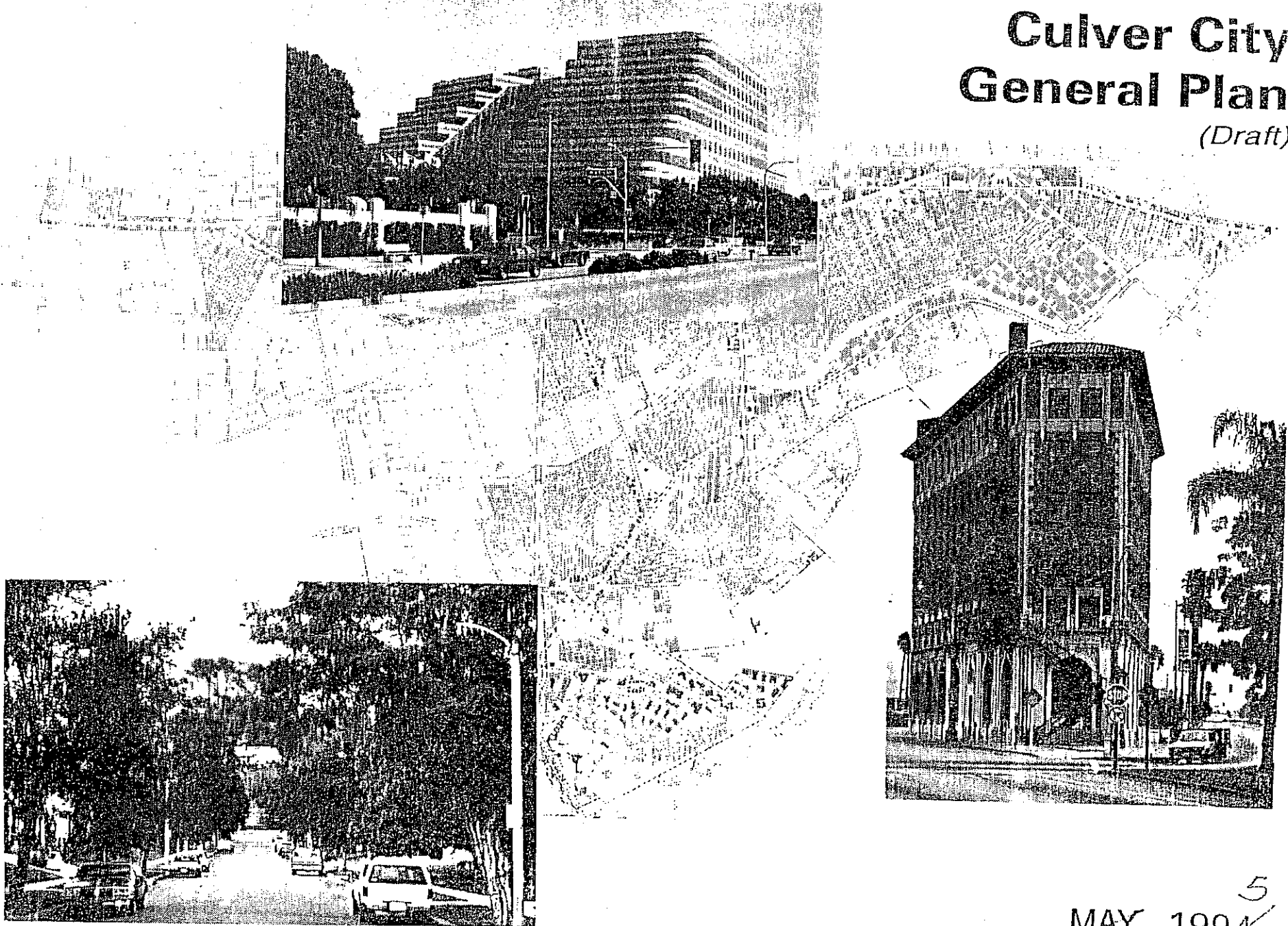


Culver City General Plan (Draft)



MAY 1994⁵

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Vision: In 2010 . . .

Culver City has always been a pleasant place to come home to. Entry signs announce your arrival. The streets and sidewalks are clean and well-paved. Landscaped medians separate traffic and street trees personalize the street. As you drive through town, you pass attractively landscaped open space, parks and parkettes. There is a feeling of comfort and safety as pedestrians casually stroll and shop. Greater densities and development pressures from adjacent jurisdictions have not taken hold in Culver City.

The rhythmic pattern of development includes storefronts at human scale punctuated by activity centers which serve park-oriented neighborhoods, as well as community and regional needs. The architecture of the City reflects both current styles and idealized preservation of times past. Businesses that have been in the City for more than 50 years are next door to new enterprises. The Studios are evidence of the past and present success of the movie industry in Culver City. All these uses are tied together by common paving, street lights, signage and street furnishings.

Anything and everything you need can be found in Culver City. From your home you can walk safely to the neighborhood park, to shopping or out for dinner. You may ride your bicycle to the top of Culver City Park to where you can watch a little league game and enjoy a panoramic view, sweeping from downtown Los Angeles to the ocean. On any night you can walk from your home to dine at a sidewalk cafe, window shop or go to a movie. After the movie you may go for a frozen yogurt while perusing the latest magazines at a newsstand. As you walk home, you see your neighbors and stop to talk.

There is quality housing at all income levels. People come home to single-family homes, duplexes, condominiums, apartments, planned residential developments, group housing and flats above retail shops. Homes are well maintained, safe, clean and framed by street trees which shade the neighborhoods. Your home has a neighborhood

identity. It is not just Culver City, it may be Lindberg Park, Culver Crest, Carlson Park or Blair Hills.

The business community has a population base to support the storefront retail and shopping centers. Corporate Pointe, the Fox Hills business parks and the commercial corridor at the west end of Washington Boulevard provide the larger Westside community with an alternative to downtown Los Angeles and Century City. Cleaner air, ocean views and airport proximity attract professional and technical enterprises to Culver City.

These businesses provide revenue needed to sustain the high quality of municipal service the people of Culver City have come to expect. Revenues from property taxes are relatively small; however, sales and utility taxes, businesses license fees and commercial/industrial development tax provide the fiscal stability critical to a well-maintained city. It is these revenues that support the Culver City Police and Fire Departments, the Human Services programs, roadway maintenance, parks and street trees. It is the combination of all these characteristics and services that make Culver City an attractive place to have a home or business.

Many people both live and work in the City. Some work nearby. These people can leave their cars at home and take Culver CityBus, ~~Exposition Transit Line~~ or the Ballona Creek bike path to their destination. Many of the residents moved to Culver City because of its easy access to surrounding business centers, including downtown Los Angeles, Century City, Westwood and Long Beach. Some came as college students to share apartments while attending West Los Angeles College, UCLA or Loyola-Marymount. Most stayed because, in the midst of intensity and depersonalization in the surrounding area, Culver City is still a place where you can know your neighbors and where what you do can still make a difference.

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General Plan Overview

PURPOSE OF THE GENERAL PLAN. State law requires and empowers every city and county in the state to "adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (Planning and Zoning Law, Government Code §65300). The local intent of the General Plan is to communicate the City's strategic thinking, philosophies and visions for the future to citizens of the residential and business communities and to adjacent jurisdictions and agencies who affect, or are affected by, the City (see Figure O-1). The intent of the Culver City General Plan is to provide for the physical, social and economic needs of the City and its people.

Figure O-1

Vicinity Map

PROCESS AND PUBLIC INVOLVEMENT. The comprehensive update of the Culver City General Plan (CCGP) combines technical analysis, policy review and community involvement efforts toward revision of the General Plan Elements governing Land Use, Circulation, Housing, Open Space and Noise, ~~as well as creation of a new Air Quality Plan.~~ An Master Environmental Impact Report (EIR) has been prepared regarding the General Plan Update, in accordance with the California Environmental Quality Act (CEQA). The City encouraged community involvement and input throughout the process via a number of avenues. The City Council appointed a General Plan Advisory Committee (GPAC) composed of individuals representing neighborhood, business and other local interests to present community views. The process began with an assessment of the ~~State of the City, through discussion with the GPAC, and with a report in which~~ began with discussions with numerous individuals including GPAC members, Commission and Council members, and City staff. A report was prepared that identified issues and questions are to be addressed through the General Plan Update. GPAC members met twice as a full committee to discuss the *State of the City Report* and then as sub-groups to discuss in detail issues and problems of special interest. The direction provided by the GPAC and the public at these meetings provided the basis of an alternatives analysis. The *Alternatives Memorandum* explored a range of potential citywide policy options and their implications, and detailed local land use refinements which would affect future patterns of urban form and development, toward formulating a long-range development strategy for the City.

After six public GPAC workshops regarding the alternatives, a Preferred Alternative was formulated as the basis for ~~this the Draft~~ General Plan document. Six additional GPAC workshops were held to discuss each of the proposed General Plan elements. The City then mailed a summary of the proposed policy document to each residential and commercial address in the City to familiarize the entire populace with the proposed policies. The Planning Commission and City Council both held public hearings to review the General Plan elements and to provide additional opportunities for public input before adoption by the City Council.

OVERVIEW

STRUCTURE OF THE GENERAL PLAN. In compliance with State requirements, the Culver City General Plan is comprised of seven elements: Land Use, Circulation, Housing, Open Space, Noise, Conservation and Safety. The Land Use, Circulation, Housing, Open Space and Noise Elements are included as part of this update. Each element is intended to both stand alone and function as part of the entire General Plan. All elements must be internally and collectively consistent in terms of data, policies and diagrams. The matrix shown in Table O-1 relates Culver City's issues areas for planning policies to the required elements of the General Plan.

Each Element of the 1994₅ General Plan comprehensive update contains a parallel structure: overview of the subject context and issues; subject designations or definitions; goals, objectives and policies; and implementation measures.

Previously adopted General Plan Elements not updated at this time:

- Seismic Safety Element
- Recreation Element
- Public Safety Element
- Scenic Highways Element*

* Superseded and eliminated with adoption of the 1995 Circulation Element.

Other documents and references prepared as part of the update process:

- ~~Air Quality Plan~~
- Technical Background Reports
- Environmental Impact Report
- Glossary

Issues	State Required Elements						
	LU	C	H	OS	N	CO*	S*
Land Use	X	X	X	X	X	X	X
Housing	X	X	X	X	X		X
Transportation	X	X	X		X		X
Natural Resources	X			X		X	
Cultural Resources	X		X	X		X	
Public Services	X	X	X	X	X		X
Noise	X	X	X		X		
Safety	X	X	X				X

LU = Land Use Element N = Noise Element
 C = Circulation Element CO = Conservation Element
 H = Housing Element S = Safety Element
 OS = Open Space Element

* These Elements are not included as part of the 1993₅ update.

TABLE O-1 Issues Addressed in Each State Required Element

CITYWIDE GOALS. The Culver City General Plan seeks to provide for the physical, social and economic needs of its people by protecting and building on the City's strengths: small-town character, peaceful tree-lined neighborhoods and a diverse economic base, supported by a high level of municipal services. To maintain the character and quality of the residential community, the City's businesses must be successfully yet also fit within the framework of their neighborhoods and the broader metropolitan area, and new housing and open space opportunities must be balanced. Land use patterns and higher densities in adjacent areas conflict with the character and scale of Culver City. The City experiences high levels of through-traffic. Circulation patterns within the surrounding Los Angeles area make Culver City streets natural short-cuts to avoid the San Diego and Santa Monica Freeway interchanges. In the face of these conflicts, Culver City seeks to balance quality of life with the economic support necessary to sustain that quality.

To achieve this balance, the Culver City General Plan is built around the following goals:

- *Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment.*
- *Economic vitality that serves the community and protects the quality of life.*
- *An open-space-urban design, urban forest, open space network that links neighborhoods and businesses, and instills civic pride.*
- *A community that provides recreational, historical, and cultural opportunities.*
- *Clear and consistent guidance for balanced growth.*
- *Ample and efficient City services and infrastructure.*
- *Integrated local and regional transportation systems that serve residential and business needs.*
- *A peaceful community that minimizes noise disturbance.*
- *Clean air that provides a healthy environment.*
- *A safe community.*
- *A community that minimizes waste and protects its natural resources.*

Ivy Substation

Lucerne-Higuera Residential Neighborhood

Each Element of the General Plan will address the Goals which are pertinent to that Element.

Glossary

Affordable Housing - Housing which is priced at a reasonable percentage of total income for households at income levels of moderate and below (see Low Income and Moderate Income).

Alquist-Priolo Earthquake Fault Zone - Land areas delineated by the State of California which encompass all potentially and recently active fault traces or segments deemed sufficiently active and well defined as to constitute a potential hazard to structures from surface faulting or fault creep.

AQMD - (South Coast) Air Quality Management District.

AQMP - Air Quality Management Plan. Most recently adopted by AQMD in 1989 and 1991, with an update out in 1994, the SCAQMP provides a blueprint for long-term attainment of federal and state air quality standards in the air basin, in compliance with the state and federal Clean Air Acts.

Arterial Streets - Streets designed to carry large volumes of traffic in a continuous route across an urban area, and to provide access to the regional freeway system, while also providing some access to abutting land. Primary arterials also serve as connectors to adjacent cities. Primary arterials generally provide four to six lanes for through traffic, often with a raised or painted median.

ATSAC - Automated Traffic Surveillance and Control. The City of Los Angeles Department of Transportation (LADOT) is incorporating this system for computerized traffic signal operation into the Smart Corridor demonstration project, of which Venice and a portion of Washington Boulevards and Washington Place will become a part during 1994.

Automobile Oriented Development - Uses which are configured for ease of access by car (see Pedestrian Oriented Development and Transit Oriented Development).

Building Envelope - The three-dimensional space within which a structure is permitted to be built on a lot. This space is defined with respect to such development regulations as height, setback requirements, floor area, lot coverage and intensity standards.

Bulk - The general term for the extent to which a building, through its shape and dimensions, occupies its building envelope.

Bus Electrification - The conversion of diesel powered buses to electric power, with the electric power supplied to the buses by electric cables suspended overhead.

CAA - Clean Air Act. (Federal and/or California)

Caltrans - California Department of Transportation.

Capacity - The maximum number of vehicles that can flow on a roadway or through an intersection based on the prevailing traffic, roadway, and traffic signal conditions.

CCAP - Congested Corridor Action Plan.

CCGP - Culver City General Plan (see General Plan).

CEQA - California Environmental Quality Act (see EIR).

CIP - Capital Improvement Program. A list of City Council approved projects to improve transportation facilities and other infrastructure systems.

Circulation Element - The section of the City General Plan that addresses the goals, policies and programs for citywide transportation facilities and services.

Class I Bicycle Path - A bicycle path in a right-of-way separate from other vehicles. For example, the Ballona Creek Bicycle Trail.

Class II Bicycle Lane - A bicycle lane striped on a roadway shared with other vehicles.

Class III Bicycle Route - A bicycle route signed on a roadway shared with other vehicles.

CMP - Congestion Management Program. A plan required by state law for urbanized counties to monitor, regulate and improve regional traffic flow conditions. LACTC has prepared the CMP for Los Angeles County. Local General Plan Circulation Elements must be made consistent with the County CMP.

Collector Streets - Streets designed for lower volumes of traffic than arterials, which provide a connection between the arterial system and local residential, commercial and industrial streets.

Commercial - Used in planning as a term to describe land uses that engage in the buying or selling of goods or services, such as retail, restaurant or office uses.

Community Services - Public and private businesses and organizations which provide needed retail, commercial, and social services to the community, such as laundries, child care, etc.

Delay - A measure of increased travel time due to interruptions in traffic flow, such as congestion at intersections, expressed in seconds per vehicle.

Density Bonus - In housing, the allowance of additional unit density (square footage or number of residential units) in exchange for the provision of specific amenities such as affordable housing or child care services. In commercial use, the density bonus is often used as

an incentive to encourage project developers to provide needed services or amenities.

Dial-A-Ride Service - A special on-demand transit shuttle service which, when provided, generally is for the elderly and disabled for transportation within a defined service area (see also Fixed-Route Bus).

Discretionary Land Use Decision - Land use decisions which involve the exercise of judgment on the part of local officials in determining the appropriateness of certain development applications. These types of decisions are contrasted with "as-of-right" developments that are specifically authorized by land use regulations, and require only administrative or ministerial approval.

Downzoning - A change in the zoning classification of land to a district which permits development that is less intensive or less dense.

EIR - Environmental Impact Report. A document required by the California Environmental Quality Act (state law) for most discretionary actions which may result in a significant adverse effect on the physical (natural and built) environment, to provide information to decision makers regarding impacts, mitigation and alternatives to the proposed action.

ETB - Electric Trolley Bus.

Excess - Used as a verb to indicate the action of a government agency to release its jurisdictional control or ownership of a piece of property, such as de-annexing an area.

Fixed-Route Bus Service - Bus service that operates only on a designated path. Riders can depend on buses arriving within specific time period at specific stops; the buses do not change travel routes to accommodate special travel needs (see also Dial-A-Ride).

Footprint - The outline of the ground area covered by a building.

General Plan - A document presenting the goals, objectives, and policies for the comprehensive long-range physical development of cities and counties within the State of California. The General Plan expresses community development goals, embodies public policy relative to the distribution of future land uses, and functions as the foundation upon which all land use decisions are based. The seven required elements are Land Use, Circulation, Housing, Open Space, Conservation, Noise and Safety.

Goal - A direction setting statement of an ideal future end, condition or state related to the public health, safety or general welfare toward which planning implementation measures are directed; an expression of community values; not generally quantifiable, time-dependent or suggestive of specific actions.

Granny Flats - A second dwelling unit that is attached to or detached from a single family dwelling unit and provides complete living facilities for one or more persons. Typically regulations governing granny flats contain either occupancy restrictions or standards limiting the size of the unit.

Guaranteed Ride Home - A service provided by an employer to employees who carpool, vanpool or ride public transit, to provide rides home when necessary due to emergencies or occasional changes in commute schedule.

HAR - Highway Advisory Radio. Radio broadcasts used to advise people of prevailing traffic conditions (see Smart Corridor).

Headway - The time between two successive public transit vehicles (bus or rail). A headway of 20 minutes means a frequency of 3 buses per hour.

Housing Element - The section of the City General Plan that addresses goals, policies and programs for housing supply, condition and affordability citywide.

HOV - High Occupancy Vehicle. A vehicle that is transporting several people, such as a bus or carpool.

HOV Lanes or Facilities - Roadways, lanes and associated facilities developed in a separate right-of-way and designated for the exclusive use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis, carpools and vanpools.

Implementation Measure - An action, procedure, program or technique that carries out general plan policy.

Infill Sites - Vacant parcels of land which are surrounded by development.

Infrastructure - Those improvements which serve as the underlying foundation for land development. These improvements include streets, storm drains, sanitary sewers, water supply and other utilities.

Intensity Standards - Regulations that specify the amount of development (usually expressed in square footage related to land area) allocated within each land use category.

Issue - A statement or question regarding an existing or potential real or perceived deficiency, conflict or constraint. Points of consensus and issues provide the context for recommending long-term policies in the General Plan.

LACTC - Los Angeles County Transportation Commission, created by the state legislature in 1976 to coordinate planning and funding of transportation facilities countywide. See definition under the new name: Metropolitan Transportation Authority (MTA).

LACTC 30-Year Plan - A strategic planning tool or framework to develop and evaluate the most cost-effective means of providing for Los Angeles County's transportation needs.

LACDRP - Los Angeles County Department of Regional Planning.

LADOT - City of Los Angeles Department of Transportation.

LAFCO - Local Agency Formation Commission of Los Angeles County.

Land Use Designation - The classification assigned to an area of the City in the Land Use Element of the General Plan, describing the desired type of use and intensity desired at that location. The General Plan land use designations provide a basis for subsequent, more specific zoning decisions.

Land Use Element - The section of the City General Plan that addresses the goals, policies and programs regarding the development and use of public and private property citywide.

LOS - Level of Service. A measure of the quality of operation of a roadway intersection or roadway segment, based upon a volume/capacity ratio or measurement of delay, with LOS "A" being very good operation with little traffic delays, and LOS "F" being severely congested operation with large traffic delays.

LRT - Light Rail Transit. Medium capacity public transit, using rail lines, that provides passenger capacities ranging from 2,000 to 20,000 passengers an hour. Light rail can operate on either grade separated, reserved right-of-way, or can operate in mixed traffic on city streets.

Low Income - Household income category defined as 50% to 80% of the median income for the Los Angeles-Long Beach Primary Metropolitan Statistical Area, as set by the federal Department of Housing and Urban Development.

Mansionization - Term used to describe residential building additions, or building replacements, which lack compatibility with the scale and character of the surrounding neighborhood. Typically such additions, or replacements, are constructed in conformance with existing development regulations.

Median Income - The income at which half of the households in any Metropolitan Statistical Area have a higher income and half have a lower income - the 50th percentile.

Metropolitan Transportation Authority (MTA) - The Los Angeles County agency charged with implementing the federal, state and regional transportation plans. A consolidation of the former LACTC and the SCRTRD.

Mitigation Measures - Conditions imposed upon a project with the intent of avoiding, or minimizing, the potential significant adverse impact of the project.

Mixed Use - Type of development which allows a combination of land uses within a single development (such as residential and commercial).

Mode - In transportation, refers to the type of transportation used, such as automobile, bus, bicycle, walking, etc.

Moderate Income - Household income category defined as 80% to 120% of the median income for the Los Angeles-Long Beach Primary Metropolitan Statistical Area, as set by the federal Department of Housing and Urban Development.

MTA - Metropolitan Transportation Authority.

Multi-Modal - The use of different types of transportation like auto, bus, bicycle, walking, etc., to move from one place to another.

NDIF - New Development Impact Fee. A charge assessed in Culver City on new private construction to offset the public costs of needed transportation infrastructure improvements.

Objective - As part of a general plan, one of several successive intermediate steps toward attaining a goal.

Open Space Element - The section of the City General Plan that addresses the goals, policies and programs for public and private undeveloped and developed areas in use for park, recreational or scenic purposes.

Pavement Master Plan - Culver City's planning document that identifies existing and proposed pavement for City streets, alleys and facility accessways.

Pedestrian Oriented Development - Pedestrian oriented development that provides clear, comfortable pedestrian access to commercial or mixed-use areas and transit stops. Pedestrian routes should be located along and visible from streets. Primary pedestrian routes and bikeways should be bordered by the entrances to buildings and public parks and uses (see also Transit Oriented Development).

Policy - As defined by State Planning Law, a policy is a general plan statement that guides action; a specific statement that guides decision making and that indicates a clear commitment of the local legislative body.

PRD - Planned Residential Development.

Proposition A - The half-cent sales tax approved by voters in Los Angeles County in 1980 for public transit. Of the Prop-A revenues, 25 percent is returned to local jurisdictions for local transit services, 35 percent is used by MTA to develop the countywide rail system, and 40 percent is allocated at the discretion of MTA.

Proposition C - Voter-approved legislation, administered by Los Angeles County, which raises additional sales tax revenues for funding of transportation projects.

Redevelopment Project Area - An area of the City which has been specifically designated pursuant to state law and targeted for revitalization, enhancement, or intensification. Plans are prepared for these areas with the intent of addressing blight and achieving desired development objectives.

RCP - Regional Comprehensive Plan. A plan in preparation by SCAG for the six-county area of Los Angeles, Orange, Riverside, San Bernardino, Ventura and Imperial Counties. The RCP is expected to be the blueprint for managing the growth and resources in the region and will contain policies and guidelines for local and subregional planning programs. Culver City is participating in the RCP West Los Angeles Sub-Regional Working Group along with the cities of Beverly Hills, Santa Monica and West Hollywood.

Regulation XV - The set of rules adopted and administered by the SCAQMD requiring employers with work sites in the South Coast Air Basin and 100 or more employees to submit and implement TDM plans designed to increase the Average Vehicle Ridership (AVR, which is calculated by dividing the number of employees by the number of automobiles) to specific target levels. The target for affected employers in Culver City is 1.5 AVR.

RHNA - Regional Housing Needs Assessment, the state required document prepared by SCAG on a five-year cycle to assist local jurisdictions in setting targets for local contributions towards meeting regional affordable housing demands. The current RHNA update is being prepared through the RCP process.

Rideshare - Automobile trips that carry two or more persons from home to work or to other destinations, such as carpools and vanpools.

RME - Regional Mobility Element.

ROW - Right of Way. Public land corridors dedicated primarily to transportation uses, generally extending from sidewalk to sidewalk, sometimes including landscaped areas beyond the sidewalk (not to be confused with the narrower "roadway" which extends from curb to curb).

SCAG - Southern California Association of Governments.

Scale - Refers to the physical proportions of development within an existing district or neighborhood. Such factors as height, setback, and density of existing development determine the character of a given area in proportions.

SCAQMD - South Coast Air Quality Management District. (See AQMD)

SCAQMP - South Coast Air Quality Management Plan. (See AQMP)

SCRTD - Southern California Rapid Transit District. (See MTA)

Setback - The area between the building and property line (existing and proposed). The prevailing pattern of setbacks within a neighborhood contributes to the area's visual character and sense of scale. The Zoning Code sets standards regarding the required minimum setbacks in various zones and regarding building projections, driveways, landscaping, walls and buffers within the setback.

SIP - State Implementation Plan. A compendium prepared by the state, required by the federal Clean Air Act to be a compilation of the state's regional Air Quality Management Plans (see SCAQMP).

Smart Corridor - A transportation corridor designed to coordinate between a freeway and parallel arterials streets, to focus through-traffic into the freeway corridors. Certain mechanisms such as computerized and centrally controlled traffic signalization, electronic traffic advisories and higher traffic speeds are implemented to facilitate use of these corridors (see ATSAC).

Special Status Species - Plant or animal species that have been listed by state or federal biological resource agencies as being "endangered," "candidate" for listing as endangered, or "rare" due to reduction in the number of individuals within their species' population.

Specific Plan - An implementation tool authorized by State law which contains detailed development standards, distribution of land uses, infrastructure requirements and implementation measures for the development of a specific geographic area.

Sphere of Influence - A geographic area addressed by the General Plan that extends beyond the incorporated limits of the City, to include areas such as unincorporated lands under the jurisdiction of the County of Los Angeles or in adjacent cities. At a minimum, these areas require coordination with General Plan policies to minimize adverse effects of proposed uses; in some areas, the possibility of future annexation to the City calls for more attention to land use designations and policies.

SRRE - Source Reduction and Recycling Element.

SRTP - Short Range Transit Plan. A document prepared by transit operators to monitor and plan transit service over the near term, and to report to funding agencies.

Staggered Work Hours - Varying the work start and quit time for employees, as a method to reduce traffic congestion during the peak rush hours.

Strategic Direction - The term is used in this document to refer to a collection of policy options which reflect a general philosophy regarding resolution of certain issues.

Streetscape - A term for improving the visual and physical elements of the street by providing landscaping, street trees, pedestrian-scaled lighting, sidewalks, street furniture and other pedestrian amenities.

Sub-Area - The term used in this document to refer geographic sections of the City. The 14 Neighborhoods in the City have been grouped into 7 Sub-Areas.

Subscription Bus Service - Charter buses hired by employers to provide employees with transit service.

TCM - See Transportation Control Measure.

TDM - See Transportation Demand Management.

Telecommuting - Working at home, through the use of a computer or other means, to avoid traveling to work during peak congestion periods.

TIP - Transportation Improvement Program.

TMA - Transportation Management Association, a parent organization of TMOs, used to monitor and coordinate TMOs throughout the City. A group of persons and/or employers joined together in a legal agreement, whose purpose includes the sharing of TDM information.

TMO - Transportation Management Organization, an organization of an employer or group of employers to facilitate the use of TDM measures to reduce traffic. A group of persons and/or employers joined together in a legal agreement, whose purpose includes the sharing of TDM information.

Traffic Management Plan - A plan using traffic control strategies like signing, striping, signal timing, etc., to control traffic flow during special events.

Transit Feeders - Shuttle buses or other fixed-route transit service that connect residential and non-residential uses in a city or area to rail transit station locations.

Transit Oriented Development - Mixed-use neighborhoods located within a quarter-mile walking distance of light rail stops or bus transfer stations with commercial areas located adjacent to the transit stops. These commercial areas should include convenience shopping, professional office, restaurants, service commercial, and entertainment for transit riders.

Transportation Control Measures (TCM) - Steps taken by the City to adjust traffic patterns or reduce vehicle use with the objective of reducing vehicular emissions of air pollutants. TCMs are specifically called for under the regional SCAQMP.

Transportation Corridors - Travel routes and adjacent uses and accessways within the City necessary for movement of residents within the City, for residents to travel out of the City, and for nonresidents to travel to destinations in or beyond the City.

Transportation Demand Management (TDM) - A program of specific measures designed to encourage alternatives to single occupant automobile use and thereby reduce transportation demand.

Such measures include carpool and vanpool matching, preferential parking, transit ridership incentives and subsidies, guaranteed ride home, parking charges, bicycle facilities and amenities, staggered work hours and alternative work week programs.

Transportation Systems Management (TSM) - A catch-all term for methods used to improve the operation of roadways and intersections by low cost measures within the existing right-of-way.

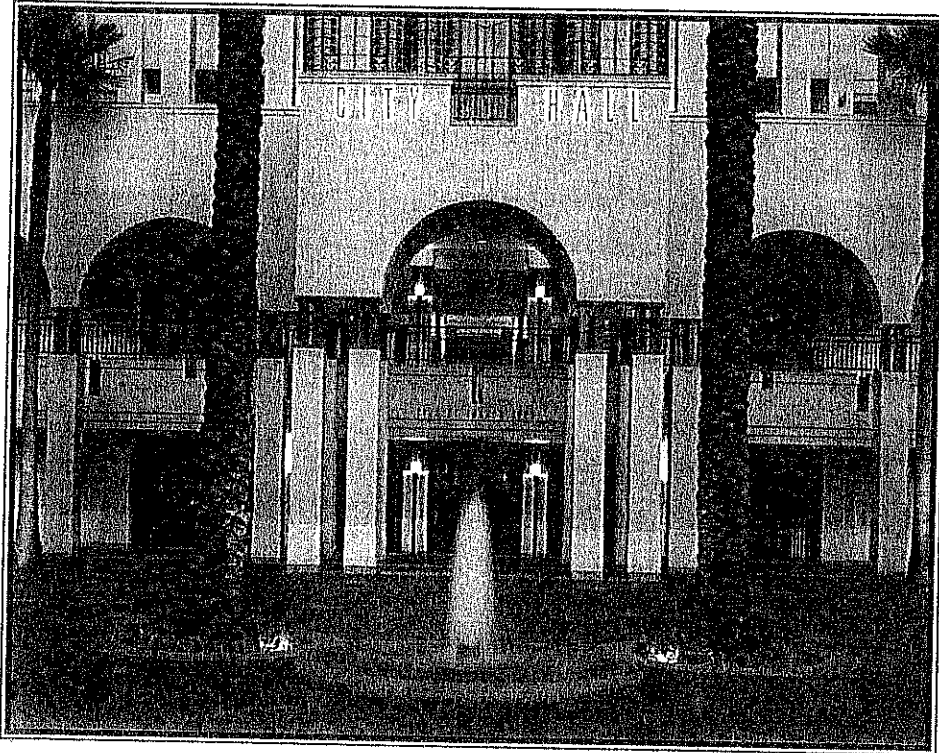
Travel Demand - The number of trips created by activities, i.e., persons traveling from home to work, shopping, recreation, and other places.

TRO - Trip Reduction Ordinance, an ordinance established in compliance with the CMP that requires developers to implement TDM measures to reduce the amount of traffic they generate (owing to trips by commuting employees, visitors, deliveries, etc.).

Westside Summit - A policy committee, composed of representatives from the City Councils of Beverly Hills, Culver City, Santa Monica, West Hollywood, and the City of Los Angeles, and a representative of Los Angeles County, which meet on an as needed basis to discuss issues of common concern.

Westside Cities - The cities which make up the westside subregion for purposes of SCAG's Regional Comprehensive Plan planning effort, which include: Beverly Hills, Culver City, Santa Monica and West Hollywood.

City of Culver City
General Plan



LAND USE ELEMENT

Adopted by the City Council July 22, 1996
Amended through February 28, 2000

ACKNOWLEDGEMENTS

General Plan Advisory Committee

- Priscilla F. Adler, Co-Chairperson
- Kay Lyou, Co-Chairperson
- Crystal Alexander
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- Victor Benickes
- Yvette Borcia-Stern
- Linda Bradley-Lancaster
- Michele Cerra
- Roy L. Donovan
- Madeline Ehrlich
- Albert W. Garcia
- Robert R. Gardner
- Tim Giarraffa
- Paul R. Goodwin
- Ethan Greenspan
- Patricia A. Hadley
- Jim Hayes
- Jo Ann Higgins
- Bob Little
- David Oliver
- Steven J. Rose
- Gerald M. Sallus
- Miriam Shapiro
- Robert Sirchia
- Robin Turner
- Bonnie Walsh
- Harry Wells

City Staff Technical Committee

- Jody Hall-Esser, Chief Administrative Officer
- Mark Winogron, Community Development Director
- Norman Herring, City Attorney
- Darnisa Tyler, Housing Division
- Steven Gerhardt, Environmental Coordinator
- Lt. Bill Burke, Police Department
- James S. Davis, City Engineer
- Evelyn Keller, Deputy City Attorney
- Jerry Ichien, Redevelopment Project Specialist
- Revon Wolf, Consulting Traffic Engineer
- Larry Wiley, Acting Municipal Services Director
- Mark Zierten, Senior Management Analyst
- Steven Cunningham, Deputy Transportation Director
- Paul Francis, Fire Marshal
- Lisa A. Baker, Housing Administrator

City of Culver City - 1996 City Council

- Edward M. Wolkowitz, Mayor
- Albert Vera, Vice Mayor
- Mike Balkman, Council member
- Sandra J. Levin, Council member
- Richard A. Marcus, Council member

Planning Commission 1994 - 1996

- John G. Edell
- Lynn A. Baril
- David M. Glasser
- Sandi J. Levin
- Robin D. Turner
- Edward M. Wolkowitz
- Stephen Schwartz
- Crystal C. Alexander
- Theodore J. Smith III
- Michael R. Snell

Planning Division Project Staff

- Jay B. Cunningham, City Planner
- Carol DeLay, Deputy City Planner
- John Rivera, Associate Planner

Consultants to the City

- Shirley A. Montoya
- Sheila Murphy
- Gruen Associates in association with
 - Crain and Associates
 - Mestre Greve Associates
 - Takata Associates
 - C. W. Cook and Company, Inc.

RESOLUTION NO. 96-R102

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, ADOPTING THE UPDATE OF FOUR ELEMENTS OF THE CITY'S GENERAL PLAN, INCLUDING THE LAND USE, CIRCULATION, OPEN SPACE AND NOISE ELEMENTS

(General Plan Amendments, GPA Nos. 95-02, 95-03, 95-05 and 95-06)

WHEREAS, the City prepared the General Plan Update in conformance with State and local planning law and practices in order to update the Land Use, Circulation, Housing, Open Space and Noise Elements of the City's General Plan; and

WHEREAS, throughout 1992-1994 the City Council-appointed General Plan Advisory Committee met to identify issues, explore a range of policy options based upon land use development scenarios, and develop five Draft General Plan Elements; and

WHEREAS, on February 11, February 25, March 16, March 28, April 8, April 26, August 30, October 5 and November 1, 1995, the Planning Commission conducted duly noticed public hearings fully considering the draft elements, staff reports, environmental information and all testimony presented; and

WHEREAS, at the conclusion of the November 1, 1995, public hearing and thorough discussion of the matter, the Planning Commission recommend by Resolution No. 95-P020 that the November 1, 1995, draft, as amended by the Planning Commission (including final editing by staff for any technical, nonsubstantive changes necessary), of the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements should be approved and adopted by the City Council and that the Housing Element should be approved in concept by the City Council; and

WHEREAS, on May 2, 1996, the City Council held a special study session on the General Plan Update and Program Environmental Impact Report (EIR) to ask questions, discuss issues, and take public comment; and,

WHEREAS, on July 22, 1996, at a duly noticed public hearing, the City Council held a public hearing, discussed the merits of the General Plan Update and its associated Program EIR, and determined that the motions approving the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements, presented by staff should be approved and adopted as recommended, subject to certain revisions.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVES AS FOLLOWS:

SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby made:

1. That the Program Environmental Impact Report on the General Plan Update as recommended by Planning Commission Resolution No. 95-P019, has been certified by City Council Resolution No. 96-R¹⁰¹.
2. It is the continuing policy of the City to periodically initiate public hearings for the purpose of considering whether revisions to the General Plan are advisable based on dynamic community goals and needs.
3. The currently adopted Land Use, Circulation, Open Space and Noise Elements require updating and revision, to reflect the City evolving population and development patterns and related goals, objectives and policies.
4. That the draft Land Use, Circulation, Open Space and Noise Elements conform to State of California planning law.

SECTION 2. Pursuant to the foregoing recitations and findings, the City Council of the City of Culver City, California, hereby approves and adopts, with revisions (as specified in SECTION 3 below):

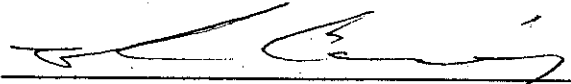
1. General Plan Amendment, GPA No. 95-02, Land Use Element.
2. General Plan Amendment, GPA No. 95-03, Circulation Element.
3. General Plan Amendment, GPA No. 95-05, Open Space Element.
4. General Plan Amendment, GPA No. 95-06, Noise Element.
5. General Plan Vision and Overview.

6. Replacing the 1978 Land Use Element (as amended), 1975 Circulation Element, 1973 Open Space Element, and 1974 Noise Element, and rescinding the 1975 Scenic Highways Element.

SECTION 3. Pursuant to the foregoing recitations and findings, and prior to finalizing, the Draft General Plan Elements shall be revised as follows:


1. The draft Elements shall be revised to provide for internal consistency with all elements of the Update, and to include final editing by staff for any technical, nonsubstantive changes to bring the Update current to July 1996.
2. The draft Elements shall be revised to provide for exploring the development of Mixed-Use projects in the nonresidential areas, through the drafting of development standards.
3. That the residentially designated areas on both sides of Culver Boulevard, between Elenda Street and Sepulveda Boulevard, shall be designated Medium Density Multiple Family on the 1996 Land Use Element Map, and that the appropriateness of this designation shall be considered within the scope of the Culver Boulevard Focused Special Study.
4. That the properties on both sides of west Washington Boulevard, between Redwood Avenue and Wade Street and Centinela Avenue and McLaughlin Avenue, shall be designated General Corridor on the 1996 Land Use Element Map.


APPROVED and ADOPTED this 24th day of September, 1996.


EDWARD M. WOLKOWITZ, MAYOR
City of Culver City, California

ATTEST:

APPROVED AS TO FORM:


TOM CRUNK
City Clerk BY:
Ela Valladares, Deputy City Clerk


NORMAN Y. HERRING
City Attorney

JR:jrs223

1 RESOLUTION NO. 98-R 009

2 A RESOLUTION OF THE CITY COUNCIL OF THE
3 CITY OF CULVER CITY, CALIFORNIA, APPROVING A
4 NEGATIVE DECLARATION; AMENDING THE CITY'S
5 GENERAL PLAN BY CHANGING THE TEXT OF THE
6 LAND USE ELEMENT REGARDING CEMETERY
7 EXPANSION AND THE MAP OF THE LAND USE
8 ELEMENT BY REDESIGNATING PROPERTY LOCATED
9 AT 6695 GREEN VALLEY CIRCLE TO CEMETERY; AND
10 APPROVING MODIFICATION NO. 1 TO SITE PLAN
11 REVIEW TO PERMIT THE EXPANSION OF THE
12 HILLSIDE CEMETERY

13 WHEREAS, the Culver City Planning Commission has considered, after duly noticed
14 public hearings held on January 8, 1997, and August 13, 1997, a proposed Negative Declaration
15 prepared pursuant to the California Environmental Quality Act ("CEQA") ("Negative
16 Declaration") and applications for a General Plan Amendments, GPA No. 96-01, a Zone Change,
17 ZC No. 96-01 and Modification No. 1 to Site Plan Review, SPR No. 90-03;

18 WHEREAS, on August 13, 1997, at the conclusion of its hearing the Planning
19 Commission did not approve the Negative Declaration, recommended the Culver City City
20 Council not approve the General Plan Amendments ("GPA") and Zone Change ("ZC") and
21 disapproved Modification No. 1 to Site Plan Review ("SPR");

22 WHEREAS, pursuant to the Culver City Municipal Code ("CCMC"), Council Member
23 Wolkowitz appealed, and the Culver City City Council decided to hear that appeal of, the
24 Planning Commission's disapproval of the SPR;

25 WHEREAS, on January 26, 1998, pursuant to the CCMC, the City Council held a duly
26 noticed public hearing regarding the Negative Declaration, GPA, ZC and SPR;

27 WHEREAS, after hearing all testimony and considering all information presented, the
28 City Council approved the Negative Declaration, GPA and ZC, concurred with the appeal and
29 conditionally approve the SPR; and

30 WHEREAS, the City Council is considering introducing and adopting an ordinance
31 approving the ZC ("Ordinance").

1 NOW, THEREFORE, the City Council of the City of Culver City, California, DOES
2 HEREBY RESOLVE, as follows:
3

4 SECTION 1. The Negative Declaration, which finds the GPA, ZC and SPR will not
5 have a significant effect on the environment, is hereby approved and adopted.
6

7 SECTION 2. The Land Use Element of the General Plan is hereby amended by:

8 a. amending the last sentence of the text of the Cemetery designation to read:

9 It is intended to protect their future existence and to allow
10 anticipated and well-planned expansion.

11 b. amending the Land Use Element map to designate the property described
12 as Lot 2 of Parcel Map No. 1817 and located at 6695 Green Valley Circle to
13 Cemetery.
14

15 SECTION 3. The Planning Commission decision set forth in Section 2. C. of Resolution
16 No. 97-P014 is hereby reversed.
17

18 SECTION 4. The SPR is hereby conditionally approved, subject to all the conditions set
19 forth in Attachment No. 1, attached hereto and incorporated herein by this reference as though set
20 forth in full.
21

22 SECTION 5. The Planning Commission decision set forth in Section 2. C. of Resolution
23 No. 97-P014 is hereby affirmed.
24

25 ///

26 ///

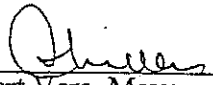
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SECTION 6. Except as set forth in this Section, this Resolution shall be effective on the date this Resolution is approved and adopted, as set forth below. SECTION 3 and SECTION 4 of this Resolution shall be effective upon the effective date of the Ordinance. SECTION 5 of this Resolution shall be effective if the Ordinance does not become effective.


APPROVED AND ADOPTED; this 23rd day of February, 1998.



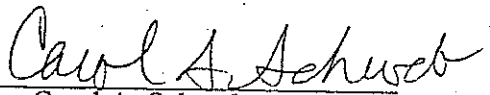
Albert Vera, Mayor

ATTEST:

APPROVED AS TO FORM:



Tom Crunk,
City Clerk By:
Ela Valladares, Deputy City Clerk



Carol A. Schwab,
City Attorney

RESOLUTION NO 99-R105

1
2
3 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY
4 CALIFORNIA, MAKING NECESSARY ENVIRONMENTAL
5 DETERMINATIONS AND AMENDING THE CITY'S GENERAL PLAN MAP
6 BY CHANGING THE LAND USE DESIGNATION FROM INSTITUTIONAL
7 HEALTH CENTER TO COMMERCIAL GENERAL CORRIDOR FOR
8 PROPERTY LOCATED AT 12101 WASHINGTON BOULEVARD

9 (General Plan Map Amendment, GPMA P-1999016 H E L P School)

10 WHEREAS, on July 21 1999, H E L P Group West, filed an application for a
11 General Plan Map Amendment to change the land use designation on the former
12 Washington Hospital Medical Center located at 12101 Washington Boulevard, being Lot 1
13 of Tract 25914, from Institutional Health Center to Commercial General Corridor, in
14 connection with a conditional use permit application for a 400-student private school for
15 special needs students with support services such as counseling, therapy and tutoring,
16 and

17 WHEREAS on October 13, 1999 the Planning Commission conducted a duly
18 noticed public hearing on a proposed Negative Declaration prepared pursuant to the
19 California Environment Quality Act and the application for a General Plan Map
20 Amendment, GPMA P-1999016, and

21 WHEREAS following conclusion of the public discussion and thorough deliberation
22 of the subject matter the Planning Commission determined by a 5-0 vote that the project
23 would not result in significant adverse environmental impacts and a Negative Declaration
24 finding was appropriate and determined by a 3-2 vote that GPMA, P-1999016, should be
25 recommended to the City Council for approval, and approved by a 5-0 vote the conditional
26 use permit application, and

1 WHEREAS, since no new information has been provided regarding the project or
2 any potential environmental impacts since approval of the Negative Declaration by
3 Planning Commission, no further environmental action is required, and

4 WHEREAS on December 13 1999, pursuant to the Culver City Municipal Code,
5 the City Council held a duly noticed public hearing regarding the GPMA, and

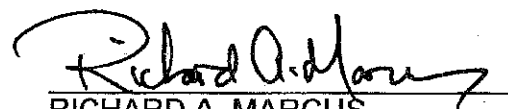
6 WHEREAS after fully considering the application staff report and environmental
7 information, and all testimony presented, the City Council approved GPMA P-1999016

8 NOW, THEREFORE the City Council of the City of Culver City, California DOES
9 HEREBY RESOLVE, as follows

10 SECTION 1 Since no new information has been made available since Planning
11 Commission adoption of the Negative Declaration, which finds GPMA P-1999016 will not
12 have a significant effect on the environment, no further environmental action is required
13


14 SECTION 2 The Land Use Map of the General Plan is hereby amended by
15 changing the existing land use designation on property located at 12101 Washington
16 Boulevard from Institutional Health Center to Commercial General Corridor

17
18 APPROVED and ADOPTED this 13th day of December 1999

19
20 
21 RICHARD A. MARCUS
22 Mayor

23 ATTEST

24 APPROVED AS TO FORM

25 
26 TOM CRUNK City Clerk
27 ELA VALLADARES, Deputy City Clerk
28 LT eh
29 R1213washington

30 
31 CAROL A. SCHWAB, City Attorney

RESOLUTION NO 2000-R015

1
2 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
3 CULVER CITY CALIFORNIA, AMENDING THE GENERAL
4 PLAN LAND USE ELEMENT DESIGNATION FOR
5 PROPERTY LOCATED AT 9310 CULVER BOULEVARD
6 AND 9099 WASHINGTON BOULEVARD FROM GENERAL
7 CORRIDOR TO DOWNTOWN, AND AMENDING THE
8 DESIGN AND PHYSICAL DEVELOPMENT PLAN
9 ARCHITECTURAL DESIGN DISTRICT STANDARD FOR
10 PROPERTY WITHIN THE DOWNTOWN OVERLAY (DO)
11 ZONE FROM PRIMARY OFFICE TO PRIMARY RETAIL

12 (Town Plaza/Screenland)
13 (Ince Boulevard Public Parking Structure)

14 WHEREAS, on January 31, 2000, after conducting duly noticed public
15 hearings, the Planning Commission approved by a 5-0 vote Resolution No
16 2000-P003 making certain findings and adopting a Statement of Overriding
17 Considerations in compliance with the California Environmental Quality Act,

18 WHEREAS, on January 31, 2000, the Planning Commission also approved
19 by a 5-0 vote Resolution No 2000-P002 for site plan reviews and a tentative parcel
20 map, and recommended to the City Council for approval a zoning code amendment,
21 zone changes a development agreement, a General Plan Land Use Element
22 amendment and a Design and Physical Development Plan amendment related to
23 the Town Plaza/Screenland and Ince Boulevard Public Parking Structure projects,

24 WHEREAS, on February 28, 2000, the City Council conducted a duly noticed
25 public hearing during which it fully considered all reports public testimony, and
26 environmental information regarding such regulations, and

27 WHEREAS, at the conclusion of the public hearing the City Council
28 concurred with the Planning Commission's recommendation and approved an
Ordinance approving the zoning code amendment, zone changes, and making a
finding that the Project will not have significant impacts and, therefore, no further
environmental review is necessary, an Ordinance approving the development

1 agreement, and approved the General Plan Land Use Element amendment to
2 change the Land Use Element designation of Parcels 2 and 3 of Tentative Parcel
3 Map 25831 (addressed 9310 Culver Boulevard and 9099 Washington Boulevard
4 respectively), from General Corridor to Downtown, and the Design and Physical
5 Development Plan amendment to change the Architectural Design District Standard
6 of property located within the DO Zone from Primary Office to Primary Retail

7 NOW, THEREFORE the City Council of the City of Culver City California,
8 DOES HEREBY RESOLVE, as follows

9 SECTION 1 Pursuant to the foregoing recitations, the following findings are
10 hereby made

11 **General Plan Land Use Element Amendment**

12 A The proposed General Plan amendment if approved will change
13 the Land Use Element designation of Parcels 2 and 3, of Tentative
14 Parcel Map 25831 (addressed 9310 Culver Boulevard and 9099
15 Washington Boulevard respectively), from General Corridor to
16 Downtown, and thus create consistency between these
17 development parcels and the remainder of Downtown The
18 amendment will be consistent with goals, objectives, and policies of
19 other elements of the General Plan
20

21 B The proposed General Plan Land Use Element amendment is also
22 consistent with the economic vitality goals of the General Plan
23 Land Use Element including
24

25 Policy (6 A) Encourage revitalization of commercial corridors in
26 the City through new development and renovation of existing
27

1 structures with incentives that address development standards
2 and the project approval process

3 Policy (6 B) Focus commercial development into cohesive
4 districts by identifying and encouraging intensities and qualities
5 of commercial uses that are sensitive to their locations, and by
6 emphasizing specific uses

7 Policy (6 F) Identify public-private joint development projects
8 that may serve as catalysts to encourage quality private
9 development along the commercial corridors

10 Policy (6 E) Encourage restaurants that feature outdoor dining,
11 especially sidewalk cafes, within Downtown and areas
12 designated for neighborhood serving or mixed use emphasis

13 **Design and Physical Development Plan Amendment**

14 A The proposed Design and Physical Development Plan amendment
15 if approved will change the Downtown Overlay (DO) Zone's existing
16 Architectural Design District Standard from Primary Office to
17 Primary Retail and will create consistency with the City's General
18 Plan because it will be consistent with goals objectives, and
19 policies stated therein A few of those from the Land Use Element
20 are listed below

21 Objective (6) Commercial Corridors Revitalize the physical
22 character and economic well being of the City's Commercial
23 corridor

24 Objective (8) Fiscal Health Foster the growth of businesses
25 that increase City revenues by promoting attractive, quality retail
26 establishments that serve neighborhood, community and
27 regional markets

28 Policy (5 G) Encourage the location of high-quality retail shops
and fine restaurants in areas which could serve both business
and residential patrons

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Policy (5 H) Encourage and support entertainment and media businesses by promoting Culver City's image as the 'Heart of Screenland'

B The proposed Design and Physical Development Plan amendment is in the interest of public health, safety, and welfare, because it will ensure the application of the appropriate Architectural Design District Standard throughout Downtown

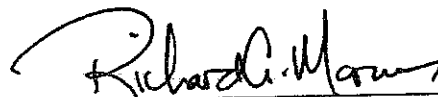
SECTION 2 Based on the foregoing recitations and findings

A The General Plan is hereby amended by changing the Land Use Element designation of Parcels 2 and 3 of Tentative Parcel Map 25831 (9310 Culver Boulevard and 9099 Washington Boulevard respectively), from General Corridor to Downtown, and

B The Design and Physical Development Plan is hereby amended by changing the Architectural Design District Standard of property located in the DO Zone from Primary Office to Primary Retail

SECTION 3 This Resolution shall become effective upon the date it is adopted

APPROVED and ADOPTED this 28th day of February 2000



RICHARD A. MARCUS, Mayor
City of Culver City, California

ATTEST

APPROVED AS TO FORM



TOM CRUNK
City Clerk by Ela Valladares
Deputy City Clerk
R228townplaza

CAROL A. SCHWAB
City Attorney

RESOLUTION NO. 2004-R043

3 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA,
4 APPROVING THE GENERAL PLAN TEXT AMENDMENT, GPTEXT P-2004019, AMENDING
5 THE LAND USE ELEMENT BY ESTABLISHING POLICIES PRECLUDING RESIDENTIAL
6 USES FROM LIGHT INDUSTRIAL AND INDUSTRIAL DESIGNATED LAND AND BY
7 ESTABLISHING POLICIES PROTECTING THE EMERGENCY SERVICE RECEIVING
8 FACILITY AND ACUTE IN-PATIENT HOSPITAL LOCATED ON INSTITUTIONALLY
9 DESIGNATED LAND, AS SHOWN ON THE GENERAL PLAN LAND USE ELEMENT MAP,
10 (BROTMAN MEDICAL CENTER).

11 (City-Initiated General Plan Text Amendment, GP TEXT P-2004019)

12 WHEREAS, the City Council has reviewed the issues related to the General Plan
13 Amendment (GP TEXT P-2004019) needed on Light Industrial designated land and Industrial
14 designated land and needed on Institutionally designated land, as shown on the General Plan
15 Land Use Element Map, (Brotman Medical Center); and

16 WHEREAS, on November 12, 2003, the Planning Commission opened the duly
17 noticed public hearing on the City-initiated Zoning Code Amendment (ZCA P-2003049)
18 establishing development standards for live/work uses on Light Industrial designated land in
19 the Light Manufacturing (M-1) Zone, and received and filed the "Focused Special Study on
20 Allowing Live Work Uses on Industrial Land in the City of Culver City, "(Live Work Special
21 Study); and

22 WHEREAS, on November 12, 2003, the Planning Commission, after careful
23 consideration of the Live Work Special Study and public testimony, recommended that the
24 City Council approve ZCA P-2003049, establishing development standards for live/work uses
25 on Light Industrial designated land in the Light Manufacturing (M-1) Zone; and

26 WHEREAS, on December 8, 2003, the City Council opened the duly noticed public
27 hearing on ZCA P-2003049, establishing development standards for live/work uses on Light
28 Industrial designated land in the Light Manufacturing (M-1) Zone and continued the public
29 hearing to January 26, 2004; and

30 WHEREAS, on January 26, 2004, the City Council opened the duly noticed continued
31 public hearing on ZCA P-2003049, and received and filed the Live Work Special Study, and
32 after careful consideration of the Live Work Special Study, ZCA P-2003049, and of public
33 testimony, did not act upon ZCA P-2003049 but directed staff to develop policy

1 recommendations to ensure that the City's Light Industrial and Industrial lands are duly
2 protected and that the City has an appropriate and desirable land use mix; and

3 WHEREAS, as a result of the community's interest in protecting the emergency
4 service receiving facility and acute in-patient hospital located on Institutionally designated
5 land, as shown on the General Plan Land Use Element Map, (Brotman Medical Center), staff
6 brought forward for review a General Plan Amendment protecting, by land use, the
7 emergency service receiving facility at the location of the Brotman Medical Center; and

8 WHEREAS, on April 14, 2004, the Planning Commission recommended by a vote of
9 4-0 that the City Council determine that pursuant to Sections 15162 and 15168 of the CEQA
10 Guidelines, the General Plan Text Amendment (GP TEXT P-2004019) is within the scope of
11 the Culver City General Plan Program EIR approved on September 24, 1996, and no new
12 environmental analysis is needed.

13 WHEREAS, following the conclusion of the public discussion and thorough
14 deliberation of the subject matter, the Planning Commission determined by a vote of 4 to 0
15 that GP TEXT P-2004019, should be recommended to the City Council for approval, as set
16 forth in Planning Commission Resolution No. 2004-P001; and

17 WHEREAS, on May 24, 2004, the City Council conducted a duly noticed public
18 hearing during which it fully considered the Planning Commission's recommendation, all
19 reports, public testimony, and the environmental determination regarding GP TEXT P-
20 2004019; and

21 WHEREAS, following the conclusion of the public discussion and thorough
22 deliberation of the subject matter, the City Council determined by a vote of 4 to 1 that GP
23 TEXT P-2004019 is in the best interest of the City of Culver City;

24 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY,
25 CALIFORNIA, RESOLVES AS FOLLOWS:

26 SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby
27 made:

- 28 1. An Initial Environmental Study was prepared and completed on March 25, 2004, and
29 determined that there were no significant environmental impacts associated with this
General Plan Amendment (GP TEXT P-2004019). In addition, pursuant to Sections
15162 and 15168 of the CEQA Guidelines, GP TEXT P-2004019, amending the

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General Plan Land Use Element by establishing policies precluding residential uses and live/work uses from Light Industrial and Industrial designated land, and reinforcing the emergency service receiving facilities on Institutionally designated land as shown on the General Plan Land Use Element, (Brotman Medical Center), is within the scope of the Culver City General Plan Program EIR approved on September 24, 1996, and no new environmental analysis is needed.

2. The General Plan Text Amendment will establish policies precluding residential uses from Light Industrial and Industrial Designated land.
3. The General Plan Text Amendment will establish policies protecting the emergency service receiving and acute in-patient care facilities on Institutionally designated land, as shown on the General Plan Land Use Element Map (Brotman Medical Center).

A. Industrial and Light Industrial Land Uses

1. The General Plan Text Amendment preserves the City's existing employment base.
2. The General Plan Text Amendment is consistent with the General Plan Land Use Element because the amendment will ensure that the existing character of Industrial and Light Industrial designated lands remains intact.
3. The General Plan Text Amendment memorializes the completion of the "Focused Special Study on Allowing Live Work Uses on Industrial Land in the City of Culver City," which was required by the Industrial land use designation prior to determining if residential uses should be permitted on Industrial land.
4. The General Plan Text Amendment is consistent with the following General Plan Land Use Element Goal, Objective, and Policy:
 - a) *Goal: Economic vitality that serves the community and protects the quality of life.*
 - b) *Objective 5. Economic Diversity. Encourage new business opportunities that expand Culver City's economic base and serve the needs of the City's residential and business community.*
 - c) *Policy 5.A. Support and strengthen certain existing industrial areas by limiting commercial and residential uses according to established guidelines.*

B. Institutional Land Use


1. In light of the fact that numerous existing emergency receiving facilities near Culver City have closed or are in jeopardy of closing, the City desires to

1 ensure that any hospital located on the property of the existing Brotman
2 Medical Center provide acute and emergency medical care.

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2. The General Plan Text Amendment will identify and protect, by land use, the land on which the City's existing acute in-patient health centers and emergency service receiving facilities are located.
 3. The General Plan Text Amendment is consistent with the General Plan Land Use Element because it will not alter the purpose of the Institutional Land Use Designation, which is to identify and protect by land use the City's in-patient health centers and to identify, for informational purposes only, the location of existing uses that serve the public interest.
 4. The General Plan Text Amendment is consistent with the General Plan Land Use Element because the protection of the City's only acute in-patient and emergency service receiving facility is necessary for the City to continue to provide a high quality of life for all residents and efficient and effective public safety and emergency services.

1 SECTION 2. Pursuant to the foregoing recitations and findings, the City Council hereby
2 approves General Plan Text Amendment No. P2004019, as set forth in Exhibit A, attached
3 hereto and thereby made a part hereof.
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6 APPROVED and ADOPTED this 24th day of May, 2004.
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11 STEVEN ROSE, MAYOR
12 City of Culver City, CA

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14 ATTEST:

15 APPROVED AS TO FORM:

16 
17 CHRISTOPHER ARMENTA, City Clerk by:
18 Ela Valladares, Deputy City Clerk

19 
20 CAROL A. SCHWAB, City Attorney

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Exhibit A

CHANGES TO THE INDUSTRIAL AND LIGHT INDUSTRIAL LAND USE DESIGNATION IN THE LAND USE ELEMENT

1. LU-21

INDUSTRIAL. The Industrial designations are established to strengthen and protect successful existing uses while encouraging desirable and creative new developments. The industrial subcategories are designed and intended to address appropriate limits of industrial, commercial, studio and studio and supporting activities, as well as access, parking, and aesthetic standards. Industrial and commercial uses can coexist when specific uses and design characteristics are analyzed for compatibility.

No industrial designation, however, should necessarily allow every conceivable type of use allowed or promoted in the other industrial designations, or in each of the manufacturing or industrial zoning categories. These new land use designations will be further refined through drafting of new zones that emphasize specific uses. Maximum building intensity, specific types of use, and development standards shall be controlled by zoning based on lot size and location.

2. LU-21

Light Industrial. This designation allows a limited variety of light manufacturing and industrial uses that can be contained within wholly enclosed structures. Commercial uses also would be allowed. It is designed and intended to protect adjacent residential areas while allowing clean, quiet industry, and commercial office uses. Residential uses are prohibited.

3. LU-22

Industrial. This designation allows a variety of manufacturing and industrial uses, but precludes heavy industry. Outdoor activities would be limited to those that conform to standards for noise and odors as identified by the Noise Element and air quality guidelines. Commercial uses, particularly those that support or service daytime industrial employees, also would be allowed. Residential uses are prohibited. This designation is designed and intended to support and encourage industrial businesses as a valuable component of the City's economic base.

4. LU-29

Policy 2.F

Require any non-residential reuse project that removes existing dwelling units provide for the replacement of those units with similar housing opportunities within the City.

5. LU-29

Policy 2.G

Explore the development of residential uses and/or mixed uses in non-residential areas through the drafting of development standards that protect tenants from adjacent uses and reinforce the primary character and use of the areas. Street-facing ground floor development shall be maintained as non-residential with residential units encouraged to be above or

1 behind the non-residential frontage. (See Objective 24; Policy 24.B and Objective 28; Policy
2 28.D.)

3 6. LU-72

4 *C. Hayden Tract Industrial Area Focused Special Study.*

5 As the City's largest contiguous industrial area, the Hayden Tract Industrial Area will be
6 examined to determine the potential range of appropriate uses. City business license figures
7 from the April 1992 *State of the City* report indicated that only 37 percent of the businesses
8 within this area are industrial uses. These figures also indicated large parcels, and the need
9 for cost effectiveness in the use of these lots, resulted in commercial businesses becoming
10 the majority users (about 57 percent), with a small amount of studio-supporting uses (about 6
11 percent). To serve the parking demand, the City maintains property on Warner Drive as a
12 parking lot available to the neighboring businesses.

13 Ballona Creek borders the area to the east and south coincident with the Los Angeles City
14 boundary (see Figure LU-24, Hayden Tract Industrial Area Focused Special Study). National
15 Boulevard and Higuera Street, which serve these uses, are also major entry points to the
16 City. The visual character and scope of the existing structures, although consistent with the
17 nature of industrial use, reflects on the image of the City, and adversely affects the low
18 density neighborhoods to the north and west, and the views from Blair Hills.

19 The issues investigated for the Hayden Tract Area will determine the desirability and
20 appropriateness of the following:

- 21 *▪ The appropriate range of use and standards that will encourage a viable and creative
22 development and minimize environmental hazards*
- 23 *▪ Joint development and intensity incentives related to transit*
- 24 *▪ Design and development standards to create a positive visual image for the City and
25 adjacent neighborhoods*
- 26 *▪ Parking strategies that provide incentives for revitalization and also protect adjacent
27 residential neighborhoods*
- 28 *▪ Reuse of Exposition Right-of-Way spurs*
- 29 *▪ Identification of possible areas for park and recreational areas*

30 CHANGES TO THE INSTITUTIONAL LAND USE DESIGNATION IN THE LAND USE 31 ELEMENT

32 1. LU-23

33 **INSTITUTIONAL.** This designation serves two purposes. The first is to identify and protect by
34 land use the City's acute in-patient health centers and emergency service receiving facilities.
35 The second is to identify, for informational purposes only, the location of existing uses that

serve the public interest, such as schools, libraries, fire stations, police stations, government offices, utility stations, hospitals and large-scale health care centers. The Land Use Element Map (Figure LU-7) identifies institutional use by symbols representing four distinct types of public and quasi-public uses:

- *Government Facility*
- *School*
- *Utility*
- *Health Center*

RESOLUTION NO. 2004-R044

2 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA,
3 APPROVING THE GENERAL PLAN TEXT AMENDMENT, GPTEXT P-2004019, AMENDING
4 THE LAND USE, OPEN SPACE AND CIRCULATION ELEMENTS BY ESTABLISHING
POLICIES GOVERNING DEVELOPMENT ALONG BALLONA CREEK.

5 (City-Initiated General Plan Text Amendment, GP TEXT P-2004019)

6 WHEREAS, the City Council has reviewed the issues related to the General Plan
7 Amendment (GP TEXT P-2004019)-needed along Ballona Creek; and

8 WHEREAS, on December 8, 2003, the City Council opened the duly noticed public
9 meeting to review the "Ballona Creek and Trail Focused Special Study" (Ballona Creek
10 Special Study); and

11 WHEREAS, after careful consideration of the Ballona Creek Special Study and public
12 testimony, the City Council received and filed the Ballona Creek Special Study, with
13 modifications, and directed staff to complete a General Plan Amendment that incorporates
14 elements of the planning principles identified in Table 5-A of the Ballona Creek Special Study,
15 proposes safeguards in case of development both within the Ballona Creek Channel and on
16 adjacent properties, ensures long-term maintenance and operations funding sources for all
17 improvements within the Ballona Creek Channel, and requires the provision of public safety
18 and security improvements; and

19 WHEREAS, on April 14, 2004, the Planning Commission recommended by a vote of
20 4-0 that the City Council determine that pursuant to Sections 15162 and 15168 of the CEQA
21 Guidelines, GP TEXT P-2004019 is within the scope of the Culver City General Plan Program
22 EIR approved on September 24, 1996, and no new environmental analysis is needed; and

23 WHEREAS, following the conclusion of the public discussion and thorough
24 deliberation of the subject matter, the Planning Commission determined by a vote of 4 to 0
25 that GP TEXT P-2004019, with modifications, should be recommended to the City Council for
26 approval, as set forth in Planning Commission Resolution No. 2004-P001; and

27 WHEREAS, on May 24, 2004, the City Council conducted a duly noticed public
28 hearing during which it fully considered the Planning Commission's recommendation, all
29 reports, public testimony, and the environmental determination regarding GP TEXT P-
2004019; and

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WHEREAS, following the conclusion of the public discussion and thorough deliberation of the subject matter, the City Council determined by a vote of 4 to 0 that GP TEXT P-2004019 is in the best interest of the City of Culver City;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby made:

1. An Initial Environmental Study was prepared and completed on March 25, 2004, and determined that there were no significant environmental impacts associated with this General Plan Amendment (GP TEXT P-2004019). In addition, pursuant to Sections 15162 and 15168 of the CEQA Guidelines, GP TEXT P-2004019, amending the General Plan Land Use, Open Space and Circulation Elements by establishing policies governing development along Ballona Creek is within the scope of the Culver City General Plan Program EIR approved on September 24, 1996, and no new environmental analysis is needed.

2. The General Plan Text Amendment will establish policies governing development along Ballona Creek.

A. Ballona Creek

1. It is the community's desire to protect neighborhoods adjacent to Ballona Creek from impacts associated with regional use of the bike path and to memorialize the completion of the "Ballona Creek and Trail Focused Special Study."

2. The General Plan Text Amendment is consistent with and satisfies the provisions of Measure 3 of the General Plan Land Use Element and Measure 2 of the General Plan Open Space Element, which call for the completion of a Ballona Creek Focused Special Study.

3. The General Plan Text Amendment is consistent with the General Plan Land Use, Open Space and Circulation Elements. This amendment will protect the peaceful, small-town environment of Culver City's residential neighborhoods, while allowing for the recreational and aesthetic enhancement of the Ballona Creek channel and bike path through clear and consistent guidelines. The amendment will help the City more effectively coordinate with adjacent jurisdictions and ensures that the recreational elements of Ballona Creek are preserved for future generations through safety, security and maintenance provisions.

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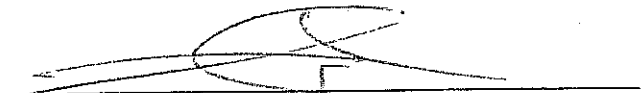
4. The General Plan Text Amendment is consistent with the following General Plan Goals:

- a) *Land Use, Circulation and Open Space Elements – GOAL: An open space, urban forest, urban design network that links neighborhoods and businesses and instills civic pride.*
- b) *Land Use and Circulation Elements – GOAL: Clear and consistent guidance for balanced growth.*
- c) *Land Use and Circulation Elements – GOAL: Ample and efficient City services and infrastructure.*
- d) *Land Use and Circulation Elements – GOAL: Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment.*
- e) *Land Use and Open Space Elements – GOAL: A community that provides recreational, historical and cultural opportunities.*

5. The General Plan Text Amendment will require that any improvements made to the Ballona Creek Channel or bike path do not, in any way, compromise the Channel's flood control function or environmental quality.

SECTION 2. Pursuant to the foregoing recitations and findings, the City Council hereby approves General Plan Text Amendment No. P-2004019, as set forth in Exhibit A; attached hereto and thereby made a part hereof.


APPROVED and ADOPTED this 24th day of May, 2004.


STEVEN ROSE, MAYOR
City of Culver City, CA

ATTEST:

Approved as to form:


CHRISTOPHER ARMENTA, City Clerk


CAROL A. SCHWAB, City Attorney

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Exhibit A

BALLONA CREEK-RELATED CHANGES TO THE LAND USE ELEMENT

1. LU-36

Policy 10.L

Protect and preserve the safety and quality of life of the residential, commercial and industrial properties adjacent to the Ballona Creek by assuring that all improvements are designed consistent with the objectives of the *Ballona Creek Focused Special Study* (see Measure 3.B).

2. LU-36—NEW POLICY TO FOLLOW POLICY 10.L

Policy 10.M

Ensure that any improvements made to Ballona Creek and/or the bike path include funding sources to maintain a comprehensive maintenance and operations program, and a safety and security program, produced by a safety and security consultant, with adequate and appropriate budgets to support them.

3. LU-38

GOAL: A community that provides recreational, historical and cultural opportunities.

Culver City residents have access to regional recreation resources and cultural opportunities within the greater Los Angeles and Westside Communities. The City's local recreational and cultural facilities, however, are in shorter supply. The Lucerne-Higuera and McLaughlin neighborhoods do not have parks, and overall the City's parkland is 27 acres short of achieving national park and recreation standards of 3-acres-per 1,000 people.

Ballona Creek provides active recreation and alternative transportation opportunities as a bikeway connection from Culver City to the beach. Residents of Culver City use Ballona Creek as a recreational bike path and some use it as a jogging path, or as a transportation corridor. However, those who use it and those who live adjacent to it have serious concerns regarding the safety and aesthetics of the existing channel. To maximize the Creek's potential benefit as a public amenity, implementation of any plan for its alteration must consider community and environmental impacts and assess all benefits and liabilities (See Policy 10.L and Policy 10.M).

4. LU-69

MEASURE 3. CREATE FOCUSED SPECIAL STUDIES. Some areas of the City have special needs or conditions that would benefit from detailed investigations which may address issues such as allowable land use patterns, design standards, zoning codes and other property development standards. They may include detailed regulations, conditions, programs and proposed designations supplemental to the General Plan, including infrastructure requirements, resource conservation, and implementation measures, and

identify potential changes in land use that may be appropriate to meet future needs. The General Plan designates the allowable mix of uses within each Focused Special Study area and identifies land use and development goals. To accommodate possible development within these areas before the Focused Special Studies are completed, an underlying designation or designations will identify the anticipated land uses for the first three.

A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study. (Text regarding the Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study to remain as is.)

B. Ballona Creek Focused Special Study.

Pursuant to the 1996 General Plan Update, a Ballona Creek Focused Special Study was completed to determine whether there is potential for enhancing its use as a recreation resource and improving its general condition and appearance. The completed study contemplates a variety of improvements, which could be implemented to achieve those goals.

Once a natural waterway, Ballona Creek's primary purpose is to serve as a flood control channel. Consistent with many other channels under the jurisdiction of the Los Angeles County Flood Control District and the U.S. Army Corps of Engineers, a bike path was included within the channel to provide recreation and transportation opportunities.

Protect and preserve the safety and quality of life of the residential, commercial and industrial properties adjacent to the Ballona Creek by assuring that all improvements are designed with the following objectives:

- Maintain or improve the ability of Ballona Creek to carry floodwaters;
- Provide safety, security and crime prevention improvements and prohibit the construction of new access trails through residential neighborhoods, local streets or local parks;
- Buffer adjacent properties from noise and maintain the privacy of adjacent properties through the provision of improvements including, but not limited to any or all of the following: additional landscaping, fencing, vertical separation, and/or horizontal separation between those properties and the bike trail;
- Establish design guidelines that minimize visual clutter and establish lighting design guidelines that minimize glare and spillover into adjacent properties;
- Establish maintenance standards that provide for erosion, weed, and graffiti control and trash and debris removal;
- Use landscape materials that are low-maintenance, plants should be native and/or drought-tolerant species;

- 2 ■ Encourage bicyclists and pedestrians to move through the trail system, by limiting the development of rest stops along the bike path;
- 3 ■ Ensure that any proposed improvements to Ballona Creek and/or the bike path are thoroughly evaluated according to all applicable laws and regulations, including the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA);
- 4
- 5 ■ Ensure that any proposed improvements either improve or do not negatively impact water quality in Ballona Creek;
- 6
- 7 ■ Ensure that any agency, group or organization interested in designing, installing and maintaining any improvements to Ballona Creek and/or the bike path work in collaboration with adjacent residents, property owners, businesses, interested parties and the City, and give them the opportunity to provide meaningful input with respect to planning, design, construction and operation. Consideration should be given to the concerns of adjacent and abutting residents;
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- 12 ■ Ensure that any agency or group interested in designing, installing and maintaining any improvements to Ballona Creek and/or bike path coordinate with the City and all responsible government agencies and clearly indicate the respective agencies' specific responsibilities and jurisdictions with regard to any project;
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- 14
- 15 ■ Work with Los Angeles County to establish reasonable hours of operation of public use areas.

16 (Figure LU-23 Ballona Creek Focused Special Study will remain.)

17 BALLONA CREEK-RELATED CHANGES TO THE OPEN SPACE ELEMENT

18 5. OS-13

19 **GOAL: A community that provides recreational, historical, and cultural opportunities.**

20 In comparison to established standards, Culver City residents have more than adequate access to regional park resources. The City's local open space resources fall short, however, of the goal of 3-acres per 1,000 people. The open space within Culver City defined as local parkland is deficient by 27 acres, as would be required to serve its 39,000 residents. Seven of the City's neighborhood parks also fall short of the desired minimum of five acres. The City's school playground space (32.5 acres) is deficient when compared to the goal of 1-acre-per-1,000 residents. Based on the current joint-use agreements covering only 3.5 acres, the deficiency is 35.5 acres.

21 Convenient pedestrian access to open space resources is also deficient in the Lucerne-Higuera and McLaughlin neighborhoods. These neighborhoods do not contain a park, and access barriers separate them from their nearest resources. The Lucerne-Higuera neighborhood is separated from Syd Kronenthal Park by National Boulevard and separated

from Culver City Park by Jefferson Boulevard. The McLaughlin neighborhood is separated from Tellefson Park by the San Diego Freeway.

The Ballona Creek Bike Path has open space value both as active recreation and as a bikeway connection to regional beach resources. As a recreation feature of the Ballona Creek flood control channel, it has not been enhanced or maintained sufficiently to make it an attractive resource. Bicyclists and joggers do use the bikeway, although many have serious concerns regarding the safety and aesthetics of the channel. These concerns are echoed by those who live adjacent to Ballona Creek (See Land Use Element).

6. OS-14

Policy (2.G)

Maintain and enhance the active recreation opportunities along the Ballona Creek bike path while ensuring the safety and privacy of adjoining neighborhoods (see Land Use Element).

7. OS-15

Policy (2.H)

Encourage the preservation of family-oriented recreational uses such as the Culver-Palms YMCA and the Culver City Ice Arena.

8. OS-15

Policy (2.I)

Develop a safe and convenient pedestrian and bicycle link between the Lucerne-Higuera neighborhood, south of National Boulevard, and Syd Kronenthal Park.

9. OS-19

MEASURE 2. CREATE FOCUSED SPECIAL STUDIES.

Focused Special Studies are identified within the Land Use and Circulation Elements for areas where special conditions or potential indicate a need for more detailed analysis and recommendations. This allows flexibility to focus land use and development on the goals of a specific location.

Focused Special Studies identified for the Blair Hills/Baldwin Hills area and for Ballona Creek will include standards and guidelines for protection, development and enhancement of existing and potential open space resources. Each study will describe the location and type of open space resources appropriate within the focused study area and the relationship of open space resources to other identified land uses. The studies may also discuss subjects such as infrastructure requirements (including access, water, drainage, resource conservation and demand on City maintenance services) and funding strategies (see Land Use Element).

The Focused Special Study for Culver Boulevard will address open space potential in addition to the circulation issues.

A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study (Text regarding the Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study to remain as is.)

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B. Ballona Creek Focused Special Study

Pursuant to the 1996 General Plan Update Ballona Creek was studied to determine whether there is potential for enhancing its aesthetics and its use as a recreation resource. Upon the completion of the Ballona Creek Focused Special Study process, it was determined that in order to protect the residential, commercial and industrial properties adjacent to the Ballona Creek, all improvements to Ballona Creek or trail should be designed with the following objectives:

- Maintain or improve the ability of Ballona Creek to carry floodwaters;
- Provide safety, security and crime prevention improvements and prohibit the construction of new access trails through residential neighborhoods, local streets or local parks;
- Buffer adjacent properties from noise and maintain the privacy of adjacent properties through the provision of improvements including, but limited to any or all of the following: additional landscaping, fencing, vertical separation, and/or horizontal separation between those properties and the bike trail;
- Establish design guidelines that minimize visual clutter and establish lighting design guidelines that minimize glare and spillover into adjacent properties;
- Establish maintenance standards that provide for erosion, weed, and graffiti control and trash and debris removal;
- Use landscape materials that are low-maintenance, plants should be native and/or drought-tolerant species;
- Encourage bicyclists and pedestrians to move through the trail system, by limiting the development of rest stops along the bike path;
- Ensure that any proposed improvements to Ballona Creek or the bike path are thoroughly evaluated according to all applicable laws and regulations, including the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA);
- Ensure that any proposed improvements either improve or do not negatively impact water quality in Ballona Creek;
- Ensure that any agency, group or organization interested in designing, installing and maintaining any improvements to Ballona Creek and/or the bike path work in collaboration with adjacent residents, property owners, businesses, interested parties and the City and give them the opportunity to provide meaningful input with respect to planning, design, construction and operation. Consideration should be given to the concerns of adjacent residents;

- Ensure that any agency or group interested in designing, installing and maintaining any improvements to Ballona Creek and/or bike path coordinate with the City and all responsible government agencies and clearly indicate the respective agencies' specific responsibilities and jurisdictions with regard to any project;
- Work with Los Angeles County to establish reasonable hours of operation of public use areas.

BALLONA CREEK-RELATED CHANGES TO THE CIRCULATION ELEMENT

10. C-19

Policy (3.B)

Expand the bicycle system to include loops which connect the Ballona Creek Bicycle Path to activity centers in the City. Bike path connections should be carefully limited to arterial streets. Decisions to locate additional bike path connections via non-arterial streets should be determined through a collaborative process during which adjacent residents, property owners, businesses and interested parties are provided the opportunity to provide meaningful input with respect to planning, design, construction and operation.

11. C-31

MEASURE 5. ADOPT A CITYWIDE BIKEWAY PLAN.

There are presently two marked bikeways which serve Culver City: the Ballona Creek Bike Path and bike lanes along Venice Boulevard.

The existing bikeway system within the City is proposed to be expanded with connections to the regional system. A Citywide Bikeway Plan will be developed which identifies potential bikeways and sets standards for construction and support facilities. Classification of the existing and proposed bikeway are indicated in Figure C-6, Existing and Proposed Bikeway Classification Map.

A. Coordinate Citywide Bikeway Policies with Ballona Creek-Related Policies in the Land Use and Open Space Elements.

The 1996 General Plan Land Use Element designated Ballona Creek as a Focused Special Study Area to determine its potential for development as a recreation resource. The Circulation Element supports this intention through classification of the Ballona Creek bikeway as a Class I Bike Path. The Citywide Bikeway Plan seeks to visually and physically link this bikeway to other circulation systems and open space resources. Functional considerations addressed by the Bikeway Plan will be balanced with concerns regarding the safety, aesthetics, noise, interagency coordination regarding maintenance and development, and the effects of appropriate and inappropriate use on adjacent residential properties. Ongoing safety and maintenance programs will be addressed by Land Use Element and Open Space Element Policies.

B. Develop a Class I bike path within the Exposition Right-of-Way. (This section to remain as is.)

C. Develop a Bikeway along Culver Boulevard.

(This section to remain as is.)

D. Develop a Bikeway Loop connecting the Ballona Creek Bike Path to Downtown.

By designating a Class II bicycle lane along Overland Avenue, Culver Boulevard and Washington Boulevard through downtown connecting to Ballona Creek and the Exposition Right-of-Way, a complete bikeway loop can be created. Bike path connections should be carefully limited to arterial streets and decisions to locate additional bike path connections via non-arterial streets should be determined through a collaborative process during which adjacent residents, property owners, businesses and interested parties are provided the opportunity to provide meaningful input with respect to planning, design, construction and operation.

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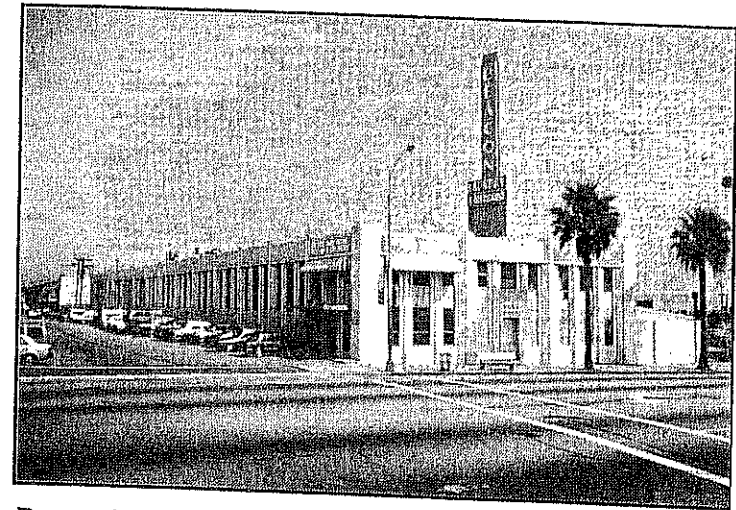
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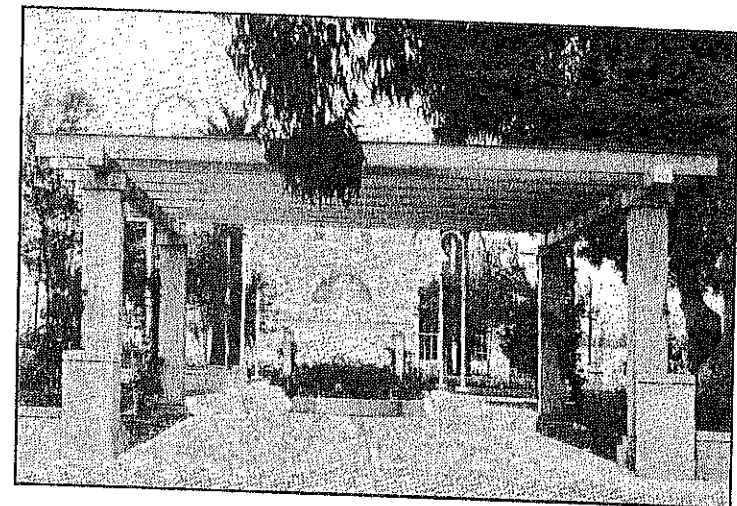
General Plan Documents

This LAND USE ELEMENT is one of nine Elements of the CULVER CITY GENERAL PLAN. The complete list of General Plan documents includes:

- General Plan Overview, 1996
- Glossary, 1996
- Land Use Element, 1996
- Circulation Element, 1996
- Housing Element, 1996
- Open Space Element, 1996
- Noise Element, 1996
- Conservation Element, 1973
- Seismic Safety Element, 1974
- Public Safety Element, 1975
- Recreation Element, 1968



Beacon's Laundry - Landmark Structure



Media Park

VISION IN THE YEAR 2010

Culver City has always been a pleasant place to come home to. Entry signs announce your arrival. The streets and sidewalks are clean and well paved. Landscaped medians separate traffic and street trees personalize the street. As you drive through town, you pass attractively landscaped open space, parks and parkettes. There is a feeling of comfort and safety as pedestrians casually stroll and shop. Greater densities and development pressures from adjacent jurisdictions have not taken hold in Culver City.

The rhythmic pattern of development includes storefronts at human scale punctuated by activity centers that serve park-oriented neighborhoods, as well as community and regional needs. The architecture of the City reflects both current styles and idealized preservation of times past. Businesses that have been in the City for more than 50 years are next door to new enterprises. The studios are evidence of the past and present success of the movie industry in Culver City. All these uses are tied together by common paving, streetlights, signage, and street furnishings.

Anything and everything you need may be found in Culver City. From your home you can walk safely to the neighborhood park, to shopping or out for dinner. You may ride your bicycle to the top of Culver City Park to where you can watch a little league game and enjoy a panoramic view, sweeping from downtown Los Angeles to the ocean. On any night you can walk from your home to dine at a sidewalk café, window shop or go to a movie. After the movie you may go for a frozen yogurt while perusing the latest magazines at a newsstand. As you walk home, you see your neighbors and stop to talk.

There is quality housing at all income levels. People come home to single-family homes, duplexes, condominiums, apartments, planned residential developments, group housing and flats above retail shops. Homes are well-maintained, safe, clean and framed by street trees that shade the neighborhoods.

Your home has a neighborhood identity. It is not just Culver City; it may be Lindberg Park, Culver Crest, Carlson Park or Blair Hills.

The business community has a population base to support the storefront retail and shopping centers. Corporate Pointe, the Fox Hills business parks and the commercial corridor at the west end of Washington Boulevard provide the larger Westside community with an alternative to downtown Los Angeles and Century City. Cleaner air, ocean views and airport proximity attract professional and technical enterprises to Culver City.

The businesses provide revenue needed to sustain the high quality of municipal service the people of Culver City have come to expect. Revenues from property taxes are relatively small; however, sales and utility taxes, business license fees and commercial/industrial development tax provide the fiscal stability critical to a well-maintained city. It is these revenues that support the Culver City Police and Fire Departments, the Human Services programs, roadway maintenance, parks and street trees. It is the combination of all these characteristics and services that make Culver City an attractive place to have a home or business.

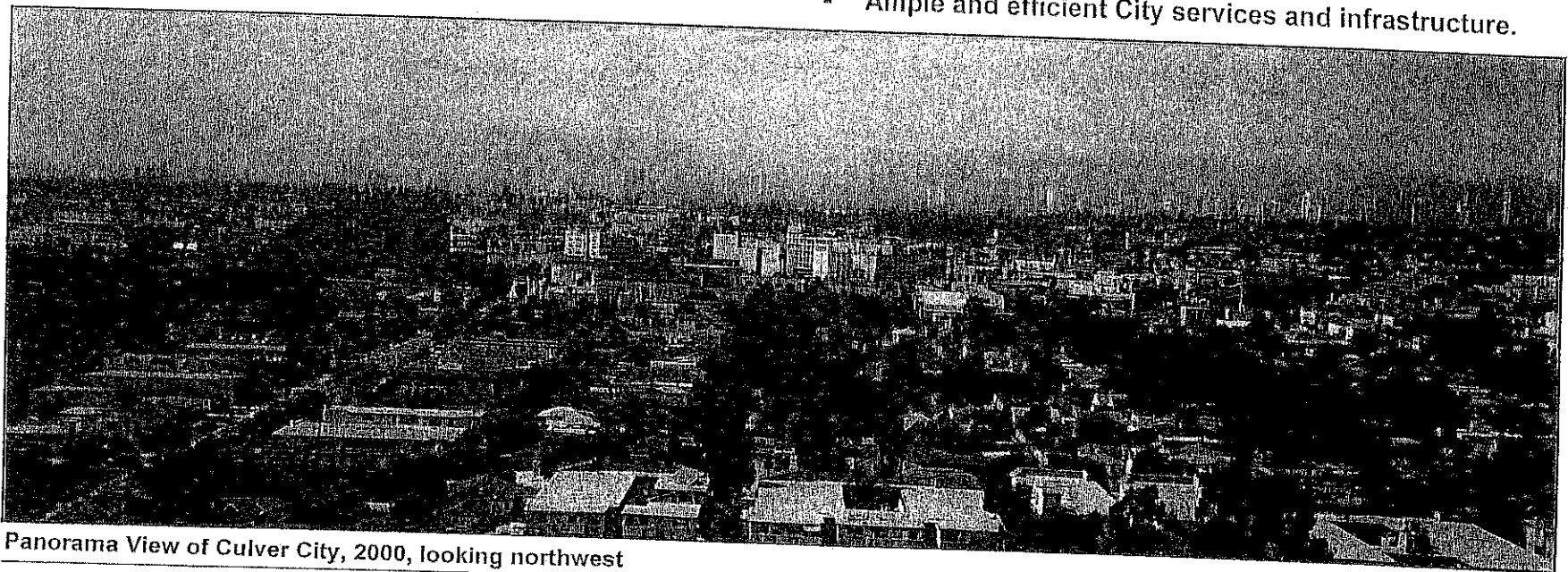
Many people both live and work in the City. Some work nearby. These people can leave their cars at home and take Culver CityBus or the Ballona Creek bikeways to their destination. Many of the residents moved to Culver City because of its easy access to surrounding business centers, including downtown Los Angeles, Century City, Westwood and Long Beach. Some came as college students to share apartments while attending West Los Angeles College, UCLA or Loyola Marymount. Most stayed because, in the midst of intensity and depersonalization in the surrounding area, Culver City is still a place where you can know your neighbors and where what you do can still make a difference.

LAND USE VISION. The vision of Culver City's future is one which protects and builds on Culver City's strengths: small-town character, peaceful tree-lined neighborhoods and a diverse economic base, supported by a high level of city services. The overall function of the Culver City General Plan Land Use Element is to articulate that vision, recognizing that future decisions will require constant balancing of the stated goals, objectives, and policies.

Historic landmarks, grassy hillsides, mature street trees, modern business centers, cohesive neighborhoods, and easy transportation access to beaches, airports and universities make the City an attractive place to have a home or business. The character and quality of the residential community will be supported through the successful integration of Culver City's businesses within the framework of its neighborhoods and the broader metropolitan area. Land use patterns which permit consistently higher densities in areas directly adjacent to Culver City, however, conflict with the City's character and scale.

Development pressures, congestion due to through traffic, and crowded on-street parking overflow from these adjacent areas are the realities with which Culver City must grapple to shape the City's future effectively. In order to support Culver City's vision for the future, the Land Use Element is built around the following goals:

- Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment.
- Economic vitality that serves the community and protects the quality of life.
- An open space, urban forest, urban design network that links neighborhoods and businesses and instills civic pride.
- A community that provides recreational, historical and cultural opportunities.
- Clear and consistent guidance for balanced growth.
- Ample and efficient City services and infrastructure.



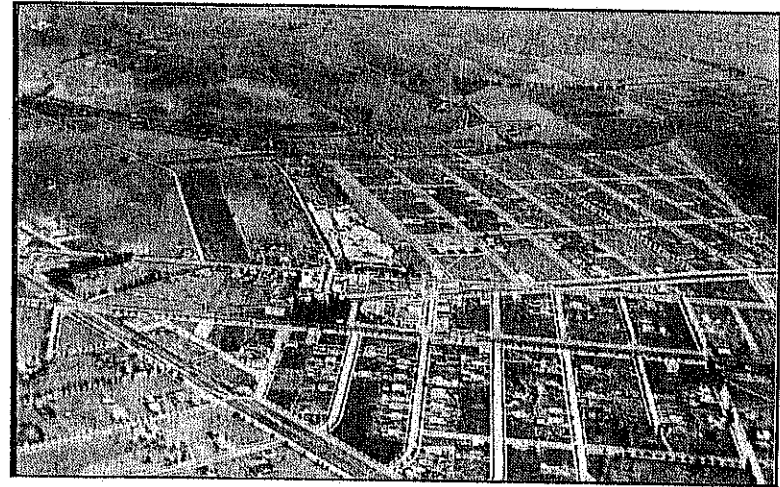
Panorama View of Culver City, 2000, looking northwest

PURPOSE OF THE LAND USE ELEMENT. The intent of the Culver City General Plan is to provide for the physical, social and economic needs of the City and its people. The purpose of the Land Use Element is to guide land use and development to achieve that intent. To accomplish this, the Land Use Element designates the general distribution, intensity and development policies regarding residential, commercial, industrial, open space and institutional uses in the City, as required by State Law.

Issues of circulation, noise, conservation and safety also are addressed to the extent they relate to land use patterns. Land use data, policies and diagrams that address these issues must be internally consistent within the Land Use Element, and collectively consistent with other General Plan elements. The matrix shown in Table O-1, *Issues Addressed in Each State Required Element* located in the General Plan Overview document, relates Culver City's issue areas for planning policies to the required elements of the General Plan.

HISTORY. The City was incorporated in 1917 and many of its streets and some of the current boundaries were existing at that time. Within ten years after cityhood, Culver City spread five and one-half miles in length along Washington Boulevard, rather than expanding outward from a nucleus. Citywide zoning was adopted in 1937. The City Charter was approved by the California Legislature in 1947.

Various portions of the current City area were annexed to the City by the incorporation of privately held properties along Washington and Venice Boulevards, contributing to the irregular City boundaries. In many cases, the results of annexations also have divided lots and even buildings between the Cities of Culver City and Los Angeles. Developments along Washington Boulevard included vehicle-oriented uses, undersized commercial properties and uses generally deficient



Aerial View of Culver City, 1910s, looking south.

in off-street parking and other amenities. By the time Fox Hills was annexed to the City in the mid-1960s, the Santa Monica and San Diego Freeways were built and the area's circulation patterns were already established.

The City's first General Plan Land Use Element was adopted in 1961. Major revisions occurred in 1973 and 1978. According to the 1978 Land Use Element, "...land use development patterns during Culver City's first fifty years were rather sporadic, seemingly almost haphazard, with little or no coordination in terms of their overall implication for the future of the entire community." In fall 1987, the City initiated a two-year strategic planning process for developing and achieving a vision for the future of the City into the 21st Century.

"**DIRECTION 21**", the community-based strategic planning process conducted in 1987 through 1989 and updated in 1991, identified major issues critical to the future of the City, developed mission statements and solicited public opinions via

a survey mailed to every residence and business in the City. "Direction 21" and its findings formed the basis of follow-on planning efforts including the Downtown Charette, the Studio Drive-In Ad Hoc Committee and, ultimately, the 1996 General Plan update.

REGIONAL CONTEXT. To provide effectively for the physical, social and economic needs of the City and its people, Culver City must pursue its objectives within the context of established state and regional policies. The State requires the Southern California Association of Governments (SCAG) to assess and forecast distribution of housing and employment growth and their relationship to mobility and air quality within the SCAG region. SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG) which addressed these issues. Culver City's land use planning policies need to respond to projections given in the RCPG. Culver City is cooperating and will continue to coordinate with regional agencies and neighboring cities to achieve consistent goals and objectives. The effect of land use policies on mobility and air quality should be coordinated with the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (MTA), South Coast Air Quality Management District (SCAQMD) and the other Westside cities. Culver City's policies to address circulation and access are intended to fit within the framework of programs established by these agencies.

SURROUNDING AREA. The City is surrounded on three sides by the City of Los Angeles, with an unincorporated area of Los Angeles County forming Culver City's southeastern boundary. The irregular City boundaries permit these jurisdictions a strong visual and physical presence that blurs Culver City's identity. Higher levels of allowed density and development pressures in adjacent City of Los Angeles areas conflict with the character and scale of most of Culver City land uses. Development within

these adjacent areas, although outside Culver City's control, result in increased demand on infrastructure and municipal services, congestion due to through-traffic, overflow parking demands, and crime concerns, which are both real and perceived threats to Culver City's quality of life.

To address such issues of land use compatibility, a "Sphere of Influence" boundary was established by the Los Angeles County Local Agency Formation Commission (LAFCO) to "...plan for the probable ultimate physical boundaries and service areas of a local agency". For Culver City, the Sphere of Influence is established along La Cienega Boulevard and at Green Valley Circle and Centinela Avenue, excluding Ladera Heights. (See Figure LU-1, *Sphere of Influence*.) The Land Use Element discusses lands within the Sphere of Influence in order to address issues of adjacent land use compatibility, to coordinate land use policy with adjacent jurisdictions and to propose land use policy for areas of potential annexation.

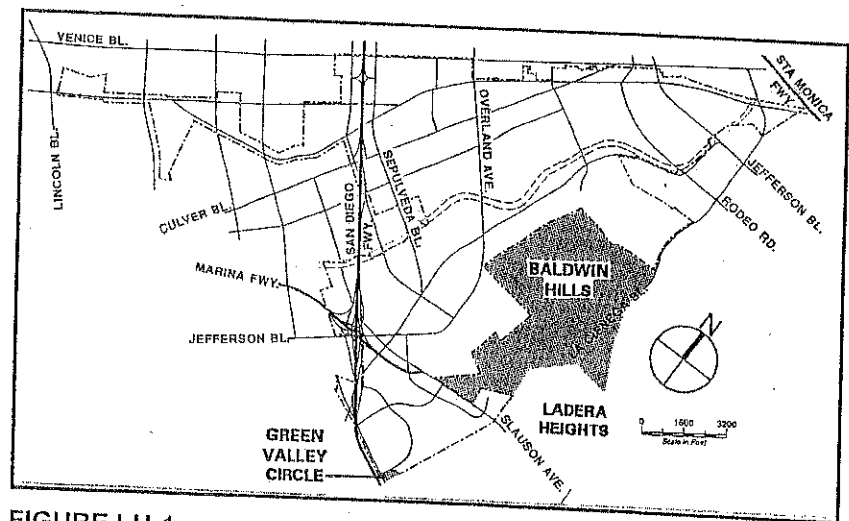


FIGURE LU-1
Sphere of Influence

In addition to this Sphere of Influence, the City considers the influence of planned development within a planning area that may extend beyond the Sphere of Influence. This planning area encompasses territory in which development may bear a relation to the City's planning. Projects within the planning area are reviewed for their potential impact on Culver City. The limits of the planning area vary, based on the size and nature of specific developments.

EXISTING LAND USES AND PATTERNS. Today Culver City's 4.94 square miles of low to medium density developments convey the qualities of a small-town, punctuated with clusters of medium density development. (See Figure LU-2, 1991 Existing Land Use Survey.)

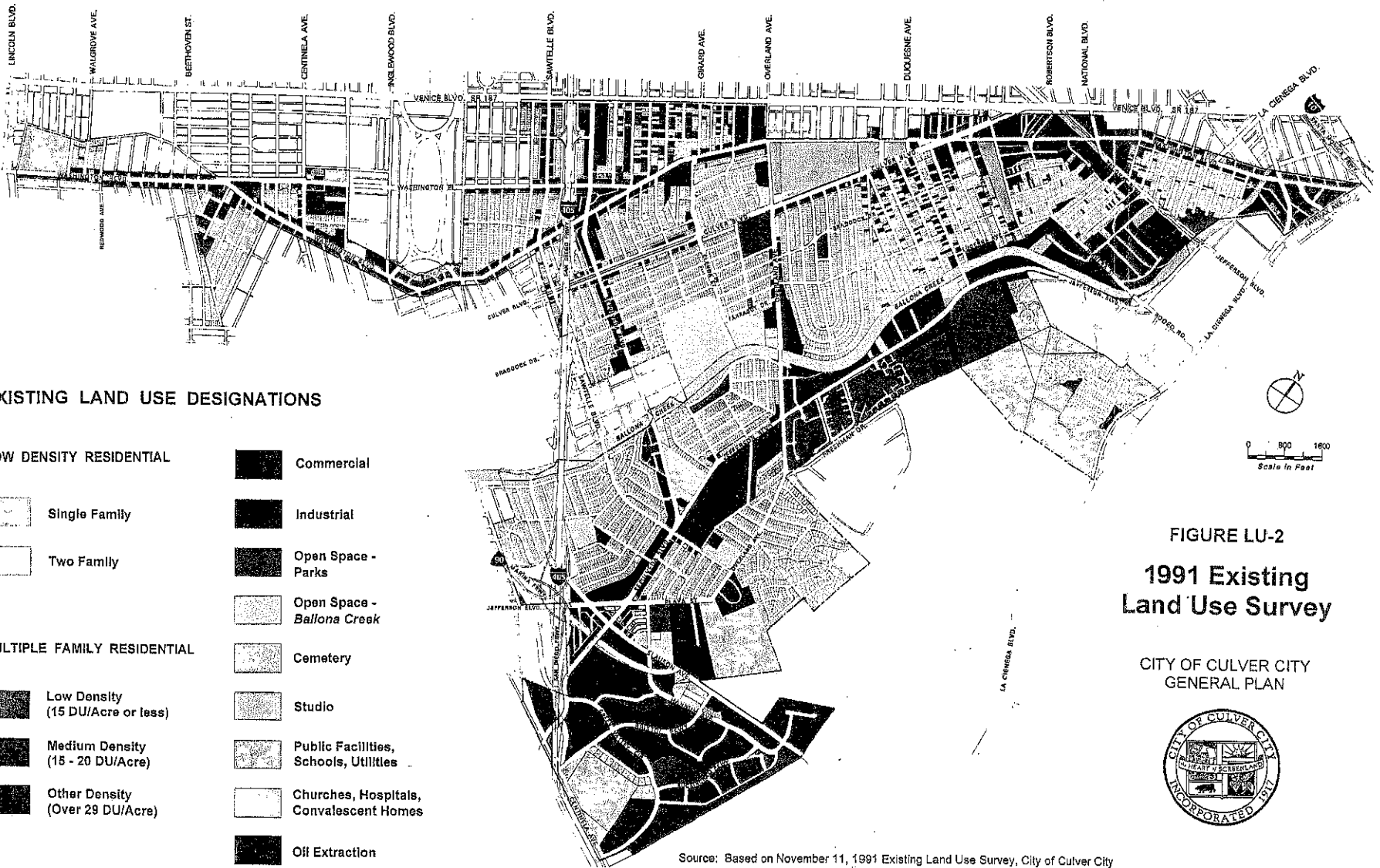
Residential neighborhoods, defined by obliquely angled streets, form the basis of the City's planning areas. This somewhat discontinuous grid system surrounds these neighborhoods with studio, industrial and commercial uses of varying types and intensity. Business centers, parks and street trees further define the areas. As a nearly built-out City with only 5.2 percent of its land undeveloped, new development will occur through infill, reuse, intensification or annexation.

Visual Character, Streetscape and Urban Design. Varied topography, cohesive residential neighborhoods, street trees, open space and a strong historic heritage provide Culver City with positive elements that enhance its visual character. (See Figure LU-3, *Urban Design Analysis*.) Although most of the City's land area is flat, the Culver Crest and Blair Hills areas are nearly 300 feet higher than surrounding areas. These Culver City hillsides can be seen from much of the surrounding area south and east of the intersection of the San Diego (I-405) and Santa Monica (I-10) Freeways. The nearly 270 degree views from these hilltops reveal a mosaic of tree-lined streets in

small-scale residential neighborhoods, punctuated by larger activity centers. The future use of the undeveloped land in Blair Hills, therefore, can have a dramatic effect on the visual image of the City.



The Downtown Revitalization Plan, instituted in 1992, and the East Washington Boulevard Commercial Revitalization Plan established design guidelines to enhance their respective areas. The Sepulveda Boulevard Storefront Improvement Program, adopted in 1989, also includes urban design guidelines to improve the area's economic vitality through enhance visual identity. Other areas of the City, especially commercial corridors, have suffered from a loss of visual continuity and orientation caused by discontinuous street grids; discontinuous City boundaries; and lack of cohesive design guidelines. Similar urban design standards relating to streetscape, identity, and historic landmarks could be applied to business areas throughout the City.

Residential. Over 60.3 percent of the City's total land area is currently in residential use, over half of which is in single family neighborhoods. These neighborhoods have strong identities and many residents choose to remodel rather than move when their housing needs increase. Issues in these single-family areas are primarily the protection and enhancement of neighborhood character. Neighborhoods that were initially developed as single family, but are zoned for multiple family development and are experiencing transition to duplex or multiple-family units, have similar needs concerning the protection of neighborhood character. Redevelopment of these properties to provide additional housing units can overpower adjacent smaller homes if the new development is not sensitive to established rhythms and typology. Multiple family planned developments have been very successful in the City and comprise nearly one-third of the City's total housing units.
















EXISTING LAND USE DESIGNATIONS

LOW DENSITY RESIDENTIAL

-  Single Family
-  Two Family

MULTIPLE FAMILY RESIDENTIAL

-  Low Density (15 DU/Acre or less)
-  Medium Density (15 - 20 DU/Acre)
-  Other Density (Over 29 DU/Acre)

-  Commercial
-  Industrial
-  Open Space - Parks
-  Open Space - Ballona Creek
-  Cemetery
-  Studio
-  Public Facilities, Schools, Utilities
-  Churches, Hospitals, Convalescent Homes
-  Oil Extraction
-  Vacant

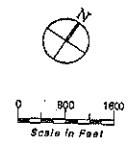
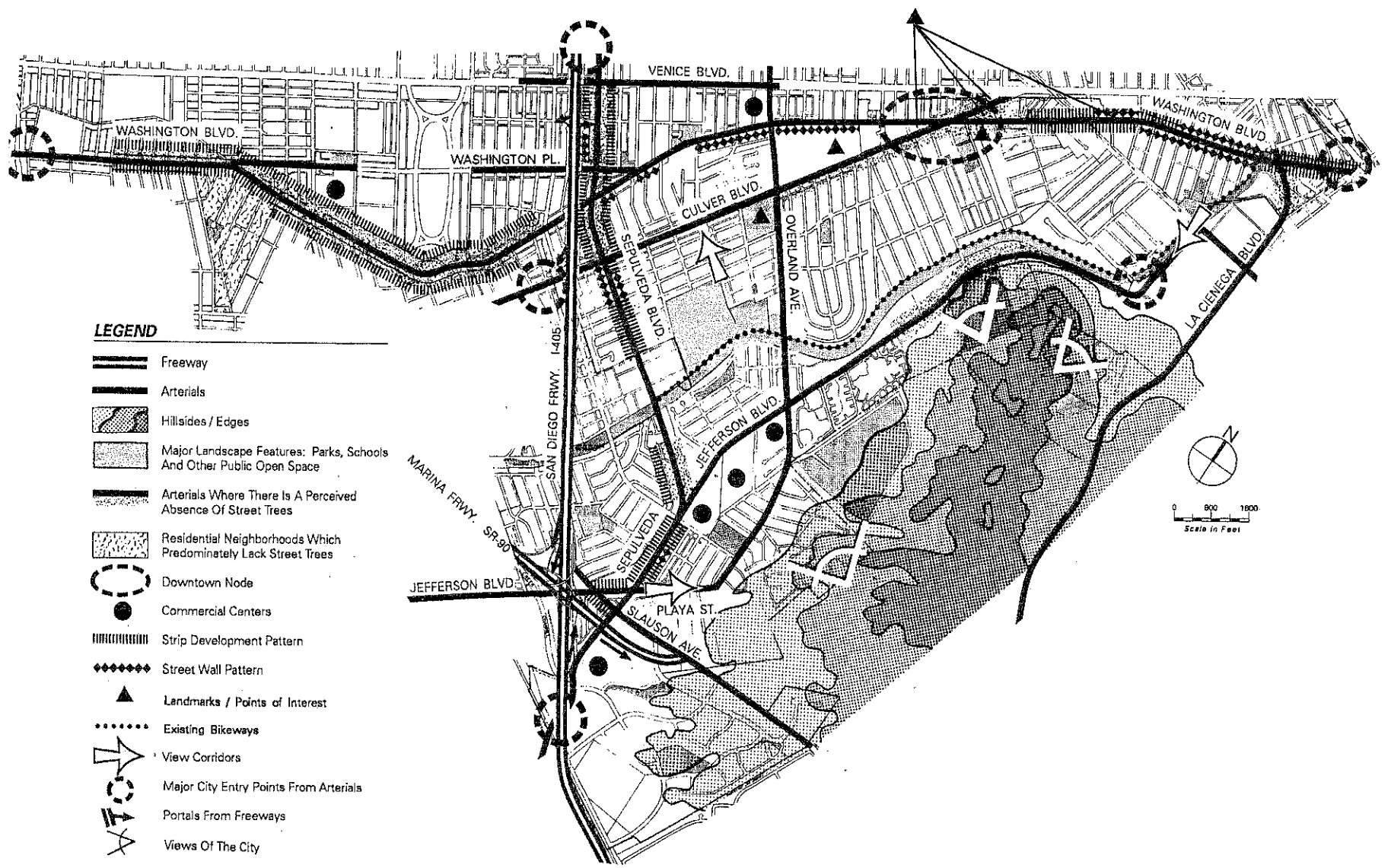


FIGURE LU-2
1991 Existing
Land Use Survey

CITY OF CULVER CITY
 GENERAL PLAN



Source: Based on November 11, 1991 Existing Land Use Survey, City of Culver City



SOURCE: GRUEN ASSOCIATES - 1991 FIELD SURVEY

FIGURE LU-3
Urban Design Analysis

CITY OF CULVER CITY
GENERAL PLAN



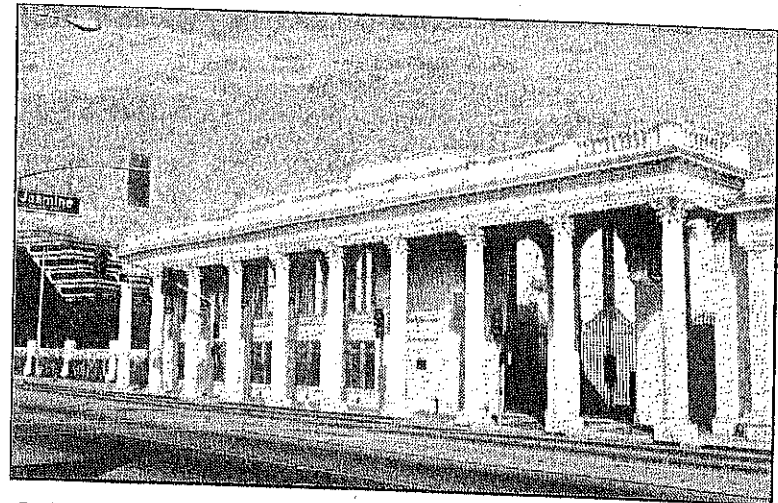
Non-residential. Non-residential land uses form an aggregate 37 percent of the City's land areas; commercial at 17.4 percent; studio at 2.3 percent; oil extraction at 0.5 percent; industrial land at 6.6 percent; and public and quasi-public lands at 10.1 percent. Current land use breakdowns reflect an increase in commercial uses and a decrease in industrial and studio uses since the 1978 General Plan. Market forces and regulatory controls permitting a turnover of industrial to commercial uses have contributed to this trend. As a percentage of total City acreage, however, these uses have remained relatively constant.

Today, non-residential land use issues within the City have less to do with land area and more to do with the quality of development. As new developments have replaced older uses, the physical development patterns have become fragmented. Although the City's larger business centers are attractive and successful, commercial corridors exhibit abrupt changes in the scale of development and lack of consistency in land use and visual identity.

Open Space. Culver City's well-maintained parks and mature street trees are the pride of its residents. In addition to the City's 90 acres of parkland, Holy Cross Cemetery, Hillside Memorial Cemetery and the undeveloped Blair Hills area enhance the visual open space character of Culver City. Actual parkland, however, is still deficient by 27 acres relative to the City's established standard of 3 acres of local parkland per 1,000 residents. While most neighborhoods have centrally located parks, others lack safe or convenient pedestrian access to parks or other open space amenities. Opportunities to protect and increase open space amenities require aggressive policies on the part of the City to acquire and maintain these additional open space resources.

Historic Structures and Landmarks. Culver City has a rich collection of historic structures that reflect its development over the past century. In recognition of the importance of these landmarks, the City completed a historic resources survey and in 1991 adopted a Historic Preservation Program to preserve the City's heritage for present and future generations. The program established a three-tier system, using the designations of "landmark", "significant" and "recognized" to classify structures based on importance to the community.

The City Council has designated 16 landmark buildings, one landmark district, 21 significant structures, and 70 other buildings as recognized. Preservation of these buildings will help maintain and emphasize the historic character of the community while permitting and encouraging their economic re-use.



Colonnade - Historic Landmark

Redevelopment and Commercial Revitalization. Between 1971 and 1975 Culver City defined three Redevelopment Project Areas for encouraging reinvestment and physical improvements in blighted portions of the City. (See Figure LU-4, *Redevelopment Project Areas*.)

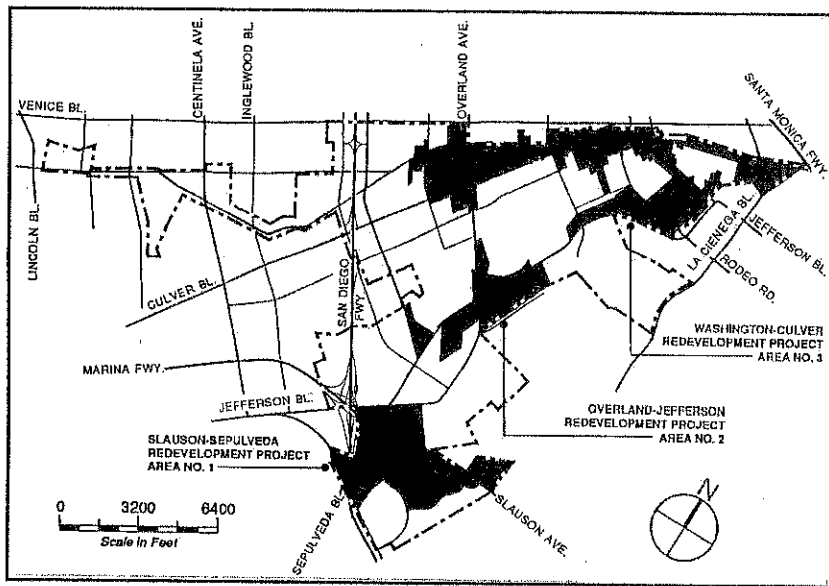


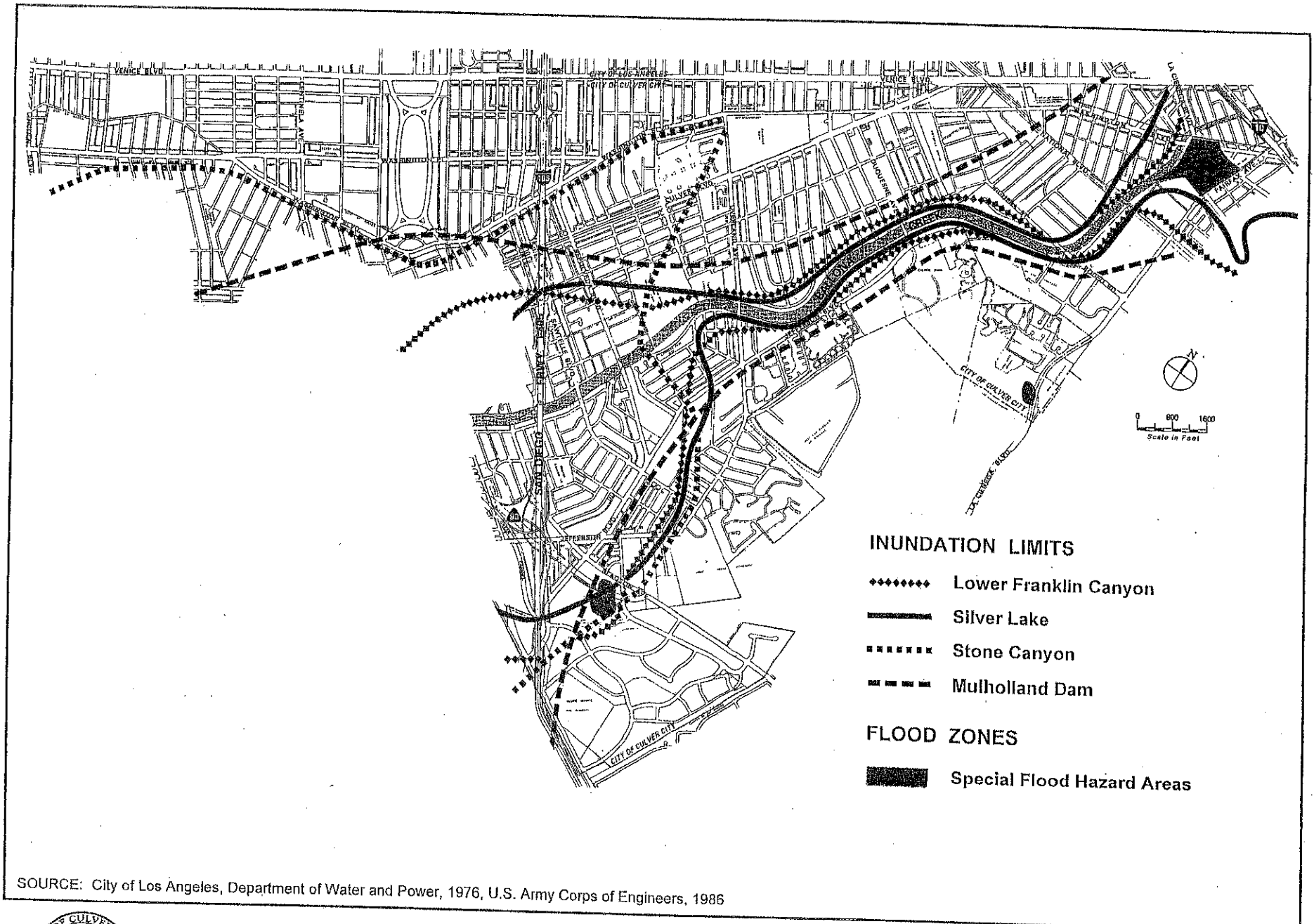
FIGURE LU-4
Redevelopment Project Areas

The three areas, Slauson-Sepulveda, Overland-Jefferson and Washington-Culver, have already experienced successful commercial, residential and public improvement projects. The Redevelopment Agency has established Storefront Revitalization Programs for East Washington Boulevard, and Design for Development Standards for various agency-owned properties within each of the Project Areas. In addition to redevelopment efforts, the City administers other enhancement and revitalization programs, such as Art in Public Places and the Sepulveda Boulevard Commercial Revitalization Program.

Areas Subject to Flooding. The central lowland portion of Culver City occupies the flood plain of the historical westward flowing Los Angeles River, now the Ballona Creek flood control channel. The narrowest section of the flood plain, referred to as Ballona Gap, lies between the Baldwin Hills and Beverly Hills.

Today ground and storm water from the City and surrounding areas are drained mainly by Ballona Creek, and by the Centinela Creek and Sawtelle-Westwood Storm Drain Channels, its two major tributaries. All three are concrete channels and provide adequate flood protection for 100-year or greater flood events. The Culver City storm drain system is improved (or is sized/built) to carry a ten-year frequency storm flow. The Los Angeles County Drainage Area Final Feasibility Report, prepared by the U.S. Army Corps of Engineers, Los Angeles District, December 1991, and updated February 1992, indicates that the area east of Ballona Creek near Washington Boulevard and La Cienega Boulevard to the City limits would be subject to inundation from a 200-year storm.

National Flood Insurance Program maps also identify the area between La Cienega Boulevard and Ballona Creek north of Perry Drive as subject to risk from a 100-year flood due to potential overflow of the Ballona Creek Channel in that area. Risk of flooding from a 200-year storm would also come from storm flow break-out from the Los Angeles River in an area between the Pasadena Freeway (SR-110) and the Santa Monica Freeway (I-10) which would spread westward over much of central Los Angeles and into the northeast corner of Culver City. The Los Angeles County Drainage Area Final Feasibility Report also indicates an area within the parking area of the Fox Hills Mall is at risk from a 500-year flood. Figure LU-5, *Areas Subject to Flooding*, identifies areas with potential for flooding and the flood insurance zones established by the U.S. Department of Housing and Urban Development (HUD).



**CITY OF CULVER CITY
GENERAL PLAN**

FIGURE LU-5

Areas Subject to Flooding

LAND USE ELEMENT

The majority of Culver City lies downstream from the overflow path of the Lower Franklin Canyon, Mullholland, Silver Lake and Stone Canyon Dams, which are domestic storage supply reservoirs. Although the possibility of reservoir failure is low, Culver City's vulnerability during such an event would be high. A failure of the Lower Franklin, Mullholland or Silver Lake Dams would overflow Culver City areas following the general course of the Ballona Creek, which flows from the Mullholland inundating the broadest swath of land (Los Angeles Department of Water and Power, 1976). A failure of the Stone Canyon Dam would flow through Culver City roughly from north to south within an approximate 1.5-mile swath following the course of the Sawtelle-Westwood Storm Drain Channel to about Washington Boulevard where it would spread westward.

POPULATION. Historically, Culver City's population growth has been marked by spurts, some of which were due to annexations, and periods of relative stability. (See Figure LU-6, *Population: Culver City, 1950-1990*.) Although the population increased by 23 percent (from 31,035 person to 38,189) between 1970 and 1980, growth and demographics have changed very little in the past decade. From 1980 to 1990, population increased 1.6 percent (604 additional persons), with only modest changes to statistics of ethnicity, age and housing tenure.

Population and Employment Forecast. The Southern California Association of Governments (SCAG) forecasts population growth within the region to establish a consistent framework for local agencies to plan for housing, employment and mobility. These forecasts also are used by some state and regional agencies for long range planning. SCAG projects Culver City will have 42,690 residents (based on current draft figures) by the Year 2010; a 10 percent increase over the 1990 population of 38,793. SCAG also forecasts a 9 percent increase in employment, from 55,600 employees in 1990 to

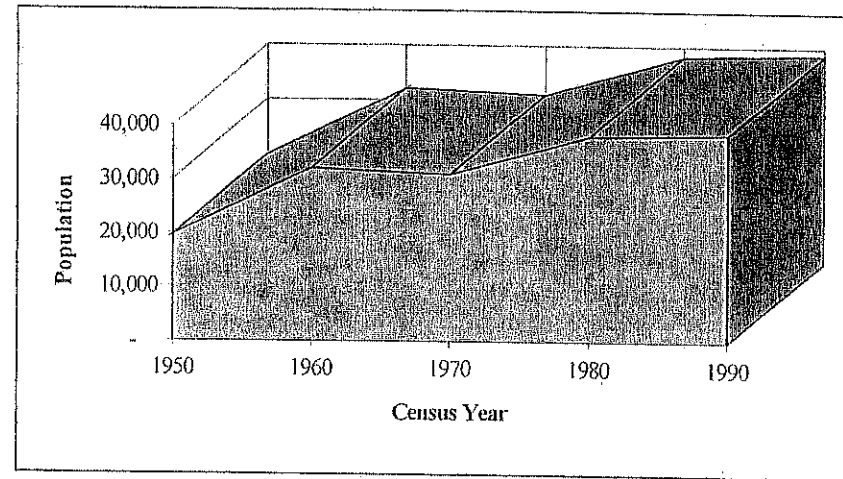


FIGURE LU-6

Population: Culver City, 1950 - 1990

60,637 in 2010 (based on current draft figures). The SCAG estimate of current employment in the City, however, is not substantiated by data derived from the 1991 Existing Land Use Survey of the City. (See Figure LU-2, 1991 *Existing Land Use Survey*.) The survey indicates employment-generating uses that support a figure of 44,708 persons employed.

In light of existing available land resources and economic conditions, residential and commercial development in Culver City will not be likely to reach the levels anticipated by SCAG. Tables LU-1 through LU-4, provide information related to housing population, non-residential development and employment, and illustrate the anticipated market growth for both residential and non-residential development in the City to the Year 2010. This development would increase population by 6.4 percent to 41,330 in 2010 and raise employment levels by 26.9 percent from 44,708 to 56,743 employees.

TABLE LU-1
RESIDENTIAL DEVELOPMENT AND POPULATION
EXISTING (1991) AND GENERAL PLAN UPDATE FORECAST (YEAR 2000 AND YEAR 2010)

LAND USE TYPE	1991	1991 - 2000						2000 - 2010		
	EXISTING UNITS	EXISTING GENERAL PLAN GROWTH	GENERAL PLAN UPDATE GROWTH	DIFFERENCE	EXISTING GENERAL PLAN BUILDOUT	GENERAL PLAN UPDATE BUILDOUT	PERCENTAGE GROWTH UNDER GENERAL PLAN UPDATE	GENERAL PLAN UPDATE BUILDOUT GROWTH	GENERAL PLAN UPDATE BUILDOUT	PERCENTAGE GROWTH UNDER GENERAL PLAN UPDATE
Single Family	5,777	64	67	3	5,841	5,844	1.15%	325	6,169	5.27%
Two Family	1,480	28	32	4	1,508	1,512	2.12%	12	1,524	0.79%
Low Density Multiple Family	345	181	190	9	526	535	35.51%	184	719	25.59%
Medium Density Multiple Family	9,592	191	200	9	9,783	9,792	2.04%	29	9,821	0.30%
Mobile Home	167	0	0	0	167	167	0.00%	0	167	0.00%
Mixed Use	33	0	12	12	33	45	26.67%	21	66	31.82%
Residential Total	17,394	464	501	37	17,858	17,895	2.80%	571	18,466	3.09%
Population	38,835	1,030	1,109	79	39,865	39,944	2.78%	1,386	41,330	6.04%

Source: City of Culver City, 1995

Note: The growth represented in this table is based on already entitled and assumed development projects and forecasted background growth through infill development.

Note: Year 2010 forecast includes the potential County Annexation Area, developed with 400 single-family and 150 low-density multiple-family units.

LAND USE ELEMENT

TABLE LU-2
RESIDENTIAL DEVELOPMENT VS. ALREADY APPROVED AND ASSUMED DEVELOPMENT
EXISTING (1991) AND GENERAL PLAN UPDATE FORECAST (YEAR 2000 AND 2010)

LAND USE TYPE	EXISTING UNITS	GENERAL PLAN UPDATE UNITS YEAR 2000	DIFFERENCE BETWEEN EXISTING AND YEAR 2000	ALREADY APPROVED AND ASSUMED YEAR 2000	GROWTH BEYOND KNOWN/ ASSUMED PROJECTS YEAR 2000	PERCENTAGE GROWTH BEYOND KNOWN PROJECTS 1991 TO 2000	ALREADY APPROVED AND ASSUMED YEAR 2010	GROWTH BEYOND ASSUMED PROJECTS YEAR 2010	GENERAL PLAN UPDATE UNITS YEAR 2010	DIFFERENCE BETWEEN EXISTING AND YEAR 2010
Single Family	5,777	5,844	67	118	(51)	-0.9%	400	(75)	6,169	392
Two Family	1,480	1,512	32	0	32	2.2%	0	12	1,524	44
Low Density Multiple Family	345	535	190	173	17	4.9%	150	34	719	374
Medium Density Multiple Family	9,592	9,792	200	174	26	0.3%	0	29	9,821	229
Mobile Home	167	167	0	0	0	0.0%	0	0	167	0
Mixed Use	33	45	12	0	12	36.4%	0	21	66	33
Residential Total	17,394	17,895	501	465	36	0.2%	550	21	18,466	1,072

Note: The forecasted growth in the single family land use category will experience a loss of units as a result of under-developed properties developing to the permitted density and those in the non-residential areas are converted to non-residential uses.

Source: City of Culver City, 1995

Already Approved Projects Year 2000	Playa Pacific	173	Low density multiple family
Assumed Projects Year 2000:	Vista Pacifica*	118	Single family
	Studio Drive-In Site	124	Medium density multiple family
	Interim City Hall Site	50	Medium density multiple family
	Sub-total	465	
Assumed Project Year 2010	County Annexation Area	400	Single family
	County Annexation Area	150	Low density multiple family
	Sub-total	550	

*The "Vista Pacifica Project" approved by the City Council May 28, 1996, includes 185 attached and detached single-family homes in the Culver City portion of the project site.

TABLE LU-3
NON-RESIDENTIAL DEVELOPMENT AND EMPLOYMENT
EXISTING SQUARE FEET (1991) AND GENERAL PLAN UPDATE SQUARE FEET FORECAST (YEAR 2000 AND 2010)

LAND USE TYPE	1991	1991 - 2000						2000 - 2010		
	EXISTING	EXISTING GENERAL PLAN GROWTH	GENERAL PLAN UPDATE GROWTH	DIFFERENCE	EXISTING GENERAL PLAN BUILDOUT	GENERAL PLAN UPDATE BUILDOUT	PERCENTAGE GROWTH UNDER GENERAL PLAN UPDATE	GENERAL PLAN UPDATE GROWTH	GENERAL PLAN UPDATE BUILDOUT	PERCENTAGE GROWTH UNDER GENERAL PLAN UPDATE
NON-RESIDENTIAL										
Commercial Sq Ft	12,156,360	1,475,700	1,530,700	55,000	13,632,060	13,687,060	11.18%	2,069,400	15,756,460	13.13%
Industrial Sq Ft	1,995,860	81,825	81,825	0	2,077,685	2,077,685	3.94%	(152,700)	1,924,985	-7.93%
Institutional Sq Ft	2,043,150	56,720	56,720	0	2,099,870	2,099,870	2.70%	0	2,099,870	0.00%
Studio Sq Ft	2,010,580	440,094	440,094	0	2,450,674	2,450,674	17.96%	591,500	3,042,174	19.44%
Non-Residential Total Square Feet	18,205,950	2,054,339	2,109,339	55,000	20,260,289	20,315,289	10.38%	2,508,200	22,823,489	10.99%
EMPLOYMENT										
Commercial	36,184	3,386	3,587	201	39,570	39,771	9.02%	5,311	45,082	11.78%
Industrial	883	188	188	0	1,071	1,071	17.55%	(351)	720	-48.75%
Institutional	3,620	102	102	0	3,722	3,722	2.74%	0	3,722	0.00%
Studio	4,021	1,364	1,364	0	5,385	5,385	25.33%	1,834	7,219	25.41%
Total Employment	44,708	5,040	5,241	201	49,748	49,949	10.49%	6,794	56,743	11.97%

Source: City of Culver City, 1995

Note: The growth represented in this table is based on already entitled projects and forecasted background growth through infill development.

LAND USE ELEMENT

TABLE LU-4
NON-RESIDENTIAL DEVELOPMENT vs ALREADY APPROVED DEVELOPMENT
EXISTING SQUARE FEET (1991) AND GENERAL PLAN UPDATE SQUARE FEET FORECAST (YEAR 2000 AND YEAR 2010)

LAND USE TYPE	EXISTING SQUARE FEET	GENERAL PLAN UPDATE SQUARE FEET YEAR 2000	DIFFERENCE BETWEEN EXISTING AND YEAR 2000	ALREADY APPROVED YEAR 2000	GROWTH BEYOND KNOWN PROJECTS YEAR 2000	PERCENTAGE GROWTH BEYOND KNOWN PROJECTS 1991 - 2000	ALREADY APPROVED YEAR 2010 or UNDERGOING CEQA REVIEW	GENERAL PLAN UPDATE SQUARE FEET YEAR 2010	DIFFERENCE BETWEEN EXISTING AND YEAR 2010
Commercial	12,156,360	13,687,060	1,530,700	1,165,853	364,847	3.0%	513,197	15,756,460	3,600,100
Industrial	1,995,860	2,077,685	81,825	131,825	(50,000)	-2.5%	0	1,793,160	(202,700)
Institutional	2,043,150	2,099,870	56,720	56,720	0	0.0%	0	2,099,870	56,720
Studio	2,010,580	2,450,674	440,094	440,094	0	0.0%	591,500	3,042,174	1,031,594
NON-RESIDENTIAL TOTAL	18,205,950	20,315,289	2,109,339	1,794,492	314,847	1.7%	1,104,697	22,691,664	4,485,714

Source: City of Culver City, 1995

Note: The Industrial Land Use category is expected to decrease by 50,000 sq ft by Year 2000 and an additional 152,700 sq ft by Year 2010 as existing industrial space is converted to commercial use in the Hayden Tract Industrial Area Focused Special Study.

Already Approved Year 2000:

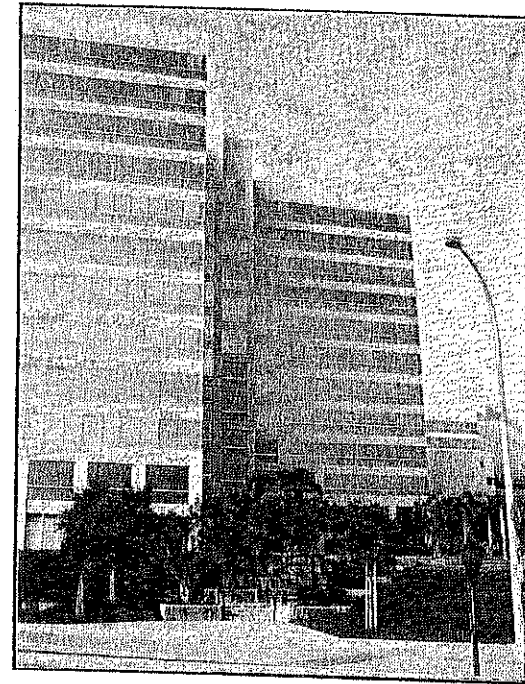
Marina Place	823,000	sq ft commercial, retail
Corporate Pointe (700)	265,365	sq ft commercial, office
Kite and Triangle Sites	72,488	sq ft commercial, retail plus net restaurant
The Culver Studios	94,594	sq ft commercial, considered office space in original forecast, includes studio, net new
Howard Industries	126,825	sq ft industrial, wholesale warehouse, net new
City Hall	56,720	sq ft institutional, net new development
Sony Pictures Entertainment	345,500	sq ft studio
Pittard Sullivan Fitzgerald	10,000	sq ft commercial, graphics (5,000 sq ft commercial and 5,000 sq ft industrial), net new
Sub-total	1,794,492	sq ft

Already Approved Year 2010:

Sony Pictures Entertainment	591,500	sq ft studio
Undergoing CEQA review (Year 2010) Corporate Pointe (800 and 900)	513,197	sq ft commercial, office

Culver City's Year 2010 forecast of residential development includes some recycling of lots that are currently developed below permitted densities, redevelopment of the Studio Drive-In at Jefferson and Sepulveda Boulevards and Interim City Hall at Overland Avenue and Culver Boulevard, and development in the Blair Hills and Los Angeles County annexation areas. This would generate an annual increase of approximately 48 dwelling units. The forecast assumes that future development will comply with applicable zoning standards that define permitted residential density by the number of units per acre.

Culver City regulates the intensity of commercial, studio and industrial uses by defining setback, parking, open space and design regulations. Based on these standards, as well as market demand, redevelopment efforts and community preferences, the forecast illustrated in Table LU-4, *Non-Residential Development vs. Already Approved Development*, anticipates a 10.99 percent increase in the amount of non-residential development. This increase includes the development and expansion of such major projects as the Sony Studios, Marina Place Shopping Center site, Culver Center, Corporate Pointe, and other projects in the Fox Hills area. It also foresees substantial investment in commercial, civic and studio uses in and near Downtown, and commercial revitalization in the western and eastern Washington Boulevard commercial corridors. Some redevelopment of currently developed lots to greater intensity is also likely. The forecast level of development would result in the addition of about 243,000 square feet of development per year, mostly situated in commercial centers.



Corporate Pointe

LAND USE ELEMENT MAP. The Land Use Element includes policies expressed through the text of the Element and a Land Use Element Map which identified land use designations for all areas of the City. The land use policy text is organized according to citywide goals, objectives and policies, followed by a section containing policies for specific Sub-Areas of the City, and then by implementation measures for appropriate policies in the Land Use Element text.

The land use designations support the objectives and policies of the Land Use Element and indicate the commitment of the City to a particular type and intensity of land use within a given area. Land use designations focus commercial and industrial development into cohesive districts, allow new housing opportunities, and protect the City's open space resources. Land uses within each category may be further refined by the Zoning Ordinance, Redevelopment Agency policies, design guidelines or other implementation mechanisms. Figure LU-7, *Land Use Element Map* includes the following designations:

RESIDENTIAL. Residential designations are defined by allowable maximum densities. The specified densities correspond to residential zones which regulate height, setback and lot coverage for each density. None of the residential categories preclude less dense development resulting from either fewer units or larger development parcels. Certain non-residential uses may also be permitted in a residential designation where expressly allowed and strictly controlled by City ordinance.

Low Density Single Family (up to 8.7 dwelling units per net acre). Low Density Single Family allows one dwelling unit per lot or development parcel. This designation is consistent with existing single family neighborhoods and is intended to protect their existing densities and character. Lots with this designation are typically 5,000 square feet, although some of the lots in older neighborhoods are smaller.

Low Density Two Family (up to 17.4 dwelling units per net acre). Low Density Two Family allows one to two dwellings per lot or development parcel on parcels of not less than 5,000 square feet. This designation provides additional low-density housing opportunities and protects the low-density character of existing neighborhoods. Lots with this designation are typically 4,000 to 5,000 square feet. The smaller lots were recorded when standards were 2,000 square feet per unit.

Low Density Three Family (up to 29 dwelling units per net acre). Low Density Three Family allows up to three dwelling units per development parcel at not less than 1,500 square feet of net lot area per unit. The intent of this designation is to reduce the potential impacts of overcrowding on adjacent neighborhoods of lower density, while still allowing for additional housing opportunities. This designation is assigned to lots along McLaughlin Avenue that were previously designed for Medium Density Multiple Family, but which have not been developed to that density.



Typical Low Density Neighborhood

Low Density Multiple Family (up to 15 dwelling units per net acre). Low Density Multiple Family allows multiple family dwellings, as well as single family, two family and three family dwellings. This designation is intended to preserve existing and encourage future developments of quality large-scale, reasonably affordable low density housing on individual development parcels of 15,000 square feet or more. Typically, these parcels are suitable for large-scale development in terms of compatible adjacent uses, environmental constraints and location on or near major streets.

Medium Density Multiple Family (up to 29 dwelling units per net acre). Medium Density Multiple Family allows multiple family dwellings, as well as single family, two family and three family dwellings. This designation is intended to preserve existing and encourage future developments of reasonably affordable, quality medium density housing on individual development parcels of up to 13,000 square feet, with the exception of Grand View Boulevard. (See *Objective 24. Policy 24.G.*) Typically, these parcels are located on or near major streets.

Planned Residential Development (flexible number of units). The Planned Residential Development designation is established in recognition of existing or proposed large residential complexes which often consist of more than one building on a site of one acre or larger. The intent of this designation is to take advantage of the opportunity provided by large-scale development parcels to develop a residential complex that integrates aesthetic and functional design both within the complex and with the larger community. Of equal importance are landscaped and recreational areas, architectural design and various property development standards established by the City. Average densities exceed current multiple family residential densities and vary considerably due to a number of factors. Senior housing built



Low Density Multiple Family



Medium Density Multiple Family

in the 1980s and 1990s with density and other bonus incentives have densities up to 82 dwelling units per acre because of the small size of the units and reduced parking requirements. In Fox Hills, up to 72 dwelling units per acre were built prior to 1970, and along Jefferson Boulevard up to 43.5 dwelling units per acre were built in the 1970s.

COMMERCIAL. The Commercial designations are established to support desirable existing uses and to provide a clear direction for future development. The commercial designations are distinguished primarily as "Center" and "Corridor" uses. Commercial Centers include an aggregation of small- to large-scale commercial uses that share common parking facilities as part of a single development, such as shopping centers and office complexes. Commercial Corridor refers to small to medium scale uses that occur individually along major streets.

The subcategories of commercial land use are designed to indicate the commitment of the City to a particular emphasis and intensity of land use within a given area. The land use designation is intended to focus and encourage the identified range of uses, rather than to restrict other commercial uses. Designations also address urban design, access, housing opportunities, and revitalization. Residential and commercial uses can coexist when specific uses and design characteristics are analyzed for compatibility. None of the Commercial designations, however, should necessarily allow every conceivable type of use allowed or promoted in the other commercial designations, or in each of the "C" (Commercial) zoning categories. These land use designations will be further refined through drafting of new zones that emphasize specific uses and development patterns.

Any of the commercial designations may have more than one zoning category that responds to specific use groupings or to

design standards/restrictions. In particular, the designations General Corridor and Regional Center would lend themselves to multiple zoning categories.

Neighborhood Serving Corridor. This designation allows a range of small-scale commercial uses with an emphasis on neighborhood serving retail. It is intended to serve the needs of adjacent residential neighborhoods and nearby businesses by encouraging desirable existing and future uses such as sidewalk cafes, bakeries, dry cleaners, small markets, tax services, medical offices and small scale mixed-use residential opportunities. The designation is characterized by a two-story maximum height limit, with three stories allowed in selected areas, and the location of buildings adjacent to the sidewalk to encourage and foster pedestrian activity and a hospitable pedestrian environment. This designation is applied to limited sections of Sepulveda Boulevard, Washington Place, Overland Avenue, and Culver Boulevard.



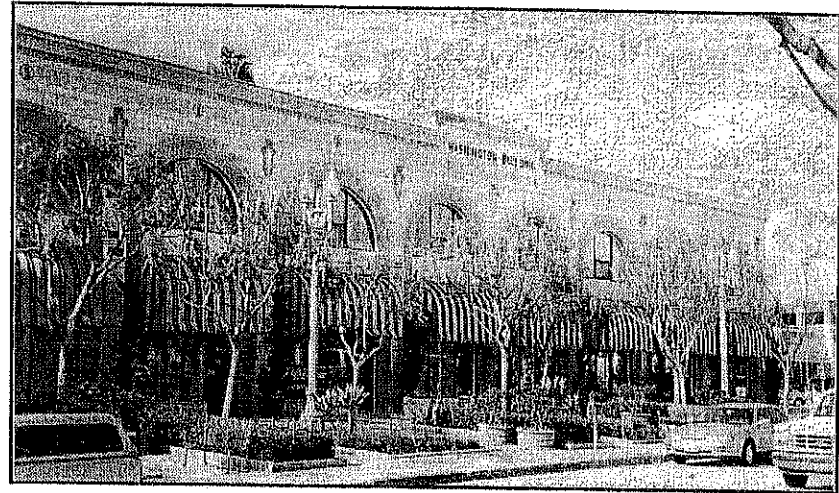
Neighborhood Serving Character

LAND USE ELEMENT

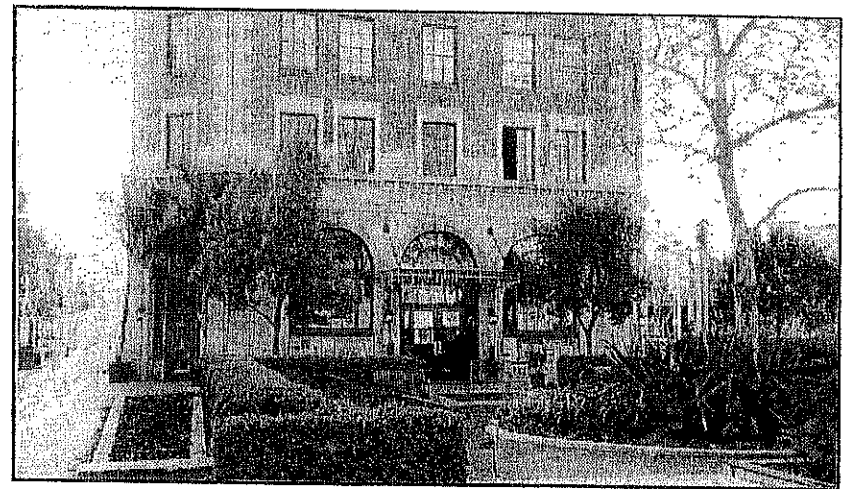
General Corridor. This designation allows a range of small-to medium-scale commercial uses, with an emphasis on community-serving retail to which patrons often travel by car. It is intended to support desirable existing and future neighborhood and community serving commercial uses, and limited medium-density housing opportunities compatible with adjacent residential neighborhoods. The designation is characterized by areas with a two- to three-story height limit, recognizing its proximity to residential neighborhoods, and other areas with up to a 56-foot height limit. This designation is generally applied to sections of Sepulveda, Washington, Venice and Jefferson Boulevards, Centinela and Slauson Avenues.

Downtown. This is a unique designation for the Downtown area that allows medium and large-scale commercial uses and shared parking, with specific use restrictions and design standards. It is intended to support desirable existing and future commercial uses and mixed-use housing opportunities within the Downtown area, and to encourage a pedestrian-friendly environment with a positive nightlife ambiance. Allowed uses include restaurants, sidewalk cafes, specialty retail, and urban services that serve adjacent neighborhoods and the community as a whole. The designation is characterized by a two- and three-story height limit, buildings located adjacent to the sidewalk, and parking restricted to the rear or underneath the building, wherever possible.

Community Serving Center. This designation allows medium-scale commercial uses that may share parking. It is intended to support existing and anticipated commercial centers that serve a citywide or community market area. These centers could serve both residential and business communities by providing uses such as supermarkets, pharmacies, restaurants, banks, office supplies, copy services and retail stores. The designation is characterized by a two- to three-story height limit and landscaped setbacks. This designation is



Downtown



Culver Hotel/Town Park

applied to shopping centers such as Culver Center, Raintree Plaza, Centinela Plaza and the Fox Hills Plaza and could be applied to developments that include retail or other commercial uses of similar scale.

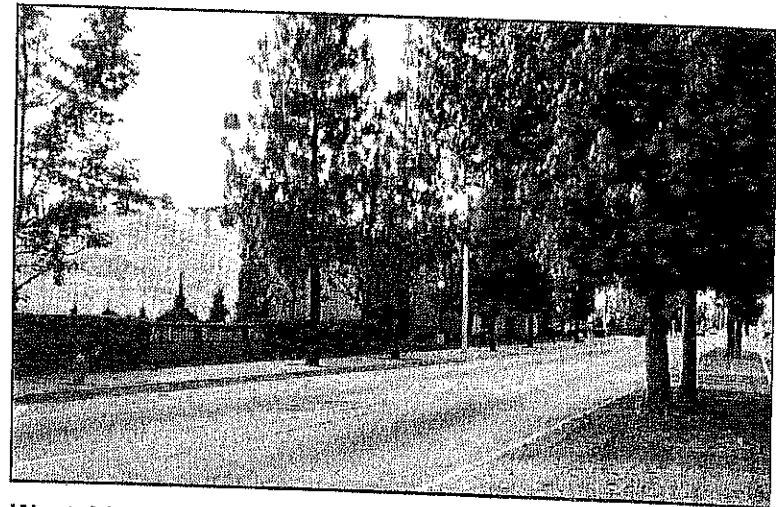
Regional Center. This designation allows large-scale commercial uses that may share parking. It is intended to support existing and anticipated commercial developments that serve a regional market area and would serve both the residential and business communities. The designation is characterized by varying height limits from two stories to 56 feet, expansive landscaped setbacks, and a minimum parcel size. This designation is applied to existing retail, office, and business park uses such as Fox Hills Mall, Studio Village Shopping Center, Corporate Pointe, and Fox Hills Business Park, and could be applied to entertainment, hotel, retail and office uses of similar scale.

INDUSTRIAL. The Industrial designations are established to strengthen and protect successful existing uses while encouraging desirable and creative new developments. The industrial subcategories are designed and intended to address appropriate limits of commercial and residential use, studio and studio supporting activities, access, parking, and aesthetics standards. Residential and industrial uses, or commercial and industrial uses, can coexist when specific uses and design characteristics are analyzed for compatibility.

No Industrial designation, however, should necessarily allow every conceivable type of use allowed or promoted in the other industrial designations, or in each of the manufacturing or industrial zoning categories. These new land use designations will be further refined through the drafting of new zones that emphasize specific uses. Maximum building intensity, specific types of use, and development standards shall be controlled by zoning based on lot size and location.

Light Industrial. This designation allows a limited variety of light manufacturing and industrial uses that can be contained within wholly enclosed structures. Commercial and live-work residential uses also would be allowed. It is designed and intended to protect adjacent residential areas while allowing clean, quiet industry, commercial office, and residential live-work uses.

Industrial Park. This designation allows industrial uses that can be contained within wholly enclosed structures and permits shared parking. It also would allow commercial uses such as office and only employee-supporting retail, but would preclude residential and large-scale retail uses. It is designed and intended to support low traffic-generating uses with limited parking demands within a visually unified area. Parking, vehicle access and aesthetics would be addressed for the area as a whole, rather than on a building-by-building basis. This designation is applied to Westside Business Park (Jefferson Bl. northeast of Overland Ave.) and would be appropriate to areas of high visibility and heavily traveled streets.



Westside Business Park

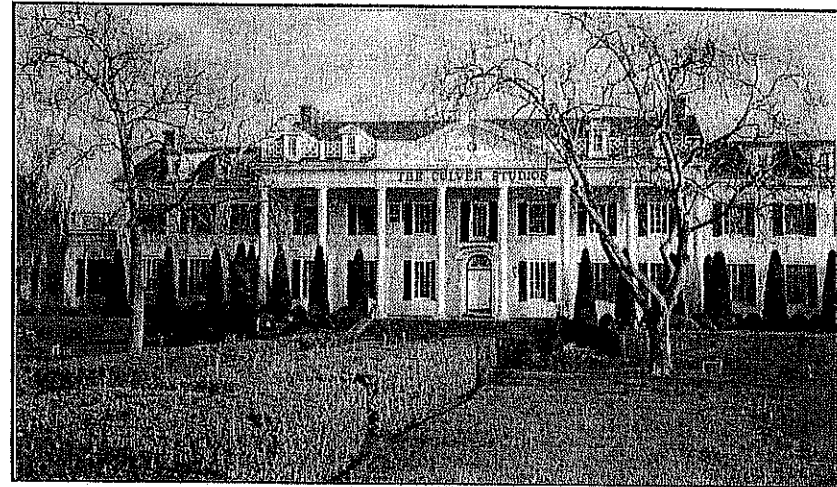
Industrial. This designation allows a variety of manufacturing and industrial uses, but precludes heavy industry. Outdoor activities would be limited to those that conform to standards for noise and odors as identified by the Noise Element and air quality guidelines. Commercial uses, particularly those that support or service daytime industrial employees, also would be allowed. Residential uses may be permitted only if included as part of a Focused Special Study. This designation is designed and intended to support and encourage industrial businesses as a valuable component of the City's economic base.

STUDIO. This designation recognizes the long-standing existence of studio uses within Culver City. It is designed and intended to encourage and support studio and media businesses, while ensuring their future expansion will minimize potential impacts on adjacent residential land uses. It recognizes the unique densities, uses and relationships of activities on a studio lot, which are addressed specifically through a comprehensive plan.

CEMETERY. This designation recognizes the long-standing existence and the future continuance of the Hillside Memorial and Holy Cross Cemeteries in the Fox Hills and Southern-Central Sub-Areas. It is intended to protect their future existence and to allow anticipated and well-planned expansion.

OPEN SPACE. The Open Space designation is established to protect Culver City's open space resources that include public or private land. It is designed and intended to preserve existing and encourage future parks, open space and recreation opportunities.

Open Space Definitions. Definitions of open space are provided to identify types of open space resources and to



Culver Studios Mansion

provide guidance for establishing specific open space goals within the General Plan Open Space Element. The following definitions are not intended to restrict use or control development of these resources.

Active Recreation consists of usable open space areas such as formal playing fields, courts and facilities for organized play and Class I bicycle paths.

Passive Recreation includes landscaped open space areas that are used for passive activities such as picnicking, walking and informal gatherings.

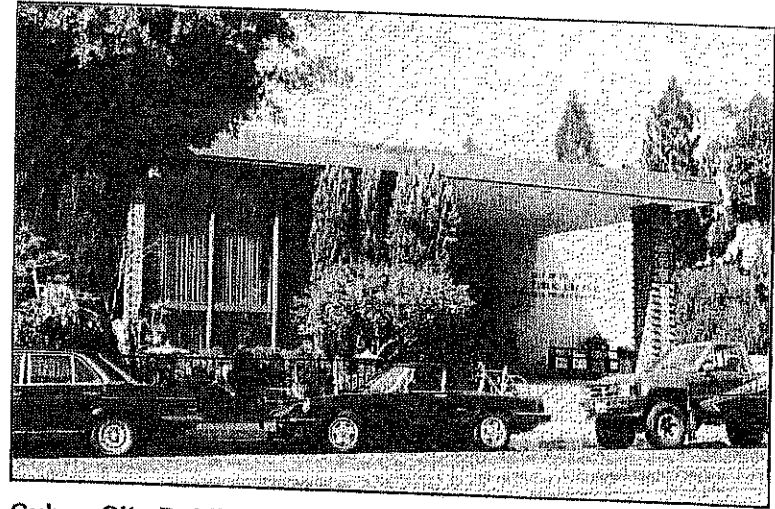
Visual Open Space includes landscape areas within or adjacent to public rights-of-way, streetscape improvements, and desirable urban design features which visually link neighborhoods and businesses throughout the City. This definition may be applied to setbacks, parkways, medians and other land within the public view.

Natural Areas include valuable or sensitive natural resources, particularly biologically significant habitats within Blair Hills. These areas are either privately or publicly owned. For areas defined as natural, appropriate access might be unpaved pedestrian trails, and structural development, while vehicular access and active recreation uses could be considered incompatible.

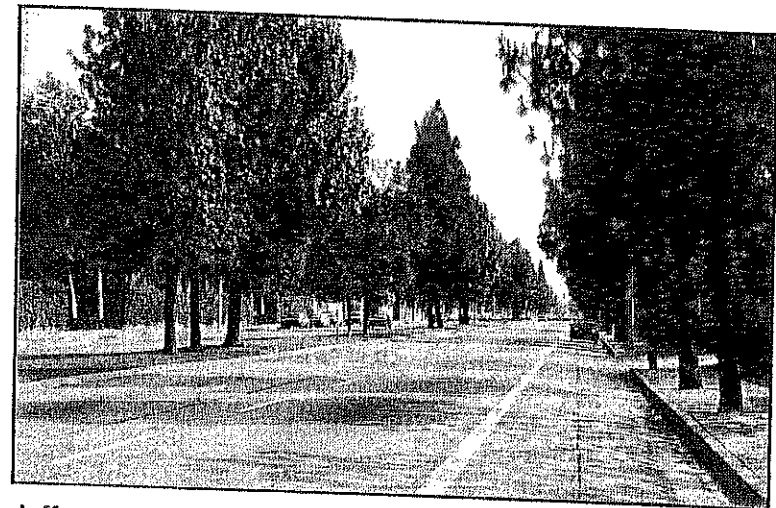
INSTITUTIONAL. This designation serves two purposes. The first is to identify and protect by land use the City's in-patient health centers. The second is to identify, for informational purposes only, the location of existing uses that serve the public interest, such as schools, libraries, fire stations, police stations, government offices, utility stations and hospitals. The *Land Use Element Map* (Figure LU-7) identifies institutional use by symbols representing four distinct types of public and quasi-public uses:

- *Government Facility*
- *School*
- *Utility*
- *Health Center*

Table LU-5, *Land Use Designations Summary: Culver City*, lists the individual land use designations and relates them to existing zoning classifications, development type, and density/intensity. Table LU-6, *Land Area by Land Use Designation: Culver City* lists the total area of each land use designation in gross acreage and percent of the City. (See Figure LU-7, *Land Use Element Map* for additional reference.)



Culver City Public Library



Jefferson Boulevard Streetscape

LAND USE ELEMENT

TABLE LU-5
LAND USE DESIGNATIONS SUMMARY: CULVER CITY

LAND USE DESIGNATIONS	ZONE	DEVELOPMENT TYPE	DENSITY/INTENSITY
Low Density Single Family	R-1	single-family	8.7 du/ac
Low Density Two Family	R-2	duplex	17.4 du/ac
Low Density Three Family	*	triplex	29 du/ac
Low Density Multiple Family	R-3	apartments/condominiums	15 du/ac
Medium Density Multiple Family	R-4	apartments/condominiums	29 du/ac
Planned Residential Development	R-3, P-D	apartments/condominiums	43.5 to 82 du/ac
Neighborhood Serving Corridor	[C-1, C-2]	small-scale retail, cafe, service and residential uses	**
General Corridor	C-3	medium-scale commercial, automotive, hotel, restaurant, office, retail and services	**
Downtown	[C-3]	pedestrian oriented/upscale retail	**
Community Serving Center	[C-3]	medium office/retail centers with shared parking	**
Regional Center	[C-3, C-3A, C-3B, C-3E]	large office/shopping centers with shared parking	**
Light Industrial	C-3E, M-1A	individual enclosed uses	**
Industrial Park	L-M	low parking demand, enclosed uses with shared parking	**
Industrial	[M-1, M-2]	industrial and commercial uses	**
Studio	S-1	office/storage/stage	**
Cemetery	H		**
Open Space	*	park/recreation facilities	**
Institutional	all	civic center, schools, health centers	**

[] Indicates closest existing zone to intended land use.
 * Indicates need for new zone to be created to support new land use designation.
 ** Determined site-by-site based on adjacent uses and required setbacks.

TABLE LU-6
 LAND AREA BY LAND USE DESIGNATION: CULVER CITY

LAND USE DESIGNATION	1996 LAND USE ELEMENT MAP	
	GROSS ACREAGE ^a	PERCENT
Low Density Single Family	967.7	30.5%
Low Density Two Family	254.2	8.0%
Low Density Three Family	4.5	0.1%
Low Density Multiple Family	73.2	2.3%
Medium Density Multiple Family	221.9	7.0%
Planned Residential Development	171.6	5.4%
Neighborhood Serving Corridor	7.7	0.2%
General Corridor	239.7	7.6%
Downtown	25.0	0.8%
Community Serving Center	23.8	0.8%
Regional Center	239.3	7.5%
Light Industrial	35.2	1.1%
Industrial Park	62.6	2.0%
Industrial	151.2	4.8%
Studio	64.6	2.0%
Cemetery	86.9	2.7%
Open Space	248.0	7.8%
Institutional	7.6	0.2%
Freeways and Primary Arteries	285.4	9.0%
TOTAL	3,170.1	100.0%

^a Acreage includes neighborhood streets and alleys. Where different designations are across a street, the street centerline splits the designations.

SPECIAL STUDIES AND PLANS. Special studies or planning areas are proposed as implementing mechanisms for areas of special need. "Citywide Special Studies" are tools for implementing planning policies.

"Focused Special Studies" designate areas identified as having special conditions, needs or potential, and which would benefit by a detailed evaluation of and recommendations for land use.

Citywide Special Studies currently identified include the following:

1. **Urban Design Plan.** An Urban Design Plan would include, among other possible components, Open Space Design Standards, an Urban Forest Strategic Plan, a Streetscape Master Plan, and Architectural Design Standards.
2. **Citywide Bikeway Plan.** A Citywide Bikeway Plan would identify types of bikeways and establish specific bikeway standards and support facilities.

Focused Special Studies may address issues such as allowable land use patterns, design standards, zoning and other property development standards including setbacks and height. They may include detailed regulations, conditions, programs and proposed designations supplemental to the General Plan, including infrastructure requirements, resource conservation and implementation measures; and also will identify potential changes in land use that may be appropriate to meet future needs. To accommodate possible development within these areas before the Focused Special Studies are completed, an underlying designation or designations will identify the interim land use for the following three special study areas.

1. **Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study:** Open Space, Residential, and Industrial. (See Implementation Measures Section.)
2. **Ballona Creek Focused Special Study:** Open Space. (See Implementation Measures Section.)
3. **Hayden Tract Industrial Area Focused Special Study:** Industrial. (See Implementation Measures Section.)

The remaining special study areas are more limited in scope and are not designated on the Land Use Element map.

4. **Culver Boulevard Focused Special Study.**
5. **Kinston Avenue Focused Special Study.**
6. **Wade Street Focused Special Study.**

GOAL: Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment.

Culver City derives strength and stability from its tree-lined residential neighborhoods, the majority of which surround neighborhood parks. (See Figure LU-8, *City Neighborhoods*.) More than half of these are established single-family neighborhoods or multiple-family planned developments. These neighborhoods have strong identities, consistent quality of development and will undergo physical change very gradually over the next 20 years.

Other neighborhoods, which have been developed with single-family residential uses, are transitioning into two-family or multiple-family uses, as permitted by the underlying zoning and land use designation. Typically, these areas are surrounded by major streets and businesses and are within walking distance of transportation corridors and activity centers.

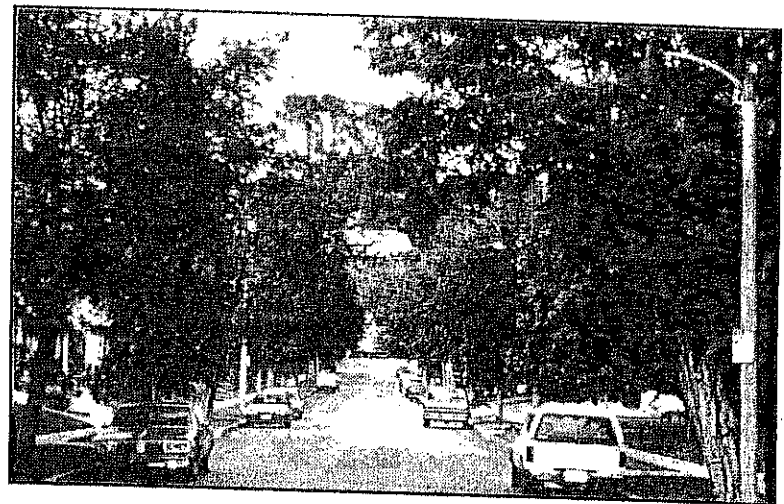
The areas of medium-density housing have higher occupancy and higher parking demand. Lots currently developed below permitted density within these neighborhoods represent the primary opportunities for additional housing opportunities within the City over the next several years.

As a nearly built-out community of low- to medium-density neighborhoods and a recognizable small-town character, development and redevelopment of housing should respect the existing neighborhood fabric. The design of new housing should complement the character and scale of its surroundings. Additionally, some neighborhoods would benefit from the introduction of a uniform street tree pattern and improved access to local parks.

OBJECTIVE 1. Neighborhood Character. Protect the low- to medium-density character of residential neighborhoods throughout the City.

Policy 1.A Support residential planning efforts by neighborhoods. The City's neighborhoods shall include features, design components, themes and programs (such as parks, community gathering places, streetscape amenities, signage/graphic systems, and community beautification and celebration programs) that reflect and focus the area's identity. (See Figure LU-8, *City Neighborhoods*.)

Policy 1.B Protect the City's residential neighborhoods from the encroachment of incompatible land uses and environmental hazards which may have negative impacts on the quality of life (such as traffic, noise, air pollution, building scale and bulk, and visual intrusions).



Culver Crest Neighborhood Character

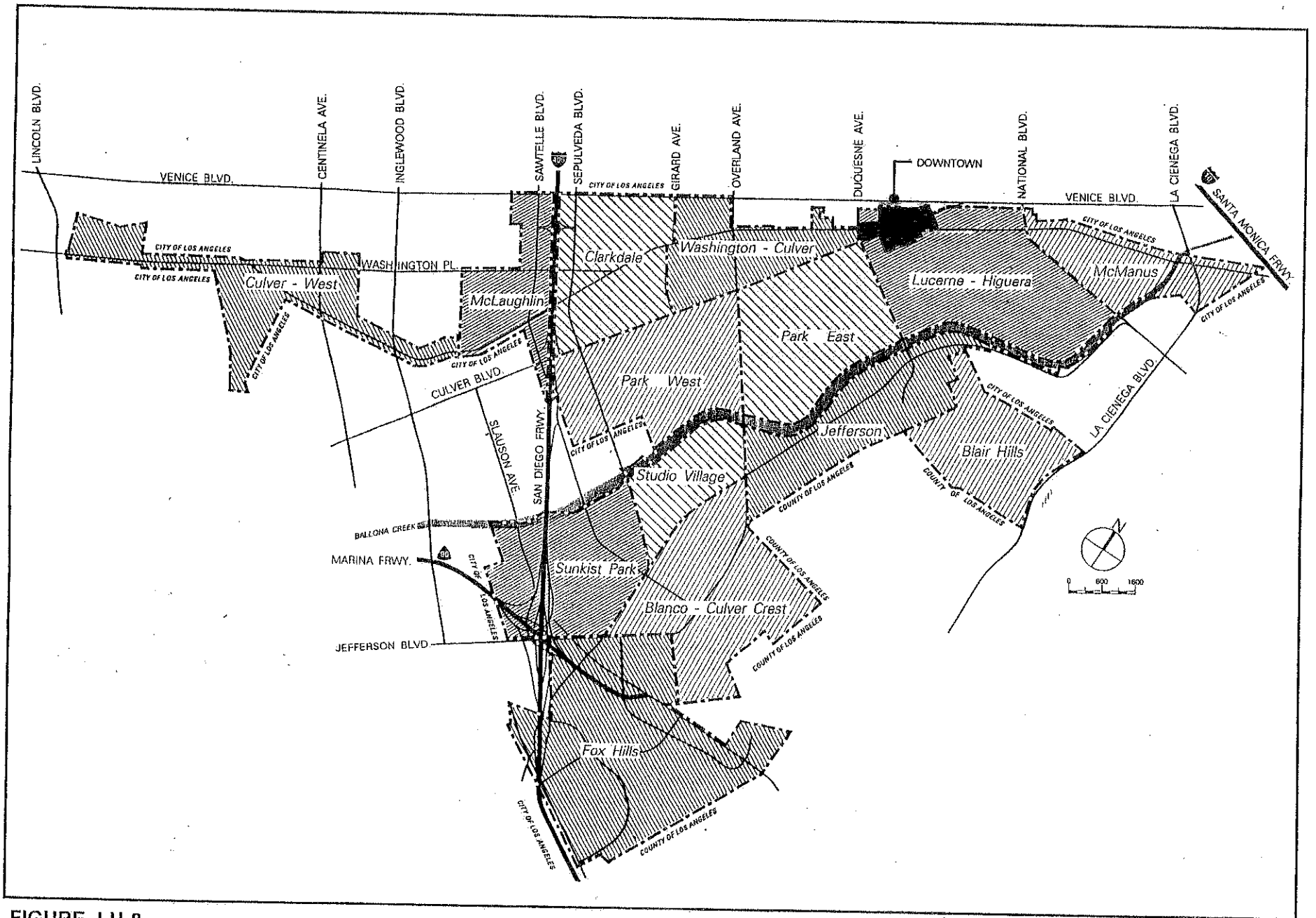


FIGURE LU-8

City Neighborhoods

CITY OF CULVER CITY
GENERAL PLAN



Policy 1.C Allow the continued use of existing legal nonconforming residential structures, including the reconstruction of buildings that have been damaged by fire or other calamity in accordance with the original specifications.

Policy 1.D Allow minor physical changes to nonconforming single-family or two-family structures without requirements to correct nonconforming improvements on the site, provided the physical changes will neither increase the degree of existing nonconformity nor create any new nonconformity (pursuant to the Minor Exception Standards adopted as Planning Commission policy).

Policy 1.E Support a balanced respect for the character of existing residences with new and potentially unique design in new or remodeled structures.

Policy 1.F Continue infill planting of street trees on residential streets to establish consistent rhythm, in accordance with the Citywide Streetscape Master Plan. (See Implementation Measures, *Measure 2.A* and the General Plan Open Space Element.)

Policy 1.G Support expansion of and access to open space opportunities in neighborhoods that currently lack neighborhood parks. (See General Plan Open Space Element.)

Policy 1.H Ensure adequate parking within each neighborhood to meet parking demands.

OBJECTIVE 2. Housing Supply. Encourage the retention and creation of housing throughout the City.

Policy 2.A Continue to allow and encourage two-family development within the neighborhoods designated as Low Density Two Family.

Policy 2.B Continue to allow and encourage multiple family housing opportunities in areas designated for such development.

Policy 2.C Investigate the potential for future housing and open space opportunities in the undeveloped areas of the City.

Policy 2.D Investigate the potential for future housing and open space opportunities in the unincorporated area of Los Angeles County.

Policy 2.E Develop standards and guidelines for residential unit development in appropriate commercial areas.

Policy 2.F Develop standards and guidelines for residential unit development in industrial areas as part of Focused Special Study efforts.

Policy 2.G Require that any non-residential reuse project that removes existing dwelling units provide for the replacement of those units with similar housing opportunities within the City.

Policy 2.H Explore the development of residential uses and/or mixed uses in non-residential areas through the drafting of development standards that protect tenants from adjacent uses and reinforce the primary character and use of the areas. Street-facing ground floor development shall be maintained as non-residential with residential units encouraged to be above or behind the non-residential frontage. (See *Objective 24*; *Policy 24.B* and *Objective 28*; *Policy 28.D*.)

OBJECTIVE 3. Affordable Housing. Encourage the provision of housing opportunities for all members of the community.

Policy 3.A Provide incentives for the development of new affordable housing.

Policy 3.B Provide housing assistance programs for moderate-, low-, and very low-income groups.

Policy 3.C Support the conservation of existing affordable housing units by encouraging rehabilitation.

Policy 3.D Develop standards to regulate the conversion of apartment units to condominiums to preserve rental housing and to ensure a balance between the owner-occupied and renter-occupied housing needs of the community.

OBJECTIVE 4. Neighborhood Conditions. Establish and maintain quality living environments throughout the City.

Policy 4.A Balance opportunities for additional housing with potential effects on adjacent lower density neighborhoods.

Policy 4.B Determine appropriate standards for density, safety, and design character, consistent with existing neighborhood character.

Policy 4.C Restrict the use of mobile homes as residential units to mobile home parks, except for limited periods of time for catastrophic emergencies or during remodeling when the main dwelling unit is not habitable.

Policy 4.D Improve code enforcement in residential neighborhoods.

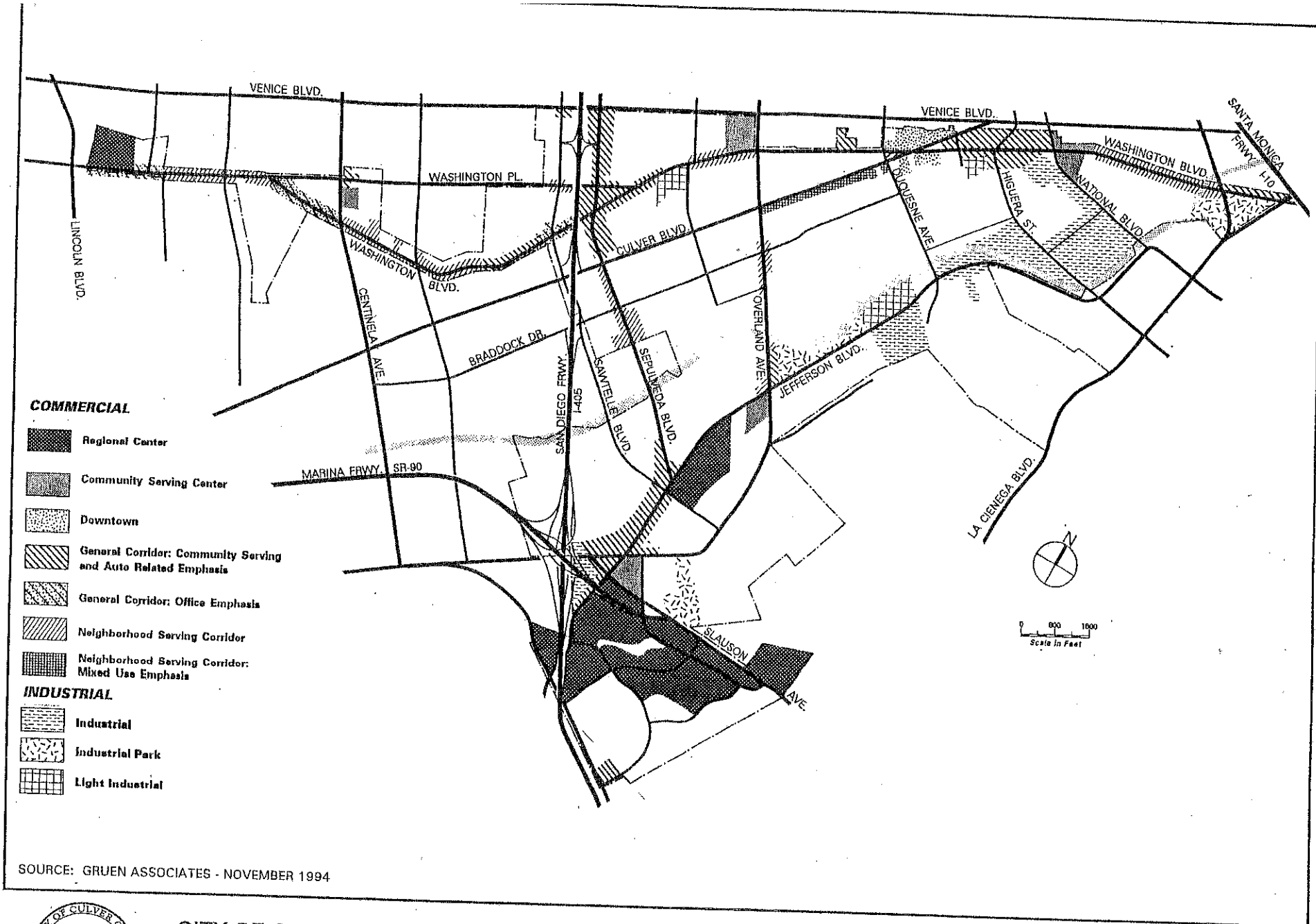
GOAL: Economic vitality that serves the community and protects the quality of life.

The non-residential areas of the City present opportunities for improving the economic vitality, attractive design, and compatible interface with nearby residential uses. (See Figure LU-9; *Commercial/Industrial Focus Areas*.) Existing business corridors need more cohesive physical development patterns and appearances, and consistent focus. Many older businesses do not have sufficient parking because of shallow lot depths and structures that are built to the property lines. Many of these same areas are devoid of street trees and other streetscape improvements that would create an attractive and inviting appearance.

"Direction 21", the community-based strategic planning process conducted in 1987-89 and updated in 1991, revealed a desire by City residents for higher quality retail shops, fine restaurants, movie cinemas and live theaters within Culver City. Although Culver City residents generally prefer to support their local businesses, the limited range of existing retail services and entertainment opportunities within the City lead many residents to go elsewhere.

Large, regional-serving commercial centers, such as Fox Hills Mall, Studio Village Shopping Center and Corporate Pointe, bring business revenues and employment opportunities into Culver City. To protect local residents, though, these benefits must be balanced with other effects associated with regional centers, such as traffic and parking impacts.

Industrial areas are turning over to commercial uses. This loss of industrial business could alter the economic diversity that provides a range of jobs.



SOURCE: GRUEN ASSOCIATES - NOVEMBER 1994



CITY OF CULVER CITY
GENERAL PLAN

FIGURE LU-9

Commercial/Industrial Focus Areas

OBJECTIVE 5. Economic Diversity. Encourage new business opportunities that expand Culver City's economic base and serve the needs of the City's residential and business community.

Policy 5.A Support and strengthen certain existing industrial areas by limiting commercial and residential uses according to established guidelines.

Policy 5.B Encourage small-business ownership through incentives that facilitate individual ownership.

Policy 5.C Encourage development of cultural, educational and entertainment uses that will provide leisure activities for Culver City's residents and enhance the image of the City.

Policy 5.D Provide development incentives for projects that provide specific community or neighborhood needs. (See Implementation Measures, *Measure 7.C.*)

Policy 5.E Allow a range of home occupations appropriate to and compatible with residential uses that do not generate noticeable noise, traffic, parking, or environmental impacts.

Policy 5.F Encourage "extended-hour" businesses in areas that could benefit from increased levels of activity and security.

Policy 5.G Encourage the location of high-quality retail shops and fine restaurants in areas which could serve both businesses and residential patrons.

Policy 5.H Encourage and support entertainment and media businesses by promoting Culver City's image as the "Heart of Screenland". (See *Objective 9. Studio Image.*)

OBJECTIVE 6. Commercial Corridors. Revitalize the physical character and economic well being of the City's commercial corridors.

Policy 6.A Encourage revitalization of commercial corridors in the City through new development and renovation of existing structures with incentives which address development standards and the project approval process. (See Implementation Measures, *Measure 7.C.*)

Policy 6.B Focus commercial development into cohesive districts by identifying and encouraging intensities and qualities of commercial uses that are sensitive to their locations, and by emphasizing specific uses (i.e., neighborhood serving or general commercial corridors). (See Figure LU-9, *Commercial/Industrial Focus Areas.*)

Policy 6.C Identify and pursue opportunities for providing parking that serves clusters of businesses in commercial corridors to assist existing development and stimulate new development.

Policy 6.D Increase revitalization opportunities by allowing, where appropriate, a one lot extension of commercial parking use into residentially zoned areas adjacent to commercial corridors, to provide the adequate depth necessary to meet current parking standards where commercial parcel depth is limited (See Figure LU-10, *One Lot Extension Concept.*)

Policy 6.E Encourage restaurants that feature outdoor dining, especially sidewalk cafes within Downtown and areas designated for neighborhood-serving uses. (See Figure LU-11, *Sidewalk Café Concept.*)

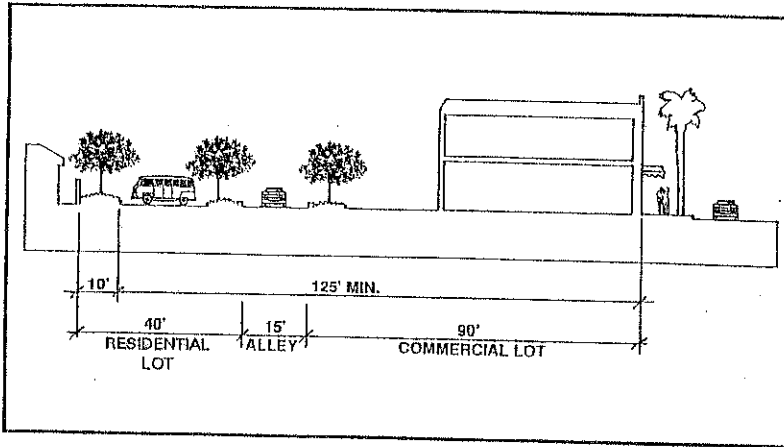


FIGURE LU-10
One Lot Extension Concept

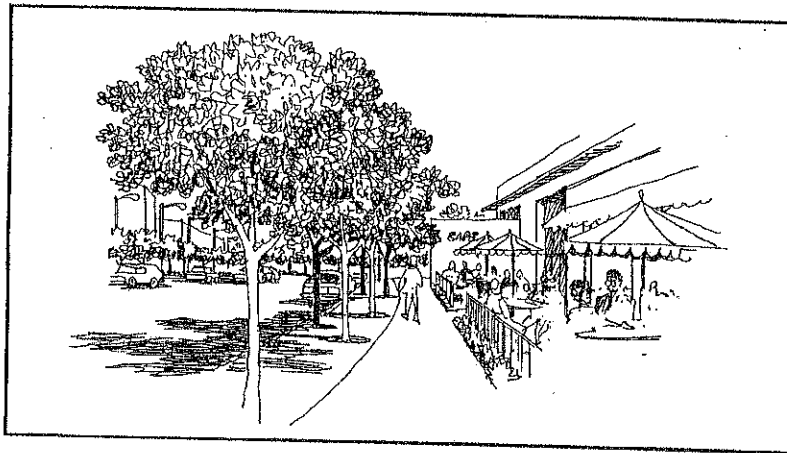


FIGURE LU-11
Sidewalk Café Concept

Policy 6.F Identify public/private joint development projects that may serve as catalysts to encourage quality private development along the commercial corridors (tied to the suggestions of the Economic Development Strategy).

Policy 6.G Encourage the introduction of neighborhood-serving commercial and retail uses that serve the needs of nearby residential neighborhoods lacking such services.

Policy 6.H Encourage high trip-generating uses near transportation corridors to maximize transit use by patrons and employees.

Policy 6.I Plan for streetscape improvements (street trees, landscaping, street furniture, special lighting, decorative paving, screening walls) and facade improvements along commercial corridors that complement each focus area and improve the physical environment. (See Land Use Element *Objective 12* and General Plan Open Space Element: Urban Design Standards.)

OBJECTIVE 7. Commercial Centers. Maintain commercial centers that serve community as well as regional markets.

Policy 7.A Allow the development of new regional commercial centers that contribute to the economic health of the City and adequately mitigate impacts to nearby residential neighborhoods.

Policy 7.B Allow existing regional and community centers to upgrade and expand in response to changing market demands, to maintain their economic viability, with adequate mitigation of impacts to nearby residential neighborhoods.

Policy 7.C Address parking as well as traffic ingress and egress as part of a shared parking and circulation system in areas designated as Commercial Centers and Industrial Parks.

Policy 7.D Allow reduced parking requirements for individual uses that share parking facilities. (See General Plan Circulation Element.)

LAND USE ELEMENT

OBJECTIVE 8. Fiscal Health. Foster the growth of businesses that increase City revenues by promoting attractive, quality retail establishments that serve neighborhood, community and regional markets.

Policy 8.A Support desirable retail establishments in proximity to residential neighborhoods that provide needed goods and services.

Policy 8.B Ensure that development impact fees mitigate all resultant costs burdened on City infrastructure and services.

OBJECTIVE 9. Studio Image. Encourage and support entertainment and media businesses by promoting Culver City's image as the "Heartland of Screenland".

Policy 9.A Support desirable studio expansion into appropriate areas by allowing these areas to be redesignated for studio uses, while safeguarding the interest of adjacent residential neighborhoods.

Policy 9.B Continue to allow studio and studio-related uses in areas designated for certain commercial and industrial uses.

Policy 9.C Encourage comprehensive studio development standards appropriate to the nature and intensity of entertainment studios and related uses.

Policy 9.D Market the "Studio image" to attract media businesses to Culver City.

Policy 9.E Encourage and facilitate location filming within the City, with proper safeguards for business and residential areas, to encourage and strengthen Culver City's commitment to the film and television industry.



Community Center

GOAL: *An open space, urban forest, urban design network that links neighborhoods and businesses, and instills civic pride.*

Culver City's open space and neighborhood parks support the small-town character important to the City residents. The undeveloped portions of Blair Hills, and the Holy Cross and Hillside Memorial Cemeteries provide an openness that complements the City's development. Mature street trees extend this sense of openness and green space throughout most of the residential neighborhoods.

Unlike the residential streets, many of the commercial and industrial areas have few street trees and little visual open space. Street trees, if present, are often immature or randomly spaced. Sidewalks have few pedestrian amenities and older parking lots have no landscape buffers. Urban design improvements along commercial corridors could provide usable open space and additional visual amenities.

Currently, the City has no special policies for hillside development or natural habitat areas. However, the topography and existing vegetation should guide development standards that address these conditions. Federal and state agencies have development restrictions that protect certain environmentally sensitive vegetation and landforms. Specific policies regarding the undeveloped hillsides will be important to the City's future open space potential and visual image. (See General Plan Open Space Element.)

Culver City's architectural design standards are a series of policy statements found in the 1974 Design and Physical Development Plan, adopted overlay zones, storefront revitalization programs, designs for development, and recommended guidelines for residential and non-residential development which need to be updated and organized into a cohesive plan. Complementary efforts in developing an urban

forest strategic plan would bolster the strengths of the City's existing parks, street trees, and natural vistas.

OBJECTIVE 10. Visual Open Space. Extend the City's park-like qualities into neighborhoods and business districts through streetscape and urban design improvements.

Policy 10.A Enhance the visual identity of Culver City's neighborhoods and business districts with street trees, parkways, medians, streetscape amenities, entry statements and desirable urban design features that visually link neighborhoods and businesses throughout the City.

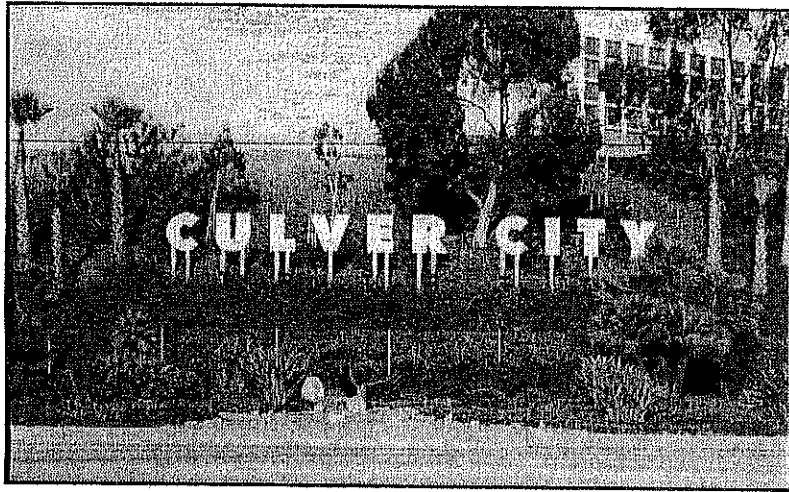
Policy 10.B Adopt a comprehensive streetscape master plan for all City streets that specifies street trees, lighting, landscaping, street furniture, decorative paving designs, and where appropriate, signage.

Policy 10.C Develop master plans and urban design criteria for certain commercial corridors. These criteria may include required setbacks, parkways, medians and lands within the public view. (See General Plan Open Space Element.)

Policy 10.D Develop standards for selected commercial center or industrial park developments, to provide open space on-site that is visible to the public from the street, consistent with urban design standards established as part of a Citywide Streetscape Master Plan.

Policy 10.E Seek opportunities to develop landscaped "parkettes" in highly visible areas adjacent to major arterials that cannot feasibly be developed with other uses.

Policy 10.F Continue to require the undergrounding of utilities in all new developments and during replacement of existing service whether alone or as a part of a remodeling project, wherever feasible.



Herky Shinmoto Memorial Garden and Entry Monument

Policy 10.G Develop a program to pursue undergrounding of existing utility lines that identifies and prioritizes areas to be undergrounded and identifies potential funding sources.

Policy 10.H Landscape former railroad rights-of-way, where possible, for use as open space amenities.

Policy 10.I Establish criteria for the siting of public utilities and facilities to assure the mitigation of negative impacts (see also *Policy 16.G*).

Policy 10.J Establish criteria for those circumstances and uses that are appropriate for non-permanent or atypical structures.

Policy 10.K Protect, maintain, and enhance Culver Boulevard right-of-way as an open space amenity.

Policy 10.L Prepare a Focused Special Study for Ballona Creek to address:

- protecting adjacent residents from use of the Creek as a crime corridor;
- buffering the adjacent residents from noise echoes;
- fragmentation of jurisdictional control;
- improvement of the general condition and appearance of the channel and bike path;
- increasing access and use potential.

OBJECTIVE 11. Urban Forest. Create a sustainable urban forest that enhances Culver City's image and quality of life.

Policy 11.A Create an urban forest strategic plan that addresses the long-range management and expansion of the City's tree resources.

Policy 11.B Garner backing from all segments of the community to support a stable and sustainable urban forest management program.

Policy 11.C Support and implement the numerous policies stated throughout different sections of the General Plan that address the City's tree resources. Refer to the following Policies, and the Goals and Objectives that support tree resources:

Land Use Element

- Policy 1.A, and 1.F: residential streetscape amenities and infill street trees

- Policy 6.I: commercial corridor streetscape improvements
- Policy 10.A - 10.E, Policy 10.H and 10.K: visual open space enhancement through street trees, streetscape amenities, and other open space policies
- Policy 21.C: street tree pruning standards
- Policy 23.F: Eastern Sub-Area streetscape improvements
- Policy 24.A and Policy 24.J: Western Sub-Area streetscape improvements
- Policy 26.E: Southern-Central Sub-Area viewshed guidelines
- Policy 27.C and 27.D: Southeastern Sub-Area streetscape improvements and viewshed guidelines
- Policy 28.A: Culver Boulevard Focused Special Study improvements
- Policy 29.G and 29.H: Northern-Central Sub-Area streetscape and gateway improvements

Circulation Element

- Policy 9.A and 9.B: landscape median and streetscape enhancements

Open Space Element

- Policy 5.A – 5.D and 5.G: visual open space enhancement through extending park-like qualities throughout the City.

OBJECTIVE 12. Urban Design. Ensure that new construction and renovation of existing residential and non-residential buildings and streetscapes are accomplished with the highest quality of architectural and site design.

Policy 12.A Support and implement the numerous policies stated throughout different sections of the General Plan that address the desired form and character of future development in the City. Refer to the following Policies, and the Goals and Objectives they support:

Land Use Element

- Policy 1.E: balance existing and new residential design
- Policy 1.F: infill street trees
- Policy 2.E: residential units in commercial areas
- Policy 2.F: residential units in industrial areas
- Policy 4.B: consistent neighborhood development standards
- Policy 6.A: revitalization of commercial corridors
- Policy 6.I: commercial corridor streetscape improvements
- Policy 10.A – Policy 10.L: streetscape and urban design improvements
- Policy 22.A, Policy 22.C-22.H: Downtown Sub-Area visual quality and pedestrian environment
- Policy 23.G-23.I: Eastern Sub-Area identity, streetscape, and aesthetic improvements

LAND USE ELEMENT

- Policy 24.A, 24.B, 24.I and 24.J: Western Sub-Area identity, streetscape, and aesthetic improvements
- Policy 25.B and Policy 25.F: Fox Hills Sub-Area identity and visual connections
- Policy 26.B and Policy 26.E: Southern-Central Sub-Area hillside development standards and viewshed guidelines
- Policy 27.A-27.D: Southeastern Sub-Area aesthetic identity, visual resources, and viewshed guidelines
- Policy 28.A: Central Sub-Area Culver Boulevard Focused Special Study
- Policy 29.E, 29.G, and 29.H: Northern-Central Sub-Area identity and streetscape improvements, and residential to commercial transitional development standards

Circulation Element

- Policy 9.A and Policy 9.B; streetscape improvements
- Policy 10.A; street name signage

Open Space Element

- Policy 3.B, and Policy 3.C: commercial/industrial and arterial/adjacent landscaped areas
- Policy 4.A, and Policy 4.C: natural resource buffers and development guidelines
- Policy 5.A – 5.I: visual open space and urban design improvements
- Policy 6.A: viewshed guidelines

GOAL: *A community that provides recreational, historical and cultural opportunities.*

Culver City residents have access to regional recreation resources and cultural opportunities within the greater Los Angeles and Westside communities. The City's local recreational and cultural facilities, however, are in shorter supply. The Lucerne-Higuera and McLaughlin neighborhoods do not have parks, and overall the City's parkland is 27 acres short of achieving national park and recreation standards of 3-acres-per 1,000 people.

Ballona Creek provides active recreation and alternative transportation opportunities as a bikeway connection from Culver City to the beach. Many residents of Culver City use Ballona Creek as a bike path; some use it as a jogging path. Those who use it and those who live adjacent to it, however, have serious concerns regarding the safety and aesthetics of the existing channel. To maximize the Creek's potential benefit, assets and liabilities must all be addressed.

The City has many historic architectural resources and a significant cultural heritage. However, the "Heart of Screenland" currently has no movie theaters and no cultural facilities to reflect Culver City's history and development.

OBJECTIVE 13. Open Space Protection and Acquisition. Protect and expand Culver City's open space resources through aggressively pursuing land acquisition and encouraging private contributions.

Policy 13.A Pursue an aggressive open space acquisition program as part of policies developed for the City's general Plan Open Space Element.

Policy 13.B Pursue opportunities to acquire land and develop parks to serve those neighborhoods that lack park resources. (See General Plan Open Space Element, *Objective 1.*)

Policy 13.C Pursue opportunities to expand City parks when adjacent lands become available and expansion is deemed appropriate and feasible. (See General Plan Open Space Element, *Objective 1.*)

Policy 13.D Supplement and/or modify existing park resources to reflect changing recreational needs.

Policy 13.E Continue to require contributions of parkland or publicly accessible landscaped open space from residential developments or in-lieu fees from projects that cannot provide them. A nexus study shall be prepared to determine if these requirements can be extended to non-residential projects.

Policy 13.F Encourage private contribution toward achieving open space goals.

Policy 13.G Protect, maintain, and enhance Culver Boulevard right-of-way, as an open space amenity.

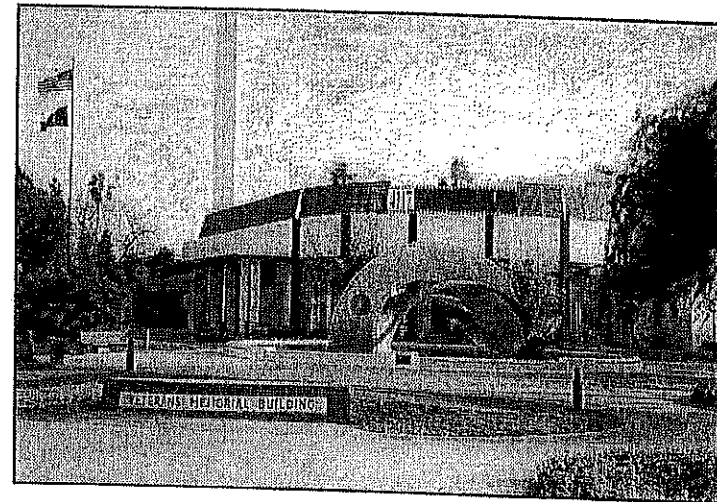
OBJECTIVE 14. Historic Preservation. Promote the City's architectural and cultural heritage by preserving buildings and sites that reflect Culver City's varied history and development.

Policy 14.A Encourage restoration of historic resources in a manner that complies with the U.S. Secretary of the Interior's Standards for Rehabilitation of Historic Structures.

Policy 14.B Encourage private developers to take advantage of federal, state and local incentive programs for the rehabilitation and reuse of historic structures.

Policy 14.C Encourage preservation and restoration efforts through information, periodic evaluation of the review and approval process, and incentives programs. (See Implementation Measures, *Measure 5.*)

Policy 14.D Provide public information and events to expand public awareness of the City's rich cultural heritage.



Veterans' Memorial Park

GOAL: *Clear and consistent guidance for balanced growth.*

In the past, there has been a perception that Culver City's development policies have been confusing to developers and property owners. Clear and consistent policies regarding location, type and intensity of development provide a stable environment for business investment. Explicit direction for growth also would enable City staff to streamline the review and approval process.

OBJECTIVE 15. Policy and Administration. Establish clear and internally consistent policies for development.

Policy 15.A Implement General Plan policies and land use intensities through the use of zoning categories and development standards.

Policy 15.B Maintain ongoing dialogue with developers regarding ways the development process either discourages or encourages revitalization of the commercial and industrial areas.

Policy 15.C Streamline the project approval process.

OBJECTIVE 16. Land Use Compatibility. Encourage mutually compatible land uses.

Policy 16.A Establish certain "focus areas" to encourage mutually compatible uses, such as neighborhood-serving retail within walking distance of residential neighborhoods. (See also *Objective 6; Policy 6.B and Policy 6.G.*)

Policy 16.B Support existing clusters of new car dealerships along Sepulveda and Washington Boulevards by encouraging the location of new dealerships in these areas.

Policy 16.C Encourage compatible commercial uses, through conditional expansion of commercial uses, to adjacent residential lots in designated areas of Washington Boulevard.

Policy 16.D Determine the appropriate range of uses to be included in the Zoning Ordinance for each Land Use designation.

Policy 16.E Encourage visitor-serving restaurant and motel uses near freeway off-ramps along Sepulveda Boulevard.

Policy 16.F Establish noise, safety, aesthetic and access criteria for areas impacted by existing incompatible land uses.

Policy 16.G Establish criteria for the siting of public utilities and facilities to assure the mitigation of negative impacts. (See also *Objective 10; Policy 10.I.*)

Policy 16.H Improve Zoning Code enforcement Citywide.

OBJECTIVE 17. Managed Growth. Establish development standards within clearly identified limits and at locations that allow opportunities for growth.

Policy 17.A Encourage and provide incentives for those more intensive commercial developments to be in areas accessible to transportation facilities.

Policy 17.B Encourage and provide incentives for multiple-family developments near established community transportation facilities, respecting the scale and density of surrounding development and in the spirit of congestion management planning. (See General Plan Circulation Element.)

OBJECTIVE 18. Adjacent Jurisdictions. Coordinate development to minimize conflicts with adjacent jurisdictions.

Policy 18.A Aggressively pursue coordination of land use and related policies with Los Angeles County regarding land within the designated Sphere of Influence area.

Policy 18.B Participate in area wide processes to address land use policies beyond the Sphere of Influence area that may affect the City's general welfare.

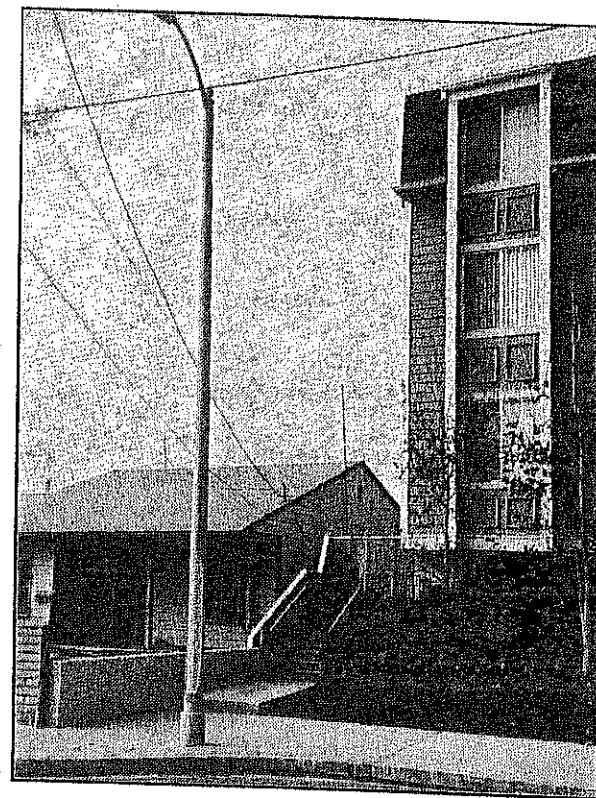
Policy 18.C Pursue City boundary adjustments with the City of Los Angeles to include, as a first priority, properties that are bisected by the existing Culver City/City of Los Angeles boundary.

Policy 18.D Reopen discussions with the City of Los Angeles regarding more extensive boundary adjustments that might enable Culver City to acquire those key properties/areas that geographically project into Culver City and interrupt the City's low density land use development pattern and image.

Policy 18.E Evaluate the benefit and cost to Culver City of annexing the unincorporated Los Angeles County lands west of La Cienega Boulevard by investigating the feasibility and appropriateness of open space, residential and neighborhood serving retail development. (See Implementation Measures, Measure 3.A.)

Policy 18.F Evaluate the feasibility of annexing the two properties within the Los Angeles County Sphere of Influence on Green Valley Circle. (See Objective 25; Policy 25.G.)

Policy 18.G Coordinate with the Westside Summit Cities regarding area wide Land Use policies of mutual benefit and interest.



Conflicting Densities Outside Culver City

GOAL: *Ample and efficient City services and infrastructure.*

The majority of areas in Culver City receive water service from the Southern California Water Company, which depends on the Metropolitan Water District (MWD) for its supply. Areas west of McLaughlin Avenue are supplied water by the Los Angeles Department of Water and Power (DWP). Water supplies from both sources are expected to diminish because of increased water demand, reallocation of resources to other areas, and inadequate storage facilities. Old and undersized water mains and transmission systems in various areas of the City result in occasional ruptures and discontinuous water supply during emergencies and repairs.

Culver City contracts with the City of Los Angeles for sewage treatment and disposal services at the Hyperion Treatment Plant. The Hyperion Treatment Plant is currently operating at capacity, and is scheduled for improvements. As a vested interest, Culver City will share in the cost of improvements to the Hyperion Treatment system.

The Culver City Public Works Department Sanitation Division provides solid waste disposal throughout the City. The City hauls its collected waste to the Chiquita Canyon landfill, which is projected to reach capacity in 1997. Culver City's curbside recycling program for newspaper, glass, aluminum, plastic and yard waste will reduce solid waste disposed in landfills. Recycling incentives for businesses may be of further benefit. The Source Reduction and Recycling Element (SRRE), adopted by the City in 1991, outlines Culver City's plan of programs and policies to reduce waste in compliance with State Law AB 939. Although it is titled an "Element" pursuant to State legislation, it is not a part of the City's General Plan.

The Public Works Department maintains street trees, roadways, and general streetscape. Maintenance of these facilities has historically been of high quality, keeping Culver City's streets and open space areas noticeably cleaner and in better repair than adjacent jurisdictions. However, reduced sales and utility tax revenues have decreased the funds previously allotted to municipal services.

OBJECTIVE 19. Adequate Services. Provide adequate and dependable City services.

Policy 19.A Establish a program with the appropriate agencies for replacing undersized water lines used for fire protection to meet current fire safety requirements.

Policy 19.B Identify funding mechanisms necessary to support a water main replacement program that would aggressively replace pipe segments with problems of corrosion, tuberculation and insufficient pressure, assigning high priority to problem areas, such as Sunkist Park.

Policy 19.C Investigate the possibility of using reclaimed water for irrigation.

Policy 19.D Coordinate land use policies with the appropriate City departments regarding impacts on staffing and services.

OBJECTIVE 20. Infrastructure Constraints. Ensure adequate capacity to serve Culver City's anticipated growth needs.

Policy 20.A Coordinate sewer capacity improvements with the City of Los Angeles.

Policy 20.B. Continue to accumulate fees and other funds to allocate for sewer improvements on a pay-as-you-go basis.

Policy 20.C Identify resource conservation measures consistent with objectives of Source Reduction and Recycling Element and the General Plan Conservation Element.

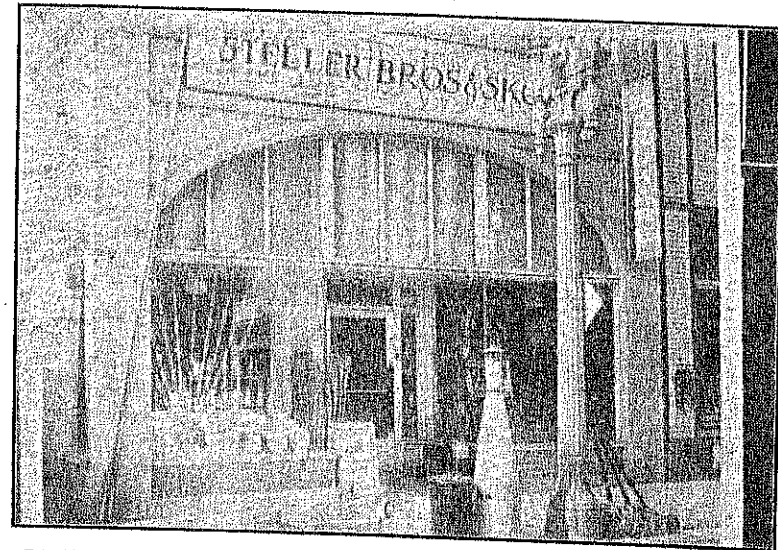
OBJECTIVE 21. Resource Allocation. Pursue municipal service improvements and new funding sources necessary for continued affordability.

Policy 21.A Encourage financial assistance from federal, state and regional agencies through Culver City's participation in available programs.

Policy 21.B Encourage private provision of neighborhood or community services as part of new developments.

Policy 21.C Maintain the established high standards for municipal services such as street-tree pruning, roadway repairs, street sweeping and streetlight replacement.

Policy 21.D Consider the implementation of a City bond program as funding for various municipal service improvements.



Steller Bros. & Skoog Hardware

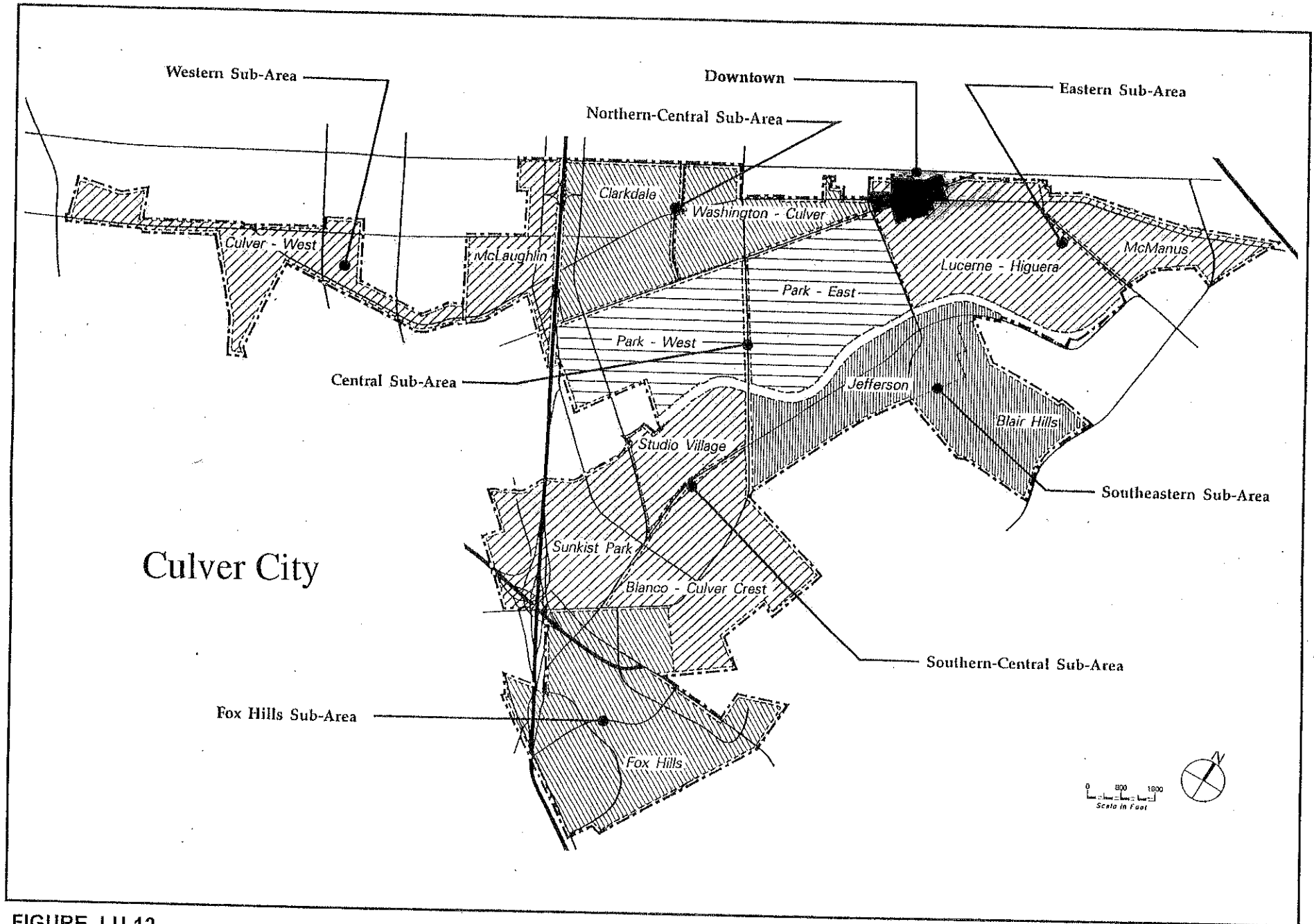


FIGURE LU-12

City Sub-Areas

LU-44

CITY OF CULVER CITY
GENERAL PLAN



L A N D U S E

Each Sub-Area of Culver City has its own sense of character and its own special needs. In this section, Sub-Area issues are addressed by objectives and policies specific to the areas. To focus planning policy directions, the City neighborhoods have been aggregated into eight (8) Sub-Areas. (See Figure LU-12, *City Sub-Areas*.)

<u>SUB-AREAS</u>	<u>NEIGHBORHOODS</u>
Downtown	Eastern portion of Washington-Culver
Eastern	McManus, Lucerne-Higuera
Western	Culver-West and McLaughlin
Fox Hills	Fox Hills
Southern-Central	Sunkist Park, Blanco-Culver Crest and Studio Village
Southeastern	Jefferson and Blair Hills
Central	Park-West and Park-East
Northern-Central	Clarksdale and western portion of Washington-Culver

The objectives and policies specific to Sub-Areas can be compared with the citywide goals, objectives and policies. Some of the issues addressed as Citywide Land Use Policies will be referenced in the Sub-Area sections. The primary objective of this discussion, however, is to address the special characteristics and needs of the Sub-Areas beyond the citywide issues.

DOWNTOWN. The Downtown area is discussed separately because of its special importance to the identity and image of the City. It includes both sides of Washington and Culver Boulevards from Duquesne Avenue to Ince Boulevard. Although relatively small, Downtown is comprised of distinct areas, which are punctuated by historic structures. These areas needed revitalization and have been the subject of intense planning and community design efforts to encourage reinvestment and increase economic vitality. As a result of the Downtown Design Charette conducted in March 1991, the City has developed a Downtown Master Plan (see Figure LU-13, *Downtown Master Plan*), Downtown Overlay Zone, Design for Development and Downtown Culver City Design Guidelines. Its purpose is to foster good design rather than to impose an overriding style. The Downtown area currently contains a lively mix of architectural styles and designs.

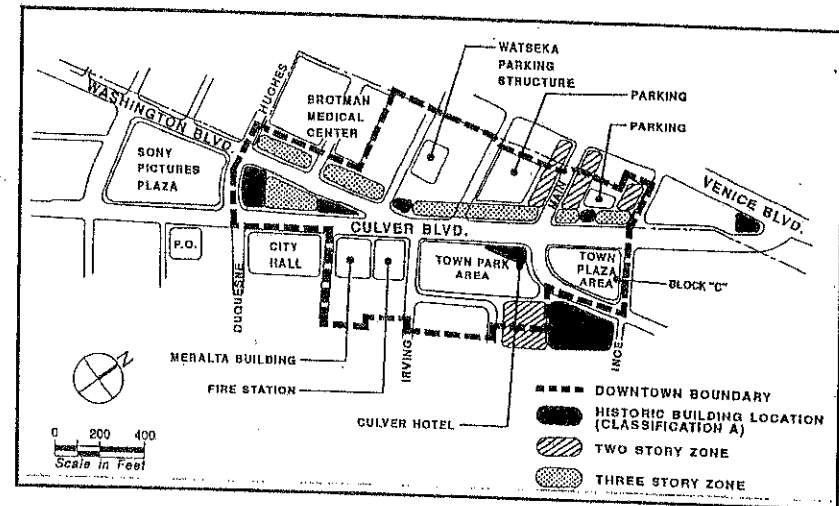


FIGURE LU-13
Downtown Master Plan

LAND USE ELEMENT

Each of the different sectors of Downtown has slightly different issues and considerations:

- The intersection of Washington and Culver Boulevards created a dramatic and unique experience for the Downtown, along with major circulation problems. (See Figure LU-14, *Original Washington-Culver Boulevards Intersection*.) The wedge-shaped Washington Building and Culver Hotel reflect the acute angle of the original "X" intersection and framed the converging view corridors. The Downtown Master Plan created a new block by abandoning portions of Washington Boulevard and Van Buren Place to provide the opportunity for reinforcing the established view corridor and accentuating the unique character of the Culver Hotel. The associated realignment of Washington Boulevard also benefits traffic movement by simplifying the intersection geometry.

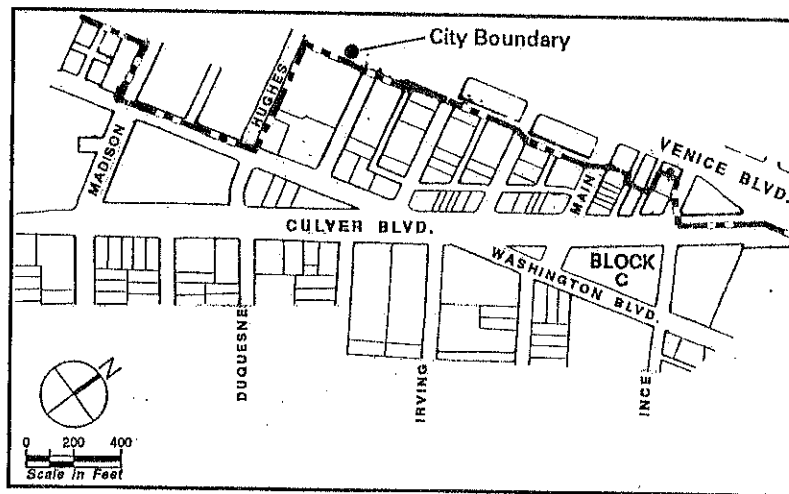


FIGURE LU-14
Original Washington-Culver Boulevards Intersection

- Washington Boulevard's character is divided coincident with the intersection of Culver Boulevard. To the west, two-story (or more) buildings, abutting the sidewalk create an urban feeling. City buildings, Brotman Medical Center, banks and the Culver Theater have established a dense character.
- Washington Boulevard east of Culver Boulevard begins with the Culver Hotel, followed by less dense one- and two-story commercial buildings, and temporary parking within Block "C" (Town Plaza Area) across from Culver Studios. Future development of Block "C" plays a key role in the future image of Downtown Culver City.
- Culver Boulevard's character is divided by Washington Boulevard. The Post Office, new City Hall, Meralta Office Building and the new Fire Station create a very civic quality within the western portion. The east side has character similar to eastern Washington Boulevard and will also be strongly influenced by the future development of Block "C".
- Main Street has mostly one-story remodeled buildings that are generally devoid of their original character. Although the original small-town feeling is somewhat intact, more modern designs and signage now tend to dominate the appearance.
- The area to the north of the intersection of Culver and Washington Boulevards is a mix of office and residential uses of varying intensity. Uses include multiple-family buildings, small professional offices and the Pacific Bell facilities, between Cardiff and Watseka Avenues, which comprise the largest commercial use. Many of the smaller individual uses do not have sufficient on-site parking and rely on the Cardiff lot, the Watseka parking structure, and Block "C" for employee and customer parking.

OBJECTIVE 22. Encourage reinvestment in the Downtown area to improve the area's economic vitality, visual quality and pedestrian environment.

Policy 22.A Encourage uses that contribute to a positive nightlife ambience, such as sidewalk cafes, specialty retail and newsstands that could support an 18 to 24-hour day patronage.

Policy 22.B Encourage entertainment opportunities by re-using the Culver Theater and promoting other entertainment options.

Policy 22.C Reinforce the importance of the Downtown as the Civic Center by visually unifying the institutional buildings consistent with the urban design character of the Downtown Revitalization Plan.

Policy 22.D Create a pedestrian district in the Downtown by providing pedestrian amenities along Culver Boulevard, such as continuous street trees, outdoor dining areas and coordinated streetscape improvements.

Policy 22.E Preserve the small-town character of the Downtown by establishing height and setback limits that reflect a sense of human scale.

Policy 22.F Promote the historic character of Main Street by providing urban design elements that enhance the pedestrian experience of the existing uses.

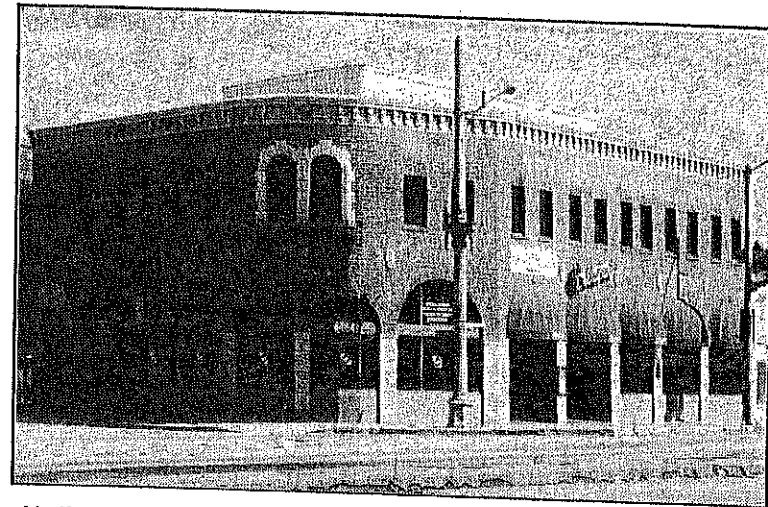
Policy 22.G Provide a centrally located Town Park that will reinforce the existing view corridors and provide a space for community gatherings.

Policy 22.H Enforce design guidelines to foster good design and to enhance and coordinate the existing mix of architectural styles and designs.

Policy 22.I Encourage art, media and cultural "street fairs" and farmers' markets within the Downtown area, that could attract new patronage for existing and desirable new businesses.

Policy 22.J Promote Downtown Culver City's role as the historic commercial and Civic Center of the City by encouraging the preservation of historic buildings.

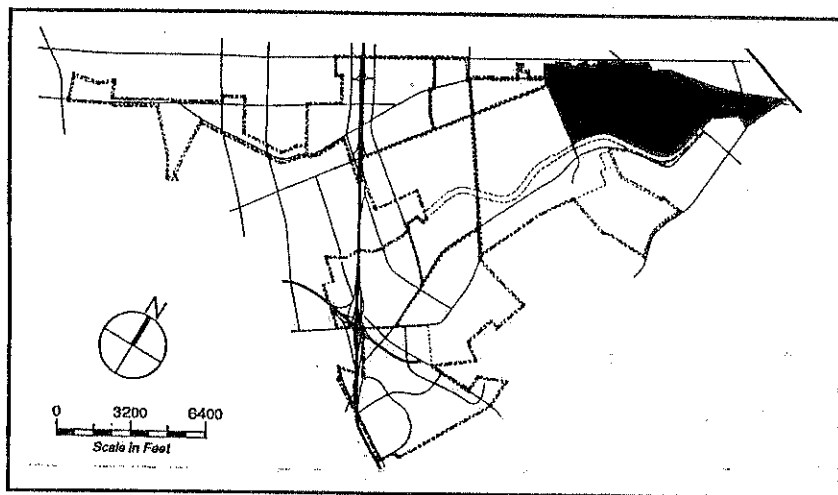
Policy 22.K Establish a bikeway that links Downtown to a comprehensive bikeway system which connects the Ballona Creek Bicycle Path to activity centers in the City. (See General Plan Circulation Element, *Objective 3; Policy 3.A and 3.B.*)



Hull Building - Historic Landmark

LAND USE ELEMENT

EASTERN SUB-AREA: The Eastern Sub-Area includes those portions of the City east of Duquesne Avenue and north of Ballona Creek. This area contains the Lucerne-Higuera and McManus neighborhoods, Downtown, and the Civic Center property of the Washington-Culver neighborhood. Eight of the City's individual Historic Landmark structures, and the City's only Landmark District, are located within the Eastern Sub-Area. The area also contains Culver Studios and the Hayden Tract industrial area.



EASTERN SUB-AREA

Issues specific to the Eastern Sub-Area include:

- The residences within the McManus neighborhood were built under prior, less restrictive codes and on lots and streets that are generally narrower than others in the City.
- The area lacks neighborhood-supporting retail services such as a supermarket, shoe repair or appliance repair services.
- Industrial and vacant commercial sites along Washington

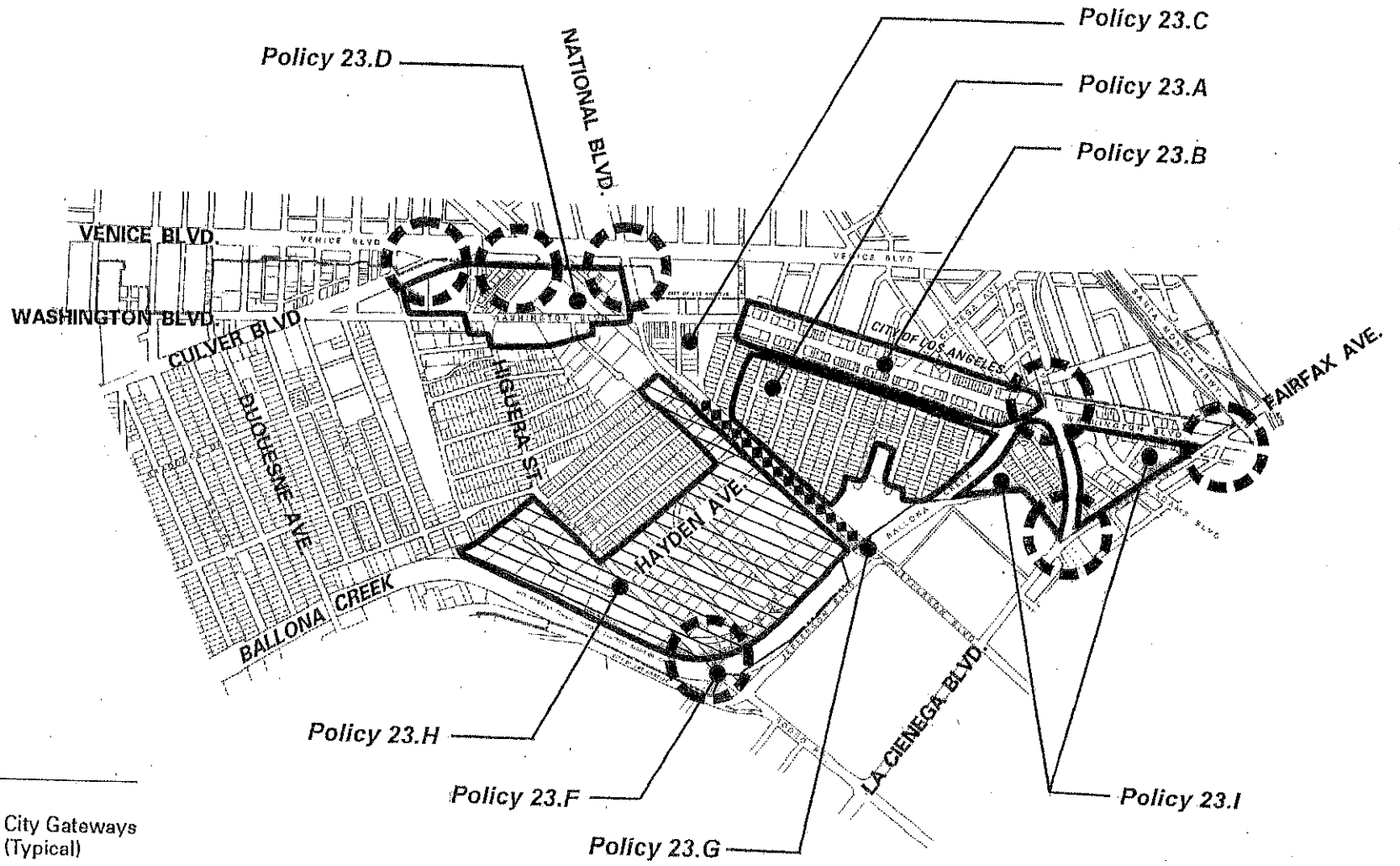
Boulevard east of Robertson Boulevard create an inhospitable environment for pedestrian activity.

- Through-traffic and related noise on National Boulevard adversely impact the McManus neighborhood. The potential transit development within the Exposition Right-of-Way along National Boulevard could impose additional impacts.
- The Lucerne-Higuera neighborhood has no local park. Although Kronenthal and Culver City Parks are nearby, high traffic volumes along National and Jefferson Boulevards inhibit safe pedestrian access.
- A portion of this neighborhood is located within the Alquist-Priolo Earthquake Fault Zone. Unstable sub-surface conditions have caused foundation problems and sewer line ruptures within the McManus neighborhood. For further information regarding the Alquist-Priolo Earthquake Fault Zone (formerly Special Studies Zone), refer to the General Plan Seismic Safety Element.
- The Eastern Sub-Area is not easily distinguished from the surrounding City of Los Angeles areas.



OBJECTIVE 23. *Protect and enhance residential and business uses within the Eastern Sub-Area.* (See Figure LU-15, *Eastern Sub-Area*, as reference for policy discussions.)

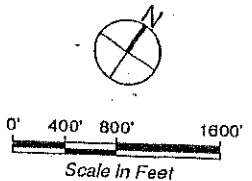
Policy 23.A Protect the predominantly low-density, single-family character of the McManus neighborhood by limiting potential for additional units. (See Implementation Measures, *Measure 1.*)

Policy 23.B Encourage compatible uses (such as markets, dry cleaners, and shoe repair shops) adjacent to the McManus neighborhood through focused land use designations, Design for Development standards and flexible zoning options.



LEGEND

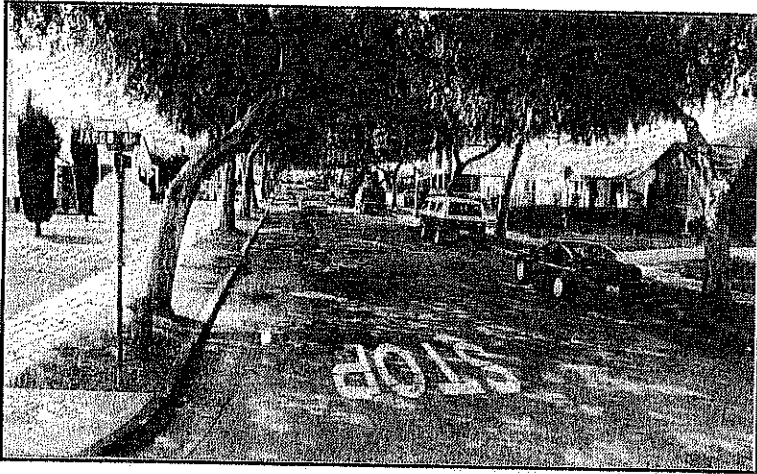
-  City Gateways (Typical)
-  Streetscape Improvements



**CITY OF CULVER CITY
GENERAL PLAN**

FIGURE LU-15

Eastern Sub-Area



McManus Neighborhood.

Policy 23.C Encourage the location of at least one supermarket within the Eastern Sub-Area.

Policy 23.D Support the existing clusters of new car dealerships along Washington Boulevard between Ince and National Boulevards by encouraging the location of new dealerships on adjacent parcels.

Policy 23.E Pursue opportunities to acquire land and to develop a neighborhood park in the Lucerne-Higuera neighborhood.

Policy 23.F Improve the Eastern Sub-Area's identity as part of Culver City by assigning high priority to signage, gateway and streetscape improvements for this Sub-Area.

Policy 23.G Set specific criteria to minimize and mitigate potential safety, noise, access and aesthetic impacts to the McManus and Lucerne-Higuera neighborhoods from possible construction and operation of transit within the Exposition Right-of-Way along National Boulevard.

Policy 23.H Determine appropriate short-term and long-range uses and design standards for the Hayden Tract industrial area as part of a Focused Special Study, including:

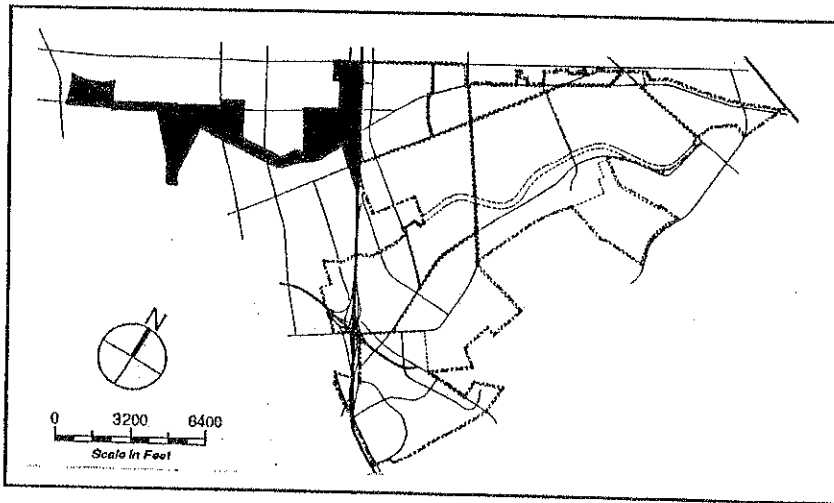
- The appropriate range of uses and standards that will encourage viable and creative development, and minimize environmental hazards.
- Whether and where residential uses or live-work arrangements would be appropriate.
- Joint development and intensity incentives related to transit.
- Design and development standards that will create a positive visual image for the City and the adjacent neighborhood.
- Parking strategies that provide incentives for revitalization and also protect adjacent residential neighborhoods.
- Reuse of Exposition Right-of-Way Spurs.
- Identification of possible areas for park or recreational uses.

Policy 23.I Improve aesthetic, safety, and traffic conditions in the area between La Cienega Boulevard and Fairfax Avenue and between La Cienega Boulevard and Ballona Creek.

Policy 23.J Encourage extended-hour businesses along East Washington Boulevard which are compatible with adjacent residential neighborhoods in order to increase levels of activity and security.

Policy 23.K Protect existing and potential future residential uses by updating existing studies and requiring new ones with respect to the Alquist-Priolo Earthquake Fault Zone.

WESTERN SUB-AREA. The Western Sub-Area includes those portions of the City west of the San Diego Freeway (I-405), specifically the Culver-West and McLaughlin neighborhoods. The West Washington Boulevard corridor contains most of the Sub-Area's non-residential uses and more than one-third (38%) of the Sub-Area's housing units. The most focused and active area is between Inglewood Boulevard and Centinela Avenue, where the Washington Medical Center and the new Kaiser Permanente facility highlight a clearly medical office and health care related commercial area.



WESTERN SUB-AREA

Issues specific to the Western Sub-Area include:

- Irregular city boundaries accentuate the conflicting land use policies of Culver City and the City of Los Angeles. Properties west of Redwood Avenue on the south side of Washington Boulevard are bisected by the Culver City/City of Los Angeles boundary, and consequently must pay dual fees for such things as fire inspection, business licenses and permit fees.

- Patterns of use are somewhat random and varied along Washington Boulevard, with many properties vacant or underused.
- All properties west of McLaughlin Avenue receive utility service from the City of Los Angeles Department of Water and Power.
- The Marina Place shopping center site and the Playa Vista project may increase commercial activities in the westernmost blocks of the City, and generally increase traffic in and around the Western Sub-Area.
- Culver-West Park, which borders both Culver City and City of Los Angeles neighborhoods, is heavily used, and area residents have expressed concerns for personal safety and incidents of crime.
- The McLaughlin neighborhood has no local park.

OBJECTIVE 24. *Protect and enhance residential and business uses within the Western Sub-Area.* (See Figure LU-16, Western Sub-Area, as reference for policy discussions.)

Policy 24.A Encourage lot consolidation along Washington Boulevard to reduce the number of curb cuts, provide areas for streetscape and open space, and provide opportunities for shared parking and uniform architectural treatment.

Policy 24.B Strengthen the commercial character of West Washington Boulevard west of the San Diego Freeway (I-405) by ensuring that any proposed residential development be designed in such a manner to complement the vitality of a commercial corridor.

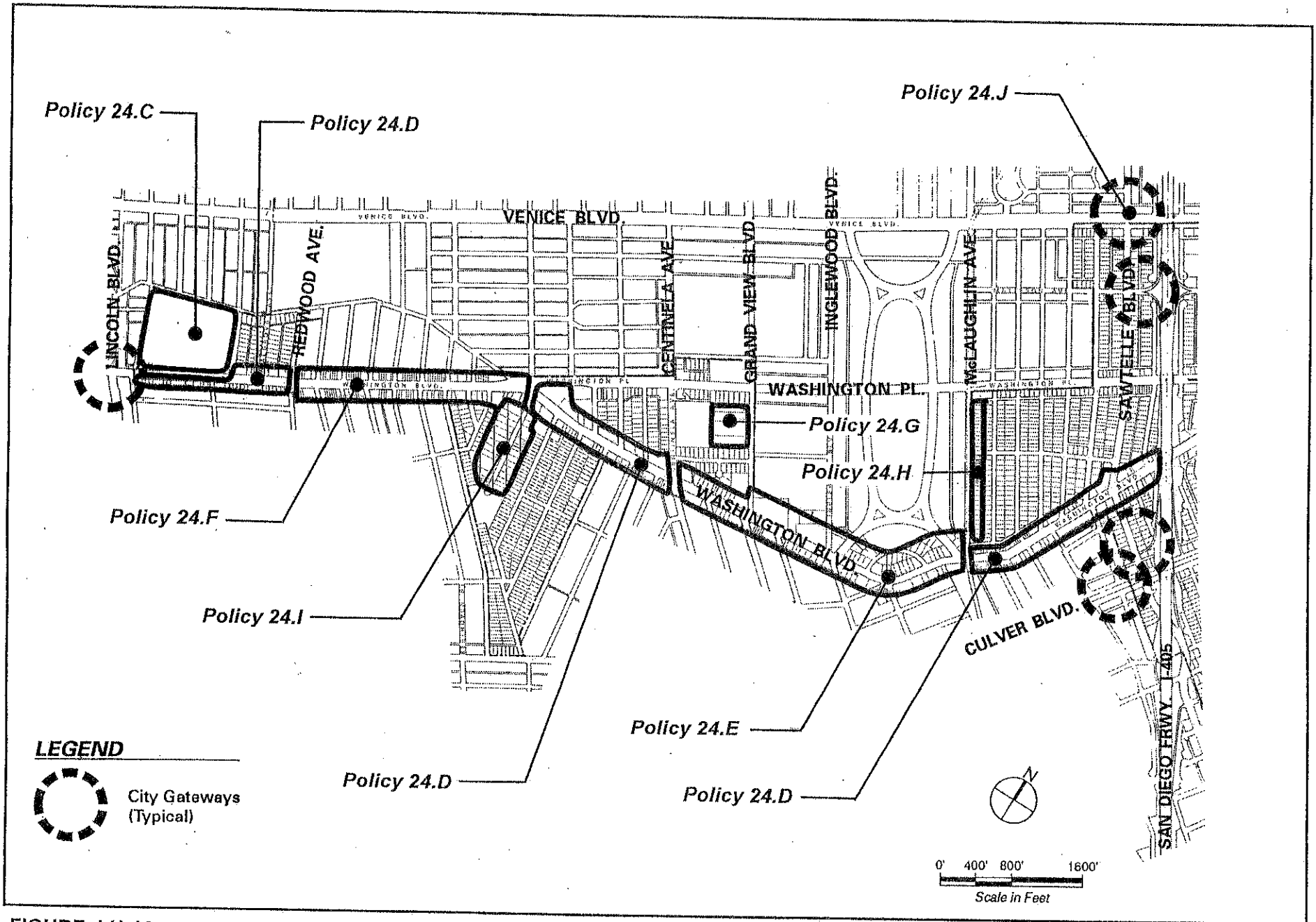


FIGURE LU-16

Western Sub-Area

LU-52

CITY OF CULVER CITY
GENERAL PLAN



Policy 24.C Encourage the development of the former Hughes Helicopter site at Washington Boulevard and Walnut Avenue as a regional serving commercial center.

Policy 24.D Strengthen office and supporting retail uses along West Washington Boulevard west of Redwood Avenue, between Washington Place and Centinela Avenue, and east of McLaughlin Avenue to the San Diego Freeway (I-405).

Policy 24.E Strengthen the medical office and health services along Washington Boulevard from Centinela Avenue to McLaughlin Avenue, while encouraging retail services that would support medical office patrons and nearby neighborhoods.

Policy 24.F Emphasize and strengthen retail uses that would serve the neighborhoods along Washington Boulevard between Redwood Avenue and Washington Place.

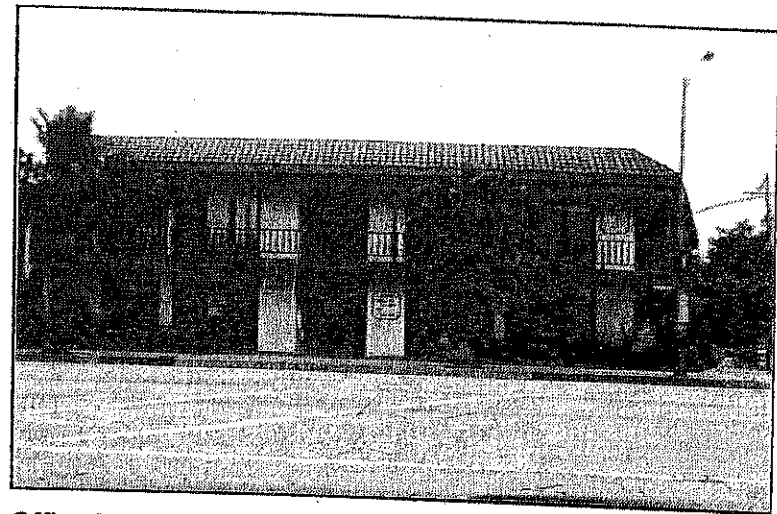
Policy 24.G Encourage additional housing opportunities in west Culver City by redesignating Grand View Boulevard as Medium Density Multiple Family, allowing up to 29 units per net acre without regard to the current zoning cap of nine units per development parcel.

Policy 24.H Balance opportunities for additional housing with potential impacts on adjacent neighborhoods of lower density by limiting development on McLaughlin Avenue to three units per lot. (See Implementation Measures, *Measure 1.*)

Policy 24.I Determine appropriate standards for density, safety and design character while allowing additional housing opportunities along Wade Street as part of a Focused Special Study. (See Implementation Measures, *Measure 3.F.*)

Policy 24.J Improve the Western Sub-Area's identity as part of Culver City by assigning high priority to signage, gateway and streetscape improvements for this Sub-Area.

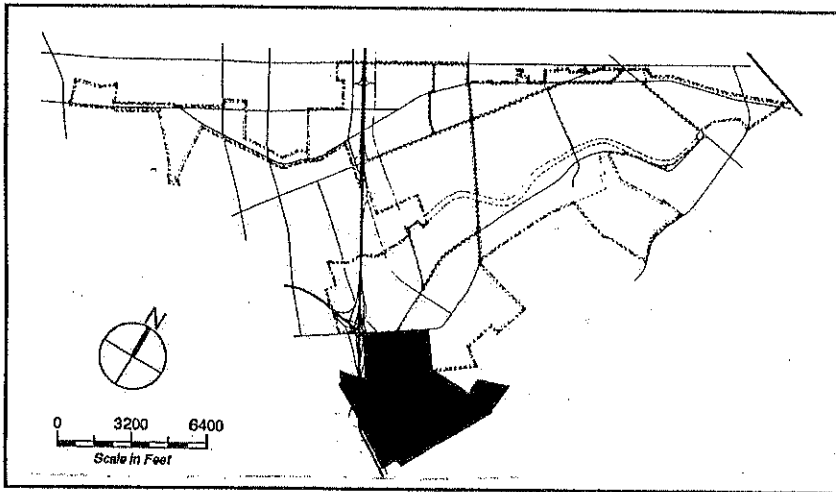
Policy 24.K Pursue cooperative efforts with the City of Los Angeles for park development for the residential area between Inglewood Boulevard and the San Diego Freeway (I-405) that would serve both Culver City and Los Angeles residents. (See General Plan Open Space Element.)



Office Building at Sawtelle and Washington Boulevards

LAND USE ELEMENT

FOX HILLS SUB-AREA. The Fox Hills Sub-Area includes those portions of the City south of Jefferson Boulevard and Playa Street. Fox Hills' identity derives from its regional-serving retail and commercial office centers, specifically the Fox Hills Mall, Fox Hills Business Park, Buckingham Business Park and Corporate Pointe developments. These large-scale commercial uses are attractively landscaped and blend well with large multiple family residential uses. With the exception of the Culver City Terrace Mobile Home Park, Fox Hills' residential communities are planned developments of multiple family building complexes.



FOX HILLS SUB-AREA

Issues specific to Fox Hills Sub-Area include:

- The Culver City Terrace Mobile Home Park was purchased by the residents with assistance from the Redevelopment Agency. These homes provide moderate-income housing opportunities.
- Although Fox Hills has a strong identity of its own, the area lacks a sense of connection to the rest of Culver City. The discontinuity of established street grids to the north limits easy

access to the rest of the City and exacerbates the sense of separation.

- Residents have expressed concerns about perceived and actual safety at the Fox Hills Mall. Some have voiced the desire for additional security measures and police presence.

OBJECTIVE 25. *Protect and enhance residential and business uses within the Fox Hills Sub-Area.* (See Figure LU-17, Fox Hills Sub-Area, as reference for policy discussions.)

Policy 25.A Support the continued use of Culver City Terrace Mobile Home Park property for affordable housing.

Policy 25.B Improve the Fox Hills Sub-Area's identity as part of Culver City by assigning high priority to signage and gateway improvements for this Sub-Area.

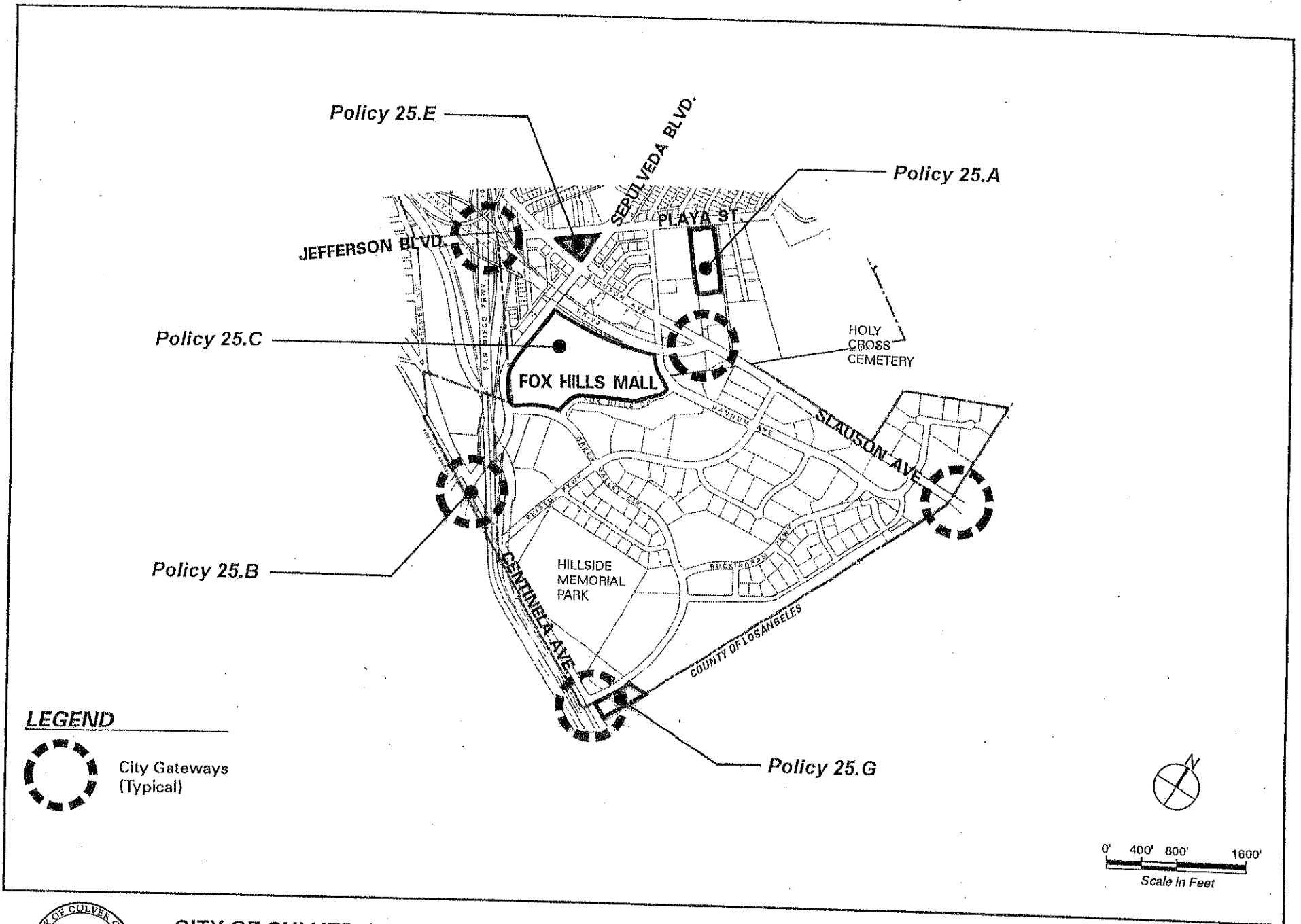
Policy 25.C Increase the feeling of safety in the area of Fox Hills Mall.

Policy 25.D Encourage continued use of the Kite site (Sepulveda Boulevard and Slauson Avenue) to complement rather than compete with Fox Hills Mall, and to function as a portal that helps to unify Fox Hills with the rest of Culver City. (See *Objective 25; Policy 25.B.*)


Policy 25.E Encourage development of the Triangle site (Sepulveda Boulevard, Slauson Avenue, Jefferson Boulevard) as office, retail, service commercial and restaurant uses, consistent with the Redevelopment Agency's Design for Development.

Policy 25.F Reinforce the physical and visual connection between the Fox Hills Mall and nearby hotels.

Policy 25.G Evaluate the feasibility of annexing the two properties within the Los Angeles County Sphere of Influence Area on Green Valley Circle, as a means of controlling the development character of this gateway into Culver City. (See *Objective 18, Policy 18.F.*)



LEGEND

 City Gateways (Typical)

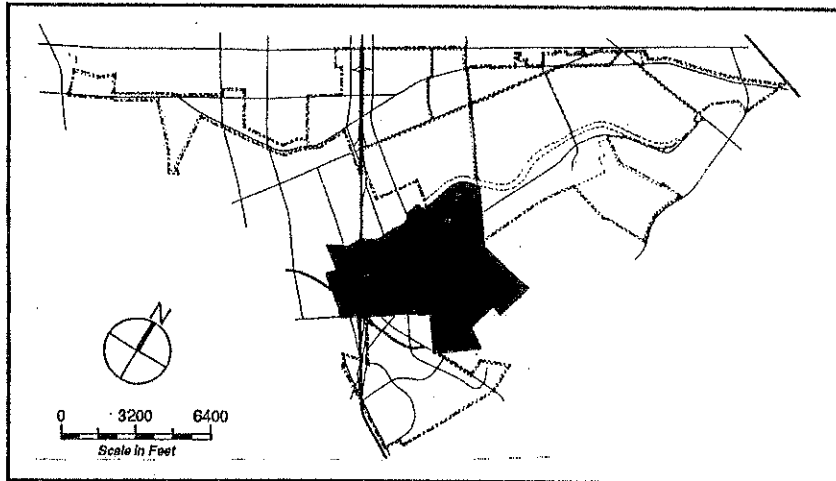


**CITY OF CULVER CITY
GENERAL PLAN**

FIGURE LU-17

Fox Hills Sub-Area

SOUTHERN-CENTRAL SUB-AREA. The Southern-Central Sub-Area includes the three neighborhoods of Sunkist Park, Blanco-Culver Crest, and Studio Village. These neighborhoods contain primarily single-family homes located around neighborhood parks, with multiple-family buildings along the corridors. The exception is Kinston Avenue, which is fully developed as four-unit apartment buildings, and is located between two commercial centers. Non-residential uses located here include Studio Village, Ross, Target, and Raintree Plaza shopping centers. Commercial uses along Sepulveda Boulevard are active and vital, some having taken part in the City's Sepulveda Boulevard Storefront Improvement Program. These areas are strongly identified with Culver City and have a generally positive image. Water lines in the Sunkist Park area are old, undersized and subject to occasional ruptures.



SOUTHERN-CENTRAL SUB-AREA

Issues specific to the Southern-Central Sub-Area include:

- Kinston Avenue is one of the most densely developed

streets in the City in terms of units, people and parking, although it has a high vacancy rate. All lots contain the maximum units permitted under existing land use and zoning. Both on- and off-street parking is deficient to meet occupant needs. The 15-foot front yard setback offers the only landscaped open space. These units however, provide affordable housing opportunities unique to this Sub-Area.

- Hillside areas in Culver Crest have experienced erosion and slides, indicating a need for slope stabilization and hillside development standards.

OBJECTIVE 26. Protect and enhance residential and business uses within the Southern-Central Sub-Area. (See Figure LU-18, *Southern-Central Sub-Area*, as reference for policy discussions.)

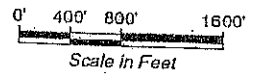
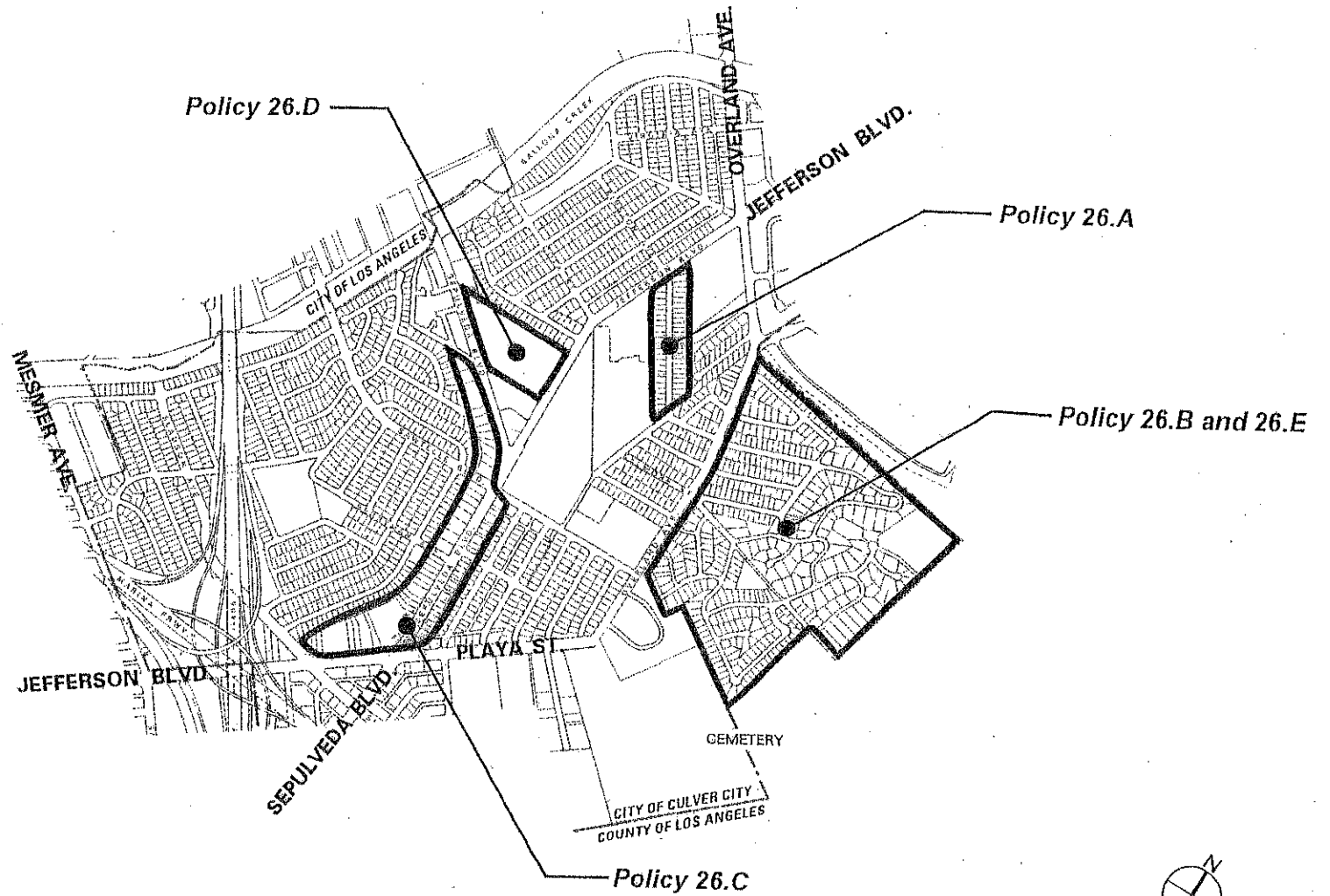
Policy 26.A Increase parking and open space along Kinston Avenue while maintaining affordable housing opportunities as part of a Focused Special Study. (See Implementation Measures, *Measure 3.E.*)

Policy 26.B Protect the safety and property values of Culver Crest by assigning high priority to the development and enforcement of slope stabilization and hillside development standards.

Policy 26.C Strengthen the community serving uses along Sepulveda Boulevard south of the Studio Drive-In site.

Policy 26.D Encourage the residential reuse of Studio Drive-In compatible with the surrounding neighborhood.

Policy 26.E Protect views of and from Culver Crest by establishing viewshed guidelines (see General Plan Open Space Element).



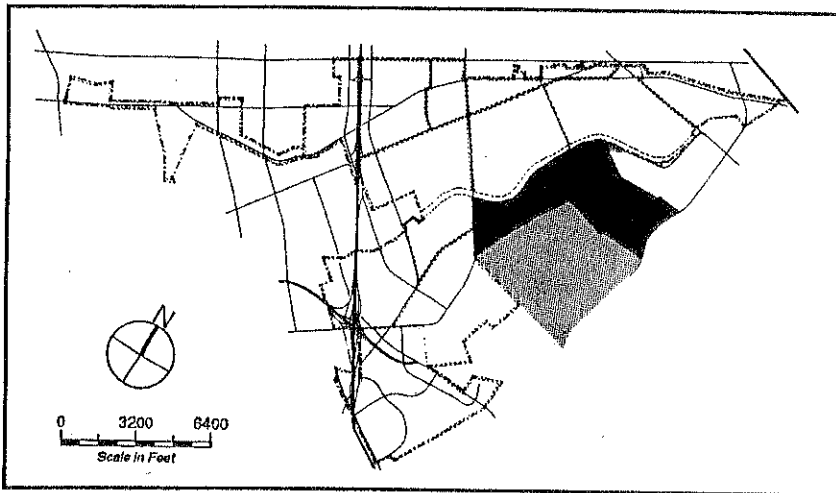
CITY OF CULVER CITY
GENERAL PLAN

FIGURE LU-18

Southern-Central Sub-Area

LAND USE ELEMENT

SOUTHEASTERN SUB-AREA. The Southeastern Sub-Area includes the Jefferson and Blair Hills neighborhoods. The residential areas are isolated from other parts of the City. The planned unit developments along Jefferson Boulevard are walled communities, and Blair Hills can only be accessed via the City of Los Angeles. Both areas have positive aesthetic advantages; Jefferson Boulevard developments are heavily landscaped and Blair Hills have spectacular views. Non-residential uses along Jefferson Boulevard include industrial and commercial businesses and the City maintenance and CityBus Yards. Newer developments, including Westside Business Park, are located near Overland Avenue, and are attractively landscaped to complement residential uses across the street to the south.



SOUTHEASTERN SUB-AREA

Issues specific to the Southeastern Sub-Area include:

- The 55 acres within Blair Hills that are currently undeveloped, although designated in the General Plan as Open Space, are zoned for single family use. An additional 47 acres of underdeveloped land in the Blair Hills area has recently been approved for subdivision and development of up to 185 dwelling units in a variety of attached and detached single-family units (Vista Pacifica project).
- The canyon area between the Vista Pacifica project and West Los Angeles College (WLAC) contains coastal cactus wren habitat. Any future development in this area should be sensitive to the habitat to avoid impacts from incompatible uses.
- The multiple-family apartment buildings along La Cienega Boulevard are without landscaping and sound buffers to protect the residents from heavy traffic impacts.
- Blair Hills has spectacular City views, but suffers from a foreground composed of industrial developments in the City of Los Angeles.
- An Alquist-Priolo Earthquake Fault Zone is located in this area, coincident with the Inglewood Fault. Geotechnical reports are required for specific development projects within the zone's boundaries. For further information regarding the Alquist-Priolo Earthquake Fault Zone (formerly Special Studies Zone) refer to the General Plan Seismic Safety Element.
- Although the western end of Jefferson Boulevard may have the most attractive streetscape improvements in the city, the eastern end has practically no landscape or streetscape amenities.

OBJECTIVE 27. Protect and enhance open space, residential and business uses within the Southeastern Sub-Area. (See Figure LU-19, *Southeastern Sub-Area*, as reference for policy discussions.)

Policy 27.A Protect the hillside character while balancing opportunities for new housing and visible and usable open space by establishing hillside development standards. (See General Plan Housing and Open Space Elements.)

Policy 27.B Protect the visible and usable open space resources within Blair Hills by establishing land use definitions for visual resources and natural areas that include guidelines for use. (See General Plan Open Space Element.)

Policy 27.C Improve the Southeastern Sub-Area's aesthetic image and identity as part of Culver City by assigning high priority to streetscape improvements and City signage along east Jefferson Boulevard and along La Cienega Boulevard south of Wrightcrest Drive.

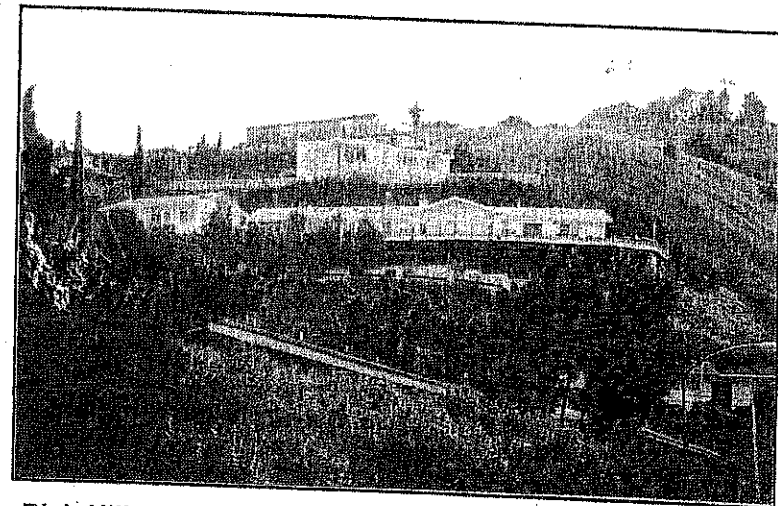
Policy 27.D Protect views of and from Blair Hills by establishing viewshed guidelines. (See General Plan Open Space Element.)

Policy 27.E Protect existing hillside uses and potential future uses by updating existing studies and requiring new ones concerning soil and seismic stability in Blair Hills, with respect to the Alquist-Priolo Earthquake Fault Zone and earthquake faults.

Policy 27.F Prepare a feasibility study and a Focused Special Study for the undeveloped portions of the Blair Hills/Baldwin Hills Area to:

- Determine the appropriate range of uses and development standards for the south side of Jefferson Bl. between Culver City Park and the multiple family residential area.

- Assess the existence and value of biological and cultural resources within the undeveloped Blair Hills/Baldwin Hills Area.
- Assess the slope, soil and seismic conditions of the undeveloped areas to determine capability for supporting desired uses.
- Identify scenic views and viewsheds to be preserved and enhanced as part of any future development.
- Determine the benefit to Culver City of annexing the unincorporated Los Angeles County lands west of La Cienega Boulevard by investigating the feasibility and appropriateness of open space and residential development.
- Determine appropriate locations and limitations for vehicle and pedestrian access to and within the Focused Special Study area without allowing cut-through traffic. (See Implementation Measures, *Measure 3.A*)



Blair Hills Neighborhood

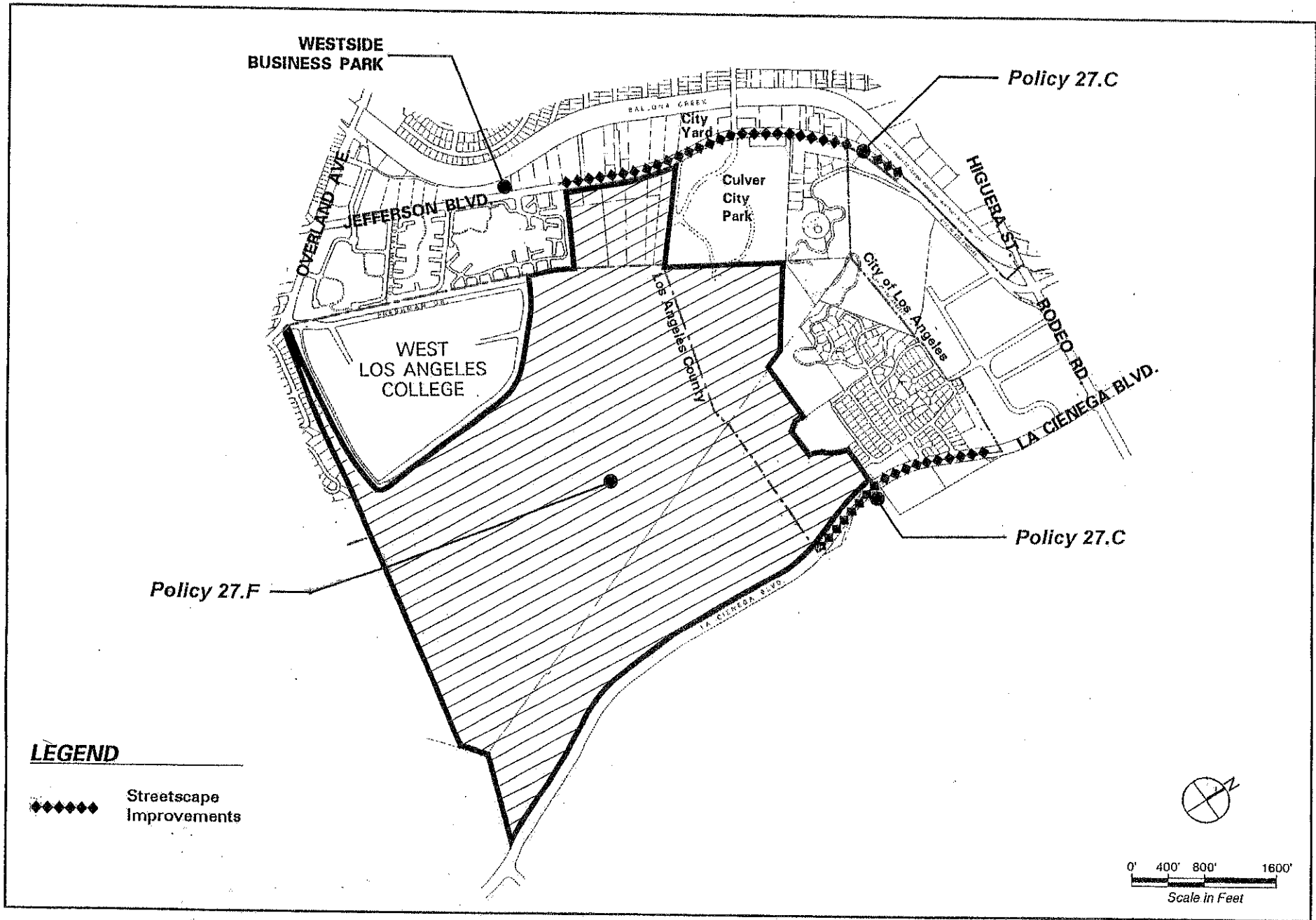


FIGURE LU-19

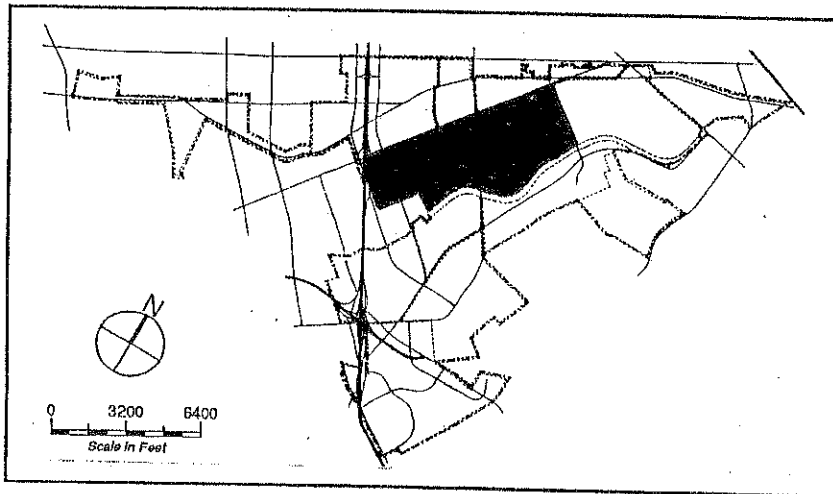
Southeastern Sub-Area

CITY OF CULVER CITY
 GENERAL PLAN



LU-60

CENTRAL SUB-AREA. The Central Sub-Area of the City includes the neighborhoods of Park-West (Veterans' Memorial Park) and Park-East (Carlson Park), from Culver Boulevard to Ballona Creek, and from Duquesne Avenue west to the San Diego Freeway (I-405). The two neighborhoods contain primarily single-family homes located around Veterans' Memorial Park, Carlson Park and the Culver City High School, Middle School and Farragut Elementary School complex. The Culver-Palms YMCA and the Culver City Ice Arena provide needed recreation opportunities for families and young people within the City and within walking distance of the high school. Multiple-family buildings are located along Culver Boulevard, Overland and Duquesne Avenues, and the residential streets north of Braddock Drive and east of Jackson Avenue.



CENTRAL SUB-AREA

Culver Boulevard and Overland Avenue contain some commercial areas with most of the Sub-Area's non-residential uses occurring as corridor retail along Sepulveda Boulevard. These are mostly smaller, neighborhood-serving office and retail businesses. These neighborhoods contain 27 buildings

recognized by the City as historic structures, two of which have Landmark status. Between Overland Avenue and Sepulveda Boulevard, landscaped medians and parkways enhance the Culver Boulevard right-of-way and visually extend Veterans' Memorial Park. Culver Boulevard currently experiences high traffic volumes, which are likely to increase with the expansion of Sony Pictures Studios.

Issues specific to the Central Sub-Area include:

- The Culver Boulevard right-of-way and the residential lots that face it need special attention in terms of how they affect the image of the City's "main street", as well as how they relate to the low density residential neighborhoods that Culver Boulevard divides.
- Parking is limited to spaces on the street and in rear alleys. The addition of parking meters along Sepulveda Boulevard has contributed to retail patron parking in the adjacent residential neighborhoods. The County Courthouse and the commercial uses on Overland Avenue have similarly limited parking. The proposed expansion of Sony Pictures Studios would be likely to increase traffic and parking impacts on these neighborhoods as well.
- The existing "Culver Boulevard" freeway ramps alignments with Braddock Drive encourage use of Braddock Drive as a freeway access route, which cuts through the neighborhoods. The resulting volume of traffic is not consistent with the character of a single-family neighborhood.
- The scale and character of regional serving commercial uses are not consistent with the neighborhood serving character on Sepulveda Boulevard between Culver Boulevard and Braddock Drive. Regional serving businesses give rise to heavier traffic and overflow parking issues that are not compatible with the adjacent single family neighborhood.

OBJECTIVE 28. *Protect and enhance residential and business uses within the Central Sub-Area.* (See Figure LU-20, *Central Sub-Area*, as reference for policy discussions.)

Policy 28.A Prepare a Focused Special Study of Culver Boulevard and the former railroad rights-of-way west of Elenda Street to address:

- Improving freeway connections.
- Improving traffic flow on Culver Boulevard.
- Reducing problems arising from regional cut through traffic in the Focused Special Study Area.
- Improving the interface between residential uses and the street right-of-way along Culver Boulevard.
- Providing streetscape improvements.
- Evaluate the appropriateness of creating a transition in residential land use density from the lots facing Culver Boulevard to the adjacent lower-density neighborhoods.
- Investigating potential open space uses and the possibility of a linear park.
- Reducing negative traffic impacts on residences within the Focused Special Study Area. (See Implementation Measures, *Measure 3.D.*)

Policy 28.B Protect the existing recreation facilities along Sepulveda Boulevard south of Braddock Drive. Encourage additional recreation/entertainment opportunities within walking distance of the high school.

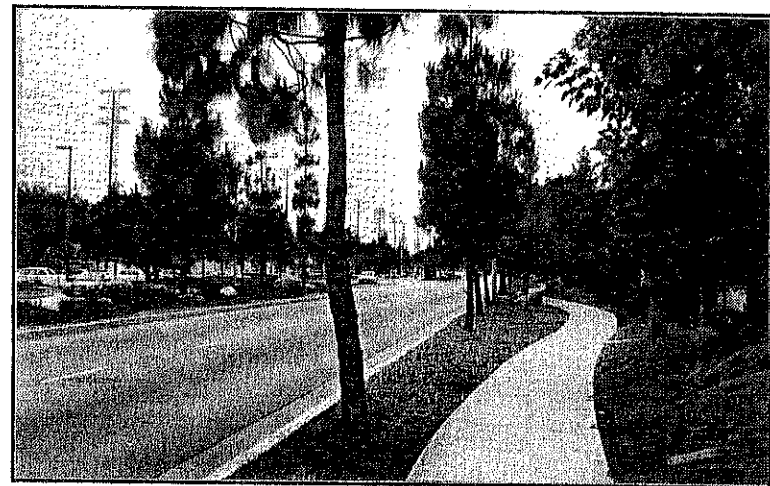
Policy 28.C As part of citywide efforts, identify opportunities for providing parking that would serve clusters of uses along Sepulveda Boulevard within the Central Sub-Area.

Policy 28.D Strengthen the mix of commercial and residential uses on Culver Boulevard between Overland and Madison Avenues by emphasizing mixed-use development, and reinforce a sense of transition between the single-family neighborhood to the south and Sony Pictures Studios to the north.

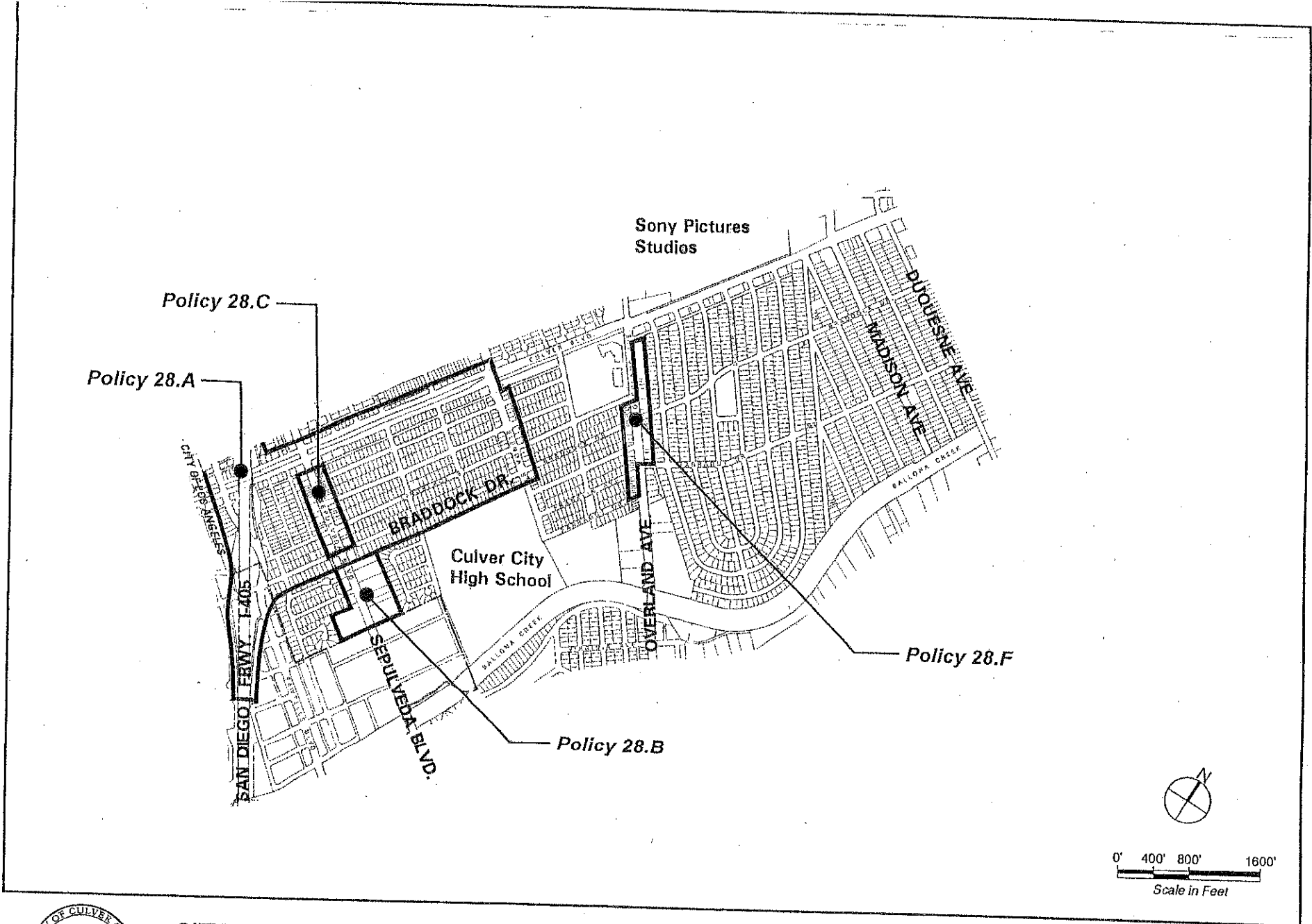
Policy 28.E Balance opportunities for additional housing with potential impacts on adjacent neighborhoods of lower density by limiting Culver Boulevard to three units per lot west of Elenda Street.

Policy 28.F As part of citywide efforts, identify opportunities for providing parking that would serve clusters of uses along Overland Avenue within the Central Sub-Area.

Policy 28.G Emphasize and strengthen retail uses that would serve the neighborhood adjacent to Sepulveda Boulevard north of Braddock Drive, and Overland Avenue north of Farragut Drive.



Culver Boulevard West of Overland Avenue

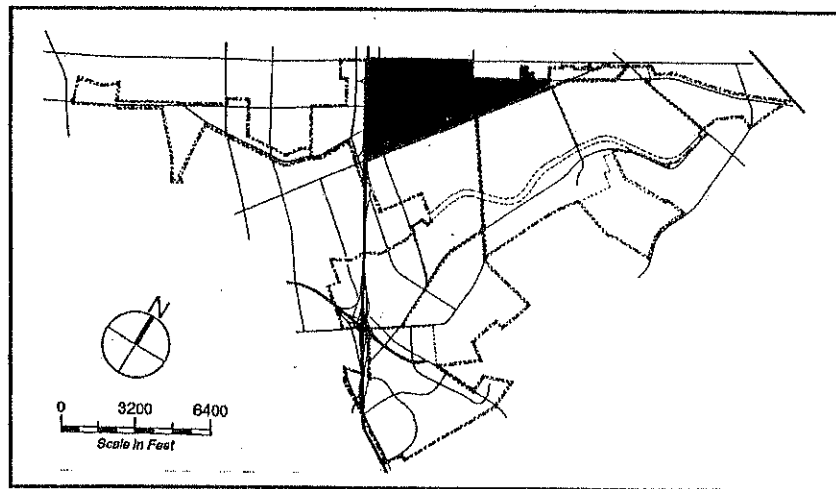


**CITY OF CULVER CITY
GENERAL PLAN**

FIGURE LU-20

Central Sub-Area

NORTHERN-CENTRAL SUB-AREA. The Northern-Central Sub-Area contains those portions of the City north of Culver Boulevard between Duquesne Avenue and the San Diego Freeway (I-405), including the Clarksdale neighborhood. The Clarksdale neighborhood has the City's largest area designated for Medium Density Multiple Family (all north of Washington Boulevard) with smaller areas of Low Density Two Family and Low Density Single Family areas (south of Washington Boulevard). Non-residential uses consist of corridor retail located mostly on Sepulveda and Washington Boulevards. Eleven of the City's historic structures are within this Sub-Area; three Landmarks, two significant and six recognized structures.



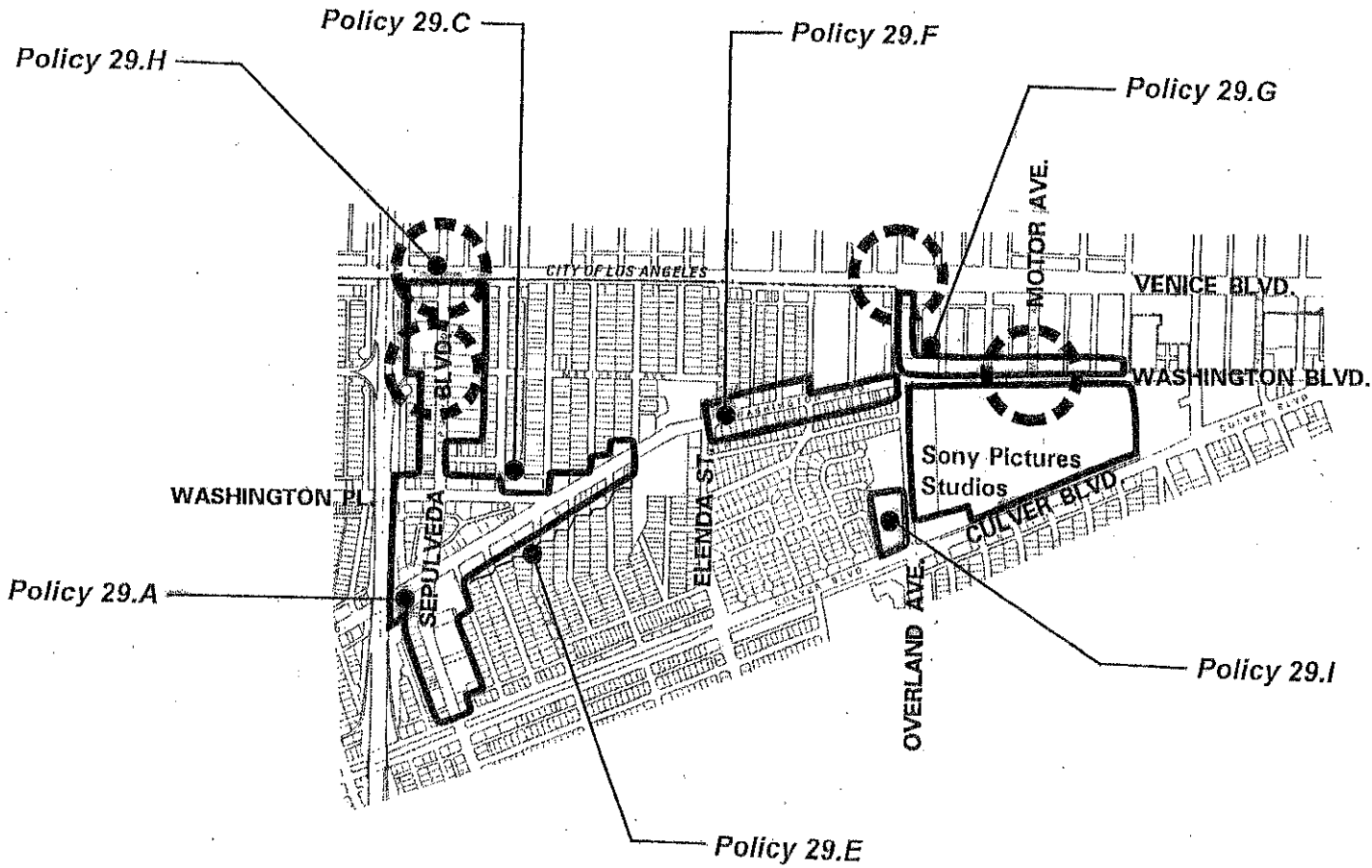
NORTHERN-CENTRAL SUB-AREA

Issues specific to the Northern-Central Sub-Area are as follows:


- These corridors consist of a mix of new and old structures. Many structures along Sepulveda Boulevard have been remodeled in the past few years. As the northern entry corridors to Culver City, the image and character should be made more unified and positive.
- Tellefson Park is among the City's smaller neighborhood parks and serves one of the most densely populated areas.
- Spad Place is a block of nearly all single family homes in a multiple family residential neighborhood. With the exception of one triplex at the northern end, all of the lots contain houses that are consistent in scale and character. Street width and lot sizes are less than current minimum for single family density.
- The visual image of the area is affected by uses in the City of Los Angeles, such as the satellite dish farm, which are beyond Culver City's control. Conflicting development standards and indistinguishable jurisdictional boundaries create a discordant character for the area.

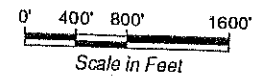
OBJECTIVE 29. *Protect and enhance residential and business uses within the Northern-Central Sub-Area.* (See Figure LU-21, *Northern-Central Sub-Area*, as reference for policy discussions.)

Policy 29.A Emphasize and strengthen existing automotive-related and visitor-serving uses along Washington Boulevard west of Elenda Street and along Sepulveda Boulevard north of Culver Boulevard.



LEGEND

-  City Gateways (Typical)



**CITY OF CULVER CITY
GENERAL PLAN**

FIGURE LU-21

Northern-Central Sub-Area

LAND USE ELEMENT

Policy 29.B Support the existing cluster of new car dealerships along Sepulveda Boulevard between Washington and Culver Boulevards by encouraging the location of new dealerships on adjacent parcels.

Policy 29.C Pursue opportunities to expand Tellefson Park when lands become available.

Policy 29.D Reduce the potential for overcrowding along Spad Place while still allowing potential for some additional housing opportunities by redesignating it as Low Density Two Family, excluding the parcels at the northern end of the street south of the alley.

Policy 29.E Encourage attractive and compatible uses (such as cafes, book stores, film processing) adjacent to the existing two family neighborhood through focused land use designations, design and development standards and flexible zoning options along the south side of Washington Boulevard between Commonwealth and Huron Avenues.

Policy 29.F Emphasize and strengthen retail uses that would serve the neighborhoods along Washington Boulevard between Elenda Street and Overland Avenue.

Policy 29.G Pursue cooperative efforts with the City of Los Angeles to create a more consistent and attractive streetscape along Overland Avenue and Washington Boulevard.

Policy 29.H Improve the City's identity by assigning high priority to signage, gateway and streetscape improvements for the Northern-Central Sub-Area.

Policy 29.I Encourage reuse of the Interim City Hall site in a manner that is compatible with the surrounding residential uses.

Policy 29.J Evaluate the appropriateness as a part of the Culver Boulevard Focused Special Study, of creating a transition in residential land use density from the lots facing Culver Boulevard to the adjacent lower density neighborhoods. (See *Objective 28*; *Policy 28.A* and Implementation Measures, *Measure 3.D*).

Policy 29.K Allow expansion of the Sony Pictures Studios in conformity with the approved Comprehensive Plan.

Policy 29.L Encourage studio related uses in appropriate areas surrounding the Sony Pictures Studios.



Spad Place

This section presents implementation strategies for citywide and Sub-Area objectives and policies of the Land Use Element. Strategies include:

- Zoning Ordinance and Map revisions
- Citywide Special Studies
- Focused Special Studies
- Redevelopment Project Area Programs
- Historic Preservation Program
- Design Guidelines
- Current Planning Administration
- General Plan Administration

MEASURE 1. REVISE THE ZONING ORDINANCE. Zoning will be the primary and most direct method used to implement the policies of the Land Use Element of the General Plan. Upon adoption of the Land Use Element, a Zoning Code Revision Study will compare the new land use designations to the existing zoning categories within Chapter 37 of the Culver City Municipal Code (the Zoning Code). Existing zoning categories will be revised or abandoned and new zoning categories will be created to support newly created land use designations. These resulting zoning categories will establish limits of development and identify acceptable ranges of use for each zone.

The Zoning Code Revision Study will review Code sections addressing non-conforming uses to eliminate impediments to reuse and rehabilitation of existing structures, and will include clearly defined criteria for permitted and encouraged uses. Non-conforming uses will be distinguished from non-conforming building structures and improvements. Property owners shall be

permitted and encouraged to make aesthetic and cosmetic improvements that enhance the overall character of the area, without being required to bring non-conforming structures into full compliance. Code enforcement criteria will be reviewed and strictly enforced.

Following the adoption of the Land Use Element, several areas of the City will be subject to zone changes to comply with the Land Use Element. Specific areas anticipated for zone changes are listed within Table LU-7, *Land Use Implementation Measures*. Based on the general policy direction of the Land Use designations, the following general changes are anticipated:

A. Low Density Three Family. Creation of a new zone to support the Low Density Three Family designation and subsequent rezoning of McLaughlin Avenue.

B. Planned Residential Development. Creation of a new zone to support the Planned Residential Development designation and subsequent rezoning of the existing multiple-family developments in Fox Hills; the existing multiple-family developments south of Jefferson Boulevard; the existing Windsor Fountain development on Overland Avenue; the Palm Court, Studio Royale, Rotary Plaza and Liberty Plaza senior housing; and the Studio Drive-In site.

C. Commercial. Additional zones will be created to support all the newly developed commercial land use designations. All commercial areas within the City will be assigned the appropriate new zone.

D. Industrial. Industrial zones will be revised to reflect and support the newly developed industrial land use designations. Depending on the extent to which the existing zones are modified, most industrial areas within the City are likely to be rezoned.

E. Open Space. A new Open Space Zone will be created and all existing City parks will be changed from their existing zone to the new open space zone. Subject to the outcome of the Citywide and Focused Special Studies, this new Open Space Zone may be applied to other public and possibly private lands designated as open space resources.

F. Flexible Zoning. A flexible residential-commercial zoning option will be created and applied to residential lots adjacent to Washington Boulevard in the Eastern and Northern-Central Sub-Areas that lack the depth necessary to meet current parking standards. If consolidated with the adjacent commercial lots, the uses could be commercial. If not, they would continue as residential use.

G. Design and Development Standards. Design and development standards, including limits on intensity and conditions for lot consolidation, will be included as part of the zoning revision and creation. Special conditions will also be identified for remodeling or redevelopment of substandard lots.

MEASURE 2. CREATE CITYWIDE SPECIAL STUDIES. A Citywide Special Study is a policy tool to implement goals and policies of the General Plan that pertain to Citywide programs, and provides an opportunity to enhance the City's physical attributes and potential. Each Citywide Special Study will include a statement of its relationship to the General Plan and will include, as applicable, design and development standards and implementation strategies.

A. Urban Design Plan. An Urban Design Plan will include, among other possible components, Open Space Design Standards, an Urban Forest Strategic Plan, a Streetscape Master Plan, and Architectural Design Standards. The interrelated aspects of these standards and plans will address every street in the City's residential and non-residential areas,

and will identify specific urban design elements such as:

- *Setback design criteria*
- *Street furniture and signage*
- *Parkway and medians standards*
- *Residential and non-residential architectural design standards.*

The Urban Forest Strategic Plan will establish a long-range management plan for a sustainable urban forest that will address components such as:

- *Inventory*
- *Replacement policies*
- *Broad based community support and funding*
- *A sustainable ecosystem*

Decisions regarding choice of street trees and streetscape improvements in non-residential areas will be fully coordinated with current and anticipated Storefront Revitalization Programs. On residential streets that lack uniform street tree plantings because of narrow streets and lack of parkways, the City shall encourage and support the planting of trees within the first five feet of the setback, as part of an expanded street tree program. (See General Plan Open Space Element.)

The Citywide Streetscape Master Plan will establish urban design criteria for required setbacks, parkways, medians and land within the public view. It will address every street in the City's residential and non-residential areas, and will identify specific urban design elements, such as:

- *Street tree species, spacing, location, irrigation*
- *Street lighting*
- *Parkway landscaping*
- *Landscaped medians*

- *Gateways and entry signage*
- *Street furniture*
- *Special sidewalk paving*
- *Potential traffic calming devices*

Specific decisions on parkway development and the appropriateness of raised or landscaped medians will be identified as part of the Streetscape Master Plan. Consideration of impacts to traffic flow, and access to mid-block driveways and parking lots will be considered as part of any improvement decisions. The Streetscape Master Plan also will identify an implementation program and schedule to complete the streetscape improvements, including incentives for private landscaping on public streets.

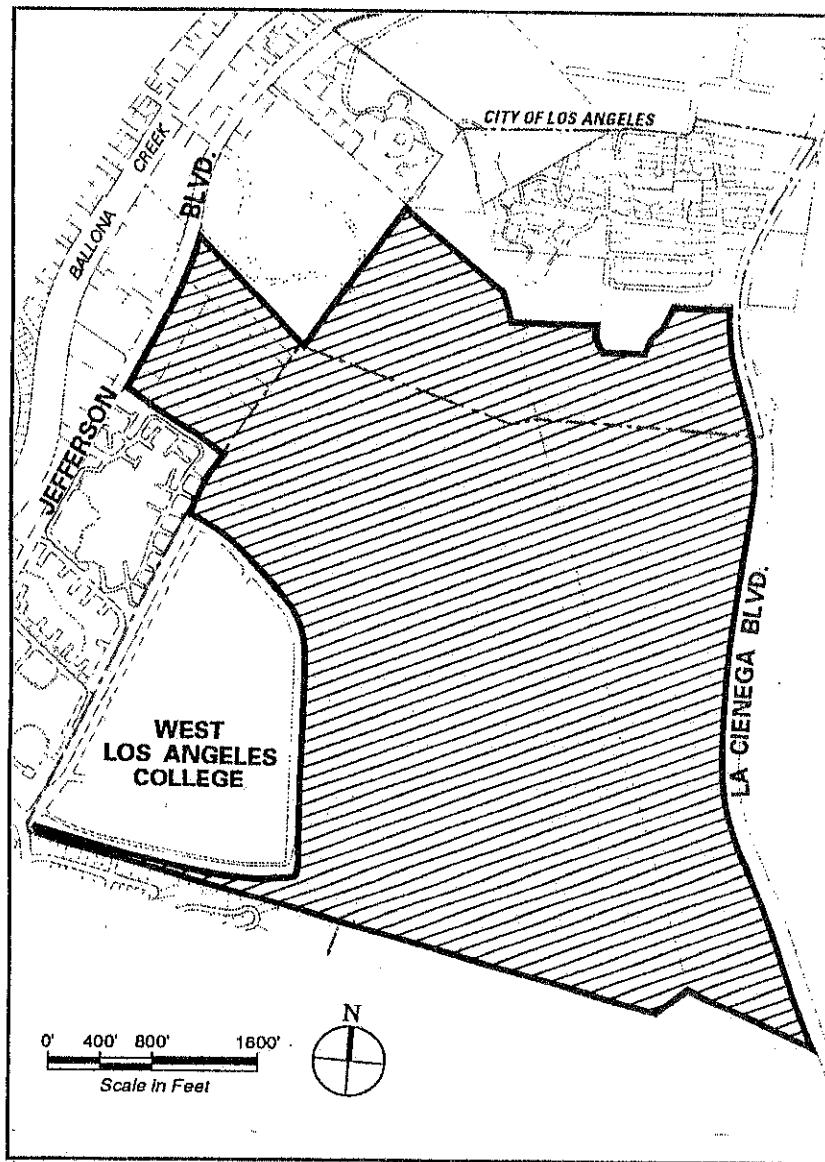
B. Citywide Bikeway Plan. A Citywide Bikeway Plan will identify types of bikeways and establish specific bikeway standards and support facilities. Three classifications of bikeways will be used to provide and encourage alternative access for both work and leisure trips within the City and the surrounding areas, as well as recreation opportunities.

- **Class I Bike Path.** This classification supports a dedicated bicycle path within its own right-of-way, or within a separate portion of a shared right-of-way, where it is separated from other vehicles.
- **Class II Bike Lane.** This classification supports a bicycle lane, designated within a roadway, shared with other vehicles and indicated by lane striping and signage.
- **Class III Bike Lane.** This classification supports a bicycle route, designated within a roadway, shared with other vehicles and indicated by signage only.

MEASURE 3. CREATE FOCUSED SPECIAL STUDIES. Some areas of the City have special needs or conditions that would benefit from detailed investigations which may address issues such as allowable land use patterns, design standards, zoning codes and other property development standards. They may include detailed regulations, conditions, programs and proposed designations supplemental to the General Plan, including infrastructure requirements, resource conservation, and implementation measures, and identify potential changes in land use that may be appropriate to meet future needs. The General Plan designates the allowable mix of uses within each Focused Special Study area and identifies land use and development goals. To accommodate possible development within these areas before the Focused Special Studies are completed, an underlying designation or designations will identify the anticipated land uses for the first three.

A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study. The undeveloped area within Blair Hills (excluding the Vista Pacifica residential development site), the industrial properties between Culver City Park and the multiple family residential area, and the unincorporated Los Angeles County lands west of La Cienega Boulevard will be the subject of a feasibility study and a subsequent Focused Special Study to address the potential for appropriate open space, residential, commercial and industrial uses and access. (See Figure LU-22, *Blair Hills/Baldwin Hill Area Focused Special Study*.) Most of this area historically has been designated as open space, although the undeveloped area of Blair Hills has been zoned for single family development. Issues to be investigated to determine the development capability and benefits to the City include:

- *Slope and soil stability*
- *Soil contamination*
- *Seismic and subsidence risks*



- Visual character and viewsheds
- Vehicle and pedestrian access
- Biological resources
- Recreation opportunities
- Protection of existing adjacent residential neighborhoods
- Housing opportunities to address regional needs
- Limited vehicle access from La Cienega Boulevard

Investigations of the Los Angeles County lands will determine the benefits and costs of annexation into Culver City. Land use limitations for the industrial properties south of Jefferson Boulevard will be based on the likely development with the County area to the east. Interim land use designations for these areas are industrial and open space, as represented by the Land Use Element Map (Figure LU-7).

B. Ballona Creek Focused Special Study. Ballona Creek will be studied to determine whether there is potential for enhancing its use as a recreation resource using City, private and/or multi-agency funding. The Focused Special Study would involve joint participation with the Los Angeles County Department of Public Works, U.S. Army Corps of Engineers, other public agencies with jurisdictional interest, residential and business property owners adjacent to the Creek, and recreational users of the bike path. While responding to issues raised as community concerns in the following paragraphs, a technical basis of information is envisioned to include among other items the definition of terms and uses; precise identification of the area that is used for, functions as, and is needed for flood control purposes; precise identification of the area designated as and functioning as the regional bike path; and identification of areas additional to and potentially in excess of the former two categories.

FIGURE LU-22
Blair Hills/Baldwin Hills Area Focused Special Study

Once a natural waterway, Ballona Creek's primary purpose is to serve as a flood-control channel. Consistent with many other such channels under the jurisdiction of the Los Angeles County Flood Control District and the U.S. Army Corps of Engineers, a bike path was included within the channel to provide recreation as a secondary purpose. The bike path begins in the McManus neighborhood near Syd Kronenthal Park and runs through and beyond the limits of Culver City to Marina Del Rey. Many residents of Culver City use Ballona Creek as a bike path or a jogging path. However, those who use it and those who live adjacent to it have serious concerns regarding the safety and aesthetics of the existing channel. The adjacent residential properties turn their backs with walls and hedges to the edges of the channel, creating a blind corridor. Issues voiced as community concerns that need to be addressed include:

- *Protection of the adjacent residents from use of the Creek as a crime corridor.* Yards that adjoin Ballona Creek are vulnerable to intruders.
- *Buffering the adjacent residents from noise echoes.* Vehicle noise from the San Diego Freeway and from unauthorized motorcycles on the bike path creates excessive noise echoes and impacts to residents adjacent to the channel.
- *Fragmentation of jurisdictional control.* The area of Ballona Creek west of the high school is considered most unsafe due to access from areas not under the jurisdiction of the Culver City Police Department. The City limits in this area cut randomly back and forth, following the historic centerline of the Creek. Under these existing conditions, some residents of Culver City are adjacent to the portions of the channel under the jurisdiction of the City of Los Angeles and its Police Department. Responsibility for police protection in these areas is often unclear and response time for Los Angeles Police is considerably longer than for Culver City Police.

- *Improvement of the general condition and appearance of the channel (and bike path).* Many improvements are needed to enhance user safety as well as the quality of the experience, such as landscaping of the amenities.
- *Increasing access and use potential.* Relatively long sections of the bike path have no visual access and no means of personal exit in case of an emergency situation, such as injury or crime.

The interim land use designation for Ballona Creek is open space (see Figure LU-23, *Ballona Creek Focused Special Study Area*), as represented on the Land Use Element Map.

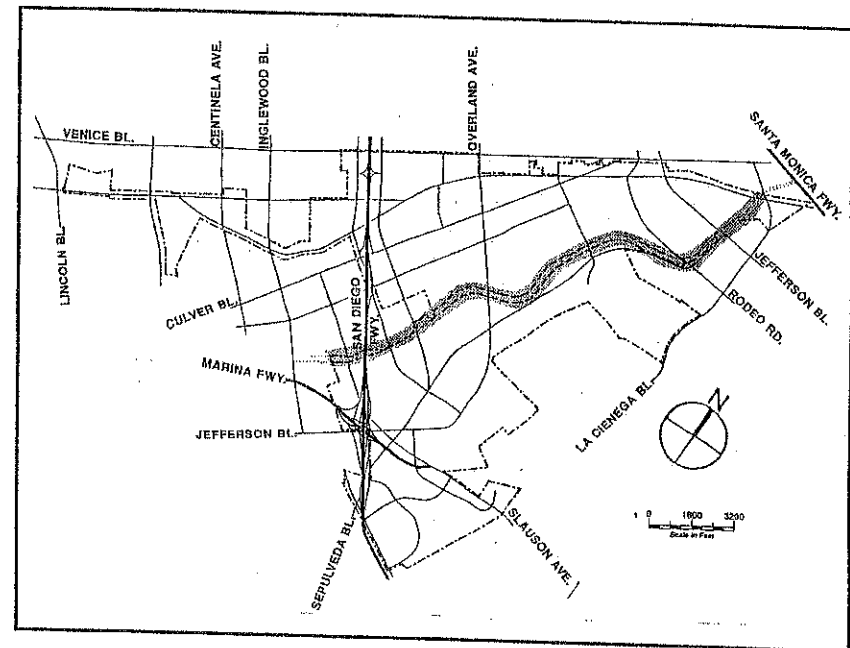


FIGURE LU-23
Ballona Creek Focused Special Study Area

C. Hayden Tract Industrial Area Focused Special Study.

As the City's largest contiguous industrial area, the Hayden Tract Industrial Area will be examined to determine the potential range of appropriate uses. City business license figures from the April 1992 *State of the City* report indicated that only 37 percent of the businesses within this area are industrial uses. These figures also indicated large parcels, and the need for cost effectiveness in use of these lots, resulted in commercial businesses becoming the majority users (about 57 percent), with a small amount of studio-supporting uses (about 6 percent). To serve the parking demand, the City maintains property on Warner Drive as a parking lot available to the neighboring businesses.

Ballona Creek borders the area to the east and south coincident with the Los Angeles City boundary (see Figure LU-24, *Hayden Tract Industrial Area Focused Special Study*). National Boulevard and Higuera Street, which serve these uses, are also major entry points to the City. The visual character and scope of the existing structures, although consistent with the nature of industrial use, reflects on the image of the City, and adversely affects the low density neighborhoods adjacent to the north and west, and the views from Blair Hills.

The issues investigated for the Hayden Tract Area will determine the desirability and appropriateness of the following:

- *The appropriate range of use and standards that will encourage a viable and creative development and minimize environmental hazards*
- *Whether and where residential uses or live-work arrangements would be appropriate*
- *Joint development and intensity incentives related to transit*

- *Design and development standards to create a positive visual image for the City and the adjacent neighborhoods*
- *Parking strategies that provide incentives for revitalization and also protect adjacent residential neighborhoods*
- *Reuse of Exposition Right-of-Way spurs*
- *Identification of possible areas for park or recreational areas*

The interim land use designation for this area is industrial, as represented on the Figure LU-7 *Land Use Element Map*. (See Objective 23, Policy 23. H.)

The remaining Focused Special Study areas are more limited in scope and are not designated on the Land Use Element Map.

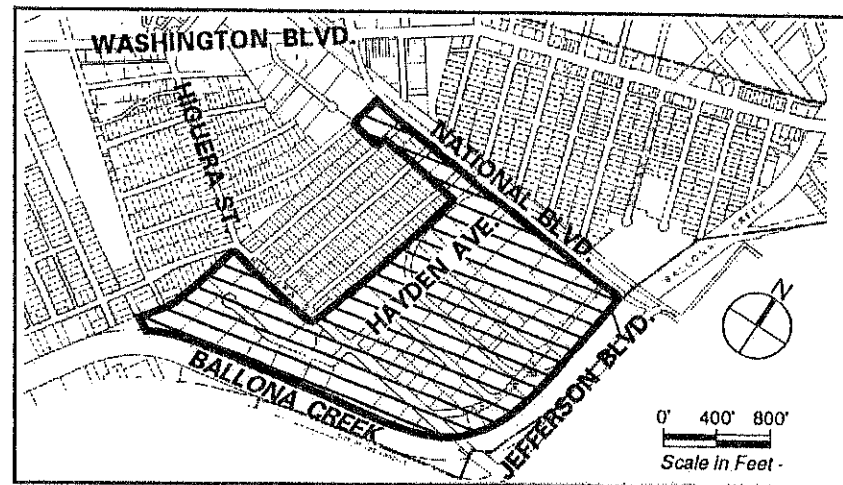


FIGURE LU-24
Hayden Tract Industrial Area Focused Special Study

D. Culver Boulevard Focused Special Study. As the City's namesake street, Culver Boulevard has a key role in contributing to the image and character of the City. The intersection of Culver and Sawtelle Boulevards is a primary gateway to the City, not only for traffic travelling east on Culver Boulevard, but also from the freeway off-ramp at Sawtelle Boulevard. The Culver Boulevard Focused Special Study Area (see Figure LU-25) will address freeway connections and traffic flow improvements to improve the interface between residential uses and the street right-of-way. The Focused Special Study will address street design, cut through traffic, streetscape improvements including maintenance of a linear park and bikeway, and the unintended consequences of any proposed modification plan in order to reduce negative traffic impacts within the study area. The special study will also evaluate the appropriateness of creating a transition in residential land use density from the lots facing Culver Boulevard to the adjacent lower density neighborhoods. The Culver Boulevard Focused Special Study also is discussed in the General Plan Circulation and Open Space Elements.

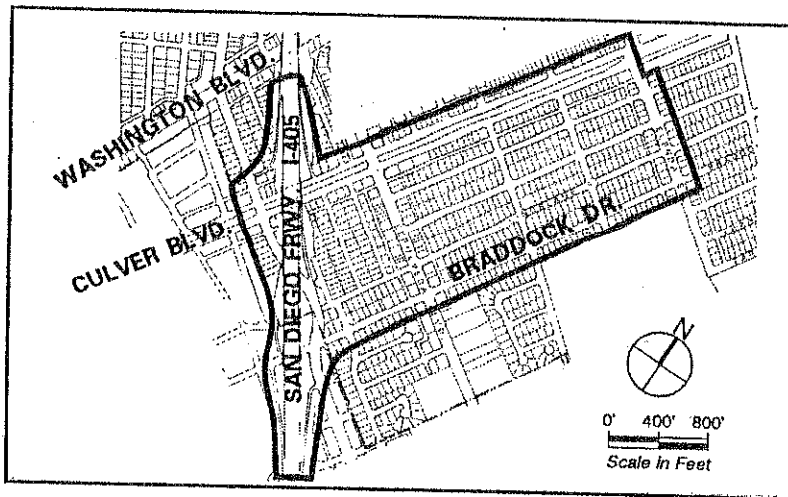


FIGURE LU-25
Culver Boulevard Focused Special Study Area

E. Kinston Avenue Focused Special Study. The Kinston Avenue Focused Special Study (see Figure LU-26) will reflect the City's ongoing Kinston Avenue Pride Strategy (KAPS) to identify opportunities to improve the visual character of the street, increase parking availability, and enhance living conditions while still providing affordable housing opportunities. Kinston Avenue, between Jefferson Boulevard and Flaxton Street, is composed of four-unit buildings with identical floor plans. The buildings consist of two-story structures with no visual distinction in form or character. This single, long block is one of the most densely developed streets in the City in terms of units, people and parking. Fifteen-foot front yard setbacks are the only landscaped open space. Currently, available parking, both on- and off-street, is insufficient to meet parking needs. Kinston Avenue is located between regional- and community-serving commercial centers and the nearest park, Blanco Park, is four blocks away. It has a high vacancy rate, with some buildings having only one or two out of four units occupied. The area is designated as Medium Density Multiple Family.

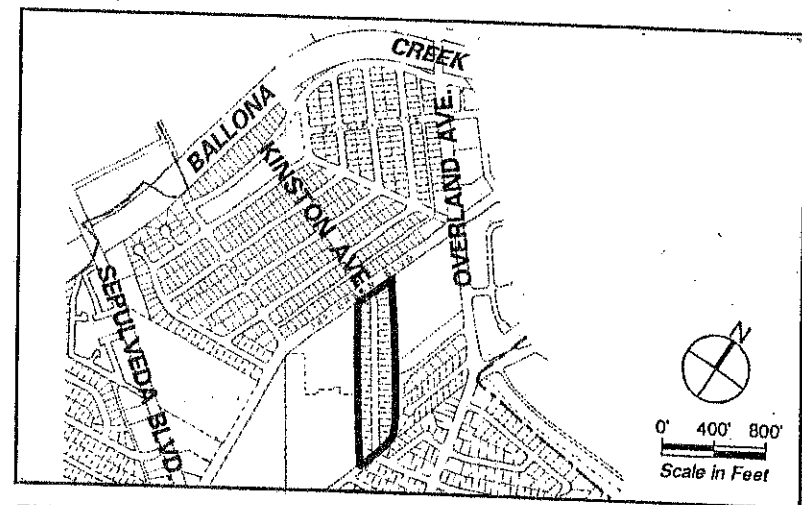


FIGURE LU-26
Kinston Avenue Focused Special Study Area

F. Wade Street Focused Special Study. The Wade Street Focused Special Study will address the potential benefits and impacts of additional housing opportunities on emergency access and neighborhood character. Wade Street contains the largest residential lots in the City facing a cul-de-sac street. The majority of lots on the west side of the street are 15,750 square feet and those on the east are 12,320. Nine lots have single-family homes, five lots have two-units each and seven lots exceed the currently allowed density. The street is further distinguished by the presence of a historic landmark structure and the location of Culver West Park at the end of the cul-de-sac. The street is designated as Low Density Multiple Family (see Figure LU-27, *Wade Street Focused Special Study*).

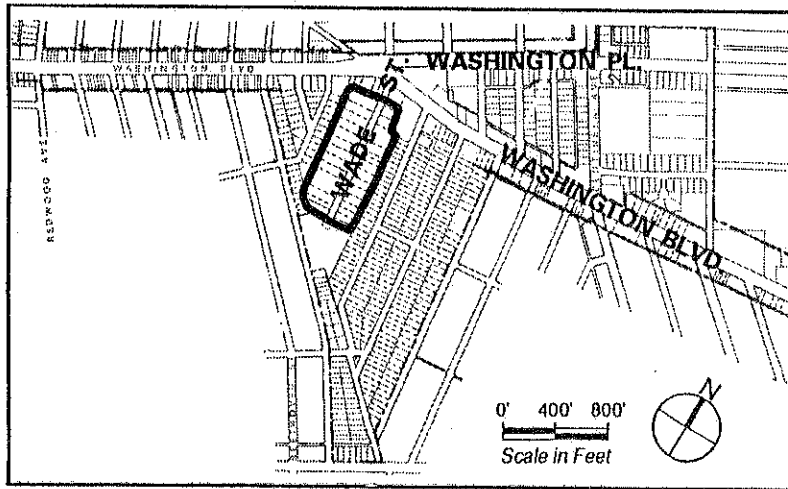


FIGURE LU-27
Wade Street Focused Special Study Area

MEASURE 4. CONTINUE REDEVELOPMENT PROJECT AREA PROGRAMS. Culver City has three redevelopment project areas: Slauson-Sepulveda, Overland-Jefferson, and Washington-Culver. All three are still active, with each including successfully completed commercial, residential and public improvement projects. With over 32% of the City within these redevelopment project areas, the Culver City Redevelopment Agency will continue to play a major role in the implementation of General Plan policies. Agency programs that can assist in the implementation of Land Use Element Policies include:

A. Storefront Improvement Façade Grant Programs. These programs provide guidelines for and assistance with improvements to commercial facades within areas identified as needing storefront improvements. Storefront Improvement Façade Grant Programs are currently in place for Downtown and East Washington Boulevards.

B. Design for Development. The Agency uses Design for Development (DFD) to guide potential redevelopment by describing the type of development and design standards that are acceptable for a given area, considering the known site and planning constraints. Design for Development standards can be extended and/or used as models for similar revitalization efforts.

C. Disposition and Development Agreements (DDA) and Owner Participation Agreements (OPA). The Agency can establish contractual relationships with owners of projects to facilitate a more active role in development decisions.

D. Marketing and Outreach. The Agency can undertake active outreach strategies to seek out and attract desirable new business and residential development into Culver City.

E. Financial Assistance. In conformance with State law, the Agency can use tax increment money within project areas to facilitate the improvement of residential and non-residential properties, and outside project areas to provide low/moderate income housing.

F. Redevelopment Plans. Redevelopment Plans may require updating to remain consistent with the General Plan. This amendment process may be difficult for legal/procedural reasons. As of 1996, properties held by the Agency within the project areas for future development include:

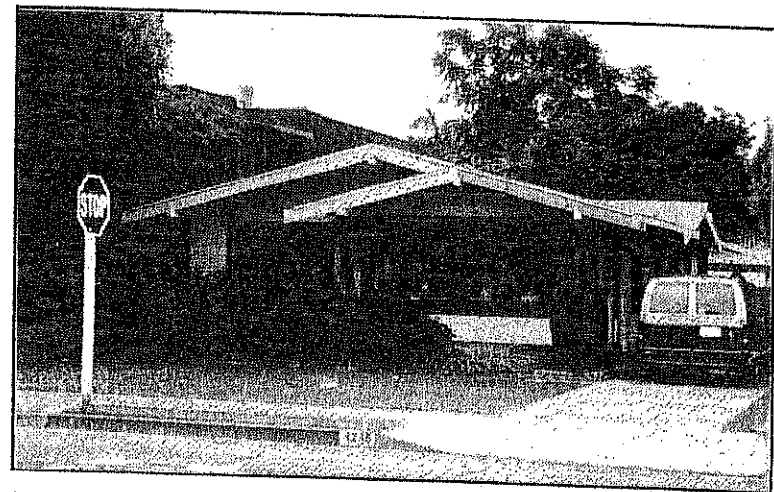
- *Culver Theater*
- *Studio Drive-In site*
- *Interim City Hall site*
- *Town Park and Town Plaza sites in Downtown*

The Hayden Tract Industrial Area and the Kinston Avenue Focused Special Studies also fall within redevelopment plan areas and will involve Agency participation.

MEASURE 5. EXPAND HISTORIC PRESERVATION PROGRAM. Effective March 28, 1991, Culver City established a Historic Preservation Program to promote the preservation of the community's heritage for present and future generations. The ordinance establishes a process for designating and protecting buildings and districts that reflect Culver City's architectural, historic and cultural heritage. It creates a three-tier system for designating buildings based on their importance to the community. This ranking system classifies structures as "Landmark", exceptional examples of their kind; "Significant", structures of substantial importance; or "Recognized", those of interest to the community.

The Historic Preservation Program requires that the Planning Commission review any proposed changes which result in an addition, demolition, or other significant modification to the exterior of buildings designated as Landmark, Significant, or Historic District to ensure that such changes do not harm their historic character. Proposed minor changes or incidental maintenance, which do not result in substantial change of the exterior appearance, and no change in the existing envelop of a Landmark, Significant, or Historic District designated structure are reviewed administratively.

The Redevelopment Agency has developed a rehabilitation program for Landmark and Significant structures. The program provides financial assistance in the form of grants or subsidized loans to owners of eligible residential and commercial buildings, respectively. To receive such assistance, commercial structures must be located within existing Redevelopment Project Areas; however, residential buildings may be located anywhere in the City, provided that they are over 50 percent occupied by low- and/or moderate-income tenants or that the owner-occupant's income is moderate or below.



Residential Landmark

To strengthen preservation of historic resources, the City should consider adopting the following additional programs:

- *Historic Resources Advisory Committee* to provide assistance and direction with the documentation of historic resources on a regular basis.
- *Periodic evaluation* of review and approval procedures for all classes of designations to ensure that the process is not unduly burdensome, and as such, a hindrance to obtaining the goals of the program.
- *Historic Resources Information and Education Program* to assist owners of historic buildings with information regarding the history of their structures, resources for preservation and other means to preserve their buildings.
- *Historic Resources Survey Updates* to review periodically, and update the existing survey of historic resources.
- *Financial Viability Improvements*, such as transfer of development rights, tax abatement and change of use.

MEASURE 6. DEVELOP DESIGN GUIDELINES. Design guidelines shall provide a method of protecting and a tool for achieving quality developments within both residential and non-residential areas. The purpose of Design Guidelines is to foster good design rather than to impose an overriding style, a limited color palette or an artificial theme. In all cases, Design Guidelines shall encourage the retention and restoration of historic buildings and sensitivity to areas of consistent rhythm and typology.

A. Residential Design Guidelines. Residential design guidelines address the protection and enhancement of the neighborhood character. Remodels, replacement and infill housing should respect the form on street without architectural freedom.

The Design Guidelines shall apply to all residential projects that undergo discretionary review, and any multiple family project undergoing remodeling pursuant to a ministerial action (building permit). However, in the case of single- and two-family projects that are undergoing ministerial review, the Design Guidelines are intended to be advisory and not to be rigid architectural standards that must be strictly followed. To address enhancement and protection of *all residential neighborhoods*, design guidelines will include, but will not be limited to, the following:

- *Standards for the incorporation of distinguishing architectural elements, such as arches, porches, balconies, bay windows, ornamentation, etc.*
- *Addition of street trees on those streets and properties currently lacking trees, in accordance with the Streetscape Master Plan.*
- *Required maintenance of existing street trees and front-yard landscaping.*
- *Set limits for density and massing.*

Typical elevation changes and roofline modification example sheets will be developed to illustrate the intent of the Design Guidelines, and will be made available to the permit applicant.

Guidelines specific to particular densities and location of residential developments will include the following:

- *Refined guidelines for lot coverage and building massing in Medium Density Multiple Family areas that are sensitive to rear and side yard elevations adjacent to smaller structures through methods such as architectural definition or landscape screening.*

- *Guidelines for development of residential units in commercial and industrial areas, where appropriate.*
- *Hillside development standards that address requirements for (1) lot coverage, (2) usable open space in terms of topographic features and percent-of-slope and (3) building in relationship to landform criteria (including seismic issues).*

Specific blocks within the City may be worthy of overlay zones and guidelines to address special issues:

- *Spad Place might benefit from downzoning or designation as an overlay zone with guidelines for protection of existing density and character.*
- *Specific blocks within the area of the Lafayette Place Historic District may be worthy of overlay zones and guidelines for detailed protection and enhancement of architectural character.*
- *Portions of Blair Hills and Culver Crest would benefit from an overlay zone for hillside development and viewshed protection.*

B. Non-residential Design Guidelines. Guidelines for development within non-residential areas will be primarily established or modeled after Design for Development Standards and Storefront Revitalization Programs defined by the Redevelopment Agency and City, and by the Citywide Streetscape Master Plan. Design Guidelines will be applied as part of Site Plan Review and other discretionary actions (such as variances or conditional use permits) prior to the issuance of a building permit for commercial construction of a new building, or addition to an existing building.

Design Guidelines will be developed for and applied to temporary structures consistent with the standards established

for the type of land use and the designation of the area. Height, setback, access and parking standards will be the same as for permanent structures. Landscape, façade and roofline standards will be adjusted to address the temporary nature of structure.



Consistent Roofline Rhythm



Storefront Improvement

MEASURE 7. CONTINUE CURRENT PLANNING ADMINISTRATION. In the day-to-day administration of the General Plan, the Planning Division staff will be called upon to assist property owners and developers in understanding land use policies. In many cases the answers will be found as part of the Zoning Code or within the various General Plan Elements. Several administrative measures will be taken by the Planning Division staff to assist in implementation:

A. Assign Project Planners. For projects requiring Site Plan Review or other discretionary actions, a specific staff planner will be assigned to assist the property owner or developer through the life of the projects. The assigned Project Planner will be the owner's liaison to other City staff and departments to reduce confusion and facilitate communication with other staff members in other departments.

B. Continually Update and Improve Review and Approval Process. Various standard development applications will be streamlined through a series of procedural guidelines for approval. Owner information and development approval worksheets can be made available to property owners and developers to assist them in preparing their development applications, and to assist staff in the expeditious review of those applications. Information and reference sheets could be prepared to cite the City document and section that would apply to various standard development requests. Administrative approvals (those not requiring Planning Commission or City Council approvals) could be supported by approval checklists filled out by the applicant and confirmed by staff.

C. Identify Development Incentives. The City will provide an approved list of development incentives, such as a reduction in on-site parking or an increase in allowable square footage or volume, for providing specific community or neighborhood needs. This list will be presented to property owners and

developers at the time of their initial contact with the City regarding their potential project.

The list will include identified incentives and will clearly define qualifying development features (e.g., density bonus of 25 percent additional housing units if those units are made available as low- or moderate-income housing to facilitate development choices). Development incentives would be offered if community needs are provided such as child care, neighborhood-serving uses (food stores), preservation of cultural resources, affordable housing or local jobs.

To ensure that the items on the development incentives list continue to be effective, the City will conduct periodic interviews with local developers to review the development process and incentives program.

D. Continue Coordination with Adjacent Jurisdictions.

Culver City should maintain open communication and pursue coordination of potential development with adjacent jurisdictions, particularly through participation with the Westside Summit Cities. Because of Culver City's interest in the potential future use of the undeveloped Los Angeles County area and the many parcels that are divided between Culver City and the City of Los Angeles, this coordinated planning effort is a key component to implementing land use policies that relate to Culver City boundaries. Specific City actions will include:

- *Monitor environmental assessments for these areas.*
- *Scope and review environmental documents as a CEQA Responsible Agency regarding projects in these areas.*
- *Participate in public hearings.*
- *Evaluate potential annexation areas to avoid a piecemeal fragmented approach.*

- *Formalize mutual policies with West Los Angeles College through memoranda of understanding.*
- *Pursue dialogue with City of Los Angeles regarding boundary adjustments to annex and/or de-annex properties that are divided between the existing Culver City/City of Los Angeles boundary, including divided areas of Ballona Creek.*
- *Reopen discussions with the City of Los Angeles regarding more extensive boundary adjustments which might enable Culver City to acquire key properties or areas that currently project into Culver City and interrupt lower density land use patterns and visual character.*

E. Study Coordination of Business Tax Certificates with Land Use Policies. To ensure that businesses are consistent with land use policy, the appropriate City officials will study developing procedures to coordinate issuance of business tax certificates to allowable uses for each area of the City. Home-based businesses can continue to be allowed and encouraged through an established range of desirable live-work occupations, special business licenses, and development standards sensitive to both small business needs and the protection of neighborhood character.

F. Coordinate Land Use Policies with Appropriate City Departments. Land use policies and large development projects will be reviewed by the appropriate City Departments to determine how they may impact service or create risk. To ensure adequate service and to increase actual and perceived safety, the City on a periodic basis, will review the benefits of a stronger visual police presence, need for possible police substations, hazardous waste management and response procedures, and impacts of development on the City's infrastructure system (see General Plan Safety Element).

MEASURE 8. ADMINISTER THE GENERAL PLAN. This section outlines methods by which the Planning Division staff can administer and manage the General Plan.

A. Adopt Required General Plan Elements. As required elements of the General Plan, the Housing, the Circulation and Open Space Elements play key roles in the establishment and implementation of policies which overlap and support the Land Use Element. These elements address issues related to land use and identify, with great specificity, implementation measures to achieve goals and objectives for access, housing opportunities, and open space resources. These required elements should be adopted concurrently with the Land Use Element, and should be made and kept consistent through any amendment or update process.

B. Budget Development. The General Plan will become a tool for setting spending priorities and developing work programs for the City. City work programs and ongoing services that are consistent with, support and help to achieve General Plan policies will be given funding priority over those programs that are not consistent with General Plan policies.

C. Capital Improvement Program. Construction of public facilities and infrastructure improvements will be itemized and scheduled for implementation relative to their General Plan priorities. Priority given to capital improvements will be consistent with priorities of the General Plan goals, objectives and policies.

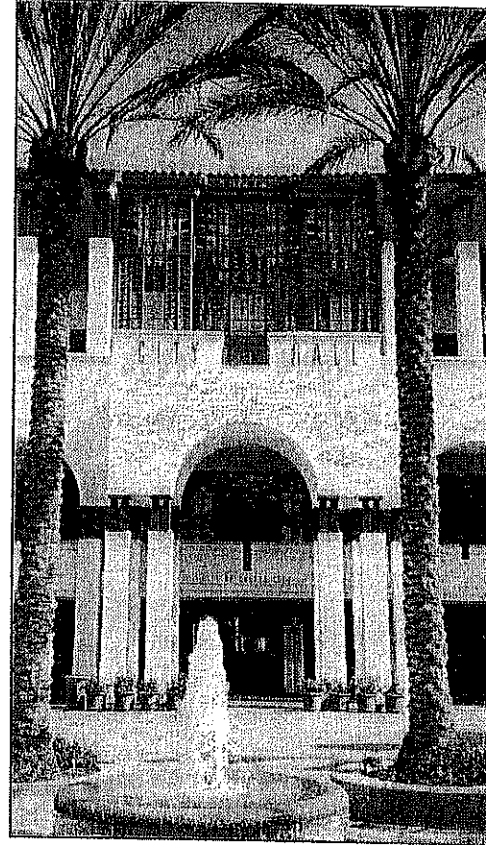
D. General Plan Amendments. Proposed amendments to the General Plan may be taken to the Planning Commission and City Council in two annual cycles. To be considered, any proposed amendment must be consistent with the General Plan goals, objectives and policies.

LAND USE ELEMENT

E. Five-Year Updates. Beginning in 1999, the General Plan will be re-evaluated to determine if its goals are being achieved through the existing policies and programs. The update process will include at least two public meetings to identify community issues and concerns. Based on the success of the existing General Plan and economic conditions, adjustments or updates to the General Plan may be pursued at this time.

F. Coordinate Land Use Policies with Appropriate City Departments and Programs. Existing and proposed land use programs and plans developed by other City departments will be coordinated on an ongoing basis to ensure a consistent planning and development approach.

Following the adoption of the Land Use Element, several areas of the City will be subject to zone changes to comply with the Land Use Element Map and the policy direction of the Land Use Element. Specific areas anticipated for zone changes are listed within Table LU-7, *Land Use Implementation Measures*.



City Hall

**TABLE LU-7
LAND USE ELEMENT IMPLEMENTATION MEASURES**

ACTIONS	PRIORITY*	RESPONSIBILITY
1. REVISE THE ZONING ORDINANCE		
A. Zoning Code Revision Study Compare the new land use designations to existing zoning categories to determine the need for new zoning categories and zone changes.		Planning
B. Code Revisions Revise or abandon old zones and create new zoning categories and their development standards to support the newly established land use designations.		Planning
Revise the Zoning Ordinance to address nonconforming uses sections to eliminate impediments to reuse and rehabilitation and include clearly defined criteria of what is permitted and encouraged.		Planning
C. Zone Changes As part of Zoning Ordinance revisions, make zone changes as required to achieve consistency between the General Plan and the Zoning Code.		
1) Caroline Avenue. Downzone Caroline Avenue from R-4 to R-2 to protect the lower-density character of the street and adjacent low density residential neighborhood.		Planning
2) McManus Neighborhood, Sherbourne Drive to Sentney Avenue. Downzone the previously R-2 lots to R-1 to protect the low-density single-family character of the neighborhood.		Planning
3) Residential lots adjacent to alleys and commercial uses along the south side of Washington Boulevard between Helms and Sentney Avenues and between Commonwealth and Huron Avenues. Establish a flexible zoning option to encourage creative and compatible commercial uses.		Planning

* To Be Determined

TABLE LU-7, continued LAND USE ELEMENT IMPLEMENTATION MEASURES		
ACTIONS	PRIORITY*	RESPONSIBILITY
4) Planned Residential Development (PRD). Rezone the multiple-family developments within Fox Hills, along the south side of Jefferson Boulevard, the Windsor Fountain condominiums on Overland Avenue, Palm Court, Studio Royale, Rotary Plaza, Liberty Plaza and the Studio Drive-In site to (new residential zone or PRD).		Planning
5) Commercial. Rezone the City's commercial areas consistent with the General Plan Land Use Element Map and new corresponding zones.		Planning
6) Industrial. Rezone the City's industrial areas consistent with the General Plan Land Use Element Map and the new corresponding zones.		Planning
7) Open Space. Rezone all areas designated as Open Space on the Land Use Element Map as Open Space.		Planning
2. CREATE CITYWIDE SPECIAL STUDIES		
A. Urban Design Plan Prepare an Urban Design Plan that will include among other possible components open space design standards, architectural design standards, an Urban Forest Strategic Plan, and a Streetscape Master Plan.		Planning Redevelopment Human Services
B. Citywide Bikeway Plan Prepare a Citywide Bikeway Plan to identify types of bikeways and establish specific bikeway standards.		Planning Public Works Human Services

* To Be Determined

TABLE LU-7, continued
 LAND USE ELEMENT IMPLEMENTATION MEASURES

ACTIONS	PRIORITY*	RESPONSIBILITY
3. CREATE FOCUSED SPECIAL STUDIES		
A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study Prepare a feasibility study and focused special study to address the potential for appropriate uses and access in the undeveloped Blair Hills and unincorporated Baldwin Hills areas between Jefferson and La Cienega Boulevards.		
B. Ballona Creek Focused Special Study Prepare a study to determine the potential for enhancing the Creek as a recreational resource, using City, private and/or multi-agency funding.		
C. Hayden Tract Industrial Area Focused Special Study Prepare a study for the Hayden tract area which recommends appropriate range of land use development standards and parking strategies.		
D. Culver Boulevard Focused Special Study Address the relationship and development of the full right-of-way west of Elenda Street, the potential relocation of the I-405 interchange ramps at Braddock Drive and Culver Boulevard and the possible creation of a cul-de-sac at Braddock Drive and Sawtelle Boulevard.		Planning Engineering
E. Kinston Avenue Focused Special Study Investigate opportunities to emphasize and enhance existing facilities, increase open space and parking availability.		Housing Redevelopment Planning
F. Wade Street Focused Special Study Investigate the impacts of increased housing opportunities on emergency access and neighborhood character.		Planning Housing

* To Be Determined

TABLE LU-7, continued
 LAND USE ELEMENT IMPLEMENTATION MEASURES

ACTIONS	PRIORITY*	RESPONSIBILITY
4. CONTINUE REDEVELOPMENT PROJECT AREA PROGRAMS		
A. Storefront Improvement Facade Grant Programs	ongoing	Redevelopment
B. Design for Development	ongoing	Redevelopment
C. Disposition and Development Agreements (DDA) and Owner Participation Agreements (OPA)	ongoing	Redevelopment
D. Marketing and Outreach	ongoing	Redevelopment
E. Financial Assistance	ongoing	Redevelopment
F. Redevelopment Plans	ongoing	Redevelopment
5. EXPAND HISTORIC PRESERVATION PROGRAM	ongoing	Planning
6. DEVELOP DESIGN GUIDELINES		
A. Residential Design Guidelines		Planning
B. Non-residential Design Guidelines		Planning

* To Be Determined

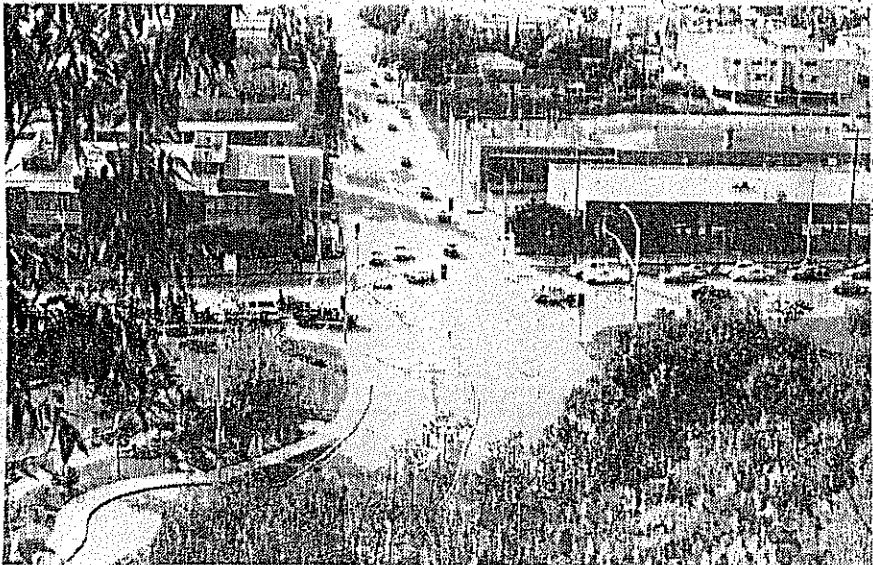
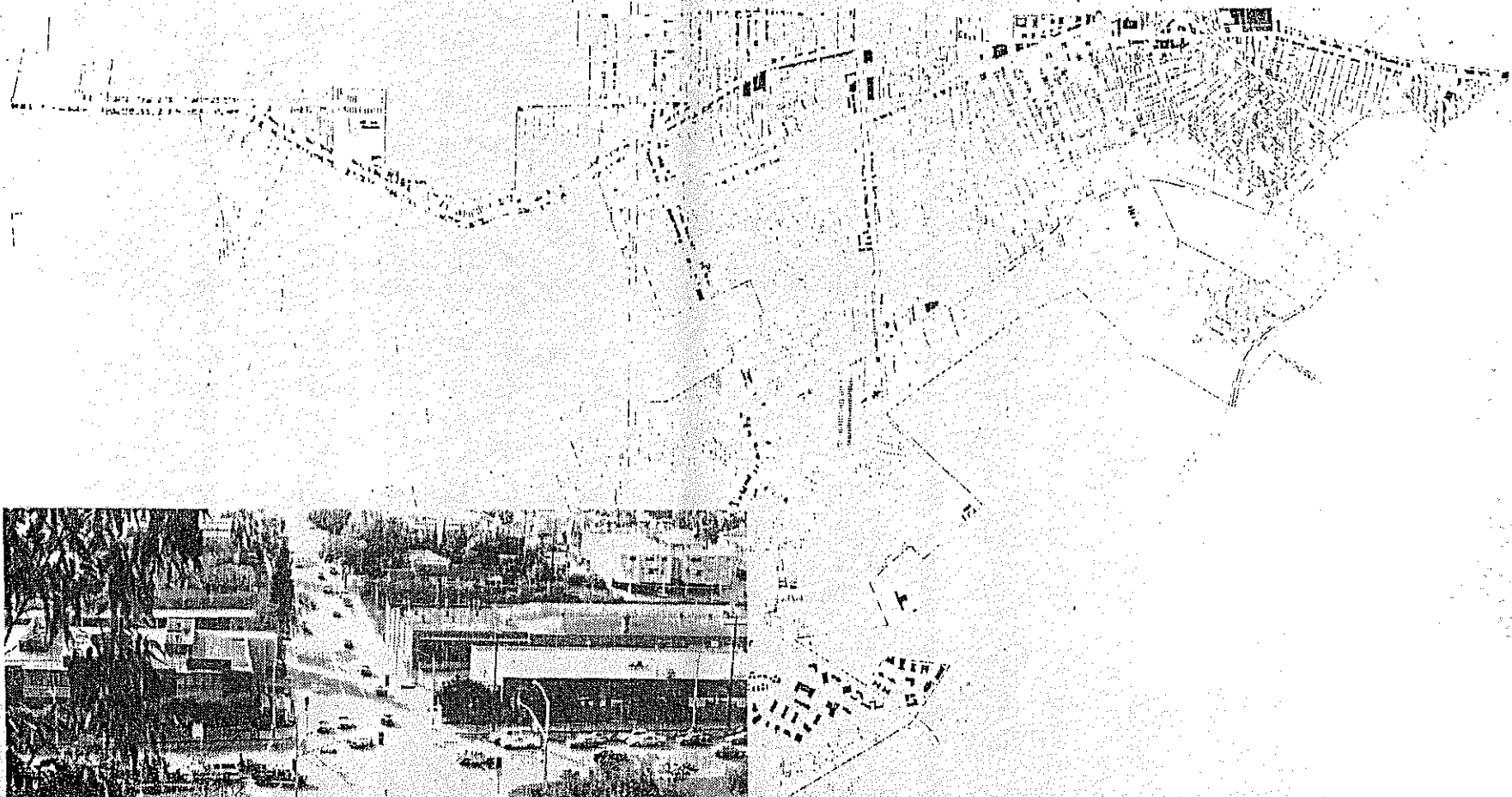
TABLE LU-7, continued
 LAND USE ELEMENT IMPLEMENTATION MEASURES

ACTIONS	PRIORITY*	RESPONSIBILITY
7. CONTINUE CURRENT PLANNING ADMINISTRATION		
A. Assign Project Planners	ongoing	Planning
B. Continually Update and Improve Review and Approval Process	ongoing	Planning
C. Identify Development Incentives		Planning
D. Continue Coordination with Adjacent Jurisdictions	ongoing	Planning
E. Study Coordination of Business Tax Certificates with Land Use Policies		Planning
F. Coordinate Land Use Policies with Appropriate City Departments	ongoing	Planning
8. ADMINISTER THE GENERAL PLAN		
A. Adopt Required General Plan Elements		City Council
B. Budget Development	ongoing	City Council
C. Capital Improvement Program	ongoing	City Council
D. General Plan Amendments	as needed	Planning
E. Five-Year Updates	as scheduled	Planning
F. Coordinate Land Use Policies with Appropriate City Departments and Programs	ongoing	Planning

* To Be Determined

Culver City General Plan

~~(Draft)~~



~~APPROVED~~

~~JUL 22 1996~~

~~Culver City
City Council~~

1994/5

Circulation Element

RESOLUTION NO. 96-R102

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, ADOPTING THE UPDATE OF FOUR ELEMENTS OF THE CITY'S GENERAL PLAN, INCLUDING THE LAND USE, CIRCULATION, OPEN SPACE AND NOISE ELEMENTS

(General Plan Amendments, GPA Nos. 95-02, 95-03, 95-05 and 95-06)

WHEREAS, the City prepared the General Plan Update in conformance with State and local planning law and practices in order to update the Land Use, Circulation, Housing, Open Space and Noise Elements of the City's General Plan; and

WHEREAS, throughout 1992-1994 the City Council-appointed General Plan Advisory Committee met to identify issues, explore a range of policy options based upon land use development scenarios, and develop five Draft General Plan Elements; and

WHEREAS, on February 11, February 25, March 16, March 28, April 8, April 26, August 30, October 5 and November 1, 1995, the Planning Commission conducted duly noticed public hearings fully considering the draft elements, staff reports, environmental information and all testimony presented; and

WHEREAS, at the conclusion of the November 1, 1995, public hearing and thorough discussion of the matter, the Planning Commission recommend by Resolution No. 95-P020 that the November 1, 1995, draft, as amended by the Planning Commission (including final editing by staff for any technical, nonsubstantive changes necessary), of the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements should be approved and adopted by the City Council and that the Housing Element should be approved in concept by the City Council; and

WHEREAS, on May 2, 1996, the City Council held a special study session on the General Plan Update and Program Environmental Impact Report (EIR) to ask questions, discuss issues, and take public comment; and,

WHEREAS, on July 22, 1996, at a duly noticed public hearing, the City Council held a public hearing, discussed the merits of the General Plan Update and its associated Program EIR, and determined that the motions approving the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements, presented by staff should be approved and adopted as recommended, subject to certain revisions.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVES AS FOLLOWS:

SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby made:

1. That the Program Environmental Impact Report on the General Plan Update as recommended by Planning Commission Resolution No. 95-P019, has been certified by City Council Resolution No. 96-R101.
2. It is the continuing policy of the City to periodically initiate public hearings for the purpose of considering whether revisions to the General Plan are advisable based on dynamic community goals and needs.
3. The currently adopted Land Use, Circulation, Open Space and Noise Elements require updating and revision, to reflect the City evolving population and development patterns and related goals, objectives and policies.
4. That the draft Land Use, Circulation, Open Space and Noise Elements conform to State of California planning law.

SECTION 2. Pursuant to the foregoing recitations and findings, the City Council of the City of Culver City, California, hereby approves and adopts, with revisions (as specified in SECTION 3 below):

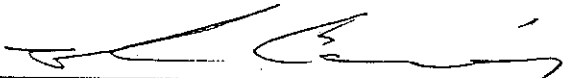
1. General Plan Amendment, GPA No. 95-02, Land Use Element.
2. General Plan Amendment, GPA No. 95-03, Circulation Element.
3. General Plan Amendment, GPA No. 95-05, Open Space Element.
4. General Plan Amendment, GPA No. 95-06, Noise Element.
5. General Plan Vision and Overview.

6. Replacing the 1978 Land Use Element (as amended), 1975 Circulation Element, 1973 Open Space Element, and 1974 Noise Element, and rescinding the 1975 Scenic Highways Element.

SECTION 3. Pursuant to the foregoing recitations and findings, and prior to finalizing, the Draft General Plan Elements shall be revised as follows:


1. The draft Elements shall be revised to provide for internal consistency with all elements of the Update, and to include final editing by staff for any technical, nonsubstantive changes to bring the Update current to July 1996.
2. The draft Elements shall be revised to provide for exploring the development of Mixed-Use projects in the nonresidential areas, through the drafting of development standards.
3. That the residentially designated areas on both sides of Culver Boulevard, between Elenda Street and Sepulveda Boulevard, shall be designated Medium Density Multiple Family on the 1996 Land Use Element Map, and that the appropriateness of this designation shall be considered within the scope of the Culver Boulevard Focused Special Study.
4. That the properties on both sides of west Washington Boulevard, between Redwood Avenue and Wade Street and Centinela Avenue and McLaughlin Avenue, shall be designated General Corridor on the 1996 Land Use Element Map.


APPROVED and ADOPTED this 24th day of September, 1996.


EDWARD M. WOLKOWITZ, MAYOR
City of Culver City, California

ATTEST:

APPROVED AS TO FORM:


TOM CRUNK
City Clerk BY:
Ela Valladares, Deputy City Clerk


NORMAN Y. HERRING
City Attorney

JR:jrs223

RESOLUTION NO. 2004-R044

2 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA,
3 APPROVING THE GENERAL PLAN TEXT AMENDMENT, GPTEXT P-2004019, AMENDING
4 THE LAND USE, OPEN SPACE AND CIRCULATION ELEMENTS BY ESTABLISHING
POLICIES GOVERNING DEVELOPMENT ALONG BALLONA CREEK.

5 (City-Initiated General Plan Text Amendment, GP TEXT P-2004019)

6 WHEREAS, the City Council has reviewed the issues related to the General Plan
7 Amendment (GP TEXT P-2004019) needed along Ballona Creek; and

8 WHEREAS, on December 8, 2003, the City Council opened the duly noticed public
9 meeting to review the "Ballona Creek and Trail Focused Special Study" (Ballona Creek
10 Special Study); and

11 WHEREAS, after careful consideration of the Ballona Creek Special Study and public
12 testimony, the City Council received and filed the Ballona Creek Special Study, with
13 modifications, and directed staff to complete a General Plan Amendment that incorporates
elements of the planning principles identified in Table 5-A of the Ballona Creek Special Study,
14 proposes safeguards in case of development both within the Ballona Creek Channel and on
15 adjacent properties, ensures long-term maintenance and operations funding sources for all
16 improvements within the Ballona Creek Channel, and requires the provision of public safety
17 and security improvements; and

18 WHEREAS, on April 14, 2004, the Planning Commission recommended by a vote of
19 4-0 that the City Council determine that pursuant to Sections 15162 and 15168 of the CEQA
20 Guidelines, GP TEXT P-2004019 is within the scope of the Culver City General Plan Program
21 EIR approved on September 24, 1996, and no new environmental analysis is needed; and

22 WHEREAS, following the conclusion of the public discussion and thorough
23 deliberation of the subject matter, the Planning Commission determined by a vote of 4 to 0
24 that GP TEXT P-2004019, with modifications, should be recommended to the City Council for
25 approval, as set forth in Planning Commission Resolution No. 2004-P001; and

26 WHEREAS, on May 24, 2004, the City Council conducted a duly noticed public
27 hearing during which it fully considered the Planning Commission's recommendation, all
28 reports, public testimony, and the environmental determination regarding GP TEXT P-
29 2004019; and

1 WHEREAS, following the conclusion of the public discussion and thorough
2 deliberation of the subject matter, the City Council determined by a vote of 4 to 0 that GP
3 TEXT P-2004019 is in the best interest of the City of Culver City;

4 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY,
5 CALIFORNIA, RESOLVES AS FOLLOWS:

6 SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby
7 made:

- 8
- 9 1. An Initial Environmental Study was prepared and completed on March 25, 2004, and
10 determined that there were no significant environmental impacts associated with this
11 General Plan Amendment (GP TEXT P-2004019). In addition, pursuant to Sections
12 15162 and 15168 of the CEQA Guidelines, GP TEXT P-2004019, amending the
13 General Plan Land Use, Open Space and Circulation Elements by establishing
policies governing development along Ballona Creek is within the scope of the Culver
City General Plan Program EIR approved on September 24, 1996, and no new
environmental analysis is needed.
 - 14 2. The General Plan Text Amendment will establish policies governing development
15 along Ballona Creek.

16 A. Ballona Creek

- 17 1. It is the community's desire to protect neighborhoods adjacent to Ballona Creek
18 from impacts associated with regional use of the bike path and to memorialize
19 the completion of the "Ballona Creek and Trail Focused Special Study."
- 20 2. The General Plan Text Amendment is consistent with and satisfies the
21 provisions of Measure 3 of the General Plan Land Use Element and Measure 2
22 of the General Plan Open Space Element, which call for the completion of a
Ballona Creek Focused Special Study.
- 23 3. The General Plan Text Amendment is consistent with the General Plan Land
24 Use, Open Space and Circulation Elements. This amendment will protect the
25 peaceful, small-town environment of Culver City's residential neighborhoods,
26 while allowing for the recreational and aesthetic enhancement of the Ballona
27 Creek channel and bike path through clear and consistent guidelines. The
28 amendment will help the City more effectively coordinate with adjacent
jurisdictions and ensures that the recreational elements of Ballona Creek are
preserved for future generations through safety, security and maintenance
provisions.

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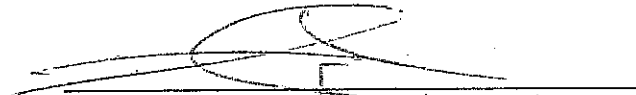
4. The General Plan Text Amendment is consistent with the following General Plan Goals:

- a) *Land Use, Circulation and Open Space Elements – GOAL: An open space, urban forest, urban design network that links neighborhoods and businesses and instills civic pride.*
- b) *Land Use and Circulation Elements – GOAL: Clear and consistent guidance for balanced growth.*
- c) *Land Use and Circulation Elements – GOAL: Ample and efficient City services and infrastructure.*
- d) *Land Use and Circulation Elements – GOAL: Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment.*
- e) *Land Use and Open Space Elements – GOAL: A community that provides recreational, historical and cultural opportunities.*

5. The General Plan Text Amendment will require that any improvements made to the Ballona Creek Channel or bike path do not, in any way, compromise the Channel's flood control function or environmental quality.


1 SECTION 2. Pursuant to the foregoing recitations and findings, the City Council hereby
2 approves General Plan Text Amendment No. P-2004019, as set forth in Exhibit A, attached
3 hereto and thereby made a part hereof.
4
5

6 APPROVED and ADOPTED this 24th day of May, 2004.
7
8

9
10 
11 STEVEN ROSE, MAYOR
12 City of Culver City, CA

13 ATTEST:

Approved as to form:

14
15 
16 CHRISTOPHER ARMENTA, City Clerk

17 
18 CAROL A. SCHWAB, City Attorney

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Exhibit A

BALLONA CREEK-RELATED CHANGES TO THE LAND USE ELEMENT

1. LU-36

Policy 10.L

Protect and preserve the safety and quality of life of the residential, commercial and industrial properties adjacent to the Ballona Creek by assuring that all improvements are designed consistent with the objectives of the *Ballona Creek Focused Special Study* (see Measure 3.B).

2. LU-36—NEW POLICY TO FOLLOW POLICY 10.L

Policy 10.M

Ensure that any improvements made to Ballona Creek and/or the bike path include funding sources to maintain a comprehensive maintenance and operations program, and a safety and security program, produced by a safety and security consultant, with adequate and appropriate budgets to support them.

3. LU-38

GOAL: A community that provides recreational, historical and cultural opportunities.

Culver City residents have access to regional recreation resources and cultural opportunities within the greater Los Angeles and Westside Communities. The City's local recreational and cultural facilities, however, are in shorter supply. The Lucerne-Higuera and McLaughlin neighborhoods do not have parks, and overall the City's parkland is 27 acres short of achieving national park and recreation standards of 3-acres-per 1,000 people.

Ballona Creek provides active recreation and alternative transportation opportunities as a bikeway connection from Culver City to the beach. Residents of Culver City use Ballona Creek as a recreational bike path and some use it as a jogging path, or as a transportation corridor. However, those who use it and those who live adjacent to it have serious concerns regarding the safety and aesthetics of the existing channel. To maximize the Creek's potential benefit as a public amenity, implementation of any plan for its alteration must consider community and environmental impacts and assess all benefits and liabilities (See Policy 10.L and Policy 10.M).

4. LU-69

MEASURE 3. CREATE FOCUSED SPECIAL STUDIES. Some areas of the City have special needs or conditions that would benefit from detailed investigations which may address issues such as allowable land use patterns, design standards, zoning codes and other property development standards. They may include detailed regulations, conditions, programs and proposed designations supplemental to the General Plan, including infrastructure requirements, resource conservation, and implementation measures, and

1 identify potential changes in land use that may be appropriate to meet future needs. The
2 General Plan designates the allowable mix of uses within each Focused Special Study area
3 and identifies land use and development goals. To accommodate possible development
4 within these areas before the Focused Special Studies are completed, an underlying
5 designation or designations will identify the anticipated land uses for the first three.

6 **A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study.** (Text
7 regarding the Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study to
8 remain as is.)

9 **B. Ballona Creek Focused Special Study.**

10 Pursuant to the 1996 General Plan Update, a Ballona Creek Focused Special Study was
11 completed to determine whether there is potential for enhancing its use as a recreation
12 resource and improving its general condition and appearance. The completed study
13 contemplates a variety of improvements, which could be implemented to achieve those goals.

14 Once a natural waterway, Ballona Creek's primary purpose is to serve as a flood control
15 channel. Consistent with many other channels under the jurisdiction of the Los Angeles
16 County Flood Control District and the U.S. Army Corps of Engineers, a bike path was
17 included within the channel to provide recreation and transportation opportunities.

18 Protect and preserve the safety and quality of life of the residential, commercial and industrial
19 properties adjacent to the Ballona Creek by assuring that all improvements are designed with
20 the following objectives:

- 21 ▪ Maintain or improve the ability of Ballona Creek to carry floodwaters;
- 22 ▪ Provide safety, security and crime prevention improvements and prohibit the
23 construction of new access trails through residential neighborhoods, local streets or
24 local parks;
- 25 ▪ Buffer adjacent properties from noise and maintain the privacy of adjacent properties
26 through the provision of improvements including, but not limited to any or all of the
27 following: additional landscaping, fencing, vertical separation, and/or horizontal
28 separation between those properties and the bike trail;
- Establish design guidelines that minimize visual clutter and establish lighting design
guidelines that minimize glare and spillover into adjacent properties;
- Establish maintenance standards that provide for erosion, weed, and graffiti control
and trash and debris removal;
- Use landscape materials that are low-maintenance, plants should be native and/or
drought-tolerant species;

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- Encourage bicyclists and pedestrians to move through the trail system, by limiting the development of rest stops along the bike path;
- Ensure that any proposed improvements to Ballona Creek and/or the bike path are thoroughly evaluated according to all applicable laws and regulations, including the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA);
- Ensure that any proposed improvements either improve or do not negatively impact water quality in Ballona Creek;
- Ensure that any agency, group or organization interested in designing, installing and maintaining any improvements to Ballona Creek and/or the bike path work in collaboration with adjacent residents, property owners, businesses, interested parties and the City, and give them the opportunity to provide meaningful input with respect to planning, design, construction and operation. Consideration should be given to the concerns of adjacent and abutting residents;
- Ensure that any agency or group interested in designing, installing and maintaining any improvements to Ballona Creek and/or bike path coordinate with the City and all responsible government agencies and clearly indicate the respective agencies' specific responsibilities and jurisdictions with regard to any project;
- Work with Los Angeles County to establish reasonable hours of operation of public use areas.

(Figure LU-23 Ballona Creek Focused Special Study will remain.)

BALLONA CREEK-RELATED CHANGES TO THE OPEN SPACE ELEMENT

5. OS-13

GOAL: A community that provides recreational, historical, and cultural opportunities.

In comparison to established standards, Culver City residents have more than adequate access to regional park resources. The City's local open space resources fall short, however, of the goal of 3-acres per 1,000 people. The open space within Culver City defined as local parkland is deficient by 27 acres, as would be required to serve its 39,000 residents. Seven of the City's neighborhood parks also fall short of the desired minimum of five acres. The City's school playground space (32.5 acres) is deficient when compared to the goal of 1-acre-per-1,000 residents. Based on the current joint-use agreements covering only 3.5 acres, the deficiency is 35.5 acres.

Convenient pedestrian access to open space resources is also deficient in the Lucerne-Higuera and McLaughlin neighborhoods. These neighborhoods do not contain a park, and access barriers separate them from their nearest resources. The Lucerne-Higuera neighborhood is separated from Syd Kronenthal Park by National Boulevard and separated

1 from Culver City Park by Jefferson Boulevard. The McLaughlin neighborhood is separated
2 from Tellefson Park by the San Diego Freeway.

3 The Ballona Creek Bike Path has open space value both as active recreation and as a
4 bikeway connection to regional beach resources. As a recreation feature of the Ballona Creek
5 flood control channel, it has not been enhanced or maintained sufficiently to make it an
6 attractive resource. Bicyclists and joggers do use the bikeway, although many have serious
7 concerns regarding the safety and aesthetics of the channel. These concerns are echoed by
8 those who live adjacent to Ballona Creek (See Land Use Element).

9
10 **6. OS-14**

11 ***Policy (2.G)***

12 Maintain and enhance the active recreation opportunities along the Ballona Creek bike path
13 while ensuring the safety and privacy of adjoining neighborhoods (see Land Use Element).

14
15 **7. OS-15**

16 ***Policy (2.H)***

17 Encourage the preservation of family-oriented recreational uses such as the Culver-Palms
18 YMCA and the Culver City Ice Arena.

19
20 **8. OS-15**

21 ***Policy (2.I)***

22 Develop a safe and convenient pedestrian and bicycle link between the Lucerne-Higuera
23 neighborhood, south of National Boulevard, and Syd Kronenthal Park.

24
25 **9. OS-19**

26 ***MEASURE 2. CREATE FOCUSED SPECIAL STUDIES.***

27 Focused Special Studies are identified within the Land Use and Circulation Elements for
28 areas where special conditions or potential indicate a need for more detailed analysis and
recommendations. This allows flexibility to focus land use and development on the goals of a
specific location.

Focused Special Studies identified for the Blair Hills/Baldwin Hills area and for Ballona Creek
will include standards and guidelines for protection, development and enhancement of
existing and potential open space resources. Each study will describe the location and type of
open space resources appropriate within the focused study area and the relationship of open
space resources to other identified land uses. The studies may also discuss subjects such as
infrastructure requirements (including access, water, drainage, resource conservation and
demand on City maintenance services) and funding strategies (see Land Use Element).

The Focused Special Study for Culver Boulevard will address open space potential in
addition to the circulation issues.

***A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study (Text
regarding the Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study to
remain as is.)***

B. Ballona Creek Focused Special Study

Pursuant to the 1996 General Plan Update Ballona Creek was studied to determine whether there is potential for enhancing its aesthetics and its use as a recreation resource. Upon the completion of the Ballona Creek Focused Special Study process, it was determined that in order to protect the residential, commercial and industrial properties adjacent to the Ballona Creek, all improvements to Ballona Creek or trail should be designed with the following objectives:

- Maintain or improve the ability of Ballona Creek to carry floodwaters;
- Provide safety, security and crime prevention improvements and prohibit the construction of new access trails through residential neighborhoods, local streets or local parks;
- Buffer adjacent properties from noise and maintain the privacy of adjacent properties through the provision of improvements including, but limited to any or all of the following: additional landscaping, fencing, vertical separation, and/or horizontal separation between those properties and the bike trail;
- Establish design guidelines that minimize visual clutter and establish lighting design guidelines that minimize glare and spillover into adjacent properties;
- Establish maintenance standards that provide for erosion, weed, and graffiti control and trash and debris removal;
- Use landscape materials that are low-maintenance, plants should be native and/or drought-tolerant species;
- Encourage bicyclists and pedestrians to move through the trail system, by limiting the development of rest stops along the bike path;
- Ensure that any proposed improvements to Ballona Creek or the bike path are thoroughly evaluated according to all applicable laws and regulations, including the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA);
- Ensure that any proposed improvements either improve or do not negatively impact water quality in Ballona Creek;
- Ensure that any agency, group or organization interested in designing, installing and maintaining any improvements to Ballona Creek and/or the bike path work in collaboration with adjacent residents, property owners, businesses, interested parties and the City and give them the opportunity to provide meaningful input with respect to planning, design, construction and operation. Consideration should be given to the concerns of adjacent residents;

- Ensure that any agency or group interested in designing, installing and maintaining any improvements to Ballona Creek and/or bike path coordinate with the City and all responsible government agencies and clearly indicate the respective agencies' specific responsibilities and jurisdictions with regard to any project;
- Work with Los Angeles County to establish reasonable hours of operation of public use areas.

BALLONA CREEK-RELATED CHANGES TO THE CIRCULATION ELEMENT

10. C-19

Policy (3.B)

Expand the bicycle system to include loops which connect the Ballona Creek Bicycle Path to activity centers in the City. Bike path connections should be carefully limited to arterial streets. Decisions to locate additional bike path connections via non-arterial streets should be determined through a collaborative process during which adjacent residents, property owners, businesses and interested parties are provided the opportunity to provide meaningful input with respect to planning, design, construction and operation.

11. C-31

MEASURE 5. ADOPT A CITYWIDE BIKEWAY PLAN.

There are presently two marked bikeways which serve Culver City: the Ballona Creek Bike Path and bike lanes along Venice Boulevard.

The existing bikeway system within the City is proposed to be expanded with connections to the regional system. A Citywide Bikeway Plan will be developed which identifies potential bikeways and sets standards for construction and support facilities. Classification of the existing and proposed bikeway are indicated in Figure C-6, Existing and Proposed Bikeway Classification Map.

A. Coordinate Citywide Bikeway Policies with Ballona Creek-Related Policies in the Land Use and Open Space Elements.

The 1996 General Plan Land Use Element designated Ballona Creek as a Focused Special Study Area to determine its potential for development as a recreation resource. The Circulation Element supports this intention through classification of the Ballona Creek bikeway as a Class I Bike Path. The Citywide Bikeway Plan seeks to visually and physically link this bikeway to other circulation systems and open space resources. Functional considerations addressed by the Bikeway Plan will be balanced with concerns regarding the safety, aesthetics, noise, interagency coordination regarding maintenance and development, and the effects of appropriate and inappropriate use on adjacent residential properties. Ongoing safety and maintenance programs will be addressed by Land Use Element and Open Space Element Policies.

B. Develop a Class I bike path within the Exposition Right-of-Way. *(This section to remain as is.)*

C. Develop a Bikeway along Culver Boulevard.

1 (This section to remain as is.)

3 **D. Develop a Bikeway Loop connecting the Ballona Creek Bike Path to Downtown.**

4 By designating a Class II bicycle lane along Overland Avenue, Culver Boulevard and
5 Washington Boulevard through downtown connecting to Ballona Creek and the Exposition
6 Right-of-Way, a complete bikeway loop can be created. Bike path connections should be
7 carefully limited to arterial streets and decisions to locate additional bike path connections via
8 non-arterial streets should be determined through a collaborative process during which
9 adjacent residents, property owners, businesses and interested parties are provided the
10 opportunity to provide meaningful input with respect to planning, design, construction and
11 operation.

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Main Street, 1947

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CIRCULATION ELEMENT

This Circulation Element is one of nine Elements of the Culver City General Plan. The complete list of General Plan documents includes:

General Plan Overview, 19945 +
Land Use Element, 19945 +
Circulation Element, 19945 +
Housing Element, 19945 +
Open Space Element, 19945*
Noise Element, 19945+*
Conservation Element, 1973
Seismic Safety Element, 1974
Public Safety Element, 1975
Scenic Highways Element, 1975**
Recreation Element, 1968
Glossary, 19945 +

- + Draft Element Prepared by Gruen Associates;
Final Elements prepared by City staff.
- * Draft Element prepared by Gruen Associates and
Takata Associates; Final Element prepared by City staff.
- +* Draft Element prepared by Gruen Associates and
Mestre Greve Associates; Final Element prepared by City staff.
- ** Superseded and eliminated by adoption of 1995 Circulation
Element.

Downtown Culver City, 1940's

PURPOSE OF THE CIRCULATION ELEMENT. Local and regional transportation systems must be effectively linked to both serve and protect Culver City's residents and businesses. State law requires each city to have an up-to-date Circulation Element of the General Plan (Government Code §65302(b)) which identifies transportation systems and facilities in correlation with the Land Use Element. Recent legislation requires that the County adopt a Congestion Management Program (CMP), addressing the linkages between land use, regional roadways, transit performance, air quality objectives, and Transportation Demand Management (TDM) measures; (such as ridesharing, parking management, transit incentives, bicycle use), per GC §65089. ~~Cities must conform to the County Program (GC §65089.4), but need not develop a city-level CMP as part of their Circulation Element (GC §65089.5).~~ CMP conformance is required in order to continue receiving state gas tax funds and to preserve eligibility for other state and federal transportation dollars. Failure to maintain conformance does not place the General Plan in jeopardy unless the CMP has been incorporated into it specifically.

REGIONAL POLICY. In addition to the local traffic patterns affecting the City, the Circulation Element responds to regional transportation policies (see Table C-1, Transportation Agencies and Relationship to Culver City Policies). Current policy initiatives which affect travel and transportation systems to and through the City are addressed relative to their effects on Culver City's mobility and land use patterns. Culver City's need and desire to connect to the surrounding region must be balanced with the protection of the City's small-town qualities.

Federal and State legislation has vested the Southern California Association of Governments (SCAG) with the responsibility to prepare

AQMD	South Coast Air Quality Management District
AQMP	Air Quality Management Plan
ATSAC	Automated Traffic Surveillance and Control
CAA	Clean Air Act
CCAP	Congested Corridor Action Plan
CMA	Critical Movement Analysis
CMP	Congestion Management Program (or Plan)
ETB	Electric Trolley Bus
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ISTEA	Intermodal Surface Transportation Efficiency Act
LADOT	Los Angeles Department of Transportation
LOS	Level of Service
LRT	Light Rail Transit
MTA	Los Angeles County Metropolitan Transportation Authority
RCP	Regional Comprehensive Plan
RME	Regional Mobility Element (also referred to as RMP)
RMP	Regional Mobility Plan
SCAG	Southern California Association of Governments
SMMBL	Santa Monica Municipal Bus Lines
SRTP	Short Range Transit Plan
TIP	Transportation Improvement Program
TDM	Transportation Demand Management
UMTA	Urban Mass Transit Authority
V/C	Volume to Capacity ratio

regional transportation plans and programs, regional housing needs assessments and portions of the regional air management plans relating to land use, housing and employment. SCAG, in conjunction with other governmental agencies and the utilities, is has prepared a Regional Comprehensive Plan (RCP) as the blueprint for managing growth and resources in the region. The RCP will combines complementing policies adopted for the various functional elements.

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~~SCAG's Regional Mobility Plan (which links regional mobility to growth management, housing and air quality) will be revised and incorporated as an element (Regional Mobility Element, RME) of the RCP. Element (RME) of the RCP is the latest update of the Regional Transportation Plans required by federal and state law. The RME responds to the Clean Air Act and outlines a 20-year strategy for meeting the region's mobility goals. The RME links growth management as a means to improve regional mobility with the goal to sustain mobility, foster economic development, enhance the environment and reduce energy consumption.~~

The South Coast Air Quality Management District (AQMD), because of the interrelationship of transportation and air quality, coordinates with SCAG in regional planning efforts. Similar to the RME, regional plans and programs in AQMD's Air Quality Management Plan (AQMP--which addresses issues related to mobile, stationary and new source reduction) will be ~~were~~ incorporated into the RCP.

At the Los Angeles County level, the Metropolitan Transportation Authority (MTA) is charged with implementing the federal, state and regional plans. To that end, the MTA has prepared the following plans and programs.

The 30-Year Plan Transportation for the Twenty-First Century: A Plan for Los Angeles County (known as the 20-year Long-Range Plan). ~~The~~ In February, 1995, MTA has proposed a adopted the 320-Year Integrated Transportation long-range Pplan dated April 1992, which is a strategic planning tool providing the framework necessary to develop and evaluate the most cost-effective means of providing for the County's transportation needs. Among other thing, it establishes a framework of highway, bus, rail, and demand management strategies and matching financial strategies designed to address current and projected mobility needs.

Included in the long-range plan are proposals to provide High Occupancy Vehicle (HOV) lanes on the San Diego (I-405) and Santa Monica (I-10) Freeways in the area of Culver City. The I-405 HOV lanes will be provided by the addition of new lanes, while the I-10 HOV lanes will be provided by converting existing lanes. The installation of these HOV lanes is not anticipated to occur until the latter part of the long-range planning period.

Highway, Bus, Rail and Pedestrians

The 320-Year Pplan is designed to be flexible. As the MTA moves forward and as programs, projects and strategies evolve, the 320-Year Pplan will be updated to reflect these changes.

Congestion Management Program. In compliance with State law, the MTA adopted a Congestion Management Program (CMP) in November 1992 which was subsequently refined by the 1993 CMP. The goal of the CMP is to reduce congestion on the designated CMP Highway Network and improve air quality in the region. The CMP highway system network for Los Angeles County consists of all

Table C-1 Transportation Agencies and Relationship to Culver City Policies

Agency	Principal Plans or Programs	Responsibilities Relative to General Plan Policies
Culver City Community Development Department, Planning and Engineering Divisions, and Public Works Department, Engineering Division	General Plan Circulation Element; Capital Improvement Program (CIP).	Participate with GPAC in preparation of the Circulation Element of the General Plan Update for submittal to the City Council. Prepare and administer the CIP to implement infrastructure improvements. Work with other appropriate City departments and outside agencies to respond to transportation-related issues.
Culver City Transportation Department (CityBus)	Short-Range Transit Plan (SRTTP); Bus Yard Relocation.	Prepares the SRTTP monitoring and planning service and ridership, and submits it to SCAG and MTA for approval of funding. The Bus Yard Relocation project may also involve participation by LADOT Commuter Express and paratransit services.
City of Los Angeles Department of Transportation (LADOT)	City of Los Angeles Highways and Freeways Element; Smart Corridor Project; Traffic Study Guidelines; Traffic Studies for Discretionary Projects; Automated Traffic Surveillance and Control (ATSAC).	Participates with LA City Department of City Planning in revising Community Plans in areas adjacent to Culver City. Co-manages Smart Corridor demonstration project with Caltrans, and operates ATSAC. Manages traffic studies and programs transportation facility improvements for discretionary development projects in the City of Los Angeles including Playa Vista. May participate in the City Bus Yard Relocation project.
Los Angeles County Department of Regional Planning (LACDRP)	County Highway Plan.	Maintains countywide General Plan, including County Highway Plan, which designates roadway classifications for specific facilities in and around the City.
Los Angeles County Metropolitan Transportation Authority (MTA)	Congestion Management Program (CMP); 3020-Year Long Range Plan. Short-Range Transit Plan.	Prepares and updates CMP, which sets performance criteria for specific roadways and transit facilities, and requires TDM efforts and monitoring of land use impacts. Plans and programs transportation systems and funding countywide. Prepares SRTTP monitoring and planning service and ridership, and submits it to SCAG for approval of funding.
Southern California Association of Governments (SCAG)	Regional Comprehensive Plan (RCP); Air Quality Management Plan (AQMP); Transportation Improvement Program-Clean Air Act (TIP/CAA) Conformity.	Prepares RCP, involving the City in a subregional effort to plan long-range land use and transportation needs and improvements. Participates with AQMD in preparation of land use and transportation control measures of AQMP. Reviews transportation facility improvements receiving federal funds for conformity to TIP/CAA requirements.
South Coast Air Quality Management District (AQMD)	Air Quality Management Plans: 1989-1991-1993; Regulation XV.	Prepares the AQMP with the assistance of SCAG. Administers Regulation XV affecting all major employers in the basin.
California Department of Transportation (Caltrans)	System Plan; Project Study Reports; Smart Corridor Project.	Plans and operates regional freeway system and surface highways, including Venice and Lincoln Boulevards. Co-manages Smart Corridor demonstration project with LADOT.

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freeways, state highways and selected local arteries. The roadways in the greater Culver City area affected by the CMP include the Santa Monica Freeway (I-10), the San Diego Freeway (I-405), the Marina Freeway (SR-90), Lincoln Boulevard (SR-1), and Venice Boulevard (SR-187), with and La Cienega Boulevard currently proposed for inclusion.

~~*Congested Corridor Action Plan (CCAP).*~~ The CCAP can be considered the work plan for pursuing goals and mandates of both the 30-Year Plan and the CMP. This plan designates eleven of the most congested corridors in the county, and identifies specific actions and projects to address them. The San Diego and Santa Monica Freeways (located partially in and adjacent to Culver City) are the two congested corridors which directly affect City traffic.

Currently, MTA is reviewing four fixed guideway projects located in the corridors which would potentially link Culver City with other regional centers. They are:

~~*Exposition Right-of-Way Transit Project.*~~ The MTA is currently preparing a study which will analyze route and mode (light rail, electrified trolley or bus) alternatives to connect USC/Exposition Park with Santa Monica. Only one of the five proposed routes does not use the old Southern Pacific Railroad right-of-way that parallels National and Exposition Boulevards through Culver City. This project, consequentially, has greatest potential impacts on Culver City. The Exposition Corridor would eventually be connected with an extension of the Blue Line light rail system from downtown Los Angeles to USC/Exposition Park.

~~*Green Line Northern Extension.*~~ The Green Line is a light rail project that runs along the Century Freeway from Downey to the Aviation Station on Imperial Highway, southeast of Los Angeles International Airport (LAX). The proposed Northern Extension runs from the Aviation Station to the LAX Transit Center and the Westchester central business district. When complete, the Green Line Northern extension will permit connecting service to the current Culver City Bus route 6 from the LAX Transit Center.

~~*Los Angeles International Airport (LAX) to Palmdale Rail Transit Project.*~~ This is a public-private joint venture proposal to construct a rail transit connection from LAX to Palmdale Airport via the I-405 and SR-14 freeways.

~~*Santa Monica Boulevard Rail Project.*~~ This is a multi-agency effort to study the feasibility of developing a monorail between the San Diego Freeway (I-405) and the Hollywood/Highland Metro Red Line Station. The study may be expanded to link with LAX.

A fixed guideway project, which is not listed in the CCAP but potentially could provide service to Culver City, is the Electric Trolley Bus (ETB) along Venice Boulevard. MTA will review potential for construction after completion of a ETB demonstration project elsewhere in the county.

image to be provided in final document

Fixed Guideway Transit

~~As these lines are currently undergoing feasibility studies or design, actual start dates for operation have yet to be determined.~~

Los Angeles County Highway Plan. The current Los Angeles County Highway Plan was adopted by the County Board of Supervisors in November of 1980. The plan has subsequently been amended with the most recent amendment occurring in 1988. The facilities within Culver City designated on this plan are depicted on Figure C-1, County Highway Plan for the Culver City Area. The facilities indicated on the plan that are inconsistent with Culver City's circulation policies include: the future extension of Slauson Avenue through to McLaughlin Avenue; the future extension of Stocker Street to Overland Avenue; the classification of National Boulevard as a Major Highway and Higuera Street as a Secondary Highway (see Goals, Objectives and Circulation Policies section).

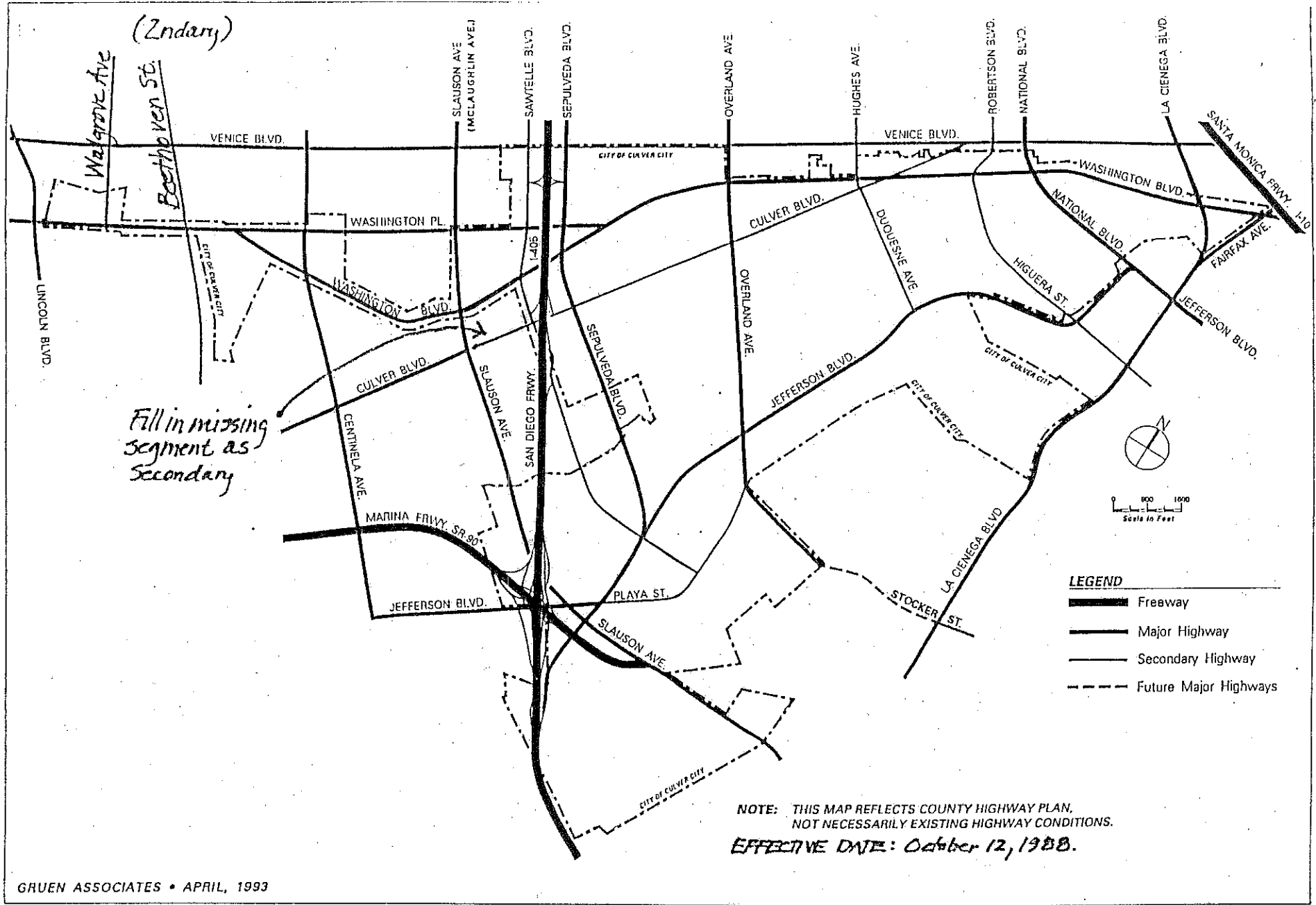
Regional policies and programs that increase mobility, by reducing traffic, support Culver City's objectives. Policies that improve mobility by diverting regional traffic through Culver City compromise those objectives. The common goals of increased mobility and congestion management may be achievable to the extent Culver City has an active voice in the development of regional transportation policies.

LOCAL CONDITIONS. The common roadway hierarchy expected in an urban city, where local streets feed collectors and so on up the ladder to arterials and freeways, lacks some important connections and through-routes in Culver City. The major significant streets in the City and their number of travel lanes are depicted in Figure C-2, Existing Street System: Travel Lanes. Much of the basic City roadway network was established during the early part of the century. Later, during the early 1960s, the freeway network in the area was constructed and was

overlaid on the existing roadway network. Because of this, often local streets connect directly to arterials. This, coupled with the diagonal nature of the arterials, promotes use of the City streets by through-traffic, and often results in commuter traffic passing through residential neighborhoods. The street system is also full of discontinuities, with some streets difficult to follow. The diagonal nature of the arterial system also results in a number of skewed intersections that lead to decreased intersection capacity.

Because of the proximity of several important freeways and the level of development surrounding the City, it is often traversed by traffic which has neither origin nor destination within the City. This through-traffic often finds the City's arterials to be convenient short cuts.

Culver City is in the somewhat unique position of having its own public transit system, Culver CityBus, which serves both local and regional ridership. This enables the City to use its municipal bus system to influence and mitigate local and regional growth pressures. Currently in the first quarter of 1995 CityBus carried an average of 11,700-13,200 passengers per weekday and over 8,700-11,000 passengers over the weekend. Increased emphasis on the availability and convenience of public transit, resulting in increased ridership, can reduce vehicular traffic and also contribute to improving air quality. Through CityBus service and other links to public transit, in addition to participation in regional forums, Culver City has an opportunity to shape regional transportation systems, rather than be shaped by them.



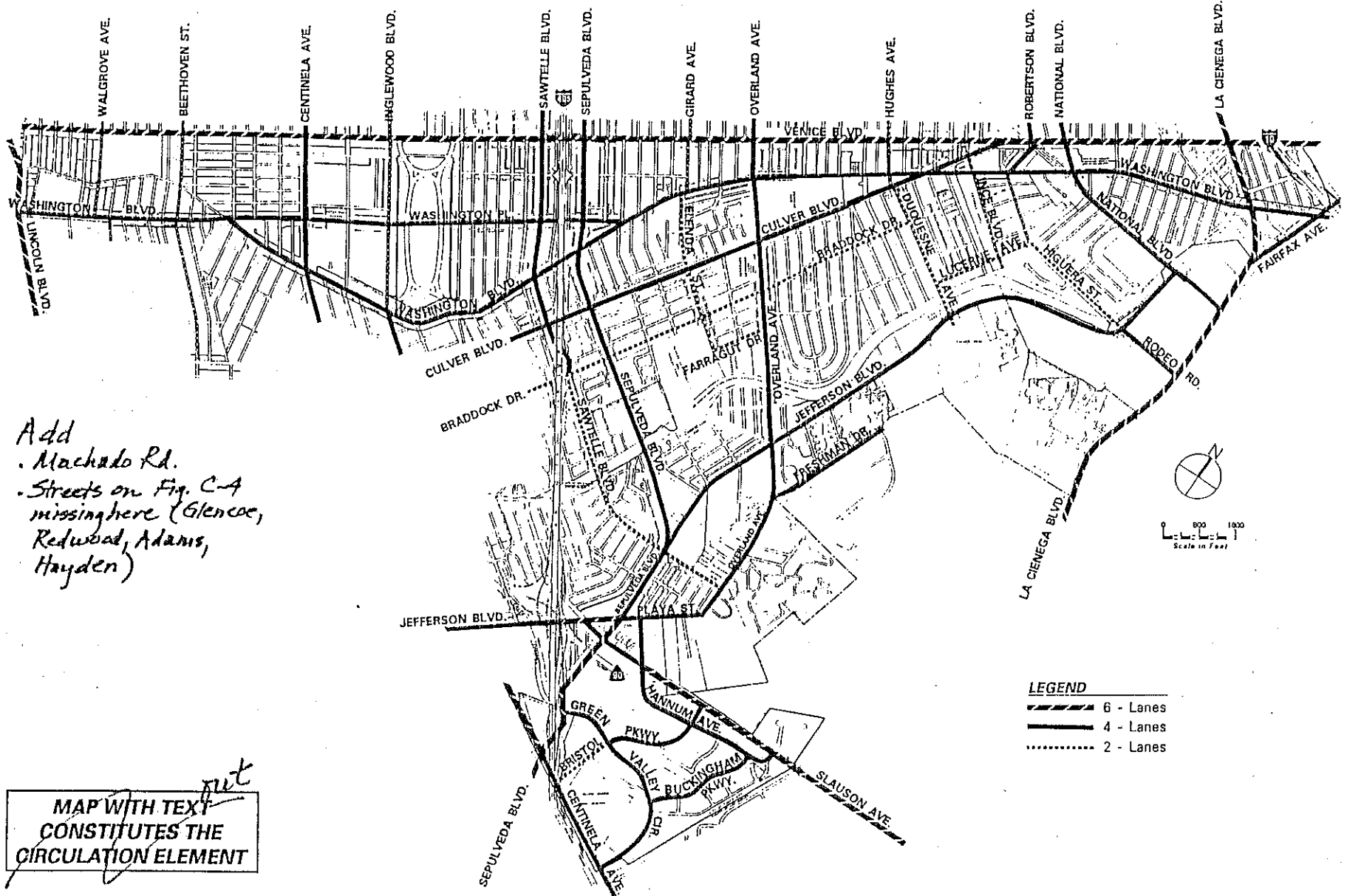
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CULVER CITY
GENERAL PLAN

FIGURE C-1
County Highway Plan for the Culver City Area

C I R C U L A T I O N E L E M E N T



SF

Add
 • Machado Rd.
 • Streets on Fig. C-4 missing here (Glencoe, Redwood, Adams, Hayden)

MAP WITH TEXT
 CONSTITUTES THE
 CIRCULATION ELEMENT

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CULVER CITY
 GENERAL PLAN

Date ..

FIGURE C-2

Existing Street System: Travel Lanes

Culver CityBus

A VISION FOR MOBILITY IN THE CULVER CITY AREA.

Mobility within Culver City has been generally fair to excellent, with moderate overall traffic volumes. Culver City's location in relationship to the San Diego Freeway (I-405), Santa Monica Freeway (I-10), La Cienega, Jefferson and Venice Boulevards, however, has made it a traditional short-cut for through-traffic. Growing congestion from higher levels of allowed density in adjacent and nearby jurisdictions, coupled with the diagonal nature of the City's circulation arteries relative to these regional roadways and freeways has pushed regional traffic onto the City's local street system.

Based on 1991 traffic studies the highest traffic volumes (over 43,000 vehicles per day) in the City occur on Slauson Avenue east of the SR-90 intersection (40,900 vehicles per day), Sepulveda Boulevard south of Sawtelle (42,300 vehicles per day), Boulevard and La Cienega Boulevard (46,700 vehicles per day). Except for the Sepulveda Boulevard segment, these facilities are access controlled and each has six travel lanes, appropriate to their heavy traffic volumes. Still,

congestion within the City occurs mostly due to intersection constraints rather than lack of roadway capacity between intersections, ~~with only seven of the City's~~ Only 12 intersections, either partially or wholly within the City, experiencing poor to failing conditions, or what is referred to as Level of Service E and/or F, in the morning and/or afternoon peak hour. They are the Venice Boulevard intersections at Sawtelle Boulevard, Sepulveda Boulevard, and Overland Avenue; the Washington Boulevard intersections at Centinela Avenue, Inglewood Boulevard, Overland Avenue and La Cienega Boulevard; Washington Place at Centinela Avenue; the Sepulveda Boulevard intersections at the I-405 NB On-and Off-Ramps, and Centinela Avenue; Culver Boulevard at Overland Avenue and Jefferson Boulevard at Duquesne Avenue.

The Circulation Element aims to reclaim and revitalize the local street system through a proactive stance to protect and promote Culver City's interests regarding issues of public transit priorities, performance criteria for rail corridors serving the City, street widening, on-street parking, and intrusion of traffic and parking into residential neighborhoods.

Circulation Element policies seek to reduce automobile travel by establishing a context for Transportation Demand Management (TDM) programs (such as ridesharing and alternative work schedules), capitalizing on the existing CityBus transit system and the Ballona Creek Bike Path, ~~while adding and studying maximum appropriate~~ limits on the number of parking spaces for specific uses and areas. The Element also establishes a basis for coordination and balance between transportation objectives and such considerations as the potential effectiveness of air quality, noise and open space improvements.

In order to support Culver City's vision for the future, the Circulation Element is built around the following goals:

- Integrated local and regional transportation systems that serve residential and business needs.
- Residential neighborhoods that offer residents the qualities of a peaceful small-town environment.
- An urban design, urban forest, open space network that links neighborhoods and businesses, and instills civic pride.
- Clear and consistent guidance for balanced growth.
- Ample and efficient City services and infrastructure.

Afternoon Traffic - Downtown Culver City

STREET SYSTEM CLASSIFICATION. Figure C-4, on the following page, is the Circulation Element Map which illustrates the street and transit network required to meet the City's 2010 traffic demands. Streets are classified according to their primary function and capacity. Functional characteristics define five street types.

Local Streets. Local streets are the bridge by which vehicles travel between private parking and driveways to the larger, non-local streets. Generally, local streets (such as Irving Place, Kinston Avenue, Selmaraine Drive and McConnell Avenue) do not exceed sixty (60) feet in right-of-way width and are found mostly in residential neighborhoods, although these streets can serve other non-residential land uses. The cross-section of a typical local street (detailed in Figure C-3, Local Street Typical Cross-section) consists of two 5-foot sidewalks, two 4½-foot landscaped parkways, two 12-foot travel lanes, two 8-foot parking lanes, and two 6-inch wide curbs. It would be preferable, however, to have 10-foot travel lanes and a 36-foot total roadway width to discourage speeding and through traffic on local streets. It would also be preferable to have the combined sidewalk/parkways to be 12-feet wide to accommodate street furniture and street trees. Street furniture consists of amenities such as decorative street lighting, planter pots, and benches. (Please note that local streets are not indicated on the Circulation Element Map.)

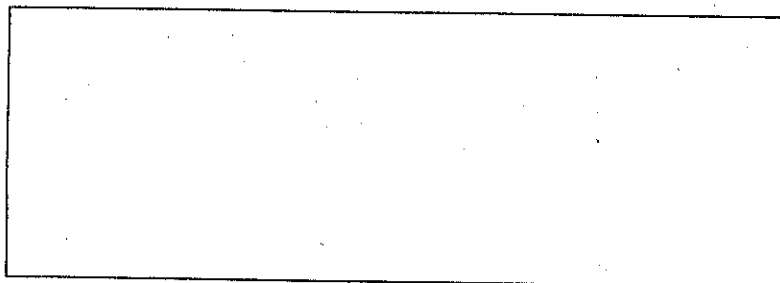


Figure C-3 Local Street Typical Cross-section

Neighborhood Feeder. Neighborhood Feeder streets are generally located within residential neighborhoods and provide the commonly used direct route between local residential streets and the adjacent arteries. They are not designed to attract traffic traveling through the neighborhood, however, historically many such streets have become bypass routes. Designated neighborhood feeder streets include:

- Beethoven Street
- Braddock Drive (Washington to Hayden)
- Elenda Street (Washington to Culver)
- Girard Avenue
- Higuera Street
- Lucerne Avenue
- Redwood Avenue
- Walgrove Avenue

Collector. Collector streets provide a means for the movement of traffic from local streets to larger streets. Generally, right-of-way widths for collectors vary from 60 to 79 feet. Collectors are two-lane roadways. Designated collectors include: Currently no streets are designated collector; the designation is available for future use.

- Elenda Street (Washington to Hayden)
- Girard Avenue
- Higuera Street (Washington to Culver)
- Lucerne Avenue

Secondary Artery. Secondary Arteries serve as links between collectors and primary arteries. It is desirable that right-of-way widths for secondary arteries be in the range of 80 to 94 feet. Although some, such as Braddock Drive, do not meet this dimension, they still serve this function. The number of travel lanes also varies between two and four lanes. Designated secondary arteries include:

- Beethoven Street
- Braddock Drive
- Bristol Parkway
- Buckingham Parkway
- Hayden Avenue
- Higuera Street (Hayden to Jefferson)
- Inglewood Boulevard

- Duquesne Avenue
- National Boulevard
- Glencoe Avenue
- Redwood Avenue
- Green Valley Circle
- Sawtelle Boulevard
- Hannum Avenue
- Walgrove Avenue

Primary Artery. Primary Arteries serve as major cross-town thoroughfares and it is desirable that they have right-of-way widths of 95 feet or more; however, because of the constraints of existing development, many primary arteries have narrower rights-of-way. Traffic flow on primary arteries is characterized as high volume and fast-moving. Ideally, direct access onto primary arteries from private driveways should be limited or prohibited. Where private driveways are prohibited, primary arteries are designated as controlled access streets.

The number of lanes on primary arteries varies between four and six lanes plus left turn lanes. The primary arteries may have raised median islands such as there are on portions of Culver Boulevard. Designated primary arteries include:

- Adams Boulevard
- Playa Street
- Centinela Avenue
- Robertson Boulevard
- Culver Boulevard
- Sepulveda Boulevard
- Fairfax Avenue
- Slauson Avenue
- Jefferson Boulevard
- Venice Boulevard
- La Cienega Boulevard
- Washington Place
- Overland Avenue
- Washington Boulevard

Freeways. Two freeways, the San Diego (I-405) and the Marina (SR-90) traverse Culver City. The Santa Monica Freeway (I-10) abuts the northeastern corner of the City. Each of these facilities is operated by California State Department of Transportation (Caltrans) (California State Department of Transportation). Freeways are specialized arterials with limited access and grade separated

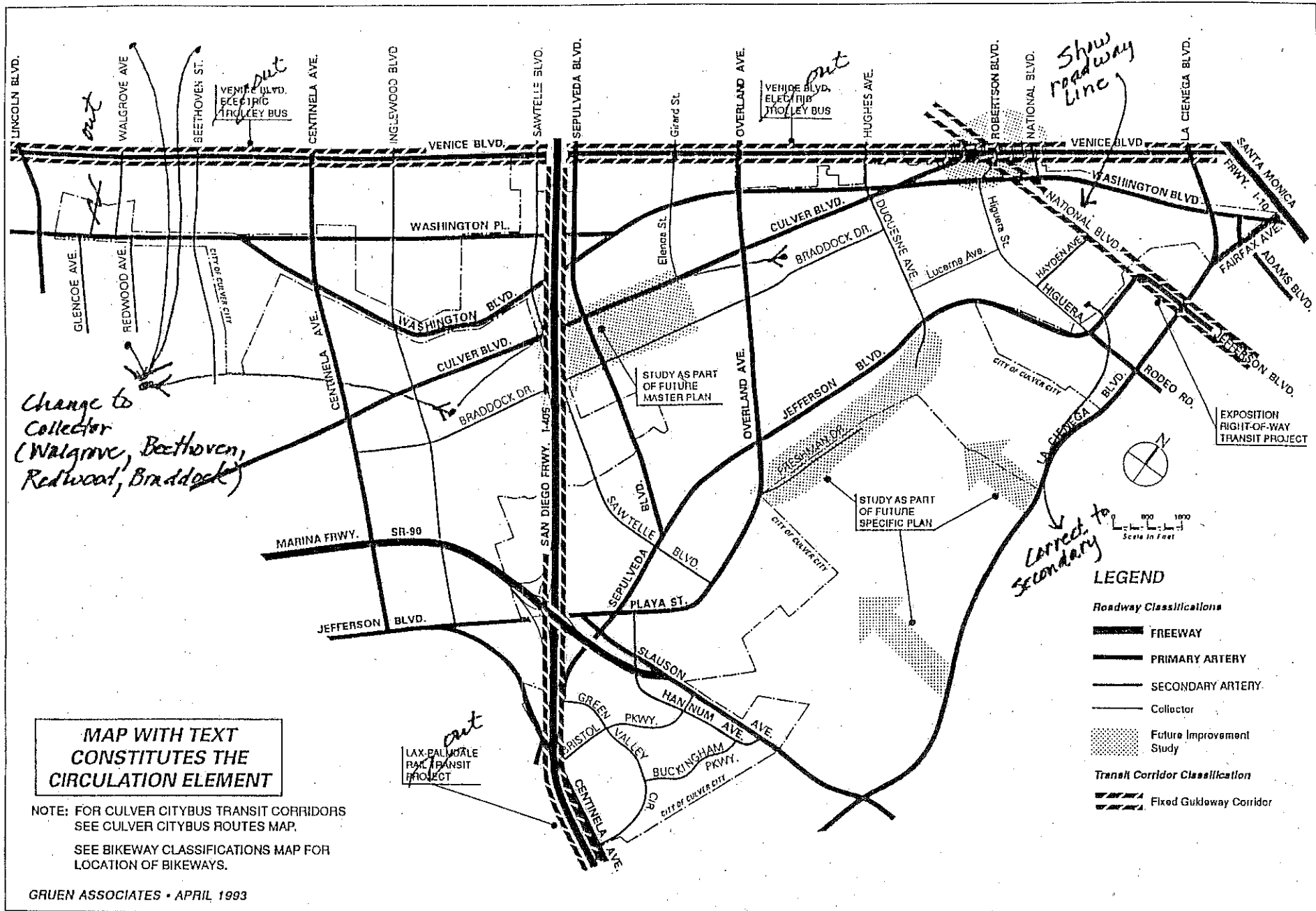
intersections from the City's street system. Their primary function is to carry large volumes of traffic at high speed throughout the region.

TRANSIT CORRIDORS. In addition to street system classification, the Circulation Element provides a system for classification of transit corridors. The City recognizes the importance of these corridors as resources and their potential effect on the City. They not only serve as links to the regional system; some corridors also provide intracity connections.

The Circulation Element recognizes two transit corridor classifications: Potential Fixed Guideways and City Bus Routes (which include shuttle routes).

~~**Fixed Guideway Corridor.** These are corridors that are proposed for development of either Light Rail Transit (LRT), Electric Trolley Bus (ETB) or monorail transit systems. As mentioned under Regional Policy, the MTA is studying proposals for five different fixed guideway projects which will potentially link Culver City with other regional centers. Only three are located in Culver City and, therefore, have been designated as Corridors on the Circulation Element Map. They are:~~

- ~~■ Exposition Right-of-Way Transit Project.~~
- ~~■ Los Angeles International Airport (LAX) to Palmdale Rail Transit Project.~~
- ~~■ Electric Trolley Bus Along Venice Boulevard.~~



CULVER CITY
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Date... FIGURE C-13
Circulation Element Map

C I R C U L A T I O N E L E M E N T

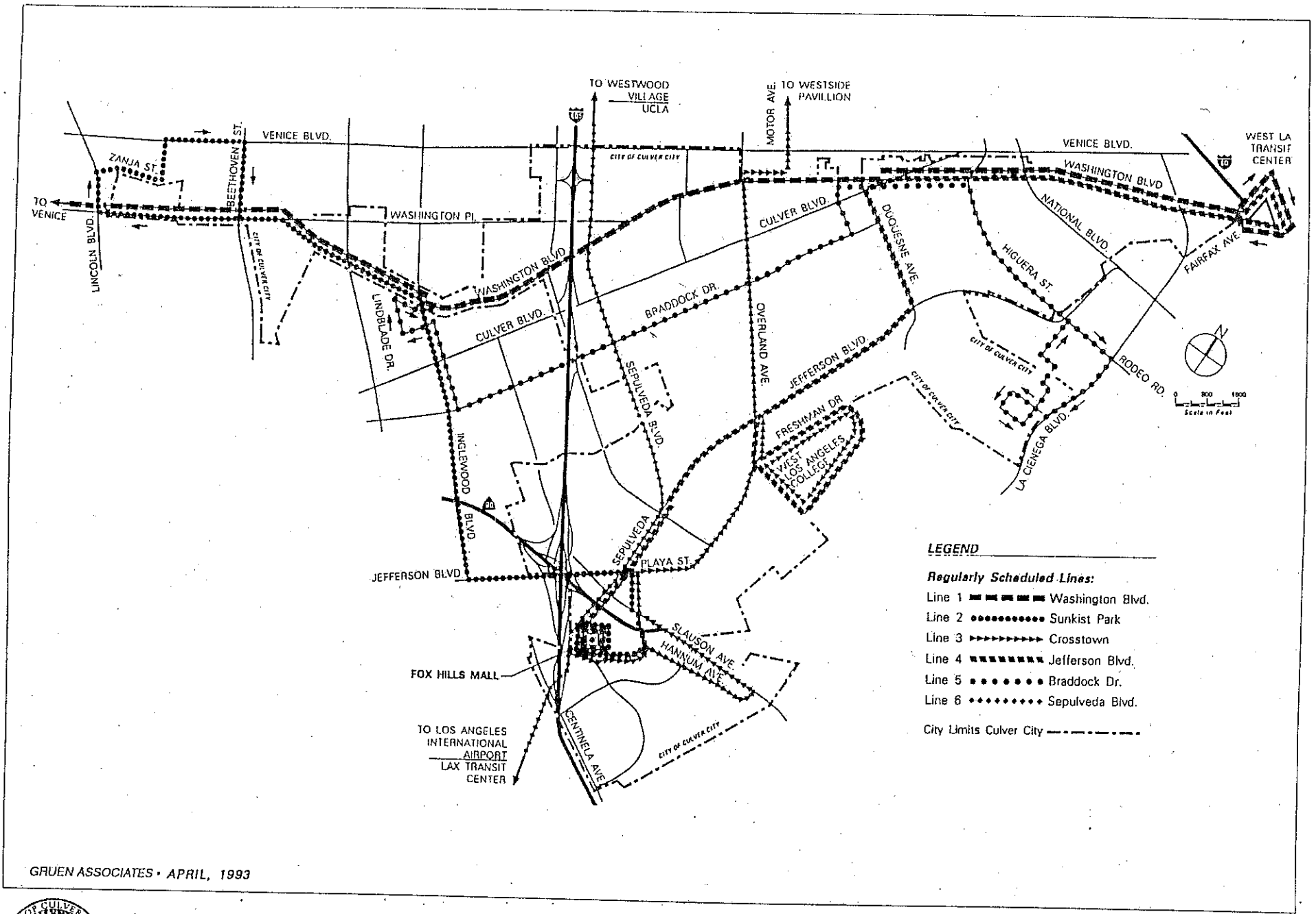
Potential Fixed Guideway. Prior to adoption of the MTA 20 year long-range plan in February 1995, MTA was considering a variety of Light Rail Transit (LRT) and monorail transit projects that potentially would have linked Culver City with other regional corridors. Due to funding constraints these projects were not included in the 20 year long-range plan, although MTA is preserving the option to develop them when and if funding can be identified. Of these projects, the Exposition Right-of-Way (EXPO ROW) transit project could have the most direct impact on the City. The EXPO ROW corridor parallels National and Exposition Boulevards from National's easterly entrance to the City at Jefferson Boulevard, traversing northwesterly (across Washington Boulevard) to exit the City at the Venice/Robertson Boulevards intersection.

The EXPO ROW corridor is bordered, variously, by parkland, residential, commercial and industrial development. Because of the potential for EXPO ROW transit project impacts on these adjacent land uses, and on two of the City's principal arteries, Circulation Element policies have been identified.

CityBus Routes. The Culver CityBus system operates six fixed-route bus lines which provide service to the City of Culver City and adjoining portions of the City of Los Angeles (see Figure C-5, Culver CityBus Routes) map.) Service is provided as far north as the UCLA bus terminal, south to the LAX Transit Center, east to the West Los Angeles Transit Center and west to Pacific Avenue in Venice. Transfers can be made at numerous locations with both the Santa Monica Municipal Bus Lines (SMMBL) and MTA bus lines as well as with Torrance Transit at the LAX Transit Center. If the MTA Green Line and proposed Exposition Line are completed, CityBus connections could occur with the Green Line at the LAX Transit Center and with the Exposition Line at Overland Avenue and Sepulveda Boulevard in West Los Angeles, and within Culver City at the Washington-National Boulevard intersection.

InterCity/Seven-Day Service. The InterCity service routes connect Culver City to major destination points outside the City limits, such as UCLA, LAX, Venice beach and the Westside Pavilion. InterCity routes occur mostly along Primary and Secondary Arteries and are intended to serve existing higher density development and anticipated future developments along these corridors. Land use designations along these routes include Medium Density Multiple Family, Planned Residential Development, Commercial Centers, Commercial Corridors, Industrial, Industrial Park and Institutional. These routes are intended to serve and encourage ridership for work, shopping and leisure trips seven days and evenings per week.

IntraCity/Five-Day Service. The IntraCity service routes connect residential and business areas within, or near to, Culver City limits. IntraCity routes occur along Local Streets and Collectors, as well as Primary and Secondary Arteries. These routes are intended to serve and encourage ridership from Low Density Single Family and Low Density Two Family neighborhoods, and the Jefferson Boulevard industrial area, as well as the multiple family, commercial, industrial and institutional uses served by the InterCity routes. IntraCity routes are intended to serve and encourage ridership by Culver City residents, including students and seniors, for workday trips.



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FIGURE C-54

Culver City Bus Routes Map

C-14

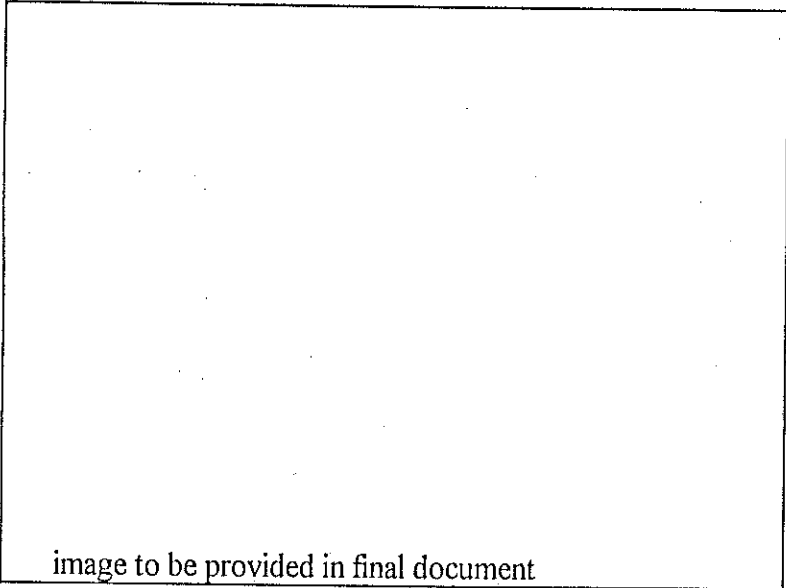
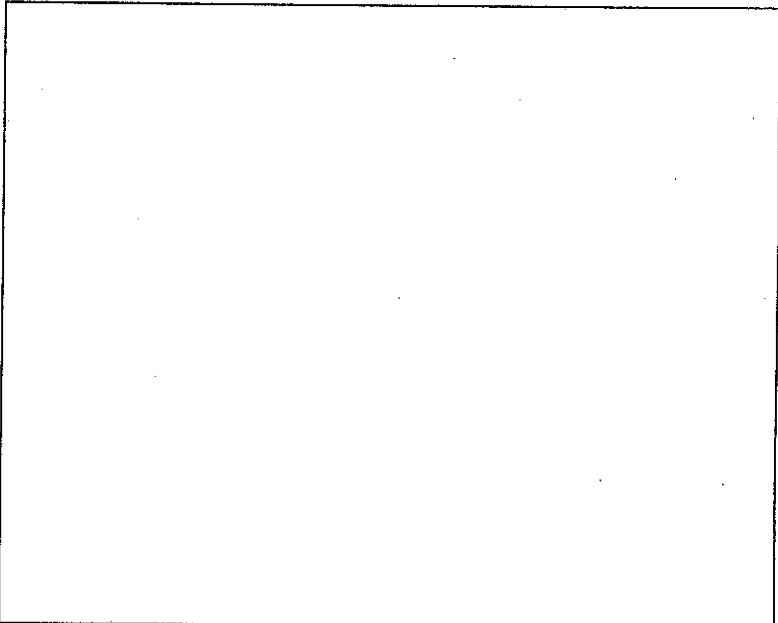


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Transit Modes

Class II Bike Lane. This classification supports a bicycle lane designated within a roadway shared with other vehicles and indicated by lane striping and signage.

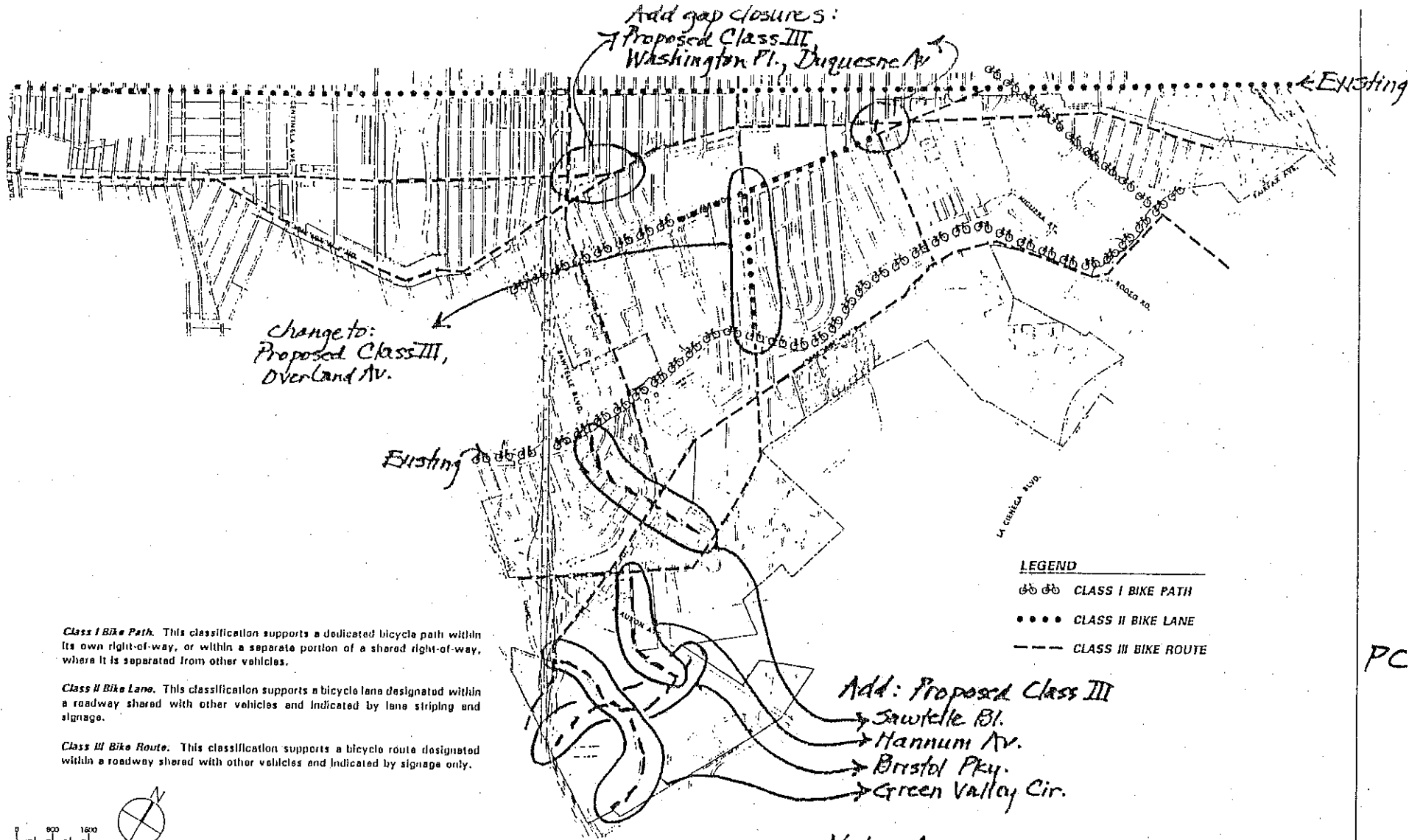
Class III Bike Route. This classification supports a bicycle route designated within a roadway shared with other vehicles and indicated by signage only.



Bicyclist on East Washington Boulevard-Bike-Route

BIKEWAY CLASSIFICATIONS. Bikeway classifications are intended to provide and encourage alternative access for both work and leisure trips within the City and the surrounding areas, as well as active recreation opportunities (see Figure C-6, Existing and Proposed Bikeway Classifications Map). Classifications are provided to identify types of bikeways and to assist in developing proposed bikeways, establishing specific bikeway standards and support facilities as part of a Citywide Bikeway Master-Plan (see Implementation Section and the Open Space Element).

Class I Bike Path. This classification supports a dedicated bicycle path within its own right-of-way, or within a separate portion of a shared right-of-way, where it is separated from other vehicles.



Class I Bike Path. This classification supports a dedicated bicycle path within its own right-of-way, or within a separate portion of a shared right-of-way, where it is separated from other vehicles.

Class II Bike Lane. This classification supports a bicycle lane designated within a roadway shared with other vehicles and indicated by lane striping and signage.

Class III Bike Route. This classification supports a bicycle route designated within a roadway shared with other vehicles and indicated by signage only.

LEGEND

---○--- CLASS I BIKE PATH

..... CLASS II BIKE LANE

--- CLASS III BIKE ROUTE

Add: Proposed Class III
 → Sawtelle Bl.
 → Hannum Av.
 → Bristol Pky.
 → Green Valley Cir.

Note: All Existing and Proposed bikeways will be identified.

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CULVER CITY
 GENERAL PLAN

Date ..
 Existing and Proposed

FIGURE C-65
 Bikeway Classifications Map

C I R C U L A T I O N E L E M E N T

C-16

GOAL: *Integrated local and regional transportation systems that serve residential and business needs.*

Several factors contribute to the integration of effective circulation within the City and surrounding areas. Traffic flow within Culver City ranges from excellent to fair. However, growing congestion from more densely developed neighboring areas is rapidly overflowing onto Culver City streets. Congestion and delays on Primary and Secondary Arteries encourage spillover and cut-through traffic in residential neighborhoods. Measures to improve movements on the City's roadways could reduce congestion and related air and noise pollution.

Increased transit ridership could further reduce congestion. Culver CityBus and other transit services provide mobility to transit-dependent populations (the young, elderly, disabled and persons with no other vehicle). Expansion and enhancement to transit service could attract additional ridership away from carpools or single occupant vehicle travel. However, those who live adjacent to transit facilities have serious concerns regarding the impacts that rail transit and maintenance yards may have on their neighborhoods. Transit improvements need to be developed in concert with measures to protect the areas they serve.

The Ballona Creek Bike Path presently traverses the City and connects Culver City to the coast. Although many people use Ballona Creek as a recreation resource, many more are unaware of the bike path's existence or do not consider its value as an alternative circulation route. This bikeway should be the backbone for a citywide bicycle system. Bikeway classifications and support facilities could encourage bicycle travel as an acceptable alternative to vehicle commuting and an attractive way to access the City's downtown, park, studio, historic and civic areas.

The pedestrian friendliness of the City's neighborhoods and commercial corridors can encourage walking as an alternative to driving and can contribute to their stability and success. To be inviting, pedestrian access must be convenient, safe and attractive both as pedestrian excursions and as extensions of vehicle trips.

Culver City's senior population (age 65 year and older) increased 29% from 1980 to 1990 (see Housing Element). To support the needs of this group, the City has participated in development of senior housing projects along primary arteries which are served by CityBus transit. Similar to seniors, disabled populations can benefit from pedestrian, transit and paratransit systems resources. Sensitive planning to reduce conflicts for these groups can increase the mobility of these populations.

Conveniently accessed parking may reduce driving time spent looking for a space. However, provision of excessive parking can be unsightly, waste precious land resources, and be at odds with measures to improve transit orientation, pedestrian access and ridesharing programs, and attempts to reduce congestion and improve air quality. Appropriate parking standards must address access, configuration and both minimum and maximum spaces per land use.

OBJECTIVE 1. Improved Traffic Flow. *Reduce traffic congestion throughout the City.*

Policy (1.A) Facilitate movement of vehicles at intersections and along roadway links by increasing capacity, improving operation, and reducing volumes as appropriate and feasible.

Policy (1.B) Maintain and annually update the Capital Improvement Program Action Plan to effectuate roadway improvements recommended in the Pavement Master Plan.

Policy (1.C) Ensure that roadways are maintained according to City standards applicable to their classification.

Policy (1.D) Assign high priority to roadway improvements which facilitate traffic flow without adding right-of-way or widening roadways.

Policy (1.E) Improve traffic flow in areas of high traffic volume by assigning high priority to roadway improvements, transit links, and bikeways which serve these areas (see Implementation Section).

Policy (1.F) Reduce driveways and curb cuts on arterials in favor of side street and alley access, where appropriate, considering potential impacts on the neighborhoods served by the side streets.

Policy (1.G) Reduce access points and curb cuts on arterials through cross-access agreements between adjacent properties or lot consolidation incentives and requirements.

Policy (1.H) Examine opportunities for peak-period on-street parking restrictions and commensurate off-street parking development on congested arterials, provided these parking reductions do not injure the economic viability of adjacent businesses.

Policy (1.I) Relieve artery congestion due to freeway ramp metering through methods such as signage and diverters which direct traffic to alternative routes.

Policy (1.J) Study the potential realignment of the I-405 freeway ramps in relation to Culver Boulevard, Sawtelle Boulevard and Braddock Drive for the effect on traffic patterns and potential improvements in traffic flow as part of the Culver Boulevard Master Plan (see Implementation Section and Land Use Element).

OBJECTIVE 2. Public Transit. Expand public transit service and ridership.

Policy (2.A) Support, with conditions, development of fixed guideway transit in the Transit Corridors (refer to Objective 8, Neighborhood Protection).

Policy (2.B) Support design and operation of public transit systems that ensure the comfort and safety of all transit passengers.

Policy (2.C) Maintain levels of transit service that are adequate to meet and encourage ridership demand.

Policy (2.D) Expand Culver CityBus routes and service levels to address new potential markets and levels of demand.

Image to be provided in final document.

Transit Station

Policy (2.E) Support development of a *City Shuttle* service to link major activity and transit centers during peak demand periods.

Policy (2.F) Increase transit service to enhance central Culver City's pedestrian oriented character.

Policy (2.G) Develop an outreach program to educate those who live or work in Culver City about transit and encourage their use of it.

Policy (2.H) Encourage public transit links to sites of high trip-generating uses to maximize transit use by patrons and employees (see Land Use Policy 6.I).

Policy (2.I) Encourage potential joint MTA-private development of a transit station within Culver City, provided there is adequate mitigation of access, safety, noise and aesthetic issues.

Policy (2.J) Encourage the location of transit stations accessible to employees of the industrial and commercial business areas of Culver City, but which would not intrude upon the residential neighborhoods (see Implementation Section).

Policy (2.K) Support MTA funding to enhance feeder service to MTA rail stations.

Policy (2.L) Provide sound walls or other effective noise mitigation measures along roadways and transit corridors that border on residential neighborhoods and noise sensitive land uses (see Noise Element).

Policy (2.M) Require adherence to design criteria and performance standards for City support of regional transit system expansion affecting the City.

Policy (2.N) Prohibit at-grade crossings of light-rail transit within Culver City.

Policy (2.O) Prohibit at-grade or elevated alignments of light-rail transit adjacent to residential neighborhoods.

Policy (2.P) Encourage large developments to contribute to City transportation capital and operation funding as part of project traffic mitigation measures.

OBJECTIVE 3. Bikeways. *Provide a system of safe and enjoyable bikeways and support facilities.*

Policy (3.A) Adopt a comprehensive bikeway Master-plan for the City which establishes City routes, identifies opportunities for staging areas and specifies appropriate standards for bikeways and support facilities (see Open Space Element).

Policy (3.AB) Expand the bicycle system to include loops which connect the Ballona Creek Bicycle Path to activity centers in the City.

Policy (3.BC) Expand the bicycle system to include linear routes which connect to routes in adjacent jurisdictions and which traverse the City.

Policy (3.CD) Seek public and private contributions to provide support facilities for bicycle users (such as racks, secure storage, drinking fountains, etc.) where bikeways connect to turn-outs, parks and other open space areas, as appropriate (see Open Space Element).

Policy (3.DE) Ensure actual and perceived safety of bikeways through crime prevention measures.

Policy (3.I) Provide bike lockers and staging areas for public use in safe and convenient locations within commercial corridors.

Policy (3.J) Promote public education programs regarding bicycle safety and the City's bicycle resources.

OBJECTIVE 4. Pedestrian Access. *Provide convenient and pleasant pedestrian access.*

Policy (4.A) Facilitate pedestrian orientation of streetscapes along Commercial Corridors designated as Neighborhood Serving and Mixed-Use-Emphasis (see Land Use Element).

Policy (4.B) Enhance the user friendliness of pedestrian staging areas at transit links (bus stops and possible future rail stations) throughout the City.

Policy (4.C) Provide safe and attractive pedestrian walkways/sidewalks which link streets and parking areas to the entrances of major developments.

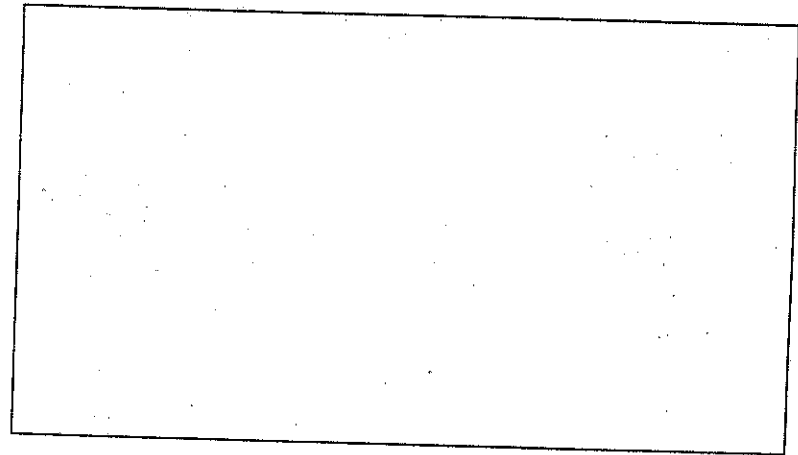
Bike Facilities at Culver City Public Library

Policy (3.EF) Encourage the inclusion of a bike path within the Exposition Right-of-Way and any future transit corridors with adequate right-of-way to safely support both uses.

~~*Policy (3.F)* Adopt a comprehensive bikeway master plan for the City which establishes City routes, identifies opportunities for staging areas and specifies appropriate standards for bikeways and support facilities (see Open Space Element).~~

Policy (3.G) Encourage large business, commercial centers and industrial parks to include bike lockers, or other secure bicycle storage and related facilities, to support bicycle commuting by employees.

Policy (3.H) Develop plans to facilitate bicycle commuting.



Pedestrian Access

Policy (4.D) Enhance the aesthetic qualities of pedestrian access routes by increasing amenities, such as trees, awnings, lighting, street furniture, and drinking fountains, etc. (see Open Space Element).

Policy (4.E) Ensure actual and perceived safety of pedestrian areas through crime prevention measures.

Policy (4.F) Increase pedestrian links between neighborhood serving retail uses and adjacent residential neighborhoods (see Land Use Element Policy 6.G).

Policy (4.G) Establish pedestrian access across existing barriers such as freeways, Ballona Creek, and long, uninterrupted blocks, and require pedestrian links across potential future access barriers (such as the Exposition Transit Corridor).

Policy (4.H) Promote public education programs regarding the City's pedestrian resources and pedestrian safety, especially the use of pedestrian signals at street intersections.

Policy (4.I) Encourage business signage which is easily readable and visually attractive for pedestrians.

Policy (4.J) Where feasible, add curb extensions and medians or other safety measures along arteries to shorten the pedestrian crossing.

OBJECTIVE 5. Senior and disabled access. *Ensure the City's pedestrian, transit and paratransit systems are accessible to senior and disabled populations.*

Policy (5.A.) Expand City Dial-A-Ride services and enhance coordination with adjacent jurisdictions.

Policy (5.B) Continue efforts to eliminate barriers to wheelchairs in the public and private pedestrian rights-of-way.

Policy (5.C) Promote information on pedestrian, transit and paratransit resources at health care and senior residence facilities.

Policy (5.D) Ensure that button controls for pedestrian crossings are physically accessible for persons in wheelchairs and that adequate time is allowed for seniors and disabled persons to cross the entire street during one signal phase.

Policy (5.E) Provide seating at all major transit stops and along extended pedestrian accessways to provide resting opportunities for seniors and disabled persons.

OBJECTIVE 6. Parking. *Optimize parking availability.*

Policy (6.A) Reexamine City parking standards on a regular basis to ensure a balance between sufficiency and restrictiveness, and periodically update the standards to reflect conditions at that time.

Policy (6.AB) Reduce pressure on on-street parking through provision of private and public off-street parking facilities.

Policy (6.BC) Establish ~~both minimum and maximum~~ appropriate allowable parking requirements to provide adequate but not excessive parking, particularly in areas with transit orientation, pedestrian access and ridesharing programs.

Policy (6.CD) Allow shared parking for adjacent uses, where appropriate.

Policy (6.DE) Pursue opportunities for providing parking that serves clusters of business along commercial corridors (see Land Use Element p*Policy* 6.C).

Policy (6.EF) Modify the parking requirement and design standards for small individual uses along Commercial Corridors to

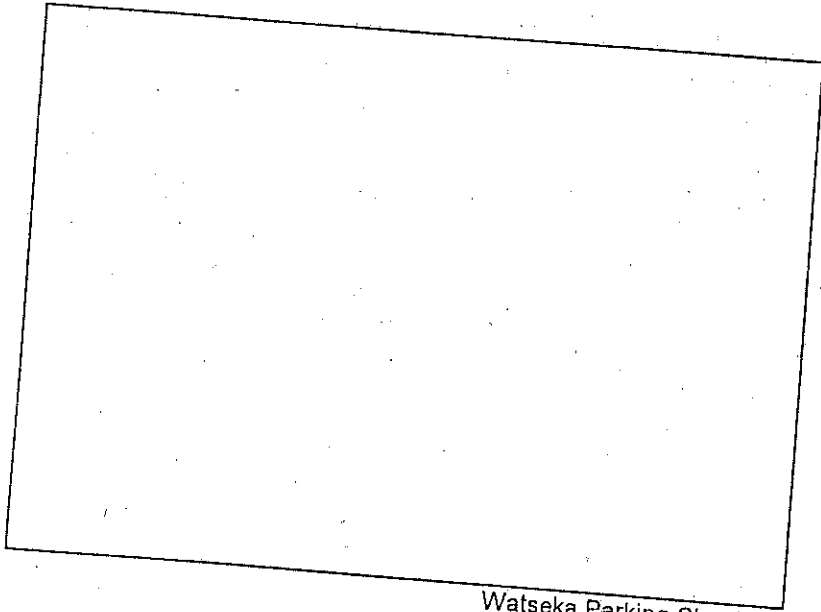
encourage clustered, shared parking facilities, particularly in areas designated as neighborhood serving.

Policy (6.FG) Develop parking standards appropriate to the to allow a "One-Lot Extension" into appropriate residentially zoned areas along adjacent to commercial corridors where commercial lot depth is limited (see Land Use Element Policy 6.ED).

Policy (6.GH) Reduce intrusion of spillover parking on residential streets from commercial and industrial uses.

~~*Policy (6.H)* Reexamine City parking standards on a regular basis to ensure a balance between sufficiency and restrictiveness.~~

Policy (6.I) Study the potential for counting on-street parking as a means of meeting a portion of the off-street parking required for uses along commercial corridors.



Watska Parking Structure

OBJECTIVE 7. Traffic Safety. Minimize traffic hazards and accidents.

Policy (7.A) Review traffic accident records on a regular basis to identify and address problem locations.

Policy (7.B) Minimize potential traffic hazards at new developments.

Landscaped Medians at Fox Hills Mall

GOAL: Residential neighborhoods that offer residents the qualities of a peaceful small-town environment.

To protect the peaceful nature of the City's neighborhoods, non-residential parking intrusion and cut-through traffic must be reduced. This could be addressed in part through, but not limited to, permit parking in the residential zones, controlling traffic flow on arterials, and by supporting public transit.

OBJECTIVE 8. Neighborhood Protection.—~~Protect residential neighborhoods from the impacts of cut-through traffic, non-residential parking and transit system expansion.~~ Provide for the safe and efficient movement of people and goods while preserving, enhancing, or reclaiming the neighborhood's quality of life.

Policy (8.A) Further develop programs for identifying, reviewing, and developing appropriate neighborhood protection plans, including implementation of the Neighborhood Traffic Management Program.

Policy (8.AB) Reduce traffic intrusion into residential neighborhoods through measures to reduce arterial congestion (Policies 2.A-2.H Objective 1, above).

Policy (8.BC) Install traffic control devices, such as stop signs, and traffic diverters, to keep traffic from cutting through residential areas.

Policy (8.CD) Apply design criteria and performance standards to ensure that transit expansion impacts on the City's neighborhoods are minimized and mitigated.

Policy (8.DE) Allow neighborhoods to request permit-only parking in areas subject to overflow parking from adjacent uses.

GOAL: An open-space-urban design, urban forest, open space network that links neighborhoods and businesses, and instills civic pride.

Culver City's residential streets are enhanced by mature street trees which extend a sense of openness and green-space. Many of the commercial and industrial streetscapes have fewer street trees, no landscape buffers and few pedestrian amenities. Urban design improvements could provide visual and functional amenities to support a sense of positive identity.

The skewed and discontinuous nature of the City's street system often confuses visitor orientation. Irregular City boundaries are similarly confusing and reduce the ability to identify whether a location is within Culver City. Enhanced street and locational signage could more effectively direct traffic movement and identify City boundaries.

OBJECTIVE 9. Streetscape. *Integrate transportation and urban design systems through streetscape improvements.*

Policy (9.A) Enhance the aesthetics of the City's streets through landscaping of raised medians, consistent with a comprehensive streetscape master plan (see Land Use and Open Space Elements).

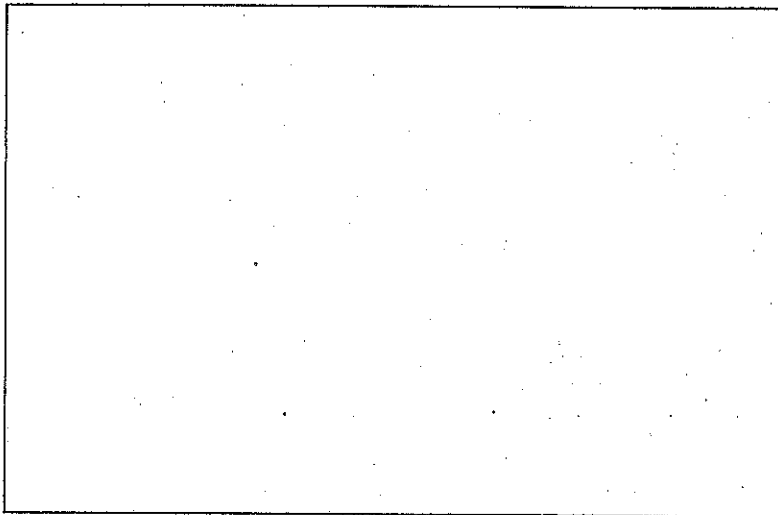
Policy (9.B) Create a sense of separation between vehicle and pedestrian uses through continued street tree planting and parkway development, consistent with a comprehensive streetscape master plan (see Land Use and Open Space Elements).

OBJECTIVE 10. Signage. Minimize street grid confusion through enhanced street, location and directional signage.

Policy (10.A) Develop street name signage which is easily readable and distinctly different from City of Los Angeles street signs, consistent with a Citywide Streetscape Master Plan.

Policy (10.B) Develop location and directional signage for areas of the City with skewed and discontinuous streets, such as the Jefferson-Sepulveda Boulevard intersections.

Policy (10.C) Provide signs at major City gateways to indicate arrival into Culver City and to indicate the direction to heavily frequented destinations and points of interest, such as Fox Hills Mall and the Civic Center.



Ballona Creek Bikeway Sign, 1994

GOAL: Clear and consistent guidance for balanced growth.

The principal intent of the Circulation Element is to work in tandem with the other General Plan Elements to establish and maintain a circulation and transportation system. To ensure that Circulation Element policies appropriately address both local and regional needs, the City must review other circulation-related programs inside and outside the City on an ongoing basis. The interface between the Circulation Element and ongoing regional programs should be monitored to reduce conflicts and to seek policy guidance as a basis for participation in regional policy efforts. In addition, this coordination will serve as a basis for monitoring the adequacy and relevance of the Circulation Element relative to the long-term issues facing the City and its need for revision.

OBJECTIVE 11. Interagency Coordination. Coordinate the Circulation Element with other City and regional policies.

Policy (11.A) Coordinate future updates of the Circulation and Land Use Elements to ensure that they are consistent and mutually supportive.

Policy (11.B) Coordinate the General Plan Circulation Element policies with other City policies and programs to establish clear and internally consistent development standards.

Policy (11.C) Coordinate with and support regional transportation planning efforts such as the Congestion Management Plan, the 30 Year Plan and Regional Mobility Element of the Regional Comprehensive Plan, through active participation in areawide processes to address circulation policies, such as High Occupancy Vehicle (HOV) lanes and Smart Corridor projects.

GOAL: *Ample and efficient city services and infrastructure.*

Facility expansion and maintenance required to achieve some of the above policies require funding. These costs should be allocated to existing funding sources according to their demand for transportation services. The City should take advantage of new funding sources for meeting the needs of transportation system development and upkeep.

OBJECTIVE 12. Resource Allocation. *Equitably allocate costs of capital improvements and operating and maintenance expenses of the transportation system.*

Policy (12.A) Ensure that new development in the City assumes its share of improvement costs.

Policy (12.B) Coordinate with adjacent jurisdictions to ensure that new development outside the City assumes its share of costs for improvements necessary to mitigate associated impacts within Culver City.

OBJECTIVE 13. Revenue Sources. *Expand revenue sources available for transportation system development, operation and maintenance.*

Policy (13.A) Propose demonstration projects consistent with Circulation Element policies which may be funded by revenues other than the City's General Fund or bonding mechanisms.

Policy (13.B) Monitor the range of new revenue sources available, and pursue these funding opportunities, as appropriate.

This section presents implementation strategies for objectives and policies of the Circulation Element. Strategies include:

Regional System Improvements
Roadway System Improvements
Transportation Demand Management
Transit System Development Standards
Citywide Bikeway Master Plan
Pedestrian Access Standards
Parking Standards
Neighborhood Protection Efforts
Streetscape and Circulation Signage
Coordination with Adjacent Jurisdictions
Pursuit of Diversified Funding
Administration of the Circulation Element

MEASURE 1. PARTICIPATE IN REGIONAL SYSTEM IMPROVEMENTS. By participation in programs by federal, state and regional agencies to improve regional transportation systems, Culver City can have an active voice in the funding and development of facilities that could also benefit the needs of its residents and businesses. Specific regional improvement programs include:

A. Continue to Support the Smart Corridor Demonstration Project. Culver City, in conjunction with Caltrans and LADOT, has approved a "Smart Corridor" system along Washington Boulevard and Washington Place. The "Smart Corridor" demonstration project will coordinate signals on surface streets with freeway traffic congestion, to allow the streets which parallel the Santa Monica Freeway to be used as alternate routes during recurrent congestion or accidents on the freeway. The signals within this "Smart Corridor" will become part of the City of Los Angeles' ATSAAC (Automated Traffic Surveillance and Control) system. This ATSAAC system will better coordinate the traffic signals along the corridor and will be able to react to traffic

conditions in order to better keep traffic flowing. Experience has shown that this system can increase traffic capacity by five to thirteen percent. During times of congestion, overhead message signs on the freeway will direct motorists to surface streets that are part of the system, such as Washington Boulevard and Washington Place.

B. Support High-Occupancy Vehicle (HOV) lanes on the San Diego Freeway. Caltrans is studying the feasibility of constructing High Occupancy Vehicle (HOV) lanes on the San Diego Freeway. These improvements could have either a negative or positive impact on the Culver City street system, depending on their design. The City should closely coordinate with Caltrans on the design and construction of any of these improvements.

C. Study extending Resolving Access Problems to the Santa Monica Freeway in the Area of Culver, Boulevard-to-Robertson, and National Boulevards. The present downtown circulation system lacks adequate access to the Santa Monica Freeway. One historical result of this situation is that freeway bound traffic passes through the Lucerne-Higuera residential neighborhood. ~~If Culver Boulevard could be extended to Robertson Boulevard, near the Santa Monica Freeway, it would provide the downtown area with freeway access and roadway bottlenecks in this area could be redesigned, it may facilitate access to the freeway and to the districts of Beverly Hills and West Hollywood other areas of the region, and may relieve pressures on streets such as National Boulevard and Higuera Street.~~ Cooperation with the City of Los Angeles and Caltrans would be needed in order to construct this improvement (Figure C-7, Possible Culver Boulevard Extension).

D. Coordinate with Caltrans to improve traffic flow to, from and on state regulated facilities. Caltrans plans, operates and maintains the regional freeway system and state highways, including the Santa Monica Freeway (I-10), the San Diego Freeway

(I-405) and the Marina Freeway (SR-90), as well as Venice and Lincoln Boulevards. Culver City must ~~shall~~ coordinate with Caltrans regarding any improvements that should be added or deleted from Caltrans adopted plans in order to be consistent with Culver City circulation policies, such as the following:

- *Oppose eastern extension of the Marina Freeway (SR-90).* Presently, the Marina Freeway terminates at Slauson Avenue east of Hannum Avenue. The Caltrans-adopted freeway plan still shows the extension of this freeway east from its present terminus, even though the land has been sold. There are no Caltrans plans at present to construct this extension, and it may be unrealistic that it could be constructed in the future. This link should be removed from the Caltrans plans.
- *Widen the southbound on-ramp from Sawtelle Boulevard to the San Diego Freeway.* This widening would allow two lanes at the ramp meter (see Figure C-8, Sawtelle On Ramp at I-405 Southbound). This will increase the amount of storage on the ramp and decrease the backup of traffic queue onto Sawtelle Boulevard.

- *Improve metered freeway on-ramps.* Coordinate a study with Caltrans to investigate the potential of on-ramp improvements that would improve queuing capacity and minimize artery congestion at metered on-ramps throughout the City (see also Culver Boulevard Master Plan, below and in Land Use Element).

MEASURE 2. CONTINUE ROADWAY SYSTEM IMPROVEMENTS. As land uses change or intensify, City roadway systems will need improvements to better serve and/or mitigate associated circulation demands. Ongoing improvement measures may be supplemented with new standards or programs to address land use needs. Roadway system improvements consistent with Circulation Element policies include:

- A. Prepare a Culver Boulevard Master Plan Focused Special Study.* The Culver Boulevard Master Plan (see Figure C-9, Culver Boulevard Master Plan Focused Special Study) will address the relationship and development of the full right-of-way west of Elenda Street, the potential relocation of the I-405 interchange ramps at Braddock Drive and Culver Boulevard and the possible creation of a cul-de-sac at Braddock Drive and Sawtelle Boulevard. Relocation of all or part of the freeway interchange would reduce through traffic on Braddock Drive, which is used as an alternative to Culver Boulevard to access the San Diego Freeway. Additional issues related to the re-alignment of roadway and freeway ramps include landscaping and open space potential (such as linear park, landscape medians and/or expanded parkways), and creation of a bikeway should be analyzed in the plan. Freeway connections and traffic flow improvements to improve the interface between residential uses and the street right-of-way. The Focused Special Study will address street design, cut-through traffic, streetscape improvements including a potential linear park, a potential bikeway, and the unintended consequences of any proposed modification plan, in order to reduce negative traffic impacts within the study

Figure C-86

Sawtelle On Ramp at I-405 Southbound

area. The Culver Boulevard Master-Plan-Focused Special Study is also discussed in the Land Use and Open Space Elements (see Land Use Element Implementation Section).

Figure C-97 Culver Boulevard-Master-Plan-Focused Special Study

B. Evaluate Extending Stocker Street to West Los Angeles College. Evaluate a limited extension to West Los Angeles College from La Cienega Boulevard, subject to the findings of the Specific Plan-Focused Special Study for the Blair Hills and Los Angeles County area, and the defined requirement that it does not become a through route to Overland Avenue (see Land Use Element Implementation Section).

C. Evaluate Freshman Drive Extension. Evaluate the extension of Freshman Drive to connect to Jefferson Boulevard as part of the proposed Specific Plan for the Blair Hills area (see Figure C-10, Possible-Freshman-Drive-Extension, and the Land Use Element Implementation Section).

Figure C-10

Possible-Freshman-Drive-Extension

D. Widen Overland Avenue north of Washington Boulevard. Overland Avenue is classified as a Primary Artery within Culver City and has two lanes in either direction south of Washington Boulevard. The portion of Overland Avenue north of Washington Boulevard only consists of one lane in the northbound direction. This easterly portion-side of Overland Avenue, which has been widened, is currently located in the City of Los Angeles while and the westerly side is in the-Culver City. This bottleneck is very evident with heavy congestion occurring here during the in this area throughout the day, increasing during peak-hours and other times. The City of Los Angeles has already commenced the acquisition of right-of-way acquisition for this widening.

E. Improve Washington Boulevard and Washington Place Intersections. Although the mobility at both the western and eastern Washington Boulevard and Washington Place intersections is within an acceptable range, the road alignment leads to operational and safety concerns. The tight curves in the vicinity of the intersections can create a constricted feel for motorists. Intersection improvements, which included enhanced signage and simplified turning movements, could remedy this situation (see Figure C-11, Washington Boulevard/ Washington Place improvements).

F. Establish Curb Cut Guidelines. Guidelines which limit the location and number of driveway curb cuts, consistent with street classifications and land use designations, will minimize inappropriate access points on the City's Primary Arteries. Where appropriate, side, rear and mid-block entries will be favored over individual driveway entries from Primary Arteries. Driveways on side streets, and rear or alley access should be allowed only after considering potential impacts on the neighborhoods served by the side streets (see Policy I.F).

G. Improve Signal Phasing. The skewed and discontinuous nature of many of the City's intersections often causes confusion in motorists minds as to whether vehicles are turning or proceeding straight. This confusion results in a loss of intersection efficiency and thereby capacity. Efficiency at intersections could be improved by splitting signal phases where appropriate (i.e. northbound and southbound movements on separate phases) and sequentially timing signals to facilitate movement along corridors.

H. Study Peak-Period On-Street Parking Restrictions. The potential use of parking lanes as traffic lanes during peak-hour periods could substantially improve traffic flow on the City's heavily travelled streets. The addition of one lane in each direction may only be needed in critical locations such as Sepulveda Boulevard between Jefferson Boulevard and Playa Street and in the area of the I-405 on-ramps. These additional lanes could provide for through movements or allow additional turn pockets, based on site-specific needs. However, the restriction of peak hour traffic may have an effect on the economic viability of adjacent businesses. Therefore, the study needs to identify the impact on adjacent businesses, any potential impact on pedestrian vitality and evaluate the opportunity for additional parking alternatives.

Figure C-44g

Areas of potential improvements to Washington Boulevard/Washington Place intersections

I. Continue to Implement the Pavement Master Plan. Annually review the progress of implementation of the Pavement Master Plan to set fiscal year priorities toward ~~paving-maintaining~~ the City's unpaved access routes, while maintaining existing surface ~~paving existing paved surfaces and paving the remaining unpaved alleys.~~

J. Continue to Require Minimums for Rights-of-Way. Require minimum paved widths and overall right-of-way widths for future driveways and alleys and for future private local streets.

K. Continue to Pursue Right-of-Way Dedications. Where appropriate, widen rights-of-way to accommodate needed improvements for intersections, travel or parking lanes, landscape improvements or sidewalk widenings.

MEASURE 3. CONTINUE TRANSPORTATION DEMAND MANAGEMENT (TDM). While the proposed highway, bus, and rail programs would increase the supply of transportation options, Transportation Demand Management (TDM) Programs promote the demand for alternative transportation by creating incentives to reduce single-occupant auto trips and overall trip-making. TDM programs are intended to:

- Enhance the attractiveness of ridesharing as an alternative to single occupant automobile travel;
- Maximize ridership on the evolving bus and rail systems and carpool lane network; and
- Reduce overall trips and vehicle miles traveled.

A. Participate in MTA's 30-Year Plan Long Term Planning. Coordination between MTA and AQMD has resulted in compatibility between AQMP and CMP requirements. Participation by Culver City in MTA's TDM programs fulfills its obligations under the CMP. City TDM programs included in the

Circulation Element and ~~Air Quality Plan~~ will also meet the current requirements for Transportation Control Measures under the AQMP. ~~(see the Air Quality Plan).~~

B. Adopt a Transportation Demand Management Ordinance. Under the Congestion Management Plan, prior to the approval of a specific development project, TDM improvements must be included. The type and amount of TDM would vary with the size of the project but could include items such as providing a bulletin board displaying transportation information such as current maps, routes and schedules for public transit routes serving the site and ridesharing information; providing preferential parking for car and van pools; and providing bicycle facilities.

The City should take a proactive approach to TDM and reduction of Vehicle Miles Traveled (VMT), beyond minimum regional requirements. In high density commercial and industrial areas (such as Fox Hills, Downtown, Hayden Tract, studio areas) determine what TDM goals are desirable and attainable, and who should be implementing and monitoring these measures. Provide incentives, such as reduced parking requirements, for developments that encourage alternate commute modes. These facilities could include showers, lockers, bike racks and "in-lieu" payments for not driving to work.

MEASURE 4. ADOPT NEW TRANSIT SYSTEM DEVELOPMENTS AND STANDARDS. In addition to classification of transit corridors to reflect City policy, adoption of Transit System Development Standards can explicitly establish criteria for the development of transit facilities within Culver City. Development standards and design guidelines can be used to determine the acceptability of a proposal for transit corridors, stations and support facilities. They can also establish acceptable levels of access, safety,

noise and aesthetic impacts. Criteria can be included to encourage the location of transit facilities within compatible land use areas.

A. Continue Coordination with MTA Regarding Transit System Expansion. Coordinate with MTA to review and comment on transit system expansion and development proposals, relative to General Plan policy. By participation with MTA in decision making and funding, ~~in the 30-Year Plan and CCAP,~~ Culver City can have a more active voice in shaping regional transportation improvements which may benefit and protect City interests.

B. Extend Culver CityBus Routes. Extend and develop new InterCity routes to serve worksites and additional destinations such as Playa Vista, the South Bay, Downtown Los Angeles and Century City areas appropriate to potential ridership demands. As new transit facilities become available and/or CityBus service expands, coordinate new connecting service with other providers.

C. Expand IntraCity CityBus Routes. Expand Culver CityBus service within Culver City by developing a *CityShuttle* route which links major activity and transit centers during peak demand periods.

D. Site a New Culver CityBus Yard. Select a site for a new Culver CityBus yard to replace the existing overcrowded facility; in coordination with MTA.

E. Continue Far-Side Bus Stops. Assign high priority to far-side bus stops (stops on the far, or out-bound side of the intersections) wherever practical. As traffic on City streets increases, more buses are needed to maintain existing headways. Far-Side bus stops improve the speed of the buses and promote safety by avoiding many of the conflicts between buses and other vehicles' turning movements that occur when a bus is stopped at the entrance to an

intersection. Where possible and appropriate, also include consideration of bus stop turn-outs.

F. Expand Dial-A-Ride Services. Expand Dial-A-Ride services to provide service to transit dependent populations, such as seniors and the disabled, and to address new potential markets and levels of demand (also see Measure 11, Pursue Diversified Funding).

G. Establish Development Standards for Fixed Guideway Transit Corridors. Establish development standards for fixed guideway transit corridors that address neighborhood protection; corridor design; station location; access; circulation; parking; safety; aesthetics; and adjacent development standards (see Land Use Element).

MEASURE 5. ADOPT A CITYWIDE BIKEWAY MASTER PLAN. There are presently two marked bikeways which serve Culver City: the Ballona Creek Bike Path and the bike lanes along Venice Boulevard. ~~With the adoption of this Circulation Element, bikeways are designated for all of the City's Primary Arteries, except Slauson Avenue, as well as along National Boulevard. Classifications of these bikeways are indicated in Figure C-6, Bikeway Classifications Map.~~

~~To effectively expand the City's bikeway system, a~~ The existing bikeway system within the City is proposed to be expanded with connections to the regional system. A Citywide Bikeway Master Plan should be adopted which includes the following will be developed which identified potential bikeways and sets standards for construction and support facilities. Classification of the existing and proposed bikeway are indicated in Figure C-6, Existing and Proposed Bikeway Classification Map.

A. Coordinate and Include Citywide Bikeway Policies with the Ballona Creek-Specific Plan Focused Special Study. The Land

Use Element designates Ballona Creek as a Specific-Plan-Focused Special Study Area to determine its potential for development as a recreation resource. The Circulation Element supports this intention through classification of the Ballona Creek bikeway as a Class I Bike Path. Both the Ballona Creek Specific-Plan-Focused Special Study and the Citywide Bikeway Master-Plan seek to visually and physically link this bikeway to other circulation systems and open space resources. Functional considerations addressed by the Master-Bikeway Plan will be balanced with Specific-Plan-Focused Special Study concerns regarding the safety, aesthetics, noise, interagency coordination regarding maintenance and development, and the effects of appropriate and inappropriate use on adjacent residential properties. Ongoing safety and maintenance programs will be addressed by both (see Land Use and Open Space Elements Implementation Sections).

B. Develop a Class I bike path within the Exposition Right-of-Way. This bike path can connect to the Ballona Creek Bike Path and other bikeways designated within the City. Development of the bike path within the Exposition Right-of-Way should be in coordination with MTA transportation planning efforts.

C. Develop a Bikeway along Culver Boulevard. Develop a Class I bike path on Culver Boulevard west of Elenda Street that, with the coordination of Los Angeles City, could extend west to Marina Del Rey; and develop a Class II bike lane east of Elenda Street to Downtown.

D. Develop a Bikeway Loop connecting Ballona Creek Bike Path to Downtown. By designating a Class II bicycle lane along Overland Avenue, Culver Boulevard and Washington Boulevard through downtown connecting to Ballona Creek and the Exposition Right-of-Way, a complete bikeway loop can be created. This loop

system could provide not only recreation and alternative access, but could also become the focus of City-sponsored cycling events.

E. Sign Class II and III Bikeways. As a minimum, sign Class III, and Class II bikeways where appropriate, on Washington, Jefferson and Sepulveda Boulevards, Overland and Duquesne Avenues, Washington Place, Playa Street and any future adopted routes in coordination with adjacent jurisdictions and MTA.

F. Provide Bikeway Support Facilities. Identify locations and standards for providing public bike racks or bike lockers and staging areas in City parks and along corridors, and for providing similar bicycle related facilities to support bicycle commuting by employees in commercial centers and industrial parks.

G. Provide Bikeway Enhancement. Identify and develop appropriate landscape treatment along bikeways where possible and appropriate throughout the City.

Ballona Creek Bikeway Ramp at Kronenthal Park

H. Coordinate Bikeway Development with Appropriate City Departments. Design and development of bikeways is to be coordinated with and reviewed by appropriate City departments to ensure the defensibility and safety of bikeways within the City. Police patrol of bikeways will also be sought to ensure the safety of riders and the protection of adjacent residents from inappropriate use of City bikeways, especially Ballona Creek.

I. Develop a Bicycle Safety Program. Establish a public education program (such as a school curriculum and special civic events) regarding bicycle and pedestrian safety and the City's bicycle and pedestrian resources, in coordination between appropriate City departments, including the Police Department and the School District.

MEASURE 6. ADOPT NEW PEDESTRIAN ACCESS STANDARDS. As an alternative to vehicle travel, pedestrian access has positive benefits for the City. Physical improvements that encourage residents and workers to walk rather than drive to nearby needs and amenities reduce traffic congestion and enhance commercial vitality. The following strategies are designed to increase such pedestrian access and activity.

A. Provide Safe Access to Syd Kronenthal Park From the Lucerne-Higuera Neighborhood. A safe and convenient pedestrian and bicycle crossing of National Boulevard is needed for Syd Kronenthal Park. A crossing at Hayden Avenue linked to a National Boulevard entrance to the park would facilitate access from the Lucerne-Higuera Neighborhood. If the Exposition Right-of-Way is developed for light rail transit, a grade separated pedestrian crossing could be necessary and should be coordinated to maintain access (see Measure 4, Transit System Development Standards).

B. Continue Wheelchair Ramp Program. Continue providing curb cuts and eliminating other barriers to wheelchairs in the public and private pedestrian rights-of-way.

C. Revise Design Guidelines. Revise the City's design guidelines to provide a method of enhancing the attractiveness and encouraging the use of pedestrian accessways through features such as:

- Standards for building and parking configuration to facilitate pedestrian and transit access.
- Guidelines for street and transit improvements which include consideration of pedestrian amenities (such as trees, awnings, lighting, street furniture, and drinking fountains).
- Requirements for landscaping or streetscape improvements in conjunction with areas designated for pedestrian paths.

MEASURE 7. REVISE PARKING STANDARDS. Develop appropriate parking standards to address access, configuration and ~~both minimum and maximum number of spaces per land use type~~. Parking facilities that fit compatibly with transit and pedestrian use will provide convenience without creating a dominant vehicular orientation.

A. Continue to Support and Pursue Shared Off-Street Parking. Opportunities to establish public parking lots or structures can serve uses in commercial corridors, relieve pressures on on-street parking and facilitate revitalization of uses in the area.

B. Revise Standards for Off-Street Parking In Multiple Family Areas. The nature of housing and associated parking demands has changed over the past several years due to increased dependence on the car and rising housing costs. In the 1980s the majority of households had more than one car, with many having more than two. Increased focus on public transit may change this trend by the

year 2010. Multiple-family residential parking demands need to be reviewed and updated periodically to ensure that adequate off-street parking is provided, while too much is not required.

C. Revise the Zoning Ordinance. Revise the Zoning Ordinance to establish ~~both minimum and maximum~~ appropriate allowable parking requirements to provide adequate but not excessive parking, particularly in areas with measures to improve transit orientation, pedestrian orientation, shared parking and ridesharing programs. Establish parking standards and parking lot design guidelines which complement designated land uses. Establish guidelines and standards for parking within City parks, as part of the new Open Space zone. Establish various parking standards for different possible combinations of shared parking uses, such as clusters of short-term users (dry cleaners, photo processing, shoe repair) and extended-hour use areas with non-concurrent peak uses (such as for theaters and office buildings within the Downtown area).

D. Study allowing the Use of On-street Parking to Meet Non-residential Parking Requirements. The Municipal Code specifies that all required parking be provided off-street. This requirement has prevented some uses in the non-residential areas from expanding or intensifying. The study would determine the feasibility of allowing uses along commercial corridors to meet their parking requirement by utilizing on-street parking as an incentive for preferred uses.

MEASURE 8. CONTINUE NEIGHBORHOOD PROTECTION EFFORTS. Engineering and planning programs which balance circulation needs and neighborhood protection are essential to protect the peaceful nature of Culver City's residential areas. The following are a combination of existing and new programs aimed at achieving that balance.

Parking Lot Landscape Buffer

A. Continue to Monitor Traffic Patterns Through and Around Residential Neighborhoods. Review and react to indications of neighborhood cut-through traffic through implementation of traffic control devices. Temporary diversion measures can be used to test the effect on traffic patterns and followed up with permanent traffic controls such as stop signs, or traffic diverters.

B. Establish New Development Standards for Fixed Guideway Transit Corridors. Establish conditions for rail facilities in the City's Fixed Guideway Transit Corridors (also see Measure 10. Coordination with Adjacent Jurisdictions, and Measure 4. Transit System Development Standards).

C. Provide Traffic Control Improvements on National Boulevard. The McManus Neighborhood is impacted by National Boulevard in terms of noise, safety and aesthetics. Traffic control, safety and streetscape improvement measures should be installed to buffer the neighborhood from these impacts.

D. Work with Caltrans to Continue Soundwalls along I-405. Noise from the San Diego Freeway creates disturbance within adjacent residential neighborhoods. Install soundwalls along stretches of I-405 where absent.

E. Address Reduction of Cut-Through Traffic Along Braddock Drive. As part of the Culver Boulevard Master Plan Focused Special Study, study the relocation of the I-405 interchange at Braddock Drive to Culver Boulevard and the potential construction of a cul-de-sac on Braddock Drive at Sawtelle Boulevard other measures to protect the neighborhood from regional through-traffic (see also Measure 2. Roadway System Improvements, and the Land Use Element Implementation Section).

MEASURE 9. IMPROVE STREETScape AND CIRCULATION SIGNAGE. Streetscape and signage improvements not only improve the aesthetics of the City, they can also improve the quality and comfort of the travel experience. The following streetscape and street signage improvements are intended to enhance both the visual and functional qualities of the City's circulation system.

A. Prepare a Citywide Streetscape Master Plan and Urban Forest Strategic Plan. The Citywide Streetscape Master Plan and Urban Forest Strategic Plan will establish criteria for urban design improvements within the public rights-of-way, including parkways and medians. Decisions regarding choice of City entry signage, street trees, parkway landscaping, and street lighting will be fully coordinated with current and anticipated land uses and other City programs. Specific decisions on parkway development and the appropriateness of raised or landscaped medians will be identified. Consideration of impacts to traffic flow and access to mid-block driveways and parking lots will be considered as part of any decisions (see Land Use Element Implementation Section).

B. Coordinate City Signage Programs. As guidelines for signage are developed for the various access modes within the City (Citywide Streetscape Master Plan, Citywide Bikeway Master Plan), planning staff needs to review and coordinate form and function of signage proposed by each guideline. For the purposes of the Circulation Element, the objective of improved signage is to minimize street grid confusion and maximize accessibility (see also Land Use and Open Space Elements Implementation Sections).

MEASURE 10. CONTINUE COORDINATION WITH ADJACENT JURISDICTIONS.

A. Continue Participation in Regional Planning Efforts. Multijurisdictional areawide planning efforts, such as the Regional Comprehensive Plan (RCP), the CMP and Westside Summit Cities planning forums provide Culver City an opportunity to participate in establishing regional policy to address transportation and related issues in the Greater Culver City area. City staff should continue participating in these efforts to help shape their direction and to keep the City current with compliance issues and funding opportunities (see Measure 11. Pursuit of Diversified Funding).

B. Initiate Coordination of Circulation Element with Related Agencies. Transmit copies of the Circulation Element to appropriate agencies for coordination purposes, highlighting the intent of the circulation plan and transit corridor policy map (Figure C-3, Circulation Element Map). Periodically update this coordination effort to ensure that current staff at applicable agencies is familiar with City policy.

C. Continue Coordination with City of Los Angeles. Maintain an ongoing dialogue with Los Angeles Department of Transportation (LADOT) regarding improvements to roadways which extend from the City of Los Angeles through Culver City,

particularly Overland Avenue. On a periodic basis, transportation staff from both agencies should review capacity and anticipated increases in volumes on such roadways to identify and prioritize needed improvements for each city which are not at cross purposes to each other. Culver City staff should specifically continue to coordinate with LADOT to support the concept of widening Overland Avenue between Palms and Venice Boulevards.

D. Establish Cooperative Relationship with Local and Regional Agencies Regarding Bikeway Improvements. Support ongoing maintenance and potential safety improvements to the bikeway along Ballona Creek Bike Path through open lines of communications with Los Angeles County Flood Control District and the U.S. Army Corps of Engineers. Possibilities to develop and connect Culver City bikeways to regional serving bikeway networks should be coordinated with the Metropolitan Transportation Authority to determine preferred routes and funding sources (see Measure 5.A).

MEASURE 11. CONTINUE PURSUIT OF DIVERSIFIED FUNDING. This section outlines methods by which City staff may seek to fund implementation measures of the Circulation Element.

A. Review New Development Impact Fee. Annually, during the City's budget process, review the New Development Impact Fee to ensure that new development in the City assumes its share of circulation improvement costs.

B. Continue Coordination with the City and County of Los Angeles. Ensure that new development in nearby areas includes appropriate mitigation measures or in-lieu fees to mitigate impacts within Culver City. Problem locations should be evaluated to determine the source of the problem, and appropriate remedies developed.

C. Establish Budget Priorities. City work programs and ongoing services which are consistent with, support and achieve General Plan policies, will be given funding priority over those programs which are not consistent.

D. Continue to Seek Grant and Other Revenue Sources. The City should pursue opportunities under demonstration project grants and other new revenue sources to fund transportation system improvements.

E. Seek Additional Transit Funds. Sources for purchase and leveraging of additional transit funds (such as Proposition A and Proposition C allocations), may be available to Culver City for specific transit improvements from Metropolitan Transportation Authority, Federal Highway Administration, or Urban Mass Transit Authority. Set priorities for expenditure of any allocated funds among bus system improvements, rail system contributions, and Dial-A-Ride expansion.

F. Continually Update the Capital Improvement Program. Assign high priority to capital improvement projects of benefit to Culver City that address objectives common to federal, state and regional transportation agencies. Priorities and scheduling should reflect likelihood for joint agency participation in design or funding of such improvements.

MEASURE 12. ADMINISTER THE CIRCULATION ELEMENT. This section identifies checks and balances for administration of the Circulation Element relative to other General Plan Elements and other internal City policies.

A. Review General Plan Amendments. Ensure consistency of future Circulation Element amendments with all Elements of the General Plan, and with the Air Quality Plan.

B. Review Traffic Accident Records. Identify and address problem locations on a continuing basis, as warranted, through coordination between the Engineering Division, Police Department and Transportation Department. Problem locations should be evaluated to determine the source of the problem, and appropriate remedies developed. Use this information to amend or update Circulation Element policies and programs priorities.

Duquesne Avenue from Culver City Park

Table C-2 Circulation Implementation Measures		
Action	Priority	Responsibility
MEASURE 1. PARTICIPATE IN REGIONAL SYSTEM IMPROVEMENTS.		
A. Continue to Support the Smart Corridor Demonstration Project.	ongoing	Engineering
B. Support High-Occupancy Vehicle (HOV) lanes on the San Diego Freeway.	ongoing	Engineering
C. Study extending Culver Boulevard to Robertson Boulevard.		Engineering
D. Coordinate with Caltrans to improve traffic flow to, from and on state regulated facilities.	ongoing	Engineering
■ Oppose eastern extension of the Marina Freeway (SR-90).	ongoing	Engineering
■ Widen the southbound on-ramp from Sawtelle Boulevard to the San Diego Freeway.		Engineering
■ Improve metered freeway on-ramps.		Engineering
MEASURE 2. CONTINUE ROADWAY SYSTEM IMPROVEMENTS.		
A. Prepare a Culver Boulevard Master Plan.		Engineering
B. Extend Stocker Street to West Los Angeles College.		Engineering
C. Evaluate Freshman Drive Extension.		Engineering
D. Widen Overland Avenue north of Washington Boulevard.		Engineering
E. Improve Washington Boulevard and Washington Place Intersections.		Engineering
F.* Establish Curb Cut Guidelines.	ongoing	Planning
G. Improve Signal Phasing.	ongoing	Engineering
H. Study Peak-Period On-Street Parking Restrictions.		Engineering
I. Continue to Implement the Pavement Master Plan.	ongoing	Engineering

**Table C-2
Circulation Implementation Measures**

Action	Priority	Responsibility
J. Continue to Require Minimums for Right-of-Ways.	ongoing	Engineering
K. Continue to Pursue Right-of-Way Dedications.	ongoing	Engineering
MEASURE 3. CONTINUE TRANSPORTATION DEMAND MANAGEMENT (TDM).		
A. Participate in MTA's 30-Year Plan.	ongoing	Interdepartmental
B. Adopt a Transportation Demand Management Ordinance.		Interdepartmental
MEASURE 4. ADOPT NEW TRANSIT SYSTEM DEVELOPMENTS AND STANDARDS		
A.* Continue Coordination with MTA Regarding Transit System Expansion.	ongoing	Interdepartmental
B. Extend Culver CityBus Routes.		Transportation
C.* Expand IntraCity CityBus Routes.		Transportation
D.* Site a New Culver CityBus Yard.		Transportation
E. Continue Far-Side Bus Stops.	ongoing	Transportation
F.* Expand Dial-A-Ride Services.		Human Services
G. Establish Development Standards for Fixed Guideway Transit Corridors.		Planning
MEASURE 5. ADOPT A CITYWIDE BIKEWAY MASTER PLAN.		
A. Coordinate and Include Citywide Bikeway Policies with the Ballona Creek Specific Plan.		Engineering
B. Develop a Class I bike path within the Exposition Right-of-Way.		Engineering
C. Develop a Bikeway along Culver Boulevard.		Engineering
D. Develop a Bikeway Loop connecting Ballona Creek Bike Path to Downtown.		Engineering

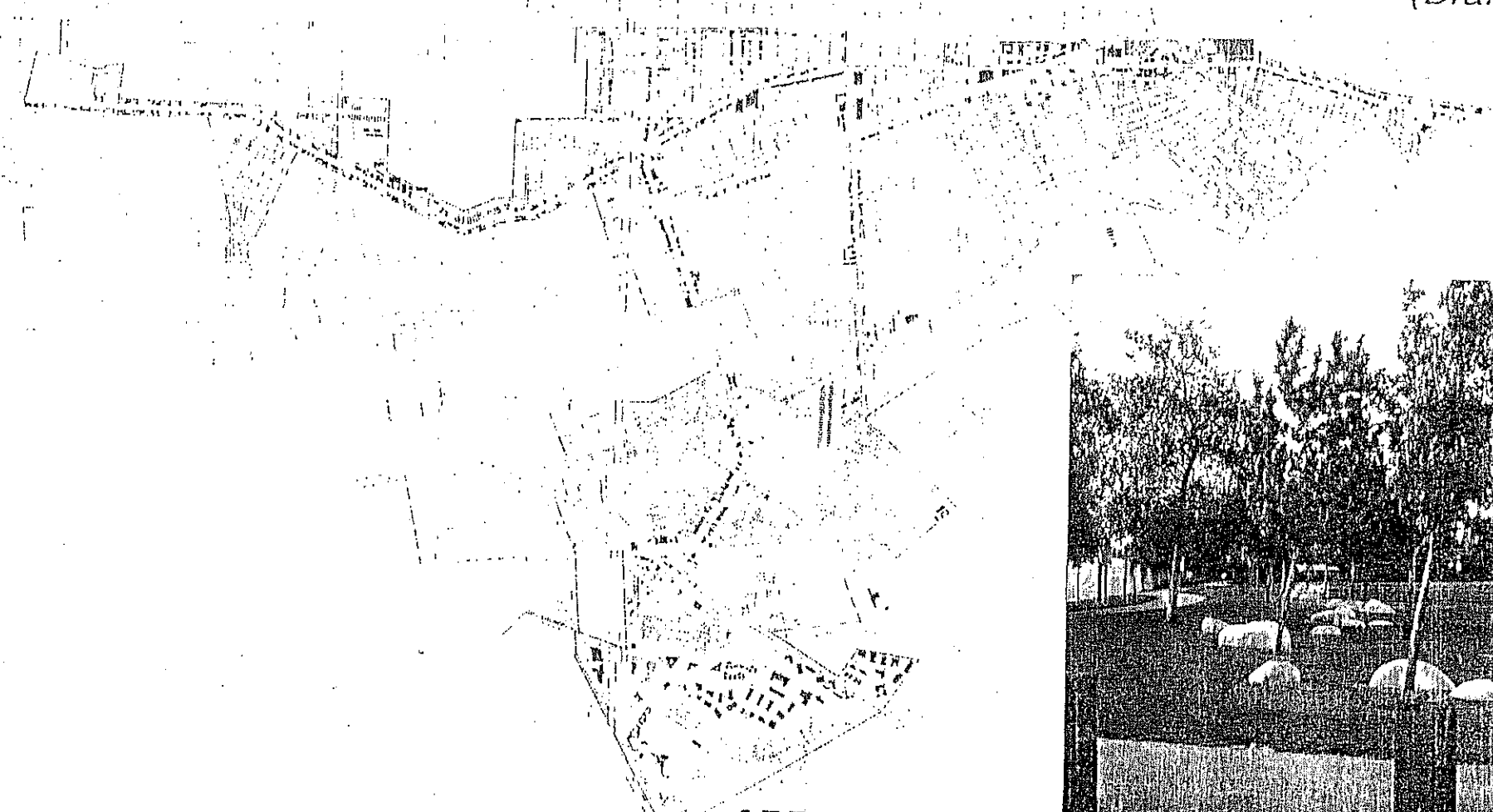
**Table C-2
Circulation Implementation Measures**

Action	Priority	Responsibility
E.* Sign Class II and III Bikeways.		Engineering
F.* Provide Bikeway Support Facilities.		Engineering
G. Provide Bikeway Enhancement.		Engineering
H.* Coordinate Bikeway Development with Appropriate City Departments.	ongoing	Engineering
I.* Develop a Bicycle Safety Program.		Engineering
MEASURE 6. ADOPT NEW PEDESTRIAN ACCESS STANDARDS.		
A. Provide Safe Access to Syd Kronenthal Park From Lucerne-Higuera Neighborhood.		Engineering
B.* Continue Wheelchair Ramp Program.	ongoing	Engineering
C.* Revise Design Guidelines.		Planning
MEASURE 7. REVISE PARKING STANDARDS.		
A.* Continue to Support and Pursue Shared Off-Street Parking.		Planning
B. Revise Standards for Off-Street Parking In Multiple Family Areas.		Planning
C.* Revise the Zoning Ordinance.		Planning
MEASURE 8. CONTINUE NEIGHBORHOOD PROTECTION EFFORTS.		
A.* Continue to Monitor Traffic Patterns Through and Around Residential Neighborhoods.	ongoing	Engineering
B. Establish New Development Standards for Fixed Guideway Transit Corridors.		Interdepartmental
C. Provide Traffic Control Improvements on National Boulevard.		Engineering
D. Work with Caltrans to Continue Soundwalls along I-405.		Engineering
E. Address Reduction of Cut-Through Traffic Along Braddock Drive.		Engineering

**Table C-2
Circulation Implementation Measures**

Action	Priority	Responsibility
MEASURE 9. IMPROVE STREETScape AND CIRCULATION SIGNAGE.		
A. Prepare a Citywide Streetscape Master Plan and Urban Forest Strategic Plan.		Interdepartmental
B. Coordinate City Signage Programs.	ongoing	Interdepartmental
MEASURE 10. CONTINUE COORDINATION WITH ADJACENT JURISDICTIONS.		
A.* Continue Participation in Regional Planning Efforts.	ongoing	Community Development
B.* Initiate Coordination of Circulation Element with Related Agencies.	ongoing	Interdepartmental
C.* Continue Coordination with City of Los Angeles.	ongoing	Interdepartmental
D.* Establish Cooperative Relationship with Local and Regional Agencies Regarding Bikeway Improvements.		Interdepartmental
MEASURE 11. CONTINUE PURSUIT OF DIVERSIFIED FUNDING.		
A.* Review New Development Impact Fee.	ongoing	Interdepartmental
B.* Continue Coordination with the City and County of Los Angeles.	ongoing	Engineering
C.* Establish Budget Priorities.	ongoing	Engineering
D.* Continue to Seek Grant and Other Revenue Sources.	ongoing	Engineering
E.* Seek Additional Transit Funds.	ongoing	Interdepartmental
F.* Continually Update the Capital Improvement Program.	ongoing	Engineering
MEASURE 12. ADMINISTER THE CIRCULATION ELEMENT.		
A.* Review General Plan Amendments.	ongoing	Planning
B.* Review Traffic Accident Records.	ongoing	Interdepartmental

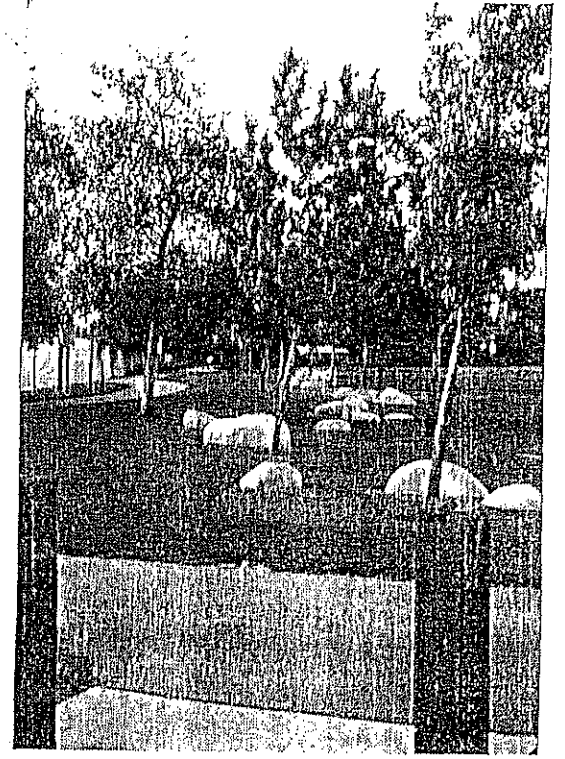
Culver City General Plan *(Draft)*



APPROVED

JUL 22 1996

Culver City
City Council



1994

Open Space Element

RESOLUTION NO. 96-R102

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, ADOPTING THE UPDATE OF FOUR ELEMENTS OF THE CITY'S GENERAL PLAN, INCLUDING THE LAND USE, CIRCULATION, OPEN SPACE AND NOISE ELEMENTS

(General Plan Amendments, GPA Nos. 95-02, 95-03, 95-05 and 95-06)

WHEREAS, the City prepared the General Plan Update in conformance with State and local planning law and practices in order to update the Land Use, Circulation, Housing, Open Space and Noise Elements of the City's General Plan; and

WHEREAS, throughout 1992-1994 the City Council-appointed General Plan Advisory Committee met to identify issues, explore a range of policy options based upon land use development scenarios, and develop five Draft General Plan Elements; and

WHEREAS, on February 11, February 25, March 16, March 28, April 8, April 26, August 30, October 5 and November 1, 1995, the Planning Commission conducted duly noticed public hearings fully considering the draft elements, staff reports, environmental information and all testimony presented; and

WHEREAS, at the conclusion of the November 1, 1995, public hearing and thorough discussion of the matter, the Planning Commission recommend by Resolution No. 95-P020 that the November 1, 1995, draft, as amended by the Planning Commission (including final editing by staff for any technical, nonsubstantive changes necessary), of the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements should be approved and adopted by the City Council and that the Housing Element should be approved in concept by the City Council; and

WHEREAS, on May 2, 1996, the City Council held a special study session on the General Plan Update and Program Environmental Impact Report (EIR) to ask questions, discuss issues, and take public comment; and,

WHEREAS, on July 22, 1996, at a duly noticed public hearing, the City Council held a public hearing, discussed the merits of the General Plan Update and its associated Program EIR, and determined that the motions approving the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements, presented by staff should be approved and adopted as recommended, subject to certain revisions.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby made:

1. That the Program Environmental Impact Report on the General Plan Update as recommended by Planning Commission Resolution No. 95-P019, has been certified by City Council Resolution No. 96-R101.
2. It is the continuing policy of the City to periodically initiate public hearings for the purpose of considering whether revisions to the General Plan are advisable based on dynamic community goals and needs.
3. The currently adopted Land Use, Circulation, Open Space and Noise Elements require updating and revision, to reflect the City evolving population and development patterns and related goals, objectives and policies.

4. That the draft Land Use, Circulation, Open Space and Noise Elements conform to State of California planning law.

SECTION 2. Pursuant to the foregoing recitations and findings, the City Council of the City of Culver City, California, hereby approves and adopts, with revisions (as specified in SECTION 3 below):


1. General Plan Amendment, GPA No. 95-02, Land Use Element.
2. General Plan Amendment, GPA No. 95-03, Circulation Element.
3. General Plan Amendment, GPA No. 95-05, Open Space Element.
4. General Plan Amendment, GPA No. 95-06, Noise Element.
5. General Plan Vision and Overview.

6. Replacing the 1978 Land Use Element (as amended), 1975 Circulation Element, 1973 Open Space Element, and 1974 Noise Element, and rescinding the 1975 Scenic Highways Element.


SECTION 3. Pursuant to the foregoing recitations and findings, and prior to finalizing, the Draft General Plan Elements shall be revised as follows:

1. The draft Elements shall be revised to provide for internal consistency with all elements of the Update, and to include final editing by staff for any technical, nonsubstantive changes to bring the Update current to July 1996.
2. The draft Elements shall be revised to provide for exploring the development of Mixed-Use projects in the nonresidential areas, through the drafting of development standards.
3. That the residentially designated areas on both sides of Culver Boulevard, between Elenda Street and Sepulveda Boulevard, shall be designated Medium Density Multiple Family on the 1996 Land Use Element Map, and that the appropriateness of this designation shall be considered within the scope of the Culver Boulevard Focused Special Study.
4. That the properties on both sides of west Washington Boulevard, between Redwood Avenue and Wade Street and Centinela Avenue and McLaughlin Avenue, shall be designated General Corridor on the 1996 Land Use Element Map.

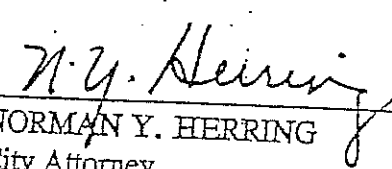
APPROVED and ADOPTED this 24th day of September, 1996.


EDWARD M. WOLKOWITZ, MAYOR
City of Culver City, California

ATTEST:


TOM CRUNK
City Clerk BY:
Ela Valladares, Deputy City Clerk

APPROVED AS TO FORM:


NORMAN Y. HERRING
City Attorney

JR:jra223

RESOLUTION NO. 2004-R044

1
2 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA,
3 APPROVING THE GENERAL PLAN TEXT AMENDMENT, GPTEXT P-2004019, AMENDING
4 THE LAND USE, OPEN SPACE AND CIRCULATION ELEMENTS BY ESTABLISHING
5 POLICIES GOVERNING DEVELOPMENT ALONG BALLONA CREEK.

6 (City-Initiated General Plan Text Amendment, GP TEXT P-2004019)

7 WHEREAS, the City Council has reviewed the issues related to the General Plan
8 Amendment (GP TEXT P-2004019) needed along Ballona Creek; and

9 WHEREAS, on December 8, 2003, the City Council opened the duly noticed public
10 meeting to review the "Ballona Creek and Trail Focused Special Study" (Ballona Creek
11 Special Study); and

12 WHEREAS, after careful consideration of the Ballona Creek Special Study and public
13 testimony, the City Council received and filed the Ballona Creek Special Study, with
14 modifications, and directed staff to complete a General Plan Amendment that incorporates
15 elements of the planning principles identified in Table 5-A of the Ballona Creek Special Study,
16 proposes safeguards in case of development both within the Ballona Creek Channel and on
17 adjacent properties, ensures long-term maintenance and operations funding sources for all
18 improvements within the Ballona Creek Channel, and requires the provision of public safety
19 and security improvements; and

20 WHEREAS, on April 14, 2004, the Planning Commission recommended by a vote of
21 4-0 that the City Council determine that pursuant to Sections 15162 and 15168 of the CEQA
22 Guidelines, GP TEXT P-2004019 is within the scope of the Culver City General Plan Program
23 EIR approved on September 24, 1996, and no new environmental analysis is needed; and

24 WHEREAS, following the conclusion of the public discussion and thorough
25 deliberation of the subject matter, the Planning Commission determined by a vote of 4 to 0
26 that GP TEXT P-2004019, with modifications, should be recommended to the City Council for
27 approval, as set forth in Planning Commission Resolution No. 2004-P001; and

28 WHEREAS, on May 24, 2004, the City Council conducted a duly noticed public
29 hearing during which it fully considered the Planning Commission's recommendation, all
reports, public testimony, and the environmental determination regarding GP TEXT P-
2004019; and

1 WHEREAS, following the conclusion of the public discussion and thorough
2 deliberation of the subject matter, the City Council determined by a vote of 4 to 0 that GP
3 TEXT P-2004019 is in the best interest of the City of Culver City;

4 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY,
5 CALIFORNIA, RESOLVES AS FOLLOWS:

6 SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby
7 made:

8
9 1. An Initial Environmental Study was prepared and completed on March 25, 2004, and
10 determined that there were no significant environmental impacts associated with this
11 General Plan Amendment (GP TEXT P-2004019). In addition, pursuant to Sections
12 15162 and 15168 of the CEQA Guidelines, GP TEXT P-2004019, amending the
13 General Plan Land Use, Open Space and Circulation Elements by establishing
policies governing development along Ballona Creek is within the scope of the Culver
City General Plan Program EIR approved on September 24, 1996, and no new
environmental analysis is needed.

14 2. The General Plan Text Amendment will establish policies governing development
15 along Ballona Creek.

16 A. Ballona Creek

17 1. It is the community's desire to protect neighborhoods adjacent to Ballona Creek
18 from impacts associated with regional use of the bike path and to memorialize
19 the completion of the "Ballona Creek and Trail Focused Special Study."

20 2. The General Plan Text Amendment is consistent with and satisfies the
21 provisions of Measure 3 of the General Plan Land Use Element and Measure 2
22 of the General Plan Open Space Element, which call for the completion of a
Ballona Creek Focused Special Study.

23 3. The General Plan Text Amendment is consistent with the General Plan Land
24 Use, Open Space and Circulation Elements. This amendment will protect the
25 peaceful, small-town environment of Culver City's residential neighborhoods,
26 while allowing for the recreational and aesthetic enhancement of the Ballona
27 Creek channel and bike path through clear and consistent guidelines. The
28 amendment will help the City more effectively coordinate with adjacent
29 jurisdictions and ensures that the recreational elements of Ballona Creek are
preserved for future generations through safety, security and maintenance
provisions.

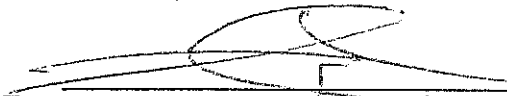
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4. The General Plan Text Amendment is consistent with the following General Plan Goals:

- a) *Land Use, Circulation and Open Space Elements – GOAL: An open space, urban forest, urban design network that links neighborhoods and businesses and instills civic pride.*
- b) *Land Use and Circulation Elements – GOAL: Clear and consistent guidance for balanced growth.*
- c) *Land Use and Circulation Elements – GOAL: Ample and efficient City services and infrastructure.*
- d) *Land Use and Circulation Elements – GOAL: Residential neighborhoods that offer residents the qualities of a peaceful, small-town environment.*
- e) *Land Use and Open Space Elements – GOAL: A community that provides recreational, historical and cultural opportunities.*

5. The General Plan Text Amendment will require that any improvements made to the Ballona Creek Channel or bike path do not, in any way, compromise the Channel's flood control function or environmental quality.

1 SECTION 2. Pursuant to the foregoing recitations and findings, the City Council hereby
2 approves General Plan Text Amendment No. P-2004019, as set forth in Exhibit A, attached
3 hereto and thereby made a part hereof.
4

5
6 APPROVED and ADOPTED this 24th day of May, 2004.
7
8

9
10 
11 STEVEN ROSE, MAYOR
12 City of Culver City, CA

13
14 ATTEST:

Approved as to form:

15 
16 CHRISTOPHER ARMENTA, City Clerk

17 
18 CAROL A. SCHWAB, City Attorney

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Exhibit A

BALLONA CREEK-RELATED CHANGES TO THE LAND USE ELEMENT

1. LU-36

Policy 10.L

Protect and preserve the safety and quality of life of the residential, commercial and industrial properties adjacent to the Ballona Creek by assuring that all improvements are designed consistent with the objectives of the *Ballona Creek Focused Special Study* (see Measure 3.B).

2. LU-36—NEW POLICY TO FOLLOW POLICY 10.L

Policy 10.M

Ensure that any improvements made to Ballona Creek and/or the bike path include funding sources to maintain a comprehensive maintenance and operations program, and a safety and security program, produced by a safety and security consultant, with adequate and appropriate budgets to support them.

3. LU-38

GOAL: A community that provides recreational, historical and cultural opportunities.

Culver City residents have access to regional recreation resources and cultural opportunities within the greater Los Angeles and Westside Communities. The City's local recreational and cultural facilities, however, are in shorter supply. The Lucerne-Higuera and McLaughlin neighborhoods do not have parks, and overall the City's parkland is 27 acres short of achieving national park and recreation standards of 3-acres-per 1,000 people.

Ballona Creek provides active recreation and alternative transportation opportunities as a bikeway connection from Culver City to the beach. Residents of Culver City use Ballona Creek as a recreational bike path and some use it as a jogging path, or as a transportation corridor. However, those who use it and those who live adjacent to it have serious concerns regarding the safety and aesthetics of the existing channel. To maximize the Creek's potential benefit as a public amenity, implementation of any plan for its alteration must consider community and environmental impacts and assess all benefits and liabilities (See Policy 10.L and Policy 10.M).

4. LU-69

MEASURE 3. CREATE FOCUSED SPECIAL STUDIES. Some areas of the City have special needs or conditions that would benefit from detailed investigations which may address issues such as allowable land use patterns, design standards, zoning codes and other property development standards. They may include detailed regulations, conditions, programs and proposed designations supplemental to the General Plan, including infrastructure requirements, resource conservation, and implementation measures, and

1 identify potential changes in land use that may be appropriate to meet future needs. The
2 General Plan designates the allowable mix of uses within each Focused Special Study area
3 and identifies land use and development goals. To accommodate possible development
4 within these areas before the Focused Special Studies are completed, an underlying
5 designation or designations will identify the anticipated land uses for the first three.

6 **A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study.** (Text
7 regarding the Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study to
8 remain as is.)

9 **B. Ballona Creek Focused Special Study.**

10 Pursuant to the 1996 General Plan Update, a Ballona Creek Focused Special Study was
11 completed to determine whether there is potential for enhancing its use as a recreation
12 resource and improving its general condition and appearance. The completed study
13 contemplates a variety of improvements, which could be implemented to achieve those goals.

14 Once a natural waterway, Ballona Creek's primary purpose is to serve as a flood control
15 channel. Consistent with many other channels under the jurisdiction of the Los Angeles
16 County Flood Control District and the U.S. Army Corps of Engineers, a bike path was
17 included within the channel to provide recreation and transportation opportunities.

18 Protect and preserve the safety and quality of life of the residential, commercial and industrial
19 properties adjacent to the Ballona Creek by assuring that all improvements are designed with
20 the following objectives:

- 21 ■ Maintain or improve the ability of Ballona Creek to carry floodwaters;
- 22 ■ Provide safety, security and crime prevention improvements and prohibit the
23 construction of new access trails through residential neighborhoods, local streets or
24 local parks;
- 25 ■ Buffer adjacent properties from noise and maintain the privacy of adjacent properties
26 through the provision of improvements including, but not limited to any or all of the
27 following: additional landscaping, fencing, vertical separation, and/or horizontal
28 separation between those properties and the bike trail;
- 29 ■ Establish design guidelines that minimize visual clutter and establish lighting design
guidelines that minimize glare and spillover into adjacent properties;
- Establish maintenance standards that provide for erosion, weed, and graffiti control
and trash and debris removal;
- Use landscape materials that are low-maintenance, plants should be native and/or
drought-tolerant species;

- 1 ▪ Encourage bicyclists and pedestrians to move through the trail system, by limiting the
- 2 development of rest stops along the bike path;
- 3 ▪ Ensure that any proposed improvements to Ballona Creek and/or the bike path are
- 4 thoroughly evaluated according to all applicable laws and regulations, including the
- 5 California Environmental Quality Act (CEQA) and the National Environmental
- 6 Protection Act (NEPA);
- 7 ▪ Ensure that any proposed improvements either improve or do not negatively impact
- 8 water quality in Ballona Creek;
- 9 ▪ Ensure that any agency, group or organization interested in designing, installing and
- 10 maintaining any improvements to Ballona Creek and/or the bike path work in
- 11 collaboration with adjacent residents, property owners, businesses, interested parties
- 12 and the City, and give them the opportunity to provide meaningful input with respect to
- 13 planning, design, construction and operation. Consideration should be given to the
- 14 concerns of adjacent and abutting residents;
- 15 ▪ Ensure that any agency or group interested in designing, installing and maintaining
- 16 any improvements to Ballona Creek and/or bike path coordinate with the City and all
- 17 responsible government agencies and clearly indicate the respective agencies'
- 18 specific responsibilities and jurisdictions with regard to any project;
- 19 ▪ Work with Los Angeles County to establish reasonable hours of operation of public
- 20 use areas.

21 (*Figure LU-23 Ballona Creek Focused Special Study will remain.*)

22 BALLONA CREEK-RELATED CHANGES TO THE OPEN SPACE ELEMENT

23 5. OS-13

24 ***GOAL: A community that provides recreational, historical, and cultural opportunities.***

25 In comparison to established standards, Culver City residents have more than adequate

26 access to regional park resources. The City's local open space resources fall short, however,

27 of the goal of 3-acres per 1,000 people. The open space within Culver City defined as local

28 parkland is deficient by 27 acres, as would be required to serve its 39,000 residents. Seven

29 of the City's neighborhood parks also fall short of the desired minimum of five acres. The

30 City's school playground space (32.5 acres) is deficient when compared to the goal of 1-acre-

31 per-1,000 residents. Based on the current joint-use agreements covering only 3.5 acres, the

32 deficiency is 35.5 acres.

33 Convenient pedestrian access to open space resources is also deficient in the Lucerne-

34 Higuera and McLaughlin neighborhoods. These neighborhoods do not contain a park, and

35 access barriers separate them from their nearest resources. The Lucerne-Higuera

36 neighborhood is separated from Syd Kronenthal Park by National Boulevard and separated

1 from Culver City Park by Jefferson Boulevard. The McLaughlin neighborhood is separated
2 from Tellefson Park by the San Diego Freeway.

3 The Ballona Creek Bike Path has open space value both as active recreation and as a
4 bikeway connection to regional beach resources. As a recreation feature of the Ballona Creek
5 flood control channel, it has not been enhanced or maintained sufficiently to make it an
6 attractive resource. Bicyclists and joggers do use the bikeway, although many have serious
7 concerns regarding the safety and aesthetics of the channel. These concerns are echoed by
8 those who live adjacent to Ballona Creek (See Land Use Element).

9 **6. OS-14**

10 ***Policy (2.G)***

11 Maintain and enhance the active recreation opportunities along the Ballona Creek bike path
12 while ensuring the safety and privacy of adjoining neighborhoods (see Land Use Element).

13 **7. OS-15**

14 ***Policy (2.H)***

15 Encourage the preservation of family-oriented recreational uses such as the Culver-Palms
16 YMCA and the Culver City Ice Arena.

17 **8. OS-15**

18 ***Policy (2.I)***

19 Develop a safe and convenient pedestrian and bicycle link between the Lucerne-Higuera
20 neighborhood, south of National Boulevard, and Syd Kronenthal Park.

21 **9. OS-19**

22 ***MEASURE 2. CREATE FOCUSED SPECIAL STUDIES.***

23 Focused Special Studies are identified within the Land Use and Circulation Elements for
24 areas where special conditions or potential indicate a need for more detailed analysis and
25 recommendations. This allows flexibility to focus land use and development on the goals of a
26 specific location.

27 Focused Special Studies identified for the Blair Hills/Baldwin Hills area and for Ballona Creek
28 will include standards and guidelines for protection, development and enhancement of
29 existing and potential open space resources. Each study will describe the location and type of
open space resources appropriate within the focused study area and the relationship of open
space resources to other identified land uses. The studies may also discuss subjects such as
infrastructure requirements (including access, water, drainage, resource conservation and
demand on City maintenance services) and funding strategies (see Land Use Element).

The Focused Special Study for Culver Boulevard will address open space potential in
addition to the circulation issues.

***A. Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study (Text
regarding the Blair Hills/Baldwin Hills Area Feasibility Study and Focused Special Study to
remain as is.)***

1 **B. Ballona Creek Focused Special Study**

2 Pursuant to the 1996 General Plan Update Ballona Creek was studied to determine whether
3 there is potential for enhancing its aesthetics and its use as a recreation resource. Upon the
4 completion of the Ballona Creek Focused Special Study process, it was determined that in
5 order to protect the residential, commercial and industrial properties adjacent to the Ballona
6 Creek, all improvements to Ballona Creek or trail should be designed with the following
7 objectives:

- 8 ▪ Maintain or improve the ability of Ballona Creek to carry floodwaters;
- 9 ▪ Provide safety, security and crime prevention improvements and prohibit the
10 construction of new access trails through residential neighborhoods, local streets or
11 local parks;
- 12 ▪ Buffer adjacent properties from noise and maintain the privacy of adjacent properties
13 through the provision of improvements including, but limited to any or all of the
14 following: additional landscaping, fencing, vertical separation, and/or horizontal
15 separation between those properties and the bike trail;
- 16 ▪ Establish design guidelines that minimize visual clutter and establish lighting design
17 guidelines that minimize glare and spillover into adjacent properties;
- 18 ▪ Establish maintenance standards that provide for erosion, weed, and graffiti control
19 and trash and debris removal;
- 20 ▪ Use landscape materials that are low-maintenance, plants should be native and/or
21 drought-tolerant species;
- 22 ▪ Encourage bicyclists and pedestrians to move through the trail system, by limiting the
23 development of rest stops along the bike path;
- 24 ▪ Ensure that any proposed improvements to Ballona Creek or the bike path are
25 thoroughly evaluated according to all applicable laws and regulations, including the
26 California Environmental Quality Act (CEQA) and the National Environmental
27 Protection Act (NEPA);
- 28 ▪ Ensure that any proposed improvements either improve or do not negatively impact
29 water quality in Ballona Creek;
- 30 • Ensure that any agency, group or organization interested in designing, installing and
31 maintaining any improvements to Ballona Creek and/or the bike path work in
32 collaboration with adjacent residents, property owners, businesses, interested parties
33 and the City and give them the opportunity to provide meaningful input with respect to
34 planning, design, construction and operation. Consideration should be given to the
35 concerns of adjacent residents;

- Ensure that any agency or group interested in designing, installing and maintaining any improvements to Ballona Creek and/or bike path coordinate with the City and all responsible government agencies and clearly indicate the respective agencies' specific responsibilities and jurisdictions with regard to any project;
- Work with Los Angeles County to establish reasonable hours of operation of public use areas.

BALLONA CREEK-RELATED CHANGES TO THE CIRCULATION ELEMENT

10. C-19

Policy (3.B)

Expand the bicycle system to include loops which connect the Ballona Creek Bicycle Path to activity centers in the City. Bike path connections should be carefully limited to arterial streets. Decisions to locate additional bike path connections via non-arterial streets should be determined through a collaborative process during which adjacent residents, property owners, businesses and interested parties are provided the opportunity to provide meaningful input with respect to planning, design, construction and operation.

11. C-31

MEASURE 5. ADOPT A CITYWIDE BIKEWAY PLAN.

There are presently two marked bikeways which serve Culver City: the Ballona Creek Bike Path and bike lanes along Venice Boulevard.

The existing bikeway system within the City is proposed to be expanded with connections to the regional system. A Citywide Bikeway Plan will be developed which identifies potential bikeways and sets standards for construction and support facilities. Classification of the existing and proposed bikeway are indicated in Figure C-6, Existing and Proposed Bikeway Classification Map.

A. Coordinate Citywide Bikeway Policies with Ballona Creek-Related Policies in the Land Use and Open Space Elements.

The 1996 General Plan Land Use Element designated Ballona Creek as a Focused Special Study Area to determine its potential for development as a recreation resource. The Circulation Element supports this intention through classification of the Ballona Creek bikeway as a Class I Bike Path. The Citywide Bikeway Plan seeks to visually and physically link this bikeway to other circulation systems and open space resources. Functional considerations addressed by the Bikeway Plan will be balanced with concerns regarding the safety, aesthetics, noise, interagency coordination regarding maintenance and development, and the effects of appropriate and inappropriate use on adjacent residential properties. Ongoing safety and maintenance programs will be addressed by Land Use Element and Open Space Element Policies.

B. Develop a Class I bike path within the Exposition Right-of-Way. *(This section to remain as is.)*

C. Develop a Bikeway along Culver Boulevard.

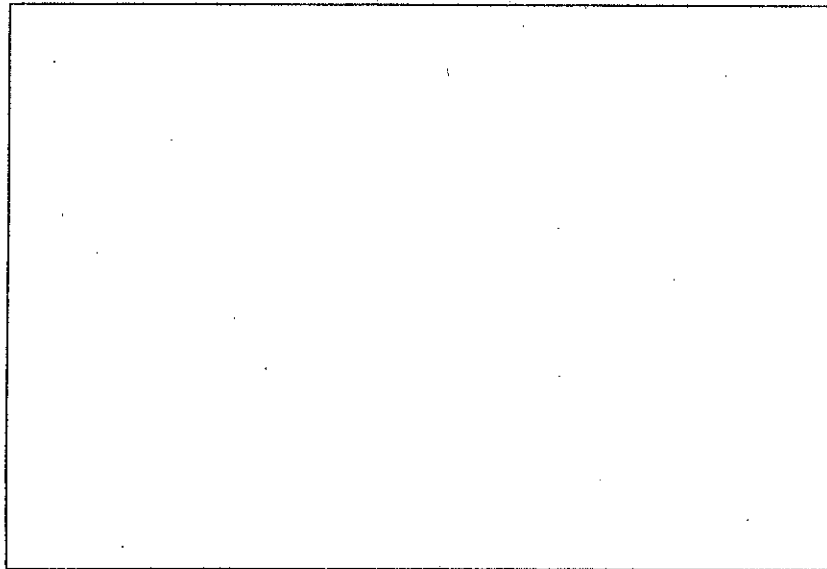
(This section to remain as is.)

D. Develop a Bikeway Loop connecting the Ballona Creek Bike Path to Downtown.

By designating a Class II bicycle lane along Overland Avenue, Culver Boulevard and Washington Boulevard through downtown connecting to Ballona Creek and the Exposition Right-of-Way, a complete bikeway loop can be created. Bike path connections should be carefully limited to arterial streets and decisions to locate additional bike path connections via non-arterial streets should be determined through a collaborative process during which adjacent residents, property owners, businesses and interested parties are provided the opportunity to provide meaningful input with respect to planning, design, construction and operation.

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El Marino Park and School

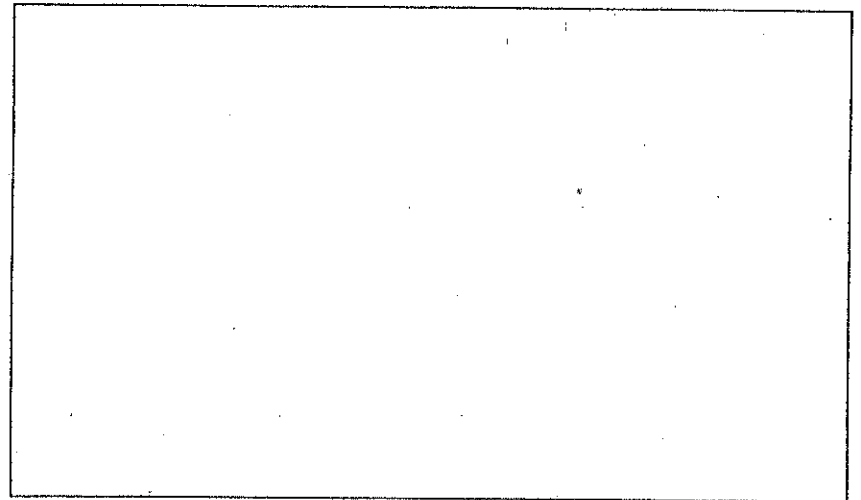
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View from Blair Hills, 1920's

This Open Space Element is one of nine Elements of the Culver City General Plan. The complete list of General Plan documents includes:

General Plan Overview, 1995 +
Land Use Element, 1995 +
Circulation Element, 1995 +
Housing Element, 1995 +
Open Space Element, 1995 *
Noise Element, 1995 +*
Conservation Element, 1973
Seismic Safety Element, 1974
Public Safety Element, 1975
Scenic Highways Element, 1975**
Recreation Element, 1968
Glossary, 1995 +

Blair Hills Park

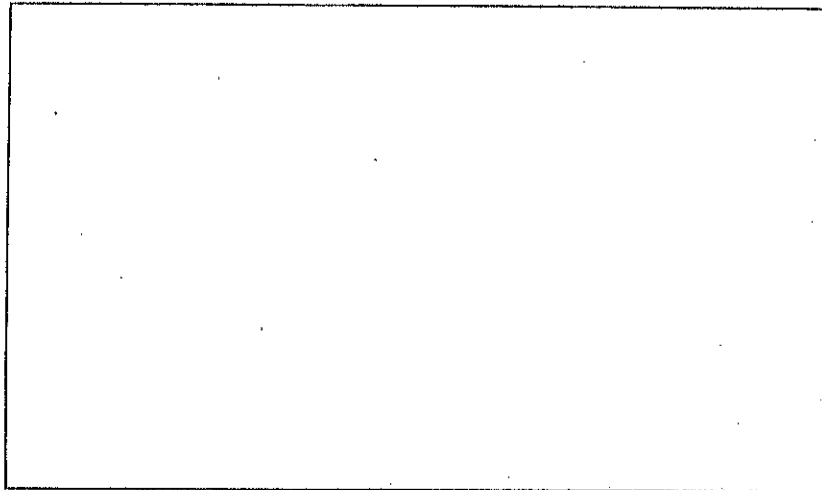
- + Draft Element prepared by Gruen Associates; Final Elements prepared by City staff
- * Draft Element prepared by Gruen Associates and Takata Associates; Final Element prepared by City staff
- +* Draft Element prepared by Gruen Associates and Mestre Greve Associates; Final Element prepared by City staff
- ** Superseded and Eliminated by adoption of 1995 Circulation Element

Veterans' Memorial Auditorium

PURPOSE OF THE OPEN SPACE ELEMENT. Open space resources support natural habitats, agricultural production, outdoor recreation and environmental health uses. The intent of the Culver City Open Space Element is to protect, expand, and enhance visible and usable open space resources which support these uses. To accomplish this the Open Space Element designates as *open-space* "any parcel or area of land or water which is essentially unimproved and devoted to open space use," consistent with State law. Open space "use" is further defined by Section 65560(b) of the Government Code to encompass four principal categories:

- Natural resources,
- Managed production of resources,
- Outdoor recreation, and
- Public health and safety.

In addition, Culver City recognizes certain visual amenities and open space resources. Specific City resources are discussed in the context of these use definitions under Existing City Resources.



Veterans' Memorial Park

REGIONAL RESOURCES. Culver City's location within the southern California region offers a rich variety of open space resources within a few minutes to a few hours drive. National forests and parks; state, county and local beaches; mountain trails, regional bikeways and parks are all nearby. Los Angeles County and the City of Los Angeles, which surround Culver City, have a combined total of over 181,500 acres of parkland and beaches. Within 30 miles of the City, large regional facilities, such as Griffith Park (4,000 acres), Sepulveda Flood Control Basin (2,000 acres), Arroyo Seco Park (280 acres) and Cabrillo Beach (54 acres), provide diverse open space opportunities and experiences. The closest regional facility to Culver City is the 315-acre Kenneth Hahn State Recreation Area, which touches Culver City's eastern boundary. The Los Angeles County Parks and Recreation Department plans to expand Kenneth Hahn State Recreation Area to cover the undeveloped lands west of La Cienega Boulevard, and also expand to the south of the existing 315-acre development, for a total of 1,168 acres. Ball fields, restrooms, picnic and reforestation areas provide for both active and passive recreation uses. Culver City Park and the currently undeveloped area of Blair Hills, before incorporation into Culver City, were previously included in the County's plans for this recreation area. Decisions by Culver City regarding the ultimate development of undeveloped lands in Blair Hills, and by Los Angeles County regarding the undeveloped land west of La Cienega Boulevard may still allow potential for connecting Culver City Park to Kenneth Hahn State Recreation Area.

EXISTING CITY RESOURCES. Culver City has approximately 191 gross acres of publicly owned open space lands (6% of the City's land area) and 190 acres of privately owned land that fall within the State's defined categories of open space. Of this acreage, the publicly owned land falls mostly into the categories of outdoor recreation, which includes the City's 90 acres of parks, and land for the protection of public health and safety, specifically the 101 acres of Ballona Creek Flood Control Channel. School playgrounds (although not designated

OPEN SPACE ELEMENT

or officially counted as open space) can function as outdoor recreation space to the extent available for public use.

Land which could be defined as natural resources (i.e., areas of habitat for wildlife species) includes the 103 undeveloped acres of Blair Hills that are privately owned. Portions of the Culver City Park, which abut these undeveloped hillsides, also offer some habitat value. The State's category of managed production of resources, which is primarily in support of forestry, agriculture, rangelands, fisheries and ground water recharge basins, does not apply to lands within Culver City.

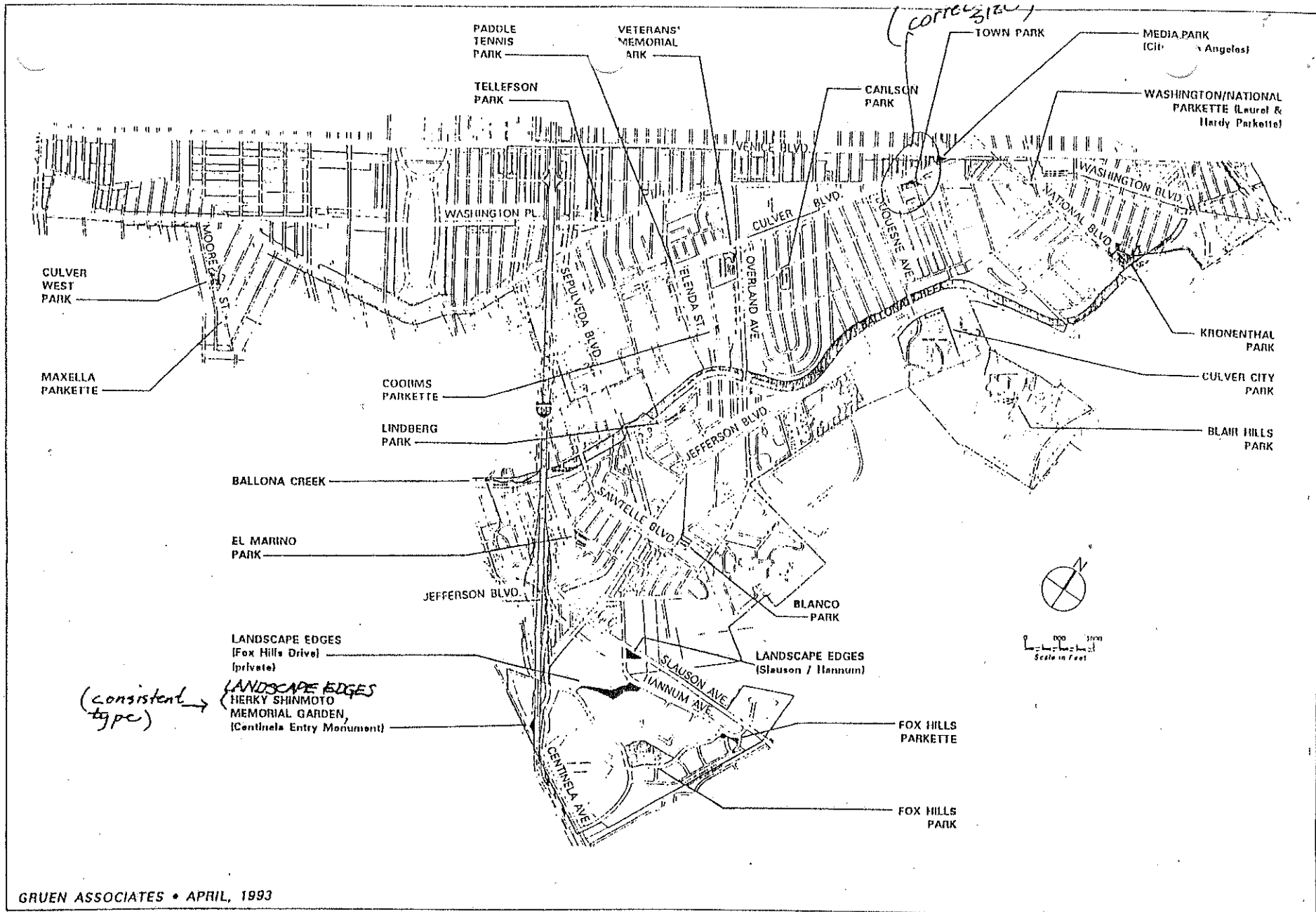
In addition to the State-defined categories, Culver City considers as *visual open space* land within the public view that functions as open space amenities. Of the City's privately owned land, the 88 acres of cemetery property as well as land within and adjoining the public rights-of-way are considered to contribute to the urban design character of the City and be important visual open space resources. These areas shall not be designated or officially counted as open space.

Parks and Outdoor Recreation. The City has 90.3307 net acres of park land divided among 19 sites developed as parks, parkettes and special facilities illustrated in Figure OS-1, Parks and Open Space, and listed in Table OS-1, Culver City Parks. The City's parks and open space contribute not only to the recreation and aesthetic resources of the City, but they also provide a sense of neighborhood and community identity for the people of Culver City. Most of the City's residential areas contain a neighborhood park as a central component. For example, "Lindberg" and "Carlson" not only identify parks, but also the neighborhoods that surround them.

Culver City Parks		
Park	Acres	Park-Type Designation
Culver City Park	41.55	- Ci
Veteran's Memorial Park	10.95	- C
Fox Hills Park	10.00	- G/NN(C)
Syd Kronenthal Park	6.68	- G/NN(C)
Culver West Park	3.00	- N
Lindberg Park	4.39	- N
Carlson Park	2.66	- N
Blair Hills Park	1.62	- N
El Marino Park	1.60	- N
Tellefson Park	1.52	- N
Blanco Park	1.46	- N
Fox Hills Parkette	0.95	- P
Town Park	0.8261-	P
Coombs Parkette	0.49	- P
Washington/National Parkette	0.10	- P
Maxelia Parkette	0.05	- P
Herky-Shinmoto Parkette	0.05	- P
Media Park/Ivy Substation*	2.00	- SF
Paddle Tennis Park	0.44	- SF
Total acreage parks	90.3307 acres	
Ci = City Park C = Community Park N = Neighborhood Park P = Parkette SF = Special Facility * Leased from the City of Los Angeles		

Table OS-1 Culver City Parks

Culver City Park, and Veteran's Memorial Park are City and community parks. The remaining parks serve as neighborhood parks, though some, such as Syd Kronenthal and Fox Hills Parks, provide limited community-wide facilities.



GRUEN ASSOCIATES • APRIL, 1993



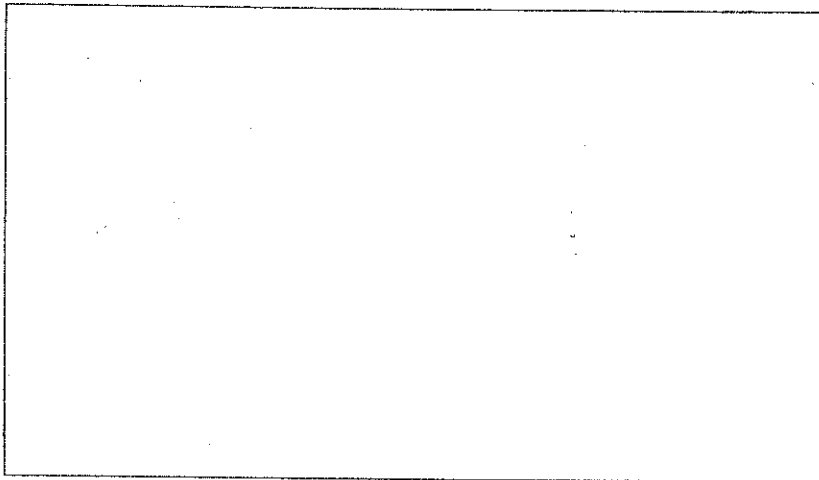
CULVER CITY
GENERAL PLAN

Date .. FIGURE OS-1
Parks and Open Space

O P E N S P A C E E L E M E N T

The total park acreage of 90 acres is deficient by nearly 267 acres relative to the City's established standard of 3 acres per 1,000 population. The calculation, in rounded figures, is based on a population of 39,000 residents ($3 \times 39 = 27$). While most areas of the City are well served by existing parks, some neighborhoods lack an open space focus and do not possess parks that are readily accessible to residents. The areas most in need of additional park space are the McLaughlin and Lucerne-Higuera neighborhoods.

Syd Kronenthal Park is a newly renovated park with modern facilities and good access for the disabled. However, many of the other parks are older, their facilities require upgrading, and access for the disabled needs to be improved. The parks that need renovation include: Culver City Park, Veteran's Memorial Park, Culver West Park, Tellefson Park, Coombs Parkette, Carlson Park, Lindberg Park, Blair Hills Park, El Marino Park, Blanco Park, and Fox Hills Park.



Syd Kronenthal Park

Media Park, though located outside of Culver City boundaries, functions as an entry point to the City and provides residents with open

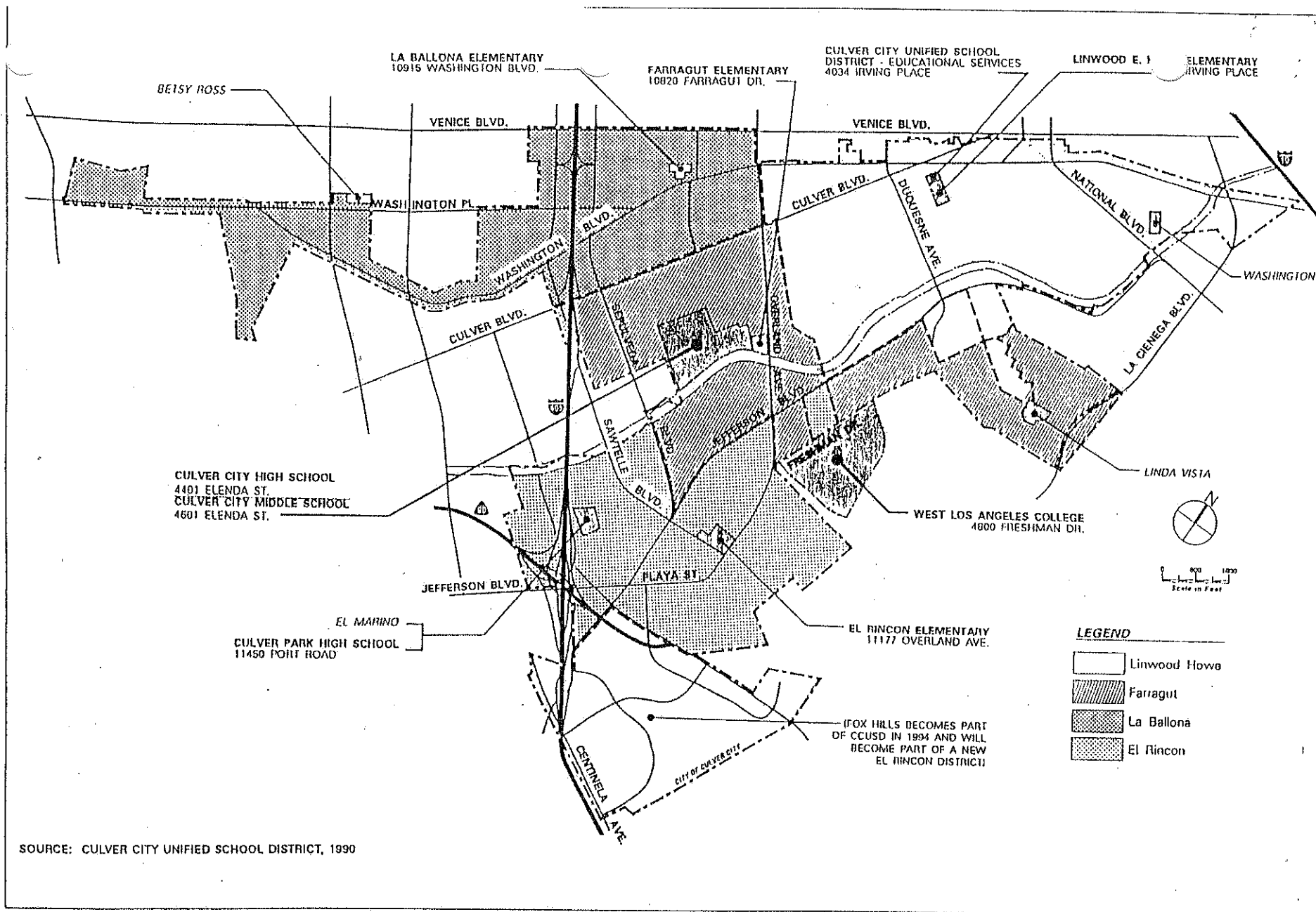
space benefits. Media Park is in the City of Los Angeles immediately adjacent to the jurisdictional boundary of Culver City, but is leased to the Culver City Redevelopment Agency with a 40 year lease agreement and 10 year option to the year 2037.

Other public lands which have the potential to be developed or enhanced as open space greenbelts include Exposition and Culver Boulevard rights-of-way. Both are discussed in the Land Use and Circulation Elements regarding potential greenbelt and bikeway development. Ultimate development within the Exposition right-of-way will be tied to decisions regarding regional transit. Potential open space development within the Culver Boulevard right-of-way will be investigated as part of a master plan effort to review traffic, land use and streetscape from Sawtelle Boulevard to Elenda Street.

Not all areas of existing park land are physically accessible. Portions of Fox Hills Park and Culver City Park are characterized by steep slopes. These slopes, although counted within active recreation, function more as visual open space and/or natural areas.

Public Health and Safety. Ballona Creek Flood Control Channel is jointly owned and operated by the Los Angeles County Flood Control District (LACFCD) and the U.S. Army Corps of Engineers (COE). The channel's primary function is to protect the public from flood hazards. Its secondary purpose, consistent with COE policy (Public Law 89-72), is to provide outdoor recreation opportunities. To satisfy this, the Ballona Creek Channel includes a 12-foot wide Class I bike path from near Jacob Street to the beach. This special facility is not counted toward open space goals.

School Playground Space. During non-school hours, school playground spaces provide additional outdoor recreation for Culver City. There are seven schools in the City that comprise about 32.5 acres of playground space (see Figure OS-2, School Districts).



CULVER CITY
GENERAL PLAN

FIGURE OS-2
School Districts

OPEN SPACE ELEMENT

Compared to the City's established standard for playground space of 1 acre per 1,000 residents, the 32.5 acres is deficient by 6.5 acres. With a population of approximately 39,000, the calculation is 39 - 32.5 = 6.5. However, only 3.5 acres of playgrounds are currently available (1995) through joint-use agreements with the School District, at La Ballona School and Linwood Howe School, during non-school hours. El Marino Elementary School's outdoor recreation facilities, consisting of a basketball court, soccer and softball playing area, are made available to the City's Recreation Division during the vacation and holiday seasons (see Table OS-2, Culver City School Playgrounds). Based on the 3.5 acres available through joint-use agreements, the mathematical deficiency is 35.5 acres.

The Culver City Unified School District (CCUSD) previously had three additional elementary schools, Besty Ross, Washington, and Linda Vista. All two are currently under long term lease, agreements with private elementary schools, Betsy Ross and Washington, and one is being marketed for sale, Linda Vista. El Marino Elementary had been out of service as an elementary school site for several years, but is scheduled to be reopened as an elementary school in September 1994, in part to provide for the incorporation of Fox Hills into the CCUSD. Additionally, Culver Park High School and Independent Study exist on the El Marino site. The leased sites are being used as private elementary schools, day care, and/or other social service functions.

The City is using 3.5 acres of playgrounds through joint-use agreements with the School District at La Ballona School and Linwood Howe School during non-school hours. El Marino Elementary School's outdoor recreation facilities, consisting of a basketball court, soccer and softball playing area, are made available to the City's Recreation Division during the vacation and holiday seasons (see Table OS-2, Culver City School Playgrounds).

Culver City School Playgrounds	
School	Acres
El Marino Elementary School	1.4
* La Ballona Elementary School	1.3
* Linwood Howe Elementary School	2.2
Farragut Elementary School	2.5
El Rincon Elementary School	3.1
Culver City Middle School	10.0
Culver City High School	12.0
Total acreage	32.5
* Available for use during non-school hours	

Table OS-2 Culver City School Playgrounds

The remaining schools are potential resources for additional public open space use. Although outside of the City, the 22 acres of outdoor recreation facilities at the West Los Angeles College (WLAC) is another potential joint-use open space opportunity.

Privately Owned Natural Areas and Visual Open Space. Within Culver City there are approximately 190 acres of privately-owned large parcels of land that function as visual amenities. These include undeveloped areas of Blair Hills (103 acres) and two cemeteries which are partially (Holy Cross, 43 acres) or wholly (Hillside Memorial, 45 acres) in Culver City. The portion in Blair Hills is currently an operating oil field and at least one proposal for residential development is pending. The functional nature of the cemeteries is generally open and verdant. However, within their facilities plans, changes can be expected to occur over time to alter the open character.

Natural Areas. The undeveloped hillsides of Culver City contain substantial biological resources which include native plant, bird and mammal species. The coastal sage scrub vegetation, found mostly in

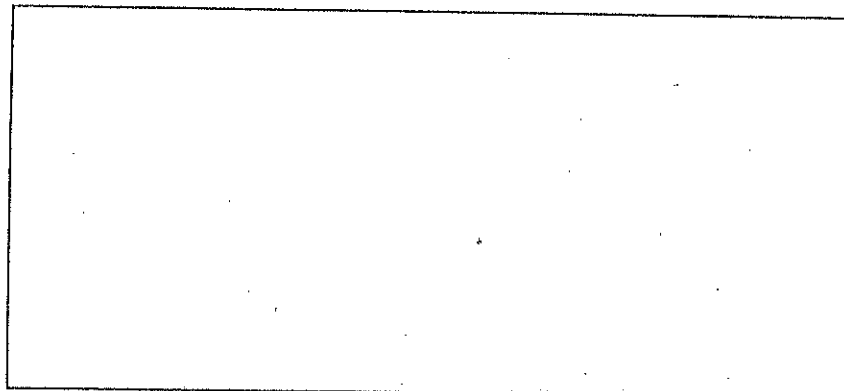
the canyon and ravine areas, support various forms of wildlife, the most significant of which is the Coastal Cactus Wren. The Opuntia cactus which occurs in these canyon areas provides nesting habitat for the Coastal Cactus Wren, recently de-listed (1995) as a candidate for inclusion on the California and federal endangered species list. Coastal populations of cactus wrens (Campylorhynchus brunneicapillus) are seriously declining and the subspecies sandiegensis, are especially endangered, though as yet have no official protective status. Development of these naturally vegetated areas could result in significant stress and possible elimination of the resident Cactus Wren population as well as other resident wildlife.

Visual Open Space and Urban Design Character. The hillsides and public rights-of-way contribute to the open space framework and visual character of the City. Sidewalks, medians, parkways and other areas that are seen by passers-by can affect their attitudes about, and images of, the City. The historic structures in Downtown, the heavily landscaped medians along portions of Jefferson Boulevard and the mature street trees throughout the residential neighborhoods are positive elements that enhance Culver City's sense of place. These open public access ways and visually accessible private lands provide a sense of open space that, although not quantifiable, is a valuable open space resource.

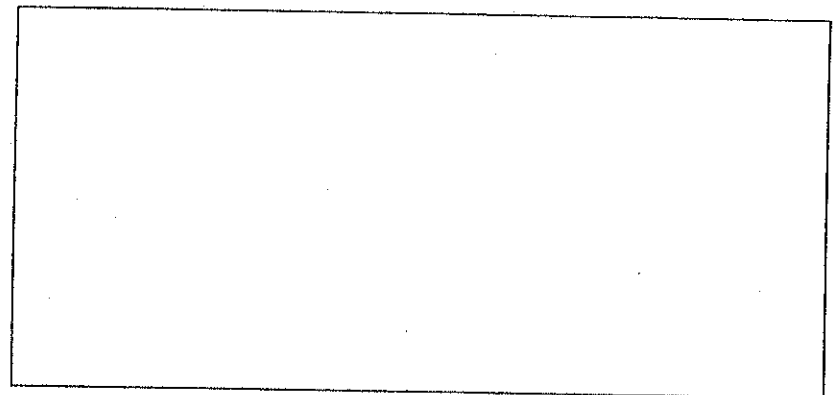
VISION FOR THE OPEN SPACE ELEMENT. The vision of the Culver City General Plan Open Space Element is to protect and enhance existing open space and provide additional open space through land acquisition and expansion. The City's publicly owned open space resources are to be safe, aesthetically pleasing, and accessible to all.

To support this vision, the Open Space Element is built around the following goals:

- *An community that provides recreational opportunities.*
- *An open space-urban forest, urban design network that links neighborhoods and businesses, and instills civic pride.*



Visual Open Space in Culver City Park



Media Park

OPEN SPACE DESIGNATION. The Land Use Element and Land Use Element Map identifies areas of the City designated as Open Space. The Open Space designation is established by the Land Use Element of the General Plan to protect Culver City's open space resources. It is designed and intended to preserve existing and encourage future parks, open space, and recreation opportunities.

DEFINITIONS. In addition to the Open Space designation, definitions are provided to identify types of open space resources and to assist in establishing specific open space goals within the Open Space Element. These definitions, identified in the Land Use Element, categorize open space resources based on their suitability for passive or active recreation, their visual quality, and their biological value. The specific definitions and their characteristics are as follows:

Active Recreation Areas. These are open spaces developed for formal recreation use such as sports fields, courts, facilities for organized play, and Class I bike paths. These areas may be a combination of open landscaped park land and recreation facility buildings. In Culver City, this definition applies to parts of Culver City Park, Veterans' Memorial Park, Fox Hills Park, Lindberg Park, Syd Kronenthal Park, and Culver West Park (which contain sports fields); the Paddle Tennis Park; and the bike path along Ballona Creek. The active recreation opportunities afforded by these areas bring both neighborhood and community members together to participate in group activities.

Passive Recreation Areas. These include landscaped open space used for passive activities such as sitting, picnicking, walking, informal gatherings, and let-out space for "exuberating". Tellefson Park, Carlson Park, Blair Hills Park, El Marino Park and Blanco Park, as well as the City's parkettes are examples of passive recreation open space. These smaller City parks provide their respective neighborhood residents the opportunity to enjoy being outdoors without the need to participate in group activities.

Culver City Park - Babe Ruth Field

Natural Areas. These include valuable and sensitive natural resources, particularly biologically significant habitats within the Blair Hills area. These areas are either privately or publicly owned. For areas defined as natural, access is generally limited to unpaved pedestrian trails, and structural development, vehicular access and active recreation uses are not usually compatible.

Visual Open Space. This includes landscape areas within or adjacent to public rights-of-way, streetscape improvements and desirable urban design features which visually link neighborhoods and businesses throughout the City. This definition may be applied to setbacks, parkways, medians, and other land within the public view. Special use facilities, that by virtue of their function provide an open verdant character, may also fall within the definition of visual open space. Landscaped median and neighborhood street trees provide Culver City with visual relief as well as its small town character.

Culver City Municipal Plunge

STANDARDS. The National Park and Recreation Administration (NPRA) has long established minimum standards for park and recreation acreage. These standards include the goal of 10 acres per 1,000 people, of which six acres should be provided through regional park facilities within a 30-to-60 minute driving distance, and the remaining four acres to be local facilities and playgrounds available for public use. Culver City adopts and applies these standards with some modifications, as follows:

- 6 acres/1,000 people of regional park facilities located within a radius of a 30-to-60 minute drive for City residents.
- 3 acres/1,000 people of local park area.
- 1 acre/1,000 people of school playground space available for use under cooperative agreement with the school district.

Spatial standards are further established based on the types of open space and parks available to City residents.

Regional Park. A regional park serves the people of a large geographical area through the preservation of natural open space or provision of facilities which cannot feasibly be provided at the local level. As defined by NPRA, these areas offer nature-oriented opportunities such as hiking, camping, bridle paths, water resource activities, zoos or botanical gardens. The minimum recommended size is 250 acres, which is generally maintained at the county or regional level. The Kenneth Hahn State Recreation Area serves in this capacity and satisfies this criterion for Culver City.

Local Parks. Culver City defines six types of local parks, as represented by parks existing within the City: City Park, Community Park, Neighborhood Park, Linear Park, Parkette, and Special Facilities. Each has distinct standards for size and intended function with somewhat overlapping facilities; i.e., components appropriate to smaller park types also may be appropriate to larger park types.

City Park. A city park provides specialized facilities for use by a large segment of the population and for the preservation of unique features and facilities such as historical, cultural, or natural open spaces. The minimum recommended size is 25 acres. Culver City Park, which is 41.55 acres, serves in this capacity and satisfies this criterion.

Community Park. A community park provides facilities requiring substantial space, and serves three to six neighborhoods within approximately one-half to one mile. Typical community-wide facilities might include tennis courts, a swimming pool, regulation ball fields capable of supporting league play, a community center, or multi-purpose courts and fields. The minimum recommended size is ten acres. Veterans' Memorial Park and Fox Hills Park satisfy this criterion. While classified as neighborhood parks, Kronenthal Park and Fox Hills Park also serve a limited community park function.

OPEN SPACE ELEMENT

Neighborhood Park. A neighborhood park is ideally associated with an elementary school, related in character and function to the neighborhood in which it is located and serves pedestrian users within one-fourth to one-half mile, or as limited by physical barriers. Desirable facilities include a tot-lot and/or children's playlot areas, soft and/or hard playing surfaces, picnicking, and other passive space. The minimum recommended size is five acres, separate and in addition to any school playground area available. Culver City has ~~eight-nine~~ parks which currently function in this capacity, yet only ~~one-two~~ (Syd Kronenthal Park and Fox Hills Park) satisfies the recommended standard for acreage, and half are only about one-and-one-half acres in size.

7
v
Linear Park. A linear park is a landscaped area that extends along public rights-of-way. Its intended function is to provide visual open space, and limited recreation opportunities, such as pedestrian and/or bikeway access. Linear parks can be formed from abandoned railroad rights-of-way, excess channel embankments or highway shoulders. This type of parkland was defined to address the potential uses and development of such properties as the Culver Boulevard and National Boulevard rights-of-way, as well as Ballona Creek channel. There are no formal area standards.

Parkette. A parkette is a small passive landscaped area which is generally located at the intersection of two streets and is landscaped and maintained by the City. Its intended function is to provide visual open space, and where area allows, limited passive recreation opportunities such as sitting and informal play. Parkettes are often formed from left-over pieces of land resulting from street improvements and, therefore, do not have formal area standards. The existing range, however, is between 0.05 and 0.95 acre. The City currently has ~~six-five~~ designated parkettes.

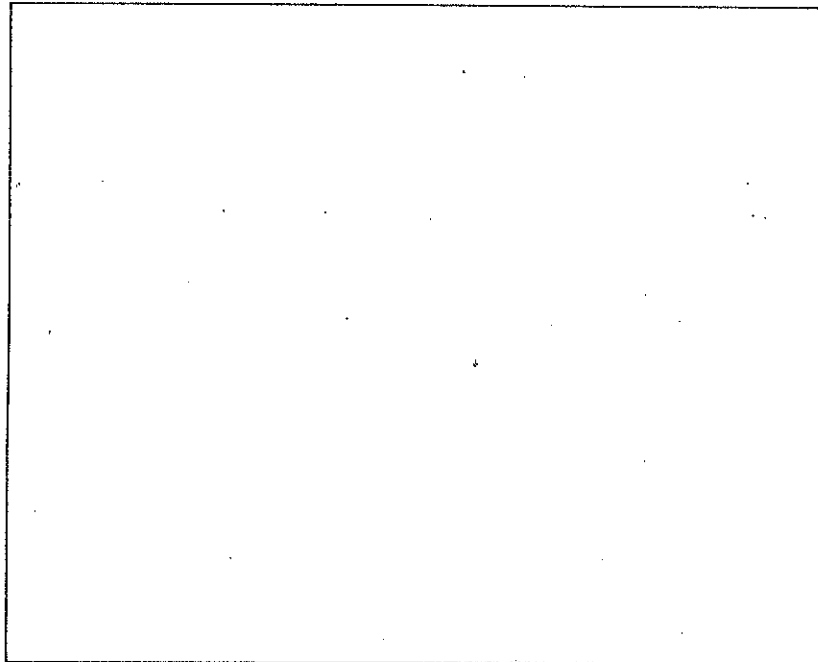
Landscape Edges. Publicly owned landscape edges are similar in visual character and formation to parkettes. However, they are more a

visual amenity to the passer-by than "usable," even if passively, and therefore, are not counted toward the 3-acres-per-1,000 people standard for local parkland. Their relationship to the City's open space network is described under Visual Open Space and Urban Design Character.

Special Facilities. Special facilities relate to a specific activity or orientation that does not formally fall within the standards set for various types of local parks, but does provide usable open space or recreation opportunity which is counted toward the local parkland standard of 3-acres-per-1,000 people. Paddle Tennis Park and Media Park/Ivy Substation currently hold Special Facilities status.

El Marino Park

School Playgrounds. School playgrounds provide additional open space and recreation opportunities when they are open or accessible to the public for recreation use, and are included in a joint-use agreement between the City and the CCUSD. When elementary schools and neighborhood parks exist adjacent to each other, as are the ideal conditions, the combined facilities can support a synergistic range of activities. School playgrounds can also provide neighborhood open space where neighborhood parks have yet to be developed. Playgrounds may be either paved or turfed, with turfed areas highly desirable. The existing school sites generally serve an area of approximately one square mile or less, with a service radius of one-fourth to one-half mile, and range in size from 1.3 to 12.0 acres.



La Ballona School Playground

Urban Design. Although not counted toward open space acreage, the Land Use Element of the General Plan identifies visual open space as a means of extending the City's park-like qualities into neighborhoods and business districts. Medians, parkways, sidewalks and setbacks have urban design and urban forest potential as enhanced streetscapes and/or landscape edges. Master plans, and-urban design criteria, and an urban forest strategic plan should be developed as standards and guidelines to be applied to both lands within and private lands adjoining the public rights-of-way. The standards and guidelines serve a citywide urban design function, and would distinguish between a pedestrian and an automotive orientation.

Citywide Urban Design, Urban Forest, and Streetscape. General urban design, urban forest, and streetscape guidelines include elements that create a unified City appearance, but can also distinguish certain areas of the City by reinforcing special features. Elements common to all streets within the City can create a total framework to visually distinguish any area as being part of Culver City. All streets should have regularly spaced street trees along the curb side of the sidewalk and attractive, easily readable street signs. City entry/"gateway" signs should occur at all major entry points to the City. Uniform directional and information signs should occur at major City intersections and entry points that lead to major destinations, such as City Hall, Sony Pictures Studios, Brotman Medical Center, or Fox Hills Mall. Coordination of street furniture, including mail boxes, street lights, benches, trash receptacles, newspaper racks, would establish a visually appropriate rhythm and facilitate access to and from the street.

OPEN SPACE ELEMENT

Pedestrian Oriented Emphasis. Areas intended for pedestrian orientation include Downtown and those designated for neighborhood serving emphasis by the Land Use Element. In these areas, where possible, buildings will establish a "streetwall" condition where facades of individual buildings within the same block form a continuous back-of-sidewalk line of facades along the street. The ground level facade should incorporate glass with a medium-to-high transmittance value. Facades should reflect a sense of human scale through cornice lines at single story height. Signage, as well as street and facade lighting, should be directed toward the pedestrian. Sidewalk dining areas or street vendors should be encouraged where sidewalk widths permit. Landscape should enhance, not inhibit, the pedestrian orientation. Parking would be located to the rear or under buildings where possible, minimizing curb cuts through rear and side street entrances.

Pedestrian Oriented Emphasis

Automobile Oriented Emphasis. Areas that are primarily accessed by and designed to accommodate automobiles include those designated for industrial, general corridor commercial, and regional center uses by the Land Use Element. Minimum landscape setbacks at property line are desirable to separate buildings and/or parking areas from the street. Landscape parkways, in addition to landscape setbacks, are also desirable in right-of-way conditions where the distance from back of curb to property line is sizable. Surface finishes and lighting that would create visual interference from glare and reflection should be minimized. Parking would be allowed in front or at the side of buildings with visibility angles maintained at intersections and driveway entrances.

Automobile Oriented Emphasis

GOAL: *A community that provides recreational, historical, and cultural opportunities.*

In comparison to established standards, Culver City residents have more than adequate access to regional park resources. The City's local open space resources fall short, however, of the goal of 3-acres-per-1,000 people. The open space within Culver City defined as local parkland (90.33 acres) is deficient by 26.05-27 acres, as would be required to serve its 38,793-39,000 residents. Seven of the City's neighborhood parks also fall short of the desired minimum of five acres. The City's school playground space (32.5 acres) is deficient by 6.3-acres-when compared to the goal of 1-acre-per-1,000 residents. ~~if all school playground space were made a part of a joint-use agreement. However, based on the current use of covering only 3.5 acres for joint-use, the deficiency is 35.35 acres.~~ Based on the current joint-use agreements, however, based on the current use of covering only 3.5 acres for joint-use, the deficiency is 35.35 acres.

Convenient pedestrian access to open space resources is also deficient in the Lucerne-Higuera and McLaughlin neighborhoods. These neighborhoods do not contain a park, and access barriers separate them from their nearest resources. The Lucerne-Higuera neighborhood is separated from Syd Kronenthal Park by National Boulevard and separated from Culver City Park by Jefferson Boulevard. The McLaughlin neighborhood is separated from Tellefson Park by the San Diego Freeway.

The Ballona Creek Bike Path has open space value both as active recreation and as a bikeway connection to regional beach resources. As a recreation feature of the Ballona Creek flood control channel, it has not been enhanced or maintained sufficiently to make it an attractive resource. Bicyclists and joggers do use the bikeway, although many have serious concerns regarding the safety and aesthetics of the channel. These concerns are echoed by those who live adjacent to Ballona Creek. To maximize its potential as a special facility these issues must be addressed.

The city park standard includes preservation of unique features and particularly natural open space areas for use and enjoyment as part of its purpose. There are, however, no specific City policies for the protection or development of the City's natural areas or for the hillsides where they occur. Federal and State agencies restrict development that would impact environmentally sensitive vegetation and land forms. Both to protect its natural resources and to provide for appropriate use of the hillside areas, Culver City must address the special needs of these areas.

OBJECTIVE 1. Open Space Protection and Acquisition. Protect and expand Culver City's open space resources by pursuing land acquisition and encouraging private land contributions to achieve, in the long term, the standard of 4 acres of local park land and school playground space per 1,000 residents.

Policy (1.A) Provide 3 acres of local park land per 1,000 residents.

Policy (1.B) Provide 1 acre of school playground space per 1,000 residents.

Policy (1.C) Encourage private contributions toward achieving open space goals.

Policy (1.D) Require contributions of park land from new private developments and/or in-lieu fees from projects which cannot provide actual park land on site.

Policy (1.E) Pursue opportunities to expand City parks when adjacent lands become available and it is deemed appropriate and feasible, especially for neighborhood parks that are less than the recommended 5-acre minimum size, and where irregular boundaries exist.

OPEN SPACE ELEMENT

Policy (1.F) Pursue development of public open space within one-half mile or less from all City residences.

Policy (1.G) Develop parks within the Lucerne-Higuera and McLaughlin neighborhoods (for Lucerne-Higuera, see Implementation Measure 2.C, Hayden Tract Industrial Area Specific-Plan Focused Special Study).

Policy (1.H) Pursue cooperative efforts with the City of Los Angeles and Los Angeles County for park development which would serve both Culver City and Los Angeles residents.

Policy (1.I) Coordinate open space opportunities with West Los Angeles College for potential joint use of facilities.

OBJECTIVE 2. Active Recreation. Provide a wide range of active recreational opportunities accessible to all City residents.

Policy (2.A) Establish area, quantity and development standards for active recreation facilities, such as game courts, play fields and children's play equipment areas (see Implementation Section).

Policy (2.B) Continue to seek joint use and joint development opportunities for playgrounds with the Culver City Unified School District.

Policy (2.C) Encourage private sponsorship of bikeway or public park land improvements in exchange for development incentives and/or off-site mitigation for new development.

Policy (2.D) Develop bikeways which will connect Downtown Culver City with the Ballona Creek bike path (see Circulation Element).

Policy (2.E) Develop bikeways along Overland Avenue and Culver Boulevard as part of a Citywide Bikeway Master-Plan (see Implementation Section and Circulation Element).

Policy (2.F) Develop a Class I bike path along National Boulevard in the Exposition Right-of-Way to connect to the Ballona Creek bike path (see Circulation Element).

Policy (2.G) Maintain and enhance the active recreation opportunities along the Ballona Creek bike path as part of the Ballona Creek Specific-Plan Focused Special Study (see Land Use Element).

Policy (2.H) Provide a bikeway connection through Syd Kronenthal Park to the Ballona Creek bike path.

Entrance to Ballona Creek Bikeway at Overland Avenue

Policy (2.I) Encourage the preservation of family-oriented recreational uses such as the Culver-Palms YMCA and the Culver City Ice Arena.

Policy (2.J) Develop a safe and convenient pedestrian and bicycle link between the Lucerne-Higuera neighborhood, south of National Boulevard, and Syd Kronenthal Park.

OBJECTIVE 3. Passive Recreation. Provide passive recreational open space within walking distance of all City neighborhoods.

Policy (3.A) Protect existing open space resources in neighborhoods and pursue acquisition of additional passive open space resources in neighborhoods that are not provided with parks.

Policy (3.B) Develop standards for selected commercial center or industrial park developments to provide open space on-site that is physically and visually accessible-visible to the public from the street for use and enjoyment by employees, patrons and the public; consistent with urban design standards established as part of a Citywide Streetscape Master Plan (see Land Use Element, Policy 10.D).

Policy (3.C) Seek opportunities to develop landscaped "parkettes" or urban plazas in highly visible areas adjacent to major arterials that are not feasibly developed with other uses and that can provide sitting and eating areas for public use.

Policy (3.D) Provide a centrally located Town Park which will reinforce the existing view corridors and provide a space for community gatherings.

Policy (3.E) Provide seating, bike racks, and drinking fountains in passive recreation areas.

Policy (3.F) Provide barrier free access to passive recreation areas.

OBJECTIVE 4. Natural Areas. Protect and enhance valuable and sensitive cultural and natural resources, particularly biologically significant habitats within Blair Hills.

Policy (4.A) Establish hillside development guidelines for slope, preservation of topographic relief, and habitat preservation.

Policy (4.B) Allow transfer of development rights or potential from hillside areas with cultural and/or valuable biological resources to areas which are designated for commercial centers or industrial development.

Policy (4.C) Establish standards for buffers and access within areas to be preserved as natural areas.

Policy (4.D) Coordinate habitat preservation efforts with West Los Angeles College.

Natural Area in Blair Hills

OPEN SPACE ELEMENT

Policy (4.E) Explore the possibility of making open space trail connections to the natural area of Blair Hills from Culver City Park and Blair Hills Park.

Policy (4.F) Protect open space and natural areas which contain or support rare, threatened or endangered species.

GOAL: *An open space, urban forest, urban design, network that links neighborhoods and businesses, and instills civic pride.*

Culver City's open, verdant character visually extends from its formal open spaces into its neighborhoods through its network of street trees. Other areas of the City, especially commercial corridors, have suffered from a loss of visual continuity and an identity confused by discontinuous street grids. An urban forest strategic plan would create the framework for the long range preservation and management of the City's tree resources. Urban design standards relating to streetscape, identity, and historic landmarks could be applied to business areas throughout the City to improve the user's enjoyment of the public rights-of-way and lands within the public view.

OBJECTIVE 5. Visual Open Space and Urban Design. Extend the City's park-like qualities into neighborhoods and business districts through streetscape and urban design improvements.

Policy (5.A) Provide urban design amenities such as plazas, courtyards, and extended sidewalks as part of new developments to visually enhance public accessways in commercial areas.

Policy (5.B) Create pedestrian districts in areas designated for neighborhood serving retail uses, mixed use, and in the Downtown area by providing pedestrian amenities such as continuous street trees, outdoor dining areas, and coordinated streetscape improvements.

Policy (5.C) Develop urban design criteria for commercial corridors, including guidelines for features within setbacks, parkways, medians and lands within the public view, as part of a Citywide Streetscape Master Plan (see Land Use Element).

Policy (5.D) Protect the visual identity of Culver City's low-density residential neighborhoods through tree planting and parkway improvements.

Thalberg Building and Related Streetscape Improvements

Policy (5.E) Promote Main Street as the heart of Downtown Culver City by reinforcing its historic character, narrowing the street and providing urban design elements which enhance the existing uses.

Policy (5.F) Strengthen the City's identity by creating gateway design treatments for the major entry intersections.

Policy (5.G) Enhance the image of the City's business districts through streetscape improvements and urban design features along primary arteries.

Policy (5.H) Soften the appearance of areas designated for auto-oriented uses through use of visual buffers (see Implementation Section).

Policy (5.I) Underground utility lines as part of new developments, and as part of ongoing maintenance and upgrades to existing services whenever feasible.

Policy (5.J) Create an urban forest strategic plan that addresses the long range management and expansion of the City's tree resources (see Land Use Element).

OBJECTIVE 6. Viewsheds and Scenic Vistas. Protect view resources, view corridors and scenic viewpoints.

Policy (6.A) Establish viewshed guidelines which protect views of and from Culver City Park, Blair Hills and Culver Crest.

View from Culver City Park

OPEN SPACE ELEMENT

OBJECTIVE 7. Maintenance. Protect open space resources and their users.

Policy (7.A) Establish programs to keep open space areas, facilities, and equipment clean and in good repair, particularly active recreation areas receiving heavy use.

Policy (7.B) Maintain facilities in safe and sanitary condition.

Policy (7.C) Reduce inappropriate use of open space areas through design and maintenance which facilitates law enforcement.

Media Park and Ivy Substation

This section presents implementation strategies for objectives and policies of the Open Space Element. Strategies include zoning ordinance revisions and zone changes, ~~specific plans, master plans, Citywide and focused special studies,~~ Quimby Act programs, Redevelopment Agency programs, design guidelines, current planning administration and coordination with other General Plan Elements, and maintenance and safety programs.

MEASURE 1. REVISE THE ZONING ORDINANCE. Zoning is the primary method used to implement land use policies. In support of the City's proactive approach to protection and development of open space resources, the Zoning Code Revision Study identified as an implementation strategy of the Land Use Element will include the creation of a new Open Space Zone. All existing City parks will be changed from their existing zone to the new open space zone designation.

MEASURE 2. CREATE SPECIFIC PLANS FOCUSED SPECIAL STUDIES. ~~Specific plans Focused Special Studies~~ are identified within the Land Use and Circulation Elements for areas where special conditions or potential indicate a need for more detailed analysis and recommendations. This allows the flexibility to focus land use and development on the goals of the specific location.

~~Specific plans Focused Special Studies~~ identified for the Blair Hills/Baldwin Hills area and for Ballona Creek will include standards and guidelines for protection, development and enhancement of existing and potential open space resources. Each ~~specific plan study~~ will describe the location and type of open space appropriate within the ~~specific plan focused study~~ area and the relationship of open space resources to other identified land uses. The ~~specific plans will studies~~ may also discuss subjects such as infrastructure requirements (including access, water, drainage, resource conservation and demand on City maintenance services) and funding strategies (see Land Use Element).

The Focused Special Study for Culver Boulevard will address open space potential in addition to the circulation issues.

A. Blair Hills/Baldwin Hills Area Feasibility Study and Specific Plan Focused Special Study. The undeveloped area within Blair Hills, the industrial properties between Culver City Park, the multiple family residential area southeasterly of Jefferson Boulevard, and the unincorporated Los Angeles County lands west of La Cienega Boulevard will be the subject of a feasibility study and subsequent Specific Plan Focused Special Study to address the potential for appropriate open space use, residential, industrial and commercial uses, and access. Most of this area has been designated open space on the Land Use Element Map of the General Plan, although the undeveloped area of Blair Hills has previously been zoned for single family residential. The following issues will all be investigated to determine the development capability and benefits to the City:

- *Slope and soil stability.*
- *Soil contamination.*
- *Seismic/subsidence risks.*
- *Visual character and view sheds.*
- *Vehicle and pedestrian access.*
- *Cultural and Biological resources.*
- *Recreation opportunities.*
- *Protection of existing adjacent residential neighborhoods.*
- *Fiscal impacts.*

The benefit and cost of annexing County land into Culver City and the potential development and control of open space resources will also be determined (see Figure OS-3, Blair Hills/Baldwin Hills Area Specific Plan Focused Special Study).

B. Ballona Creek Specific Plan Focused Special Study. Ballona Creek will be studied for the primary purpose of determining whether there is potential for enhancing its use as a recreation resource. Possibilities for joint funding through using City, private and/or multi-agency programs will be included. Recognizing its primary purpose as a flood control channel, the Comprehensive Plan is expected to include as a technical basis of information the following: the definition of terms and uses; precise identification of the area that is used for, function as, and is needed for flood control purposes; precise identification of the area designated as and functioning as the regional bike path; and identification of areas additional to and potentially in excess of the former two categories. Specific issues regarding its use and development are:

- *Protection of the Adjacent Residents and Users from use of the Creek as a Crime Corridor.*
- *Buffering the Adjacent Residents from Noise Echoes.*
- *Coordination or Correction of Fragmentation of Jurisdictional Control.*
- *Improvement of the General Condition and Appearance of the Channel and Bicycle Trail.*
- *Increasing Access and Use Potential.*
- *Landscape Planting and Picnic Areas.*
- *Improvement of Water Quality and Air Quality.*

A maintenance and safety program for Ballona Creek to assure the health and safety of users and adjacent residents will identify:

- *Concrete block walls (where appropriate) for reducing freeway noise and providing protection from intruders*
- *Police bicycle or foot patrols*
- *Trash and debris removal*
- *Maintenance and repair of concrete trail and safety rails*
- *Erosion and weed control*
- *Graffiti control*

Figure OS-3 Blair Hills/Baldwin Hills Area Specific Plan Focused Special Study

C. Hayden Tract Industrial Area Specific-Plan Focused Special Study. This major industrial area borders on Ballona Creek, the eastern City boundary and the Lucerne-Higuera neighborhood. Although the quality of development is consistent with the nature of industrial use, the visual character of this area reflects on the image of the City and adversely affects the low-density neighborhoods adjacent to the north and west and the views from Blair Hills. These aesthetic qualities and the potential for park development adjacent to the residential neighborhood will be part of the plan.

AD. Culver Boulevard Master-Plan Focused Special Study. As the City's namesake street, Culver Boulevard has a key role in contributing to the image and character of the City. The intersection of Culver and Sawtelle Boulevards is a primary gateway to the City both from Culver Boulevard and the freeway off-ramp at Sawtelle Boulevard (see Figure OS-4, Culver Boulevard Master-Plan-Focused Special Study Area). The abandoned railroad right-of-way west of Elenda Street is designated as open space on the Land Use Element Map. As discussed in the Land Use and Circulation Elements, the Master-Plan-Focused Special Study will address the potential relocation of the I-405 interchange ramps at Braddock Drive and Culver Boulevard. Improvements to Culver Boulevard may result in excess right-of-way, which will be analyzed for its open space potential for a linear park, landscaped median and/or expanded parkways.

The overall right-of-way, comprising both roadways of Culver Boulevard and the former railroad median, will be addressed in the master-plan study. The alignment of the south and north roadways may will be realigned further away from the southside analyzed to consider future arterial traffic volumes and impacts and spillover effects on adjacent residences and may be widened to accommodate anticipated future arterial traffic volumes. The width of the north roadway may be reduced to function as a frontage road serving just the northside residences. The remaining corridor of land between

the two roadways may be improved as a linear park to provide such possible amenities as:

- Multiple rows of street trees, with complementary plantings of trees along the widened Culver Boulevard parkways.
- Ornamental landscaping and groundcover.
- Berms and rock features.
- Ornamental Street Lighting and Street Furniture.
- Undergrounded utilities.
- Sculpture and public artwork.
- Fountain(s).
- City gateway signs and monuments.
- Bike path.
- Jogging path (loop).

The Culver Boulevard Master-Plan-Focused Special Study is also discussed in the Land Use and Circulation Elements.

MEASURE 3. CREATE MASTER PLANS CITYWIDE SPECIAL STUDIES. The Land Use and Circulation Elements also identify Master-Plans for areas which would benefit from detailed investigation, but not to the extent that would warrant a Specific-Plan Citywide Special Studies as policy tools to implement goals and policies of the General Plan that enhance the City's physical attributes and potential. Each identified Master-Plan-Citywide Special Study considers open space as a component of the plan, and will include, as applicable, design and development standards and implementation strategies. Two of the currently identified Master-Plans address open space uses and visual resources as a primary component.

OPEN SPACE ELEMENT

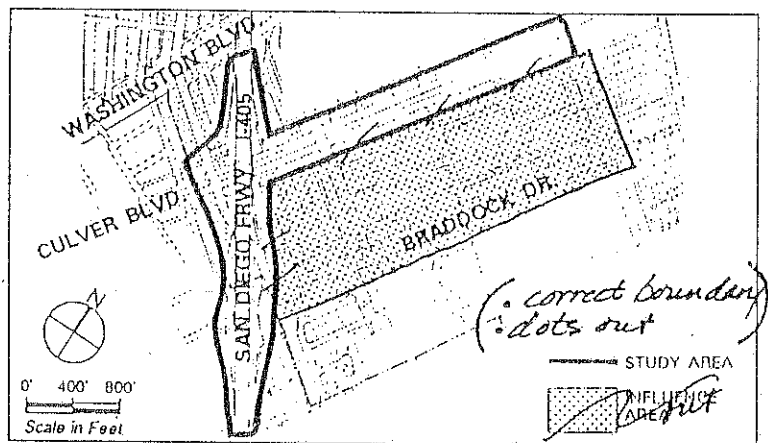


Figure OS-4 Culver Boulevard Master Plan Focused Special Study Area

BA. Citywide Streetscape Master Plan and Urban Forest Strategic Plan. The Citywide Streetscape Master Plan and Urban Forest Strategic Plan identified in the Land Use Element are components of a broad-based Urban Design Plan. They will establish urban design criteria for parkways, medians, and land within the public view, to improve the visual environment and image of the corridors, and the City's neighborhoods. The approach to these plans shall be to provide an overall unified image to Culver City and to reflect the uniqueness of its neighborhoods and other special areas. These Master Plans should also include funding sources for improvements such as redevelopment funds, assessment districts, grants, and other special funding.

Streetscape improvements in non-residential areas will be coordinated with storefront revitalization programs. On residential streets that lack parkways, the City will consider planting street trees within the first five feet of the setback as part of an expanded City street tree program. Parkway development and the appropriateness of raised or landscaped medians will be determined based on traffic flow and access to mid-block driveways and parking lots. The Streetscape Master Plan will also identify an

implementation program and schedule to complete the streetscape improvements, including incentives for private landscaping on public streets. Components of the plan will include:

- Street tree species, size, location and pattern
- Street lighting including special-use lighting
- Parkway landscaping
- Landscaped medians
- Gateways and entry signage
- Street furniture (drinking fountains, benches, trash receptacles, bicycle racks, planters)
- Incentives for private landscaping on public streets
- Special sidewalk paving
- Pedestrian crosswalks and treatments
- Transit stops
- Underground utilities

The Urban Forest Strategic Plan will establish a long range management plan for a sustainable urban forest that will address components such as:

- Inventory.
- Replacement policies.
- Broad based community support and funding.
- A sustainable ecosystem.

MEASURE 4. CONTINUE REDEVELOPMENT PLANS. Culver City has three redevelopment project areas: Slauson-Sepulveda, Overland-Jefferson, and Washington-Culver. All three are active, with each including successfully completed commercial, residential and public improvement projects. With over 32% of the City located within these redevelopment project areas, the Culver City Redevelopment Agency will play a major role in enhancement of the City urban design character. Agency programs which can assist in the implementation of Open Space Element Policies include:

A. Storefront Improvement Facade Grant Programs. These programs provide guidelines for and assistance with improvements to commercial facades within areas identified as needing storefront improvements. Storefront Improvement Facade Grant Programs are currently in place for Downtown and East Washington Boulevard.

B. Design for Development. The Agency uses Designs for Development (DFDs) to guide potential redevelopment by describing the type of development and design standards which are acceptable for a given area, considering the known site and planning constraints. Design for Development standards can be extended and/or used as models for similar revitalization efforts.

C. Disposition and Development Agreements (DDAs) and Owner Participation Agreements (OPAs). The Agency can establish a contractual relationship with owners of projects to facilitate a more active role in development decisions.

MEASURE 5. CONTINUE QUIMBY ACT PROGRAM. The Quimby Act program will be one of the implementation tools for park land dedication, expansion, and/or improvements. In 1984, the California State Legislature adopted Section 66477 of the Subdivision Map Act, also known as the Quimby Act. The Quimby Act expressly empowers local governments to require a property owner or project developer to dedicate land for park or recreational use as a condition of a tentative map or parcel map for residential subdivisions, or pay an in-lieu park land fee. Culver City has adopted a Quimby Act ordinance for residential development in connection with subdivisions.

In 1990 the City adopted a park land dedication or in-lieu fee for two-family and multiple-family developments, which applies whenever additional dwelling units are added. The dedication requirements for each program are the same and are designed to add, through the private sector, three acres of park land for each 1,000 additional residents or

the payment of fees in lieu thereof at the fair market value of the land. All the funds or land provided to the City in accordance with these requirements must be dedicated to creating, expanding, or improving park and recreational resources.

MEASURE 6. DEVELOP OPEN SPACE GUIDELINES. Open space guidelines will complement recreation standards and will outline methods for achieving and protecting quality open space resources throughout the City. Suggested use and maintenance of plants, paving materials, accessways, physical and visual buffers, and special features will be addressed. Visual open space guidelines will include urban design standards such as a change of plane, material or finish (wall modulation), occurring at 25-foot minimum intervals at streetwalls, facades and any vertical barriers facing the street. In all cases, guidelines will encourage the retention and restoration of historic buildings and sensitivity to any nearby areas of established visual character. The purpose of open space guidelines is to foster environmental quality rather than to impose limits on use.

MEASURE 7. CONTINUE CURRENT ADMINISTRATION. In the day-to-day administration of the Open Space Element, City staff will be called upon to assist property owners and developers in understanding open space policies. Most answers will be found as part of the zoning regulations, or within the Open Space or Land Use Elements. However, several administrative measures are to be taken by the City staff to assist in implementation:

A. Continue Coordination with Other Jurisdictions. Culver City shall pursue and maintain open communication with local, regional and national jurisdictions that regulate open space resources. Keeping current with other agency standards can facilitate possible multi-agency projects and joint use agreements. Specific City actions should include:

OPEN SPACE ELEMENT

- *Pursue-Initiate* dialogue with City and County of Los Angeles regarding potential joint development and/or maintenance of parks common to both cities' and/or county's boundaries.
- *Pursue-Initiate* dialogue with City of Los Angeles regarding coordinating urban design standards for properties which face into the adjacent jurisdictions, such as along the north side of Washington Boulevard east of Overland Avenue.
- Coordinate with Los Angeles County regarding potential development on property west of La Cienega Boulevard.
- Coordinate with the Los Angeles County Flood Control District and the US Army Corps of Engineers regarding maintenance of Ballona Creek.

B. Coordinate Open Space Policies with Appropriate City Departments. Existing and proposed open space areas will be reviewed by other City departments, including the Police and Fire Departments for potential risks of facility damage or user risks.

C. Identify Open Space Incentives. The City will provide an approved list of development incentives for contribution toward the acquisition and development of open space resources, such as a reduction in on-site parking or an increase in allowable square footage or volume. This list would be presented to property owners and developers at the time of their initial contact with the City regarding their potential project. The list would include City identified open space goals for acreage and facilities enhancement.

Tellefson Park

MEASURE 8. ADMINISTER THE OPEN SPACE ELEMENT.

This section identifies checks and balances for administration of the Open Space Element relative to other General Plan Elements and other internal City policies.

A. Review General Plan Amendments. Ensure consistency of the Open Space Element with all other elements of the General Plan.

B. Review Updates to Other City Programs. Identify and address problem locations on an annual basis, through coordination between the Human Services, Municipal Services, Public Works, and Police Departments and CCUSD. Use this information to amend or update Open Space Element policies and programs priorities.

Fox Hills Park

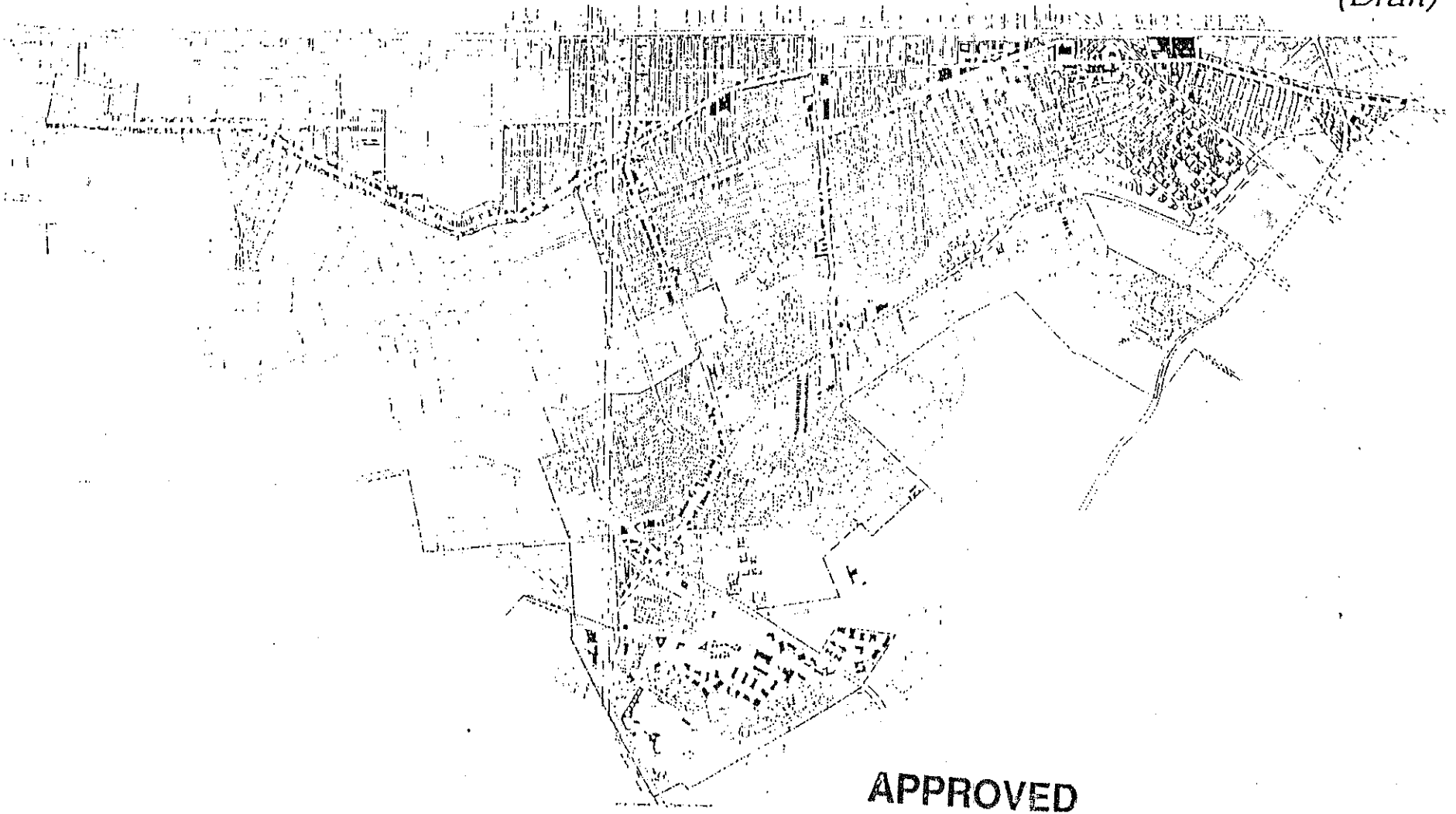
Table OS-3 Open Space Implementation Measures		
Action	Priority	Responsibility
1. REVISE ZONING ORDINANCE		
A new Open Space Zone will be created and all areas designated as Open Space on the Land Use Policy Map will be rezoned as Open Space.		Planning
2. CREATE SPECIFIC PLANS FOCUSED SPECIAL STUDIES		
A. Blair Hills/Baldwin Hills Area Feasibility Study and Specific Plan Focused Special Study This feasibility study and Specific Plan will consider as part of its scope the potential for open space uses in the undeveloped Blair Hills and unincorporated Baldwin Hills areas between Jefferson and La Cienega Boulevards.		Planning
B. Ballona Creek Specific Plan Focused Special Study This Specific Plan will investigate the potential for City, private and/or multi-agency development of Ballona Creek as a recreation resource.		Planning
C. Hayden Tract Industrial Area Specific Plan Focused Special Study The Specific Plan for the Hayden Industrial Tract Area will recommend short-term and long-range land use objectives, including potential locations for open space.		Planning/ Redevelopment
-AD. Culver Boulevard Specific Plan Focused Special Study The relationship and development of the full right-of-way west of Elenda Street will be studied for potential traffic, land use and open space improvements. The abandoned railroad right-of-way west of Elenda Street is designated as open space on the Land Use Element Map and will be developed as a public open space amenity.		Planning/ Engineering
3. CREATE MASTER PLANS CITYWIDE SPECIAL STUDIES		
-BA. Citywide Streetscape Master Plan and Urban Forest Strategic Plan A Citywide Streetscape Master Plan and Urban Forest Strategic Plan for the City's residential and non-residential areas will be prepared to set urban design criteria for required setbacks, parkways, medians and land within the public view, and establish a long range management plan for a sustainable urban forest.		Interdepartmental

OPEN SPACE ELEMENT

Table OS-3 Open Space Implementation Measures		
Action	Priority	Responsibility
4. CONTINUE REDEVELOPMENT PLANS		
A. Storefront Improvement Facade Grant Programs	ongoing	Redevelopment
B. Design for Development	ongoing	Redevelopment
C. Disposition and Development Agreements (DDAs) and Owner Participation Agreements (OPAs)	ongoing	Redevelopment
5. CONTINUE QIMBY ACT PROGRAM		
6. DEVELOP OPEN SPACE GUIDELINES		
7. CONTINUE CURRENT ADMINISTRATION		
A. Continue Coordination with Adjacent Jurisdictions	ongoing	Planning
B. Coordinate Open Space Policies with Appropriate City Departments	ongoing	Planning
C. Identify Open Space Incentives		Planning
8. ADMINISTER THE OPEN SPACE ELEMENT		
A. Review General Plan Amendments		Interdepartmental
B. Review Updates to Other City Programs		Interdepartmental

Culver City General Plan

(Draft)



APPROVED

JUL 22 1996

Culver City
City Council

1994/5

Noise Element

RESOLUTION NO. 96-R102

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, ADOPTING THE UPDATE OF FOUR ELEMENTS OF THE CITY'S GENERAL PLAN, INCLUDING THE LAND USE, CIRCULATION, OPEN SPACE AND NOISE ELEMENTS

(General Plan Amendments, GPA Nos. 95-02, 95-03, 95-05 and 95-06)

WHEREAS, the City prepared the General Plan Update in conformance with State and local planning law and practices in order to update the Land Use, Circulation, Housing, Open Space and Noise Elements of the City's General Plan; and

WHEREAS, throughout 1992-1994 the City Council-appointed General Plan Advisory Committee met to identify issues, explore a range of policy options based upon land use development scenarios, and develop five Draft General Plan Elements; and

WHEREAS, on February 11, February 25, March 16, March 28, April 8, April 26, August 30, October 5 and November 1, 1995, the Planning Commission conducted duly noticed public hearings fully considering the draft elements, staff reports, environmental information and all testimony presented; and

WHEREAS, at the conclusion of the November 1, 1995, public hearing and thorough discussion of the matter, the Planning Commission recommend by Resolution No. 95-P020 that the November 1, 1995, draft, as amended by the Planning Commission (including final editing by staff for any technical, nonsubstantive changes necessary), of the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements should be approved and adopted by the City Council and that the Housing Element should be approved in concept by the City Council; and

WHEREAS, on May 2, 1996, the City Council held a special study session on the General Plan Update and Program Environmental Impact Report (EIR) to ask questions, discuss issues, and take public comment; and,

WHEREAS, on July 22, 1996, at a duly noticed public hearing, the City Council held a public hearing, discussed the merits of the General Plan Update and its associated Program EIR, and determined that the motions approving the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements, presented by staff should be approved and adopted as recommended, subject to certain revisions.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVES AS FOLLOWS:

SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby made:

1. That the Program Environmental Impact Report on the General Plan Update as recommended by Planning Commission Resolution No. 95-P019, has been certified by City Council Resolution No. 96-R101.
2. It is the continuing policy of the City to periodically initiate public hearings for the purpose of considering whether revisions to the General Plan are advisable based on dynamic community goals and needs.
3. The currently adopted Land Use, Circulation, Open Space and Noise Elements require updating and revision, to reflect the City evolving population and development patterns and related goals, objectives and policies.
4. That the draft Land Use, Circulation, Open Space and Noise Elements conform to State of California planning law.

SECTION 2. Pursuant to the foregoing recitations and findings, the City Council of the City of Culver City, California, hereby approves and adopts, with revisions (as specified in SECTION 3 below):


1. General Plan Amendment, GPA No. 95-02, Land Use Element.
2. General Plan Amendment, GPA No. 95-03, Circulation Element.
3. General Plan Amendment, GPA No. 95-05, Open Space Element.
4. General Plan Amendment, GPA No. 95-06, Noise Element.
5. General Plan Vision and Overview.

6. Replacing the 1978 Land Use Element (as amended), 1975 Circulation Element, 1973 Open Space Element, and 1974 Noise Element, and rescinding the 1975 Scenic Highways Element.

SECTION 3. Pursuant to the foregoing recitations and findings, and prior to finalizing, the Draft General Plan Elements shall be revised as follows:

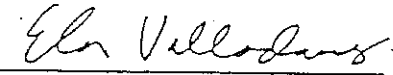
1. The draft Elements shall be revised to provide for internal consistency with all elements of the Update, and to include final editing by staff for any technical, nonsubstantive changes to bring the Update current to July 1996.
2. The draft Elements shall be revised to provide for exploring the development of Mixed-Use projects in the nonresidential areas, through the drafting of development standards.
3. That the residentially designated areas on both sides of Culver Boulevard, between Elenda Street and Sepulveda Boulevard, shall be designated Medium Density Multiple Family on the 1996 Land Use Element Map, and that the appropriateness of this designation shall be considered within the scope of the Culver Boulevard Focused Special Study.
4. That the properties on both sides of west Washington Boulevard, between Redwood Avenue and Wade Street and Centinela Avenue and McLaughlin Avenue, shall be designated General Corridor on the 1996 Land Use Element Map.


APPROVED and ADOPTED this 24th day of September, 1996.


EDWARD M. WOLKOWITZ, MAYOR
City of Culver City, California

ATTEST:

APPROVED AS TO FORM:


TOM CRUNK
City Clerk BY:
Ela Valladares, Deputy City Clerk


NORMAN Y. HERRING
City Attorney

JR-jr223

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Main Street, Christmas 1945

APPENDIX

Technical Appendix
(separate document)

This Noise Element is one of nine Elements of the Culver City General Plan. The complete list of General Plan documents includes:

General Plan Overview, 19945 +
Land Use Element, 19945 +
Circulation Element, 19945 +
Housing Element, 19945 +
Open Space Element, 19945 +*
Noise Element, 19945 +*
Conservation Element, 1973
Seismic Safety Element, 1974
Public Safety Element, 1975
Recreation Element, 1968
Glossary, 19945

Aerial View of Culver City, looking west, 19430's

+ Draft Elements Prepared by Gruen Associates;
Final Elements prepared by City staff
* Draft Element Prepared by Gruen Associates
and Takata Associates; Final Element prepared by City staff
+*Draft Element Prepared by Gruen Associates
and Mestre Greve Associates; Final Element prepared by City staff

PURPOSE OF THE NOISE ELEMENT. Culver City, located on the west side of the Los Angeles basin, is subject to the variety of different types of noise typical of an urban area. The Noise Element of a General Plan is a comprehensive program for including noise control in the planning process. It is a tool for local decision makers to use in achieving and maintaining land uses that minimize the exposure of the community to excessive noises. The Noise Element identifies noise-sensitive land uses and noise sources, and defines areas of noise impact. The goal, objectives, policies and implementation measures are developed to ensure, to the greatest extent feasible, that all segments of the community will be protected from excessive noise intrusion.

Noise Element quantifies the community noise environment in terms of noise exposure contours for both near and long-term levels of growth and traffic activity. The information will become a guideline both for the development of policies to achieve compatible land uses and to provide baseline levels and noise source identification for local noise ordinance enforcement. The Noise Element must be consistent with other elements of the General Plan. Of particular relevance are the Land Use, Circulation, and Housing Elements. Of these, the Circulation Element has the most direct effect on community noise levels because the Circulation Element establishes policy for the flow of traffic throughout the City. Review of these elements indicates that adequate consideration for noise is included and that the Noise Element is consistent with these General Plan Elements.

ADT	Average Daily Traffic Volume
Ambient Noise	Common background noise
A-Weighting	Adjusted to how people perceive sound
CNEL	Community Noise Equivalent Level
dB	Decibel
dBA	A-Weighted Decibel
Leq	Equivalent Noise Level
Ldn	Day-Night Average Noise Level
Lmax	The Maximum Noise Level
Lmin	The Minimum Noise Level
L%	The Noise Level Exceeded X% of the Time
Noise	Unwanted Sound
Noise Contours	Lines showing where the noise is the same level
Noise Source	Mobile or stationary object which generates noise
OSHA	Occupational Safety and Health Administration
Receptor	Any person or place affected by noise

See Definitions and Standards section for additional terms and details.

BACKGROUND. Culver City first adopted a General Plan Noise Element in 1974. The document provided a comprehensive description of existing noise levels. This 1994⁵ Noise Element is an update of the 1974 element, including updated noise measurements and noise contours. It also includes revised noise standards to better analyze and determine noise impacts and to better protect noise sensitive areas. It is important to note that Culver City is fully urbanized and thus experiences a set of noise problems unique to urbanized areas. In this update of the General Plan Noise Element, the technical description of noise in Culver City has been updated and a series of comprehensive goals, policies, and implementing actions have been developed. The process of updating the Noise Element included a review of existing City policies concerning environmental noise, a review of noise complaints, a review of City procedures for handling noise complaints, and community workshops to solicit citizen input on noise and other issues addressed in the 1994⁵ comprehensive General Plan Update.

The Noise Element follows recently revised State guidelines in the State Government Code, Section 65302(f) and Section 46050.1 of the Health and Safety Code. Because, generally, the major sources of noise in an urban environment are motor vehicles on local streets, the

The major sections of the Noise Element provide background information, inventory noise conditions, identify noise issues, provide definitions and standards, and present goals, objectives, policies and

NOISE ELEMENT

implementation measures. The Environmental Impact Report (EIR), prepared as a part of the General Plan update, includes a Technical Appendix that provides more detailed information, and a glossary that defines a number of key terms used in noise assessments.

Noise is defined here as unwanted sound and it is known to have several adverse effects on people. Criteria have been established to help protect the public health and safety and to prevent disruption of certain human activities. These criteria are based on such known effects of noise on individuals as hearing loss (not generally a factor with community noise), communication interference, sleep interference, physiological responses, and annoyance. Each of these potential noise impacts on people are briefly discussed in subsequent sections. Examples of typical noise sources and their corresponding noise levels are listed in Table N-1, Examples of Typical Sound Levels.

REGIONAL NOISE. Culver City is located in an area of southern California that is saturated by regional noise sources, such as freeways and airports. These sources generate noise that can be heard in noise sensitive areas throughout the City. The City is bordered by three major freeways. The Marina (SR-90) Freeway is located in the southwest area of the City and terminates at Slauson Avenue. The San Diego (I-405) Freeway runs through the western half of the City, while the Santa Monica (I-10) Freeway, currently the busiest freeway in the state, runs adjacent to the northern City limits. Unlike the other two freeways, the Santa Monica (I-10) Freeway is far enough from does not enter the City. However, Santa Monica Freeway noise does limit that there is no impact on the Culver City. The City is also located within a few miles of two busy southland airports.

Los Angeles International Airport, the busiest airport in southern California, is located approximately two miles to the southwest. Santa Monica Airport is located about two miles north of the western part of Culver City. As a result, the City is subject to both jet aircraft and helicopter noise events. Sports and other outdoor events at West Los Angeles College, located to the southeast of the City, and

Culver City High School are another source of noise for the local residents.

EXISTING CITY NOISE LEVELS. A complete description of the noise environment includes a community noise measurement survey, identification of noise sources and noise sensitive land uses, and noise contour maps.

Noise Measurements. A review of noise issues and identification of major noise sources in the community provided the initial base for development of the community noise survey. Twenty-eight (28) sites were selected for measurement of the noise environment in Culver City. The measurement locations were selected on the basis of proximity to major noise sources and noise sensitivity of the surrounding land uses. The measurement locations are shown in Figure N-1, Noise Measurement Locations. Sites 1 - 10 were at or near the same area as those measurement locations used in the 1974 Noise Element. A comparison of the data from these sites is under *Findings* (in this section), and reveals how the noise environment throughout the City has changed in the past 20 years.

In the noise measurement program, the quantities measured were the average or Equivalent Noise Level (Leq), the maximum noise level (Lmax) and the Percent Noise Levels (L%). Percent Noise Levels are a statistical method of characterizing the distribution of the measured noise levels. The designation L01 refers to the noise level exceeded 1% of the time and represents the peak noise level measured; L50 is the level exceeded 50% of the time and represents the median noise level; L99 is the noise level exceeded 99% of the time and represents the background or ambient noise level, and so on.

The noise measurement program was conducted in two segments. The short-term [15-minute Leq and percentile distribution] measurements were taken on July 21-22, 1993 during the day, at 22 locations throughout the City (numbers 1-22 on Figure N-1, Noise Measurement Locations). These measurements are taken in such areas as the west

Table N-1
 EXAMPLES OF TYPICAL SOUND LEVELS
 (A-Weighted Sound Levels)

dB(A)	OVER-ALL LEVEL Sound Pressure Level Approx. 0.0002 Microbar	COMMUNITY (Outdoor)	HOME OR INDUSTRY	LOUDNESS Human Judgement of Different Sound Levels relative to 70 dBA
130	UNCOMFORTABLY LOUD	Military Jet Take-Off with After-burner From Aircraft Carrier @ 50 ft. (130)	Oxygen Torch (121)	120 dBA - 32 times as loud
120 110 100	VERY LOUD	Turbo-Fan Aircraft at Take Off Power @ 200 ft. (110) Jet Flyover @ 1000 ft. (103) Boeing 707, DC-8 @ 6080 ft. Before Landing (106) Bell J-2A Helicopter @ 100 ft. (100)	Riveting Machine (110) Rock-N-Roll Band (108-114)	110 dBA - 16 times as loud 100 dBA - 8 times as loud
90	LOUD	Power Mower (96) Boeing 737, DC-9 @ 6080 ft. Before Landing (97) Motorcycle @ 25 ft. (90)	Newspaper Press (97)	90 dBA - 4 times as loud
80 70	MODERATELY LOUD	Car Wash @ 20 ft. (89) Prop. Plane Flyover @ 1000 ft. (88) Diesel Truck, 40 MPH @ 50 ft. (84) Diesel Train, 45 MPH @ 100 ft. (83) High Urban Ambient Sound (80) Passenger Car, 65 MPH @ 25 ft. (77) Freeway @ 50 ft. From Pavement Edge, 10:00 a.m. (76±6)	Food Blender (88) Milling Machine (85) Garbage Disposal (80) Living Room Music (76) TV-Audio, Vacuum Cleaner	80 dBA - 2 times as loud 70 dBA
60 50	MODERATELY QUIET	Air Conditioning Unit @ 100 ft. (60) Large Transformer @ 100 ft. (50)	Cash Register @ 10 ft. (65-70) Electric Typewriter @ 10 ft. (64) Conversation (60)	60 dBA - 1/2 as loud 50 dBA - 1/4 as loud

*Continuing
search for
more cur
Example 1*

SOURCE: Modified from Melville C. Branch and R. Dale Deland, "Outdoor Noise in the Metropolitan Environment"
 Published by the City of Los Angeles, 1970, p.2.

end, Brotman Medical Center, Veterans Memorial Park, Fox Hills, and Syd Kronenthal Park. The long-term [24-hour Leq and Community Noise Equivalent Level (CNEL)] measurements were taken at six locations throughout the City (numbers 23-28 on Figure N-1, Noise Measurement Locations) were taken between July 28 and September 9, 1993. These measurements were taken in the areas of Blair Hills, Culver Crest, on Jefferson Boulevard near the Studio Drive-In, on the west side near Washington Boulevard, west of the intersection of the San Diego and Marina Freeways, and on the east side between Washington Boulevard and National Boulevard.

Table N-2, "Short Term Ambient Measurement Results", shows the location, start time of the measurement, and the primary noise source affecting the noise environment at each of the short-term noise measurement sites. All noise measurements were taken during the day between 9:00 A.M. and 4:00 P.M. When examining the short-term data in Table N-2, it is important to note that most of these sites were in the yards of homes that are close to a road. These data are intended to identify noise levels over a broad range of the City, and are not an assessment of impacts at these sites. In all cases the major sources of noise are motor vehicles on local streets. Table N-2 shows this very clearly. The maximum noise levels are usually owing to trucks or loud cars, with notable contributions from aircraft overflights and people (specifically children's activities near the microphone). The minimum noise levels occur when traffic is very light, when no cars or aircraft are passing by, and when child related activities are minimal.

Examples of various noise environments in terms of the Percent Noise Levels are shown in Figure N-2, "Examples of Daytime Outdoor Noise Levels". The results of the ambient long-term noise measurements are shown in Figures N-3, N-4, N-5, N-6, N-7, and N-8 (Long Term Measurement Result Sites 23 - 28, respectively). Shown in these figures are each measured one-hour Leq as well as the calculated CNEL for that 24-hour period. The first hour listed in Figures N-3

through N-8 is different because the measurements were started at different times of the day.

In Figures N-3 through N-8 the daily 24-hour variation in noise levels can be seen. The horizontal lines in this series are the CNEL (weighted 24-hour logarithmic average). The hours that have high peaks usually correspond to heavy traffic hours or some very loud peak noise event(s). Site 27 shows a very noisy one-hour period that corresponded to the gardener operating typical landscape maintenance equipment. There is a morning peak hour after which traffic noise remains somewhat consistent throughout the day. In the evening, traffic and noise decrease to very low levels in the middle of the night. This pattern is typical for an urban area.

Sources of Noise. Sources of noise in Culver City fall into two basic categories: transportation-related and stationary-related sources. Transportation-related noise sources can be categorized by freeways, aircraft overflights, and major and minor arterial roadways. These include noise from automobiles, trucks, motorcycles, and aircraft. Motor vehicle noise is of concern because it is characterized by a high number of individual events that often combine to create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. Aircraft operations, though infrequent, may generate high noise levels that can be disruptive to human activity.

Noise that falls into the stationary source category typically includes industrial and commercial noise, entertainment, sporting or other outdoor events at educational institutions, construction and maintenance noise, machinery noise, and passenger and delivery vehicle noise. Passenger and delivery vehicle noise is included with the stationary sources because the noise occurs at certain sites where the activity is generated. (Discussion continued on page N-15.)

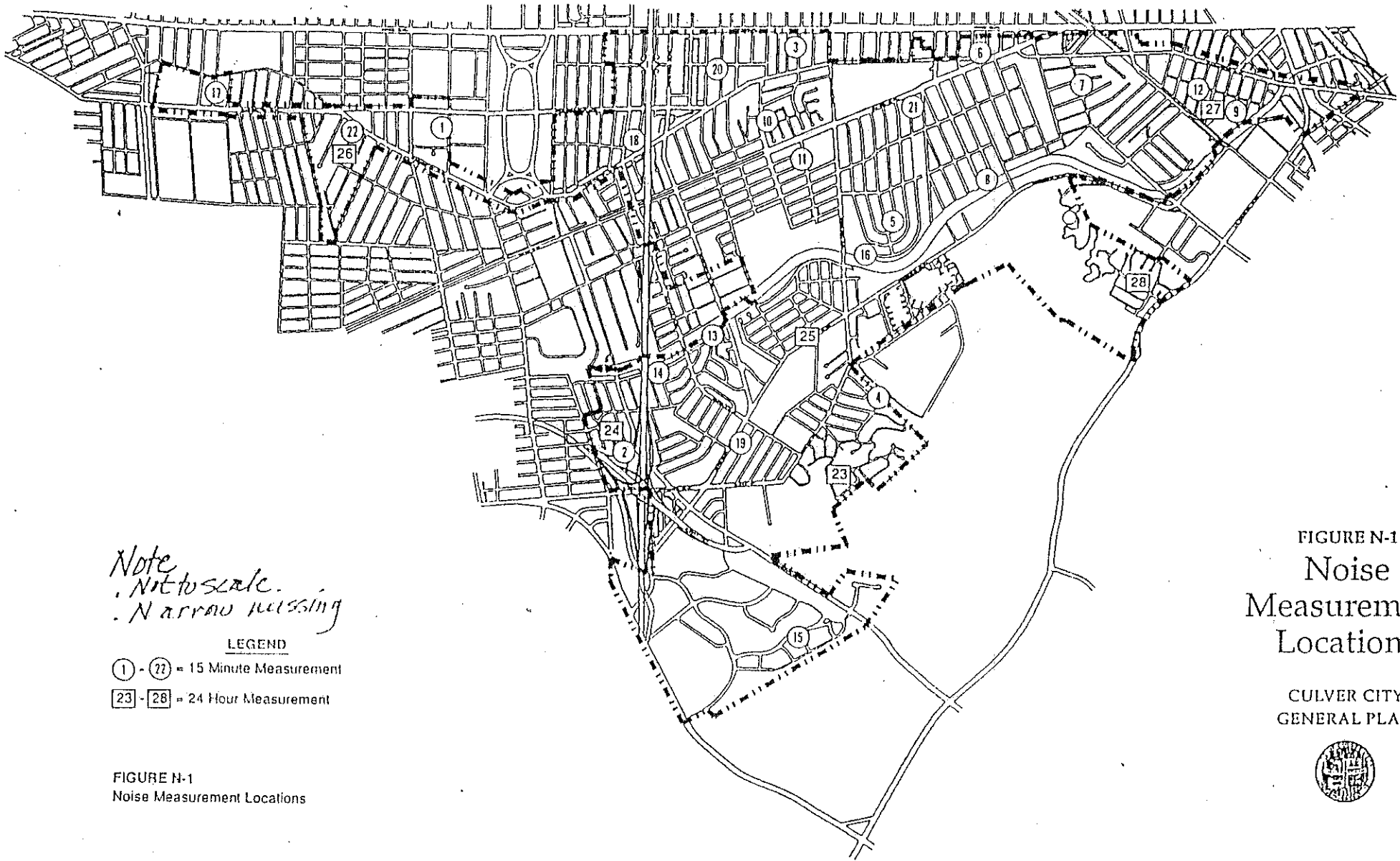


FIGURE N-1
Noise
Measurement
Locations

CULVER CITY
GENERAL PLAN



Note
Not to scale.
Narrow crossing

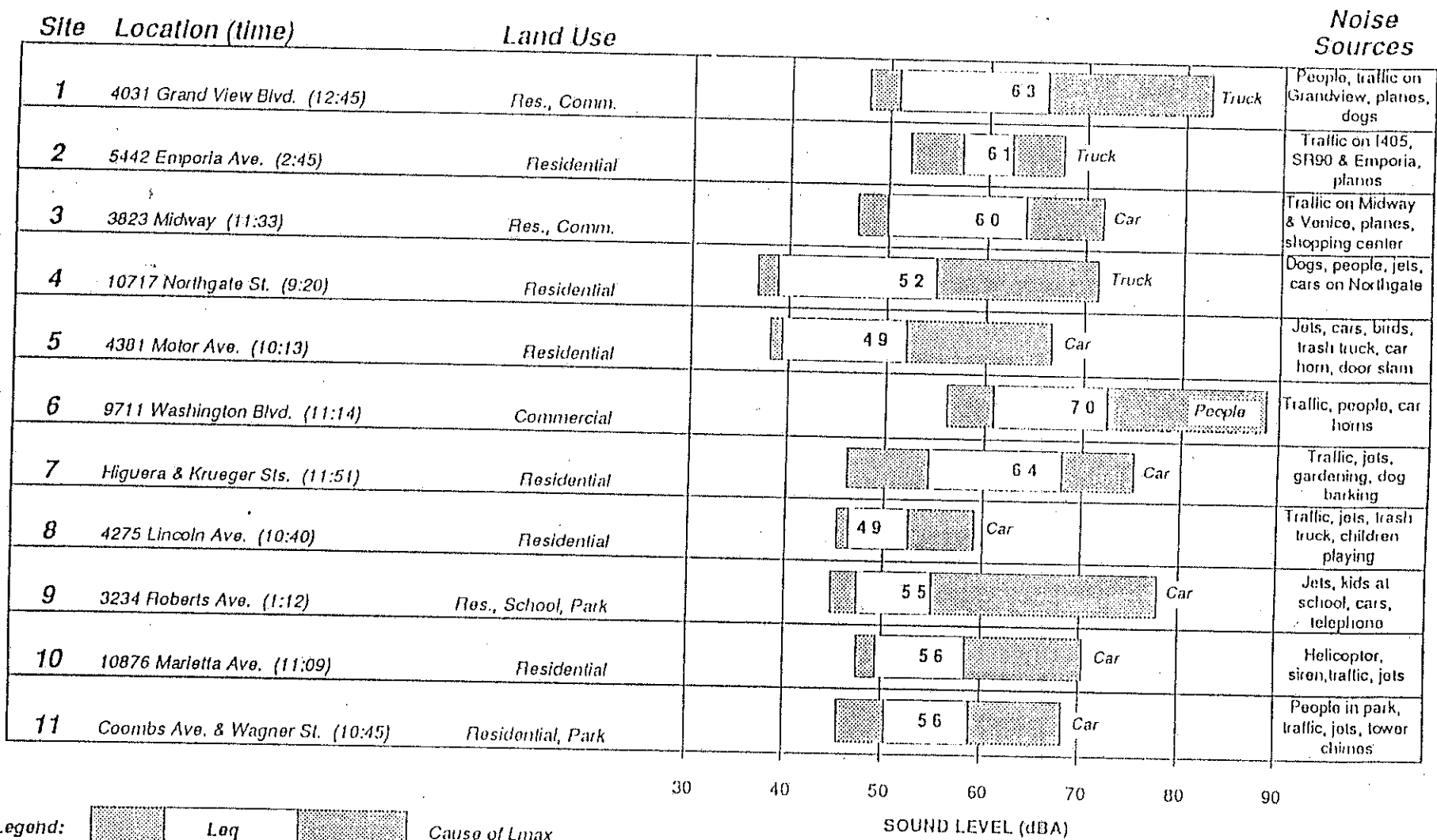
LEGEND

① - ②② = 15 Minute Measurement

②③ - ②⑧ = 24 Hour Measurement

FIGURE N-1
Noise Measurement Locations

NOISE ELEMENT

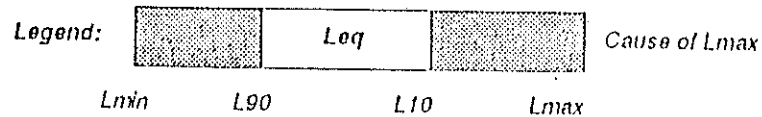


NOTE: ALL NOISE MEASUREMENTS TAKEN DURING THE DAY BETWEEN 9:00 AM TO 4:00 PM

TABLE N-2
SHORT TERM AMBIENT MEASUREMENT RESULTS

Site	Location (time)	Land Use	Cause of Lmax		Noise Sources
12	3404 Callaraugus Ave. (12:32)	Residential	50	65	Car Traffic, planes, gardening
13	11100 Orville St. (10:10)	Residential	50	54	Construction Aircraft, roof workers, traffic
14	11425 McDonald St. (9:28)	Residential	55	63	Truck Traffic on 405 hwy, planes, dog barking
15	Buckingham Pkwy & Windsor Way (3:55)	Res., Comm.	50	62	Bus Traffic, jets, construction, radio
16	4538 Jasmine Ave. (9:48)	Residential	40	51	Siren Jets, fire truck, car door slam, helicopter
17	3932 Walgrove Ave. (2:14)	Residential	50	64	Truck Traffic, jets, general aviation
18	4062 Globe Ave. (12:20)	Residential	55	60	Car Traffic, jets, helicopter
19	11257 Hannum Ave. (3:12)	Res., Comm.	50	57	Car Traffic, aircraft, car alarm
20	3907 Huron Ave. (11:56)	Residential	45	59	Car Aircraft, kids playing, traffic
21	4124 Jasmine Ave. (2:14)	Residential	50	60	Car Helicopter, jets, traffic, people
22	4129 McConnell Blvd. (2:47)	Res., Comm.	45	59	Car Traffic, jets, car door slam

30 40 50 60 70 80 90

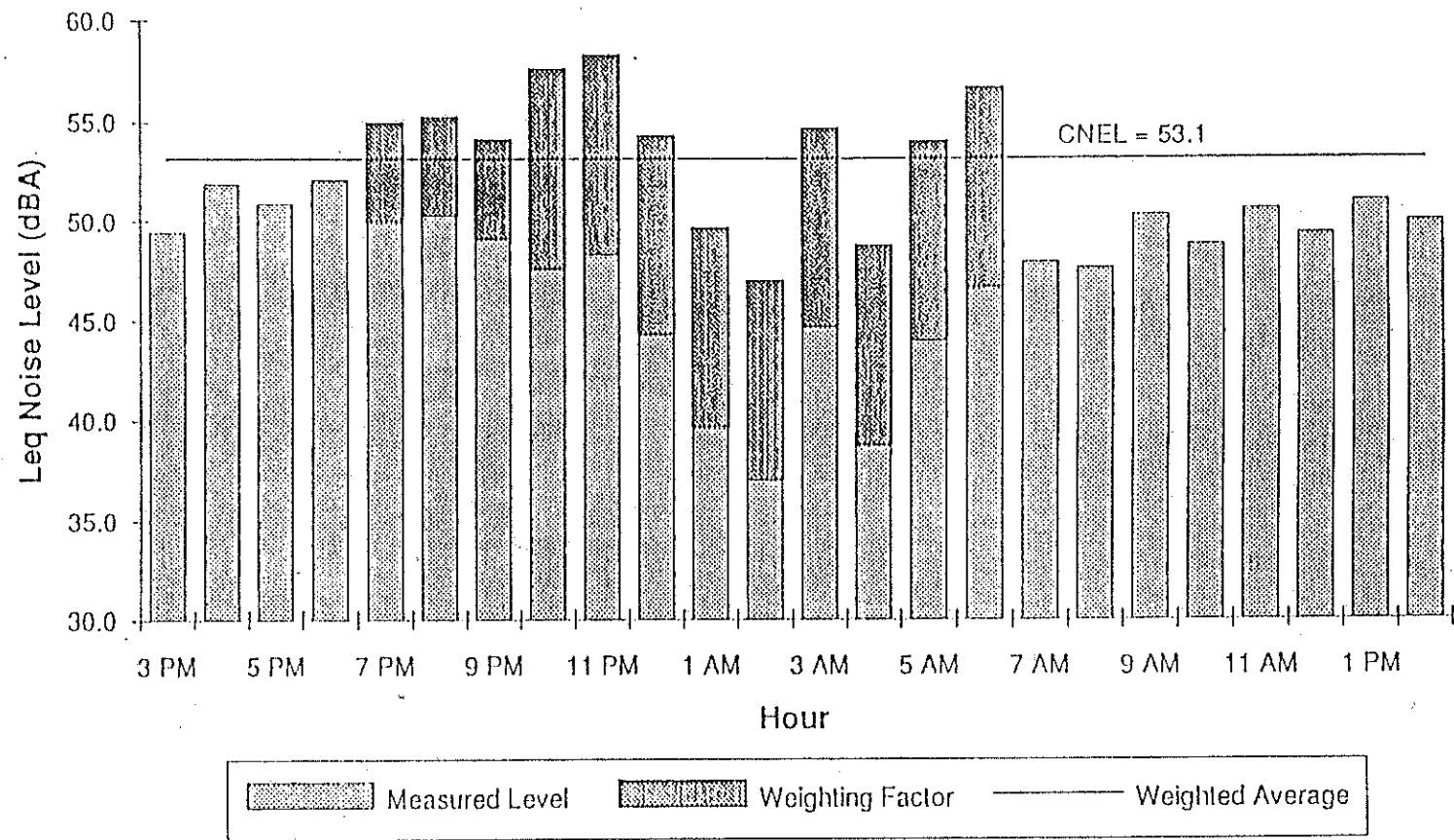


SOUND LEVEL (dBA)

TABLE N-2 (Continued)
SHORT TERM AMBIENT MEASUREMENT RESULTS

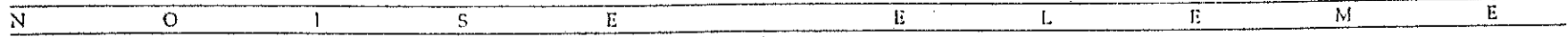
NOTE: ALL NOISE MEASUREMENTS TAKEN DURING THE DAY, BETWEEN 9:00 AM TO 4:00 PM

Hourly Leq Noise Levels and CNEL for Measurement Location 23 10757 Stephon Terrace

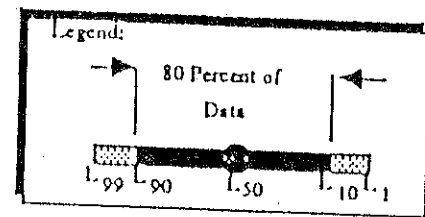
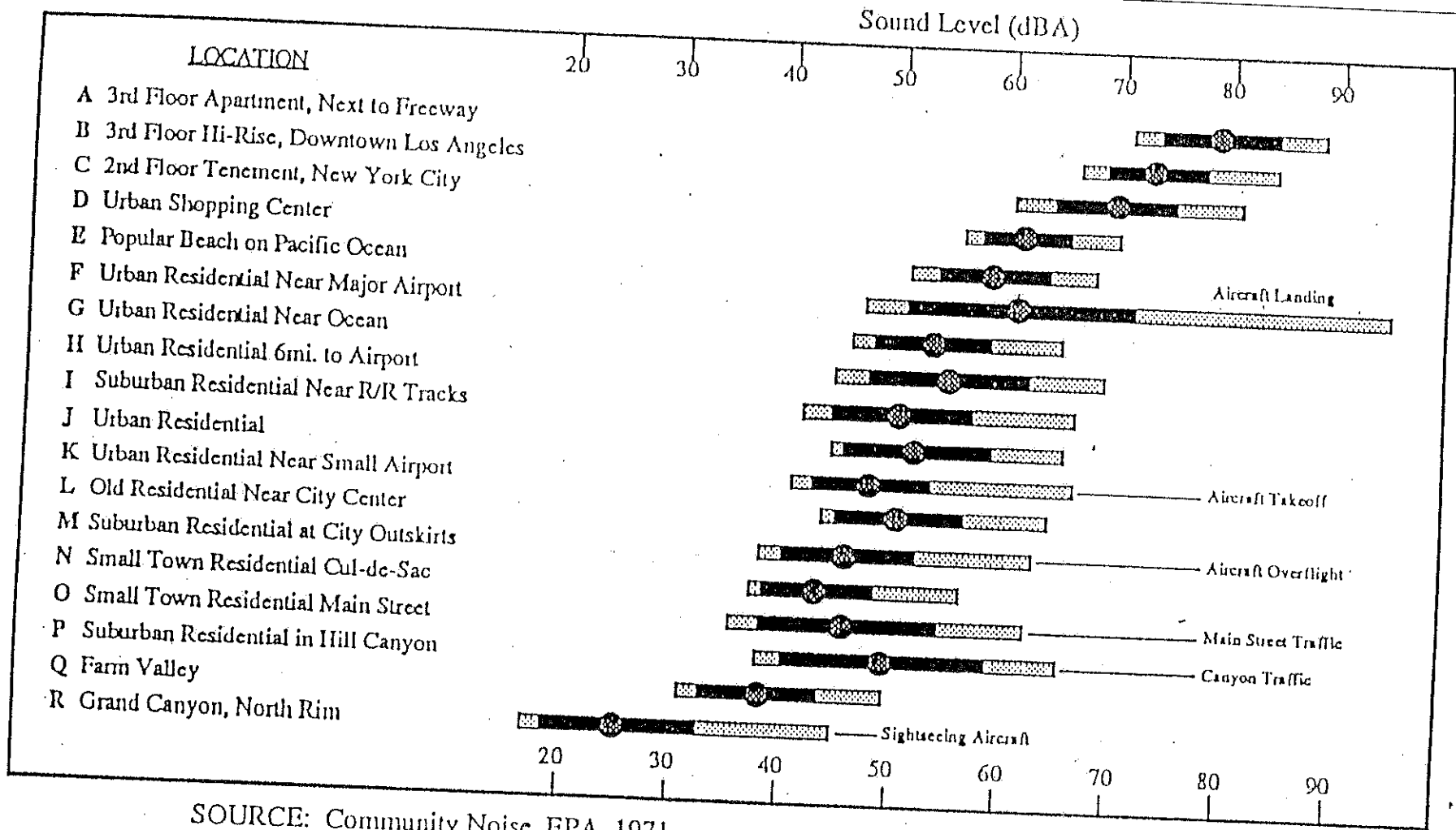


CULVER CITY
GENERAL PLAN

FIGURE 1
Long Term Measurement Results Site



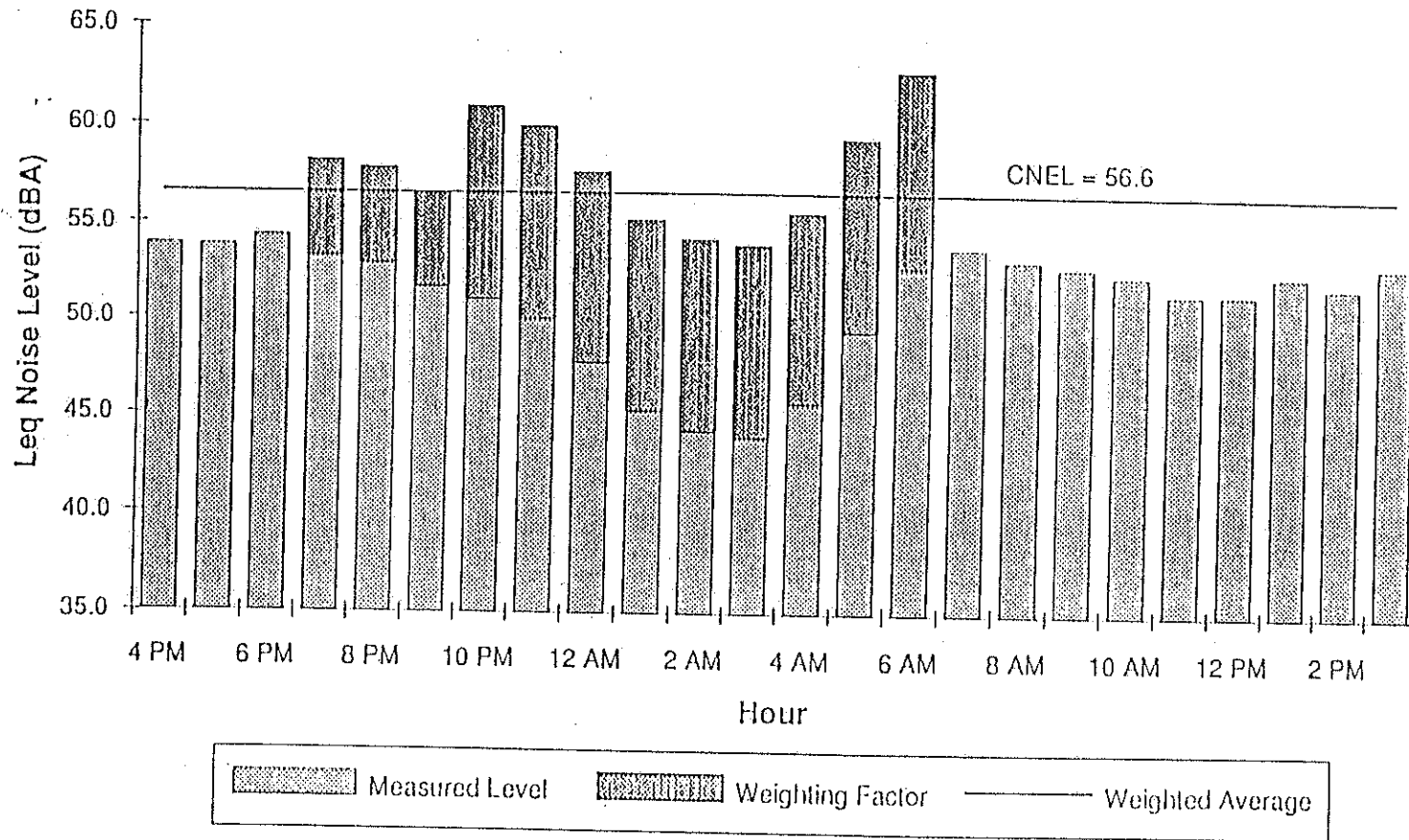
8-N



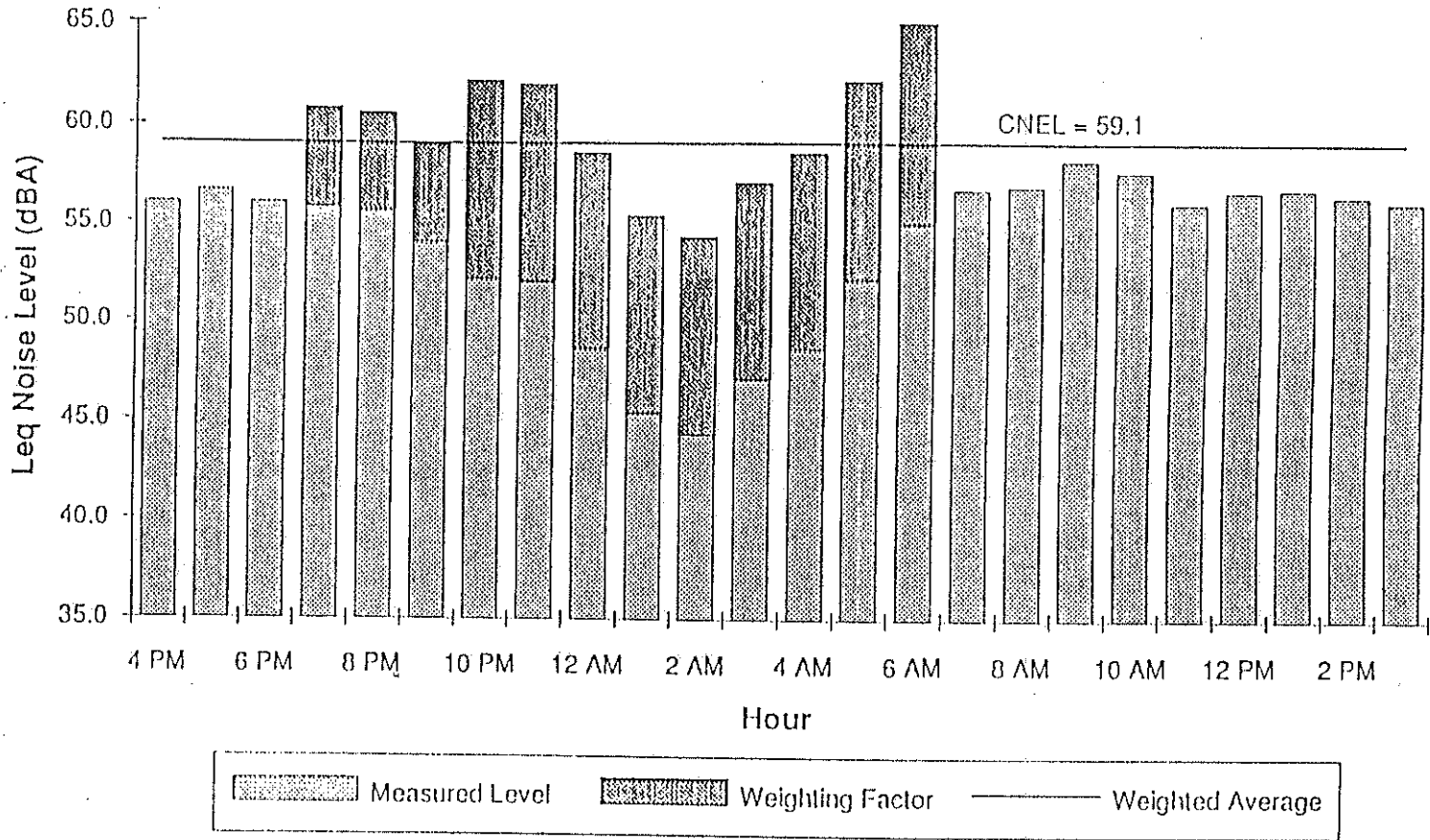
CULVER CITY
GENERAL PLAN

FIGURE N-2
Examples of Daytime Outdoor Noise Levels

Hourly Leq Noise Levels and CNEL for Measurement Location 24 5408 Emporia Avenue



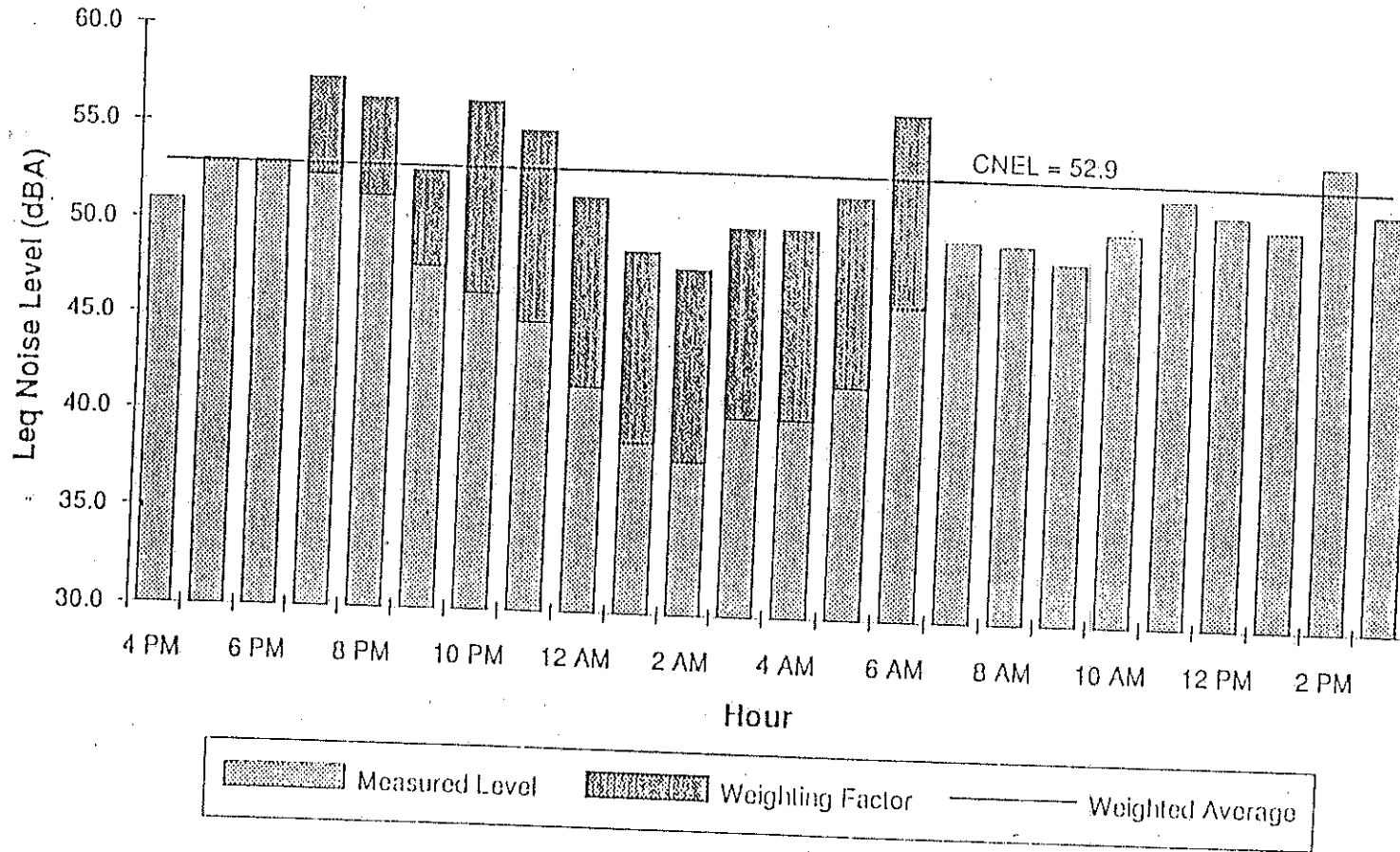
Hourly Leq Noise Levels and CNEL for Measurement Location 25
10819 Jefferson Blvd.



CULVER CITY
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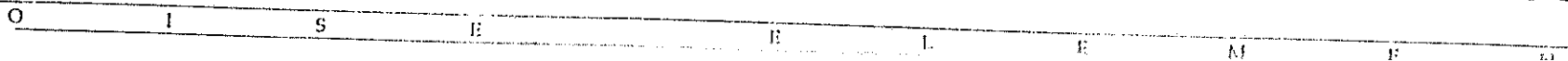
FIGURE N
Long Term Measurement Results Site 2

Hourly Leq Noise Levels and CNEL for Measurement Location 26 4128 McConnell Blvd.

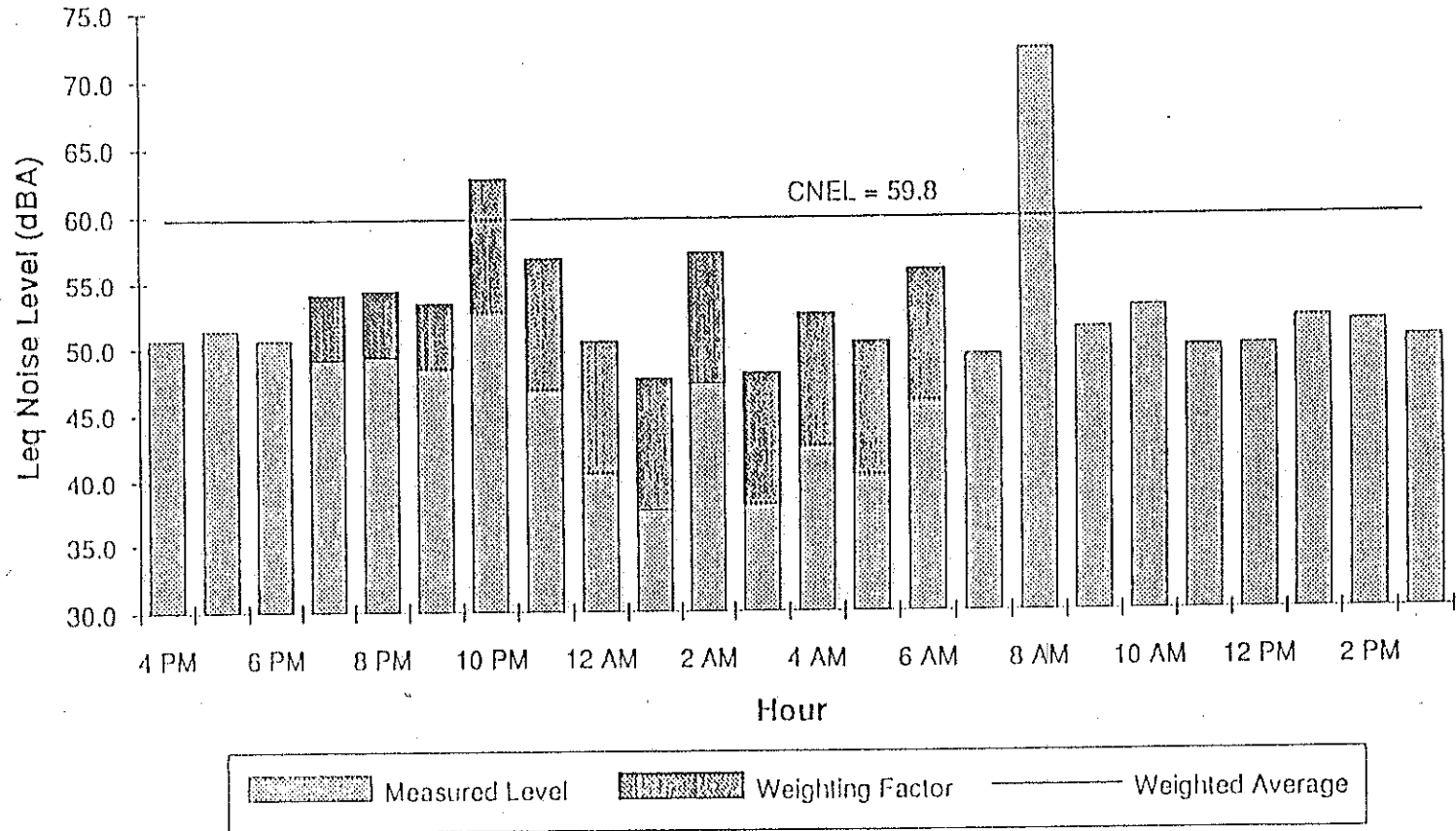


CULVER CITY
GENERAL PLAN

FIGURE-N-6
Long Term Measurement Results Site 26



Hourly Leq Noise Levels and CNEL for Measurement Location 27 3433 Fay Avenue



CULVER CITY
GENERAL PLAN

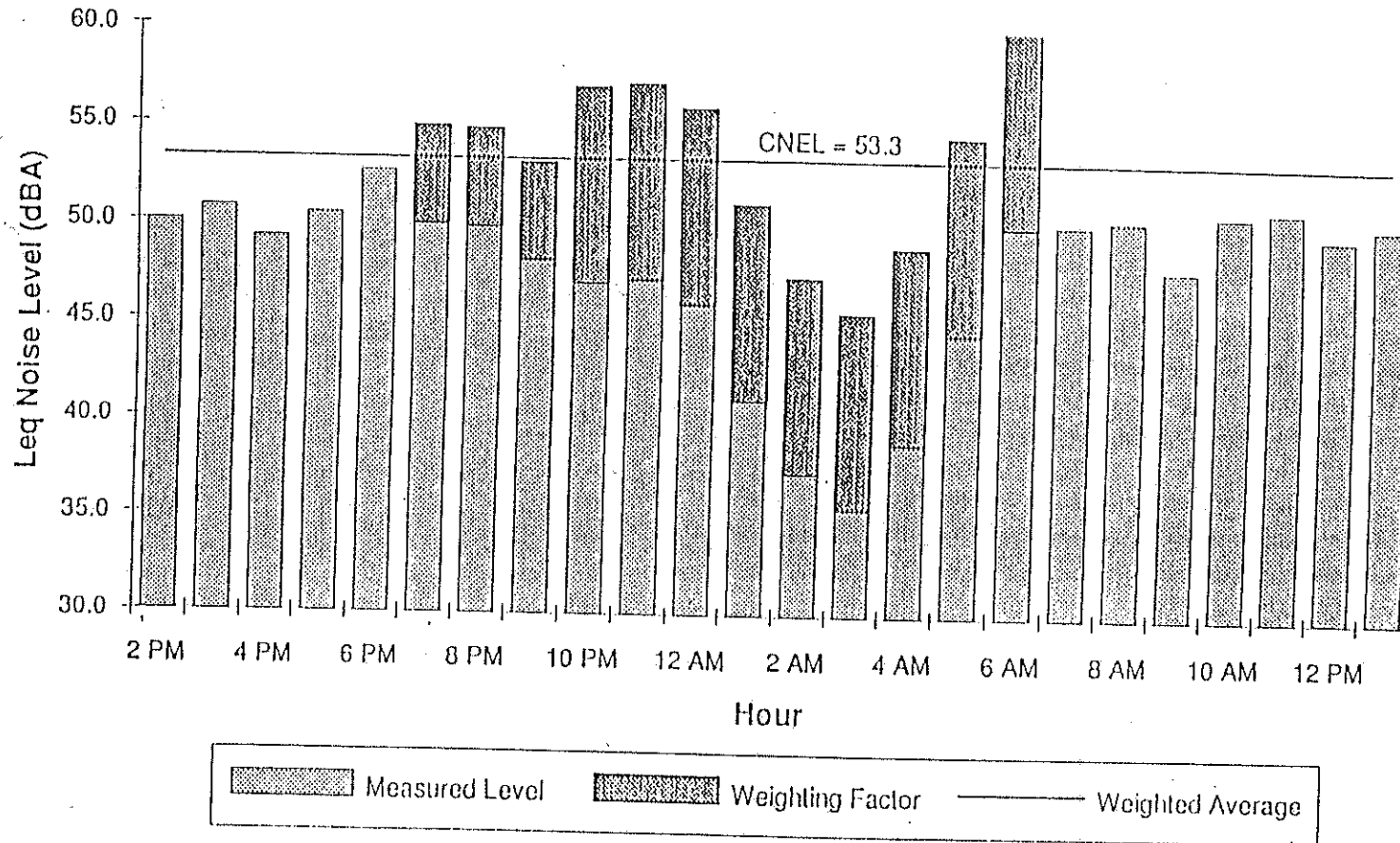
Long Term Measurement Results Site

FIGURE 1

N O I S E E L E M E

21-N

Hourly Leq Noise Levels and CNEL for Measurement Location 28 5922 Wrightcrest Drive



In Culver City, these sources include business centers, such as Fox Hills Mall and Studio Village Shopping Center, employment centers that range in size from major movie studios, such as Sony Pictures Studios, to such small industrial operations as Westside Business Park; and institutional sources such as West Los Angeles College and the high school.—(Discussion continued on page N-15.)

Many of the smaller operations are located in strip-commercial zones along Washington and Sepulveda Boulevards adjacent to residential land use. The types of noise disturbance from stationary source activities can range from short-duration, loud events, such as trucks accessing the facility, as explained on page N-4, to continuous noise from mechanical sources, such as refrigeration units or compressors.

Noise Problems. Potential noise problems that are typically found in urbanized areas are grouped into five categories including late-night entertainment, construction and maintenance, machinery, vehicle noise (including aircraft), and general population noise.

Late-night entertainment (restaurants, bars, and clubs). The primary noise sources at venues supporting late-night entertainment are people and their automobiles at very late hours, and live or recorded music emanating from the establishments.

Construction and maintenance noise. The primary noise sources during construction and maintenance are excavating equipment, trucks traveling on and off site, and machinery and power tools required for the project. Although construction and maintenance activities may only occur from a few days to a couple of months, the noise levels from these activities can at times be quite high and very annoying to surrounding residents.

Machinery noise. The primary sources of machinery noise in residential areas include pumps from pools and spas, power tools in garages, gardening tools, and gasoline-powered leaf blowers. Specific

issues of concern are enforcing the noise ordinance, especially at night, and whether or not the ordinance is an effective means of controlling machinery noise.

Vehicle noise. This problem refers to night and early morning activity from passenger, and—delivery and service vehicles including government vehicles, and aircraft and helicopter overflights of residential and/or commercial areas. The resulting noise from these activities is common and the adjacent neighbors are frequently disturbed.

General population noise. It is recognized that in a high-density urban area, the general population noise is higher than in low-density rural environments. The greater the number of persons who are placed closer together, the greater the overall noise level.

David O. Selznick Studio, 1930s (The Culver Studios), 1950s

Noise Sensitive Receptors. To assess completely the noise environment in the City, noise sensitive receptors must also be identified. Within Culver City, land uses that are sensitive to the noise environment include the following: residential neighborhoods, hotels and motels, trailer parks, long-term medical or mental care facilities, various public and private schools, libraries, business and professional office buildings, churches and other places of worship, concert halls and restaurants.

Noise Measurement Survey Methodology. Based upon the identification of major noise sources and the location of sensitive receptors, a noise measurement survey was conducted. The function of the survey was threefold: first, to determine the existing noise levels at noise-sensitive land uses; second, to provide empirical data for the correlation and validation of the computer-modeled noise environment; and third, to obtain an accurate description of the ambient noise levels in various neighborhoods throughout the City.

Noise contours for all of the major noise sources in Culver City were developed from the traffic levels for these sources. The contours are expressed in terms of the Community Noise Equivalent Level (CNEL).

The existing conditions scenario is derived from 1991 traffic volumes and environmental conditions. The 1991 traffic volumes were used in the noise modeling because they represent the most recent comprehensive traffic survey conducted by the City.

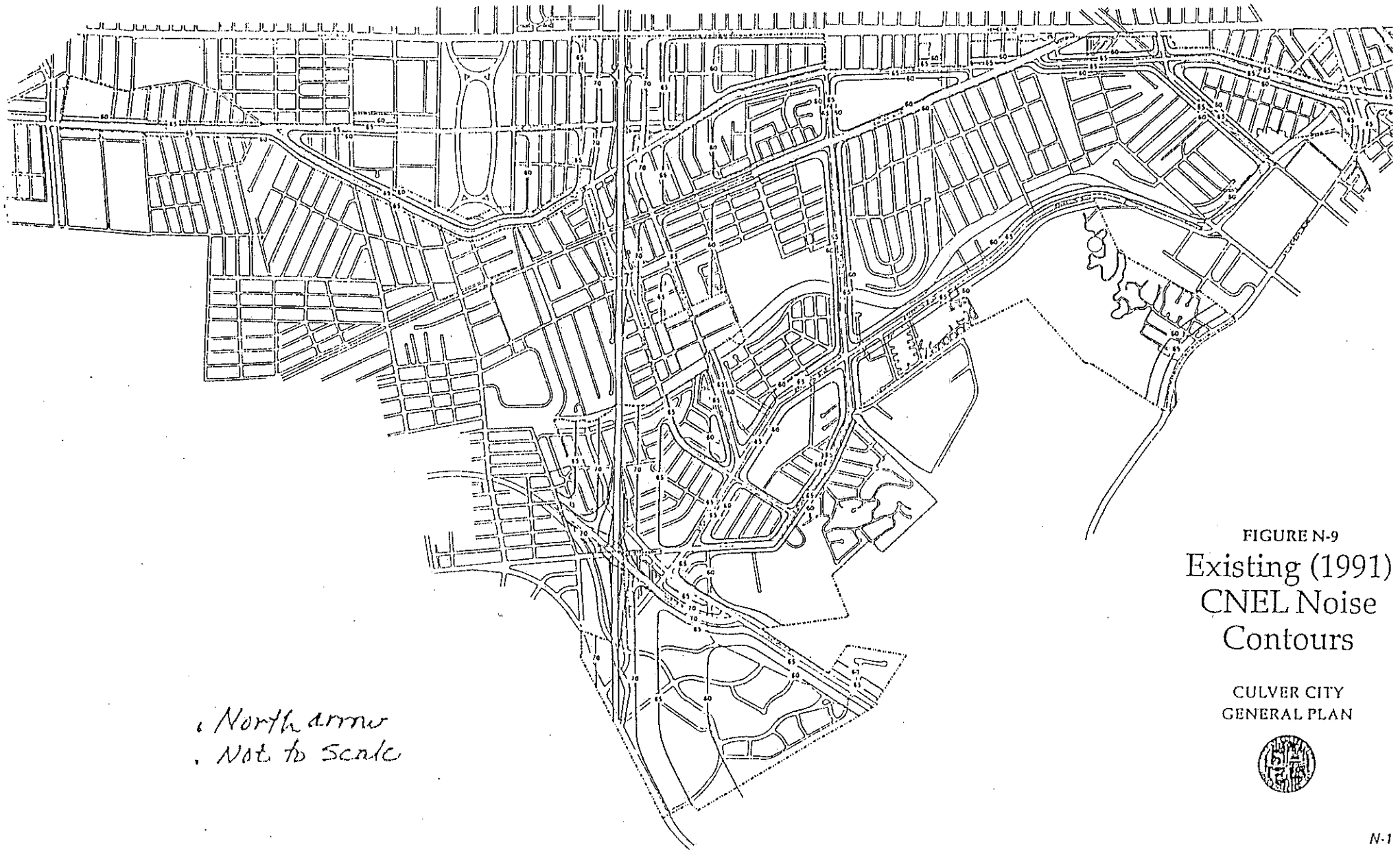
The noise environment in Culver City was modeled using a comprehensive noise measurement survey of existing noise sources and incorporating these results into computer noise models. Estimates of future noise levels were derived from computer noise models. The noise environment is commonly presented graphically in terms of lines of equal noise levels, or contours. The measurement and modeling are briefly described below.

Community Noise Contours. The existing and projected future noise contours for Culver City are presented in Figure N-9, "Existing (1991) Noise Contours" and Figure N-10, "Future (20010) Noise Contours" (Enlarged copies of these figures are provided in the pocket on the inside of the back cover). The contours are based on the existing and projected conditions of traffic within the City and reflect noise levels relative to the distance from major traffic corridors. The average daily traffic (ADT) volume, the traffic speed, and the percentage of automobiles and trucks are all factors that contribute to the calculation of the noise level for a given roadway. The methodology used for computing the noise contours is presented in the Culver City General Plan Noise Element Technical Appendix, in the EIR.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours shown on the map are the 60 and 65 decibels (dB) CNEL noise level for most roadways and 60, 65, and 70 dB CNEL contours for the San Diego (I-405) and Marina (SR-90) Freeways. Noise contours can be used as a guide for land use planning (see Findings discussion).

The contours presented in this report are a graphic representation of the noise environment. These distances to contour values are also shown in tabulated format in the General Plan Environmental Impact Report Technical Appendix. While topography and intervening buildings or barriers have a very complex effect on the propagation of noise, the topographic effect is not included in these contours, and therefore the contours represent a conservative result of the modeling information.

Findings. The predominate-predominant noise in Culver City, as in most other communities, comes from transportation-related noise sources, including motor vehicles. A number of freeways and arterial roadways are the source of significant noise levels for those



*North arrow
Not to scale*

FIGURE N-9
Existing (1991)
CNEL Noise
Contours

CULVER CITY
GENERAL PLAN



NOISE ELEMENT

neighborhoods directly adjacent to them. Santa Monica Municipal Airport, located northwest of Culver City, and Los Angeles International Airport, located to the southwest, contribute to the noise environment. Additionally, helicopter operations result in some single-event disturbances from occasional-overflights. The San Diego Freeway and Ballona Creek are established helicopter corridors with frequent operations.

Other noise within the City is from stationary-related sources, including industrial and commercial activities, site specific construction activities and site specific vehicular traffic. Construction traffic includes the movement of heavy equipment such as cranes, drilling rigs, earth movers and other equipment found primarily at construction sites and not generally on local arterials. The noise environment in Culver City is typical of what would be expected within a major urban area such as the Los Angeles Basin.

Noise measurement sites 1 - 10 were at or near locations used in the 1974 Noise Element. Seven sites were in areas that are primarily residential; and three sites were by the freeways, in a commercial area, and in a residential area adjacent to commercial development. The average noise level for the seven residential measurements made in 1974 was about 55 dBA Leq. The average noise level for these measurements in 1993 was about 56 dB Leq. This shows that growth throughout the City in the past 20 years has had a small effect on the ambient noise level in the residential areas in the City. One of the remaining sites, Site 2, was near the transition road from the southbound San Diego Freeway to the westbound Marina Freeway, and the 1993 measurement was about 6 dB quieter than in 1974. This change is due primarily to the construction of a wall along the transition road. The recent measurement at Site 7 was influenced by a gardener's power tools, subsequently the level was 10 dB higher than the previous measurement. The recent measurement at Site 6 picked up traffic on Washington Boulevard, and as a result was about 11 dB higher than previously.

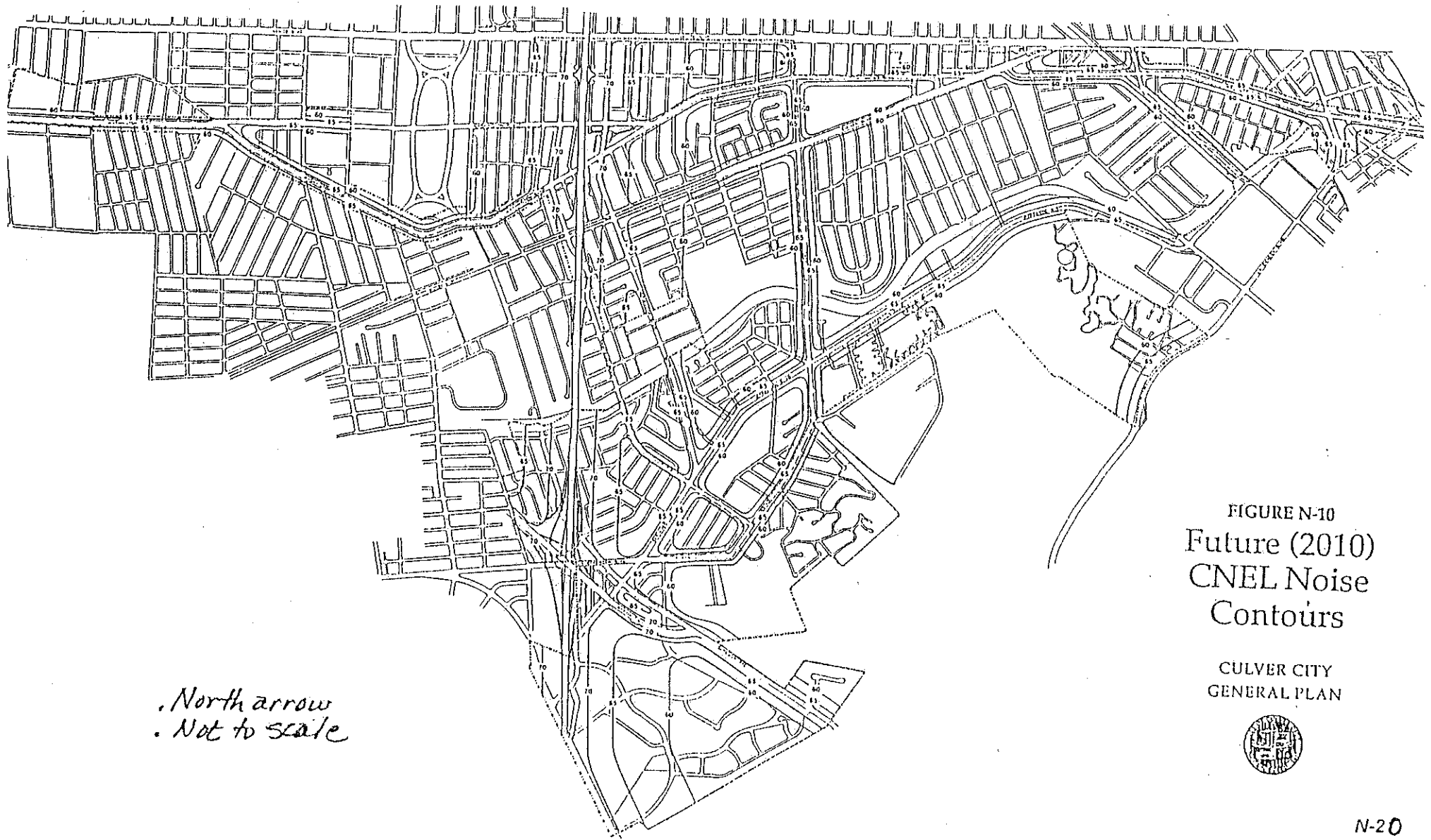
The noise measurement sites and the levels measured in 1974 and in 1994 are listed below. Also listed are projected noise levels at these locations for the year 2010. Residential areas throughout the City may experience about the same increase as has been seen over the past twenty years. The areas located next to arterials and freeways will see an increase in noise level directly proportional to the traffic volume on the adjacent roadway.

SITE	dB LEVEL IN 1974	dB LEVEL IN 1994	dB LEVEL IN 2010
1	61	63	63
2	67	61	62
3	56	60	62
4	54	52	53
5	50	49	49
6	59	70	71
7	54	64	55
8	53	49	51
9	54	55	55
10	58	56	57

VISION FOR THE NOISE ELEMENT. The vision for the Culver City General Plan Noise Element is to protect and enhance the quality of life the residents enjoy by minimizing the impacts of any existing or future projects on those who live in the City. This may be accomplished by coordinating circulation and land usage for maximum protection against noise exposure from impacts of future projects (such as a light rail system, a major employment center or retail centers). Updating mitigation measures is important to ensure that future projects implement the latest proven technologies to reduce the generation of noise at the source. A local government has little direct control of certain transportation noise at the vehicle source because of preemption by the State and Federal Government. The City, however, can effectively mitigate transportation noise and reduce the impact of the noise onto the community through the use of noise barriers, land-use planning, site-design review, circulation improvements, truck access restrictions, and enforcement of a noise ordinance.

To support this vision for the Noise Element of the General Plan, the City has the following goal:

- *A peaceful community that minimizes noise disturbance.*



*. North arrow
. Not to scale*

FIGURE N-10
Future (2010)
CNEL Noise
Contours

CULVER CITY
GENERAL PLAN



STANDARDS. The Culver City Noise Standards are developed from those of several Federal and State agencies including the Federal Highway Administration, the Environmental Protection Agency, the Department of Housing and Urban Development, the American National Standards Institute, and the State of California Department of Health Services. These standards set limits on the noise exposure level for various land uses. Table N-3, "Interior and Exterior Noise Standards," lists interior and exterior noise level standards and the type of occupancy to which they should be applied.

The San Diego, Freeway-(1-405)-and-the-Marina Freeway, (SR-90) and Santa Monica Freeways fall under the jurisdiction of the California Department of Transportation (Caltrans)- (As indicated on page N-2, Santa Monica Freeway noise does not impact Culver City). In order to obtain mitigation measures from Caltrans, the noise from the freeway must exceed a peak-traffic-hour noise standard of 67 dB Leq. This standard applies to the first row of homes closest to the freeway. Mitigating the noise from any other arterial in the City is under the jurisdiction of Culver City. The standards adopted by the City are applied as evaluation criteria to control noise at various land uses from exterior sources. These standards are listed by land use below.

Noise Sensitive Land Uses include single family, multi-family and mobile homes, hotels and motels, long-term medical or mental care facilities, schools, libraries, business and professional office buildings, churches and other places of worship, concert halls and restaurants. The exterior living area of these uses includes single family private yards, and multi-family patios or balconies which are greater than six (6) feet in depth. The State of California currently makes no exterior or interior noise requirements with regard to single family detached homes. The City should consider setting the exterior and interior noise standards for single family detached homes to 65 dB CNEL exterior and 45 dB CNEL interior.

Commercial Type Residential Land Uses include hotels, motels and places for transient lodging. The exterior living area of these uses includes common use areas. The exterior and interior noise standard for these land uses is 65 dB CNEL exterior and 45 dB CNEL interior. The California Noise Insulation Standards (California Administrative Code, adopted February 22, 1974) requires that "Interior community noise levels (CNEL/LDN) attributable to exterior sources shall not exceed an annual CNEL or LDN of 45 dB in any habitable room, with windows closed." The requirements states that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The State also requires that residential buildings or structures proposed to be located within the 60 dB contour be flagged for a noise study. Any such buildings adjacent to thoroughfare, railroad or rapid-transit routes shall require an acoustical analysis showing that the proposed building has been designed to limit intruding noise to the allowable interior noise level of 45 dB CNEL.

Commercial, Industrial and Institutional Land Uses include retail stores, restaurants, office buildings auditoriums and movie theaters. These land uses are only subject to interior noise standards since normal business or these types of recreational activities generally are not conducted outside. The interior noise standard for amphitheaters, movie theaters, concert halls, auditoriums, meeting halls, movie theaters, hospitals, churches, school classrooms, day care facilities and libraries is 45 dB CNEL. The interior noise standard for gymnasiums, office buildings, research and development facilities, professional offices and City office buildings is 50 dB CNEL. The interior noise standard for commercial retail stores, banks, restaurants and sports clubs is 55 dB CNEL. The interior noise standard for manufacturing, warehousing, wholesaling and utilities is 65 dB CNEL.

PROPOSED LAND USE CATEGORIES		DESIGN STANDARD CNEL	
CATEGORIES	USES	INTERIOR	EXTERIOR
RESIDENTIAL	Single Family, Duplex Multiple Family	45*	65
	Mobile Home	---	65°
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Hotel, Motel, Transient Lodging	45	65†
	Commercial Retail, Bank Restaurant	55	---
	Office Building, Research and Development, Professional Offices, City Office Building	50	---
	Amphitheater, Concert Hall Auditorium, Meeting Hall	45	---
	Gymnasium (Multipurpose)	50	---
	Sports Club	55	---
	Manufacturing, Warehousing, Wholesale, Utilities	65	---
	Movie Theatres	45	---
INSTITUTIONAL	Hospital, Schools' Classroom	45	65
	Church, Library	45	---
OPEN SPACE	Parks	---	65

SOURCE: Mestre Greve Associates

INTERPRETATION

INTERIOR NOISE ENVIRONMENT EXCLUDES:

Bathrooms, toilets, closets and corridors.

EXTERIOR NOISE ENVIRONMENT LIMITED TO:

- Private yards of single family homes
- Multi-family private patio or balcony which is greater than 6 feet in depth, and is not a required emergency fire exit as defined in the UBC.
- Mobile home parks
- Hospital patios
- Park's picnic area
- School's playground
- Hotel and motel recreation area

* Noise level requirement with closed windows. Mechanical ventilation system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of the 1974 UBC.

° Exterior noise levels should be such that interior noise level will not exceed 45 dB CNEL.

† Except those areas affected by aircraft noise.

--- No applicable standard

TABLE N-3.
INTERIOR AND EXTERIOR NOISE STANDARDS

CRITERIA FOR DEVELOPING NOISE SOURCE REGULATIONS. The underlying purpose of the Noise Element is to provide guidelines to limit community exposure to excessive noise levels, and to integrate this information into land use planning decisions. In addition to the standards previously discussed, criteria have been developed to establish the qualitative basis or ground rules for the City's noise regulations.

Land Use Compatibility of Noise Sources and Receptors. A primary means of protecting the quality of life within a community is through the distribution of land uses. Determining the compatibility of noise sources and receptors becomes one of the gauges for such decision making. This is achieved by establishing standards and criteria that specify acceptable limits of noise for various land uses throughout the City. The recommended criteria used to assess the compatibility of proposed land uses with the noise environment are presented in Table N-4, "Land Use/Noise Compatibility Matrix."

A complete list of noise levels generated from either stationary or transportation-related sources and land uses with which they are compatible is given in this table. Noise concerns are incorporated and addressed in Culver City's land use planning to reduce future noise and land use incompatibilities.

Table N-4 is used in the land planning stage of the development process. It is used to identify project opportunities and constraints. In conjunction with Figure N-9, "Existing (1991) CNEL Noise Contours," this matrix may be used to determine whether a certain type of land use is appropriate in a particular CNEL zone. For example, a residential use in a 60-70 CNEL zone would only be appropriate with certain mitigation. In locations where noise levels impact mixed-use areas, where some receptors are more sensitive to noise than others, the noise level should be mitigated to the more sensitive land use standard.

The Exterior/Interior Noise Standards shown in Table N-3 are the actual design standards that should be used in the project design stage of new projects in the City. Compliance with these standards should be required in the Conditions of Approval or other project requirements and evaluated as part of the City's development review and building permit plan check.

In conjunction with land use distribution decisions, the adoption of a comprehensive noise ordinance is a major tool in protecting the community from excessive noise. Such an ordinance would regulate stationary and transportation-related noise sources.

Regulation of Stationary Noise Sources. The primary goal in regulating stationary noise sources is to protect residential land uses and other identified noise sensitive uses. The impacts from these noise sources are most effectively controlled through the adoption and application of a City Noise Ordinance. The Noise Ordinance should include effective measures against noises like commercial and industrial activities, construction noise, late-night entertainment, spa and pool equipment, air-conditioners, or loud music from establishments; means to control the noise of persons leaving places of entertainment. In order to control noise generated from stationary sources, and single event noise, standards should place a limit on the noise level and the time that noise may occur during any hour of the day. A penalty of an appropriate amount, e.g., 5 dBA, should be incorporated for pure tone noise. Typical noise ordinance levels and durations are listed as follows:

DAYTIME LEVELS (7:00 a.m. - 10:00 p.m.)	NIGHTTIME LEVELS (10:00 p.m. - 7:00 a.m.)	DURATION
55 dBA-Leq	50 dBA-Leq	30 minutes
60 dBA-Leq	55 dBA-Leq	15 minutes
65 dBA-Leq	60 dBA-Leq	5 minutes
70 dBA-Leq	65 dBA-Leq	1 minute
75 dBA-Leq	70 dBA-Leq	NEVER

NOISE ELEMENT

This means that 55 dBA Leq may not be exceeded for more than 30 minutes out of any hour between 7:00 a.m. and 10:00 p.m. These standards refer to the average noise levels (leq) of short term measurements (10-15 min.) made at the property line of the noise sensitive receptor. They should not be confused with the long term CNEL measurement.

It is also important that the City develop procedures which enforce these standards. Mitigation of construction and maintenance noise is largely dependent upon enforcement of the noise ordinance and adequate consideration of construction noise impacts during the planning, review and approval of projects in or adjacent to established residential or other noise sensitive areas.

Regulation of Transportation-Related Noise Sources. Within Culver City there are a number of transportation-related noise sources, including freeways, aircraft overflight corridors, major arterials, and collector roadways, that are major contributors of noise. Policies to reduce their influence on the community noise environment are an essential part of the Noise Element. In brief, these policies include coordinating with the ~~California Department of Transportation~~ (Caltrans); to complete the installation of freeway noise barriers appropriate noise mitigation measures along I-405 the San Diego, Santa Monica, and Marina Freeways to effectively attenuate freeway noise for existing noise sensitive land uses. The City should ~~shall~~ coordinate with the Metropolitan Transportation Agency ~~Authority~~ (MTA) to ensure that the noise mitigation measures are integrated into the design of future light-rail projects near noise sensitive land uses. The City should encourage the use of equipment which includes the latest in noise reduction technology. Limit truck movements to those arterials designed to handle the traffic, and those located farther from noise sensitive areas. Coordinate with the Air Traffic Control Division of the FAA regarding any possible future changes in flight paths of helicopters and aircraft into and out of LAX and Santa Monica

Airport. Encourage new departure or arrival tracks be diverted away from the city to limit the exposure of aircraft noise. A complete list of the policies to help control transportation-related noise are listed in the subsequent section.

NOISE ELEMENT

PROPOSED LAND USE CATEGORIES		COMPATIBLE LAND USE ZONES						
CATEGORIES	USES	CNEL <55	55- 60	60- 65	65- 70	70- 75	75- 80	CNEL >80
RESIDENTIAL	Single Family, Duplex Multiple Family	A	A	B	B	C	D	D
RESIDENTIAL	Mobile Home	A	A	B	C	C	D	D
COMMERCIAL	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
COMMERCIAL	Commercial Retail, Bank Restaurant, Movie Theatres	A	A	A	A	B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
COMMERCIAL INSTITUTIONAL	Amphitheater, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
COMMERCIAL	Children's Amusement Park, Miniature Golf Course, Go-Cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
INSTITUTIONAL	Hospital, Church, Library Schools' Classroom, Day Care	A	A	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Courses, Cemeteries, Nature Centers, Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
AGRICULTURE	Agriculture	A	A	A	A	A	A	A

SOURCE: Mestre Grove Associates

INTERPRETATION

ZONE A - CLEARLY COMPATIBLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

ZONE B - COMPATIBLE WITH MITIGATION

New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction with closed windows and fresh air supply systems or air conditioning, will normally suffice. Note that residential uses are prohibited with Airport CNEL greater than 65 dB.

ZONE C - NORMALLY INCOMPATIBLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

ZONE D - CLEARLY INCOMPATIBLE

New construction or development should generally not be undertaken.

**TABLE N-4
LAND USE/NOISE COMPATIBILITY MATRIX**

GOAL: *A community that minimizes noise disturbance.*

Culver City is exposed to noise from a number of sources throughout the City. Most of the noise in the City is generated by traffic on the major and minor arterial roadways, with the San Diego Freeway (I-405)—being the largest single contributing noise source in the community. Aircraft overflights, including helicopters, from neighboring Los Angeles International and Santa Monica Municipal Airports also affect the residents of the City. Potential noise from future construction, maintenance, and possible rail-transit projects also are a concern to the residents.

OBJECTIVE 1. Land Use Compatibility. Ensure the compatibility of adjacent land uses with regard to noise sources and receptors.

Policy (1.A) Ensure the consistent application of adopted noise standards and criteria in the review of all discretionary land use decisions.

Policy (1.B) Reexamine the City's noise regulations Ordinance on a regular basis to ensure its effectiveness.

Policy (1.C) Ensure the effective enforcement of the City, State and Federal noise levels by all appropriate City departments, and maintain coordination among the agencies involved in noise abatement.

Policy (1.D) Investigate the opportunity to construct barriers to mitigate sound emissions where necessary and where feasible.

Policy (1.E) Identify mediation techniques to help neighbors resolve their differences and be more considerate of the effects of noise.

OBJECTIVE 2. Stationary Noise Sources. Protect those areas that are or may be subject to unacceptable noise from stationary noise sources.

Policy (2.A) Create a comprehensive ordinance establishing noise regulation criteria, and standards for noise sources and receptors to include but not be limited to the following: (see Implementation Measure 1):

- Standards for temporary and "event" noise sources, such as carnivals and entertainment productions.
- Noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses, such as schools, hospitals, convalescent homes, and libraries.
- State Uniform Building Code (UBC) standards for interior community noise levels applied to single-family dwellings.
- Standards for mechanical equipment such as fans, air conditioners, compressors, and exhaust vents.
- Temporary sound barrier installation at construction sites if construction noise is impacting nearby noise sensitive land uses.
- Noise abatement and acoustical design criteria for construction and operation of any new developments.

Policy (2.B) Require addition of noise reduction features to all existing and proposed stationary-related noise sources which exceed established noise standards to reduce impacts on noise sensitive land uses.

Policy (2.C) Coordinate standards and policies with sponsors of sporting events and other outdoor noise generating activities.

Policy (2.D) Pro-actively enforce noise amplification laws concerning nuisances such as car radios, garage bands, boom boxes, and car alarms.

OBJECTIVE 3. Transportation-Related Noise Sources. Protect those areas that are or may be subjected to unacceptable noise from transportation noise sources.

Policy (3.A) Participate with regional transportation agencies in the planning and development of future transportation corridors, including mass transportation, to include noise abatement measures that comply with Culver City standards.

Policy (3.B) Coordinate with regional transportation agencies to ~~incorporate sound attenuation~~ the installation of appropriate noise mitigation measures, including sound walls, along existing freeways and roadways, to mitigate existing noise impacts and as a component in any improvements to existing freeway and roadway facilities.

Policy (3.C) Reduce transportation noise by including noise mitigation measures in the design of new roadway projects and through the coordination of routing.

Policy (3.D) Coordinate with the Air Traffic Control Division of the FAA regarding any future changes in flight paths of helicopters and jets.

Policy (3.E) Mitigate City-controlled transportation-related noise sources (vehicles, etc.) through a program of technological modifications (e.g. mufflers on buses).

Policy (3.F) Limit truck movements to those arterials designed to handle the traffic, and those located farther from noise sensitive areas.

image to be provided in final document

(transit image)

The following section lists the recommended implementation measures for objectives and policies in the Noise Element. Strategies include creation of a comprehensive noise ordinance, measures to address freeway noise, development of standards for land use compared with acceptable noise exposure levels, and reduction of construction noise.

MEASURE 1. CREATE A COMPREHENSIVE NOISE ORDINANCE ESTABLISHING NOISE REGULATIONS AND STANDARDS. The most effective method to control community noise impacts from stationary-related, or non-transportation, noise sources is through application of the City's noise regulations and standards. This revision should consider including, but not be limited to, the following concepts:

A. Equivalent Noise Level (Leq). Establish the noise ordinance metric as an "Equivalent Noise Level" (Leq) measurement to facilitate easier measurements. In some cases, this will reduce the complexity of equipment needed to do the measurements and result in a clearer more readily usable measurement result.

B. Consolidate Regulations Consolidate noise and nuisance regulations found in various sections of the Culver City Municipal Code into one noise ordinance. Establish specific noise level limits that can be enforced by objective, scientific measurements. Consider adoption of a pure tone penalty of an appropriate amount.

C. Ban Gasoline-Powered Leaf Blowers. Enact a ban on gasoline powered leaf blowers.

D. Annoyances. Adopt guidelines for the regulation of annoying sounds, including:

- *Kennels* - should be subject to noise standards and compliance measurements.
- *Animals* - such as barking dogs.

- *Alarms* - including those for houses, cars and business.
- *Engines and motors* - including stationary operating vehicles.
- *Mechanical equipment on buildings* - such as fans, air conditioners, vents and compressors. Should be subject to noise standards and compliance measurements.
- *Amplified sounds* - including car radios, bands, boom boxes and home stereos.

E. Human Noise. Recognize that some neighborhood noise problems are best handled through action by public safety personnel (for example, loud parties) and some through enhanced communication between neighbors. This latter idea is meant to address the more human side of noise complaints between neighbors. The City should develop a mediation program to enhance communication between neighboring uses with noise complaint issues. To address the human side of some noise problems, particularly those between arguing or feuding neighbors (residential or commercial or mixed use), enhanced communication between neighbors may bring the best resolution to these types of problems. Develop and maintain dialogue with extended hour businesses as a means of controlling late night noise conflicts.

F. Temporary and Special Events. Establish noise level standards for temporary and "event" noise sources, such as carnivals and entertainment productions. Include in the City's regulations, standards, for location criteria, and requirements for temporary noise barriers to protect sensitive receptors.

MEASURE 2. COORDINATE WITH TRANSPORTATION AGENCIES AND DEPARTMENTS. Coordinate with the California Department of Transportation (Caltrans); to complete the installation of freeway-appropriate noise barriers-mitigation measures along I-405 the San Diego, Santa Monica, and Marina Freeways to effectively attenuate existing freeway noise for existing noise sensitive land uses. The City should encourage the employment of noise mitigation measures in the improvement of freeways or arterial roadways and

support efforts by the transportation agencies to provide for acoustical protection for existing noise sensitive land uses affected by these projects. In particular, when Caltrans seeks environmental clearance for any freeway improvement projects (such as widening and/or HOV lanes), the City should seek to require Caltrans to complete appropriate noise barriers--mitigation measures as part of that project as such projects are likely to occur prior to other noise barrier--mitigation programs.

Coordinate with the Metropolitan Transportation Agency--Authority (MTA) to ensure that noise mitigation measures are integrated into the design of future light-rail projects near noise sensitive land uses. The City should encourage the use of equipment which includes the latest in proven noise reduction technology.

A. Provide Noise Barriers. Mitigate traffic noise through identifying locations for construction of a noise barrier (wall, berm, or combination wall/berm) and coordinate with related transportation agencies to encourage the development of such barriers. Identify specific locations where noise barrier can break the "line of sight" between the source and receiver. The greater the distance the noise must travel around the barrier to reach the receiver, the greater the noise reduction value of the barrier.

B. Continued Evaluation of Truck Routes. Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses. Limit truck movements to those arterials designed to handle the traffic, and those located further from noise sensitive areas.

C. Coordination with State Agencies. Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and Culver City Police Department.

D. Coordinate with the FAA. Coordinate with the Air Traffic Control Division of the FAA regarding any possible and future changes in flight paths of helicopters and other aircraft into and out of LAX and Santa Monica Airport. Encourage new departure or arrival tracts to diverted away from the City to limit the exposure of aircraft noise.

MEASURE 3. CONTINUE TO ENFORCE NOISE REGULATIONS AND STANDARDS. Continue to enforce the State of California Uniform Building Code that specifies that the indoor noise levels for residential living spaces not exceed 45 dB CNEL due to the combined effect of all noise sources. Continue to enforce the City's noise regulations.

A. Single Family Home Standards. Explore expanding the UBC Title 24 regulations and standards, with regard to interior noise, to single family dwellings.

B. New Construction. Require that new development projects, built near existing residential land use, demonstrate compliance with City noise regulations prior to approval of the project, through the use of design concepts and construction materials.

MEASURE 4. DEVELOP LAND USE/NOISE COMPATIBILITY STANDARDS. Use the standards, presented in Table N-3, "Exterior/Interior Design Standards," and the criteria established in Table N-4, "Land Use/Noise Compatibility Matrix" to assess the compatibility of proposed land uses with the noise environment. These tables are the primary tools that allow the City to ensure noise integrated planning for compatibility between land uses and outdoor noise.

A. Flag Project for Building and Safety Review. For any project in an area louder than 60 CNEL, the project should be flagged for

NOISE ELEMENT

Building and Safety review for compliance with interior noise level standards.

B. Include Appropriate Mitigation Measures. New developments would be permitted only if appropriate mitigation measures are included such that the standards contained in this Element are met, to the extent feasible.

C. Incorporate Noise Reduction Features. Through the noise regulations and standards, incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses.

MEASURE 5. IMPROVE REGULATION OF CONSTRUCTION NOISE.

A. Limit Hours of Construction. Clearly state in the Noise Ordinance the limitations on construction related noise.

B. Identify Potential Impacts of Construction on Sensitive Receptors. During the environmental review of all projects requiring extensive construction, determine the proximity of the site to the established residential areas. If the project will involve pile driving, night time truck hauling, blasting, 24 hour pumping (important in areas of high ground water), or any other very high noise equipment, the environmental review shall include a construction noise alternative analysis. From this analysis specific mitigation measures shall be developed to mitigate potential noise impacts. This may include but not be limited to:

- Establish standard noise abatement measures to reduce construction noise impacts, such as requiring temporary, movable noise barriers around the job site, and requiring mufflers on large pieces of grading and construction equipment.

- Requirements to use quieter albeit costlier construction techniques, such as non-squeal concrete finishes or asphalt/rubber paving material.
- Notification of residents (homeowner and renters) of time, duration, and location of construction.
- Relocation of residents to hotels during significantly noisy construction period.
- Developer reimbursement to City for 24 hour on-site inspection to verify compliance with required mitigation.
- Limit hours of operation of equipment which produces significant impact noise or levels noticeably above general construction noise to the hours consistent with those established for construction-related noise.
- Construction projects which require special circumstances or special equipment should be subject to an acoustical analysis by a certified acoustical consultant to determine the extent of possible impacts, and to make recommendations on necessary mitigation measures.

The selection of which of the above measures to include should be determined on a project by project basis depending on the type of equipment used and the proximity to established residential areas. It should also be recognized that during the early planning phases for a project, sufficient data may not be available to determine the extent of construction noise mitigation required. In such cases, the project should be required to prepare this analysis for review as part of the site design or building permit process.

TABLE N-5
NOISE ELEMENT IMPLEMENTATION MEASURES

Action	Priority	Responsibility
1. CREATE A COMPREHENSIVE NOISE ORDINANCE ESTABLISHING NOISE REGULATIONS AND STANDARDS.		
A. Equivalent Noise Level (Leq).		Interdepartmental
B. Consolidate Regulations.		Interdepartmental
C. Ban Gasoline-Powered Leaf Blowers.		Interdepartmental
D. Annoyances.		Interdepartmental
E. Human Noise.		Interdepartmental
F. Temporary and Special Events.		Interdepartmental
2. COORDINATE WITH TRANSPORTATION AGENCIES AND DEPARTMENTS.		
A. Provide Noise Barriers.		Interdepartmental
B. Continued Evaluation of Truck Routes.	ongoing	Interdepartmental
C. Coordination with State Agencies.		Interdepartmental
D. Coordinate with the FAA.	ongoing	Interdepartmental
3. CONTINUE TO ENFORCE NOISE REGULATIONS AND STANDARDS.		
A. Single Family Home Standards.		Interdepartmental
B. New Construction.		Interdepartmental
4. DEVELOP LAND USE/NOISE COMPATIBILITY STANDARDS.		
A. Flag Project for Building and Safety Review.	ongoing	Interdepartmental
B. Include Appropriate Mitigation Measures.	ongoing	Interdepartmental
C. Incorporate Noise Reduction Features.	ongoing	Interdepartmental
5. IMPROVE REGULATION OF CONSTRUCTION NOISE.		
A. Limit Hours of Construction.		Interdepartmental
B. Identify Potential Impacts of Consideration on Sensitive Receptors.		Interdepartmental

Definitions

NOISE ELEMENT

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the Decibel (dB). The standard unit of measure of frequency of a sound is Hertz (Hz) which is equivalent to cycles per second. The human ear is sensitive to frequencies ranging from 20 Hz (cycles per second) to 20,000 Hz. The human ear is not equally sensitive to sound at all frequencies, subsequently a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound-pressure levels to a more usable range of numbers in a manner similar to the way that the Richter scale is used to measure earthquakes. A ten-fold increase in the acoustic energy produces an increase of 10 dB. A doubling of the acoustic energy increases the noise level by 3 dB. In terms of human response to noise, a sound 10 dBA higher than another is perceived to be twice as loud; and 20 dBA higher is perceived as four times as loud; and so forth. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud). Examples of various sound levels in different environments are shown in Table N-1, "Examples of Typical Sound Levels (dBA)".

Noise is defined as unwanted sound, and it is known to have several adverse effects on individuals. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities.

Pure Tone, or Simple Tone Noise is a noise characterized by a predominant frequency or frequencies so that other frequencies cannot be readily distinguished. If measured, Simple Tone Noise shall exist if the one-third octave band sound pressure level in the band with the tone exceeds the arithmetic average of the sound pressure levels of the two

contiguous one-third octave bands by: 5 dB for frequencies of 500 Hz and above; by 8 dB for frequencies between 160 and 400 Hz; and, by 15 dB for frequencies less than or equal to 125 Hz.

Noise Sensitive Receptors. Noise affects all types of land uses and activities, although some are more sensitive to high noise levels than others. A "Noise Sensitive Receptor" would be any location where excessive noise levels would interfere with an individual's normal sleeping activities, normal conversation, or ability to work. As mandated by the State, noise sensitive receptors include residential neighborhoods, hotels and motels, trailer parks, long-term medical or mental care facilities, various public and private schools, libraries, business and professional office buildings, churches and other places of worship, concert halls and restaurants. Culver City has a number of these noise-sensitive land uses including a number of public and private schools, day-care centers and rest homes. The distribution of these facilities varies from moderately quiet residential areas to major transportation corridors.

Noise Impacts. There are several potential noise impacts on individuals:

Annoyance is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capability. The level of annoyance, of course, depends on the characteristics of the noise (i.e., loudness, frequency spectra, time, and duration), and how much activity interference (e.g. speech interference or sleep interference) results from the noise. The level of annoyance, however, is also a function of the attitude of the receiver. Personal sensitivity to noise varies widely. It has been estimated that 2 to 10 percent of the population are highly susceptible to noise not of their own making, while approximately 20 percent are unaffected by noise. Attitudes are affected by the relationship between the person and the noise source.

When people believe that someone is trying to abate the noise, this will also affect their level of annoyance.

Communication Interference is one of the primary concerns in environmental noise problems. Communication interference includes speech interference and activities such as watching television. Normal conversational speech is in the range of 60 to 65 dBA and any noise in this range or louder may interfere with speech. There are specific methods of describing speech interference as a function of distance between speaker and listener and voice level.

Hearing Loss is, in general, not a concern in community noise problems. The potential for noise-induced hearing loss is more commonly associated with occupational noise exposures in heavy industry or very noisy work environments with long-term exposure. In order to protect an individual from potential hearing loss, the Occupational Safety and Health Administration (OSHA) identifies a maximum noise exposure limit of 90 dBA for eight hours per day. Noise levels in neighborhoods, even in very noisy environments near major international airports, are not sufficiently loud to cause hearing loss.

Physiological Responses are those measurable effects of noise on persons resulting in changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent to which these physiological responses cause harm or are signs of harm is not known. Generally, physiological responses are reactions to a loud, short-term noise, such as a rifle shot, or to a very loud jet overflight.

Sleep Interference is a major noise concern in noise assessment and, of course, is most critical during nighttime hours. Sleep disturbance is one of the major causes of annoyance due to community noise. Noise can make it difficult to fall asleep, create momentary disturbances of natural sleep patterns by causing shifts from deep sleep to lighter stages, and cause awakening. Noise may even cause awakening which a person may not be able to recall. Extensive research has been conducted on the effect of noise on sleep disturbance. Recommended values for desired sound levels in residential bedroom space range from

25 to 45 dBA, with 35 to 40 dBA being the norm. The National Association of Noise Control Officials has published data on the probability of sleep disturbance with various single-event noise levels. Based on experimental sleep data as related to noise exposure, a 75 dBA interior noise level event will cause noise induced awakening in 30 percent of the cases.

Noise Scales. Community noise is generally not a steady state and varies with time. Under conditions of non-steady state noise, some type of statistical measurement scale is necessary in order to quantify noise exposure over a long period of time. Several rating scales have been developed to account for the known effects of noise on individuals. These scales are the Equivalent Noise Level (Leq), the Day Night Noise Level (Ldn), and the Community Noise Equivalent Level (CNEL).

Leq is the "energy" average noise level during the time period of the sample. It is a number that represents a decibel sound level. This constant sound level would contain an equal amount of energy as a fluctuating sound level over a given period of time. Leq can be measured for any time period, but is typically measured for 15 minutes, 1 hour or 24 hours.

Ldn is a 24-hour, time-weighted annual-average noise level. Time-weighted means that noise that occurs during certain sensitive time periods is penalized for occurring at these times. In the LDN scale, those events that take place during the night (10 p.m. to 7 a.m.) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, when most persons are more likely to be sleeping.

CNEL is similar to the Ldn scale except that it includes an additional 5 dBA penalty for events that occur during the evening (7 p.m. to 10 p.m.) time period. CNEL can be calculated from 24 consecutive one-hour average noise levels. Either Ldn or CNEL may be used to identify community noise impacts within the Noise Element as the difference between the two measurement scales for a given period is

NOISE ELEMENT

about one to two decibels. Example noise environments in terms of the CNEL scale are shown in Table N-6, Examples of CNEL Noise Levels.

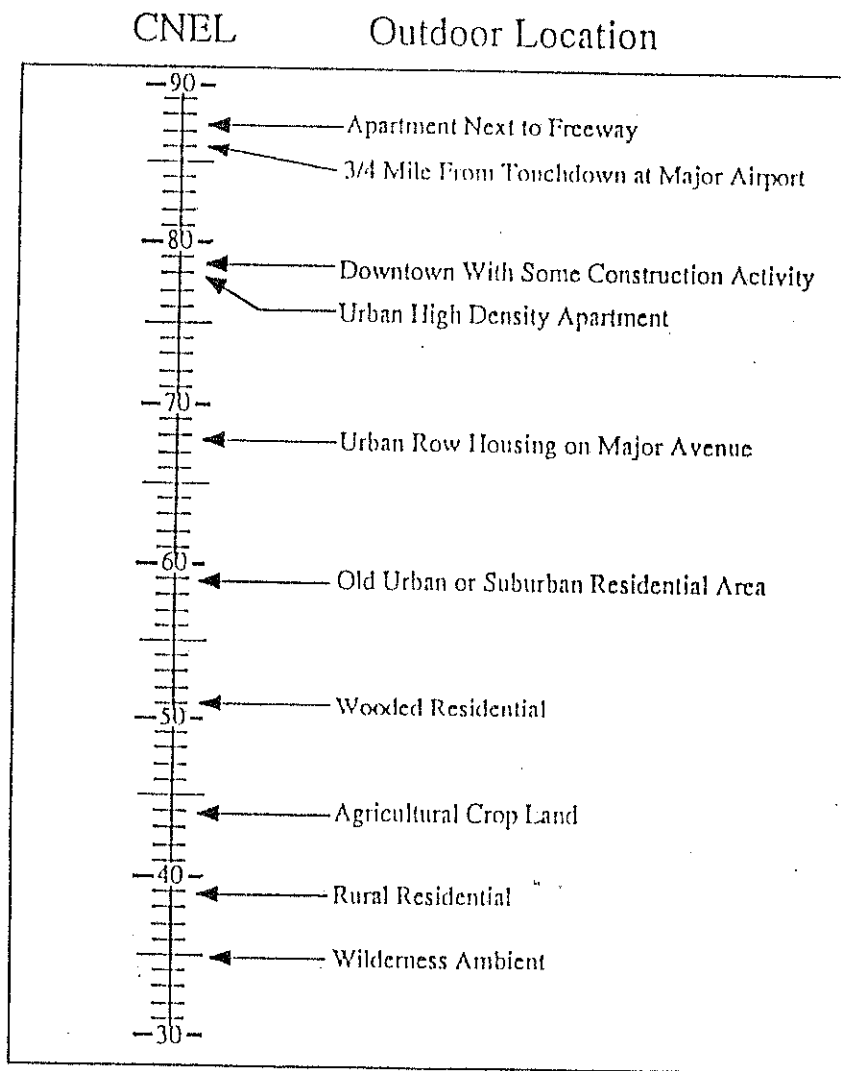


TABLE N-6
EXAMPLES OF CNEL NOISE LEVELS

Conservation Element
1973

RESOLUTION NO. CS-6851

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CULVER CITY, CALIFORNIA, ADOPTING THE REVISED
GENERAL PLAN OF THE CITY OF CULVER CITY, 1973.

WHEREAS, the Planning Commission of the City of Culver City
has held duly noticed public hearings as required by law on the
proposed Revised General Plan at which hearings all persons were
given an opportunity to be heard; and

WHEREAS, the Planning Commission by its Resolution No. 1128,
adopted December 13, 1972, has recommended to the City Council
the adoption of the Revised General Plan; and

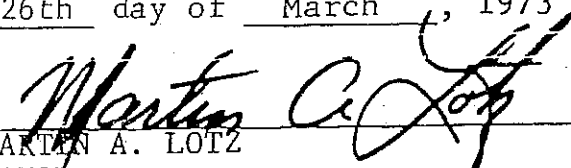
WHEREAS, the City Council of the City of Culver City has
held duly noticed public hearings as required by law on the
Revised General Plan, at which hearings all persons were given an
opportunity to be heard,

NOW, THEREFORE, the City Council of the City of Culver City,
California, DOES HEREBY RESOLVE as follows:

1. That the Revised General Plan of the City of Culver City,
1973, as recommended by Planning Commission Resolution No. 1128,
is hereby adopted by reference as though set forth herein in its
entirety;

2. That a copy of the Revised General Plan of the City of
Culver City, 1973, is on file in the offices of the City Clerk
and Planning Division and may be inspected in either of said
offices.

APPROVED and ADOPTED this 26th day of March, 1973


MARTIN A. LOTZ
MAYOR

City of Culver City, California.

CONSERVATION ELEMENT 1973

INTRODUCTION

STATE LAW: SECTION 65302(D) OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA REQUIRES A GENERAL PLAN TO INCLUDE:

"A CONSERVATION ELEMENT FOR THE CONSERVATION, DEVELOPMENT, AND UTILIZATION OF NATURAL RESOURCES INCLUDING WATER AND ITS HYDRAULIC FORCE, FORESTS, SOILS, RIVERS AND OTHER WATERS, HARBORS, FISHERIES, WILDLIFE, MINERALS, AND OTHER NATURAL RESOURCES. THAT PORTION OF THE CONSERVATION ELEMENT, INCLUDING WATERS, SHALL BE DEVELOPED IN COORDINATION WITH ANY COUNTY-WIDE WATER AGENCY AND WITH ALL DISTRICT AND CITY AGENCIES WHICH HAVE DEVELOPED, SERVED, CONTROLLED OR CONSERVED WATER FOR ANY PURPOSE FOR THE COUNTY OR THE CITY FOR WHICH THE PLAN IS PREPARED. THE CONSERVATION ELEMENT MAY ALSO COVER:

(1) THE RECLAMATION OF LAND AND WATERS.

- (2) FLOOD CONTROL.
- (3) PREVENTION AND CONTROL OF POLLUTION OF STREAMS AND OTHER WATERS.
- (4) REGULATION OF THE USE OF LAND IN STREAM CHANNELS AND OTHER AREAS REQUIRED FOR THE ACCOMPLISHMENT OF THE CONSERVATION PLAN.
- (5) PREVENTION, CONTROL, AND CORRECTION OF THE EROSION OF SOILS, BEACHES, AND SHORES.
- (6) PROTECTION OF WATER SHEDS.
- (7) THE LOCATION, QUANTITY, AND QUALITY OF THE ROCK SAND AND GRAVEL RESOURCES."

UNFORTUNATELY, AT THE PRESENT TIME CULVER CITY DOES NOT HAVE WITHIN ITS JURISDICTION HARBORS, FISHERIES, STREAMS, OR MANY OF THE OTHER FEATURES INCLUDED IN THE STATE LAW LISTING OF ITEMS FOR CONSERVATION. YET POTENTIAL FOR A

NATURAL WILDERNESS AREA DOES EXIST IN THE BALDWIN HILLS ABUTTING THE CITY BOUNDARY. IN ORDER TO FOSTER THIS TYPE OF AREA, THE BALDWIN HILLS MUST BE INCLUDED IN THE CONSERVATION ELEMENT.

SUPPLEMENTAL ITEMS FOR CONSERVATION

CONSERVATION USUALLY REFERS TO NATURAL AREAS, RATHER THAN MAN-MADE AREAS. YET CERTAIN FEATURES OF MAN-MADE AREAS, IF RECOGNIZED BY THE COMMUNITY AS DESIRABLE, SHOULD BE CONSERVED OR PRESERVED FOR FUTURE GENERATIONS. THIS COMMITMENT TO MAN-MADE AREAS BECOMES ESPECIALLY IMPORTANT AS THE PRESSURES FOR CHANGE IN DEVELOPMENT PATTERNS AND INTENSITIES INCREASE. THEREFORE, A SECTION OF THIS CONSERVATION ELEMENT DEALS WITH THOSE FEATURES OF MAN-MADE AREAS IN CULVER CITY FOR WHICH VARIOUS SEGMENTS OF THE COMMUNITY HAVE INDICATED PRESERVATION.

RELATIONSHIP TO RECREATION ELEMENT

IN TERMS OF SUBDIVISIONS AND BUILDING PERMITS,

THE PACE OF RESIDENTIAL DEVELOPMENT ACTIVITY BEGAN TO ACCELERATE RAPIDLY IN CULVER CITY IN 1966, AFTER HAVING BEEN DORMANT FOR FIVE YEARS. IN ORDER TO BE ABLE TO PLAN FOR FUTURE PARK AND RECREATIONAL AREAS TO MEET THE ANTICIPATED DEMAND, IN 1967 THE CITY UNDERTOOK A STUDY OF SUPPLY AND DEMAND FOR RECREATIONAL LAND WHICH CULMINATED IN 1968 WITH THE ADOPTION OF THE RECREATION ELEMENT OF THE GENERAL PLAN (COUNCIL RESOLUTION NO. CS-6034 AND PLANNING COMMISSION RESOLUTION NO. 800). DURING THIS PERIOD OF TIME, STUDIES FOR THE REVISION OF THE GENERAL PLAN HAD COMMENCED AND THE GOALS ASPECT WAS NEAR COMPLETION. AS A RESULT, THE RECREATION ELEMENT WAS PREPARED IN SUCH A MANNER AS TO CONFORM TO THE EXISTING 1961 GENERAL PLAN AND RELATE TO THE GOALS OF THE 1971 PROPOSED REVISION.

IN A SENSE, THE CONSERVATION ELEMENT SUPPLEMENTS THE RECREATION ELEMENT AS THE FORMER RELATES TO THE BALDWIN HILLS AREA. THE

CONSERVATION ELEMENT DOES NOT REPEAL, INVALIDATE,
OR AMEND THE RECREATION ELEMENT.

AREAS OF CONSERVATION FOR FUTURE PUBLIC USE

BALDWIN HILLS: THE PERIMETER OF THE BALDWIN HILLS IS DIFFICULT TO REDUCE TO WRITING, SINCE THE BOUNDARIES HAVE CHANGED OVER THE YEARS, WITH INCREASING DEVELOPMENT ALONG THE FRINGES. ORIGINALLY, THE AREA OF THE BALDWIN HILLS INCLUDED ALL OF THE HILLSIDE LAND SEPARATING THE LA BALLONA VALLEY (IN WHICH CULVER CITY IS PRESENTLY SITUATED) FROM THE CENTINELA VALLEY (IN WHICH INGLEWOOD IS PRESENTLY SITUATED). SUBSEQUENTLY, BOTH CITIES DEVELOPED INTO THE FRINGE AREAS OF THE HILLS, AND LOS ANGELES DEVELOPED ALONG THE NORTHERLY CREST. THE BLAIR HILLS AREA OF CULVER CITY IS LOCATED WITHIN THE ORIGINAL CONFINES OF THE HILLS, AS IS THE LOS ANGELES CITY RESIDENTIAL AREA OF BALDWIN HILLS AND LEIMERT PARK. THE TERM "BALDWIN HILLS" TODAY GENERALLY REFERS TO THE SAME MARGINALLY DEVELOPED

HILLSIDE AREA BETWEEN CULVER CITY AND INGLEWOOD, AND LOS ANGELES CITY AND LADERA HEIGHTS, AS THE STATE DIVISION OF OIL AND GAS LEASES CALLS THE INGLEWOOD OIL FIELDS.

ALTHOUGH MANY NATURAL FEATURES OF THE AREA, PRIMARILY WILDLIFE, REMAIN, OIL WELLS PREDOMINATE. OIL DRILLING BEGAN IN THE HILLS MANY YEARS AGO AND HAS CONTINUED TO EXIST AS THE PREDOMINANT ACTIVITY. SINCE THE SUPPLY OF OIL IS NOT UNLIMITED, THE TIME WILL COME WHEN THIS USE OF LAND WILL CEASE TO BE ECONOMICAL, AND OTHER USES OF THE LAND WILL BE EXPLORED.

ALTHOUGH THE BALDWIN HILLS SPAN LA CIENEGA BOULEVARD, DISCUSSION OF THE HILLS IN THIS ELEMENT IS LIMITED TO THE AREA WEST OF LA CIENEGA PARTIALLY UNDER THE JURISDICTION OF LOS ANGELES COUNTY AND PARTIALLY CULVER CITY, AND WHICH MAY BE ENTIRELY WITHIN THE JURISDICTION OF THE LATTER IN THE FORESEEABLE FUTURE. ALTHOUGH THE OIL DERRICKS ARE THE MOST VISIBLE FEATURES OF THE

HILLS, THE HILLS ABOUND WITH WILDLIFE. A FORMAL WILDLIFE INVENTORY HAS NOT BEEN MADE, BUT ONE CAN WALK THE HILLS QUIETLY IN THE EARLY MORNING AND SEE RACOONS, WEASELS, SKUNKS, RABBITS (JACK AND COTTONTAIL), GROUND OWLS, GOPHER SNAKES (AND GOPHERS), OPOSSUM, AND SQUIRRELS. QUAIL, DOVES, AND MEADOWLARKS POPULATE THE AIR. THESE ANIMALS AND BIRDS HAVE LIVED IN THE HILLS MANY YEARS AND ARE INCREASING IN NUMBER WITH THE PACE OF DEVELOPMENT OF OTHER AREAS OF HABITAT (PRIMARILY FOX HILLS). THIS REDUCTION OF NATURAL AREAS HAS CREATED AN IN-MIGRATION OF MANY ANIMALS, MOST NOTICEABLY RABBITS AND SKUNKS. FOLLOWING A GRADING PROJECT IN FOX HILLS, ONE CAN WATCH THE ANIMALS CROSS SLAUSON AVENUE EARLY IN THE MORNING AND TRAVEL NORTH THROUGH THE CEMETERY TO BALDWIN HILLS.

SOME OF THE ANIMALS (PRIMARILY SKUNKS) HAVE MADE THEIR PRESENCE KNOWN TO MAN. YET ALTHOUGH THEIR DEFENSE MECHANISM IS GENERALLY DISAGREEABLE, SKUNKS HAVE CONTRIBUTED THEIR PART (JUST AS ALL

OF THE ANIMALS HAVE) TO THE ECOLOGICAL BALANCE IN THE HILLS, THROUGH THEIR KILLING OF THE OVER SUPPLY OF RODENTS WHICH WOULD OTHERWISE TAKE OVER THE AREA.

THE ANIMALS AND BIRDS OF THE HILLS CAN COEXIST WITH MAN IN SOME SETTINGS. IF THE HILLS ARE DEVELOPED FOR PERMANENT USE BY MAN (SUCH AS A RESIDENTIAL AREA), NO ROOM WOULD REMAIN FOR THE ANIMALS AND BIRDS. THE WILDLIFE WOULD THEN EITHER HAVE TO FIND ANOTHER HABITAT (ASSUMING UNDEVELOPED AREAS OF SUFFICIENT SIZE IN CLOSE PROXIMITY REMAINED), OR THEY WOULD QUICKLY BECOME EXTINCT IN THIS AREA.

IF, HOWEVER, THE HILLS ARE SCHEDULED FOR INTERMITTENT USE BY MAN AS A MULTI-PURPOSE REGIONAL RECREATION AREA ALONG THE LINES OF GRIFFITH PARK, THE WILDLIFE COULD REMAIN, PROVIDING THE NATURAL TOPOGRAPHY REMAINED AS UNDISTURBED AS POSSIBLE.

AT PRESENT THE BALDWIN HILLS REMAIN PREDOMINANTLY OIL FIELDS. PRESSURES FOR MORE INTENSIVE DEVELOPMENT INCREASE STEADILY AS THE WELLS BECOME LESS PRODUCTIVE AND THE SCARCITY OF LAND IN THE WESTERN SECTION OF LOS ANGELES COUNTY INCREASES. THE TIME TO PLAN THE FUTURE OF THE BALDWIN HILLS IS THE PRESENT. THE METHOD MUST BE COORDINATED ACTION BETWEEN CULVER CITY, LOS ANGELES COUNTY, AND THE STATE OF CALIFORNIA. ONLY THROUGH A COORDINATED PROGRAM, BEGINNING TODAY, CAN THIS LAST REMAINING NATURAL AREA BE PRESERVED FOR ALL TO ENJOY TOMORROW.

SURPLUS PUBLIC LANDS

LIMITED TO 4.8 SQUARE MILES OF AREA, THE AMOUNT OF SURPLUS PUBLIC LAND WITHIN CULVER CITY IS RELATIVELY SMALL AT PRESENT. THIS LAND INVENTORY IS ANTICIPATED TO INCREASE IN THE FUTURE WITH THE COMPLETION OF THE MARINA-SLAUSON FREEWAY THROUGH FOX HILLS AND THE SUBSEQUENT DECLARATION BY THE DIVISION OF HIGHWAYS OF SEVERAL

LARGE PARCELS AS SURPLUS LAND. FIRST RIGHT OF REFUSAL ON SURPLUS PUBLIC LANDS, IF ANY. ABUTTING PRIVATE PROPERTY OWNER DOES NOT EXERCISE HIS OPTION TO PURCHASE THE PARCEL, IS GIVEN TO THE CITY IN WHICH THE LAND IS LOCATED. IN ORDER THAT DECISIONS BY THE CITY ON SURPLUS LAND CAN BE GUIDED BY AN ESTABLISHED POLICY, IT IS NECESSARY THAT SUCH A POLICY BE ADOPTED.

AT THE PRESENT TIME, THE CITY IS IN THE PROCESS OF NEGOTIATING A LEASE WITH THE DIVISION OF HIGHWAYS ON A SMALL PARCEL OF LAND WHICH IS WITHIN THE BOUNDARIES OF THE SAN DIEGO-MARINA FREEWAY INTERCHANGE, YET IS SURPLUS IN TERMS OF THE NEED TO USE THE PARCEL FOR FREEWAY PURPOSES. THE DECISION BY THE CITY TO BEGIN NEGOTIATIONS WITH THE STATE ON THE PROPERTY FOR ULTIMATE UTILIZATION BY THE CITY AS A PARK UNDER THE MAHLER-JOHNSON PARK ACT IS A POSITIVE STEP IN RESERVING SURPLUS PUBLIC LAND FOR FUTURE PUBLIC USE.

THE FREEWAY PARK, AS THE PARCEL IS CALLED, REMAINS AN ISOLATED EXAMPLE. FROM THIS EXAMPLE, A POLICY TO INSURE COMPATIBLE DECISION-MAKING IN THE FUTURE MUST BE DRAWN. VARIOUS STUDIES OF THE CITY WHICH HAVE BEEN INCORPORATED IN THE ELEMENTS OF THIS PLAN INDICATE AREAS OF THE CITY WHERE CERTAIN LAND USES ARE LACKING. AS SURPLUS LANDS BECOME AVAILABLE TO THE CITY IN THE FUTURE, IN TERMS OF EITHER LEASE OR SALE, THE PARCELS INVOLVED SHOULD, IN EACH CASE, BE ANALYZED TO DETERMINE WHETHER OR NOT USE OF THE PARCEL BY THE CITY WOULD SERVE TO IMPLEMENT THE PLAN.

AIRSPACE

MOST USES OF LAND BY PUBLIC AGENCIES RELATE TO THE USE OF THE SURFACE OR SUB-SURFACE OF THE LAND. THE AIRSPACE ABOVE THE LAND REMAINS UNUSED. IN AN AREA WHERE THE SCARCITY OF LAND IS INCREASING, THOSE AVENUES, SUCH AS AIRSPACE ABOVE LAND, MUST BE EXPLORED IN AN

ATTEMPT TO MAXIMIZE THE PRODUCTIVITY OF AN AREA.

THE POSSIBILITIES OF AIRSPACE UTILIZATION DEPEND TO A DEGREE ON THE TYPE OF SURFACE USED TO WHICH THE LAND BELOW IS BEING DEVOTED. THE AIRSPACE ABOVE ELEVATED FREEWAYS MAY BE UTILIZED FOR RAPID TRANSIT ROUTES, BUT NOT NECESSARILY FOR RECREATIONAL USE. YET THE AIRSPACE ABOVE DEPRESSED FREEWAYS MAY BE ABLE TO BE COVERED WITH A PLATFORM RESULTING IN A TUNNEL FOR THE FREEWAY BELOW THE PLATFORM AND PARK LAND FOR THE COMMUNITY ON THE SURFACE OF THE PLATFORM. THE SAME CONCEPT MAY BE APPLICABLE TO THE BALLONA CREEK AIRSPACE.

PRIOR TO AUTHORIZING ANY NEGOTIATIONS BETWEEN CULVER CITY AND THE OTHER GOVERNMENT JURISDICTIONS INVOLVED FOR AIRSPACE UTILIZATION, DETAILED STUDIES ON THE PRACTICALITY OF SUCH A USE MUST BE UNDERTAKEN. THE STUDIES MUST INCLUDE THE NEED FOR THE PROPOSED FACILITY AT THE DESIGNATED

LOCATION, THE TECHNICAL ENGINEERING PROBLEMS WHICH MUST BE OVERCOME, THE ECONOMICS INVOLVED, AND THE LEGAL IMPLICATIONS OF SUCH A USE.

PREVENTION OF POLLUTION

POLLUTION TAKES MANY FORMS AND INVOLVES MANY AGENCIES IN TERMS OF PREVENTION AND REGULATION. POLLUTION IN TERMS OF OVERCROWDING THE LAND OR BUILDINGS, AND POLLUTION IN TERMS OF ECONOMICALLY UNPRODUCTIVE NONRESIDENTIAL AREAS HAVE BEEN DISCUSSED THROUGH SEVERAL OF THE PRECEDING SECTIONS OF THE PLAN. THERE REMAINS THOUGH, THE POLLUTION MOST THOUGHT OF WHEN THE MATTER IS DISCUSSED: POLLUTION OF THE AIR, LAND AND WATER FROM THE BY-PRODUCTS OF MAN'S ACTIVITIES. ONE MEANS BY WHICH THE CONSERVATION GOALS CAN BE ACHIEVED IS THROUGH POLLUTION PREVENTION AND CONTROL.

AIR POLLUTION AND THE APCD

THE QUALITY OF THE AIR IS THE RESPONSIBILITY OF THE AIR POLLUTION CONTROL DISTRICT. THE DISTRICT IS A CREATION OF THE COUNTY IN WHICH IT IS LOCATED WITH BOUNDARIES COTERMINOUS WITH THOSE OF THE COUNTY. SECTIONS 24198 - 24214 OF THE STATE HEALTH AND SAFETY CODE PERMITS EACH COUNTY IN THE STATE TO CREATE SUCH A DISTRICT. LOS ANGELES COUNTY CREATED THEIR AIR POLLUTION CONTROL DISTRICT MANY YEARS AGO IN AN ATTEMPT TO HALT THE EROSION OF AIR QUALITY.

RECENT POLLUTION CONTROL BY THE AIR POLLUTION CONTROL DISTRICT BEGAN IN 1957. THAT YEAR THE DEATH BLOW WAS DEALT TO PRIVATE REFUSE INCINERATORS ON A COUNTY-WIDE BASIS. ONLY CERTAIN SPECIALIZED ACTIVITIES WERE PERMITTED TO INCINERATE SOLID WASTE, SUCH AS HOSPITALS WHICH ARE REQUIRED TO DO SO TO PREVENT CONTAMINATION AND

THE SPREAD OF COMMUNICABLE DISEASE. SINCE 1957 THE QUALITY OF THE AIR HAS CONTINUED TO DETERIORATE, ALTHOUGH THE PACE OF DETERIORATION HAS BEEN MUCH SLOWER THAN WOULD HAVE BEEN THE CASE IF INCINERATION REGULATIONS HAD NOT BEEN ENACTED.

ALTHOUGH THE AIR POLLUTION CONTROL DISTRICT CANNOT ENACT LEGISLATION REQUIRING REDUCED AUTO EMISSIONS, THE ROLE OF THE DISTRICT IN PUBLIC INFORMATION AND LEGISLATIVE SUPPORT HAS SERVED TO INCREASE PRESSURE ON THE STATE AND NATIONAL LEGISLATURES TO ENACT MORE STRINGENT REGULATIONS.

THE AIR POLLUTION CONTROL DISTRICT ALSO PLAYS AN IMPORTANT ROLE IN REGULATING INDUSTRIAL AIR EMISSIONS. THE NATURE OF CERTAIN OPERATIONS PRESENTLY NECESSITATES UNDESIRABLE BY-PRODUCTS WHICH CONTRIBUTE TO AIR POLLUTION. HOWEVER, FACILITIES USING THESE PROCESSES (SUCH AS ELECTRICAL POWER GENERATING PLANTS) ARE NO LONGER BEING PERMITTED TO OPERATE ADDITIONAL PLANTS IN THE LOS ANGELES COUNTY AREA WHEN THE PROPOSED OPERATION WILL USE

TECHNOLOGICAL SYSTEMS WHICH PRODUCE AIR POLLUTANTS.

IN TERMS OF PUBLIC AWARENESS, THE NIGHTLY SMOG FORECASTS BY THE AIR POLLUTION CONTROL DISTRICT, WHICH ARE INCREASING IN DEFINITIVENESS AS WELL AS IN IMPENDING DOOM, HAVE MADE THIS DISTRICT A FAMILIAR WORD IN MANY HOUSEHOLDS. BY BECOMING FAMILIAR TO THE PUBLIC, THE ABILITY OF THE DISTRICT TO ACQUIRE A BROAD BASE OF SUPPORT FOR FUTURE ACTIONS AND POSITIONS INCREASES.

WATER AND THE REGIONAL WATER QUALITY CONTROL BOARD

POLLUTION OF THE WATER, IN TERMS OF THE WATER TABLE BELOW THE GROUND AND THE WATER-CARRYING CHANNELS WHICH FEED THE OCEAN, IS BECOMING AN INCREASING MENACE TO THE ENVIRONMENT. WHEREAS STATE LEGISLATION FOR AIR POLLUTION CONTROL DISTRICTS IS PERMISSIVE, LEGISLATION ESTABLISHING REGIONAL WATER QUALITY CONTROL BOARDS IS MANDATORY (SECTIONS 13201 - 13225 OF THE HEALTH

AND SAFETY CODE). CULVER CITY IS LOCATED IN THE LOS ANGELES REGION (REGION NO. 4).

ALTHOUGH WATER POLLUTION HAS BEEN CONTINUING FOR MANY YEARS, THE ESTABLISHMENT OF CONTROL BOARDS BY THE STATE TO MEET THIS CHALLENGE IS A RECENT ACTION. YET THE POWERS GIVEN THE BOARDS, SUCH AS THE ABILITY OF THE ENFORCEMENT OFFICERS TO ISSUE CITATIONS DIRECTLY TO PERSONS OR COMPANIES VIOLATING THE REGULATIONS, ARE SIGNIFICANT IN TERMS OF COMPELLING COMPLIANCE.

THROUGH THE INDUSTRIAL WASTE INSPECTION SERVICE, FOR WHICH CULVER CITY CONTRACTS WITH LOS ANGELES COUNTY, A COORDINATION BETWEEN LOCAL MATTERS AND THE WATER QUALITY CONTROL BOARD IS MAINTAINED.

THE EXISTING STATE-WIDE REGULATIONS IN THIS AREA ARE DESIGNED TO DIRECTLY PREVENT FURTHER WATER POLLUTION. LOCAL REGULATIONS IN THE AREA OF SEWAGE DISPOSAL, IN CONJUNCTION WITH LOS ANGELES (WHICH OPERATES THE TREATMENT PLANT), SERVE TO

FURTHER THE PURPOSES OF THE STATE-WIDE REGULATIONS.

HEALTH PROBLEMS AND THE HEALTH DEPARTMENT

ALTHOUGH ALL FORMS OF POLLUTION, IF UNCHECKED, USUALLY RESULT IN HEALTH PROBLEMS, THE CONTROL OF CERTAIN ASPECTS OF POLLUTION ARE THE DIRECT RESPONSIBILITY OF THE HEALTH DEPARTMENT. CULVER CITY, AS IS THE CASE WITH MOST CITIES IN THE COUNTY, USES ON A CONTRACT BASIS THE SERVICES OF THE LOS ANGELES COUNTY HEALTH DEPARTMENT. THE DEPARTMENT HAS FACILITIES FOR THE MEASUREMENT AND CONTROL OF NOISE AS A POLLUTANT. THIS ASPECT OF OPERATIONS BEGAN WITH A TIGHTENING OF INDUSTRIAL SAFETY LAWS AND HAS RECENTLY BECOME AN IMPORTANT TOOL AVAILABLE TO CONTRACTING JURISDICTIONS IN TERMS OF PERFORMANCE STANDARDS IN ZONING.

ALTHOUGH NOT GENERALLY THOUGHT OF AS A POLLUTANT, COMMUNICABLE DISEASE LEFT UNCHECKED CAN DRASTICALLY

ALTER THE ECOLOGICAL BALANCE OF A COMMUNITY. THE COMMUNICABLE DISEASE CONTROL DIVISION OF THE HEALTH DEPARTMENT PROVIDES CONTROLS FOR THIS ASPECT OF POLLUTION.

THE TOTAL SCOPE OF DUTIES OF THE HEALTH DEPARTMENT IS BEYOND THE PERIMETERS OF A CONSERVATION ELEMENT. HOWEVER, THE TOTAL EFFECT OF A HEALTH DEPARTMENT WHICH ENFORCES HEALTH STANDARDS IN A COMMUNITY IS A POSITIVE STEP TOWARD POLLUTION CONTROL.

ROLE OF THE CITY-NEEDED ACTIONS

THE CITY HAS TWO INTERRELATED ROLES IN POLLUTION CONTROL: A COORDINATING ROLE IN TERMS OF THE MULTITUDE OF REGULATORY JURISDICTIONS IN THIS FIELD AND A POLICY ROLE IN TERMS OF DECISIONS OF THE CITY WHICH MAY AFFECT POLLUTION CONTROL. COORDINATION IS A TWO-WAY PROCESS BY WHICH THE REQUIREMENTS IN THE VARIOUS ASPECTS OF POLLUTION CONTROL ARE RELATED TOGETHER BY THE CITY WITH

FUTURE CITY PLANS, AND LOCAL INFORMATION ON FUTURE PLANS IS MADE AVAILABLE TO THE REGULATORY AGENCIES. THE KEY TO THIS COORDINATION IS INFORMATION.

IN ORDER TO IMPROVE THE INFORMATION FLOW, AND AS A RESULT, COORDINATION IN THE FUTURE, STAFF LEVEL MEETINGS BETWEEN THE DIVISIONS INVOLVED IN THIS AREA SHOULD COMMENCE, WITH THE PURPOSE OF ESTABLISHING A WORKABLE FRAMEWORK TO IMPROVE THIS INFORMATION FLOW.

THE POLICY FUNCTION OF THE CITY IN THIS AREA CAN BEST BE EXPRESSED IN TERMS OF A CONTINUING AWARENESS ON THE PART OF DECISION MAKERS OF THE ENVIRONMENTAL CONSEQUENCES OF DECISIONS.

OTHER ITEMS FOR CONSERVATION

MAN-MADE AREAS FOR PRESERVATION: AS ALLUDED TO PREVIOUSLY, CERTAIN MAN-MADE FEATURES OF THE CITY EXIST WHICH, ACCORDING TO THE PLANNING

COMMISSION AND VARIOUS GOALS COMMITTEES, SHOULD BE PRESERVED AND PROTECTED. DETAILED DISCUSSION OF THESE ITEMS HAS BEEN INCLUDED IN OTHER ELEMENTS OF THE PLAN. WITHIN THE CONSERVATION ELEMENT, IT IS SUFFICIENT TO STRESS THE POINT THAT LOGICAL DECISIONS ABOUT THE FUTURE OF A CITY MUST BEGIN WITH DECISIONS ON WHICH MAN-MADE FEATURES SHOULD BE PRESERVED AND WHICH NATURAL FEATURES SHOULD BE CONSERVED.

SINCE THE COMMUNITY AS A WHOLE CHANGES WITH THE PASSAGE OF TIME, THESE PRESERVATION AND CONSERVATION DECISIONS MUST BE REGULARLY REVIEWED IN TERMS OF RELEVANCY. HOWEVER, AS A RESULT OF THE REVIEW, IF THEY BECOME FREQUENTLY CHANGED, THE BASIS OF THE DECISIONS THEMSELVES IN TERMS OF GOALS MUST BE RE-EVALUATED.

METHODS TO ACCOMPLISH PRESERVATION

A THREE-STEP PROGRAM IS NEEDED TO ACCOMPLISH THE PRESERVATION OF THOSE MAN-MADE FEATURES DESIRABLE

FOR THE FUTURE OF THE CITY:

1. THE GENERAL PLAN MUST BE ADOPTED.
2. THE POLICIES OF THE PLAN MUST BE USED TO GUIDE FUTURE DECISION MAKING.
3. NECESSARY LEGISLATION TO IMPLEMENT THE PLAN MUST BE ENACTED AND ENFORCED.

SUMMARY

THROUGHOUT THE FOREGOING, CONSERVATION AND ITS VARIOUS ASPECTS AS IT RELATES TO CULVER CITY HAVE BEEN DISCUSSED. IN SUMMARY, THE CITY SITS IN THE PIVOTAL SEAT OF GUIDING FUTURE DEVELOPMENT OF THE REMAINDER OF THE BALDWIN HILLS. ALTHOUGH LOCATED IN THE JURISDICTION OF THE COUNTY, THE EFFECT OF ANY ACTIONS IN THE HILLS, ON CULVER CITY, EXCEEDS ANY COUNTY-WIDE EFFECT, AND AS SUCH THE RESPONSIBILITY FOR CATALYST ACTIONS RESTS WITH THE CITY.

CULVER CITY SEISMIC SAFETY

THE SEISMIC SAFETY ELEMENT OF THE REVISED GENERAL PLAN

MAY 1974

**Planning Division
Culver City, California**

RESOLUTION NO. CS-7008

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CULVER CITY, CALIFORNIA, ADOPTING THE SEISMIC
SAFETY ELEMENT OF THE REVISED GENERAL PLAN OF
THE CITY OF CULVER CITY, 1973.

WHEREAS, the Planning Commission of the City of Culver City
has conducted duly noticed public hearings as required by law on
the proposed Seismic Safety Element of the Revised General Plan
and the Negative Environmental Impact Declaration relating there-
to; and

WHEREAS, the Planning Commission by its Resolution No. 1198
has recommended to the City Council the adoption of the Seismic
Safety Element of the Revised General Plan; and


WHEREAS, the City Council of the City of Culver City on
April 22, 1974, conducted a public hearing as required by law on
the Seismic Safety Element of the Revised General Plan and the
Negative Environmental Impact Declaration relating thereto,

NOW, THEREFORE, the City Council of the City of Culver City,
California, DOES HEREBY RESOLVE as follows:

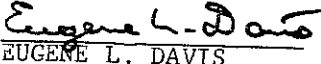
1. That the Seismic Safety Element of the Revised General
Plan of the City of Culver City, 1973, as recommended by Planning
Commission Resolution No. 1198 is hereby adopted by reference as
though set forth herein in its entirety,

2. That a copy of the Seismic Safety Element of the Revised
General Plan of the City of Culver City, 1973, is on file in the
offices of the City Clerk and the Planning Division and may be
inspected in either of said offices.

APPROVED and ADOPTED this 13th day of May, 1974.


DR. JAMES D. BOULGARIDES
MAYOR
City of Culver City, California

APPROVED AS TO FORM:


EUGENE L. DAVIS
Acting City Attorney

ATTEST:

AGNES V. CHRISTENSEN
City Clerk

By:  Deputy City Clerk

dfs
4/25/74

Martin A. Lotz, Mayor
John Carl Brogdon, Mayor Pro Tem
James Astle, Jr., Councilman
Richard E. Pachtman, Councilman
James D. Boulgarides, Councilman

H. Dale Jones, Chief Administrative Officer

PLANNING COMMISSION

Kenneth D. Smith, Chairman
Charles Baum
Paul A. Jacobs
Dr. Jack R. Hedges
William D. Robertson, M.D.

DIVISION OF PLANNING AND COMMUNITY DEVELOPMENT

PLANNING DIVISION

William Phelps, Director
Susan Berg, City Planner
Jay Cunningham, Associate Planner

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INTRODUCTION

Section 65302(f) of the Government Code of the State of California requires a General Plan to include, "A Seismic Safety element consisting of an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to the effects of seismically induced waves such as tsunamis and seiche. The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure and seismically induced waves."

The technical and very specialized scientific nature of the information necessary to comprise a seismic safety element is such that the services of a geologic professional were necessary in order that this element be accurate and meaningful in terms of complying with the intent of above mentioned state requirements. Consequently, in the fall of 1971, the City contracted with F. Beach Leighton & Associates, Inc., an engineering and geology firm, for the preparation of a Seismic Study and Report of the Culver City Planning Area (see map, page 3).

The study and report were conducted and prepared under the general supervision of the Planning Director as required under Sections 37-124, 125, and 126 of the Culver City Municipal Code. This was achieved through numerous telephone conversations and discussions at meetings between representatives of Beach Leighton and the Culver City Planning Division. These conversations and discussions normally involved directional and supervisory input from staff and explanations of scientific matters in layman's terms on the part of the geologists. As a result, the completed report, presented to the City in the spring of 1972, was prepared in such a manner so as to be virtually ready for adoption as the Seismic Safety Element of the General Plan in terms of its contents either meeting or exceeding applicable State government Code requirements.

Prior to submission of the final report, Dr. Leighton gave a progress report to the Planning Commission on the seismic study (March, 1972). However, this introductory report did not involve Planning Commission consideration of the matter in terms of arriving at a recommendation to Council regarding its adoption as a Revised General Plan Element. Such consideration, and subsequent recommendation, can only be reached through the public hearing process. Even though there will have lapsed almost two years between submission of the report to the City and its consideration during the public hearing process, a review of the geologic and seismic material contained therein reveals that it is as accurate and up to date now as it was when compiled in 1972.

Staff review of this Geologic-Seismic Report, which report constitutes the scientific data portion of the Seismic Safety Element, resulted in a determination that its adoption and implementation would have no significant adverse environmental impact. Consequently, a Negative Declaration for this project was prepared and filed with the Los Angeles County Recorder in accordance with the requirements

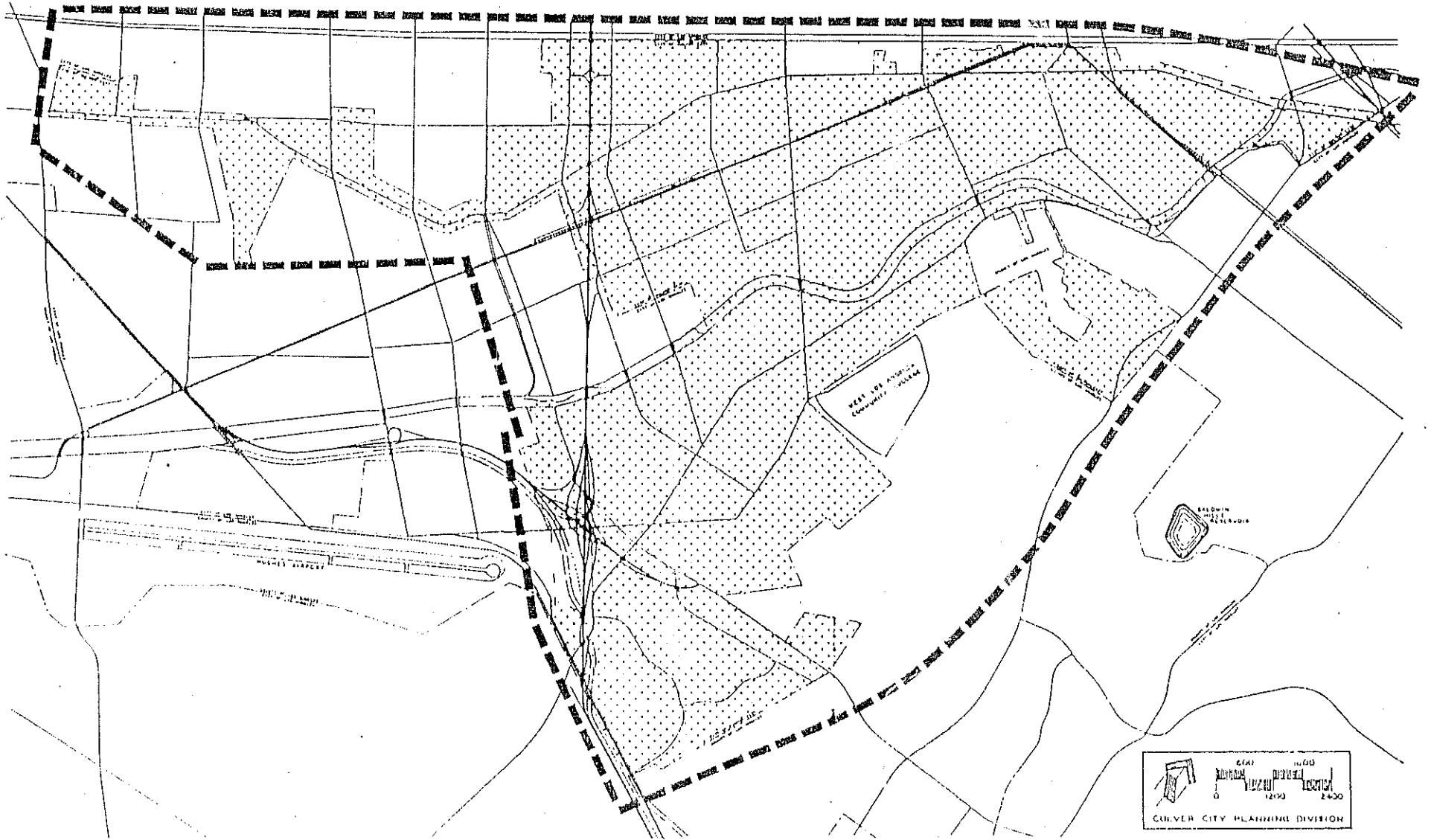
of the CEQA of 1970. A copy of the recorded document has been attached following this section, and thereby becomes a part of this document.

It should also be mentioned here that emergency preparedness, response, and recovery plans, which some sources feel should constitute a part of a community's Seismic Safety Element, have not been specifically included herein because it is believed they can more appropriately be dealt with in Culver City's future Public Safety Element of the Revised General Plan.

In March, 1973, the City adopted its Revised General Plan, consisting of Land Use, Circulation, Housing and Conservation Elements. Three months later the City adopted its Open Space Element, and three months thereafter the City adopted its revised Recreation Element. The Seismic Safety Element contained herein is correlated to the adopted General Elements of the City, and in turn will, following adoption, become part of the basic material to which the remaining general plan elements will be coordinated.

Finally, as a general statement of policy, it should be made clear that the primary intent and purpose of adopting a Seismic Safety Element into Culver City's General Plan, aside from complying with State Laws relative thereto, is to reduce as much as possible, given the present state of technology, the harmful effects to life and property which can result from geologic, seismic, and/or tectonic occurrences within the Culver City Planning Area. To achieve this end, active implementation of the policies and guidelines set forth in the Seismic Safety Element is imperative.

Culver City Planning Area





CITY OF CULVER CITY

9770 CULVER BLVD. • CULVER CITY, CALIFORNIA 90230

Q131 237-5211

P.O. BOX 507

DOCUMENT FILED

LOS ANGELES COUNTY

JAN 21 1974

OFFICE OF COUNTY CLERK
CORPORATION DIV

to: January 9, 1974

County Clerk
Corporations Division -- Room 106
Post Office Box 151
Los Angeles, California 90053

RE: **NEGATIVE DECLARATION**

For: Seismic Safety Element of the Revised General
(project) Plan, File No. 006.PL-902.

Gentlemen:

In accordance with the requirements of Section 65302(f) of the Government Code of the State of California, the City of Culver City has prepared a Seismic Safety Element for adoption as an additional element to its Revised General Plan.

The project is briefly described as:

The document, to be adopted by resolution of the City Council, which is comprised of scientifically meaningful yet readily understandable geologic seismic information on the Culver City Planning area, which information is to be utilized primarily through application to future public and private developments within said area in terms of the land use decision-making process, and through future adoption of new, and/or amendments to existing, pertinent provisions in the Municipal Code.

In accordance with the authority and criteria contained in the California Environmental Quality Act, State Guidelines, and Culver City Guidelines for the Implementation of the California Environmental Quality Act, the Division of Planning and Community Development of the City of Culver City analyzed the project and determined that the project will not have a significant impact on the environment. Based on this finding the Division prepared and hereby files this NEGATIVE DECLARATION.

A period of ten (10) working days from the date of filing of this NEGATIVE DECLARATION will be provided to enable public review of the project specifications and this document prior to action on the project by the City of Culver City. A copy of the project specifications is on file in the Offices of the Division of Planning and Community Development, City Hall, Culver City.

This document is being filed in duplicate. Please acknowledge filing date and return the acknowledged copy in the enclosed stamped self-addressed envelope.

Prepared and filed by:
Division of Planning and Community Development

Jay B. Cunningham
Jay B. Cunningham, Associate Planner

PURPOSE AND SCOPE OF INVESTIGATION

This report presents an analysis of seismic and terrain parameters as related directly to future land planning in the City of Culver City. Guidelines have been developed for each of the following contract items: (1) building and grading codes, (2) municipal projects, such as new road alignments, water storage tank sites and recreation areas, (3) type and scope of geologic-soils reports to be required of private consultants for City review, (4) review of construction and grading plans received by the City for potentially problematic areas, (5) review of land use variances where geologic-soils hazards might be involved, (6) preparation of storm damage and other reports related to geologic hazards, and (7) legal matters involving the City and geology-soils.

The following steps have been taken in this investigation:

1. Review of all available geologic-soils data.
2. Stereoscopic examination of aerial photos covering each decade from 1928 in order to decipher man-made changes in terrain conditions.
3. Field reconnaissance surveys of pertinent and problematic areas.
4. Preparation of maps and tables showing the known seismic, geologic and soils conditions pertinent to future land use planning.
5. Analysis of geologic-soils parameters in light of existing codes and regulations.
6. Development of guidelines for future geologic-soils work in the City.

This study has resulted in certain findings, conclusions, and recommendations as enumerated hereinbelow.

Three major geologic-seismic risks exist within the study area of Culver City: (1) potential future fault movements, (2) the probability of continued significant subsidence in the Baldwin Hills, and (3) instability resulting from development of hillside areas, particularly those coincident with the Inglewood Oil Field.

The potential is high for future earthquakes along the Newport-Inglewood Zone. Within the next 50 years it is likely that an earthquake with a Richter Magnitude of 6.0 to 7.0 will occur along this zone. Fault rupture within five miles of Culver City is expected to produce ground accelerations of up to 0.4g.

The other most likely earthquake source would be the San Andreas Fault Zone, 45 miles away at its closest point. Ground accelerations of 0.2g. to 0.35g. should be expected from this source with the duration of shaking of about one minute.

Recent studies based on Los Angeles County and City survey data show that subsidence movements are concentrated in an elliptically shaped subsidence bowl which generally coincides with the outline of the Inglewood Oil Field. Areas containing subsidence rates within the critical area range of .05 to .20 feet per year are shown on two newly-prepared subsidence maps.

Subsidence has been attributed to (1) oil production (withdrawal of fluids and consequent decrease in pressure), and/or (2) water injection (with consequent increase in pressure). This subsidence is anticipated to continue in the near future at about the same rate as it has over the last 10 years, producing possible surface cracks and shallow displacement on known faults within the planning area. However, continued water injection in the Inglewood Oil Field may slow the rate in the future, as has been demonstrated by injection in the Wilmington Oil Field.

Hillside areas are divided into two major geologic zones based on the number and types of constraints to future development. Major restraints in these areas are (1) steep natural and man-made slopes, (2) active subsidence, (3) proximity to the Inglewood Fault, (4) oil field operations, and (5) potentially expansive soil.

Six different geologic zones within the planning area have been designated on the geologic-seismic summary map. The map is accompanied by a table listing these six zones with recommended type of geologic-soils investigations needed, including the problems requiring special emphasis.

TERRAIN CONDITIONS

Topographic Setting

The City consists of an old floodplain and a portion of the Baldwin Hills. The central lowland portion occupies the floodplain of an ancestral westward flowing Los Angeles River, now known as Ballona Creek. This plain slopes gently upward to the north and northeast and is bounded on the south by stream cut bluffs. The narrowest section of the floodplain lies between the Baldwin Hills and Beverly Hills and is referred to as Ballona Gap. At Ballona Gap the floodplain is underlain by up to 80 feet of recent alluvial deposits. This thickness decreases downstream to the southwest, being approximately 50 feet thick near the coast.

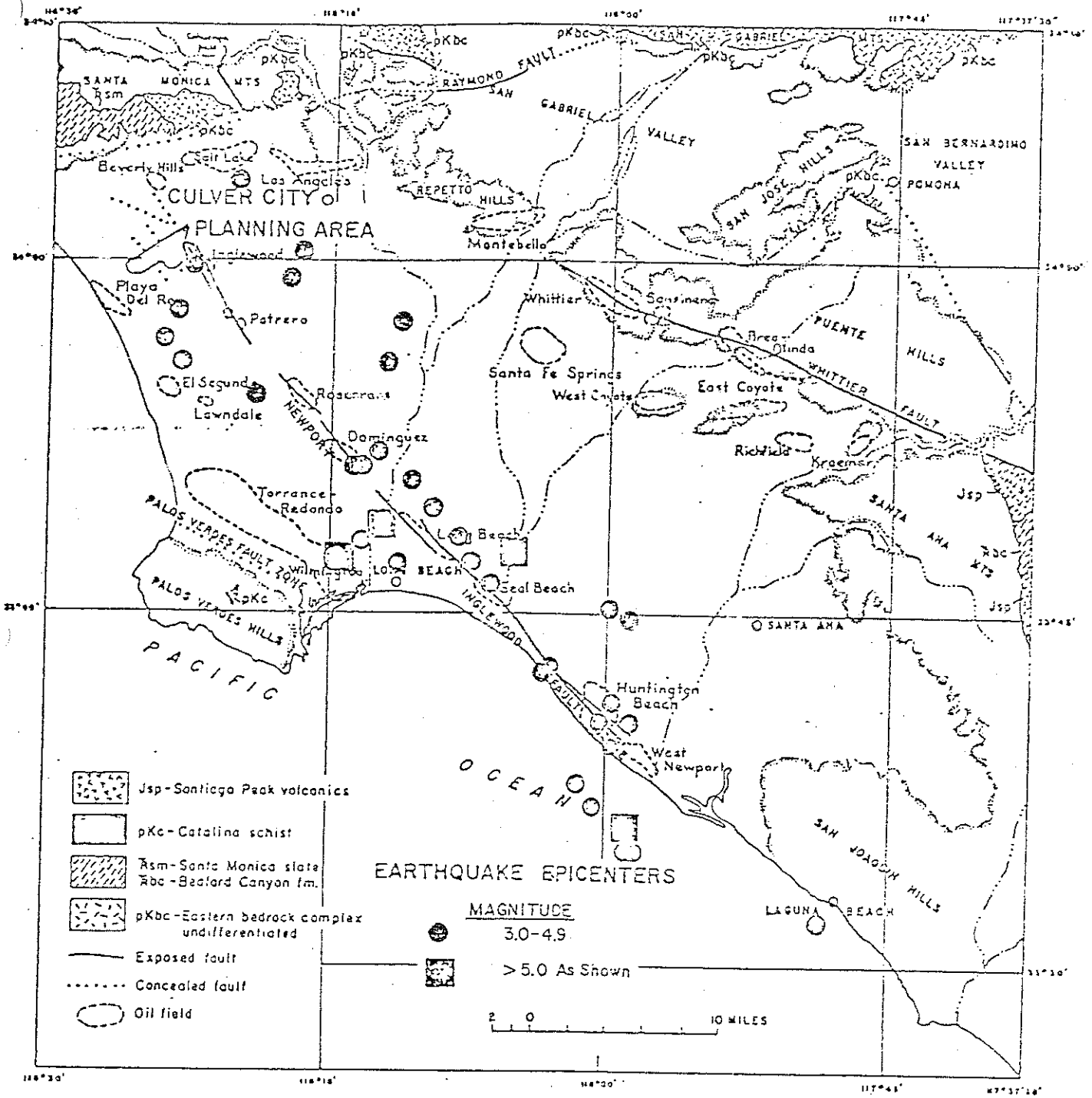
The Baldwin Hills include the southeastern portion of the planning area. As a zone of discontinuous low hills, its continuation extends from the Santa Monica Mountains southeastward to just north of Newport Beach. The hills are the result of geologically recent deformation along the Newport-Inglewood zone, a geologic structural feature composed of faults and folds that control associated oil fields (see Index Map, Fig. 1).

The most rugged and steep portion, designated Zone "C" on the Geologic-Seismic Summary Map, includes a major portion of the Inglewood Oil Field. This area has been highly modified over the years by construction of well and tank pads, access roads, treatment plants and oil, water and waste sumps. Coincident with the general limits of oil production is an area experiencing ground subsidence at a continuing rate of from .05 to .20 feet per year (see section entitled "Subsidence"). The combination of the steep slopes, cut, fill and sump operations of the oil field and land subsidence make this area highly problematic with relation to future development irrespective of other underlying geologic conditions.

The southwestern portion of the hills that lies within the planning area, designated Zone "D", exhibits much gentler slopes and is predominantly outside of the oil field and major area of ground subsidence. From a terrain point of view, this area is much better suited to development than Zone "C".

Surface Runoff - Flood Control

The planning area is drained by the main Ballona Creek flood control channel and its two major tributories, Centinela Creek Channel and Sawtelle-Westwood Storm Drain Channel. All three are improved concrete channels and appear to afford the City adequate major flood facilities. Future development in the hills lying southeast of Ballona Creek and east of Centinela Creek will not add appreciably to the runoff in this area, but continued surveillance of new flood facilities by the City will be necessary in this area.



Index map of the Los Angeles basin showing approximate location of earthquake epicenters along the Newport-Inglewood Zone, 1933-1970 (Base Map after Woodford, et al - 1954) Data from Table II

GENERAL GEOLOGY

The Newport-Inglewood zone of deformation is responsible for the formation of the Baldwin Hills in geologically recent times and remains a zone of potentially active geologic and seismic processes. The youthfulness of this structure is exemplified by (1) the young age of sedimentary rocks involved in the deformation, (2) observed regional and local changes in surface elevation along and across the zone, and (3) the abundance of earthquake epicenters over the last 40± years that appear to be closely associated with this zone at depth. (see section on "Seismicity").

The geology of the Baldwin Hills has been mapped in detail by R. O. Castle for the U.S.G.S. (1959). A copy of the open file map has been furnished by Culver City and has been reproduced for this report at the scale of 1"= 800' (see Appendix VII). Within the Baldwin Hills several major faults and numerous smaller faults have been mapped by Castle. The Inglewood Fault represents the major fault within the planning area. It is well exposed in the hills and trends northward across the Ballona Gap area. Two other faults which may be associated with the Newport-Inglewood Zone are buried under the recent floodplain alluvium and have been mapped by discontinuities in the ground-water regime (Poland, et al, 1959). These faults are shown on the Geologic-Seismic Summary Map (Appendix VIII) and are discussed in more detail in the following section under "Faulting".

The hills and related upland plain to the southwest are underlain at depths ranging up to 30 feet by a surface of marine erosion developed in late Pleistocene time. This surface is covered by a thin layer of beach and near-shore sands and represents the latest position of the sea prior to its final withdrawal. Locally, surface material consisting of stream deposits and wind-blown sand covers the marine units.

The older geologic units which make up the bulk of the hills are composed of interbedded marine sandstone and siltstone of upper Pliocene and lower Pleistocene age. These units have been locally faulted and deformed during formation of the hills in late Pleistocene to recent times.

Surficial units cover the entire lowlands north and northwest of the hills. These surficial units can be divided into (1) the most recent stream deposits that underlie the floodplain surrounding Ballona Creek, and (2) the older alluvium lying at slightly higher elevations which was deposited by ancestral streams and by side drainages to Ballona Creek.

Faulting

The Inglewood Fault and associated faults of the Newport-Inglewood Zone represent the most likely faults to experience surface displacement during the next 50 years. Small surface displacement of these faults within the main subsidence area of the Baldwin Hills appears very probable if the current

rate of subsidence continues. These displacements, however, would be as a direct result of continued subsidence and would not be due to deepseated movement on the Newport-Inglewood Zone. Significant surface displacement along the Inglewood Fault due to tectonic movement associated with a possible earthquake is a possibility although no surface displacements resulting from earthquakes have been observed since significant settlement of the greater Los Angeles area during at least the last 100 years.

The northern extension of the Inglewood Fault can be projected beneath the recent stream deposits in the Ballona Gap area based on (1) its established trend through the Baldwin Hills, (2) the existence of a hydraulic barrier in the water-bearing deposits of Pleistocene age underlying the recent gravels, and (3) evidence from well logs that these sediments have been down-faulted on the east side of the fault (Poland, et al, 1959).

There is no evidence which would suggest that the recent stream gravels have been faulted in the area of Ballona Gap; however, Mendenhall (1905) shows that prior to development of the area and channeling of Ballona Creek, a substantial artesian area existed east of the projected trace of the Inglewood Fault north of Baldwin Hills. This area also shows evidence of ponded, organically rich, fine-grained sediments which locally approach peat bog conditions. It is possible that contemporaneous faulting or warping and sedimentation along the projected fault trace could have caused these ponding conditions.

Two other faults have been mapped across the planning area through the interpretation of well log and ground-water data (Poland, et al, 1959). These faults - the Overland and Charnock - are also buried beneath the recent alluvial gravels but appear to offset the underlying lower Pleistocene marine sediments. They have not been mapped in the youngest marine sediments (presumably of late Pleistocene) in the hills and stream cut bluff south of the alluvial and floodplain sediments. The lack of mappable observations of the faults may be due to either: (1) poor natural exposures of the poorly consolidated sediments in the low hills and bluff, or (2) the absence of faulting in these young sediments. Additional information from man-made cuts in these areas is required to resolve this problem. The only evidence of their existence comes from water well data and not from direct observation. At the present time, there is no evidence that either of these faults cuts beds younger than the lower Pleistocene and, thus, their exact location is unknown.

The trend of the Overland and Charnock faults parallels that of the Inglewood Fault. Thus, they may be related to this zone, but this relationship requires substantiation. Because these faults could be more recent than lower Pleistocene, reactivation cannot be precluded at this time.

SEISMICITY

Past History of Earthquakes

Several significant earthquakes and numerous smaller shocks have occurred in proximity to the Newport-Inglewood Zone and may have originated on the deeper faults within the zone. Earthquake epicenters recorded since 1933 fall along the Newport-Inglewood Zone or close to it; these have been plotted on Figure 1 and are also tabulated in Table II.

Table I lists six significant earthquakes which occurred in the same general area prior to 1933 and which could have originated on the Newport-Inglewood Zone.

The two most significant earthquakes to occur in the area were the Inglewood earthquake of 1920 (see description in Table I) and the Long Beach earthquake of 1933 (see description in Table III). Since 1933, four quakes have been recorded with magnitudes of 5 or greater on the Richter Scale with the Long Beach earthquake recording 6.3.

Although the history of recorded earthquakes occurring along the Newport-Inglewood trend is very short, it serves to indicate that an earthquake of Magnitude 5 or greater has occurred on the average of once per decade with numerous smaller quakes occurring every year or two. The close proximity of many of the recorded epicenters to the Newport-Inglewood Zone strongly suggests their origin within the zone. On the basis of this evidence, the Newport-Inglewood Zone must be considered a potentially active zone at least at depth and, therefore, capable of producing future earthquakes at the approximate regularity and of the same magnitude as those previously recorded.

No surface displacements have been recorded on the known faults along the zone which could be directly related to seismic activity. Surface movements recorded along faults in the Baldwin Hills have been attributed to subsidence associated with oil field production and to repressuring operations (see section entitled "Subsidence"). The only faulting which appears to be directly related to seismic activity along the zone occurred at shallow depth in the West Dominguez oil field during the earthquake of October 21, 1941. The faulting was inferred from damage to tubing in several wells.

Future Seismic Activity

In order to establish criteria for future seismic design, it is necessary to estimate the maximum likely seismicity that will be recorded in the Culver City area and its source. For Culver City, the two most probable major earthquake sources are the San Andreas Fault Zone approximately 45-50 miles distant and the Newport-Inglewood Zone close by.

TABLE I

SIGNIFICANT EARTHQUAKES POSSIBLY ORIGINATING ON THE NEWPORT-INGLEWOOD ZONE
PRIOR TO 1933 (SOURCE: WOOD, ET AL - 1966)

Date	Locality	Intensity (Modified Mercalli)	Estimated Epicenter	
			N. Lat.	W. Long.
769 7/28	L. A. Region	VIII	34°	118°
827 9/23	L. A.		34°	118°
855 7/10	L. A. County		34°	118.5°
878 Late Summer	Inglewood		34°	118.5°
918 11/19	Santa Monica Bay	VI	34°	118.5°
920 6/21	Inglewood	VIII	34°	118.5°

DESCRIPTION

769. July 28. Los Angeles region. Four violent shocks were felt in camp near the present site of Olive on the Santa Ana River; many more shocks were experienced during the next several days as the Portola Expedition marched northwestward. The incomplete record strongly suggests a major earthquake with numerous strong aftershocks, possibly continuing into 1770.
827. September 23. (?) Los Angeles. People ran outdoors in panic.
855. July 10
or 11. Los Angeles County. Four shocks felt in about 12 seconds. Bells in San Gabriel Mission Church thrown down. Twenty-six buildings damaged in Los Angeles (almost every structure, according to Harris Newmark); the walls of the Star Hotel were cracked, and the west wall of the church was cracked in several places. Submarine origin suggested by sea waves.
878. Late
Summer. At the present site of Inglewood, kiln under construction was knocked down.
918. November 19. Santa Monica Bay. Two shocks, total duration 30 seconds. At Venice, plaster brought down. At Santa Monica, pedestrians thrown off balance and chimneys cracked.
920. June 21. Inglewood. This shock was highly localized in and just west of Inglewood. Typical damage was the wrecking of a two-story school building which had to be rebuilt. Walls of a hotel and of an electric substation fell, cemetery monuments were upset, and telephone service was interrupted. In a sparsely settled region, this shock might have passed unnoticed. It was highly selective in its effects, damaging only poorly built structures.

SIGNIFICANT LOCAL EARTHQUAKES POSSIBLY ORIGINATING ON THE NEWPORT-INGLEWOOD ZONE, MARCH 1933 THROUGH 1970

Date	Locality	Intensity (Modified Mercalli)	Magnitude	Epicenter	
				N. Lat.	W. Long.
1933 3/11	Long Beach-Newport Beach (off shore)	IX	6.3	33° 36'	118°
1933 10/02	Signal Hill (Long Beach, Los Angeles, Compton, Bell)	VI	5.4	33° 48'	118° 06'
1934 4/17	Newport Beach (off shore)		4.0	33° 34'	117° 59'
1934 11/16	Midway City		4.0	33° 45'	118° 0'
1935 12/25	Newport Beach (off shore)		4.5	33° 36'	118° 01'
1937 7/07	Newport Beach (off shore)		4.0	33° 34'	117° 59'
1938 5/21	Huntington Beach (off shore)		4.0	33° 37'	118° 02'
1938 8/31	Dominguez Hills		4.5	33° 48'	118° 14'
1938 12/07	Culver City-Venice		4.0	34° 00'	118° 25'
1939 12/27	Long Beach (Huntington Park, and Long Beach damaged)	VI	4.5	33° 47'	118° 12'
1940 1/13	Seal Beach		4.0	33° 47'	118° 08'
1940 2/08	Sunset Beach (off shore)		4.0	33° 42'	118° 04'
1940 2/11	Inglewood-Huntington Park		4.0	33° 59'	118° 18'
1940 7/18	Sunset Beach (off shore)		4.0	33° 42'	118° 04'
1941 10/21	Garfielda (Damage in West Dominguez oil field)	VII	4.9	33° 49'	118° 13'

LE II
(continued)

1941	10/22			3.8	33° 52'	118° 13'
1941	11/14	Torrance		5.5	33° 47'	118° 15'
1944	6/18	Dominguez Hills 16:03:33 PST	VI	4.5	33° 52'	118° 13'
1944	6/18	Dominguez Hills 19:06:07 PST		4.4	33° 52'	118° 13'
1961	10/20	Orange County (4 larger shocks out of 8 tremors)		3.9	33.7°	117.9°
1961	10/20	"		4.6	33.6°	118.0°
1961	10/20	"		4.2	33.7°	118.0°
1961	10/20	"		4.2	33.7°	118.0°
1961	11/20	Orange County (with 3 aftershocks)		4.0	33.7°	117.9°
1963	2/18	Torrance		3.4	33° 55.4'	118° 22.5'
1963	8/09	Downey		3.2	33° 51.1'	118° 10.8'
1963	11/28	Downey		3.0	33° 49.7'	118° 9.5'
1964	2/20	Downey		3.2	33° 48.1'	118° 8'
1964	3/21	Torrance		3.0	33° 56.2'	118° 24'
1965	11/12	Santa Monica-Inglewood (felt over 800 Sq. Mi. of SW L.A. County - most sharply in Santa Monica-Inglewood).		3.0	33° 58.8'	118° 23.5'

TABLE II
(continued)

1966	6/13	Midway City		3.5	33° 44.8'	117° 59.5'
1966	10/02	Los Angeles (felt over SW L.A. County; felt sharply in Los Angeles)		3.8	34°	118° 18'
1967	5/12	South Gate- Lynwood; felt in Pasadena		2.9	33° 55.8'	118° 13.2'
1969	10/27	Laguna Beach (off shore)		4.3	33° 32.7'	117° 48.4'
1970	9/14	West Los Angeles area		3.0	34° 3.7'	118° 21.0'
1970	9/22	West Los Angeles area		4.2	34° 00'	118° 17'
1970	9/23	Inglewood-Torrance area		3.3	33° 54'	118° 20'
1970	9/23	Inglewood-Torrance area		3.2	33° 54'	118° 20'

Sources:

1. Calif. Dept. Water Resources, Bull. No. 116-2, 1964
2. Seismological Notes, Bull. Seismol. Soc. America.
3. Richter, Nordquist, Taylor (1967).
4. Allen, Brune, Nordquist, Richter, Taylor (1968)

TABLE III

DESCRIPTION OF SOME SIGNIFICANT EARTHQUAKES POSSIBLY ORIGINATING
ON THE NEWPORT-INGLEWOOD ZONE, 1953 TO 1963. (SOURCE: WOOD, ET AL, 1966)

1935. March 10. Long Beach. This shock was not of major magnitude from the seismological point of view, but because of its location near a thickly settled district with many poorly constructed buildings, it ranks as the second most destructive shock of the United States history. About 115 lives were lost and hundreds were injured. Damage of about \$40,000,000 resulted. The fire loss was small while the main damage was due to the earthquake, an opposite condition to that which prevailed in 1906.

The epicenter was located just offshore near Newport Beach. The major destruction, however, was in the more thickly settled district from Long Beach to the industrial section, south of Los Angeles, where watersoaked alluvium and other unfavorable geological conditions combined with the presence of much poor structural work to increase the damage. The strongly shaken area was bounded by a line from southern Los Angeles southwest to Manhattan Beach and by another from southern Los Angeles to Anaheim and thence to Laguna Beach. At Compton there was wholesale destruction of buildings over a limited area on very bad ground. At Long Beach, buildings collapsed, tanks fell through roofs, houses were displaced from foundations, and there was serious structural damage to buildings left standing. In factories, in addition to other damage, delicate machinery was thrown out of alignment.

There was little evidence of ground movement, and no fault displacement visible. Slight slumps and distortion of made and unconsolidated ground took place in the region from Compton to Long Beach. Places where damage was exceptionally severe included Compton, Long Beach, and Huntington Park. Many structures including water tanks, suffered. School buildings were among those most generally and severely damaged due largely to unsuitable design to resist shaking, and had the shock taken place during school hours great loss of life would have occurred. Magnitude 6.5. It is difficult to give an adequate condensed description. Reference is made to United States Earthquakes, 1933, which in turn gives other references. There were numerous aftershocks, but no important ones.

935. October 2. Signal Hill. Moderately strong earthquake near Long Beach, possibly not a true aftershock of the March 10 shock. Considerable minor damage at Long Beach, Los Angeles, Compton, Bell, and other towns, chiefly to structures weakened in previous shocks. Felt as far as San Diego and Santa Barbara. Magnitude 5.4.

939. December 27. Long Beach. Walls cracked and street lights damaged at Huntington Park and Long Beach. Magnitude 4.5.

941. October 21. Gardena Area. Greatest damage was in the West Dominguez oil field east of Gardena where well tubing was damaged and almost all wells went off production temporarily. In surrounding towns many walls and plaster cracked, many windows broke, and some chimneys twisted. Store stocks suffered considerable damage. Damage in Gardena was about \$10,000. In Moneta, a fire wall was thrown down. Magnitude 4.9.

TABLE III
(continued)

1941. November 14. Torrance-Gardena Area. Damage was approximately \$1 million. At least 50 buildings were severely damaged. Suburban areas were darkened for 30 seconds to 5 minutes as power lines fell, and in some places telephone service was disrupted. Two oil tanks were demolished, two buckled severely, a 6-inch pipeline broke in four places, and a natural gas pipeline burst.
- In Torrance, about 50 percent of all brick chimneys and fireplaces were either twisted, broken loose, or thrown down. One of two schools suffering structural damage was condemned. Several houses moved off their foundations. In Gardena, the elementary school building was condemned and the Bank of America building was severely damaged. Some fire walls and many chimneys were thrown down or damaged. A collapsing wall of a two-story building broke through the roof of a low adjoining building practically destroying its contents. Magnitude 5.4.
1944. June 18. Near Dominguez Junction. Two shocks caused minor property damage and jangled nerves in the Los Angeles area. At Long Beach, the shock was the heaviest since 1933. Dishes crashed to the floor, burglar alarms clattered, and many persons fled to the streets. A 4-foot marble slab toppled 12 feet from the front of a shop at Redondo Beach. Minor damage in the Compton-Torrance area. Magnitudes 4.5 and 4.4, respectively.
1961. October 20. Near Huntington Beach. A series of nine sharp shocks were felt over an area of about 1,200 square miles of southern California, principally in Orange County. Slight damage, consisting mainly of cracked plaster, broken windows, and fallen merchandise in stores, was reported from a number of towns. Magnitude 4.3.

The intensity of ground shaking at any one place is measured on the Modified Mercalli Intensity Scale and is a function of (1) the magnitude of the earthquake (amount of energy released), (2) the distance from the epicenter of the earthquake, and (3) the nature of earth material underlying the site. This intensity scale measures the amount of shaking damage on a scale of I to XII and is determined by observation of the damage done.

A comparison of earthquake magnitude as measured on the Richter Scale and earthquake intensity as measured on the Modified Mercalli Intensity Scale is shown in Figure 2. This comparison assumes the intensity is calculated on a bedrock site near the earthquake epicenter. For the same magnitude shock, the intensity will decrease with distance from the epicenter and will vary with the nature of the underlying earth units.

At the present time, there is insufficient history of recorded major earthquakes in Southern California to ascertain with any degree of certainty the most probable maximum earthquake that could occur along the Newport-Inglewood Zone and what acceleration forces and intensities of damage would affect the Culver City area. However, based on available data given in Tables I and II, and recent experiences on other Southern California fault movements, such as the San Fernando Earthquake of February 9, 1971 and historic movements on the San Andreas Fault Zone throughout California, the probable ranges of maximum quakes which might occur during the next 50-year period are given in Table IV, below.

TABLE IV

Causitive Fault and Distance (Miles)	Expected Magnitude (Richter)	Expected Intensity Range (Mercalli)	Expected Ground Acceleration (Gravity)	Probability of Occurrence
Newport-Inglewood 0 - 5	6.0-7.0	VIII - X	.15 - .40	Likely
Newport-Inglewood 0 - 5	7.0-7.5	X - XI	.40 - .60	Low
San Andreas 45 - 50	7.0-7.5	VII - VIII	.10 - .20	Likely
San Andreas 45 - 50	8.0-8.5	VIII - IX	.15 - .35	Intermediate

NOTE: Recorded data on major earthquakes is not sufficient to statistically define precise probabilities of occurrence; therefore, the generalized ranges included above are estimated to have the following probabilities: Low - less than 10%; intermediate - 10-50%; likely - greater than 50%.

EARTHQUAKE SCALES

MAGNITUDE ON RICHTER SCALE	INTENSITY ON MERCALLI SCALE
1	I DETECTED ONLY BY INSTRUMENTS
2	II BARELY FELT NEAR EPICENTER
4.5	VII DAMAGE SLIGHT
6-7	VIII-X MODERATELY DESTRUCTIVE (1933, 1971)
7-7.7	X-XII MAJOR EARTHQUAKE (1952)
7.7-8.9+	XI-XII GREAT EARTHQUAKE (1906, 1964)

Figure 2

Earthquake intensities of VIII - X accompanied by ground accelerations of 0.2g. to 0.4g. are considered likely to occur sometime during the next 50 years. The more severe events with accelerations in excess of 0.5g. cannot be completely discounted but they are considered to have a "low" probability of occurrence over this length period.

The actual accelerations and duration of shaking experienced at any site will depend not only on the magnitude and location of the event causing the shaking but, also, on the particular properties of the earth units underlying the site and, also, on their degree of saturation, i. e., the ground-water level. Given sufficient geologic and soils data for a specific site, it is possible to estimate the approximate ground response spectra at that site for each separate seismic event. These response spectra would obviously vary from site to site as the soils and geologic conditions vary. Response spectra calculated for a specific site can be used to establish suitable seismic design factors for any new structure at that site.

Ground failure such as differential settlement or liquefaction may occur during periods of severe ground shaking due to the presence of semiconsolidated earth materials and/or shallow ground-water conditions. These conditions can be established through geologic-soils site investigations prior to construction.

EARTH MOVEMENTS - SUBSIDENCE

Earth Movements

Growing emphasis has been placed on continuing earth movements in certain areas of the Baldwin Hills following the failure of the Baldwin Hills reservoir in 1963. Leveling surveys begun as early as 1910 have shown continuing earth movements and subsidence and these movements had been detected prior to construction and failure of the reservoir.

Evidence of continuing deformation includes surface displacement along known fault lines, regional and local elevation changes and recorded seismic events; the latter are discussed in the section on "Seismicity". Leveling in and around the Baldwin Hills by Los Angeles County and City of Los Angeles surveyors has shown that the lowland stations within the planning area north and west of the hills have been subsiding consistently at a slow rate of .02 - .03 feet per year, while a prominent elliptical-shaped subsidence "bowl" located in the northwest portion of the hills has been subsiding at a maximum rate of approximately 0.20 feet per year, as measured near the center of the bowl.

Earth cracks and surficial fault displacements have been recognized in the hills since 1957. These earth cracks are almost completely confined to the eastern and southeastern portion of the above mentioned subsidence bowl and appear to be associated with preexisting faults. The major movements have occurred in the area of the Baldwin Hills reservoir and near the intersection of Stocker Street and La Brea Avenue. They are believed to be in direct response to the continuing subsidence and are not thought to represent tectonic movement (Castle and Yerkes, 1969). However, several known faults including the Inglewood Fault traverse the subsidence bowl in the eastern portion of the planning area and continued subsidence could possibly cause surface displacements along these fault traces (see fault lines on Subsidence Maps 1 and 2, Appendixes IX and X).

Subsidence

The subsidence rate of .02 to .03 feet per year in the lowland portion of the planning area appears to be rather consistent and is not considered significant for planning or design purposes as long as it continues at or below the previously recorded rate. However, the main subsidence bowl within the Baldwin Hills is significant. Maximum measurements made near the center of subsidence indicate a total elevation change of 5.67 feet during the period 1911 to 1963.

The accompanying Subsidence Map (Subsidence Map 1, Appendix IX) was prepared by the Los Angeles County Survey Division. It shows the configuration of the subsidence area and the average annual rate of subsidence through 1961. The subsidence area is an elliptical-shaped bowl that trends northwest-southeast and overlies the Inglewood Oil Field. In fact, the subsidence in this area has been attributed to (1) oil production from the field, and (2) water injection operations associated with the fields operation (Castle and Yerkes, 1969 and Hamilton and Mechan, 1971).

Recent survey data obtained from Los Angeles County and City surveyors and Subsidence Map 2 (Appendix X) show the average annual subsidence rate from 1960 to 1970. The rate of subsidence does not appear to have changed much over the last decade; however, continued water injection into the oil reservoirs may slow the subsidence rate with time as has been accomplished in the Wilmington Oil Field.

Some lateral movements are associated with the main area of subsidence. Survey markers have generally shown a small shift towards the center of the subsidence.

Surficial cracks and fault displacements are also associated with the subsidence and are discussed in the previous section on "Earth Movements".

Future movements, at least for the next decade, are expected to continue at approximately the same rate as during the last decade (see Subsidence Map 2).

The rate may slow slightly and, in fact, may already be slowing. Comparison of surveys made by Los Angeles County Survey Division show that in some areas the rate has dropped by about 20 percent between the periods 1960-65 and 1965-70. However, additional survey data will be necessary over the next five to 10 years to confirm these rate changes.

Landslides and Slope Stability

Natural slope failures are rare in the Baldwin Hills primarily due to the generally low slope angles, seldom exceeding 2:1 (horizontal to vertical), and the predominance of nearly horizontal bedding within the sedimentary units making up the hills. The areas most prone to failure are those where the underlying strata has been tilted and folded due to faulting and related tectonic activity.

For the purpose of this report and future planning, the hills within the study area have been divided into two major geologic zones designated "C" and "D" on the Geologic-Seismic Summary Map (Appendix VIII).

Zone "C" covers that portion of the hills where the slopes are steepest and the bedrock is tilted, folded and faulted and represents that area of maximum potential instability. Within this zone, one possible landslide has been mapped (see Summary Map). The existence of this slide has not been confirmed by subsurface investigation but the slide is highly suspect due to its topographic configuration as revealed by photogeologic and field investigations.

This zone also includes the Inglewood Oil Field and its associated problematic conditions, such as: (1) old oil, mud and waste water sumps, (2) uncontrolled fill placed for access road and well and tank sites, (3) oversteepened cut-slopes, and (4) old dump sites. This area also includes the area of maximum ground subsidence.

Zone "D" covers the western portion of the hills where slopes are flatter and the underlying sedimentary units have shallow dips. Natural slope stability is high and problematic conditions should generally be restricted to the steeper portions of the natural drainages and to oversteepened man-made slopes.

In both zones, slope stability is dependent upon (1) nature of bedrock underlying the site, (2) proximity to faulting and degree of folding and fracturing, (3) structural dip of the sedimentary bedding planes in relation to direction of natural or man-made slopes, (4) slope angle, (5) presence or absence of ancestral slope failures, and (6) presence or absence of shallow or problematic ground-water conditions.

Evaluation of slope stability for natural, man-made or proposed slopes must include geologic-soils evaluation of these factors which, in turn, must be based on detailed field and laboratory observations by the geologist and soils engineer.

GROUND WATER

It is essential that seismic parameters for a site include water table and saturation data as well as the nature of underlying materials. For example, where silts or sands are loosely consolidated and are saturated at or close to the surface, seismic shaking can produce "liquefaction". This is a condition where the grain-to-grain support provided by the sediment grains is temporarily destroyed and the water between the grains suddenly assumes the weight of the overlying materials. Because the grain-to-grain friction is eliminated, the sediment assumes the frictionless properties of a liquid that fails to support overlying structures.

In Culver City, problematic shallow ground-water conditions are generally confined to the floodplain and adjacent areas surrounding Ballona Creek. Two major water-bearing zones exist in this area: (1) a deep zone that consists of Lower Pleistocene sediments of sandstone and siltstone ranging in thickness from 50 to 400 feet within the planning area, and (2) a shallow zone composed of recent stream deposits of loose, unconsolidated sand, silt and gravel which ranges in thickness from approximately 80 feet in the Ballona Gap area north of Baldwin Hills to approximately 50 feet to the west near the coast.

Water levels in the deep zone are controlled by domestic water production and by the location of ground-water barriers such as the Inglewood, Overland and Charnock faults. The depth of this zone, as a result of pumping operations, is generally below 50 to 80 feet. The great depth of the water level minimizes its potential for liquefaction from seismic shaking.

Table V, below, summarizes the most recent water levels in the shallow zone for the six wells monitored in the planning area. Well locations are shown on the Geologic-Seismic Summary Map. The data are gathered from Los Angeles County Flood Control records. These records indicate that little, if any, domestic water is being pumped from shallow sand and gravel beds within the planning area.

TABLE V

WATER LEVELS IN SHALLOW ZONE

<u>Well Number</u>	<u>Date Measured</u>	<u>Depth to Water Table</u>	<u>Elevation of Water Table</u>
2626DD	6-4-71	36 feet	56 feet
2609H	4-7-71	71 feet	-17 feet
2609J	4-7-71	78 feet	-21 feet
2598	6 - 71	68 feet	17 feet
1281C	4-6-71	18 feet	0 (Sea Level)
1271T	4-5-71	7 feet	3 feet

Water levels vary within the upper water-bearing zone but a general drop occurs to the south and west. Owing to the westward slope of the ground surface, the shallowest water occurs in the western portion of the planning area.

Areas of shallow ground water (less than 50 feet in depth) should be considered potentially problematic in terms of liquefaction and, therefore, should be evaluated in terms of seismic design. There is no evidence that the Inglewood, Overland and Charnock faults cut this shallow zone or affect the water table as they do the lower zone.

SOIL CONDITIONS

Little data based on soils sampling and laboratory testing are available in the Culver City area. However, for the purpose of this report, the soils conditions which are relevant to seismic analysis and city planning can be divided into two major areas of concern: (1) those in the hillside areas, and (2) those in lowland alluvial areas.

Lowland Alluvial Areas

In lowland alluvial areas there are several areas within the City that show distress in the form of sunken, cracked and buckled curbs, cracked and sunken sidewalks, disparities in road pavement, driveway and curb elevations and general random cracking of pavement. These areas of distress are indicative of unstable surficial soil conditions, i. e., expansive clayey soil or organic-rich "boggy" soil conditions.

The area shown by stippling on the Geologic-Seismic Summary Map in the Ballona Gap area east of the Inglewood Fault is reportedly underlain by organically-rich soils associated with a former marsh or boggy area. This is one of the areas experiencing severe distress at this time.

Two other areas experiencing distress are also shown by stippling. These areas lie north of the floodplain sediments and are underlain by older alluvium. Again, the settlement and associated problems appear to be the result of expansive and possibly organically-rich clays and silts. Present soils technology can resolve these problematic conditions through the collected and laboratory analysis of subsurface samples. Due to the highly variable nature of these alluvial soils, this is generally best accomplished on a site-by-site basis.

Hillside Areas

The soils conditions in the Baldwin Hills area are directly related to the underlying geologic units. The soil profile is generated by in-place weathering of the native units and by slow downhill creep of surficial materials on the steeper slopes, resulting in local thick buildups of thick soil (colluvium) in swales and at the heads of shallow reentrants. In the hills, these soils are predominantly sandy loam but locally become clayey where underlain by clayey silt. Where clayey, these soils are potentially expansive, necessitating detailed soils analysis for foundation design.

Land Fills

Over the years, numerous land fills have been placed adjacent to Ballona Creek either to reclaim lowlands along the old creek bed, or in connection with flood control improvements. These fills have been delineated by aerial photo analysis from photos flown in 1928, 1937, 1951 and 1952. By 1952, the Ballona Creek Channel had been completed and all significant fill operations were also completed. Fills placed during these periods are shown on the

Summary Map. During the time that these fills were placed, few controls were generally placed on the compaction of the materials and no records are available covering these fill areas. Therefore, the suitability or stability of the fill areas cannot be attested to.

No dump sites other than those possibly associated with uncontrolled fills along Ballona Creek, and shown on the map, are known to exist other than in the area now being used as "little league" ball diamonds in the hills south of Jefferson Boulevard. Prior to construction of the ball diamonds this area was a dump site and prior to that it was a sand quarry.

A minimum of 35 oil, mud and waste water sumps have been identified by aerial photo inspection in the Inglewood Oil Field within the planning area. Numerous uncontrolled fills have also been placed in connection with grading operations within the field. Many of the major fills are shown on the geologic map by R. O. Castle (Appendix VII).

CONCLUSIONS

Seismicity

Culver City, as well as other cities in Southern California, will be subjected to future seismic shaking from movements along the active fault zones in Southern California. For Culver City, the two most probable major earthquake sources are the San Andreas Fault Zone and the Newport-Inglewood Zone and future seismic planning should include the following specific considerations.

1. One of the two most likely earthquake events to severely affect Culver City during the next 50 years could occur at depth on the Newport-Inglewood Zone. Should the fault rupture occur within five miles of Culver City, ground accelerations of up to 0.4g. should be expected.
2. The other most likely earthquake could occur on the San Andreas Fault Zone, 45 miles away at its closest point. Ground accelerations of 0.2 to 0.35 should be expected and the duration of shaking could last as long as one minute.
3. The ranges for ground accelerations given above are taken from Table IV and are for bedrock areas. Accelerations in alluvial areas would probably be higher.
4. Movements on the Newport-Inglewood Fault could be accompanied by ground rupture along its mapped surface trace. There is no evidence of recent ground displacements due to recorded earthquakes possibly originating along the Newport-Inglewood Zone and, therefore, the amount of surface displacement that could occur is unknown.
5. Movement on the Overland and Charnock faults is not anticipated because evidence suggests that these faults are no longer active. However, more geologic data are needed on these faults before their state of activity can be definitely established.

Earth Movements and Subsidence

Leveling surveys begun as early as 1910 have shown continuing earth movements and subsidence in the Baldwin Hills area. Recent studies, based on Los Angeles County and City survey data, give the following results:

1. Earth cracks and surficial fault displacements have been mapped since 1957 and are confined to the east side of the subsidence area which is outside of the Culver City planning area.

2. Maximum subsidence is occurring in an elliptical-shaped area overlying the Inglewood Oil Field. Subsidence Map I shows subsidence rates to 1961. Subsidence Map II shows subsidence rates during the period 1960 to 1970.
3. Subsidence has been attributed to the oil production and water injection in the Inglewood Oil Field.
4. Subsidence is anticipated to continue in the near future at about the same rate as it did over the last ten years. However, continued water injection may slow the rate in the future as has been demonstrated by injections in the Wilmington Oil Field.
5. Continued subsidence within the main subsidence bowl could possibly cause surface cracks and/or shallow displacement on known faults within the planning area similar to those now experiencing displacement on the eastern side of the subsidence bowl.

Hillside Areas

For the purpose of this report and future planning, the hills within the study area have been divided into two major geologic zones and the constraints to development within each zone are as follows:

1. Zone "C" includes the higher and more rugged portions of the Baldwin Hills west of La Cienega Boulevard. Constraints to development in this zone are (1) steep natural and man-made slopes, (2) existence of active subsidence including area of maximum subsidence, (3) proximity to Inglewood Fault, (4) oil field operations including presence of oil, drilling mud and waste water sumps and uncontrolled cuts and fills, and (5) potentially expansive soil conditions in areas of thick soil or clayey bedrock.
2. Zone "D" includes the lower portions of the hills west of Zone "C" and contains fewer restraints to development than Zone "C". The major problems are: (1) significant subsidence, though on the edge of the main subsidence bowl, (2) easily erodible earth units, and (3) potentially expansive soil conditions in areas of thick soil and clayey bedrock.

Lowland Alluvial Areas

The lowland area of Culver City is located on a floodplain of an ancestral westward flowing Los Angeles River now represented by Ballona Creek. The area is underlain by recent alluvium along the creek and older alluvium on the higher ground both to the north and south. In these areas the major problems associated with development are:

1. The presence of locally severe expansive and boggy soil conditions.
2. The presence of the buried and little-known Overland and Charnock faults whose state of activity has not been definitely established.

Ground Water

In the planning area potentially problematic ground-water conditions are generally confined to the floodplain and adjacent areas surrounding Ballona Creek. Even here, domestic water production, though generally from the deeper measure, has lowered the water level in the upper alluvial zone to 50 - 80 feet below the surface. This depth of the water level greatly reduces the potential for liquefaction of the soils from seismic shaking. However, should the water level rise to near the surface, through either reduced withdrawals or increased recharge, the hazard of liquefaction would arise.

ROLE OF THE CITY

Future land use planning by Culver City and land development or re-development whether by municipal or private sources can benefit from geologic-soils study and interpretation. Small cities like Culver City generally cannot justify having experienced engineering geologists and soils engineers on their permanent payrolls. However, these professionals are needed to review and evaluate soils and geologic studies within the City. In order to fulfill these important needs, a certified engineering geologist and a qualified soils engineer should be retained by the City of Culver City to assist them in developing, interpreting and enforcing the code and in reviewing the work of the private consultants.

As an alternative to the City retaining consultants, these services also can be contracted through the Los Angeles County Engineer. Although many small cities do contract with the County and do receive satisfactory service from the County, they do not have the local control that can be obtained by retaining experienced consultants to add to their own engineering and planning capabilities.

In regard to the City requirements for geologic-soils investigations, the following procedures are recommended:

1. Geologic investigations should be required in the hillside areas and along the Inglewood, Overland and Charnock faults. These areas designated A, B, C and D are shown on the Geologic-Seismic Summary Map. A table which lists the recommended geologic and soils reports for each area or zone is also shown on the Summary Map and is included as Appendix VI. Major considerations in the hillside areas will be cut-slope stabilities, subsidence, possible surface cracking and faulting related to subsidence, oil field operations and related waste sumps, uncontrolled fills and over-steepened cut-slopes. The principal considerations along the fault zones will be their exact location and state of activity.
2. Soils investigations should be required for all developments within the City. Problems of expansive and boggy soil conditions will be particularly important considerations by the soils engineer. Potentially high ground-water conditions could result in the future and should receive the attention of the soils engineer.
3. The above investigations should be required prior to City approval of the following three stages of development: (1) tentative tract design, (2) the final grading plan, and (3) following rough grading but prior to issuing building permits. Guidelines for geologic-soils investigation and report requirements for strengthening geologic-soils building and grading codes are given in Appendixes I and II.

4. Guidelines for municipal projects, geologic services and legal matters and for preparation of storm damage and other geologic hazards reports are given in Appendixes III, IV and V, respectively.
5. Specific studies that the City should consider making at this time are: (1) the monitoring of continued rate of subsidence based on continued survey data available from City and County engineering and survey divisions, and (2) investigation of the Inglewood, Overland and Charnock faults in the subsurface.

The fault investigation can be considered a City-wide problem since the critical relationships necessary to establish the state of activity of a fault normally occur only at scattered localities that are not necessarily within the bounds of a tract or development. This study should include a continuing program of geologically inspecting any roadcuts or excavations being made along any of the fault alignments, and the monitoring of ground-water levels in the lowland areas to establish current levels and trends.

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APPENDIX I

GUIDELINES FOR GEOLOGIC AND SOIL INVESTIGATION AND REPORT REQUIREMENTS BY THE CITY

Definition of Purview of Engineering Geologist and Soils Engineer

A registered geologist certified by the State of California as an engineering geologist and a qualified soils engineer experienced in hillside subdivision must be retained by the developer and be responsible for geologic-soils aspects relevant to the project. The consultants will be concerned with such terrain problems as landslides and erosion, delineating widths and state of activity of faults, ground-water circulation problems, expansive earth materials, loose foundation materials, and subsidence.

Preliminary Geologic-Soils Reports

The pre-grading investigation by the engineering geologist and soils engineer must be sufficient to outline geologic-soils problems and provide solutions to these problems. This pre-grading work should include: (1) subsurface exploration, (2) sampling, (3) construction of suitable map(s) and cross section(s), and (4) comprehensive geologic-soils reports. The professional's opinion should be sought in the form of a letter-report wherever it appears that no potential hazards are present, rather than waiving a professional report statement.

Geologic-Soils Inspections

Geologic-soils inspections shall be conducted during all significant hillside grading operations and sufficient remapping, data collection and analysis shall be done to assess the as-graded plan. This inspection work shall be sufficient to document and certify that (a) all geologic-soils recommendations have been followed during rough grading operations, (b) that all adverse geologic-soils conditions have been corrected or taken into account, and (c) that all lots or sites are suitable and safe for construction from the viewpoints of geology and soils engineering.

As-Graded Engineering Geologic Map

An as-graded geologic map should be required for sites having problematic geologic conditions. This map should summarize relevant geologic information obtained prior to, during, and at the termination of rough grading. It shall define the limits and geometry of geologic problems and their treatment, including the position of earth buttresses and other retaining devices for geologic purposes, impermeable blankets, subdrains, graded slope angles in cuts, conditional use areas and measurements in areas now buried by fill or subsiding. Geologic cross sections through the chief problem areas should be included.

APPENDIX III
GUIDELINE FOR MUNICIPAL PROJECTS

Site Selection

The selection of a site for a particular land use benefits from geologic study and interpretation, particularly in hillside areas. For example, the location of a municipal water tank requires (1) a hillside site to provide the necessary hydraulic head to service the project area, and (2) a hillside site with geologic stability. Additional considerations include the economics of the construction, aesthetics of the site and ready access to the site. All of these factors relate to a greater or lesser extent to the geology of the site: economics depends on the amount of material to be removed which, in turn, depends on the rippability or degree of hardness of the material and the extent of blasting that will be necessary. By minimizing the height of excavation and the total yardage excavated, an unsightly location can be prevented as well as artificial instability. On the other hand, in some locations a deeper excavation might serve the multiple purpose of hiding a tank site, removing an unstable surficial deposit, and acquiring valuable borrow material for a road or other engineering project.

The concept of multiple purpose planning and multiple use planning in land use deserves extension to many other projects. For example, borrow areas might be planned as future parking areas for parks or picnic spots, or as observation points. Other knolls reduced to a level for borrow purposes might serve as recreational centers or nature centers.

Geologic conditions and features should be considered early in the planning process. The earlier terrain factors are applied, the more design will benefit from the geology by both avoiding geologic pitfalls and capitalizing on numerous savings related to the use of resource materials and more imaginative and creative designs.

Site Development

Because of the wide variation in the character of earth materials and the geometric arrangement of these materials, and because very subtle geologic features can significantly influence the overall performance of a slope, individual site analysis is necessary. Intensive engineering geologic studies must be made of individual properties prior to their development. On an individual site, subsurface exploration in the form of backhoe trenches, dozer pits or drill holes may be necessary to define such features and conditions as the width of a fault zone, the orientation of a thin clay seam of montmorillonite that can render a slope potentially unstable, the depth of the overburden or the configuration of a landslide that may be too thick to economically stabilize. The degree of subsurface exploration will be dependent upon the complexity of the geology, the abundance and magnitude of natural terrain problems and the relationship of the geology to design.

APPENDIX IV

GUIDELINES FOR GEOLOGIC SERVICE ON LEGAL MATTERS FOR CULVER CITY

Claims against the City involving soils and geology can be reduced in several ways: (1) reduce the area of City liability, (2) avoid geologic-soils pitfalls that can lead to claims, (3) enforce present and future building and grading codes and ordinances.

Legal research has shown that there is no real duty on the part of the City to carry out extensive and detailed investigations on lands that are suspect of having geologic and soils problems except as required in connection with general planning for the City. The duty is that of the landowners. It is the duty of the landowner to employ competent geologists, soils engineers, and other private consultants in order to supply the necessary technical information related to stability of the land and its future safety for building purposes. Therefore, in order to reduce the area of liability, it is important to extend responsibility wherever possible to private consultants and the private sector. This commonly can be done by requiring consulting reports and signed building and grading plans that include acceptance of responsibility for each phase of construction, as well as completed construction.

There is growing emphasis on contract specifications, but in geology and soils this source of lawsuit is not nearly as important as claims arising from instability and the following subject categories.

Surface Runoff - Promoting changes in drainage patterns that will concentrate drainage in certain areas where damage can be done and failure to provide for the collection and control of surface runoff and deposition of sediment and failure to provide for repair and maintenance of existing flood control facilities.

Ground Water - Ground water barriers can result in surface seepages during wet seasons, as can lithologic changes in the sediments at depth. Perched or shallow ground water can add to natural or cut-slope instabilities.

Public Health - Safety - Pollution of ground water or surface waters; vibrations from blasting; protection of workers in trenches and other excavations; provisions for tunneling; etc.

Natural Slopes and Cut-Slopes - Failure to recognize potential slide conditions which generally can be deciphered in advance of development.

Most pitfalls can be avoided by requiring that facts are obtained in advance of construction and insisting on completion of "state-of-the-art" professional geologic and soils reports. Subsurface interpretations are important and, as a result, subsurface exploration and an in-depth study should be required wherever this information does not already exist. Pre-grading meetings should be held, during which the City serves as a coordinator for various consultants on the project and assures itself that one of them will serve as the chief coordinator from that time on.

(continued)

The real key to reducing the claims is enforcement of present and future building and grading codes and ordinances. It is deemed advantageous to the City of Culver City to rely upon the services of a certified engineering geologist for third-party reviews of engineering geological reports inasmuch as engineering geologists employed full time by the City are not feasible at this time.

A review of a consultant's report by the City of Culver City is probably one of the most critical steps in analysis of a proposed development. These reviews are needed in order to see (1) that provisions of the ordinance are enforced, (2) that the private consultant's findings have been fully expounded and considered and that his recommendations are taken into account by the designers and developers, and (3) that the investigators advance safe solutions to all geologic-soils problems.

Ideally, the consulting engineering geologist for the City should be well acquainted with the actual and potential geologic-soils problems in the area, and yet, should be removed from conflicts of interest by practice in the area. This relationship will help to achieve an atmosphere of mutual respect and cooperation, essential for effective implementation of this recommendation. The use of a third-party reviewer will help to assure that a detailed and full geologic investigation is made and will help to avoid City liability.

Creation of a Geologic-Soils Advisory Review Board

This board would serve in an advisory capacity to the City of Culver City in evaluating controversial matters appealed by landowners and developers. The board would review these matters and make recommendations to the City Planning Commission. It should be in a position to determine from data submitted and from on-site observation whether a proposed development meets the requirements of the "state-of-the-art" and state and local ordinances.

Membership should include a certified engineering geologist, an architect, a landscape architect, a seismologist and a civil engineer who practices in soil mechanics and is familiar with the methods of stability analysis.

Members should be rotated on a 2-3 year basis. The flexibility of its composition should permit that two engineering geologists be present when the problem is largely geologic and two soils engineers when the problem is chiefly soils engineering in nature.

APPENDIX V

GUIDELINES FOR PREPARATION OF STORM DAMAGE AND OTHER GEOLOGIC HAZARD REPORTS

1. The City should maintain a file of all published information on storm damage and geologic-soils hazard damage. This should include meteorologic data, descriptions of site damage, photographs of damage, and drainage area parameters.
2. The City should maintain an inspection file of photographs (Polaroid, etc.) that show unsatisfactory completion of construction elements, code violations, and damaged areas both before and after the storm seasons.
3. The City should maintain maps that show locations of significant storm damage and other terrain problems.
4. All stability control and erosional control devices should be shown on the City map in relationship to the problem areas defined in this study.
5. The City should require, at the first signs of a potential hazard to public safety involving geologic hazards, an engineering geologic report.

RECOMMENDED DISTRIBUTION OF SOILS AND GEOLOGIC INVESTIGATIONS

Zone Symbol	Type of Investigations and Problems of Special Emphasis					
	Soils		Geology			
	General	High Groundwater & Liquefaction	General	Cut-Slope Stability	Seismic	Subsidence where rate > 0.05 ft/yr
A	X	X	X		X	X
B	X	X	X		X	
C	X		X	X	X	X
D	X		X	X	X	X
E	X	X				
F	X	X				X

PUBLIC SAFETY ELEMENT
of the
GENERAL PLAN

CITY OF CULVER CITY
CALIFORNIA

July, 1975

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Y

RESOLUTION NO. CS-7229

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CULVER CITY, CALIFORNIA, APPROVING AND ADOPTING
A "PUBLIC SAFETY ELEMENT OF THE GENERAL PLAN."

WHEREAS, Section 65302.1 of the Government Code of the State
of California requires a General Plan to include a Public Safety
Element; and

WHEREAS, the City of Culver City, California, has an adopted
Revised General Plan; and

WHEREAS, in order to comply with the above-referenced section
of State law, the Division of Planning prepared a Public Safety
Element for the Revised General Plan of the City and submitted said
element to the Planning Commission for public hearing; and

WHEREAS, on July 23, 1975, the Planning Commission conducted
a duly noticed public hearing on the Public Safety Element, includ-
ing the Negative Declaration prepared in connection therewith and
comprising a part thereof; and

WHEREAS, after consideration of the testimony and materials
presented at said hearing, the Planning Commission by Resolution
No. 1267 recommended to the City Council for adoption "Public
Safety Element of the General Plan City of Culver City July, 1975",
including the addition of Section VIII.C.2.a.6. which reads as
follows:

"The City Council consider appropriate legislation to
result in a prohibition of the sale of fireworks in
the City."

and

WHEREAS, a hearing was held before the City Council on
August 25, 1975, at which time all interested persons were given
an opportunity to be heard,


NOW, THEREFORE, the City Council of the City of Culver City,
California, DOES HEREBY RESOLVE that,

1 1. The "Public Safety Element of the General Plan City of
2 Culver City July, 1975", recommended to the City Council for
3 adoption, together with Section VIII.C.2.a.6: "The City Council
4 consider appropriate legislation to result in a prohibition of
5 the sale of fireworks in the City", is hereby approved and adopted.

6 2. A copy of the "Public Safety Element of the General Plan
7 City of Culver City July, 1975" is on file in the office of the
8 City Clerk.

9 APPROVED and ADOPTED this 25th day of August, 1975.


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RICHARD E. PACHTMAN
MAYOR
City of Culver City, California.

ATTEST:

APPROVED AS TO FORM:


AGNES V. CHRISTENSEN
City Clerk


ROBERT D. OGLE
City Attorney

11

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I. INTRODUCTION

Culver City has a resident population of 37,900 and a daytime population in excess of 100,000. Within the 4.8 square mile area urban growth has created pressure on natural as well as manmade physical environments. Urban expansion, the spread of blight in central city areas, and trends toward intensification of land use throughout the urban area, have all contributed to safety problems.

Government Code Section 65302.1 requires a safety element of all city and county general plans, as follows:

A safety element for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazard.

The Safety Element is intended to identify and define programs to protect the community from fire and geologic hazards. As directed by Section 65302.1 of the California State Government code, it recognizes and defines substantive problem areas of urban fire hazards and geologic hazards.

Urban Fire Hazard - Predominantly characterized by structural fire hazards affecting residential, commercial, and industrial activities.

Geologic Hazards - Geologic activity, other than seismic events, creating an impact on the safety and welfare of Los Angeles County citizens, such as slope instability, general subsidence, differential settling, erosion, and other associated problems.

II. ASSETS

Although the city's propensity for suffering major fire and geologic damage cannot be minimized, the community does have a number of assets in its favor. Foremost among these assets may be the relatively low density character of major portions of the residential areas of the city. Thus, chances are slight that any one fire or landslide in such an area would affect large numbers of people.

Another asset is the quality of the city's fire department. The department is generally well rated and willing to take advantage of new methods and equipment. The regular use of its fire training facility contributes to this rating. The department is also tied into a mutual response program with the abutting jurisdictions of Los Angeles City and Los Angeles County which allows handling of most emergencies.

Culver City is also fortunate in having a number of ordinances, programs, and requirements already in existence pertaining to fire and geologic hazards. Requirements exist as part of subdivision ordinances that establish standards for access and minimum water fire flow requirements. Automatic fire alarm systems tied through radio wave to the Fire Communications Center have been required for residential complexes for several years prior to the recent Uniform Building Code requirements.

Public awareness of our fire and geologic hazards is another important asset. The citizenry is generally cooperative in adhering to fire regulations. This awareness also contributes to understanding and cooperation during an actual emergency.

The city is located in the western section of Los Angeles County. As such, the city has access to the county data base on geologic conditions and hazards. Due to previous experience with geologic hazards the region also has access to an impressive data base regarding these hazards, and to persons well versed in dealing with these problems. While most of this data is extremely detailed and applicable only to small areas, it is, nevertheless, a valuable resource.

III. PROBLEMS AND ISSUES

A. URBAN FIRE HAZARDS

All of Culver City, an area of 4.8 square miles, has been committed to urban uses. Local development patterns have historically consisted of continuous outward expansion, accompanied by gradual aging and deterioration of the central city area. More recently, use intensification trends have occurred in selected districts. This trend is demonstrated by the fact that all of the total net additions to the city's housing inventory since the 1970 Census have been multiple units. The urban form that is evolving is susceptible to a variety of fire related hazards.

1. Fire Hazardous Buildings

In recent years, two major hotel fires in Los Angeles County which claimed dozens of lives have served to focus attention on the problem of fire hazardous buildings. These are buildings which upon ignition permit rapid internal spread of fire and are frequently characterized by open stairwells, sub-standard electrical wiring, and obsolete heating facilities. Combined with human carelessness or maliciousness, these deteriorated conditions provide a potential for disaster.

Many fire hazardous structures are older, multi-storied hotels that have been converted to permanent residential use. Such buildings commonly provide low cost housing for the poor and the elderly. Older buildings also house a variety of commercial and light industrial enterprises. Major clusters of these buildings in or near the downtown area pose a serious threat to life and property. The social and economic ramifications attendant to mitigating the potential threat of fire hazardous structures are enormous. Complex issues remain concerning occupant safety and welfare, equitable treatment of building owners, relocation of existing occupants, minimization of adverse effects on the general business community, and preservation of an adequate community tax base.

2. Residential Fires

During 1974, more than 30 percent of all fires served by the Culver City Fire Department occurred in residential dwellings. The estimated losses to these dwellings were nearly one-fourth of a million dollars. In the City of Los Angeles, more than 25 percent of all fires during 1971-72 involved private residences and accounted for a greater number of deaths and injuries than any other single type of fire. Such fires occur for a variety of reasons and no geographical or causative pattern is apparent. Although such fires typically involve single dwellings

or buildings, the danger is always present that residential areas utilizing untreated wood shingle roofs, when in the path of a wind driven fire, could easily spread out of control over a large area.

3. Multi-Story Buildings

There has been a major change in the Culver City skyline in recent years. The number of hotel buildings with eight stories or more has increased from one in 1960 to four in 1972. The concentration of large numbers of occupants inside these structures intensifies the disaster potential. In addition, use and structural characteristics combined with difficulties related to emergency response and disaster control procedures make medium and highrise development particularly susceptible to fire hazards.

Dependency on internal support systems, including ventilation, water availability and pressure, and elevator systems, increases the sensitivity of multi-story structures to fire hazard. Such systems may fail during a fire when they are most critically needed.

Emergency response and disaster control procedures become increasingly difficult with taller buildings. Access of personnel and equipment to upper story fires is a major problem. Evacuation of building occupants is another. Helicopter lift-offs or aerial ladder evaluation may be required if smoke or mechanical failures block normal exit routes. Inadequate or inoperable internal communication systems hinder efforts to locate and evacuate trapped occupants.

4. Hospitals and Medical Facilities

Culver City residents are served by two private hospitals, with a maximum bed capacity approaching 700. In addition, 5 nursing care facilities provide beds and medical services for more than 375 chronically ill or convalescent patients. The activities and populations associated with these facilities are particularly sensitive to fire hazard.

General hospitals offering a wide array of medical services rely on highly sophisticated and sensitive equipment for a number of life maintenance functions. Fire damage to such equipment would directly affect the safety and well being of present and future patient populations.

Patient populations are commonly characterized by physical or mental disabilities. Such disabilities inhibit the patient's capacity to react during a crisis. In instances where there is a large population of dependent individuals, the number of supervisory or custodial personnel is usually inadequate to provide sufficient aid and guidance in times of emergency.

Even if adequate aid were provided, many ailments would be seriously aggravated by stress situations.

5. Indoor Public Assembly Facilities

Several structures can be categorized as indoor public assembly facilities. In this element, these refer to all indoor facilities where large groups of people are gathered in generally unfamiliar surroundings. Such facilities include entertainment and recreational establishments, as well as public and semi-public institutions which include churches, temples, and schools. Many of these facilities are existing non-conforming buildings either built prior to present day codes or not covered by the retroactive requirements of state codes. Some have substandard electrical wiring, and many of them do not comply with existing state laws and county codes concerning building design and construction features.

The one characteristic shared commonly by all public assembly facilities is the concentration of large numbers of people. This condition provides the potential for mass panic response to a crisis situation. A mass response of this nature can ultimately cause more casualties than the originating event. Factors including unfamiliar surroundings, lack of knowledge concerning exit routes, and loss of orientation heighten the fire disaster potential. Additional problems stem from intense concentrations of people--should a fire occur in a crowded facility, causing extensive damage and injury, provision of the required medical aid is difficult. This problem has been generally recognized by many emergency response agencies and mock disaster games have been carried out in an attempt to familiarize and to train response personnel.

6. Industrial Fire Hazards

Nearly all of the urban industrial development in the city is located in the older areas of the community. The variety of industrial fire hazards is as diverse as the city's industrial base. Of particular concern, however, is the potential fire hazard resulting from the production of petroleum, chemical, and explosive products.

Oil extraction represents a significant industry. Numerous oil wells are located in the southeastern areas. The occasional close proximity of other industrial, commercial, and residential land uses increases public exposure to potential fire hazards.

Hazards of transportation, manufacturing, and storage of volatile products present additional fire potential. New industrial processes and the development of new fuels, plastics, and chemicals have required continuous upgrading of fire control technology and contingency planning. These efforts are directly related to the physical and economic well being of the industries, industrial employees, and the general public.

B. GEOLOGIC HAZARDS

Culver City is located near the coast of Southern California and encompasses nearly 4.8 square miles of land area. Some of this area is hilly or mountainous terrain and the remaining areas are relatively flat, thickly alluviated valleys and coast plains. (see Generalized Geology Map)

1. Slope Instability

Slope instability in the region is affected by three inter-related factors. These include surface and subsurface waters, geologic structure and rock types, and the degree of slope (see Slope Stability Map). Water moving over or under the land surface erodes, steepens, and undercuts slopes, thus removing lateral support and decreasing stability. Stability is also dependent on the specific properties and combinations of materials forming the slope. Moderate to steep slopes are most likely to have stability problems.

Slope failures such as landslides, rockslides, and mudflows are common in the county. Exposure to such hazards has increased with the urbanization of hilly areas. As a result, slope failures have caused millions of dollars of property damage in past years. These losses include both damage to structures as well as damage to the land itself. Slide areas are often rendered unusable without costly soil engineering correcting measures. Examples of economic loss due to slope failure are plentiful. The City of Los Angeles sustained nearly 7.5 million dollars in damages during 1959-62. Subsequently, ordinances were passed requiring soils engineering and some geologic investigations prior to new residential development.

In the early 1960's, landslide disasters in the county took two lives and forced the evacuation of over 100 hillside homes. In addition, 1700 hillside residences were damaged. The estimated cost of repairs totalled nearly 5.5 million dollars. This caused the grading ordinance to require engineering geology through all design and construction stages.

The Portuguese Bend landslide is located on the southerly oceanfacing slopes of Palos Verdes Peninsula. This ancient slide mass had reached a point of at least temporary stability but was reactivated during the 1950's. Los Angeles County engineers have continuously monitored the rate of sliding. At one point during February 1957, the maximum average rate of movement was nearly 1.5 inches per day and even now moves at a rate of about one foot a month. During the past 25 years, this slide has caused extensive damage to homes, roadways, and utilities, requiring that millions of dollars be expended on road and utility repairs.

A final example of losses incurred due to slope failure is

provided by the coastal bluffs of the Santa Monica and Pacific Palisades. Slides in this area are common and often result in property damage and the closure of Pacific Coast Highway.

2. Subsidence

Subsidence is the gradual sinking of an area due to a decrease in subsurface pressures. Subsidence in Los Angeles County can be divided, on the basis of the mechanism causing it, into three types: ground water withdrawal, oil or gas withdrawal, and hydrocompaction.

Ground surface effects related to subsidence are generally restricted to long surface structures such as canals, drains, and sewers, which are sensitive to slight changes in elevation. Since the mid-1930's, the Los Angeles County Engineer has monitored the changes in elevation due to subsidence, for more than 9,000 locations. Over the past several decades, widespread subsidence of the coastal plain has amounted to a few inches. This may have been caused primarily by a reduction in subterranean water pressures due to excessive well pumping. However, the most common cause of subsidence within the county is the removal of natural gas and petroleum deposits from unconsolidated or partially consolidated sedimentary materials. Such subsidence has occurred in the areas of Inglewood, Torrance, Baldwin Hills, and Long Beach-Wilmington oil fields.

The subsidence of the Wilmington oil field has been widely publicized for two reasons. It is located in the center of a highly industrialized area, and has affected the Port of Long Beach and the Long Beach Naval Shipyard. Vertical movement has now reached 29 feet at the center of the subsiding area, and horizontal movements of nearly 10 feet have been measured. These movements have caused extensive damage to wharves, pipelines, buildings, streets, and bridges necessitating costly repairs and surface filling.

Hydrocompaction is a phenomenon most common in desert environments, but it has been noticed in such semi-arid regions as the Antelope Valley and upper Santa Clara Valley. It usually occurs when man first applies large amounts of water, causing certain open-textured soils to lose their strength and consolidate under their own weight. Hydrocompaction is a problem to the works of man because of the abruptness and short distances over which subsidence occurs.

3. Erosion Activity

Land erosion is the process by which soil is removed from one area and transported to other areas largely by means of wind and moving water. If water moves over level area, little physical damage occurs to structures. However, if the flow of water is constricted or the slope steepened, the velocity

increases and deep gullies may result. Erosion activity within an urban area can cause damage by undermining structures, blocking storm sewers, and depositing silt, sand, or mud in roads, basements, and tunnels.

IV. OPPORTUNITIES

This document so far has presented a variety of fire and geologic hazards and problems which pose potential threats to the safety and well being of Culver City's citizens. It is the responsibility of government to reduce or avoid such hazards wherever possible. Many of the means for accomplishing this have been mentioned in the "assets" section which began this chapter. There are, however, additional factors which provide opportunities to reduce public exposure to fire and geologic hazards.

It is anticipated that the city as a whole will experience physical, social, and economic growth during the next several decades. Much of this growth will be in the form of renovation and redevelopment of the existing older portions of the urban area. Culver City is, therefore, presented with the opportunity to guide and direct the energies and interests of private industry toward the reduction of existing safety hazards. Continued economic growth and accompanying increases in tax revenue will provide government with the fiscal means to strengthen hazard abatement programs.

Each year the city government expends thousands of dollars on programs directed toward the betterment of the quality of life of its citizens. Many existing programs deal directly with public safety concerns. The existence of these programs and the ever increasing knowledge derived from them provides city government with continuous opportunities to reduce unacceptable levels of risk associated with the various safety hazards.

V. STATEMENT OF GOALS

The goals of the Safety Element link the assets, problems, issues, and opportunities identified previously with the policies and programs which follow. Goals reflect broad aims and basic values. They establish emphasis and tone for policy and program formulation. The decisions and activities of city government pertaining to safety should be guided by the intent of the goals set forth.

The purpose of the Safety Element is to strive toward achievement of the following major goals:

- . Protection of Life and Property
- . Reduction of Adverse Economic, Environmental, and Social Conditions Resulting from Fires and Geologic Hazards

The policies and programs which follow are offered as a means of realizing these goals.

VI. STATEMENT OF POLICIES

This section contains the policies of the Safety Element. These policies provide direction for achievement of goals. They will be carried out by the implementation of programs which utilize organized governmental resources for the mitigation or elimination of safety hazards. Safety Element policy consists of a written statement which addresses housing problems and issues.

1. Establish and enforce standards and criteria to reduce unacceptable levels of fire and geologic risk.
2. Reduce fire hazards associated with older buildings.
3. Reduce the impact of fires in hospitals, other medical facilities, and indoor public assembly facilities.
4. Encourage improved fire protection for multi-story structures and high-hazard industrial facilities.
5. Develop stringent site criteria for construction in areas with fire and/or geologic problems and prohibit construction if these criteria are not met.
6. Encourage continued research in the fields of geologic and fire safety.
7. Strengthen existing codes and ordinances pertaining to fire and geologic hazards.
8. Develop and support the use of new technology in the suppression and prevention of fires.
9. Require all new development and selected existing development to comply with established fire and geologic safety standards.
10. Improve programs and practices for dealing with land subsidence and erosion.
11. Expand public education programs pertaining to fires and geologic problems.
12. Encourage improved fire and geologic hazard insurance programs.
13. Review and improve disaster preparedness and emergency response capabilities.
14. Increase cooperation and coordination between the various jurisdictions and agencies involved in fire protection and the mitigation of geologic problems.

VII. STANDARDS AND CRITERIA

Safety standards and criteria are rules established for use as a basis for comparison in measuring unacceptable levels of risk.

The responsibility for establishing criteria and standards rests primarily with local jurisdictions. The State has established some standards but has left local government the task of enforcing them.

Standards

Although there is no single unified set of safety standards, Culver City has evolved a series of standards, specifications, and regulations that apply to safety. These are incorporated into various codes and ordinances, the primary ones applicable to the scope of this element being the Building Code, Fire Code, Grading Ordinance, Zoning Ordinance, Subdivision Ordinance, and State Health and Safety Code.

The Building and Fire Codes contain building standards. Land development standards are in the Grading, Zoning, and Subdivision Ordinances.

VIII. IMPLEMENTATION PROGRAM

The critical factor in any planning effort is its implementation. This process, achieved through budgeted, manned programs, developed in response to adopted policies, ultimately brings about realization of the plan.

The current level of activity concentrates primarily on local programs. In future reviews and revisions of the element, the intention is to broaden and intensify investigation and analysis of these and other programs in coordination with other agencies and the general public.

A. IDENTIFICATION OF EXISTING PROGRAMS

This section contains a listing of programs and activities having significant actual or potential capability for implementing the Safety Element.

1. County Programs

- Disaster Preparedness
- Fire Protection
- Geologic Mapping
- Taxation

2. Special District Programs

- Flood Control

3. City Programs

- Building Regulation
- Disaster Preparedness
- Fire Protection
- Grading Regulation
- Land Division Regulation
- Zoning Regulation

4. State Programs

- Fire and Rescue Emergency Plan
- Geologic Research and Mapping
- Taxation
- Water Supply Management

5. Federal Programs

FIRESCOPE
Forrest Service
Geologic Survey and Research
Taxation

6. Other Implementation Activities and Processes

Community Relations
Coordination and Reviews
Legislation
Long Range Planning
Mutual Assistance
Public Education
Research and Monitoring

In addition to the programs listed above, selected programs contained in the Seismic Safety Element contribute to the implementation of the Safety policies.

B. EVALUATION OF EXISTING PROGRAMS

This element deals specifically with fire and non-seismic geologic hazards. Efforts at improving fire safety have been divided traditionally into the areas of fire prevention and fire suppression. While it is primarily through the Building Regulation and Fire Protection Programs that fire safety problems are addressed, several programs concentrating primarily on avoidance or impact reduction strategies have been developed which address non-seismic geologic hazards.

Yet, despite these efforts, problems within this element's two major areas of concern--urban fires, and geologic hazards--still remain, and it is the purpose of this section to evaluate the effectiveness of the existing programs and their potential for improvement in dealing with these problems.

1. Urban Fire Hazards

The major urban fire hazard problem areas are: 1) fire hazardous buildings, 2) residential fires, 3) multi-story buildings, 4) hospitals and medical facilities, 5) indoor public assembly facilities, and 6) industrial fire hazards. Because each of these categories presents unique problems requiring that different emphases be placed on the combined programs, this section will consider those programs that have specific impacts on each of the major problem areas.

a. Fire Hazardous Buildings

Fire hazardous buildings are by their existence a continuing

threat to the safety of their occupants. Several factors have contributed to the perpetuation of this condition.

The current Building Regulation Programs do not require periodic inspection of older areas. The provisions of the Building and Safety Code specify the degree of deterioration that must be reached before a building is classified as unsafe. Consequently, building owners suffer no penalty by failing to improve those buildings which have not reached the specified degree of deterioration. Tax laws also have contributed to the continuing existence of hazardous buildings. Zoning regulations have a very limited effect on fire hazardous buildings, the non-conforming use provisions being essentially the only tool that can be utilized in addressing the problem.

b. Residential Fires

Fire protection agencies are inhibited by legal restrictions and manpower limitations from making inspections of single family residences except under special circumstances. While the impact of these limitations can be mitigated by improving current standards and practices, the inherent problems have made it necessary to concentrate on facilitating response activities.

As a result of state laws which extended and expanded insurance coverage for agencies responding to calls in other jurisdictions, the jurisdictional disputes that once impeded quick response have been effectively reduced. In addition, Mutual Assistance Zones have been effective means of providing support when the city has required assistance in maintaining its fire protection capability.

The Land Division Regulations address two major impediments to adequate response by requiring proof of availability of water and a report from the Fire Chief requiring that the water mains are of sufficient size to supply the required amount of water and by requiring proper access roads.

c. Multi-Story Buildings

Multi-story buildings, by their nature, have created unique problems in fire protection. A recently adopted Los Angeles County ordinance amending the Building Code requires that buildings over three stories tall have automatic sprinkler systems. In addition, buildings over 75 feet tall must have standby power systems, central control stations, and modified elevator systems. While this ordinance is expected to greatly alleviate the problems faced by fire suppression crews in this type of structure in the county, it does not apply to already existing structures. However, pending state legislation would correct this deficiency. Internal disaster preparedness programs should be given greater emphasis, particularly in those structures that do not conform with current standards.

d. Hospitals and Medical Facilities

Hospitals and medical facilities, through state mandated but locally enforced requirements, have received special attention due to their large life loss potential. For example, all institutional occupancies with dependent populations must have monthly fire safety training of their staffs. In addition, sprinkler systems are now required in all convalescent hospitals. Large hospitals generally have auxiliary support systems which permit continued operation of life maintenance functions in case of emergency; however, they are not required by law to have them.

e. Indoor Public Assembly Facilities

Indoor public assembly areas, by their nature, have dictated that emphasis be placed on fire prevention and impact reduction. Because the surroundings are generally unfamiliar to the occupants and the employees don't normally comprise a viable response force, measures have been taken through the Building Regulation Program which are designed to provide a high degree of fire resistance and to facilitate evacuation.

f. Industrial Fire Hazards

The Building Regulation and Fire Protection programs have been generally effective in reducing industrial fire hazards. However, there is some threat to those areas surrounding particularly hazardous uses. Because the Zoning Regulations specify the uses permitted for each zone, it is possible to restrict hazardous uses, such as explosive plants, to areas where the surrounding properties are not highly endangered. In specified cases the Zoning Regulations require a Conditional Use Permit, a device through which conditions are established in order to protect surrounding life and property before the applicant is permitted a use determined to be potentially hazardous.

2. Geologic Hazards

The three most significant non-seismic geologic hazards in Culver City are slope instability, erosion, and subsidence. Before these hazards can be adequately mitigated, it is essential that basic geologic data be mapped. This information is necessary because, supported by adequate subsurface investigation, the geologist can locate potential geologic hazard areas.

The County Engineer has investigated areas subject to hazard from landslide, settlement, or slippage based on the review and analysis of geological reports throughout the county for the past 15 years. The deficiencies of this program and its potential for improvement through a continued combined effort with the Division of Mines and Geology and the U.S. Geologic

Survey are discussed in the County's Seismic Safety Element. The City's Seismic Safety Element, adopted in 1974, is consistent with the County Element.

Slope instability and erosion problems have been addressed primarily through the Building Regulations which require that persons applying for building or grading permits in areas delineated as geologic hazard areas must submit a geological and/or engineering report demonstrating that the hazard will be eliminated or is not a danger for the intended use. In some cases it is necessary for the applicant to legally record the findings of such reports along with a waiver of liability. These Building and Grading Regulations have been successful in reducing geologic hazards. However, they have no application in those areas developed prior to the inception of the codes. In addition, there have been complaints that these regulations ignore environmental considerations.

Subsidence, with a few notable exceptions, is not considered a major problem by technical experts. The exception is the Baldwin Hills where subsidence has occurred through oil and gas withdrawal. There are some possible solutions to these problems. For example, in Long Beach subsidence has been effectively arrested by the Flood Control and Water Conservation Program through salt water repressurizing of underground aquifers and oil shales. The Baldwin Hills ten years ago began a similar program which, to date, appears to be successful.

Provided an adequate base of geologic data is developed, the Zoning Program could play a significant role in regulating the type and intensity of development in hazard areas. Until recently, however, the existence of geologic hazards, unless extreme, have not weighed heavily in making land use determinations. The Land Division Program, on the other hand, requires, where necessary, geologic reports on proposed subdivisions.

3. Evaluation Summary

Generally the quality of fire protection services in Culver City is quite good.

While fire hazardous buildings bring the problem into its sharpest focus, the one overriding area of concern that underlies this entire discussion is that of non-conforming uses or conditions. The Building Codes have generally applied only to those structures built after its adoption. There have been some cases, however, where the codes have been made retroactive. Uses with high hazard and/or large life loss potential, particularly require uniform application of the codes.

Non-seismic geologic hazards have influenced the development of several programs such as the Grading Regulations. Subsequent revisions to these regulations as a result of the Seismic Safety Element are anticipated.

C. ACTION PROGRAM

This section outlines first and second priority action areas and the short and medium and long range action necessary to implement the policies of the element.

1. Priority Action Areas

This section established first and second priority action areas based on criteria developed from consideration of currently identified problems and existing programs. They are designed to have the greatest positive impact on safety problems while taking advantage of existing assets and opportunities.

a. Criteria for Establishing Priorities

Priorities must be developed because the City has limited resources to devote to all of the problems discussed in the plan. Therefore, it is necessary to concentrate available resources on the most critical problems. The following criteria were used to identify the problems and determine their priority.

- 1) Significant threat to life and property.
- 2) Major threat to dependent populations or large concentrations of people.
- 3) Desirability for taking advantage of an opportunity before it is lost.

Problems discussed earlier in this element were reviewed against the above criteria. The problems meeting any of these criteria were included in the first priority concerns. All other areas were designated as second priorities.

b. First Priority Action Areas

The following have been identified and are recommended as first priority action areas:

- 1) Fire Hazardous Buildings
- 2) High Occupancy Structures
- 3) Dependent Populations
- 4) Industrial Fire Hazards
- 5) Emergency Response

c. Second Priority Action Areas

The following areas are identified and recommended as second priority action areas:

- 1) Geologic Hazards
- 2) Residential Fires
- 3) Coordination
- 4) Public Information

2. Action Recommendations

This section presents those recommendations necessary to initiate action to implement the policies of the element and contribute to the achievement of goals. They are divided into two sections: short range, and medium and long range. Short range actions are those which should be initiated within five years but their duration may extend beyond that period. Medium and long range actions are those that will occur from five to 15 years in the future, some of which may require initial activity that must be taken in the immediate future. In addition to the following recommendations, some of the Seismic Safety Element recommendations may have some application. The numbering of recommendations does not imply any priority ordering.

a. Short Range Action Recommendations

- 1) Adopt a City ordinance defining fire hazardous buildings.
- 2) Following authorization from the City Council,
 - a) Conduct an inventory and evaluation of fire hazardous buildings.
 - b) Identify building occupancy type, value, and age, social and economic characteristics of occupants.
 - c) Establish priorities for the renovation, demolition, or occupancy reduction of identified fire hazardous buildings.
- 3) By City Council resolution, join with the County in supporting efforts at the federal level to revise Internal Revenue Service regulations to limit utilization of accelerated depreciation schedules, particularly as they apply to substandard buildings.
- 4) By City Council resolution, join with the County in supporting efforts at the state level to provide tax incentives to encourage the repair or demolition of fire hazardous buildings.
- 5) Following a review of the effectiveness of the present regulations regarding fire suppression installations in buildings, adopt appropriate regulations to correct the deficiencies.

b. Medium and Long Range Action Recommendations

- 1) Continue to monitor the relationship between regulations and fire prevention.
- 2) Commence a program of geologic mapping for the City.

D. GOVERNMENTAL ROLES AND RESPONSIBILITIES

The following are desirable roles to be assumed by each level of jurisdiction in order to more effectively achieve the safety goals of this element.

City

It is at the municipal level that the greatest effort can be exerted because the City is most aware of its own safety problems and the viable alternatives to cope with them. Charged with the responsibility for the public's safety within its boundaries, the City should enforce strong fire prevention programs, have adequate fire response capabilities, and develop programs which will mitigate non-seismic geologic hazards.

County

Culver City maintains its own fire department. Los Angeles County provides fire protection for 35 cities within the County as well as for the unincorporated County areas. Additionally, the County provides a major part of the protection for the brush fire areas in the Los Angeles basin and is committed to assist the state and federal governments in the event of a major brush fire.

The County is also committed to assist Culver City, as well as other cities, through mutual aid agreements. The County, through contractual arrangements, is also involved in providing protection from geologic hazards to many jurisdictions.

State

The state has assumed a strong role in establishing fire prevention and impact reduction standards in high hazard-large loss categories. It has maintained a coordinative role in establishing policies and guidelines by which local jurisdictions may sign mutual aid agreements to supplement each other's capabilities in the event of a major disaster. In areas of statewide problems, it must always be ready to respond through a quick response structured organization which can be activated throughout the state. In areas where local governments cannot adequately respond to disasters within their jurisdictional boundaries, the state should be ready to assist with both finances and manpower.

Federal

The federal government is able to assume a strong support and guidance role through legislation, funding activities, and research. The federal government should assist in the development of model regulatory measures and administrative processes. It should also function as a data bank and actively disseminate information to local governments. With a revised Federal Disaster Preparedness and Assistance Program and by removing incentives for ignoring the risks associated with fire and geologic hazards, the federal government could do much to promote disaster preparedness and

enhance public safety. It may play a vital role in implementing safety policies through funding, especially in the fire hazardous building problem area which may require substantial assistance for relocation programs.

E. CONSTRAINTS AND CAPABILITIES

To assist in organizing for efficient and effective implementation of recommended safety actions, this identification of existing constraints and capabilities has been made.

Constraints

- Legal limitations on the authority to implement some safety policies.
- Limited public funding available to subsidize corrective measures.
- Opposition to new regulations which might adversely affect property values.
- Diverse opinions concerning unacceptable levels of risk.

Capabilities

- A high level of technical knowledge to solve hazard problems.
- Well organized, highly trained personnel and sophisticated equipment for fire protection and rescue.
- Public awareness of disasters which have taken many lives and destroyed much property.

F. COSTS AND FUNDING

The programs presented in this element are the concern of both the public and private sectors. With the existing framework and minor alterations of funds, most of the programs could be improved. Funds for the programs can be secured through a readjustment of priorities or from new sources of revenue.

Major private costs would be borne by owners of fire hazardous buildings which would require either renovation or demolition and relocation. A shift in federal programs and priorities to permit funding for this purpose would serve to implement fire prevention programs and thus reduce the potential life and property loss.

G. IMPLEMENTATION STRATEGY

Strategies are the general courses of action that are selected upon consideration of the roles, capabilities, constraints, and goals. Key safety strategies are to:

- Concentrate available resources on the most critical problems.
- Maintain flexibility in implementing programs to reflect changing levels of unacceptable risk.
- Place greater emphasis on preventative measures.
- Encourage abatement strategies for dealing with critical existing hazards.

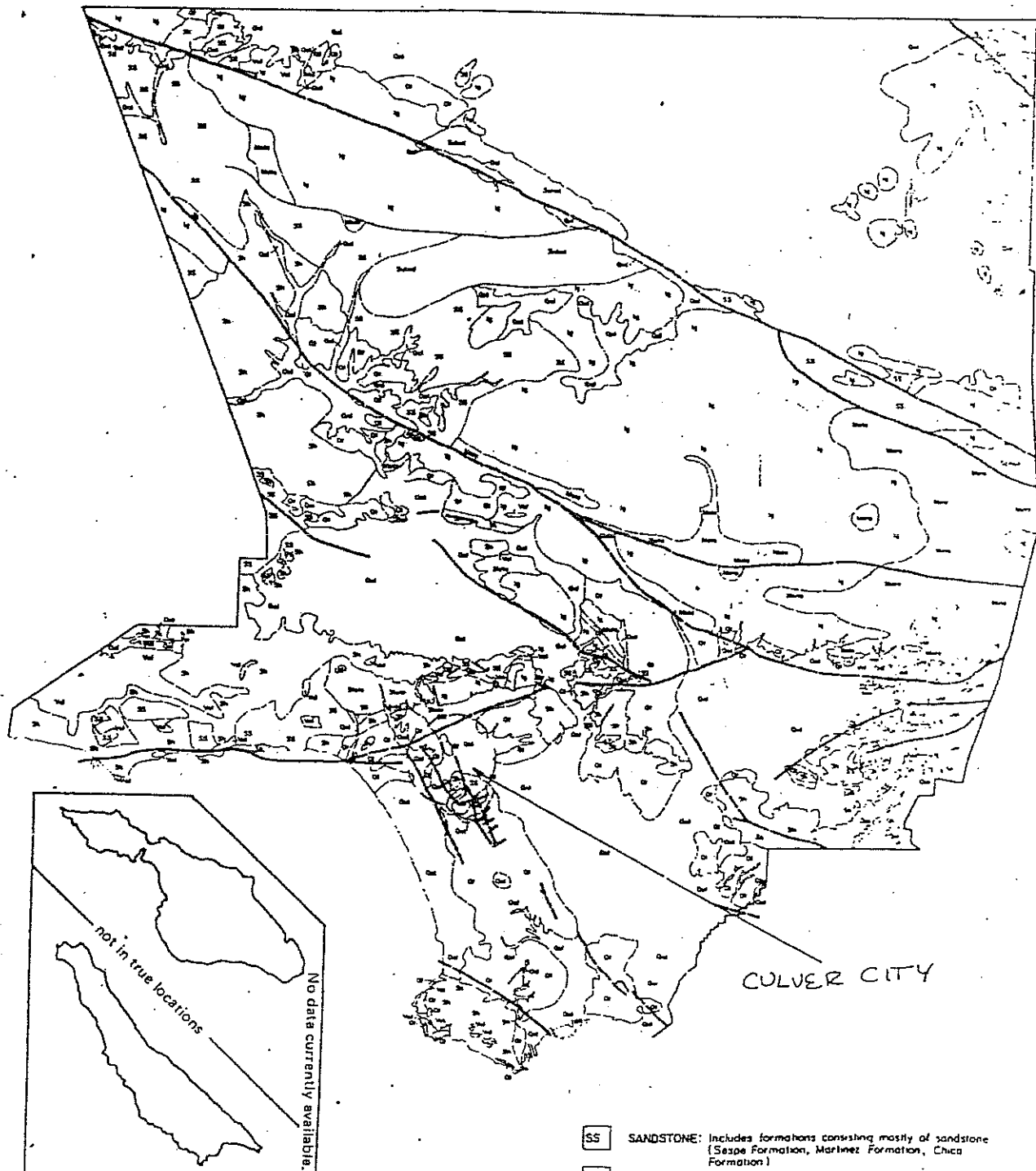
H. USE OF THE SAFETY ELEMENT IN DECISION MAKING

This element is specifically designed to assist officials in making decisions regarding the use of regulations and programs to meet public safety needs through capital programming, land use allocation, building and development code revision, and general revenue expenditures. The element should also be used as a guide to developing new programs where required and in influencing other governments as well as activities within the private sector.

I. CONCLUSION

The opportunity to attain the goals of this element has never been greater. Increased public awareness, a declining growth rate, and expanding technical expertise can be merged to form both a receptive climate and an institutional framework to implement the proposals contained herein.

It is essential that government at all levels take advantage of these opportunities and provide vigorous and imaginative leadership in the field of public safety.



CULVER CITY

not in true locations
No data currently available.

GENERALIZED GEOLOGY

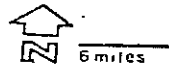
- Al** ALLUVIUM: Includes recent stream and flood plain deposits, sand dunes, and beach deposits.
- qt** TERRACE: Includes Pleistocene Marine and Non-Marine deposits (Lornita Marl, Timm's Point Silt, San Pedro Sand, Palis Verdes Sand, Sausal Formation and La Habra Formation).
- Sh** SHALE: Includes formations consisting mostly of shale Pliocene to Eocene in age (Pico Formation, Repetto Formation, Santa Margarita Formation, Modelo Formation, Vaquerias Formation, Tejon Formation, Los Lajas Formation, Santa Susana Formation).

- SS** SANDSTONE: Includes formations consisting mostly of sandstone (Sespe Formation, Martinez Formation, Chica Formation)
- Vol** VOLCANIC: Includes Tertiary Undifferentiated Volcanic Rocks
- Meta** METAMORPHIC: Undifferentiated Metamorphic Rocks (Meta), Santa Monica Slates (Slate), Peoria Schist (schist)
- Ig** IGNEOUS: Undifferentiated granitic rocks, serpentine, anorthosite, and related gabbroic rocks

- Geologic contacts
- Faults (active & potentially active) dotted where concealed

NOTE
The purpose of this map is to present a broad picture of the generalized surface features within Los Angeles County for purposes of land-use planning. This map presents a generalized picture of these features. This picture is not intended to be used for design or project measurement.

SOURCE:
Department of County Engineer
Design Division — Engineering Geology Section





CITY OF CULVER CITY
9770 CULVER STANDING DIVISION CULVER CITY, CALIFORNIA 90230

(213) 837-5211

P.O. BOX 507

JUN 30 1975

ORIGINAL FILED

Date: June 23, 1975

County Clerk
Corporations Division -- Room 106
Post Office Box 151
Los Angeles, California 90053

JUN 27 1975

Clarence E. Cabell, County Clerk

RE: NEGATIVE DECLARATION
For: Public Safety Element of the General Plan
(project)

Gentlemen:

Application has been filed with the City of Culver City for approval of the project known as Public Safety Element of the General Plan. The project is briefly described as: The project is one of nine required general plan elements. The public safety element of the plan identifies hazardous areas based on geologic and other conditions and proposes means on which these hazards to life and property can be minimized. The general public of the City will be the beneficiaries of the element.

In accordance with the authority and criteria contained in the California Environmental Quality Act, State Guidelines, and Culver City Guidelines for the Implementation of the California Environmental Quality Act, the Division of Planning and Community Development of the City of Culver City analyzed the project and determined that the project will not have a significant impact on the environment. Based on this finding the Division prepared and hereby files this NEGATIVE DECLARATION.

A period of thirty working days from the date of filing of this NEGATIVE DECLARATION will be provided to enable public review of the project specifications and this document prior to action on the project by the City of Culver City. A copy of the project specifications is on file in the Offices of the Division of Planning and Community Development, City Hall, Culver City.

This document is being filed in duplicate. Please acknowledge filing date and return the acknowledged copy in the enclosed stamped self-addressed envelop.

Prepared and filed by:
The Division of Planning and Community Development

By: Susan Berg
Susan Berg, City Planner

RESOLUTION NO. 1267

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING AND RECOMMENDING TO THE CITY COUNCIL FOR ADOPTION THE PUBLIC SAFETY ELEMENT OF THE REVISED GENERAL PLAN.

(Public Safety Element)

WHEREAS, Section 65302.1 of the Government Code of the State of California requires a General Plan to include a Public Safety Element; and

WHEREAS, the City of Culver City, California, has an adopted Revised General Plan; and

WHEREAS, in order to comply with the above-referenced section of State law, the Division of Planning prepared a Public Safety Element for the Revised General Plan of the City and submitted said element to the Planning Commission for public hearing; and

WHEREAS, on July 23, 1975, the Planning Commission conducted a duly noticed public hearing on the Public Safety Element, including the Negative Declaration prepared in connection therewith and comprising a part thereof; and

WHEREAS, after consideration of the testimony and material presented at said hearing, it appeared to the members of the Planning Commission by unanimous vote of four members present (one member being absent) that the Public Safety Element as modified herein, should be approved and recommended to the City Council for adoption

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That during consideration of this matter the following findings are made:

1. The City in 1973 adopted a Revised General Plan, including the following elements: Land Use, Circulation, Housing, and Conservation. Subsequently, the following additional elements were each adopted: Open Space, Seismic Safety, Noise, and revision to Recreation. In 1974 the Land Use and Circulation Elements were amended.

2. The Public Safety Element as submitted and approved is consistent with and complementary to the adopted General Plan and elements thereof.

1 3. The Public Safety Element has been prepared in accordance
2 with the requirements of Section 65302.1 of the Government Code
3 of the State of California and the Guidelines promulgated by the
4 Council on Intergovernmental Relations.

5 4. In accordance with the requirements of the California
6 Environmental Quality Act of 1970, as amended in 1972, and the
7 applicable state and local guidelines for the implementation
8 thereof, an initial environmental study of the project resulted
9 in the conclusion that the project will not have a significant
10 adverse impact on the environment. As a result, a Negative
11 Declaration to this effect has been prepared and filed with the
12 County Clerk.

13 5. The following information from the City Fire Department,
14 furnished upon request of this Commission, regarding fireworks-
15 related incidents during July, 1975, is pertinent to this element:

- 16 a. A total of 14 fireworks-related fires occurred
17 within the City. The fires consisted of three
18 roof fires, one car fire, and ten grass fires.
- 19 b. The overtime cost to the City for fire department
20 required inspections of fireworks sales stands was
21 \$1,898.
- 22 c. Three known hospital-required injuries resulted
23 from fireworks.
- 24 d. The problems related to the sale of illegal
25 fireworks imported from out-of-state continue.
- 26 e. Traffic and enforcement problems at the fire-
27 works stands continue.

28 SECTION 2. That the following provision be added to the
29 Public Safety Element as prepared by the Planning Division and
30 considered during the public hearing:

31 "SECTION VIII. Implementation Program, Subsection C.
32 Action Program:

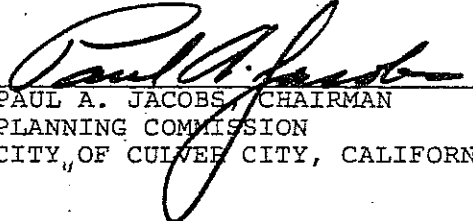
2. Action Recommendations

- a. Short Range Action
Recommendations, be amended to include the following:
- 6) The City Council consider appropriate
legislation to result in a prohibition of
the sale of fireworks in the City."

SECTION 3. That the Planning Commission of the City of
Culver City, California, hereby approves the Public Safety Element
of the Revised General Plan and recommends to the City Council
that said element be adopted, as presented to the Commission and
amended herein.

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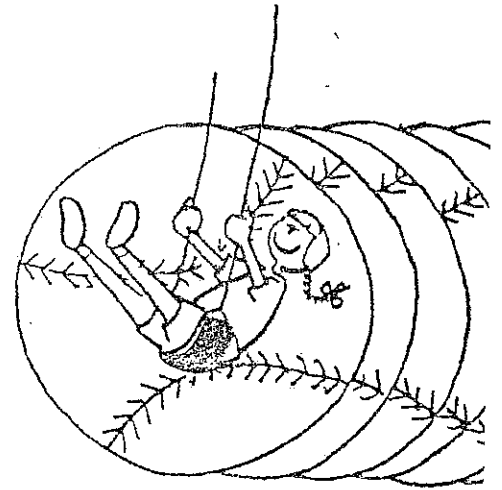
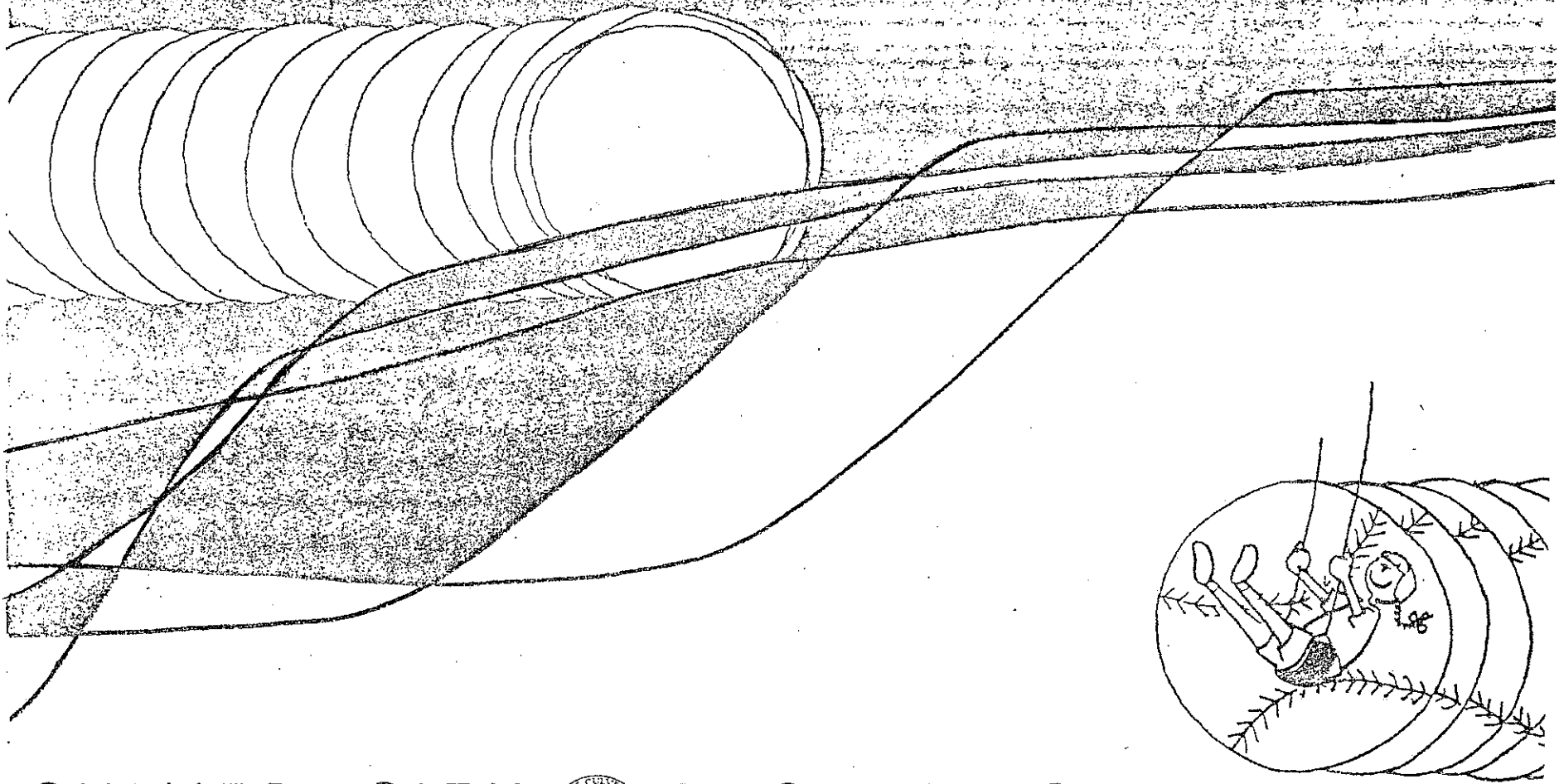
APPROVED and ADOPTED this 23rd day of July, 1975.


PAUL A. JACOBS, CHAIRMAN
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

ATTEST:


Denise A. Travis, Secretary

(006.PL-959)



CULVER CITY



RECREATION ELEMENT
OF THE GENERAL PLAN

RESOLUTION NO. CS- 6034

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING AND ADOPTING A RECREATION ELEMENT, TO BE ADDED TO THE GENERAL PLAN OF THE CITY OF CULVER CITY.

WHEREAS, pursuant to the provisions of Section 65351 of the Government Code of the State of California, the Planning Commission of the City of Culver City, California, conducted a public hearing on the matter of a proposed Recreation Element to be added to the General Plan of this City; and

WHEREAS, at the conclusion of said public hearing, the Planning Commission adopted its Resolution No. 800 approving and recommending to the City Council for adoption, the said Recreation Element; and

WHEREAS, the City Council has caused to be published in a newspaper of general circulation, notice of a public hearing on the adoption of said Recreation Element, pursuant to Section 65503 of the Government Code of the State of California; and

WHEREAS, said matter came on for hearing before the City Council at its regular meeting of February 13, 1968, at which time all persons then and there present were given an opportunity to be heard; and

WHEREAS, after considering all of the testimony presented, it appears that it would be in the public interest to adopt said proposed Recreation Element;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That pursuant to the foregoing recitations, the City Council does hereby find and determine that the Planning Commission has held a public hearing, noticed in the manner required by Section 65351 of the Government Code of the State of California, on the adoption of a proposed Recreation Element for the City of Culver City, to be added to the General Plan heretofore adopted by this City Council; that the City Council has held a hearing following notice as required by Section 65503 of the said Government Code; that all persons interested in said matter have had an opportunity to be heard at said hearings; and that the adoption of said Recreation Element is in the public interest.

SECTION 2. That pursuant to the findings set forth in Section 1 hereof, the said City Council does hereby approve and adopt that certain text with maps,

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entitled "Recreation Element of the General Plan", which is to be added to the General Plan of the City of Culver City, as heretofore approved and adopted by Council Resolution No. CS-4575, and incorporates the said Recreation Element in said General Plan by reference as though fully set forth therein.

SECTION 3. That a copy of said text with maps, entitled "Recreation Element of the General Plan", is hereby ordered to be placed on file in the office of the City Clerk, as part of the official records of this City.

APPROVED and ADOPTED this 26th day of February, 1968.

Dan Pataccia

DAN PATACCIA
MAYOR of the City of Culver City, California

ATTEST:

Agnes V. Christensen

AGNES V. CHRISTENSEN
CITY CLERK
Agnes V. Christensen
DEPUTY CITY CLERK

APPROVED

CITY ATTORNEY

CITY OF CULVER CITY
CALIFORNIA

CITY COUNCIL

DAN PATACCHIA, MAYOR

JOSEPH H. LAWLESS
EDWARD C. LITTLE
G. WILLIAM BOTTS
JAMES ASTLE, JR.

PLANNING COMMISSION

MAX PASTER, CHAIRMAN

DAN CAVANAUGH, VICE-CHAIRMAN
OTICE GALLMAN
ANDREW E. DARLING

WILLIAM RAYMOND
CARL BERRY
ERWIN H. COOPER

PARK AND RECREATION COMMISSION

MARTIN LOTZ, CHAIRMAN

STUART HAGGART
DOROTHY HARRINGTON
EARL ESKRIDGE

JOHN MC NALLY, JR.
WILLIAM WRIGHT, SR.
ZELMA ZAMORA

SYD KRONENTHAL, PARK AND RECREATION DIRECTOR

DIVISION OF PLANNING AND COMMUNITY DEVELOPMENT

GARY Y. THOMPSON, CITY PLANNER

RICHARD J. NELSON, ASSOCIATE PLANNER
SUSAN BERG, ASSISTANT PLANNER
GEOFFREY H. CASE, PLANNING INTERN
ALICIA A. HOLLOWAY, SENIOR SECRETARY
ANN B. BEHRENS, SECRETARY

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RESOLUTION NO. CS-6034

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING AND ADOPTING A RECREATION ELEMENT TO BE ADDED TO THE GENERAL PLAN OF THE CITY OF CULVER CITY.

WHEREAS, pursuant to the provisions of Section 65351 of the Government Code of the State of California, the Planning Commission of the City of Culver City, California, conducted a public hearing on the matter of a proposed Recreation Element to be added to the General Plan of this City; and

WHEREAS, at the conclusion of said public hearing, the Planning Commission adopted its Resolution No. 800 approving and recommending to the City Council for adoption, the said Recreation Element; and

WHEREAS, the City Council has caused to be published in a newspaper of general circulation, notice of a public hearing on the adoption of said Recreation Element, pursuant to Section 65503 of the Government Code of the State of California; and

WHEREAS, said matter came on for hearing before the City Council at its regular meeting of February 13, 1968, at which time all persons then and there present were given an opportunity to be heard; and

WHEREAS, after considering all of the testimony presented, it appears that it would be in the public interest to adopt said proposed Recreation Element;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION I. That pursuant to the foregoing recitations, the City Council does hereby find and determine that the Planning Commission has held a public hearing, noticed in the manner required by Section 65351 of the Government Code of the State of California, on the adoption of a proposed Recreation Element for the City of Culver City, to be added to the General Plan heretofore adopted by this City Council; that the City Council has held a hearing following notice as required by Section 65503 of the said Government Code; that all persons interested in said matter have had an opportunity to be heard at said hearings; and that the adoption of said Recreation Element is in the public interest.

SECTION 2. That pursuant to the findings set forth in Section 1 hereof, the said City Council does hereby approve and adopt that certain text with maps, entitled "Recreation Element of the General Plan", which is to be added to the General Plan of the City of Culver City, as heretofore approved and adopted by Council Resolution No. CS-4575, and incorporates the said Recreation Element in said General Plan by reference as though fully set forth therein.

SECTION 3. That a copy of said text with maps, entitled "Recreation Element of the General Plan," is hereby ordered to be placed on file in the office of the City Clerk, as part of the official records of this City.

APPROVED and ADOPTED this 13th day of February, 1968.

DAN PATACCHIA, MAYOR
CITY OF CULVER CITY, CALIFORNIA

AGNES V. CHRISTENSEN
CITY CLERK

RESOLUTION NO. 800

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING AND RECOMMENDING TO THE CITY COUNCIL FOR ADOPTION THE RECREATION ELEMENT FOR THE MASTER PLAN OF CULVER CITY AS PRESENTED AND INCLUDING IN SAID RECOMMENDATION AN ALTERNATIVE AS MORE PARTICULARLY SET FORTH HEREIN-
BELOW.

WHEREAS, pursuant to the provisions of Section 65351 of the Government Code of the State of California, the Planning Commission of the City of Culver City, California conducted a public hearing on the matter of a proposed Recreation Element for the Master Plan of Culver City; and

WHEREAS, all parties expressing an interest in the matter were given an opportunity to be heard; and

WHEREAS, after a thorough discussion of the subject matter, it appeared to the Planning Commission by a unanimous vote of the five (5) members present (two (2) absent) that the Recreation Element as presented should be approved and recommended to the City Council for adoption, including in said recommendation one alternative as more particularly set forth hereinbelow:

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That pursuant to the foregoing recitations and the facts presented at the public hearing, the said Planning Commission of the City of Culver City, pursuant to Section 65352 of the Government Code of the State

of California, does hereby approve the Recreation Element for the Master Plan of Culver City as presented by the Planning Division and does hereby recommend it to the City Council for adoption.

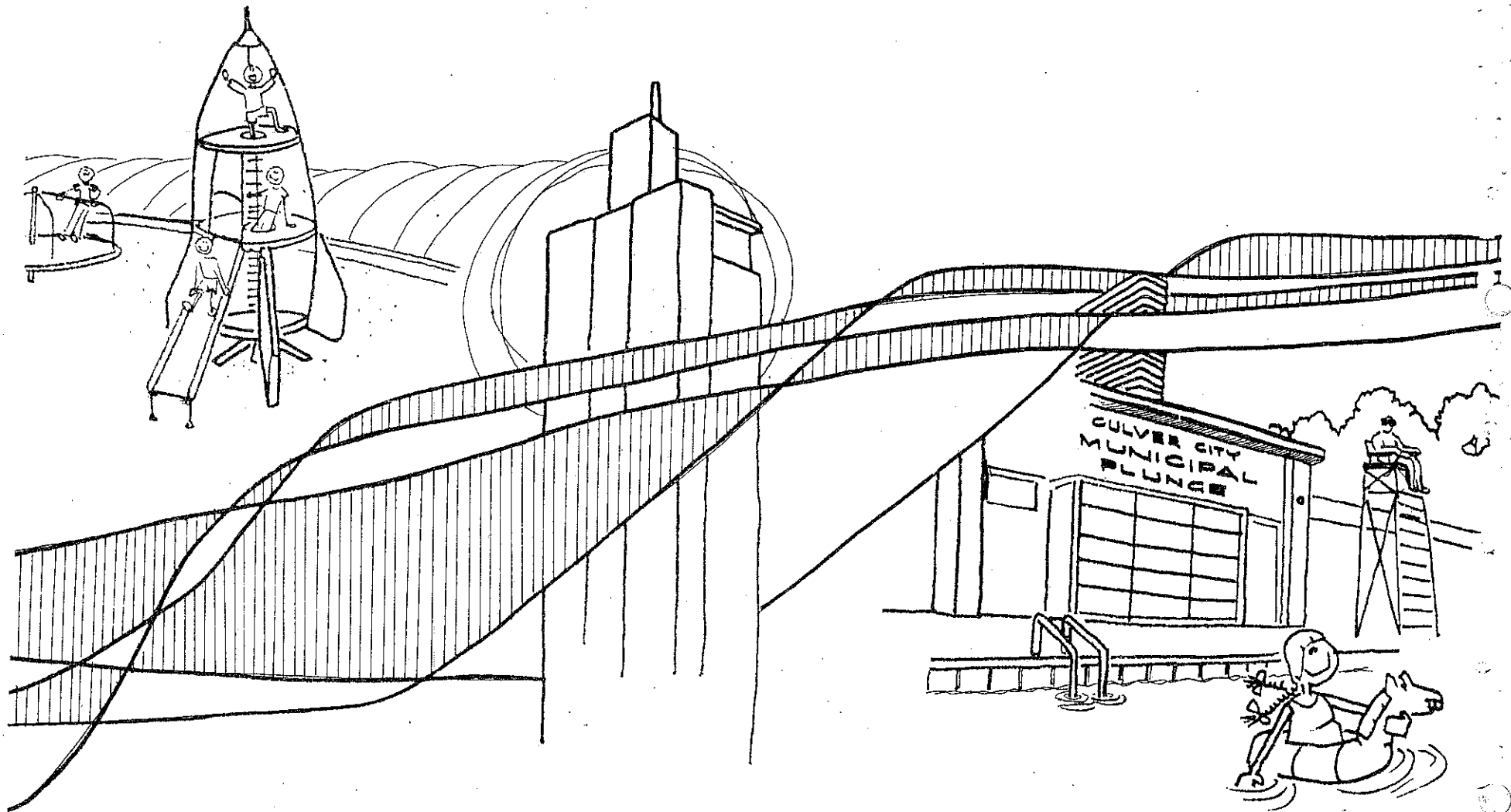
SECTION 2. That an alternative is hereby offered to the City Council for its consideration, relating to Table I, "Summary of Recommendations," Section 2, of the Recreation Element, said alternative being that school playgrounds be excluded from the ratio of ten acres per 1,000 persons and additional lands be acquired in order that the ten-acre/1,000-person ratio not be decreased.

APPROVED and ADOPTED this 24th day of January, 1968.

MAX PASTER, CHAIRMAN
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

ATTEST:

SECRETARY



VETERANS MEMORIAL PARK

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PART ONE INTRODUCTION

RECREATION ELEMENT OF THE GENERAL PLAN

CITY OF CULVER CITY, CALIFORNIA

RECREATION ELEMENT OF THE GENERAL PLAN

THE PARK AND RECREATION ELEMENT OF THE CITY MASTER PLAN SERVES AS A POLICY GUIDE -- NOT AS A LAW OR ORDINANCE -- DESCRIBING THE FUTURE RELATIONSHIPS BETWEEN PEOPLE IN THE COMMUNITY AND THEIR NEEDS FOR PARK AND RECREATION AREAS, FACILITIES, AND PROGRAMS. THIS PARTICULAR DOCUMENT, COMPRISED OF A TEXT WITH SUPPORTING MAPS AND TABLES, IS VIEWED AS A SUPPLEMENTARY ADDITION TO THE COMPREHENSIVE GENERAL PLAN ADOPTED BY THE CITY COUNCIL OF CULVER CITY OCTOBER 10, 1961.

IT IS ASSUMED THAT CITY GOVERNMENT SHALL BE RESPONSIBLE FOR THE PORTION OF THE RECREATION DEVELOPMENT WITHIN THE INCORPORATED AREA IN COOPERATION WITH THE SCHOOL DISTRICT AND APPROPRIATE COUNTY AND STATE AGENCIES SERVING THE COMMUNITY THAT ARE CONCERNED WITH THE SUBJECT OF PUBLIC RECREATION. CULVER CITY HAS A LONG TRADITION OF BEING A "RECREATION-MINDED" COMMUNITY. IN RECENT YEARS, HOWEVER, INCREASING

POPULATION DENSITIES AND GROWING DEMAND FOR CULVER CITY LAND HAS SOMEWHAT WEAKENED THE STRONG AND IMPORTANT POSITION HELD BY RECREATION WITHIN OUR COMMUNITY. FOR THIS REASON THE RECREATION ELEMENT OF THE GENERAL PLAN HAS BEEN DRAWN. IT IS HOPED THAT THE ADOPTION OF THIS DOCUMENT WILL FOCUS THE NECESSARY RESOURCES AS WELL AS THE ATTENTION OF COMMUNITY RESIDENTS UPON THE PROVISION OF PARK AND RECREATION FACILITIES OF A QUANTITY AND QUALITY TO WHICH THE COMMUNITY MAY POINT WITH PRIDE. THE BASIC OBJECTIVES OF THIS PLAN ARE:

- (1) TO ESTABLISH A SET OF RECREATION AND PARK PLANNING GUIDES WHICH WILL SERVE AS MINIMUM GOALS FOR 1980 AND FOR NECESSARY ADJUSTMENTS IN THE FUTURE;
- (2) TO ANALYSE THE CITY OF CULVER CITY, NEIGHBORHOOD BY NEIGHBORHOOD AND AREA BY AREA, TO DETERMINE RECREATION SPACE NEEDS IN LIGHT OF EXISTING AND FUTURE DEMANDS; AND
- (3) TO PRESENT A BALANCED, COMPREHENSIVE PLAN

OF EXISTING AND FUTURE PARK AND RECREATION AREAS AS A GOAL FOR 1980.

IN THE FORMULATION OF THE RECREATION ELEMENT OF THE CITY GENERAL PLAN, IT IS NOT THE PRIMARY PURPOSE TO INVESTIGATE HOW EXTENSIVE A RECREATION SYSTEM THE CITY CAN AFFORD, OR EXACTLY WHAT AGENCY SHALL IMPLEMENT THE PLAN AND BRING ITS GOALS TO FRUITION. HOWEVER, THESE SIGNIFICANT FACTORS HAVE NOT BEEN NEGLECTED, AND CONSIDERABLE DISCUSSION IS OFFERED IN THEIR BEHALF. BUT THE OVERRIDING PURPOSE OF THIS PLAN IS TO PROVIDE RECOMMENDATIONS FOR A SYSTEM OF HIGH QUALITY PARKS AND RECREATION FACILITIES DESERVING OF THIS FINE AND EXCELLENTLY LOCATED COMMUNITY IN THE WESTERN LOS ANGELES METROPOLITAN AREA.

THERE ARE MANY FACETS TO RECREATION PLANNING, ALL OF WHICH ARE BASED ON A COMMON SET OF PREMISES FOR THE COMMUNITY INVOLVED. THIS RECREATION ELEMENT, WHILE DESIGNED TO SERVE AS AN OVERALL COMPREHENSIVE RECREATION PLAN

FOR THE CITY OF CULVER CITY, HAS, OF NECESSITY, BEEN SPECIFICALLY DIRECTED TO THE MOST GENERAL OF RECREATION GOALS: IT RELATES SPECIFICALLY AND MAINLY TO THE INCORPORATED LIMITS OF THE COMMUNITY. ALTHOUGH THIS COMMUNITY IS LOCATED IN A SOMEWHAT CONGLOMERATE REGION OF METROPOLITAN DEVELOPMENT, THIS RECREATION ELEMENT REFERS FOR THE MOST PART TO THE REGIONAL RECREATION PLAN FOR LOS ANGELES COUNTY FOR DISCUSSION CONCERNING THE REGIONAL RECREATION NEEDS OF THE RESIDENTS OF CULVER CITY. IT IS FELT BY THE CITY OF CULVER CITY THAT SUCH REGIONAL RECREATIONAL NEEDS CAN AND WILL ONLY BE FULFILLED THROUGH JOINT POWER ARRANGEMENTS INVOLVING SEVERAL MUNICIPAL JURISDICTIONS. THIS RECREATIONAL ELEMENT HAS, THEREFORE, BEEN LIMITED TO DETAILED CONSIDERATION OF THREE BASIC TYPES OF RECREATION FACILITIES CLASSIFIED BY FACILITY SIZE: (1) NEIGHBORHOOD AND RECREATION FACILITIES, (2) COMMUNITY PARK AND RECREATION FACILITIES, (3) URBAN PARK AND RECREATION FA-

CILITIES.

THIS RECREATION ELEMENT IS DRAFTED UNDER THE AUTHORITY OF SECTION 653 03 OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA, AND THUS MAKES ITS RECOMMENDATIONS ONLY IN TERMS OF AREA SIZES TO BE ACQUIRED AND BASIC USES OF ACQUIRED RECREATION FACILITIES. NO ATTEMPT IS MADE IN THIS DOCUMENT TO DIRECT OR ELABORATE UPON SPECIFIC FACILITIES TO BE INCLUDED ON ANY EXISTING OR PROPOSED PARK SITE. THESE CHOICES WILL BE MADE BY THE CITY COUNCIL WITH THE ADVICE OF ITS PARK AND RECREATION COMMISSION AS EACH SITE IS DEVELOPED OR AUGMENTED, AND SUCH DECISIONS WILL HAVE THE OVERALL GOAL OF SATISFYING THE RECREATION AND LEISURE-TIME APPETITES OF THE POTENTIAL CLIENTS OF EACH FACILITY.

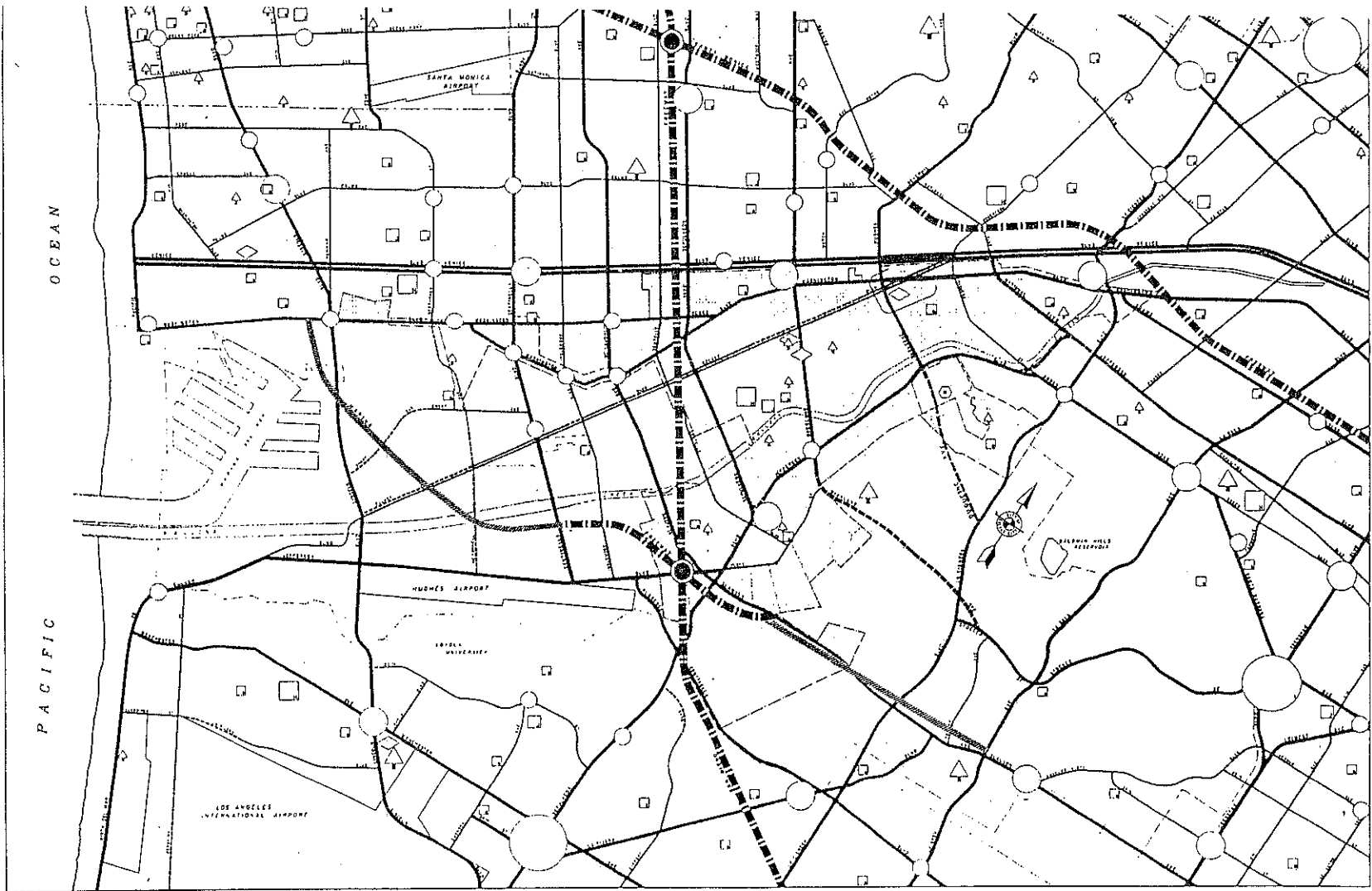
COMMENTS ON THE EXISTING GENERAL PLAN

THE GENERAL OR MASTER PLAN OF THE CITY OF CULVER CITY WAS ADOPTED IN OCTOBER, 1961. DURING THE SIX YEARS THAT HAVE ELAPSED SINCE THE ADOPTION OF THIS PLAN, THE COMMUNITY HAS SIGNIFICANTLY CHANGED IN SEVERAL WAYS. FOR EXAMPLE, THE SIZE OF THE CITY HAS INCREASED FROM 4.1 SQUARE MILES TO 4.8 SQUARE MILES; OUR POPULATION HAS INCREASED FROM 32,400 TO 33,650 AS OF JANUARY, 1967. IN ADDITION TO AREA AND POPULATION INCREASES, MAJOR ALTERATIONS IN TRAFFIC CIRCULATION HAVE BEEN EFFECTED IN THE COMMUNITY IN THE FORM OF COMPLETION OF CERTAIN SEGMENTS OF THE FREEWAY SYSTEM AND THE CONSTRUCTION OF A NEW, SIGNIFICANT MAJOR STREET EXTENSION.

THE ORIGINAL MASTER PLAN MADE GENERAL REFERENCES TO THE AREA OF PARK AND RECREATION PLANNING. IT IS THE PURPOSE OF THIS DOCUMENT TO UPDATE AND SUPPLEMENT THE PROVISIONS ENACTED IN 1961. TO RELATE AN ACCURATE PROJECTION OF PARK










NEEDS, HOWEVER, IT HAS BEEN NECESSARY TO GO BEYOND THE PREDICTIONS OF THE 1961 GENERAL PLAN IN TERMS OF POPULATION DENSITIES, OVERALL POPULATION PROJECTIONS, AND THE FUTURE PATTERN OF RESIDENTIAL DEVELOPMENT THAT IS NOW EVIDENT IN CULVER CITY. LET IT BE THE FIRST RECOMMENDATION OF THIS RECREATION ELEMENT THAT, AS A TOP PRIORITY GENERAL PLANNING GOAL, THE RESIDENTIAL CONSIDERATIONS OF THE 1961 GENERAL PLAN SHOULD BE RESTUDIED, UPDATED, AND RE-ADOPTED BY THE CITY COUNCIL OF CULVER CITY, AND THAT THIS UPDATING IN CONJUNCTION WITH THE ADOPTION OF THIS RECREATION ELEMENT MAY SERVE AS A FIRM BASIS UPON WHICH FURTHER STRIDES TOWARD COMMUNITY BETTERMENT CAN BE MADE.

IT IS MOST IMPORTANT FOR THE CITY NOT ONLY TO INTENSIFY ITS PLANNING EFFORTS WITHIN THE PRESENT INCORPORATED LIMITS OF THE CITY, BUT TO GIVE RENEWED AND INCREASED ATTENTION TO UNINCORPORATED AREAS BORDERING THE CITY TO THE SOUTH, TO THE EAST, AND TO THE WEST STRETCHING



THE GENERAL PLAN

for the CITY OF CULVER CITY - CALIFORNIA

- | | | |
|--|--|---|
|  CULVER CITY |  MAJOR STREETS |  PARKS |
|  FREEWAYS |  PROP. MAJOR STS. |  SCHOOLS |
|  PROPOSED FWYS. |  SHOPPING AREAS |  PUBLIC BLDGS. |

TO THE MARINA DEL REY. IT WOULD APPEAR THAT,
THROUGH AN AGGRESSIVE ANNEXATION POLICY, THESE
AFOREMENTIONED AREAS MAY BE INCLUDED WITHIN
CULVER CITY BY 1980; IT IS STRONGLY SUGGESTED
THAT IN ALL AREAS OF PLANNING, IN ADDITION TO
RECREATION PLANNING CONTAINED HEREIN, THAT DUE
CONSIDERATION BE DIRECTED TOWARD THESE VALUABLE
POTENTIAL CULVER CITY LAND RESOURCES.

SUMMARY OF RECOMMENDATIONS

1. NEW PARK FACILITIES.

THE FOLLOWING NEW PARK FACILITIES ARE NEEDED TO ADEQUATELY SERVE THE ANTICIPATED POPULATION OF CULVER CITY BY 1980:

- A) TWO NEIGHBORHOOD PARKS, MINIMUM SIZE OF 4.00 ACRES, MUST BE ACQUIRED AND DEVELOPED IN AND FOR THE RESIDENTS OF DEFICIENCY AREAS "B" AND "E." *
- B) TWO COMMUNITY PARKS, MINIMUM SIZE OF 10 ACRES, MUST BE ACQUIRED BY ACQUISITION, DEDICATION OF LAND, IN-LIEU FEE PAYMENTS, OR COMBINED METHODS. THE LOCATION OF THESE TWO NEW FACILITIES SHALL BE DEFICIENCY AREA "C" AND THE PROPERTY IN THE UNINCORPORATED L. A. COUNTY ISLAND KNOWN PRESENTLY AS RON SMITH FIELD WILL RESULT IN A SPECIAL-FACILITY 22.3 ACRE COMMUNITY PARK.
- C) AN URBAN PARK, APPROXIMATELY 50 ACRES IN SIZE, SHALL BE ACQUIRED BY THE CITY

AFTER FEASIBILITY STUDIES HAVE BEEN COMPLETED AS TO THE BEST METHOD OF ACQUISITION. SAID URBAN PARK SHALL BE LOCATED IN THE BALDWIN HILLS, NEAR OR ADJACENT TO THE SOUTHERLY BOUNDARY OF THE PROPOSED WEST LOST ANGELES JUNIOR COLLEGE.

D) A REGIONAL PARK FACILITY, PROPOSED TO SERVE THE WEST-CENTRAL AREA OF LOS ANGELES, IS CURRENTLY UNDER STUDY BY THE COUNTY AND CITY OF LOS ANGELES. PRESENT PLANS INDICATE A SIZE OF APPROXIMATELY 250 ACRES, AT OR NEAR THE INTERSECTION OF STOCKER AND LA CIENEGA IN L. A. COUNTY. GIVEN THE GREAT NEED OF REGIONAL RECREATION FACILITIES, IT IS RECOMMENDED THAT THE CITY OF CULVER CITY COOPERATE AND PARTICIPATE IN ANY AND ALL POSSIBLE WAYS TO FACILITATE AND EXPEDITE THIS PROPOSAL.

* See pages 29, 30, and Map Page 31.

TABLE 1.

SUMMARY OF RECOMMENDATIONS

EXISTING FACILITIES--1967: RECREATION GOAL--1980

	EXISTING 1967	PROJECTED 1980	ACTION NEEDED TO ACHIEVE
POPULATION	33,628	53,000	INCREASED DENSITY; ANNEXATION AND DEVELOPMENT
RATIO: PARK ACRES PER 1,000 POPULATION	LOCAL PARK 1/1000 URBAN PARK - - - REGIONAL PARK 4/1000 TOTAL 5 AC./1000 PERSONS	LOCAL PARK 3/1000 URBAN PARK 1/1000 REGIONAL PARK 6/1000 TOTAL 10 AC./1000 PERSONS	(DETAILED BELOW)
ACREAGE (NOT INCLUDING REGIONAL)			
1. <u>NEIGHBORHOOD PARKS</u>	CULVER WEST 2.52 CULVER 1.60 BLANCO 1.46 LINDBERG 4.39 CARLSON 2.66 BLAIR HILLS 1.80 MC MANUS 5.87 CLARKDALE NONE VAN BUREN NONE	4.00 ACRES 1.60 ACRES 4.00 ACRES 4.39 ACRES 2.66 ACRES 4.00 ACRES 5.87 ACRES 4.00 ACRES 4.00 ACRES	EXPAND WHEN FEASIBLE NONE RELOCATE AND EXPAND NONE NONE EXPAND WHEN FEASIBLE NONE CREATE INITIALLY CREATE INITIALLY
2. <u>SCHOOL PLAYGROUNDS</u>	ELEMENTARY)) NO AGREEMENT TO JUNIOR HIGH) USE FOR MUNICIPAL HIGH SCHOOL) RECREATION	33.44 ACRES 10.50 ACRES 13.50 ACRES	ESTABLISH FORMAL JOINT-USE AGREEMENT BETWEEN C.C.U.SCHOOLS AND THE CITY OF CULVER CITY
3. <u>COMMUNITY PARKS</u>	VETS 10.95 ACRES FOX HILLS NONE HETZLER NONE	10.95 ACRES 10.00 ACRES 22.00 ACRES	NONE CREATE BY ACQUISITION/DEDICATION CREATE BY ACQUISITION/DEDICATION MUNICIPAL ACQUISITION OF RON SMITH FIELD
4. <u>URBAN PARK</u>	BALDWIN HILLS NONE	50.00 ACRES	CREATE AFTER IMPLEMENTATION AND FEASIBILITY STUDY
TOTALS	31.25 ACRES	184.91 ACRES	

2. EXPANSION OF EXISTING FACILITIES.

THE FOLLOWING NEIGHBORHOOD PARKS MUST BE EXPANDED, WHEN FEASIBLE FROM THE VIEW OF SURROUNDING LAND USE. EXPANSION MUST BE BY MUNICIPAL ACQUISITION.

- A) CULVER WEST PARK: EXPAND FROM EXISTING 2.52 ACRES TO 4.00 ACRES, WITH RECOMMENDED JOINT PARTICIPATION BY THE CITY OF LOS ANGELES.
- B) BLANCO PARK: THIS PARK SHOULD BE RELOCATED TO A MORE ACCESSIBLE SITE AND SHOULD BE ENLARGED FROM ITS PRESENT 1.46 ACRES TO 4.00 ACRES.
- C) BLAIR HILLS PARK: SHOULD BE EXPANDED FROM ITS EXISTING 1.80 ACRES TO 4.00 ACRES.

3. INTER-AGENCY AGREEMENTS.

ADEQUATE PROVISION OF COMMUNITY PARK AND RECREATION FACILITIES COULD BE CONSIDERABLY AUGMENTED BY THE SIGNING OF INTER-AGENCY COOPERATIVE AGREEMENTS BETWEEN THE

CULVER CITY UNIFIED SCHOOL DISTRICT AND THE CITY OF CULVER CITY. THE FOLLOWING ACREAGE COULD THEN BE ADDED TO OUR RECREATION INVENTORY:

- A) 26.1 ACRES OF PLAYGROUND AREA NOW SERVING CULVER CITY ELEMENTARY SCHOOLS.
- B) 10.5 ACRES OF PLAYGROUND AREA NOW SERVING THE JUNIOR HIGH SCHOOL.
- C) 13.5 ACRES OF PLAYGROUND NOW SERVING THE SENIOR HIGH SCHOOL.

PART TWO PRINCIPALS AND STANDARDS

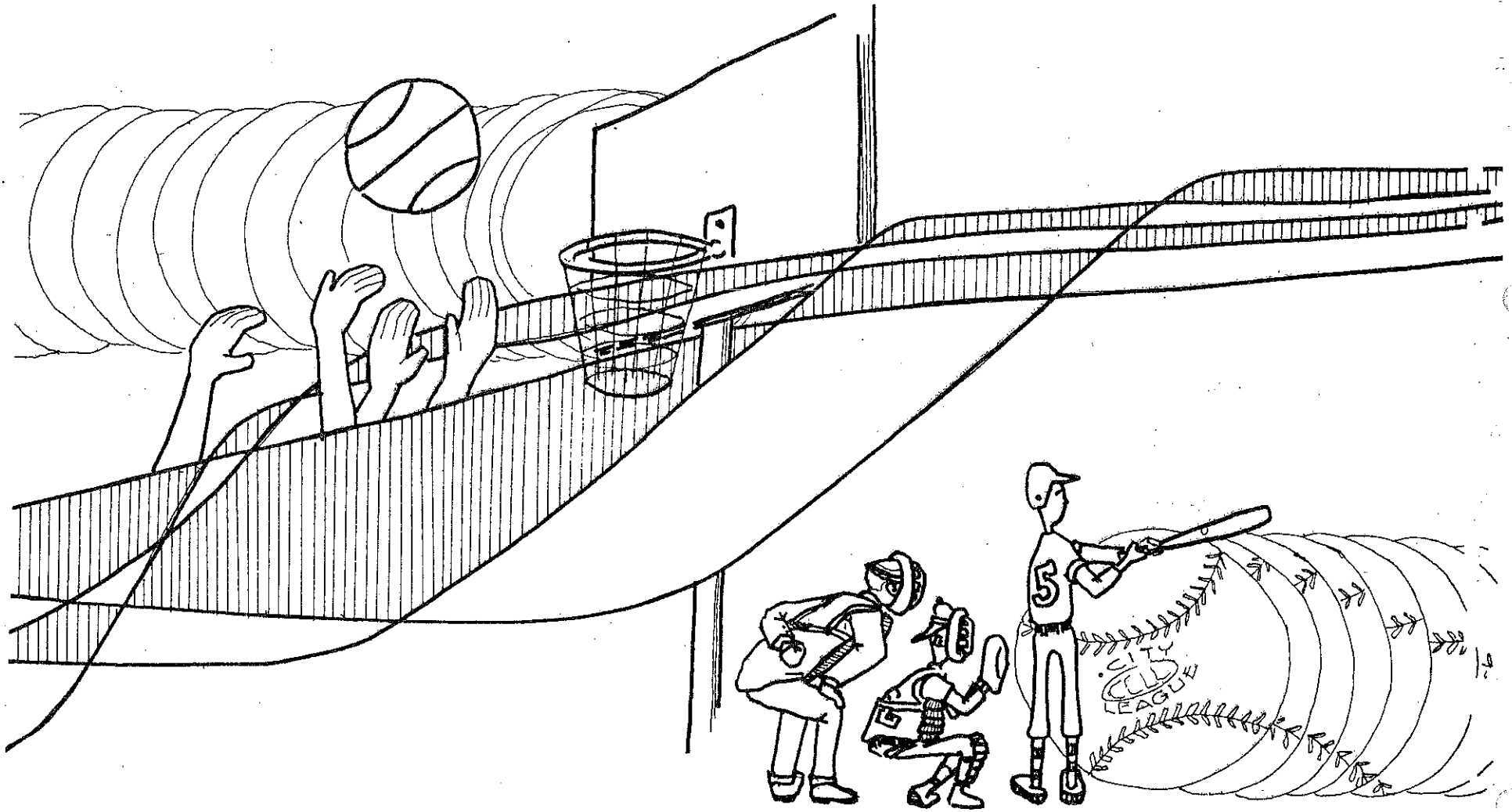
TERMS AND DEFINITIONS

IN CONFORMANCE WITH THE STANDARDS ADOPTED BY THE STATE OF CALIFORNIA RECREATION COMMISSION, THIS DOCUMENT UTILIZES TERMS AND DEFINITIONS SPECIFIED BELOW. PARKS AND RECREATION FACILITIES HAVE BEEN DIVIDED INTO FIVE CATEGORIES ACCORDING TO SIZE OF FACILITY AND AGE GROUP OF POTENTIAL CLIENTELE.

- 1.) COMMUNITY PARK: A RECREATION FACILITY OF A MINIMUM TEN ACRES IN SIZE, DESIGNED TO FULFILL THE RECREATION NEEDS OF SEVENTH THROUGH TWELFTH GRADE CHILDREN AND YOUNG ADULTS, AS WELL AS FACILITIES FOR MATURE ADULTS. THE FACILITY IS DESIGNED TO SERVE AN AREA OF FROM THREE TO FIVE NEIGHBORHOODS. THE COMMUNITY PARK DOUBLES AS A NEIGHBORHOOD PARK FOR THE IMMEDIATE AREA. IDEAL TRAVELING DISTANCE, MAXIMUM, TO THE COMMUNITY PARK IS ONE MILE. SATURATION RATIO OF THE COMMUNITY PARK IS ONE AND ONE-HALF ACRES PER 1,000

PERSONS SERVED.

- 2.) IN LIEU: THE PAYMENT OF MONEY IN LIEU OF PARK DEDICATION, PURSUANT TO THE PROVISIONS OF SECTION 65 OF THE SUBDIVISION ORDINANCE.
- 3.) LOCAL PARK: USED TO DESIGNATE EITHER A NEIGHBORHOOD OR A COMMUNITY PARK.
- 4.) NEIGHBORHOOD RECREATION PARK: IDEAL SIZE OF FROM THREE AND ONE-HALF TO SIX ACRES OF THE FACILITY IS DESIGNED TO PROVIDE FOR IMMEDIATE RECREATION NEEDS OF THE KINDERGARTEN THROUGH SIXTH GRADE AGE GROUP. IDEAL MAXIMUM TRAVELING DISTANCE IS ONE-HALF MILE. SATURATION RATIO IS ONE AND ONE-HALF ACRES PER 1,000 PERSONS.
- 5.) OPEN SPACES: PASSIVE, GREEN AREAS ACQUIRED BY THE CITY TO PROVIDE A HIGHER LEVEL OF ENVIRONMENT IN RESIDENTIAL AREAS.
- 6.) PLAYGROUND SCHOOL: THE GROSS ACREAGE OF USABLE RECREATION AREA LOCATED ON PUBLIC SCHOOL GROUNDS.



Mc MANUS PARK

7.) PLAY LOT: A ONE-TO THREE-AND-ONE-HALF-ACRE PARCEL DESIGNED TO PROVIDE A PASSIVE RECREATION AREA FOR PRE-SCHOOL CHILDREN AND MOTHERS. EFFECTIVE SERVICE RADII DOES NOT EXCEED ONE-QUARTER MILE.

8.) URBAN PARK: AN AREA RANGING FROM 30 TO 90 ACRES IN SIZE, DESIGNED TO SUPPLEMENT OTHER RECREATION FACILITIES AND PROVIDE LARGE OPEN AREAS FOR GROUP ACTIVITIES. IDEAL MAXIMUM TRAVELING DISTANCE IS THREE MILES. SATURATION RATIO RANGES BETWEEN 50,000 TO 100,000 PERSONS, DEPENDING ON THE SIZE OF THE FACILITY. IDEALLY, FIVE ACRES OF URBAN PARK SHOULD BE PROVIDED FOR EVERY 1,000 PERSONS.

RECREATION PLANNING GUIDELINES

-IN ORDER TO ANALYZE THE EXISTING AND ANTICIPATED RECREATION NEEDS OF AN AREA AND SUBSEQUENTLY DETERMINE DESIRABLE LOCATIONS FOR ADDITIONAL RECREATION FACILITIES, IT IS NECESSARY THAT A SET OF PRINCIPLES BE ESTABLISHED AT THE OUTSET TO SERVE AS A GUIDE FOR DECISION-MAKING. THE FOLLOWING PRINCIPLES, WHICH HAVE BEEN RECOMMENDED BY THE STATE OF CALIFORNIA RECREATION COMMISSION FOR ADOPTION BY THE VARIOUS JURISDICTIONS WITHIN THE STATE, HAVE BEEN USED TO GUIDE THE DEVELOPMENT OF THIS RECREATION ELEMENT:

1.) OVERALL PRINCIPLES TO APPLY IN THE EARLY STAGES OF PLANNING.

- A) A RECREATION PARK SYSTEM SHOULD PROVIDE RECREATION OPPORTUNITIES FOR ALL, REGARDLESS OF RACE, CREED, COLOR, AGE, OR ECONOMIC STATUS.
- B) PLANNING FOR RECREATION PARKS AND FACILITIES SHOULD BE BASED INITIALLY

UPON COMPREHENSIVE AND THOROUGH EVALUATION OF EXISTING PUBLIC FACILITIES, PRESENT AND FUTURE NEEDS, AND TRENDS: THEREAFTER PERIODIC REVIEW, RE-EVALUATION, AND REVISION OF LONG-RANGE PLANS SHOULD FOLLOW.

- C) PRIVATE RECREATION FACILITIES AND SERVICES SHOULD BE EVALUATED BY THE LOCAL JURISDICTION IN ORDER TO DERIVE A PROPER RELATIONSHIP BETWEEN PRIVATE AND PUBLIC FACILITIES AND ELIMINATE UNNECESSARY DUPLICATION.

- D) PLANNING FOR RECREATION PARKS AND FACILITIES SHOULD BE UNDERTAKEN WITH FULL PARTICIPATION AND COOPERATION OF THE CITIZENS TO INSURE THAT THE RECREATION SYSTEM WILL REFLECT THE NEEDS AND INTERESTS OF ALL GROUPS.

2.) PRINCIPLES TO APPLY IN PLANNING THE OVERALL SYSTEM.

- A) RECREATION AND PARK FACILITIES OF

LOCAL JURISDICTIONS SHOULD BE COORDINATED WITH FACILITIES SURROUNDING AREAS TO PROVIDE A UNIFIED, WELL-BALANCED SYSTEM TO SUPPLY THE ENTIRE POPULATION AREA.

B) THE RECREATION PLAN SHOWING BOTH EXISTING AND PROPOSED FACILITIES SHOULD BE INTEGRATED WITH ALL OTHER SECTIONS OF THE MASTER PLAN.

C) RECREATION PLANNING SHOULD ENCOMPASS AREAS BEYOND THE POLITICAL JURISDICTIONAL BOUNDARIES.

3.) PRINCIPLES TO APPLY IN PLANNING INDIVIDUAL RECREATION PARKS.

A) EACH RECREATION PARK SHOULD BE CENTRALLY LOCATED WITHIN THE PLANNED SERVICE AREA AND BE PROVIDED WITH SAFE AND CONVENIENT ACCESS FOR ALL RESIDENTS OF THE AREA.

B) THE LOCATION, SIZE, AND DESIGN OF ACTIVITY AREAS AND FACILITIES WITHIN

A PARTICULAR RECREATION PARK SHOULD BE FLEXIBLE AND, HENCE, ADAPTABLE TO CHANGES IN THE POPULATION SERVED.

C) BEAUTY AND FUNCTIONAL EFFICIENCY SHOULD COMPLEMENT EACH OTHER IN RECREATION PARKS; BOTH SHOULD BE EQUALLY IMPORTANT GOALS OF PLANNING.

4.) PRINCIPLES TO APPLY IN PLAN IMPLEMENTATION.

A) LAND FOR RECREATION PARKS AND FACILITIES SHOULD BE ACQUIRED OR RESERVED WELL IN ADVANCE OF THE DEVELOPMENT OF AN AREA, IN THE SAME MANNER AS IT IS RESERVED FOR OTHER PUBLIC PURPOSES.

B) SPACE STANDARDS FOR RECREATION PARKS SHOULD BE MET, AND LAND SHOULD BE ACQUIRED EVEN IF LIMITED FINANCIAL RESOURCES OF THE LOCAL JURISDICTION OBLIGE DELAY IN THE COMPLETE DEVELOPMENT OF THE PROJECT.

C) SITE ACCEPTANCE OR SELECTION SHOULD BE BASED ON SUITABILITY FOR THE INTENDED

PURPOSE AS INDICATED IN THE OVERALL
RECREATION ELEMENT.

- D) RECREATION PARKS SHOULD BE LANDS
DEDICATED AND HELD INVIOLEATE IN
PERPETUITY, PROTECTED BY LAW AGAINST
DIVERSION TO NON-RECREATION PURPOSES
AND AGAINST INVASION BY INAPPROPRI--
ATE USES.

PARK AND RECREATION STANDARDS
FOR CULVER CITY

BOTH THE NATIONAL RECREATION ASSOCIATION AND THE CALIFORNIA RECREATION COMMISSION RECOMMEND A GOAL OF TEN ACRES OF PARK AND RECREATION AREA PER 1,000 PERSONS IN AND FOR A GIVEN AREA. IN ORDER THAT THE CULVER CITY RECREATION PROGRAM CONFORM TO STATE AND NATIONAL POLICIES, THIS GOAL OF A RATIO OF TEN ACRES PER 1,000 PERSONS HAS BEEN ADOPTED IN THIS RECREATION ELEMENT.

OF THE TEN ACRES TOTAL RECREATION AREA, SIX ACRES SHOULD BE PROVIDED THROUGH THE FACILITIES OF A REGIONAL PARK PROGRAM. THESE REGIONAL FACILITIES TO BE INCLUDED IN THE SIX ACRES FOR THE POPULATION AREA SHOULD BE WITHIN ONE-HALF HOUR DRIVING TIME FROM THE POPULATION SERVED.

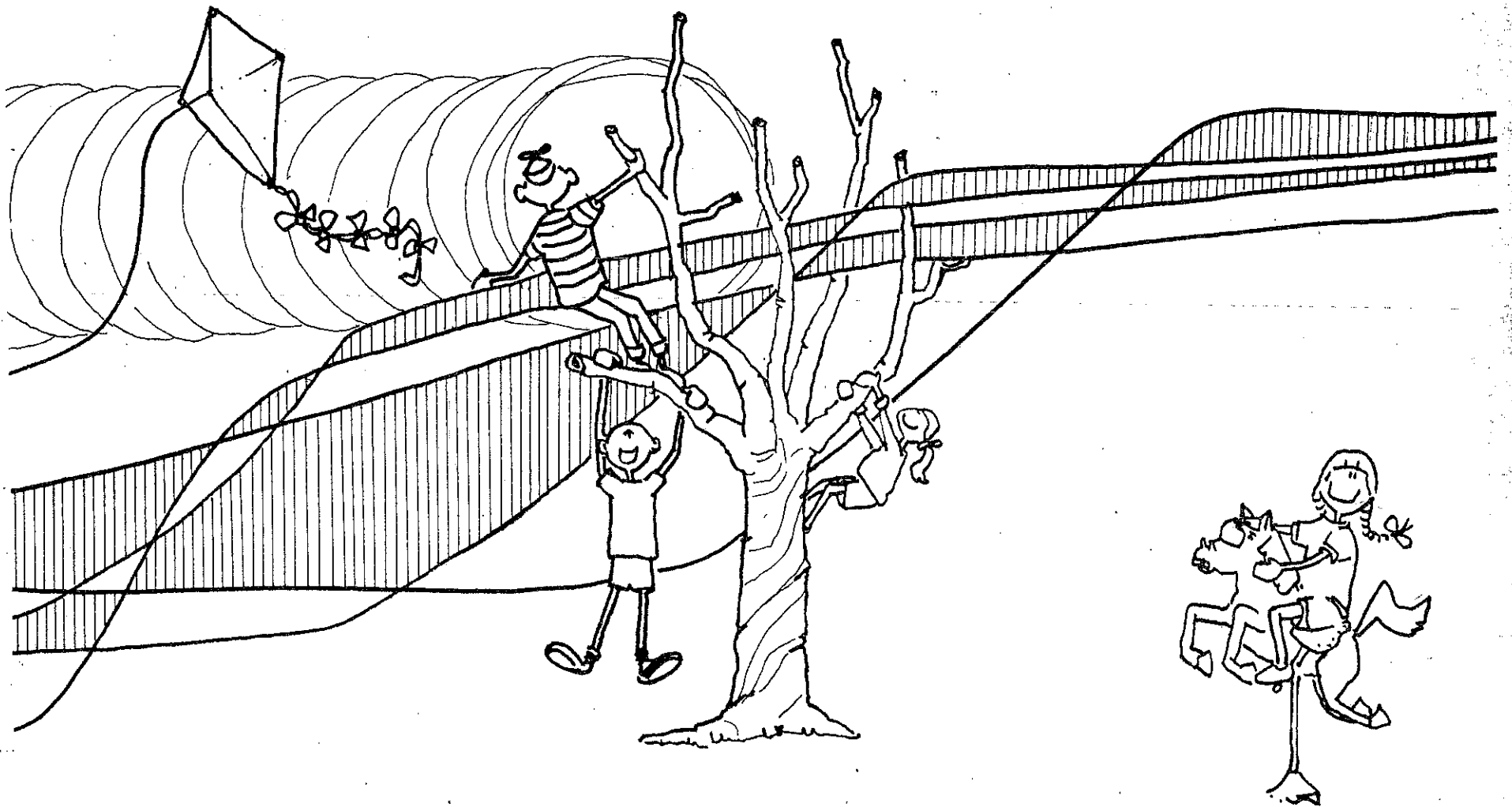
THE REMAINING FOUR ACRES PER 1,000 PERSONS SHALL BE COMPOSED OF LOCAL AND URBAN PARK RECREATION FACILITIES. INCLUDED IN THE FOUR ACRES MAY BE USE OF PLAYGROUND AREAS OF

PUBLIC SCHOOLS, PROVIDING FORMALIZED AGREEMENTS REGARDING MUNICIPAL USE OF THESE FACILITIES HAVE BEEN ADOPTED. URBAN PARKS MAY BE INCLUDED IN THE FOUR ACRES, PROVIDING THAT THE URBAN PARK SHALL PROVIDE A TOTAL OF ONE ACRE PER 1,000 PERSON POPULATION OF THE COMMUNITY. COMMUNITY PARKS OF AT LEAST TEN ACRES IN SIZE MAY BE INCLUDED IN THIS CATEGORY, AS WELL AS NEIGHBORHOOD PARKS OF AT LEAST FOUR ACRES IN SIZE.

IN ACCORDANCE WITH THE STANDARDS PROPOSED BY LOS ANGELES COUNTY, THE SATURATION LEVEL OF NEIGHBORHOOD PARK AND RECREATION FACILITIES IS BASED ON ONE AND ONE-HALF ACRES OF SUCH PARK LAND PER 1,000 PERSONS. BY RELATING THIS SATURATION LEVEL TO THE PARK SIZE, THE EFFECTIVE SERVICE RADIUS OF THE PARK MAY BE DRAWN. APPLYING THIS PRINCIPLE TO THE EXISTING NEIGHBORHOOD PARKS WITHIN THE CITY, THE RESULTING EFFECTIVE SERVICE RADIUS FOR EACH PARK IS APPROXIMATELY ONE-HALF MILE FROM

THE CENTER OF THE PARK. AS THE POPULATION DENSITY OF AN AREA INCREASES, THE RESULTING SATURATION OF A PARK DECREASES THE EFFECTIVE SERVICE RADIUS. FOR THIS REASON, IN MEDIUM AND LOW DENSITY RESIDENTIAL AREAS, ALTHOUGH THE RATIO OF PARK ACREAGE PER POPULATION REMAINS APPROXIMATELY THE SAME, THE RATIO OF PARK ACREAGE TO USABLE RESIDENTIAL ACREAGE INCREASES DUE TO THE INCREASED RESIDENTIAL DENSITIES.

THE EFFECTIVE SERVICE RADIUS OF A COMMUNITY PARK AND RECREATION FACILITY IS GENERALLY ONE MILE, PROVIDING THE COMMUNITY FACILITY IS AT LEAST TEN ACRES IN SIZE. AN URBAN PARK, DUE TO THE DIVERSIFIED NATURE OF ACTIVITIES TO BE PROVIDED AT SUCH A FACILITY, DOES NOT HAVE A SPECIFIC SERVICE RADIUS BUT HAS A SPHERE OF INFLUENCE WHICH PERMEATES THE ENTIRE JURISDICTIONAL AREA TO BE SERVED.



LINDBERG PARK

PART THREE: ANALYSIS OF EXISTING PARK FACILITIES

ANALYSIS OF EXISTING PARK FACILITIES

AS DELINEATED ON MAP 27-A, CULVER CITY AT PRESENT HAS EIGHT LOCAL PARKS. THESE PARKS RANGE IN SIZE FROM 1.46 ACRES TO 10.95 ACRES. EACH EXISTING PARK HAS AN APPROXIMATE NEIGHBORHOOD SERVICE RADIUS OF ONE-HALF MILE. THIS RADIUS IS BASED ON THE PARK SATURATION LEVEL OF ONE AND ONE-HALF ACRES OF PARK BEING CAPABLE OF ABSORBING 1,000 PERSONS. THE POPULATION OF THE AREA SERVED IS BASED ON AN AVERAGE OF 3.1 PERSONS PER DWELLING UNIT IN SINGLE-FAMILY AND DUPLEX RESIDENTIAL AREAS AND 2.1 PERSONS PER DWELLING UNIT IN APARTMENT RESIDENTIAL AREAS.

THE POPULATION DISTRICT MAP AND THE CENSUS TABLES* LOCATED IN THE APPENDIX OF THIS REPORT INDICATE THE EXISTING AND FUTURE POPULATION OF THE VARIOUS AREAS OF THE CITY. WORKING FROM WEST TO EAST THROUGH THE CITY, CORRESPONDING TO THE NUMBER DESIGNATIONS ON MAP 27-A, THE EXISTING PARKS ARE AS FOLLOWS:

1.) CULVER WEST PARK. CONTAINING 2.52 ACRES,

* See Appendix pages 54, 55 and 57

CULVER WEST PARK IS THE SECOND MOST HEAVILY UTILIZED PARK WITHIN THE CITY. LOCATED ON THE CITY BOUNDARY LINE AT THE END OF WADE STREET, IN POPULATION DISTRICT "A,"* THE PARK PROVIDES A RECREATION AREA FOR BOTH SINGLE-FAMILY AND APARTMENT DWELLERS WITHIN THE CITY, AS WELL AS A RECREATION AREA FOR THE SURROUNDING RESIDENTS IN THE CITY OF LOS ANGELES. EXPANSION OF THIS PARK TO THE MINIMUM DESIRABLE SIZE OF FOUR ACRES FOR A NEIGHBORHOOD PARK HAS BEEN DEEMED DESIRABLE BY THE PARKS AND RECREATION COMMISSION. THE UNIQUE LOCATIONAL PROBLEMS OF THIS PARK, WITH ADJACENT LOTS ALREADY DEVELOPED WITH HOMES ON TWO SIDES AND THE CITY BOUNDARY ON THE THIRD, TEND TO RESTRICT ACTIVE PURSUIT OF THE EXPANSION AT THIS TIME. POPULATION PROJECTIONS FOR THIS GENERAL AREA FOR 1980 DO NOT INDICATE ANY SIGNIFICANT INCREASE IN THE TOTAL NUMBER OF

* See Map page 55

PERSONS. POSSIBLE REZONING OF THE PERMITTED LAND USE IN THE AREA FROM SINGLE-FAMILY TO MEDIUM-DENSITY MULTIPLE WOULD RESULT IN A DECREASE IN THE NUMBER OF PERSONS PER DWELLING UNIT AND, HENCE, ONLY A SLIGHT INCREASE IN POPULATION WOULD BE REALIZED. FOR THESE REASONS, IT IS FELT THIS PARK EXPANSION SHOULD BE CONSIDERED AS A LOW PRIORITY ITEM.

2.) CULVER PARK. CONTAINING 1.60 ACRES, CULVER PARK IS LOCATED ADJACENT TO EL MARINO ELEMENTARY SCHOOL IN POPULATION DISTRICT "D." THE ADJACENT ELEMENTARY SCHOOL CONTAINS A SIX-ACRE PLAYGROUND WHICH PROVIDES A TOTAL USABLE RECREATION AREA EXCEEDING THE FOUR-ACRE MINIMUM. BOTH PARK AND SCHOOL ARE CENTRALLY LOCATED WITHIN A SINGLE-FAMILY RESIDENTIAL AREA AND ARE ACCESSIBLE FROM ALL PARTS OF THE AREA, WITH THE EXCEPTION OF THE NORTHWEST SEGMENT OF POPULATION DISTRICT "D," WHICH HAS BEEN VIRTUALLY

SEPARATED FROM THE MAIN PORTION OF THE AREA BY THE CONSTRUCTION OF THE SAN DIEGO FREEWAY. SINCE EXPANSION OF THE EXISTING PARK IS UNDESIRABLE DUE TO THE PRESENCE OF DEVELOPED ABUTTING LAND, AN ALTERNATIVE TO PROVIDE A PERMANENT INCREASED RECREATION AREA WOULD BE A FORMALIZED AGREEMENT BETWEEN THE SCHOOL DISTRICT AND THE CITY RECREATION DEPARTMENT CONCERNING JOINT USE OF THE SCHOOL PLAYGROUND AND THE PARK FACILITY.

1980 POPULATION PROJECTIONS DO NOT INDICATE A SIGNIFICANT INCREASE IN THE NUMBER OF PERSONS IN THIS AREA. REZONING PERMITTED LAND USES IS NOT ANTICIPATED FOR THIS AREA IN THE NEAR FUTURE. DURING THE NEXT 15 YEARS, THIS AREA WILL SEE A GENERAL INCREASE IN THE AGE LEVEL OF THE POPULATION. FOR THIS REASON, THE FACILITIES OF CULVER PARK SHOULD BE FLEXIBLE ENOUGH TO ADAPT TO THE CHANGING NEEDS, IF

SUCH ADAPTATION PROVES NECESSARY.

- 3.) BLANCO PARK. CONTAINING 1.46 ACRES, BLANCO PARK IS THE SMALLEST NEIGHBORHOOD PARK IN CULVER CITY AT THE PRESENT TIME. THE PARK IS LOCATED ADJACENT TO EL RINCON ELEMENTARY SCHOOL AND HAS BEEN PROVIDED WITH ONE MEANS OF DIRECT ACCESS, FROM A PUBLIC ALLEY. AS A RESULT, THE LOCATION OF THE PARK IS NOT CONVENIENTLY ACCESSIBLE TO THE ENTIRE AREA SERVED. AS WITH CULVER PARK, BLANCO PARK SERVES FOR THE MOST PART THE RESIDENTS OF POPULATION DISTRICT "D." THE POPULATION PROJECTIONS FOR THE CULVER PARK AREA ALSO HOLD TRUE FOR THE AREA SURROUNDING BLANCO PARK. ALTHOUGH EXPANSION OF THE PARK TO THE FOUR-ACRE MINIMUM NEIGHBORHOOD RECREATION STANDARD MIGHT BE DESIRABLE, RELOCATION OF THE PARK TO A DIFFERENT SITE WITHIN THE SAME AREA WOULD BETTER SERVE THE INTERESTS OF THE ENTIRE COMMUNITY. AT PRESENT, BLANCO PARK IS OPERATED IN CONNECTION WITH

THE 6.2 ACRE PLAYGROUND OF EL RINCON SCHOOL, AND BOTH ARE SUPERVISED BY THE CITY RECREATION DEPARTMENT. THIS ARRANGEMENT IS ON A TRIAL BASIS ON THE PART OF THE SCHOOL DISTRICT AND THE CITY, AND DUE TO THE LOCATIONAL PROBLEMS OF THE PARTICULAR PARK, CERTAIN SUPERVISOR PROBLEMS HAVE ARISEN. ANY RELOCATION OF THE PARK WOULD REQUIRE A COMPLETE STUDY, IN AND OF ITS OWN, TO DETERMINE THE SITE BEST SUITED FOR THE RELOCATION. ALTHOUGH THIS RELOCATION IS NOT OF TOP PRIORITY BASED ON THE TOTAL COMMUNITY NEEDS AT PRESENT, THE PROPOSAL SHOULD BE CONSIDERED IF A SUITABLE ALTERNATIVE SITE BECOMES AVAILABLE.

- 4.) LINDBERG PARK. CONTAINING 4.39 ACRES, LINDBERG PARK EFFECTIVELY SERVES A WELL-DEFINED RESIDENTIAL AREA OF CULVER CITY. THIS AREA, WHICH IS LOCATED PARTIALLY IN POPULATION DISTRICT "C" AND PARTIALLY IN POPULATION DISTRICT "D," CONTAINS SINGLE-

FAMILY HOMES OF APPROXIMATELY 20 YEARS OF AGE. ALTHOUGH NOT ADJACENT TO CULVER HIGH SCHOOL, THE PARK IS UTILIZED FOR SCHOOL-RELATED ACTIVITIES DUE TO ITS PROXIMITY. EXPANSION OF THE PARK SITE IS NOT NECESSARY TO MEET THE FUTURE NEEDS OF THE RESIDENTS IN THE SERVICE AREA, AND BASED ON THE LACK OF SIGNIFICANT POPULATION INCREASE IN THE AREA BY 1980. RECENT PHYSICAL IMPROVEMENTS OF THE FACILITIES OF LINDBERG PARK HAVE ADDED TO ITS EFFECTIVENESS WITHIN THE AREA.

- 5.) VETS PARK. ALTHOUGH THIS 10.95 ACRE PARK IS ACTUALLY A COMMUNITY RECREATION CENTER FOR THE ENTIRE CITY, THE FACILITY ALSO SERVES AS A NEIGHBORHOOD RECREATION PARK FOR THE HALF MILE SURROUNDING SERVICE RADIUS. SURROUNDED PRIMARILY BY SINGLE-FAMILY HOMES, THE FACILITY PROVIDES A VARIETY OF RECREATION ACTIVITIES FOR ALL AGE GROUPS. CONVENIENT ACCESS TO THE PARK

IS PROVIDED BY SIGNALIZED CROSSINGS OF ADJACENT MAJOR ARTERIES. FROM A NEIGHBORHOOD STANDPOINT, EXPANSION OF THE PARK IS NOT NECESSARY AT PRESENT AND NOT ANTICIPATED TO BE NECESSARY IN THE FUTURE. WITH THE POSSIBLE RELOCATION OF M.G.M. WHICH IS ADJACENT TO THE NORTHWEST OF THE PARK (ACROSS CULVER BOULEVARD), AN INCREASE IN POPULATION MAY RESULT IN THIS AREA. THIS POPULATION INCREASE, THOUGH, WOULD NECESSARILY FOLLOW A RESIDENTIAL SUBDIVISION OF THE M.G.M. PROPERTY, WITH A POTENTIAL OF PARK DEDICATION PURSUANT TO THE PROVISIONS OF THE SUBDIVISION ORDINANCE. FOR THIS REASON, AN INCREASED PARK SATURATION FOR THE NEIGHBORHOOD RECREATION PURPOSES OF THIS FACILITY IS NOT ANTICIPATED BY 1980.

- 6.) CARLSON PARK. FORMERLY KNOWN AS "VICTORY PARK," THIS 2.66 ACRE LANDSCAPED ISLAND PROVIDES FOR PASSIVE RECREATION ACTIVITIES

WITHIN A SINGLE-FAMILY RESIDENTIAL AREA. WITH THE EXCEPTION OF OUTDOOR EATING TABLES, ACTIVE RECREATION FACILITIES ARE NOT PROVIDED ON THIS SITE. ALTHOUGH EXPANSION OF THE PARK TO THE FOUR-ACRE MINIMUM IS A DESIRABLE GOAL, THE PHYSICAL LOCATION OF THE PARK, BOUNDED ON ALL SIDES BY DEDICATED STREETS, RENDERS THIS GOAL AN UNREALISTIC OBJECTIVE FOR THE NEAR FUTURE.

LOCATED IN POPULATION DISTRICT "H," THE ANTICIPATED 1980 POPULATION OF THE AREA WILL NOT RESULT IN A NET INCREASE OF SUFFICIENT MAGNITUDE TO OVERLY SATURATE THE PARK. LAND USE INTENSITY INCREASES IN THE AREA WOULD RESULT IN A LOW-MEDIUM DENSITY AREA WITH FEWER CHILDREN, RATHER THAN AN ACTUAL APARTMENT COMMUNITY.

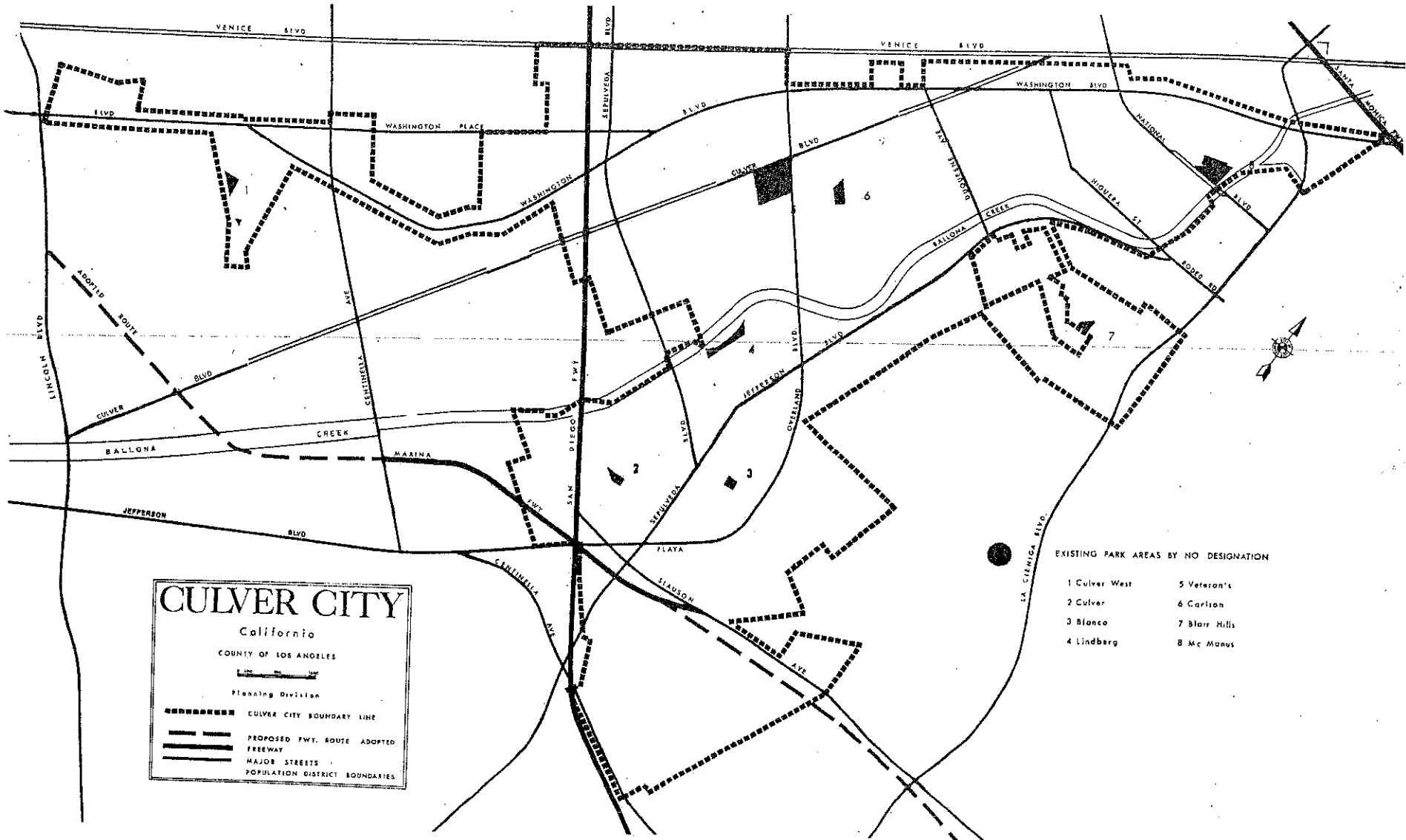
7.) BLAIR HILLS PARK. CONTAINING ONLY 1.80 ACRES OF LAND, BLAIR HILLS PARK SERVES THE NEIGHBORHOOD OF BLAIR HILLS. WITH THE EXCEPTION OF THREE APARTMENT BUILDINGS,

THE NEIGHBORHOOD IS EXCLUSIVELY SINGLE-FAMILY RESIDENTIAL AND SEEMS DESTINED TO REMAIN AS SUCH FOR AT LEAST THE NEXT 15 YEARS. ACCESS TO THE PARK FROM ALL PARTS OF THE NEIGHBORHOOD, WITH THE EXCEPTION OF A FIVE-ACRE VACANT PARCEL LOCATED EAST OF LA CIENEGA, IS CONVENIENTLY DESIGNED WITHOUT INTERSECTING MAJOR ARTERIES, ALTHOUGH THE HILLY TOPOGRAPHY RENDERS PEDESTRIAN TRAVEL DIFFICULT FOR SMALL CHILDREN. EXPANSION OF THE PARK IS DESIRABLE, ALTHOUGH UNREALISTIC AT PRESENT DUE TO THE PRESENCE OF THE COUNTY BOUNDARY ON ONE SIDE OF THE PARK AND THE SINGLE-FAMILY HOMES ON THE REMAINING SIDES. WITH THE POSSIBLE FUTURE DEVELOPMENT OF THE OIL FIELDS IN THE BALDWIN HILLS AREA FOR SINGLE-FAMILY RESIDENTIAL USE, PARK DEDICATIONS WOULD POTENTIALLY BE FORTHCOMING, PROVIDING FOR THE NEEDS OF THE FUTURE RESIDENTS. AT PRESENT, NO SIGNIFI-

CANT INCREASE IN POPULATION IS ANTICIPATED FOR THE AREA, A PORTION OF POPULATION DISTRICT "H," FOR THE NEXT 15 YEARS.

8.) MC MANUS PARK. CONTAINING 5.87 ACRES, THIS PARK IS THE LARGEST ACTUAL NEIGHBORHOOD PARK WITHIN CULVER CITY. THE PARK IS ADJACENT TO WASHINGTON ELEMENTARY SCHOOL AND SERVES THE LOW-MEDIUM DENSITY RESIDENTIAL AREAS ADJACENT TO THE PARK, BEING A MAJOR SEGMENT OF POPULATION DISTRICT "I." WITHIN THE NEXT 15 YEARS A POPULATION INCREASE IN DISTRICT "I" IS ANTICIPATED. THIS INCREASE COULD RESULT IN A DOUBLING OF THE EXISTING POPULATION, DEPENDING UPON THE TYPE AND EXTENT OF REZONINGS AND THE RESULTING INCREASE IN LAND USE INTENSITY. FORTUNATELY, THE EXISTING SIZE OF MC MANUS PARK IS SUFFICIENT TO ABSORB THIS POPULATION INCREASE. UNIQUELY LOCATED ALONG THE PROPOSED EXTENSION OF EXPOSITION BOULEVARD, THIS PARK IS

USED NOT ONLY BY THE SURROUNDING RESIDENTIAL AREAS, BUT ALSO BY THE INDUSTRIAL WORKERS IN THE ADJACENT HAYDEN INDUSTRIAL TRACT FOR THEIR RECREATION ACTIVITIES. SUCH INDUSTRIAL RECREATION ACTIVITIES HAVE INTERMITTENTLY BEEN PROPOSED ON A REGULAR BASIS IN THE PARK FOR COMPANY WORKERS AND HAVE MET, IN GENERAL, WITH SUCCESS. WITH THE EXTENSION OF EXPOSITION BOULEVARD, ACCESS TO THE PARK FROM THE WESTERN PORTION OF POPULATION DISTRICT "I" WILL BECOME MORE HAZARDOUS DUE TO THE NECESSITY OF CROSSING A MAJOR ARTERY. SOLUTIONS TO THIS PROBLEM ARE IN THE WORKING STAGES AT PRESENT TO PROVIDE SAFE AND CONVENIENT ACCESS BETWEEN THE TWO NEIGHBORHOODS. THIS ACCESS IS, AND IN THE FUTURE WILL BE, NEEDED NOT ONLY FOR UTILIZATION OF THE PARK BUT ALSO FOR ACCESS TO WASHINGTON SCHOOL, LOCATED IN THE MC MANUS AREA.



CULVER CITY
 California
 COUNTY OF LOS ANGELES

Planning Division

- - - - - CULVER CITY BOUNDARY LINE
 - - - - - PROPOSED FWY. ROUTE ADOPTED
 - - - - - FREEWAY
 - - - - - MAJOR STREETS
 - - - - - POPULATION DISTRICT BOUNDARIES

EXISTING PARK AREAS BY NO DESIGNATION

- | | |
|---------------|---------------|
| 1 Culver West | 5 Veteran's |
| 2 Culver | 6 Carlson |
| 3 Blanco | 7 Blair Hills |
| 4 Lindberg | 8 Mc Manus |

PART FOUR NEIGHBORHOOD PARK-DEFICIENT AREAS

MAP #31-A, DELINEATING THE PARK DEFICIENT AREAS OF CULVER CITY, INDICATES THOSE AREAS OF THIS CITY WHICH FALL WITHOUT A ONE-HALF MILE SERVICE RADIUS OF AN EXISTING PARK. EACH OF THESE AREAS WILL BE ANALYZED BELOW, WITH SUGGESTED SOLUTIONS TO MEET THE EXISTING AND ANTICIPATING FUTURE DEFICIENCIES.

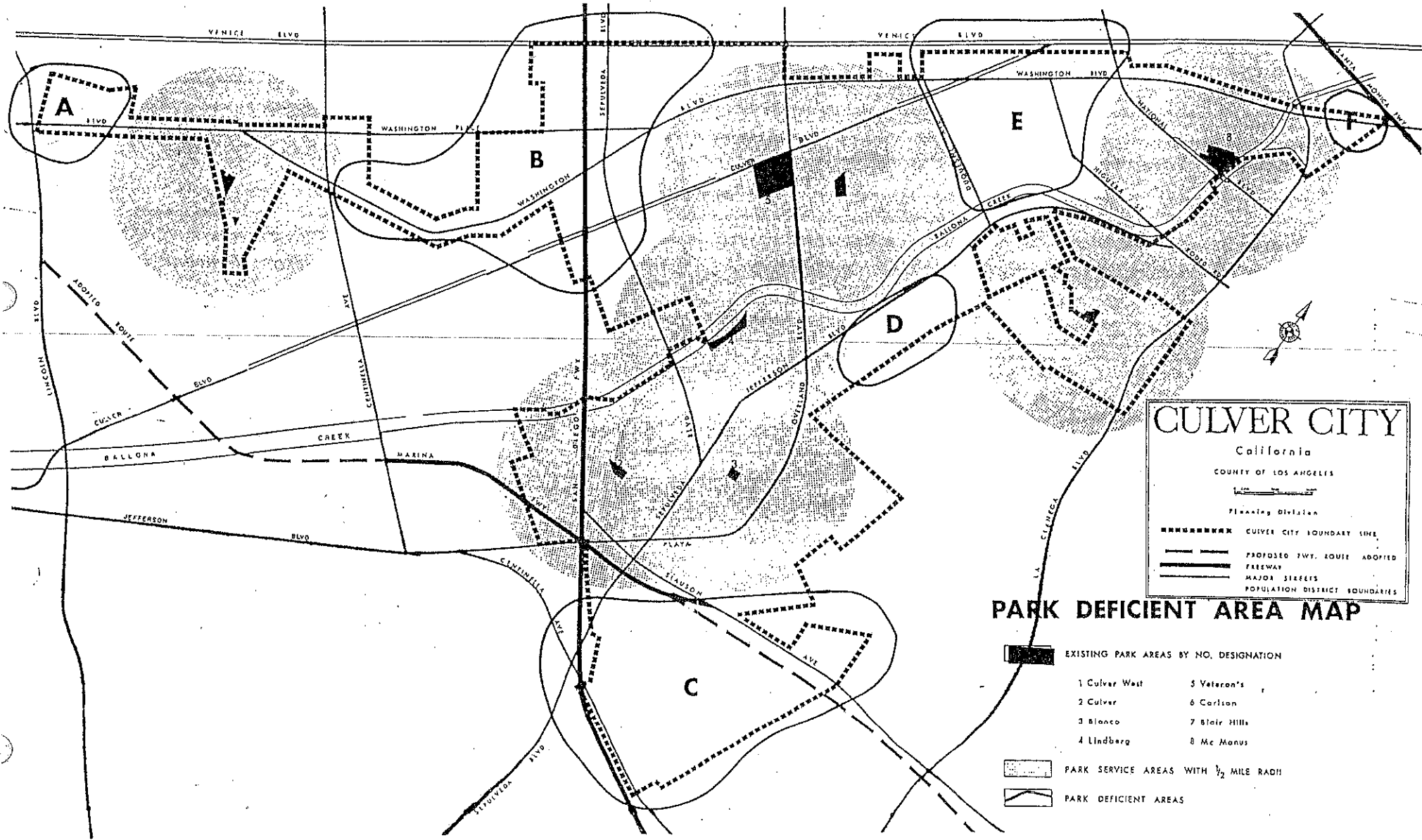
1.) AREA "A," CONTAINING THE DOUGLAS AIRCRAFT PLANT AT THE FAR WESTERN END OF THIS CITY AND THE ADJACENT FOUR RESIDENTIAL BLOCKS EASTERLY, COMPLETELY LACKS ANY PARK OR RECREATION FACILITIES. THE RESIDENTIAL AREA IS WITHIN THREE-QUARTERS OF A MILE OF CULVER WEST PARK, AND ACCESS TO THE PARK IS DIFFICULT DUE TO THE INTERVENING MAJOR ARTERY OF WASHINGTON BOULEVARD. LACK OF AVAILABLE LAND IN THE AREA RENDERS ACQUISITION OF A PARK BY THE CITY UNREALISTIC. RECREATION FACILITIES ARE PROVIDED FOR THE AREA INFORMALLY BY THE PLAYGROUND OF VENICE HIGH SCHOOL, A LOS ANGELES CITY

HIGH SCHOOL LOCATED ADJACENT TO THE NORTHERLY BOUNDARY OF THIS AREA. ALTHOUGH THIS SOLUTION IS NOT IDEAL AND IS NOT OFFICIALLY CONDONED BY EITHER CITY OR SCHOOL BOARD, IT DOES PROVIDE FOR SOME RECREATION FACILITIES. IT MIGHT FURTHER BE NOTED THAT THIS AREA IS LOCATED AT THE PERIMETER OF MARINA DEL REY, AND HENCE ADDITIONAL RECREATION FACILITIES ARE AVAILABLE.

2.) AREA "B," BOUNDED ON THE WEST BY CENTINELA, ON THE SOUTH BY CULVER BOULEVARD, AND ON THE EAST BY OVERLAND AVENUE, THIS AREA CONTAINS A MIXTURE OF RESIDENTIAL DENSITIES AND LAND USES. AS INDICATED ON THE POPULATION CHART IN THE APPENDIX, THIS AREA, WHICH ENCOMPASSES SLIGHTLY MORE THAN THE ENTIRE POPULATION DISTRICT "B," CONTAINS AT PRESENT IN EXCESS OF 6,000 PERSONS. AN INCREASE OF ALMOST 2,000 PERSONS ABOVE THIS FIGURE IS ANTICIPATED FOR THE AREA BY 1980. THIS INCREASE DOES NOT ENCOMPASS

ANY POSSIBLE REZONINGS OF THE LAND USE TO INCLUDE A GREATER DENSITY. IF SUCH REZONINGS OCCUR, OR IF A MAJOR REVISION OF THE EXISTING LIMITED MULTIPLE-FAMILY ZONING OF THE CLARKDALE PORTION OF THIS AREA OCCURS, THE INCREASE WILL EXCEED THE 2,000 PERSONS ANTICIPATED. BISECTED BY THE SAN DIEGO FREEWAY, CIRCULATION WITHIN THE AREA IS, AT BEST, POOR. THE AREA AT PRESENT IS IN DIRE NEED OF A NEIGHBORHOOD PARK WITH RECREATION FACILITIES, AND THIS NEED WILL INCREASE IN INTENSITY AS THE POPULATION INCREASES. THE PRESENT RECONSTRUCTION OF LA BALLONA SCHOOL WILL PROVIDE FOR A BETTER ENVIRONMENT FOR THE ELEMENTARY SCHOOL CHILDREN WITH RESPECT TO THEIR SCHOOL ACTIVITIES. IN CONNECTION WITH THIS SCHOOL, IT IS PROPOSED THAT A PARK SITE OF NOT LESS THAN FOUR ACRES, IN ONE PARCEL, BE ACQUIRED BY THE CITY AND BE DEVELOPED AND OPERATED FOR THE BENEFIT OF THE RESIDENTS IN THE

AREA. AT THE PRESENT TIME DISCUSSIONS ARE UNDER WAY BETWEEN THE CITY AND THE METROPOLITAN WATER DISTRICT RELATING TO THE POSSIBLE USE OF THE SURFACE AREA ABOVE THE PROPOSED M.W.D. PUMP PLANT, TO BE LOCATED WITHIN THE AREA, FOR RECREATION PURPOSES. IT SHOULD BE NOTED THAT ANY RECREATION FACILITY SO LOCATED WOULD BE OF A SPECIAL-PURPOSE NATURE AND WOULD NOT BE SUITABLE AS A SUBSTITUTE FOR THE PROVISION OF RECREATION FACILITIES FOR SMALL CHILDREN. IF PENDING NEGOTIATIONS RESULT IN A FRUITFUL PROPOSAL, THIS SHOULD IN NO WAY DIMINISH THE URGENT NECESSITY OF ACQUISITION AND DEVELOPMENT OF A NEIGHBORHOOD PARK. ALTHOUGH A SPECIFIC SITE HAS NOT YET BEEN CHOSEN IN THIS AREA, THE CHOSEN SITE SHOULD BE SO LOCATED AS TO BE EASILY ACCESSIBLE TO THE MAJORITY OF THE RESIDENTS IN THE AREA.



3.) AREA "C." AREA "C" ENCOMPASSES THAT WHICH IS GENERALLY REFERRED TO AS FOX HILLS GOLF COURSE. THE AREA IS ZONED FOR APARTMENTS, COMMERCIAL ACTIVITIES, AND MANUFACTURING. ESTIMATED POPULATION WITHIN THE APPROXIMATE 300 ACRES RANGES FROM 10,000 PERSONS TO 20,000 PERSONS BY 1980, DEPENDING ON THE POSSIBILITIES OF REZONING SOME OF THE EXISTING MANUFACTURING ZONED LAND. AT THE PRESENT TIME, THE AREA IS GREATER THAN ONE-HALF MILE FROM ANY EXISTING NEIGHBORHOOD PARK. THE EXISTING NET RESIDENTIAL DENSITY OF THE AREA, OF 50 UNITS PER NET ACRE, RENDERS THE AREA OF A MEDIUM-TO-HIGH-DENSITY DEVELOPMENT. THIS DENSITY, UNDER THE EXISTING ZONING REGULATIONS, COULD INCREASE AT THE DISCRETION OF THE DEVELOPER. IN EITHER CASE, THE ANTICIPATED NET DENSITY IS SUCH THAT THE SATURATION POINT OF A PARK WITHIN THE AREA (ONE AND A-HALF ACRES OF PARK PER 1,000 PERSONS)

WOULD RENDER A MINIMUM REQUIREMENT OF TEN ACRES OF PARK LANDS SERVING BOTH NEIGHBORHOOD AND COMMUNITY PARK FUNCTIONS FOR THE ANTICIPATED 15,000 PERSONS. LAND CURRENTLY UNDER SUBDIVISION CONTAINS A POTENTIAL POPULATION OF APPROXIMATELY 7,500 PERSONS, WITH NO PARK LAND CURRENTLY DEDICATED. ALTHOUGH THE TOTAL POTENTIAL POPULATION OF THIS AREA COULD OVERSATURATE THE PROPOSED TEN-ACRE COMMUNITY PARK, THE EXISTENCE OF RECREATION FACILITIES RESTRICTED TO THE TENANTS OF EACH APARTMENT BUILDING AT PRESENT WOULD TEND TO AMELIORATE THIS DISCREPANCY. ALTHOUGH THE TEN ACRES OF PARK COULD BE PROVIDED THROUGH THE ESTABLISHMENT OF TWO FIVE-ACRE PARKS, THE AGE LEVEL OF THE PERSONS ANTICIPATED TO BE RESIDING IN THE AREA, THAT OF MATURE ADULTS, WOULD BE BETTER SERVED BY ONE FACILITY WHICH WOULD BE ABLE TO PROVIDE ADULT RECREATION ACTIVITIES, NOT BY TWO NEIGHBORHOOD FACILI-

TIES DESIGNED EXCLUSIVELY FOR SMALL CHILDREN.

- 4.) AREA "D." GENERALLY KNOWN AS M.G.M. LOT 3, THIS AREA IS PRESENTLY DEVELOPED BY THE OUTDOOR MOVIE SETS OF THE BACK LOT OF METRO-GOLDWYN-MAYER. THE PENDING POSSIBILITY OF A MOVE OF M.G.M. FROM THIS CITY WOULD RENDER THIS APPROXIMATELY 80-ACRE PARCEL AVAILABLE FOR RESIDENTIAL OR COMMERCIAL RE-USE.

THE POPULATION PROJECTIONS LISTED IN THE APPENDIX DO NOT INCLUDE THE RE-USE OF M.G.M. LAND IN THE PROJECTIONS BY 1980, SINCE THE ACTUAL POPULATION INCREASE WOULD NOT BE FELT UNTIL AFTER THAT DATE. THE AREA IS STRATEGICALLY LOCATED ON THE BOUNDARY OF THE NORTHWESTERLY SIDE OF THE PROPOSED WEST LOS ANGELES JUNIOR COLLEGE. IF THE PENDING MOVE OF THE STUDIO IS COMPLETED AND THE COLLEGE IS CONSTRUCTED IN ACCORDANCE WITH THE PLANS OF THE LOS

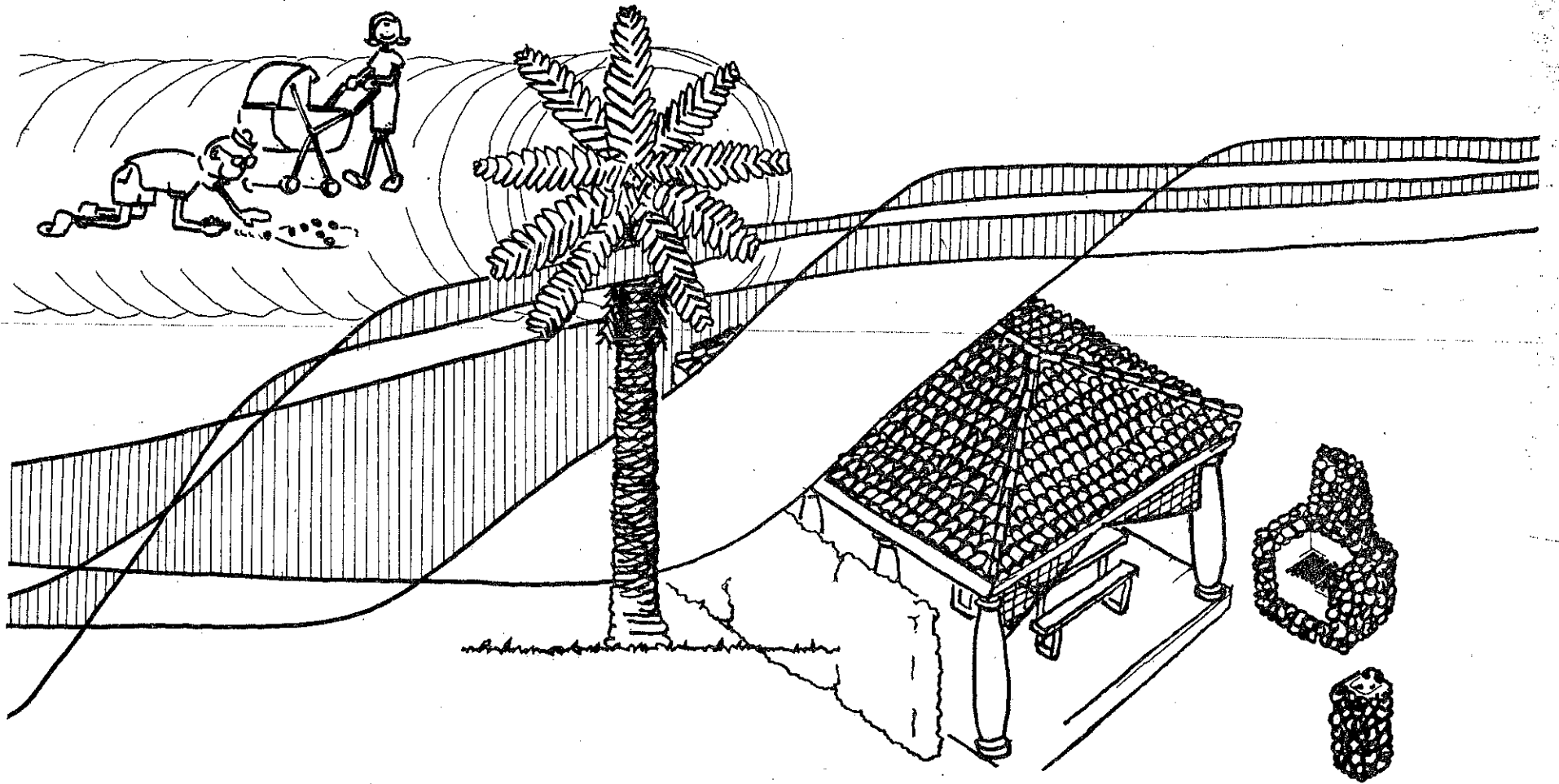
ANGELES CITY BOARD OF EDUCATION, THE RESULTING LAND USE OF AREA "D" WILL OF NECESSITY BE INTERRELATED TO THE PROPOSED COLLEGE. FOR THIS REASON, ANY POSSIBILITY OF RECREATION FACILITIES OF AREA "D" SHOULD BE FLEXIBLE ENOUGH TO BE GEARED TO THE NEEDS OF A POSSIBLE COLLEGE-ORIENTED POPULATION IN THE AREA.

- 5.) AREA "E." ENCOMPASSING ONE-HALF OF POPULATION "I," THIS AREA IS LOCATED IN THE HEART OF THE CENTRAL CITY OF CULVER CITY. BOUNDED, ROUGHLY, BY DUQUESNE ON THE WEST, THE HAYDEN TRACT AND EXPOSITION BOULEVARD ON THE EAST, THE NORTHERN CITY LIMITS ON THE NORTH, AND THE NORTHERN PORTION OF BLAIR HILLS ON THE SOUTH, THIS AREA CONTAINS A MIXTURE OF LAND USES AND RESIDENTIAL DENSITIES WHICH IS PERENIALLY SUBJECT TO REZONING STUDIES. TWO MAJOR REZONING ATTEMPTS WITHIN THE AREA HAVE OCCURRED DURING THE LAST FIVE YEARS.

WITH THE GRADUAL AGING OF THE POPULATION AND ULTIMATE OBSOLESCENCE OF MANY RESIDENTIAL STRUCTURES IN THE AREA, THE DESIRE FOR RESIDENTIAL REZONING TO A MORE DENSE LAND USE IS SLOWLY GAINING MOMENTUM. THE POPULATION OF THE AREA COULD EASILY DOUBLE BY 1980 IF A LIMITED REZONING WERE TO OCCUR. EVEN WITHOUT ANY REZONING, THE POPULATION WILL INCREASE SIGNIFICANTLY.

AT PRESENT NO RECREATION FACILITIES ARE PROVIDED FOR THE RESIDENTS IN THE AREA. THE CHILDREN UTILIZE THE PLAYGROUND FACILITIES OF CULVER ELEMENTARY SCHOOL, WHICH ENCOMPASSES ONLY TWO ACRES, FOR RECREATION PURPOSES. THE SCHOOL IS IDEALLY LOCATED CENTRALLY IN THE AREA, AND PRESENT RECONSTRUCTION OF CERTAIN BUILDINGS RENDERS THE FACILITY MORE ATTRACTIVE, AND THE SPACE ALLOCATION RESULTING, MORE USABLE. IN ORDER TO ALLEVIATE THE RECREATION PROBLEMS WHICH PRESENTLY PLAGUE THE AREA, AND TO

HALT THE INCREASING NEED FOR AN ADEQUATE RECREATION AREA, A MINIMUM FOUR-ACRE NEIGHBORHOOD PARK SHOULD BE ACQUIRED, IN ONE PARCEL, BY THE CITY AND DEVELOPED FOR USE BY THE RESIDENTS IN THE AREA. IDEALLY, THE PARK SHOULD BE LOCATED ADJACENT OR IN CLOSE PROXIMITY TO CULVER SCHOOL, PROVIDING A CENTRALIZED LOCATION OF SCHOOL AND RECREATION FACILITIES. THE MAJOR BOULEVARDS OF WASHINGTON AND HIGUERA TRAVERSE THE AREA, ALTHOUGH CROSSING OF HIGUERA ONLY IS NECESSARY BY THE RESIDENTS TO REACH THE CENTER. THE EXISTING FRONT LOT OF DESILU STUDIOS, WHICH ALSO TRAVERSES THE AREA, SERVES FOR THE PRESENT TIME AS A PHYSICAL BARRIER TO ADEQUATE EAST-WEST CIRCULATION. IT IS ANTICIPATED THAT BY 1980 THIS BARRIER MAY EITHER BE BROKEN BY THE INSTALLATION OF A CONNECTING STREET OR BY THE DEPARTURE OF THE STUDIOS FROM THE PRESENT SITE. IF THIS OCCURS,



CARLSON MEMORIAL PARK

AND SUBSEQUENTLY THE STUDIO LAND IS RESIDENTIALLY DEVELOPED, THE CITY AT THAT TIME SHOULD ACQUIRE FOUR ACRES ADJACENT TO THE DEDICATED PARK TO CREATE ONE UNIFIED PARK TO SERVE THE RESIDENTS OF THE ENTIRE AREA. SINCE THE AREA AT PRESENT IS DEVELOPED FOR THE MOST PART WITH RESIDENTIAL STRUCTURES, THE REMAINING LARGER PARCELS WHICH ARE PRESENTLY RE-USABLE FOR THIS PURPOSE INCLUDE THE FRONT DESILU LOT AND THE NORTHWESTERLY TIP OF THE BACK DESILU LOT. EITHER LOCATION WOULD PROVIDE A PARK CONVENIENTLY LOCATED AND WITHIN ONE-HALF MILE OF THE RESIDENTIAL AREA TO BE SERVED.

- 6.) AREA "F." LOCATED AT THE MOST EASTERLY END OF CULVER CITY, AREA "F" IS BOUNDED ON THE WEST BY LA CIENEGA BOULEVARD AND ON THE OTHER TWO SIDES BY THE CITY BOUNDARIES ENDING AT THE EAST AT THE INTERSECTION OF WASHINGTON AND FAIRFAX. THE

AREA IS PRESENTLY ZONED ENTIRELY FOR MANUFACTURING PURPOSES, WITH THE EXCEPTION OF SMALL PORTIONS OF RESIDENTIAL LOTS WHICH ARE LOCATED PRIMARILY IN THE CITY OF LOS ANGELES NORTH OF WASHINGTON BOULEVARD. ALTHOUGH THERE DOES NOT EXIST A NEIGHBORHOOD RECREATION FACILITY WITHIN THE AREA, THE EXISTING LAND USE AND ZONING AND THE ANTICIPATED LAND USE AND ZONING DO NOT WARRANT CONSIDERATION OF THE ESTABLISHMENT OF SUCH A FACILITY.

- 7.) SUMMARY: TO REPEAT THE BASICS OF THE PROPOSALS IN THE FOREGOING, IT IS RECOMMENDED THAT: 1.) A FOUR-ACRE NEIGHBORHOOD RECREATION FACILITY BE ACQUIRED BY THE CITY AND DEVELOPED FOR USE BY THE RESIDENTS IN AND FOR ARFA "B." 2.) IT IS RECOMMENDED THAT A FOUR-ACRE FACILITY BE ACQUIRED BY THE CITY AND POSSIBLY COMBINED WITH AN ADDITIONAL DEDICATED AREA TO BE DEVELOPED IN AND FOR THE RESIDENTS OF AREA "E."

3.) IT IS RECOMMENDED THAT IF AREA "D"
OR IF ANY OTHER STUDIO LAND RESULTS IN
RE-USE FOR RESIDENTIAL PURPOSES, THE CITY
MUST ACQUIRE PARK LAND PURSUANT TO THE
STANDARDS ADOPTED HEREIN TO INSURE ADE-
QUATE RECREATION AREAS FOR THE ANTICIPATED
FUTURE POPULATION OF THE AREA. 4.) IT IS
RECOMMENDED THAT A TEN-ACRE COMMUNITY PARK
BE ESTABLISHED IN THE FOX HILLS (AREA "C"),
THE IMPROVEMENTS TO BE PROVIDED AND PAID
FOR BY THE CITY; SUCH TEN-ACRE FACILITY
SHALL BE LOCATED IN ONE PARCEL.

PART FIVE COMMUNITY, URBAN, AND REGIONAL PARK DEFICIENCIES

IN ADDITION TO THE FOREGOING SECTION ON NEIGHBORHOOD PARK DEFICIENCIES, IT IS EVIDENT FROM OUR COMMUNITY RECREATION ANALYSIS THAT CULVER CITY IS IN DIRE NEED OF MAJOR PARK FACILITIES PROVIDING SPECIALIZED FUNCTIONS. MAP #41-A ON THE FOLLOWING PAGE ILLUSTRATES THE TYPE AND APPROXIMATE LOCATIONS OF THESE FACILITIES, BOTH AS EXISTING THROUGHOUT THE GENERAL PLAN STUDY AREA, AND AS PROPOSED HEREIN.

A. COMMUNITY PARK NEEDS--RON SMITH FIELD.

TWO PARKS WITHIN CULVER CITY WILL FULFILL A DUAL PURPOSE: BOTH THE EXISTING VETERANS PARK AND THE PROPOSED FOX HILLS PARK, AS PREVIOUSLY DISCUSSED, WILL PROVIDE NEIGHBORHOOD AND COMMUNITY PARK FACILITIES. THE REMAINING COMMUNITY PARK NEEDED PURSUANT TO THE STANDARDS ADOPTED HEREIN IS THE ACQUISITION OF RON SMITH FIELD AND ITS ENVIRON.

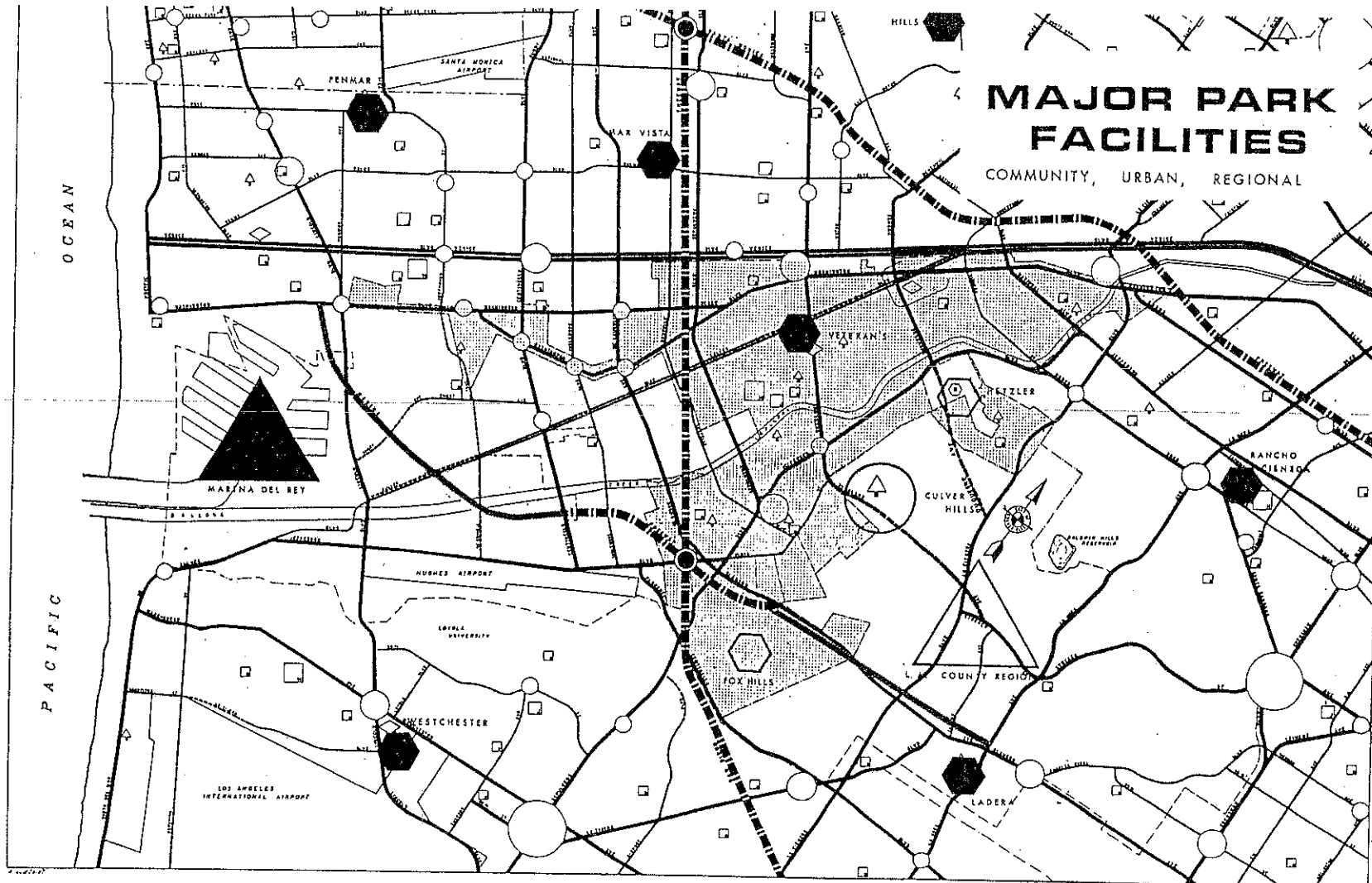
CULVER CITY HAS, FOR SOME TIME, UTILIZED RON SMITH FIELD, ON A LEASE BASIS,

AS A SUPPLEMENTAL LITTLE LEAGUE SPORTS FACILITY. JURISDICTIONALLY, THE FIELD IS LOCATED IN A PORTION OF THE UNINCORPORATED TERRITORY OF LOS ANGELES COUNTY COMMONLY REFERRED TO AS THE "COUNTY ISLAND." SINCE RECREATIONAL FACILITIES SHOULD BE DESIGNED TO MEET A VARIETY OF NEEDS IN THE COMMUNITY, THE NEEDS OF THE SCHOOL-AGE CHILDREN ENJOYING AMERICA'S MOST POPULAR SPORT SHOULD ALSO BE CONSIDERED. RECENT STATE LEGISLATION (GOVERNMENT CODE SECTION 38791) ENABLES A MUNICIPALITY TO CONDEMN AND ACQUIRE LAND WITHIN THE COUNTY UNINCORPORATED AREA ADJACENT TO THE BOUNDARIES OF THE MUNICIPALITY PROVIDING SUCH ACQUISITIONS FOR A MUNICIPAL PURPOSE. RON SMITH FIELD IS OF APPROPRIATE SIZE, BEING IN EXCESS OF TEN ACRES, PLUS CERTAIN ADJACENT AREAS, TO SERVE AS A COMMUNITY FACILITY OF A SPECIAL-PURPOSE NATURE. THIS GIVES IT AN APPROXIMATE ONE MILE

SERVICE RADIUS AND PROVIDES A LARGE COMMUNITY AREA FOR THE EASTERN PORTION OF THIS CITY, WHICH IS LOCATED AT A DISTANCE GREATER THAN ONE MILE FROM VETS PARK.

ALTHOUGH FOR THE PRESENT TIME, THE UTILIZATION OF THE LAND FOR LITTLE LEAGUE PURPOSES IS SATISFACTORY, THERE IS NO PERMANENCE TO THIS ARRANGEMENT, AND THE LITTLE LEAGUE CLUBS COULD EASILY BE DISPLACED TO ANOTHER LOCATION AS HAS HAPPENED IN THE PAST ON OTHER SITES. A FEASIBILITY STUDY ON SITE ACQUISITION ON THIS PARCEL WAS COMPLETED IN JULY OF 1966 AT THE REQUEST OF THE CITY COUNCIL TO DETERMINE THE COSTS INVOLVED AND THE RESULTING PROBLEMS, IF ANY. THE CHART IN THE APPENDIX INDICATING THE COSTS, SEVERANCE DAMAGES, ETC., INVOLVING SUCH A PROPOSAL ARE RELEVANT TO CONSIDERATION OF THIS MATTER. IT IS RECOMMENDED THAT ACQUISITION OF RON SMITH FIELD AND ITS ENVIRONS BE PURSUED BY THE CITY AT

THIS TIME TO PROVIDE A MUCH NEEDED FACILITY OF THIS TYPE FOR THE CENTRAL AND EASTERN PORTIONS OF THE CITY. THE MAP SHOWS THE EXISTING SITE OF RON SMITH FIELD DESIGNATED AS "HETZLER PARK" FOR THE PURPOSE OF CONVENIENT, INTERIM NOMENCLATURE.



MAJOR PARK FACILITIES

COMMUNITY, URBAN, REGIONAL

THE GENERAL PLAN

for the CITY OF CULVER CITY - CALIFORNIA

- | | | | |
|---|--|---|---------------------------------|
| <p>EXISTING PROPOSED</p> <p>○ Community Park</p> <p>◐ Urban Park</p> <p>▲ Regional Park</p> | <p>▨ CULVER CITY</p> <p>▩ FREEWAYS</p> <p>▨ PROPOSED FWYS.</p> | <p>— MAJOR STREETS</p> <p>--- PROP. MAJOR STS.</p> <p>○ SHOPPING AREAS</p> <p>◇ PUBLIC BLDGS.</p> | <p>△ PARKS</p> <p>□ SCHOOLS</p> |
|---|--|---|---------------------------------|

B. URBAN PARK

ALTHOUGH THE FACILITIES EXISTING IN SURROUNDING JURISDICTIONS (INDICATED ON MAP PAGE 41) ARE DESIGNATED AS COMMUNITY FACILITIES, IT SHOULD BE NOTED THAT THEIR SIZE RANGES IN AREA BETWEEN 12 ACRES AND 50 ACRES, DEPENDING UPON THE FACILITY. THE ONLY EXISTING COMMUNITY FACILITY IN CULVER CITY, VEIS PARK, SLIGHTLY EXCEEDS TEN ACRES. THE FOREGOING SECTION RECOMMENDS ESTABLISHMENT OF A SPECIAL-PURPOSE 22-ACRE COMMUNITY PARK FACILITY. IN LIGHT OF THIS, IT IS FELT THAT A FACILITY OF LARGER SIZE, TO PROVIDE A MORE DIVERSIFIED TYPE OF ACTIVITIES, IS BADLY NEEDED. SUFFICIENT LAND WITHIN THE EXISTING JURISDICTIONAL BOUNDARIES OF THE CITY IS LACKING FOR SUCH A FACILITY UNLESS CONDEMNATION IS ANTICIPATED OF EXISTING VIABLE STRUCTURES AND USES. SINCE THIS ALTERNATIVE IS NEITHER DESIRABLE NOR PRACTICAL

FROM ANY STANDPOINT, WE MUST LOOK TO LAND ADJACENT TO BUT PRESENTLY OUTSIDE OUR JURISDICTIONAL BOUNDARIES FOR A LARGE, DIVERSIFIED PARK. WITH THE PROPOSED WEST LOS ANGELES JUNIOR COLLEGE TO BE LOCATED ADJACENT TO THE CITY BOUNDARY ABUTTING THE REAR LOT OF M.G.M., AT THE INTERSECTION OF THE PROPOSED EXTENSION OF STOCKER STREET AND OVERLAND AVENUE, THE LOCATION OF A LARGE DIVERSIFIED RECREATION PARK FACILITY IN THE IMMEDIATE AREA LOOMS DESIRABLE. THE SPECIFIC LOCATION WITHIN THE BALDWIN HILLS HAS NOT BEEN DETERMINED, AND FACTORS SUCH AS THE PRESENCE OF TOPOGRAPHIC FEATURES, OIL WELLS, AND POSSIBLE ACCESS ROUTES MUST BE TAKEN INTO CONSIDERATION. THE RECOMMENDED SIZE FOR THE URBAN PARK IS 50 ACRES. THIS SIZE IS BASED ON THE STANDARD OF ONE ACRE PER 1,000 PERSONS ANTICIPATED POPULATION BY 1980. A WIDE RANGE OF FACILITIES AND ACTIVITIES CAN BE PROVIDED AT THE PARK AT THE

DESCRETION OF THE CITY COUNCIL. ALTHOUGH THE LAND LIES WITHOUT THE JURISDICTIONAL BOUNDARIES OF THE CITY, CONDEMNATION FOR A MUNICIPAL PURPOSE ENABLES MUNICIPAL ANNEXATION OF THE LAND FOR A PARK WITHOUT ENGAGING IN ADDITIONAL USES TO BE MADE OF THE LAND IN THE INTERVENING TIME. VARIOUS POSSIBILITIES ON SITE ACQUISITION ON THIS LAND EXIST.

THESE POSSIBILITIES RANGE FROM A FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT TO ENTERING INTO BONDED INDEBTEDNESS FOR SUCH ACQUISITION. IT SHOULD BE NOTED THAT THE ACQUISITION OF VETS PARK WAS BY MEANS OF BONDED INDEBTEDNESS, ONE OF THE FIRST SUCH PARK BONDS EVER FLOATED IN A MUNICIPALITY IN SOUTHERN CALIFORNIA.

THE ACTUAL INTERNAL DEVELOPMENT OF THE URBAN PARK, THE SUGGESTED NAME OF WHICH IS BALDWIN HILLS, SHOULD BE LEFT TO THE DISCRETION OF THE CITY COUNCIL AND THE PARKS

AND RECREATION COMMISSION. THE FACILITY SHOULD BE DESIGNED TO SERVE A TOTAL CITY-WIDE PURPOSE AND TO PROVIDE SUPPLEMENTAL FORMS OF RECREATION.

AT PRESENT THERE DOES EXIST A 50-ACRE PARCEL LOCATED WITHIN A CANYON IN THE BALDWIN HILLS IN THIS COUNTY UNINCORPORATED AREA. THIS SITE SEEMS ACCEPTABLE FOR A MUNICIPAL URBAN PARK LOCATION. AT THE PRESENT TIME, THE LAND IS WITHIN LOS ANGELES COUNTY AND IS ZONED FOR AGRICULTURAL USES. UNLESS THE DECISION IS MADE TO ACQUIRE THIS SITE FOR AN URBAN PARK AND THE RESULTING RIGHT OF FIRST REFUSAL IS LEGALLY ESTABLISHED, CULVER CITY MAY LOSE A DESIRABLE PARK SITE. IT IS RECOMMENDED THAT STUDIES BE AUTHORIZED TO DETERMINE THE FEASIBILITY AND MEANS FOR SUCH ACQUISITION, INCLUDING COSTS AND SEVERANCE DAMAGES INVOLVED, FOR AN URBAN PARK IN THE AFOREMENTIONED GENERAL AREA.

C. REGIONAL PARK DEFICIENCY.

REGIONAL RECREATION FACILITIES ARE DECREASING IN NUMBER AND EFFECTIVE SERVICE RADII AS THE WEST-CENTRAL AREA OF LOS ANGELES COUNTY BECOMES INCREASINGLY URBANIZED. REGIONAL RECREATION AREAS, USUALLY THOUGHT OF AS SITES CONTAINING A MINIMUM 150 ACRES, ARE DESIGNED TO SUPPLEMENT THE VARIOUS LOCAL FACILITIES IN THE SURROUNDING AREA. DESIGNED TO APPEAL TO A BROAD SEGMENT OF THE POPULATION, SUCH FACILITIES MAY BE SINGLE-PURPOSE, SUCH AS A GOLF COURSE, OR MULTI-PURPOSE, SUCH AS A PARK-AUDITORIUM-SPORTS FIELD COMBINATION. WHEN LOCATED ADJACENT TO WATERWAYS, THE REGIONAL FACILITIES MAY BECOME SPECIALIZED IN PURPOSE, SUCH AS THE MARINA DEL REY. IF LOCATED IN MOUNTAIN AREAS, WITHIN ONE-HALF HOUR DRIVING TIME FROM THE CENTER OF THE POPULATION TO BE SERVED, THE REGIONAL FACILITY MAY PROVIDE THE IDEAL FAMILY-

OUTING AREA FOR DAY-LONG ACTIVITIES.

WITH THE PRESENT DEVELOPMENT OF FOX HILLS 36-HOLE GOLF COURSE FOR RESIDENTIAL PURPOSES, ONE OF THE FEW REGIONAL RECREATION FACILITIES IS BEING ELIMINATED FROM THE WEST-CENTRAL LOS ANGELES COUNTY AREA. ALTHOUGH ONCE RUN UNDER A "PRIVATE CLUB" STATUS, THE COUNTY HAD CURRENTLY CONSIDERED THE EXISTENCE OF THE COURSE AS A PUBLIC RECREATION FACILITY OF REGIONAL SCOPE. SEVERAL PROPOSALS FOR THE CREATION OF A NEW REGIONAL PARK TO SERVE THE WEST-CENTRAL AREA HAVE BEEN ADVANCED BY LOS ANGELES COUNTY AND LOS ANGELES CITY. PRESENT PLANS FOR EACH JURISDICTION INDICATE THE APPROXIMATE LOCATION OF SUCH A FACILITY, ABOUT 250 ACRES IN AREA, TO BE EAST OF LA CIENEGA BOULEVARD AND NORTH OF STOCKER STREET AT THE LA CIENEGA INTERSECTION. ALTHOUGH THE NEED IS APPARENT, THE LEGAL AND FINANCIAL STEPS INVOLVED IN THE

ACQUISITION OF SUCH A SITE, BY ANY JURIS-
DICTION, ARE EXTREMELY COMPLEX. NO ACQUI-
SITION DATE HAS BEEN SET BY EITHER JURIS-
DICTION FOR A REGIONAL RECREATION AREA IN
THIS LOCATION, ALTHOUGH STUDIES ARE UNDER
WAY TO DETERMINE RELATIVE FEASIBILITIES OF
VARIOUS SITES. THE TWO SITES PRESENTLY
BEING CONSIDERED ARE ABOUT ONE MILE APART,
WITH THE LOS ANGELES CITY PREFERENCE CLOSER
TO LA BREA AVENUE, AND THE LOS ANGELES
COUNTY PREFERENCE CLOSER TO LA CIENEGA
BOULEVARD.

FOR THE COUNTY OF LOS ANGELES AS A WHOLE,
THE PROJECTED 1975 POPULATION OF NINE
MILLION PERSONS WILL CREATE A DEMAND FOR
54,000 ACRES DEVOTED TO REGIONAL RECREATION
AREA. AT PRESENT, 33,000 ACRES OF REGIONAL
RECREATION AREA ARE DEVELOPED IN THE COUNTY,
NOT INCLUDING FLOOD CONTROL "OPEN SPACES,"
RESERVATIONS, OR ANGELES NATIONAL FOREST.
IT IS RECOMMENDED THAT THE CITY OF CULVER

CITY COOPERATE IN EVERY FEASIBLE MANNER
TO EXPEDITE THE CREATION OF A REGIONAL
PARK FACILITY AT THE APPROXIMATE LOCATION
INDICATED ON MAP #41-A.

PART SIX IMPLEMENTATION AND REVIEW

A. IMPLEMENTATION PLAN.

AN IMPORTANT STEP TOWARD BRINGING THE RECOMMENDATIONS OF THIS DOCUMENT TO FRUITION IS THE ADOPTION OF AN IMPLEMENTATION PLAN WITH A GOAL OF 1980 FOR TOTAL IMPLEMENTATION. EVEN THOUGH A CERTAIN URGENCY HAS BEEN COMMUNICATED IN REFERENCE TO SPECIFIC RECOMMENDATIONS CONTAINED HEREIN, THE GENERAL ADOPTION OF A SPECIFIC IMPLEMENTATION SCHEDULE IS HEREBY LEFT TO THE CITY COUNCIL, UTILIZING THE PARK AND RECREATION COMMISSION AND THE PLANNING COMMISSION IN AN ADVISORY ROLE. IT IS URGENTLY REITERATED, HOWEVER, THAT THE PRIMARY STEP SHOULD BE THE ADOPTION OF A MODERN AND COMPLETE SUBDIVISION ORDINANCE BASED UPON THE MANY NEW AREAS OF LEGISLATION RECENTLY INCORPORATED INTO THE STATE MAP ACT.

B. SUMMARY OF AVAILABLE GRANTS.

A VARIETY OF FEDERAL AND STATE GRANTS AND/OR LOANS ARE AVAILABLE TO LOCAL JURIS-

DICTIONS TO ASSIST IN THE ACQUISITION AND/OR DEVELOPMENT OF PUBLIC RECREATION FACILITIES. THE SUMMARY WHICH FOLLOWS INDICATES BRIEFLY THE SCOPE OF AVAILABLE FUNDS FOR WHICH CULVER CITY QUALIFIES:

1. FEDERAL GRANTS:

A) OPEN SPACE LAND PROGRAM:

THIS PROGRAM IS DESIGNED TO AID LOCAL JURISDICTIONS IN THE ACQUISITION AND DEVELOPMENT OF LAND SUITABLE FOR PERMANENT OPEN SPACE USE. A 50 PER CENT GRANT IS AVAILABLE FOR SITE ACQUISITION, WITH AN ADDITIONAL 50 PER CENT GRANT AVAILABLE FOR IMPROVEMENT AND DEVELOPMENT OF SUCH ACQUIRED LAND. IN ADDITION TO THE UNIFORM REQUIREMENTS FOR APPLICATIONS, THE PROGRAM REQUIRES THAT, FOR EACH APPLICATION, THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT MUST DETERMINE THE AVAILABILITY OF

AN AREA-WIDE COMPREHENSIVE PLANNING PROGRAM FOR THE URBAN AREA SURROUNDING THE PROPOSED SITE. THIS REQUIREMENT IS FULFILLED PARTIALLY BY THE ADOPTION OF THE LOS ANGELES COUNTY REGIONAL RECREATION ELEMENT AND PARTIALLY BY THE CULVER CITY RECREATION ELEMENT. APPLICATION FOR THIS GRANT MUST ALSO CONFORM TO THE DEMONSTRATION CITIES REFERRAL PROCEDURES. (HOUSING ACT OF 1961 -- TITLE 7.)

B) GRANTS FOR ADVANCE ACQUISITION OF LAND.

DESIGNED TO AID LOCAL JURISDICTIONS IN ACQUIRING OPEN SPACE LANDS AT CURRENT PRICES TO FULFILL ANTICIPATED FUTURE COMMUNITY-WIDE NEEDS, THIS PROGRAM ENABLES FEDERAL GRANTS TO BE AVAILABLE TO COVER THE INTEREST COST OF A LOAN INCURRED SINCE SUCH LAND ACQUISITION. THE GRANT

CARRIES THE STIPULATION THAT CONSTRUCTION OF THE SITE IMPROVEMENTS MUST BEGIN WITHIN FIVE YEARS OF THE ACQUISITION-LOAN DATE. THE FACILITY MUST BE CONSISTENT WITH THE COMPREHENSIVE PLANNED DEVELOPMENT OF THE AREA, AS WELL AS WITH A COMMUNITY OR AREA-WIDE SYSTEM OF SUCH FACILITIES. (HOUSING AND URBAN DEVELOPMENT ACT OF 1965. SEC. 704)

C) GRANTS FOR NEIGHBORHOOD FACILITIES.

DESIGNED TO GIVE PRIORITIES TO PROJECTS BENEFITING LOW-INCOME FAMILIES, THIS PROGRAM PROVIDES GRANTS FOR TWO-THIRDS OF THE ELIGIBLE DEVELOPMENT COSTS FOR DEVELOPING A FACILITY TO BE USED FOR NEIGHBORHOOD RECREATION OR SIMILAR COMMUNITY SERVICE ACTIVITIES. (HOUSING AND URBAN DEVELOPMENT ACT OF 1965. SEC. 703)

2. FEDERAL LOANS: PUBLIC FACILITY LOANS

FULL COST, LOW INTEREST, FORTY-YEAR LOANS ARE AVAILABLE FOR A VARIETY OF PUBLIC WORKS PROJECTS, INCLUDING RECREATION FACILITIES BUT NOT INCLUDING SCHOOLS. THE LOANS ARE AVAILABLE FOR THOSE PORTIONS OF A PROJECT NOT COVERED BY OTHER FEDERAL PROGRAMS. HOUSING AMENDMENTS OF 1955.

3. STATE GRANT PROGRAMS.

THE STATE BEACH, PARK, RECREATIONAL AND HISTORICAL FACILITIES BOND ACT OF 1964 PROVIDES A MEANS BY WHICH GRANTS ARE AVAILABLE FROM THE STATE (THROUGH THE COUNTIES) TO CITIES. THE ALLOCATION OF MONIES IS BASED ON THE ESTIMATED 1975 COUNTY POPULATION. APPLICATIONS FROM LOCAL JURISDICTIONS MUST BE APPROVED BY THEIR RESPECTIVE COUNTIES PRIOR TO SUBMISSION. DESIGNED TO AID IN ACQUISITION OF REGIONAL RECREATION FACILITIES IN OR

CLOSE TO URBAN AREAS, THE GRANT REQUIRES A MINIMUM 50-ACRE SITE FOR ACQUISITION, AS WELL AS AN ADOPTED COUNTY MASTER PLAN AND RECREATION ELEMENT INCLUDING THE SITE DESIGNATION. PRIORITIES WITHIN EACH COUNTY ARE ESTABLISHED BY THE COUNTY PRIOR TO SUBMISSION OF APPLICATIONS TO THE STATE. ALL APPLICATIONS UNDER THIS PROGRAM MUST BE SUBMITTED TO THE STATE BY OCTOBER, 1969.

AS INDICATED ON THE PRECEDING PAGES, A VARIETY OF GRANTS AND LOANS ARE AVAILABLE FOR RECREATION SITE ACQUISITION AND DEVELOPMENT. THE CHOICE OF GRANT APPLICATIONS IS A MATTER PROPERLY WITHIN THE SCOPE OF CITY COUNCIL POLICY.

D. SCHEDULE FOR PERIODIC REVIEW.

WITH THE ADOPTION OF THIS DOCUMENT, THE CITY OF CULVER CITY NOW HAS A SOLID BASIS ON WHICH TO AUGMENT AND AMELIORATE ITS

EXISTING RECREATION INVENTORY. IT IS, HOWEVER, HIGHLY NECESSARY THAT A SCHEDULE FOR PERIODIC REVIEW OF THIS GENERAL PLAN ELEMENT BE ESTABLISHED TO KEEP THE DOCUMENT VIABLE AND MEANINGFUL IN THE LOCAL ENVIRONMENT OF RAPID URBAN CHANGE. IT IS, THEREFORE, RECOMMENDED THAT THE PLANNING COMMISSION AND THE PARK AND RECREATION COMMISSION, UNDER THE GUIDANCE OF THEIR RESPECTIVE STAFFS, ESTABLISH IMMEDIATELY THE POLICY OF A BI-YEARLY REVIEW OF THIS DOCUMENT. THIS BI-YEARLY REVIEW SHOULD BE AIMED AT THE ADVANCEMENT OF THE 1980 GOAL DATE ESTABLISHED HEREIN, SO THAT SAID GOAL DATE SHALL PERPETUALLY BE A MINIMUM OF TEN YEARS AHEAD OF ANY REVIEW PERIOD.

PART SEVEN APPENDIX

A. REFERENCES.

- LOCAL PLANNING ADMINISTRATION
International City Managers' Association
(1959 edition)
- RECREATION AND PARKS IN LOS ANGELES
Public Relations Division, Dept. of Parks
and Recreation, City of Los Angeles (1966)
- REVIEW OF THE CALIFORNIA COMPREHENSIVE
STATEWIDE OUTDOOR RECREATION PLAN
The Resources Agency, Dept. of Parks and
Recreation, State of California (1966)
- THE SOUTHWEST AREA
The Regional Planning Commission,
County of Los Angeles, (1961)
- SOUTHERN CALIFORNIA REGIONAL RECREATION
AREA STUDY
The Inter-County Recreation Planning
Committee (1962)
- PLANNING THE NEIGHBORHOOD
Committee on the Hygiene of Housing,
American Public Health Association,
Public Administration Service (1960)
- GUIDE FOR PLANNING RECREATION PARKS IN
CALIFORNIA
California Committee on Planning for Recre-
ation, Park Areas, and Facilities, State of
California Recreation Commission (1956)
- L.A. COUNTY REGIONAL RECREATION AREAS PLAN
A part of the Recreation Element of the
General Plan as amended July 29, 1965
L.A. County Regional Planning (1965)
- RECREATION ELEMENT REVISION STUDY
L.A. City Plan Case #19700 (1967)

B. POPULATION DENSITY AND DWELLING UNIT
INTENSITY.

ON THE FOLLOWING PAGES THE EXISTING AND
PROJECTED POPULATION AND DWELLING UNIT IN-
TENSITY FIGURES FOR CULVER CITY ARE LISTED
IN TABULAR FORM. FOLLOWING THE TABLES, THE
POPULATION DISTRICT MAP GRAPHICALLY PRESENTS
THE DISTRICT BOUNDARIES.

PROJECTIONS OF POPULATION AND DWELLING
UNIT INTENSITY ARE OF NECESSITY BASED ON A
SET OF ASSUMPTIONS REGARDING FUTURE LAND USE.
FOR THE PURPOSE OF THESE TABLES, THE FOLLOW-
ING ASSUMPTIONS HAVE BEEN MADE:

- 1.) NEITHER MGM NOR DESILU STUDIOS REDEVEL-
OP RESIDENTIALLY BEFORE 1980.
- 2.) A GRADUAL REDEVELOPMENT OCCURS IN POP-
ULATION DISTRICT I FROM AN EXISTING
AVERAGE DENSITY OF 14 UNITS PER NET
ACRE TO AN EVENTUAL 38 UNITS PER NET A
ACRE.
- 3.) THAT SMALL-LOT R-4 DEVELOPMENT (LOT
SIZE LESS THAN 15,000 SQ. FT.) YIELDS

38 UNITS PER NET ACRE, AND LARGE-LOT
R-4 DEVELOPMENT (COVER 15,000 SQ. FT.)
YIELDS 50 UNITS PER NET ACRE.

4.) THAT 3.1 PERSONS PER SINGLE-FAMILY
AND DUPLEX UNIT PREVAIL, AND THAT 2.1
PERSONS PER MULTIPLE UNIT PREVAIL.
THE POPULATION DISTRICT LETTERS CON-
FORM TO 1960 CENSUS TRACT BOUNDARIES
AS FOLLOWS:

<u>POPULATION DISTRICT</u>	<u>CENSUS TRACT</u>
A	7,028.2
B	7,028.1
C	7,027
D	7,026
H	7,025
I	7,024

POPULATION DISTRICT "E" REFERS TO THE
SLAUSON-SEPULVEDA INDUSTRIAL AREA, DISTRICT
"G" REFERS TO FOX HILLS, AND DISTRICT "F"
REFERS TO OVERLAND-PLAYA ANNEXATION #6
(SEE MAP #55-A, PAGE FOLLOWING).





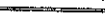
TABLE II

1980 POPULATION PROJECTIONS FOR CULVER CITY

<u>POPULATION DISTRICT</u>	<u>1960 CENSUS</u>	<u>1965 ESTIMATE</u>	<u>1980 PROJECTION</u>
A	3482	3513	3600
B	6300	6802	7600
C	4157	4175	5000
D	8100	8266	8350
E	N.A.	N.A.	N.A.
F	N.A.	N.A.	485
G	N.A.	N.A.	11,301
H	5571	6046	7400
I	4588	4754	9638
	<u>32,198</u>	<u>33,556</u>	<u>53,274</u>



CULVER CITY
 California
 COUNTY OF LOS ANGELES
 Planning Division

 CULVER CITY BOUNDARY LINE
 PROPOSED FWY. ROUTE ADOPTED
 FREEWAY
 MAJOR STREETS
 POPULATION DISTRICT BOUNDARIES

C. SUMMARY OF THE VALUATION REPORT ON RON SMITH FIELD.

THE DETAILS ENUMERATED IN THE APPENDIX RELATE TO THE DISCUSSION OF ACQUISITION OF RON SMITH FIELD AND ITS ENVIRONS FOR A 22.5 ACRE SPECIAL-PURPOSE COMMUNITY FACILITY IN SECTION VI.A OF THIS ELEMENT. THE APPRAISAL OF THIS PROPERTY WAS CONDUCTED PURSUANT TO CITY COUNCIL AUTHORIZATION BY THE FIRM OF DAVIS BRABANT AND COMPLETED ON JULY 15, 1966.

FOLLOWING ARE DEFINITIONS WHICH ARE STANDARD IN APPRAISAL WORK FOR USE IN THE VALUATION REPORT:

MARKET VALUE -- THE HIGHEST PRICE ESTIMATED IN TERMS OF MONEY THAT A PROPERTY WILL BRING IF EXPOSED FOR SALE IN THE OPEN MARKET, ALLOWING A REASONABLE TIME TO FIND A PURCHASER WHO BUYS WITH FULL KNOWLEDGE OF ALL THE USES TO WHICH IT MAY BE ADAPTED AND FOR WHICH IT IS CAPABLE OF BEING USED.

SEVERANCE DAMAGE -- A LOSS IN VALUE OF THE PART REMAINING AFTER THE TAKING, AS COMPARED WITH THE VALUE OF THE REMAINDER BEFORE THE TAKING WHEN CONSIDERED AS A PART OF THE WHOLE.

SPECIAL BENEFITS -- THOSE THAT ARE DIRECT, THAT ARE PECULIAR TO THE LAND IN QUESTION THAT RESULT FROM THE CONSTRUCTION OF THE PROPOSED IMPROVEMENT, AND THAT ARE MANIFEST IN AN INCREASE IN THE UTILITY AND VALUE OF THE PARTICULAR PROPERTY.

THE ACREAGE FIGURES ON THE TOTAL PROPERTY LISTED BELOW HAVE BEEN DIVIDED ACCORDING TO THE OWNERSHIP NAME ASSOCIATED WITH THE SEGMENTS OF THE PROPERTY.

	<u>HETZLER</u>	<u>CRAWFORD</u>	<u>SMITH</u>
TOTAL ACREAGE	19.91	307.91	41.32
IN C. C.	1.07	35.50	1.06
IN COUNTY	18.84	275.41	40.26
TOTAL TAKE	1.6	10.2	10.5
IN C. C.	NONE	9.4	NONE
IN COUNTY	1.6	.8	10.5

TABLE III

1980 DWELLING UNIT INTENSITY PROJECTIONS FOR CULVER CITY

POPULATION DISTRICT	1960		1965		1980	
	<u>SINGLE-DUP.</u>	<u>MULTIPLE</u>	<u>SINGLE-DUP.</u>	<u>MULTIPLE</u>	<u>SINGLE-DUP.</u>	<u>MULTIPLE</u>
A	551	245	551	245	661	275
B	1532	1170	1559	1326	1441	1876
C	1207	77	1211	90	1245	380
D	1808	277	1834	327	1990	325
E	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
F	N.A.	N.A.	N.A.	N.A.	256	-
G	N.A.	N.A.	N.A.	N.A.	-	5382
H	1528	410	1574	543	1535	1250
I	<u>1354</u>	<u>615</u>	<u>1371</u>	<u>658</u>	<u>1347</u>	<u>2648</u>
SUB-TOTALS	7429	2794	8100	3189	8378	12,076
TOTALS	10,223		11,289		20,454	

UTILITIES AVAILABLE TO THE PROPERTIES INVOLVED:

GAS: PROVIDED BY SOUTHERN COUNTIES GAS CO.
ELECTRIC: PROVIDED BY SO. CALIF. EDISON CO.
WATER: PROVIDED BY SO. CALIF. WATER CO.
SEWER: EXISTING COUNTY FACILITIES WILL NOT HANDLE PUBLIC SEWAGE.

SOIL CONDITIONS ON THE PROPERTY AS FOLLOWS:

ALL HETZLER PROPERTY IS LAND FILL.
PORTION OF SMITH PROPERTY IS LAND FILL.
PORTION OF SMITH PROPERTY AND ALL OF CRAWFORD PROPERTY RANGES FROM SANDY LOAM TO CLAY.

IN THE OPINION OF THE VALUATION APPRAISER, THE EFFECT OF THE TAKE ON THE REMAINING PROPERTIES BY OWNERSHIP IS AS FOLLOWS:

NEITHER HETZLER NOR CRAWFORD PROPERTIES WILL BE ADVERSELY AFFECTED BY THE TAKE. ON THE SMITH PROPERTY THE REMAINING 4.7 ACRES WEST OF THE TAKE WOULD BE SUBSTANTIALLY

REDUCED IN VALUE BY THE TAKE. SHAPE OF THE REMAINING PORTION WOULD BE UNDESIRABLE AND DEVELOPMENT AS A SEPARATE ENTITY WOULD BE CONSIDERABLY HAMPERED AND LIMITED. REDUCTION AMOUNTS TO APPROXIMATELY 80 PER CENT PER FOOT VALUE OF THIS PORTION PRIOR TO THE TAKE WOULD REQUIRE SEVERANCE DAMAGES.

VALUATION OF THE PROPERTY INVOLVED.

BASED ON COMPARATIVE RECENT SALES AS DETERMINED BY THE APPRAISER, THE INDICATED PRESENT MARKET VALUE OF LEVEL, UNFILLED INDUSTRIAL LAND IN THE TAKE AREA IS \$2 PER SQUARE FOOT. IF A PORTION OF THE TAKE IS TO ULTIMATELY BE USED FOR CUT AND FILL OPERATION, THE RATE OF VALUE OF THE DUMPING CAPACITY IS ESTIMATED AT 30¢ PER CUBIC YARD. BASED ON THE VARIOUS FACTORS INVOLVED, IT WOULD REQUIRE THREE YEARS TO CREATE A LEVEL PAD FROM THE CUT AND FILL OPERATION.

VALUATION SUMMARY

<u>OWNER</u>	<u>TAKE ACREAGE</u>	<u>TOTAL VALUATION</u>
HETZLER	1.6	\$ 35,650
CRAWFORD	10.2	245,000
SMITH	<u>10.5</u>	<u>356,300</u>
TOTAL	22.3 ACR.	\$ 636,950

AVERAGE: \$28,562 PER ACRE