benefit.
Section 4. **Type of Benefit** – A Community Benefit is defined as a project amenity that achieves particular community goals such as providing neighborhood streetscape improvements, in addition to what may be required as part of a discretionary review and approval of a project, or public parking, in addition to that required by the CCMC. The following list of Community Benefits may be included in mixed use development projects. The list of Community Benefits includes, but is not limited to the following:

A. **Streetscape Improvements – As Part of an Area Improvement Plan**, in addition to what may be required as part of a discretionary review and approval of a project.

B. **Pocket Parks and Public Open Space (Minimum 5,000 sq. ft.)**, in addition to park space otherwise required by the CCMC.

C. **Metered Public Parking in Excess of that Required by the CCMC**, (Minimum of 10 Public Parking Spaces - Applies Only to Project Sites of 20,000 sq. ft. or Greater).

D. **Other Community Benefits as Approved by City Council**.

Section 5. **Process for Establishing Community Benefits** – The City Council shall establish Community Benefits through the following process:

A. **Identify commercial areas (districts coterminous with commercial corridors)** that may utilize the community benefit incentives.

B. **Identify a menu of select community benefits applicable to each district**.

C. **Arrange community meetings for various districts to**
prioritize benefits.

D. Community meetings to be conducted in nearby City or school facilities.

E. Provide memorandum to City Council regarding outcome of meetings.

F. City Council deliberates on specific benefits and adopts resolution identifying benefits for each district.

G. Applicant for each mixed use project will be apprised of required community benefit during Preliminary Plan Review.

H. Planning Commission conducts discretionary hearing and community benefit is codified in project conditions of approval.

Section 6. Process for Community Benefit Approval — The City Council shall establish certain commercial neighborhood districts for consideration of Community Benefits through a City Council hearing. The City Council hearing shall identify Community Benefits which could be applied to any project located within the commercial neighborhood district boundary. The commercial neighborhood district hearings shall be conducted following adoption of the amendments to the CCMC related to Mixed Use Developments with public notice provided to all business owners, residents and property owners within a 1000 foot radius of perimeter of the subject commercial neighborhood district boundary. Said notice shall be provided pursuant to Section 17.630 of the CCMC.

Section 7. Community Benefits Contribution Amount — The method for establishing the developer’s contribution shall be based upon the proportionality of the benefit relative to the developer’s profit for the project. The Community Benefits Contribution is proposed as a proportional share of the Additional Base Density Value.
The Community Benefits Contribution shall be defined as the developer’s cost to provide the Community Benefits. The Additional Base Density Value shall be defined as the additional profit derived from the additional number of dwelling units permitted through increase density allowed for providing the community benefit. The Community Benefits Value shall be defined as the total cost of providing the required Community Benefit and calculated as follows:

A. Community Benefits Contribution: 50% of the Additional Base Density Value.

B. Additional Base Density Value: Additional Number of Dwelling Units Allowed \( \times \) Market Value Sales Price \( \times \) .15 (Developer’s Assumed Profit).

Section 8. Procedures for providing the Community Benefits – The Community Benefits shall be incorporated into the project design, directly on-site and maintained for the life of the project unless it is part of a public improvement, whereupon it shall be provided with an in lieu fee contribution.

A. In Lieu Fee Contribution – When the Community Benefits are part of off-site public improvements, the developer shall provide the Community Benefits Contribution in full to an in lieu fund established for the sole purpose of funding the public improvement, unless it is feasible for the developer to pay and install the required off-site public improvements.

B. Community Benefits Provided On-Site – The Community Benefits shall be incorporated on development plans and in the Conditions of Approval as part of the project discretionary review.
process.

C. Community Benefits Identified in Project Resolution – The developer shall sign an Affidavit for Acceptance of Conditions certifying agreement to provide the required Community Benefits as part of the project development. The resolution or other approval of a project shall not become operative if the developer fails to sign the affidavit, and the project permit granting increased density shall be null and void. If the developer fails to maintain the required Community Benefits identified in the project Resolution, then any Conditional Use Permit or other revocable permit granted by the City as part of the approval of the project shall be referred to the Planning Commission for revocation pursuant to Chapter 17.660 of the Zoning Code and the matter may be referred to the City Attorney for enforcement pursuant to Chapter 17.650 of the Zoning Code.

D. Community Benefits – Public Open Space or Metered Public Parking. When the Community Benefits required for the project are Public Open Space or Metered Public Parking, the developer shall record a covenant that runs with the land to:

i. Maintain in a clean, sanitary and available condition the Community Benefits for the life of the project.

ii. Ensure the Public Open Space and Metered Public Parking is open and available to the public during normal operating hours of the retail/commercial facilities within the mixed use development project or as determined by the City
Council.

iii. Allow the City to derive any Metered Public Parking revenue through parking enforcement operations for the public parking.

iv. Provide an irrevocable easement recorded against the property to allow the City to enter the site from time to time to conduct parking enforcement operations for the public parking.

Section 9. This Resolution shall take effect on the effective date of Ordinance No. 2008-006.

APPROVED and ADOPTED this 10th day of March 2008.

ALAN CORLIN, MAYOR
City of Culver City, California

ATTEST:

CHRISTOPHER ARMENTA, City Clerk

APPROVED AS TO FORM:

CAROL A. SCHWAB, City Attorney
I, Ela Valladares, Deputy City Clerk of the City of Culver City, California, do hereby certify that the foregoing Resolution No. 2008-R015 as duly and regularly adopted, passed, and approved by the City Council of the City of Culver City, California, at a regular meeting of said City Council held at the regular meeting place thereof, on the 10th day of March 2008, by the following Councilmember vote:

AYES: Gross, Malsin, Rose, Silbiger, Carlin

NOES: None

ABSTAIN: None

ABSENT: None

Dated this 20th day of March, 2008

Ela Valladares
Deputy City Clerk and Ex-Officio Clerk of the City Council
City of Culver City, State of California
6. PRIVATE SECTOR INVOLVEMENT

Neighborhood Associations

The Reimagine Fox Hills area has two active neighborhood Associations and several home owner associations for specific condominium/townhome complexes.

Fox Hills Neighborhood Association

http://fhnacc.org/

The Fox Hills Neighborhood Association is a highly active group that holds bi-annual member meetings, park clean-ups, neighborhood watch meetings and other special events.

Fox Hills Alliance (source: Fox Hills Alliance website)

https://foxhillsalliance.org/

Established in 2016, the Fox Hills Alliance (FHA) is a grassroots community advocacy group in the Fox Hills neighborhood that seeks to protect the integrity of the residential neighborhood by ensuring appropriate community-centered development; holding the city accountable to uphold zoning and municipal codes; encouraging traffic safety and walkability; and educating the public on relevant community issues. The FHA is also dedicated to encouraging active participation in local elections and to increase Fox Hills voter registration and turn out.

Schools and Churches

Schools

• Montessori Academy of Culver City
  • 5881 Green Valley Circle, Culver City, CA 90230
  • Students ages 2 through 6
  • A year-round school
  • Private school
• Pacifica Montessori School
  • 6585 Green Valley Circle, Culver City, CA 90230
  • Children from 2 ½ to 11 years of age
  • Preschool – Elementary
  • Private school
• Speech, Language and Educational Associates
  • 5901 Green Valley Circle, Suite 130 Culver City, CA 90230
  • Speech, language, and educational associates
  • Ages 3 to 10 years old.

**Churches**

• Newsong LA Church
  • 5875 Green Valley Cir, Culver City, CA 90230
• LA City of Praise Church
  • 5875 Green Valley Circle, 200, Culver City, CA 90230

**Business Organizations**

*Culver City Chamber of Commerce (Source: Culver City Chamber of Commerce website)*

[https://www.culvercitychamber.com/about-us](https://www.culvercitychamber.com/about-us)

The Culver City Chamber is a membership-based business advocacy, networking, marketing and business resource organization that represents nearly 600 investor a community of businesses, and more than 64,000 employees in Culver City. Small business makes up approximately 60 percent of the Chamber membership.
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