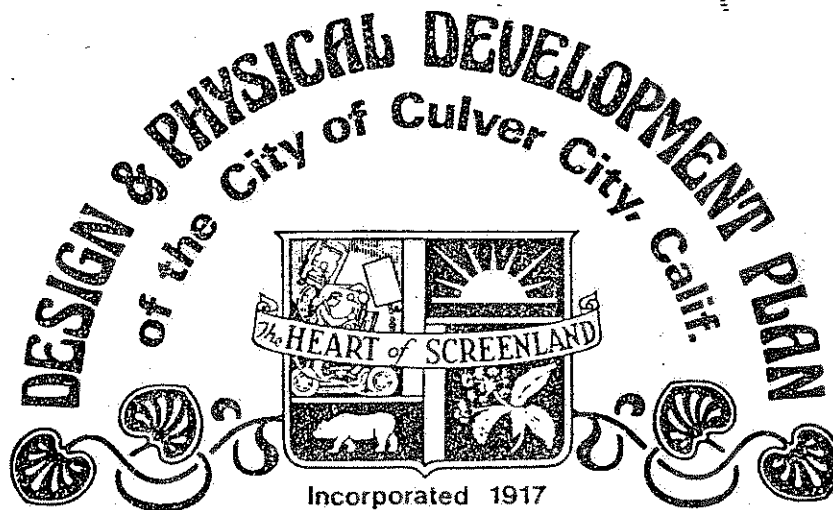




# DESIGN AND PHYSICAL DEVELOPMENT PLAN

— Culver City, Ca. — Volume Two —



## **VOLUME TWO**

**SECTIONS 6 THROUGH 8**

**Approved by the CITY COUNCIL**  
**April 8, 1974 by Ordinance No. CS-821**

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## **Section 6**

# **DESIGN AND PHYSICAL DEVELOPMENT PLAN FOR CULVER CITY**

## 6.1 Objectives of the Design and Physical Development Plan

The purpose of the proposed Design and Physical Development Plan is to promote the health, safety, comfort, and general welfare of the citizens of Culver City by insuring that all new private developments and public improvements are compatible with achieving the general objectives related to community appearance which are shown in table 6.1. In order to clarify the relationship of each objective to the various particular proposals made in the Design and Physical Development Plan, the principal responses of the plan to each objective are tabulated in column 3 of the table.

The objectives were derived from the following sources:

- a. The visual survey and analysis of Culver City undertaken by the consultant (see section 4)
- b. The social survey and interviews conducted by the consultant (see section 5)
- c. Extensive discussions between the consultant, members of the Architectural Review Board, and members of the Culver City planning staff.
- d. Consultation of previous plans of this type prepared for other cities (see sections 2.4, 3.6, and 3.7)



TABLE 6.1 : OBJECTIVES OF THE DESIGN AND PHYSICAL DEVELOPMENT PLAN

Objective	Comment	Principal Design and Physical Development Plan Responses
1. Protection and preservation of the existing scale, character, and residential desirability of single family residential neighborhoods wherever possible	Culver City has many attractive single family residential districts. However, their character is threatened in many cases by neighboring construction, and the intrusion of multiple residential construction. Widespread citizen concern over this issue was indicated by the community survey.	Architectural review standards dealing with the visual relationship of new construction to neighboring single family residential construction.
2. Maintenance of property values	Poor appearance of buildings and other physical developments adversely affect the economic desirability of immediate and neighboring areas for residential, commercial, and industrial use, and thus impair the stability in value of both improved and unimproved properties in the area.	Architectural review standards requiring consistency in visual character and quality of new construction with that already in the neighborhood.
3. Stimulation of economic growth and development where appropriate.	The economic desirability of certain areas for residential, commercial and industrial uses may be enhanced by upgrading the overall visual quality of those areas. This may not only have the effect of increasing property values, but may also attract new development, generate new jobs, and enhance the profitability of commercial enterprises.	Proposed improvements in street pattern and redevelopment of old downtown area.  Architectural review standards and policies for public improvements aimed at intensifying major commercial nodes.

TABLE 6.1 continued

Objective	Comment	Principal Design and Physical Development Plan Responses
4. Preservation and prominent display of historic landmarks and important natural features.	Culver City possesses several buildings of unique architectural and historical significance, and important natural features. Their preservation increases the overall visual quality of Culver City by enhancing visual identity, diversity, and interest of the area. Preservation implies not only conservation of the features themselves, where possible, but also visually sympathetic treatment of neighboring buildings and physical developments.	<p>Policy of preservation and prominent display of historic landmarks of the movie industry in proposed schemes for improvements to Culver Boulevard and the old downtown area.</p> <p>Baldwin Hills Regional Park proposal.</p>
5. Enhancement of legibility and comprehensibility of urban form.	The ease with which visitors and residents discover the important features of Culver City and comprehend its physical organization is affected by the general pattern of circulation, visibility of major destinations, the character and visual prominence of buildings, consistency and distinctiveness of appearance of various particular streets and districts, density, formality, and character of landscaping, and intensity and character of lighting.	<p>Proposals for clarification of street system.</p> <p>Coordinated policy for landscaping and lighting along major boulevards.</p> <p>Special architectural review standards for major boulevards.</p> <p>Street graphics standards ordinance.</p>

TABLE 6.1 continued

Objective	Comment	Principal Design and Physical Development Plan Responses
6. Preservation and enhancement of amenity and safety of public and semi-public spaces.	The comfort, attractiveness, real and apparent security and safety of streets, pedestrian walkways, plazas, yards, building entrance areas, playgrounds, and parks are affected by the external appearance and character of adjoining buildings and physical developments.	Architectural review standards concerning lighting, possible places of concealment, and supervision of public and semi-public spaces.
7. Mitigation of adverse micro-climatic effects of buildings and physical developments.	Poorly and inappropriately designed building exteriors, and lack of landscaping can significantly increase adverse heat, glare, dust, and wind effects in neighboring areas.	Architectural review standards concerning building color, materials and finishes, and landscaping.  Proposed increased public landscaping.
8. Increase in quality and quantity of vegetation.	Large areas of Culver City are relatively barren of vegetation, and provide no opportunities to harbor the diversity of birds and other fauna which are normally characteristic of Southern California. Landscaping of new buildings and developments can, over time, significantly increase the biomass of the region and encourage the development of more active, diverse, and aesthetically pleasing ecosystems.	Architectural review criteria setting minimum standards for quality and quantity of landscaping.  Proposed increased public landscaping.  Baldwin Hills Regional Park proposal.

TABLE 6.1 continued

Objective	Comment	Principal Design and Physical Development Plan Responses
9. Preservation of visual privacy.	Lack of visual privacy from streets for houses, apartments, hotels, motels, convalescent homes and hospitals not only decreases the amenity and comfort of these facilities, but also adversely affects the character and appearance of the street.	Architectural review standards concerning placement of buildings on site, and location of windows.
10. Concealment of undesirable elements and accentuation of desirable elements.	Visual amenity of areas may be increased by requiring concealment of elements generally held to be visually undesirable (for example, refuse collection areas, mechanical equipment, etc.) and by encouraging visual accentuation of elements generally held to be visually desirable (such as parks, landscaping, distant views, etc.).	Architectural review standards requiring concealment of certain elements and activities.
11. Encouragement of visual diversity, differentiation, stimulation and interest.	A legitimate expectation of a city dweller is to be exposed to a diversity of environments of a varied, visually distinctive, interesting and stimulating character during the course of his daily activities. This is a particularly important factor in the intellectual and emotional development of children. The visual environment of Culver City is not particularly rich or diversified.	Proposed schemes for old downtown, Culver Boulevard, Ballona Creek bikeway, and Baldwin Hills Park.  Different architectural review standards for different types of urban fabric.  Architectural review standards written as performance rather than prescriptive criteria, in order to encourage design innovation.

TABLE 6.1 continued

Objective	Comment	Principal Design and Physical Development Plan Responses
12. Integration of the various distinct districts of Culver City into a coherent, integrated whole.	Due to the shape of its boundaries, the patterns of access, and the influence of topographic features, there is a strong tendency towards fragmentation into a series of completely disconnected separate districts.	Proposals to extend Overland and Duquesne to improve north-south access pattern.  Culver Boulevard, Ballona Creek bikeway, and Baldwin Hills Park schemes.  Coordinated policy for street landscaping and lighting.
13. Promotion of visual prominence and distinctiveness of important commercial and civic nodes, and major boulevards.	Such centers of activity should clearly stand out from their surroundings, and possess distinctive visual characteristics by means of which they may be readily identified and remembered.	Proposed schemes for old downtown and Culver Boulevard.  Special architectural review standards for major boulevards.  Architectural review standards and policies for public improvements aimed at intensifying major commercial nodes.
14. Redevelopment of clear visual relationship of recreational areas to residential neighborhoods.	This can increase both the use of the recreational areas and the desirability of the residential neighborhoods.	Proposed schemes for Ballona Creek bikeway, Baldwin Hills Park, and Culver Boulevard.

TABLE 6.1 continued

Objective	Comment	Principal Design and Physical Development Plan Responses
15. Clarification of Culver City's relationship to regional nodes and the regional transportation network.	Makes it easier for visitors to reach destinations in Culver City.	<p>Proposed schemes for improved freeway access to old downtown and the new Fox Hills Regional shopping center.</p> <p>Proposed formal "portals" at either end of Culver Boulevard.</p> <p>Proposed linkage of Ballona Creek bikeway to the coast.</p>
16. Freeing drivers from irrelevant distractions, while efficiently providing necessary information.	The quality, quantity, and location of street graphics is the main factor of concern here.	Street graphics standards ordinance.

15. Clarification of Culver City's relationship to regional nodes and the regional transportation network.  
 16. Freeing drivers from irrelevant distractions, while efficiently providing necessary information.

## 6.2 Overview of the Design and Physical Development Plan

The plan deals with the image, character, and visual quality of Culver City at three different levels:

- a. The City as a whole;
- b. Each particular district within the city;
- c. Individual buildings and developments within each particular district.

At each level, proposals are made for both public action and standards for review of private development.

### a. The city as a whole

At the level of the city as a whole, the plan is primarily concerned with objectives 5 (Enhancement of legibility and comprehensibility of urban form), 12 (Integration of the various distinct districts of Culver City into a coherent, integrated whole) and 15 (Clarification of Culver City's relationship to regional nodes and the regional transportation network). Figures 6.1 and 6.2 illustrate the overall concept.

Overland and Duquesne are each extended south into the hills (see sections 7.2 and 7.3) in order to improve north-south access within the city, better integrate Fox Hills, Culver Crest, Blair Hills, and the proposed Baldwin Hills Regional Park into the City, and generally clarify the circulation system within the City.

The old downtown area, the proposed Baldwin Hills Regional Park, and the new Fox Hills Regional Shopping Center are seen as important regional nodes, clearly plugged into the regional transportation network. A proposal is made to substantially improve and clarify the accessibility of the old downtown area to the Santa Monica Freeway (see section 7.1) then to take advantage of the growth potential generated by the improved access to redevelop the area into an office node. Improved automobile access to the Baldwin Hills Park is provided by the proposed extension of Duquesne (renamed "Blair Hills Road") and bicycle access by means of a bikeway along Ballona Creek. The proposed extension of Overland provides a better linkage between the Fox Hills Regional Shopping Center and the Marina and San Diego Freeways.

Culver Boulevard and Ballona Creek are seen as important opportunities to develop visually important east-west axes.

The right-of-way along Culver Boulevard is very wide, and a potential opportunity exists to develop a strip park (see section 7.4) along its length from the old downtown to the San Diego Freeway...as along Santa Monica Boulevard in Beverly Hills. This would locate old downtown on a uniquely attractive major boulevard running between two freeways...instead of in its present apparently nondescript and ambiguous location. Appropriate landscape elements (trees, fountains, lights, etc.) placed at the Culver/San Diego Freeway overpass, and at Culver's proposed extension to Media Park would provide formal "portals" into Culver City...defining its boundaries and measuring its extent. The strip park can include a bikeway.





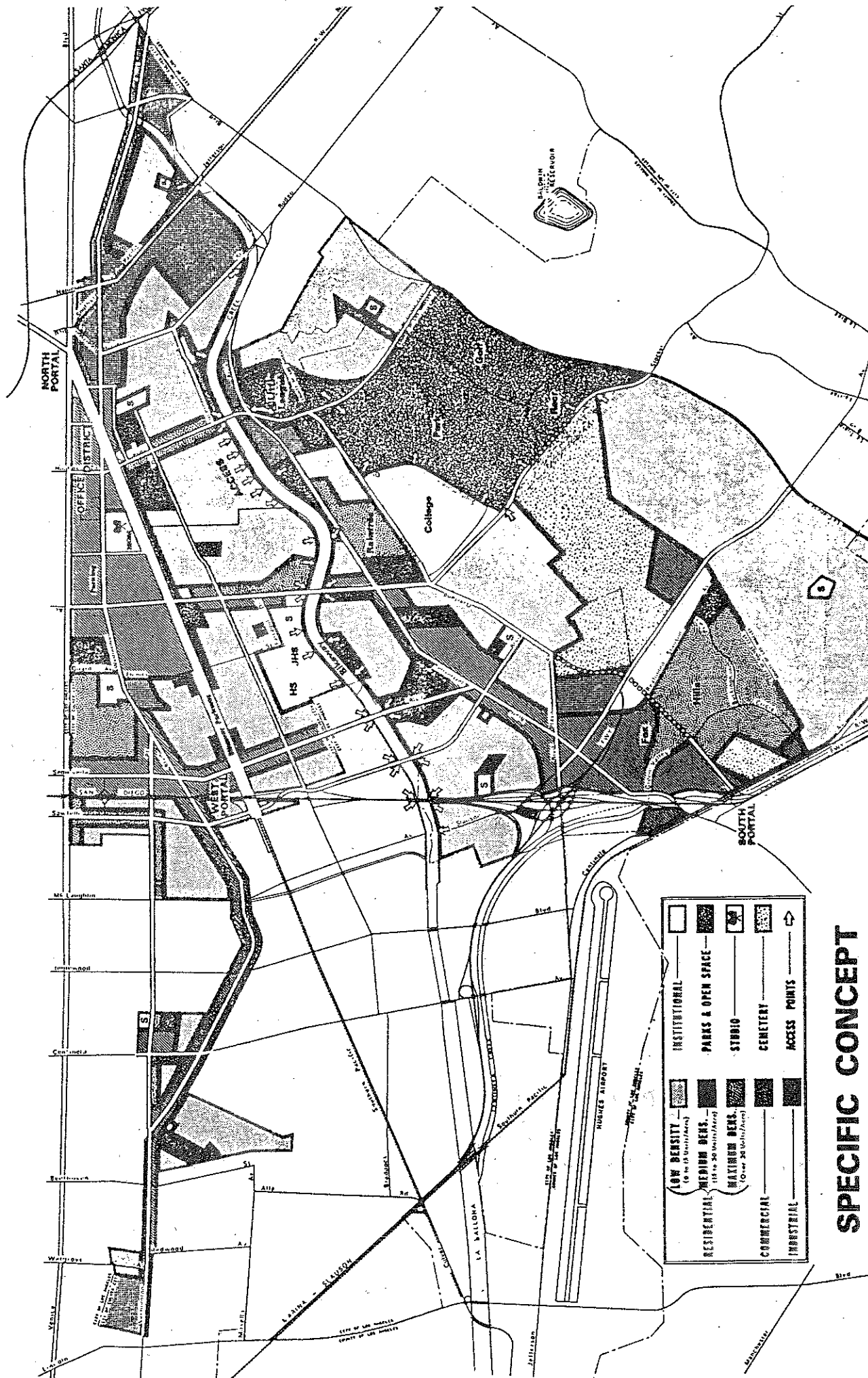


Figure 6.2 SPECIFIC CONCEPT

A bikeway can also extend along the banks of Ballona Creek (see section 7.5) and eventually to Playa del Rey. This would link a large part of the residential fabric of Culver City to both the proposed Baldwin Hills Regional Park and to the ocean. Appropriate landscape treatment of the points at which creek and streets intersect can turn the creek into an attractive visual element.

The central residential district of Culver City is then very clearly bounded and defined by three extremely strong edges, the Culver Boulevard strip park, the Ballona Creek bikeway/park, and the San Diego Freeway. Appropriate redevelopment of the old Desilu Studio lot at some point in the future could create a fourth edge. Furthermore, it is served by an excellent bikeway system around its perimeter.

In order to further visually organize and clarify the physical form of Culver City, proposals are made for comprehensive and consistent policies for public landscaping and lighting along major boulevards (see section 7.6). In addition, the proposed architectural review standards contain more stringent criteria for evaluation of buildings along major boulevards.

b. Particular districts.

On the basis of the data collected during the physical survey of Culver City, and extensive consultation with Culver City planning staff, the urban fabric of Culver City was broken down into a number of different categories of urban fabric, according to the general scale, character, and use of construction as follows:

1. Primary office
2. Primary retail
3. Shopping center
4. General commercial
5. Manufacturing/sales
6. Industrial
7. Single family residential
8. Type I multiple residential
9. Type II multiple residential
10. Residential complex

An analysis of existing conditions, and visual problems and opportunities existing within each of these fabric categories was then made, and specific objectives for appearance of construction within each category set up. For example, the objectives for the various categories of residential fabric primarily relate to preservation of residential scale, character and atmosphere. For primary office and primary retail areas, on the other hand, the emphasis is on high visibility to automobiles and pedestrians, orientation towards the street, developing and maintaining the economic potential of the area by accentuating its character as a commercial node. From these sets of objectives, standards for architectural review of buildings and physical developments falling within each of the categories of urban fabric were derived. The descriptions of existing conditions, problems, opportunities, proposed objectives, and proposed standards are given in section 8.2.

The "primary office" and "single family residential" categories are treated somewhat differently from the rest, however.

No district meeting the definition for "primary office" currently exists in Culver City. However, the old downtown area is classified in this category in the expectation that the redevelopment proposed for the area (see section 7.1) will take place.

The architectural review ordinance specifically excludes R-1, R-1a, and R-2 zones, and no standards for review of construction in these zones are proposed in this report. Instead, the major objective of protecting and accentuating their residential scale, character, atmosphere, and amenity is dealt with by controlling the character of construction in adjoining areas as it relates to and affects the residential district.

c. Individual buildings

The objective of the plan is to encourage maximum freedom, creativity, and innovation in the architecture, landscape design, and graphics of each individual project within the framework of constraints imposed by the community's need to control appearance for purposes of ensuring health, safety, comfort, and general welfare of its citizens. Accordingly, standards are stated, as far as is practical, in the form of performance criteria, and prescriptive standards are avoided.



## **Section 7**

# **PROPOSALS FOR PUBLIC ACTION**

## 7.1 Rehabilitation of the Downtown Area

### a. Problems

The old town center is only a short distance from the Santa Monica Freeway. However, the route to the freeway is tortuous and confusing.

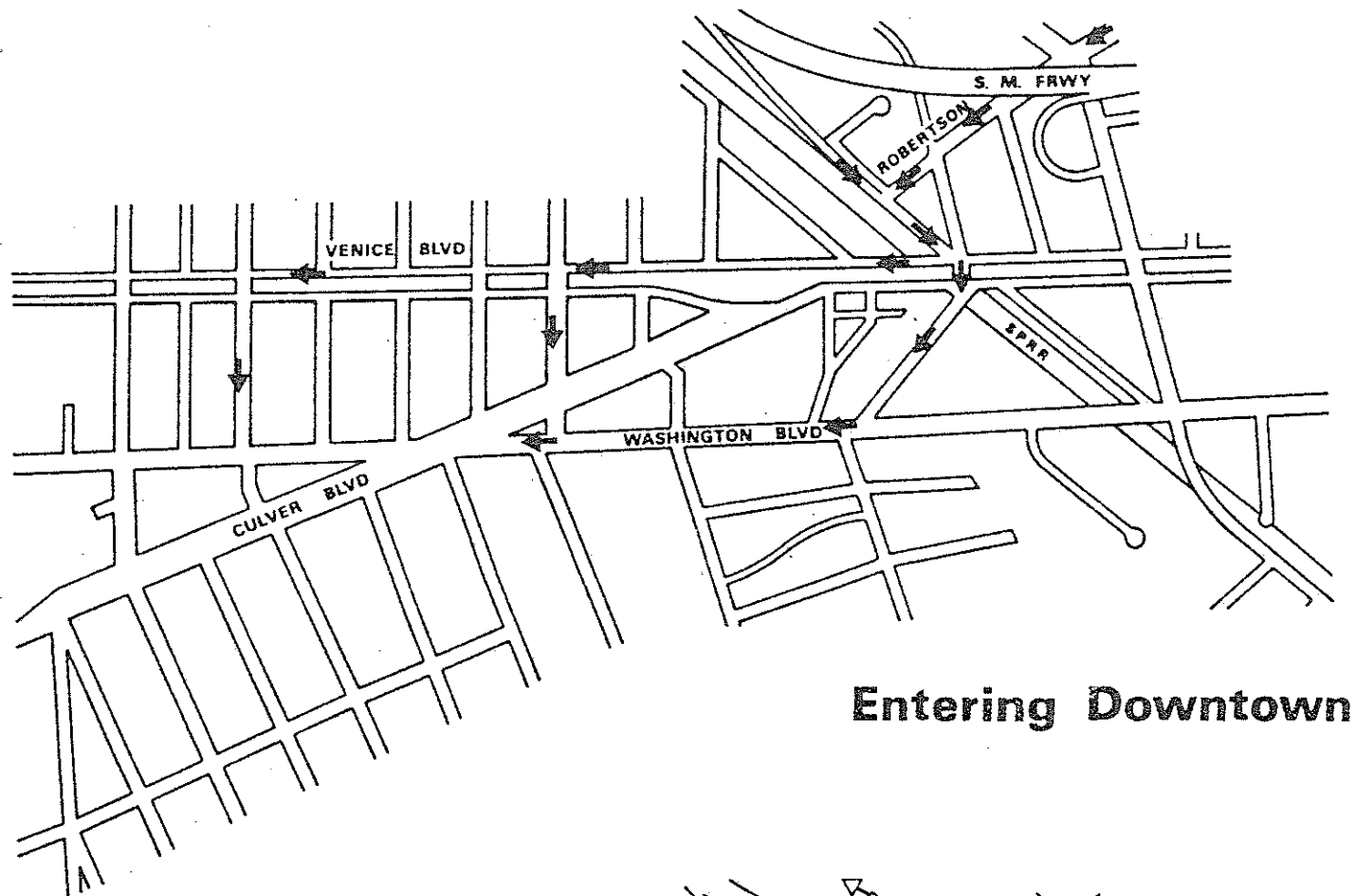
In order to leave downtown via the freeway it is necessary to follow an indirect route along Culver Boulevard, merge with Venice Boulevard eastbound, then turn left onto a very short section of Robertson Boulevard situated within the median of Venice Boulevard (which can accommodate only four or five cars per signal phase). One then must continue across the westbound lane of Venice Boulevard onto a narrow one-way street that forces the driver either to head directly onto the westbound freeway on-ramp, or to make an angled right turn to head northward on Robertson Boulevard.

To enter the downtown area from the Santa Monica Freeway is an even more trying experience. From the westbound freeway off-ramp, one must turn left and head south on Robertson Boulevard...which degenerates into a narrow one-way, uncurbed alley (Robertson Place) that abruptly intersects with the eastbound freeway off-ramp. This requires a dangerous left-turn and traffic merge with the freeway traffic, whereupon one arrives at the Robertson/Venice Boulevard intersection. The Venice Boulevard median now prevents access onto Culver Boulevard. Instead, one must either turn right onto the westbound lane of Venice Boulevard and then turn left on any of several minor streets to enter the downtown area, or alternatively cross Venice Boulevard and continue onto a narrow, busy manufacturing street (Robertson Boulevard) which encounters Washington Boulevard and Higuera Street at an unexpected angle. A right turn onto Washington Boulevard is then necessary to reach downtown.

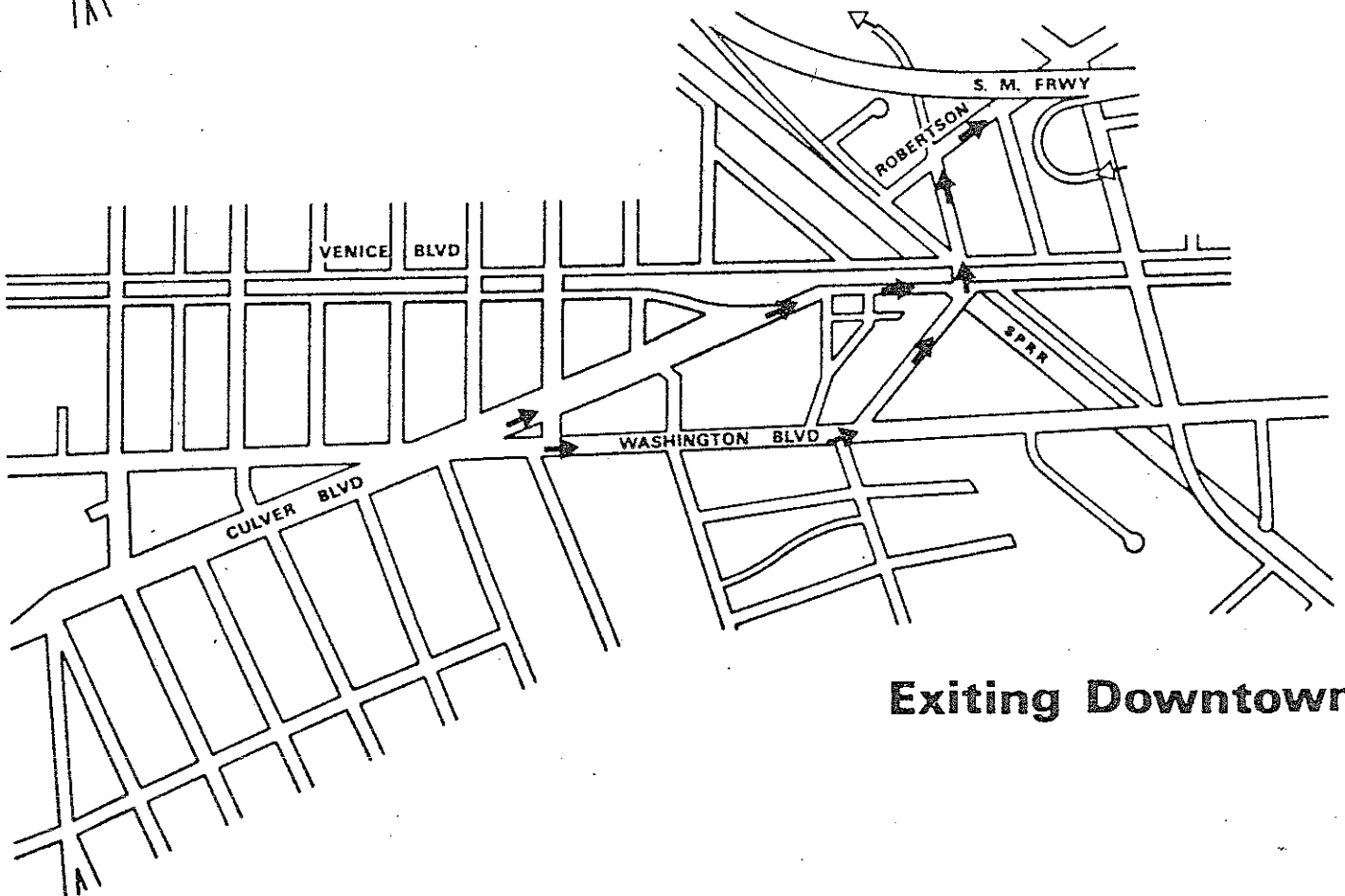
Within the downtown area there are two major boulevards intersecting at an acute angle, Culver and Washington. The traffic pattern is further complicated by many minor streets intersecting the two large boulevards in the vicinity of the major intersection. These minor streets (Main, Van Buren, Cardiff, Irving, Watseka, and Lafayette) do not even align with themselves on either side of the major intersection. Each one of these multiple intersections is controlled by stop signs, with the exception of Irving Place which intersects Culver and Washington right in the center of their major intersection. The Irving Place intersection is signalized, but this control benefits only those cars entering or exiting Irving Place.

To make matters worse, Culver Boulevard has a rail line located on its median. And since the multitude of minor intersecting streets severely limits on-street parking in downtown, parking is permitted in the railroad median islands.

The majority of the structures in downtown were apparently constructed in the 1910's and 1920's and most of these are now functionally or structurally obsolete. The cost of rehabilitating them would be prohibitive. (There are,



**Entering Downtown**



**Exiting Downtown**

Figure 7.1 PRESENT ROUTES THROUGH DOWNTOWN







EXISTING

Figure 7.2 EXISTING CONDITIONS IN DOWNTOWN

however, a few old structures that, for architectural or historical reasons, should be preserved).

Primarily for these reasons, many commercial enterprises have relocated elsewhere in recent years, and the area is acquiring an aged and run-down appearance. It is no longer the strong and active center of the city.

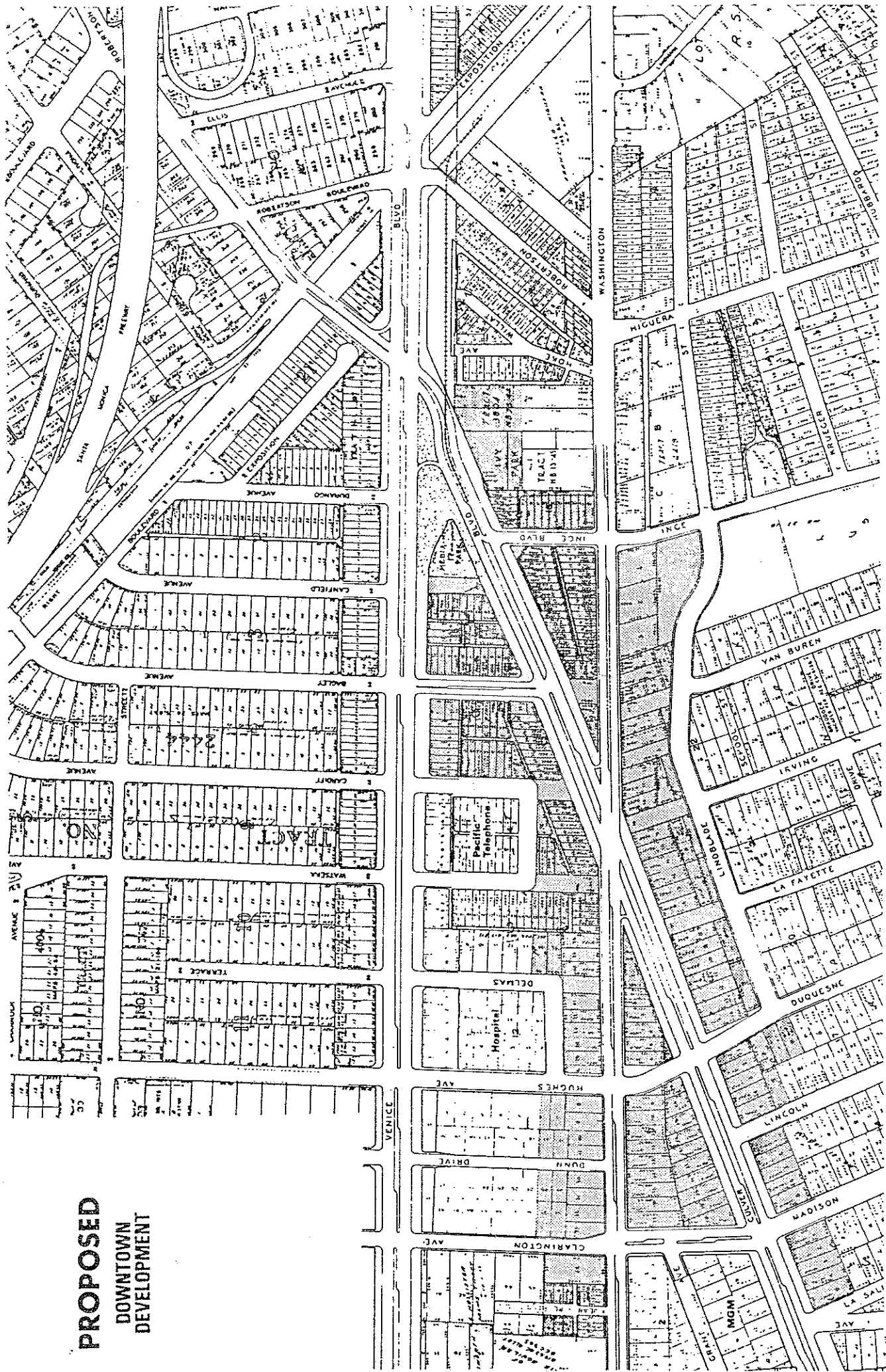
#### b. Opportunities

By improving the relationship of the downtown area to the Santa Monica Freeway, and by clarifying the street pattern and improving parking, the attractiveness of the area as an office and retail area can be substantially increased. Taking advantage of improved access, parking, and traffic patterns, it should be possible to initiate a successful redevelopment program in the area. Not only would this have significant economic and social advantages for the citizens of Culver City, it would provide an opportunity to develop a distinctive and attractive visual focus around which the overall image of the city could be restructured. Specific steps aimed at achieving these objectives are proposed below.

#### c. Proposals for improvement of access and clarification of traffic pattern (see Figures 7.2 and 7.3)

First, Robertson and Culver Boulevards should be connected and made into the same continuous boulevard. Apart from the acquisition of a few small parcels of land for the expansion of the Robertson (Place) right-of-way, the only problem involved in such a connection results from the location of the Globe A-1 noodle factory to the west of the present Venice/Robertson Boulevard intersection. However, the site of the Globe A-1 factory has several disadvantages, and it may be possible to make relocation of the factory an attractive proposition for its owners. The site is cramped and lacks adequate storage and truck parking areas. Furthermore, it is actually in Los Angeles, which has a higher tax rate than Culver City. Should Globe A-1 relocate in Culver City, the city too would benefit in terms of acquiring an additional source of tax revenue.

Secondly, the city could begin immediately on the task of eliminating the many minor intersections within the major Washington Boulevard-Culver Boulevard intersection. On the north side of Washington and Culver Boulevards this may be accomplished by vacating and then closing off the streets. The major facilities which are presently served by these minor streets (the Pacific Telephone Building and the Memorial Hospital) can be served by driveways or shortened streets accessed via Venice Boulevard. The minor streets on the south side of Washington and Culver Boulevards (Van Buren, Irving, and Lafayette) may be served by a collector street paralleling the major boulevards. It would be an extension of Lindblade Street connecting Ince Boulevard and Duquesne Avenue.



**PROPOSED  
DOWNTOWN  
DEVELOPMENT**

Figure 7.3 PROPOSAL FOR DOWNTOWN



The portions of the minor streets located between Culver and Washington Boulevards and the new Lindblade Street could then be closed. The elimination of these confusing and inefficient minor intersections would not only improve the quality and volume of the traffic flow through the Washington and Culver Boulevards intersection, it would also tend to separate and help preserve the residential neighborhood south of downtown.

The "abandoned" right-of-way land from the closed streets could then be used for off-street parking, pedestrian malls, and/or potential building sites.

Recommended staging for these improvements is illustrated in Figure 7.4.

#### d. Redevelopment

By providing the old Culver City downtown with clear and direct access to the Santa Monica Freeway and Robertson Boulevard, its development potential may be substantially increased.

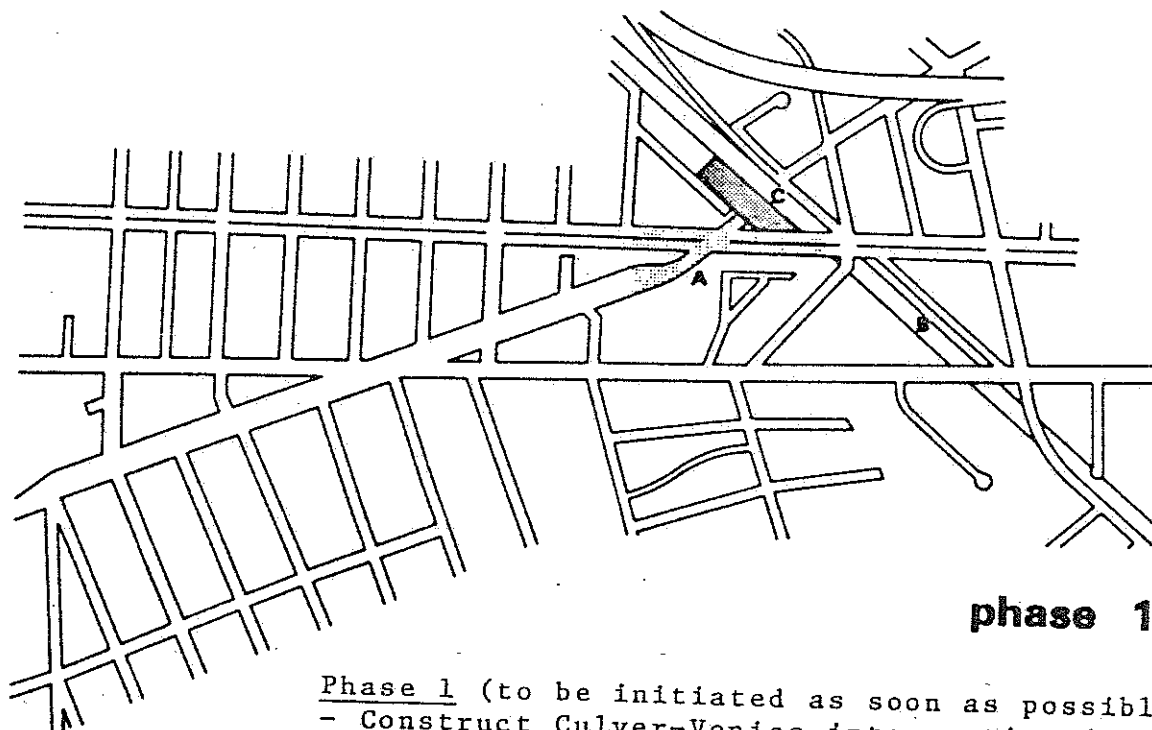
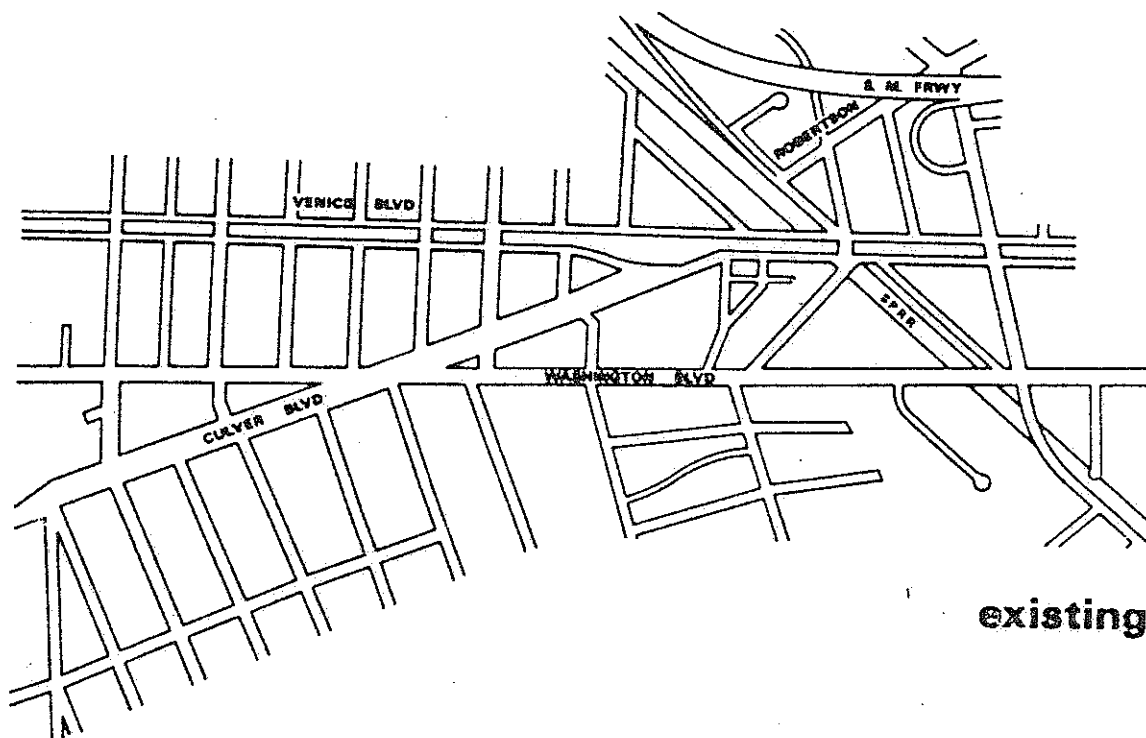
Since there are few existing buildings worth retaining or refurbishing, the redevelopment of the old town center should take full advantage of the possibilities of land clearance and reparcelling.

There are two logical directions which the redevelopment of the downtown could take. It could either become an area primarily devoted to retail activities or an area primarily devoted to office and professional services. For the following reasons, the office and professional development is recommended.

First, Culver City has sufficient retail and other commercial activity located along its major boulevards, especially Washington Boulevard and Sepulveda Boulevard. Commercial development has been proposed for the M.G.M. front lots, and a major regional shopping center with neighboring commercial development will soon be constructed in the Fox Hills area.

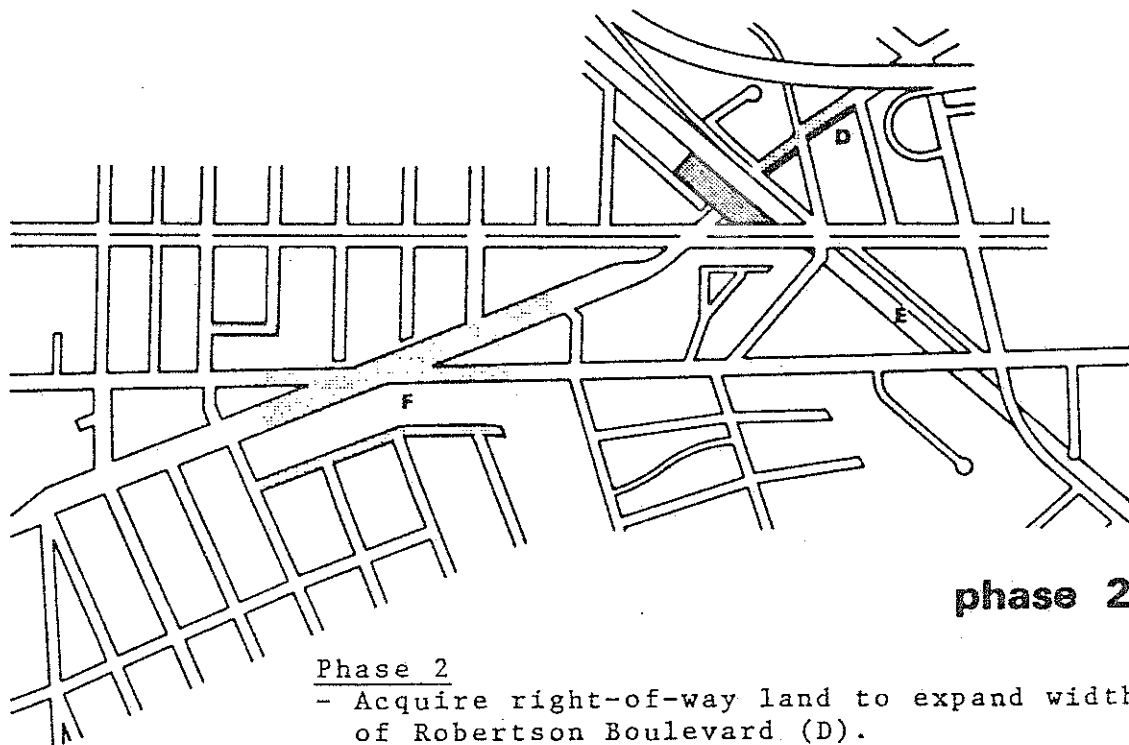
The development of the old downtown area into a retail center might either prove unsuccessful as a result of competition from elsewhere in the region, or it might prove successful for itself but damaging to businesses elsewhere in the city. On the other hand, there is presently no office district in Culver City or immediately adjacent to it. This is most surprising considering the city's attractive location for this purpose: the international airport is a few miles due south, Marina del Rey is a few miles to the west, Santa Monica, Westwood, Century City, and Beverly Hills are all close by. The San Diego and Santa Monica Freeways offer immediate access to the South Bay area, the San Fernando Valley, and downtown Los Angeles (8 miles to the east).

Furthermore, while the Wilshire Boulevard corridor (Santa Monica, Westwood, Beverly Hills) and Century City are rapidly developing with high density office structures, there are several important things Culver City can offer that these locations cannot:



- Phase 1 (to be initiated as soon as possible)
- Construct Culver-Venice intersection during improvements of Venice Boulevard (A).
  - Acquire property, preferably along rail line (B), for new site of macaroni factory presently located at (C).

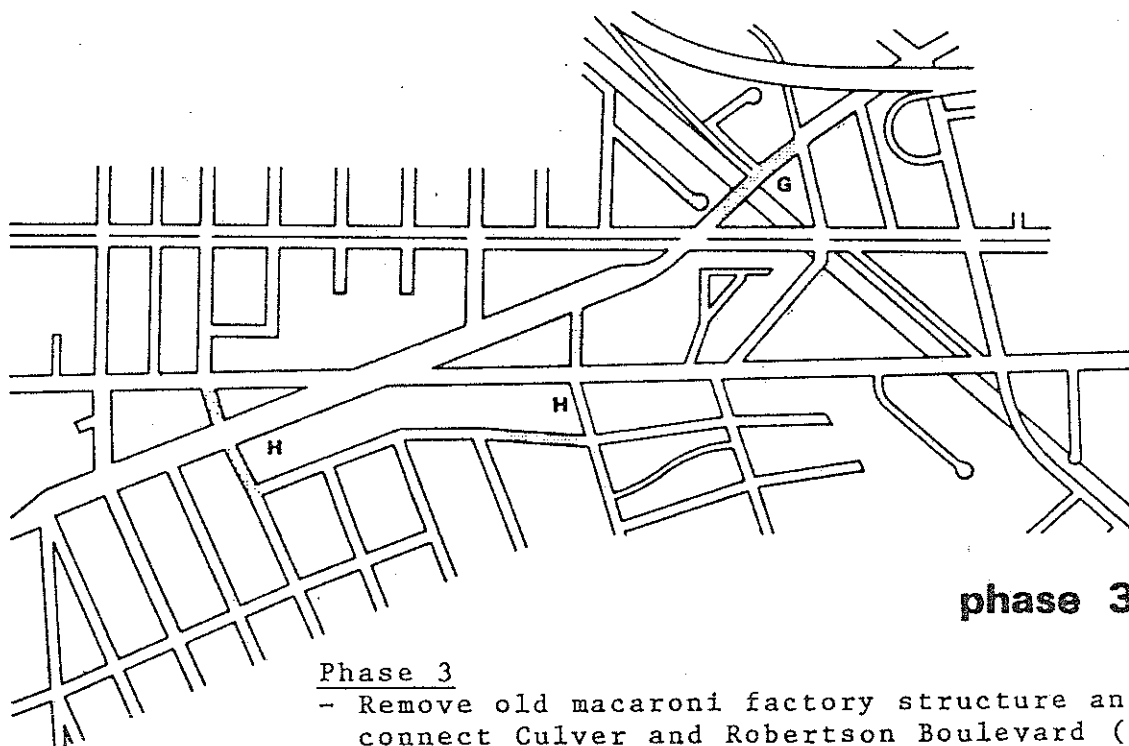
Figure 7.4 STAGING OF IMPROVEMENTS TO DOWNTOWN



## phase 2

### Phase 2

- Acquire right-of-way land to expand width of Robertson Boulevard (D).
- Construct new macaroni factory at selected site, probably somewhere along rail line (E).
- Improve traffic flow through Culver-Washington intersection (F) by closing off minor intersecting streets before opening Culver Boulevard to Robertson Boulevard traffic.



## phase 3

### Phase 3

- Remove old macaroni factory structure and connect Culver and Robertson Boulevard (G).
- Complete improvements in downtown Culver City (H) (not restricted to any specific phase).

Figure 7.4 STAGING OF IMPROVEMENTS TO DOWNTOWN

1. Better access. The Wilshire corridor has no freeway access, except in Westwood...from one of the most congested portions of the San Diego Freeway. Wilshire Boulevard itself has long since reached a high level of traffic congestion but high density office construction continues. The lack of access to Century City need not even be discussed; it is infamous.

In contrast, the Culver City downtown area (if the access pattern is altered as proposed) can offer one of the most accessible locations in the region.

2. Lower land cost. The cost of land along the Wilshire corridor or in Century City is so high that only very large office facilities are constructed. Lower land costs in Culver City, in addition to the existence of zoning limitations and the policies of the Architectural Review Board, could provide the right environment for the development of relatively small office facilities (four to eight stories), financial institutions, and so on.
3. Character of the community. Culver City is a small, homogeneous community, offering excellent public and private services, active citizens participation and interest in community affairs, and a healthy and viable economic base (as is reflected in the relatively low property tax rate). Such a community character may well be an inducement for small office developers or owners. Their facilities would be relatively large and important in the context of Culver City, whereas they would be considered insignificant in the context of the Wilshire corridor or Century City.

e. Development of a distinctive visual identity.

Redevelopment of the downtown area as proposed will provide the following special opportunities to develop an attractive and distinctive visual character in the district:

1. The elimination of the many minor intersections along Culver and Washington Boulevards will allow for introduction of well-designed landscaped medians.
2. If and when the rail line along the center of Culver Boulevard is removed, the city could move the traffic lanes closer to the center of the right-of-way, narrowing the median so as to facilitate left turns, and thereby expand usable land along both sides of the Culver Boulevard right-of-way. This land could be used for landscaping, public pedestrian places, or even new building sites.
3. Culver and Venice Boulevards, and Washington and Culver Boulevards intersect at acute angles. Properly handled, unusual intersections of this type can become dramatic and distinctive points of interest in the urban fabric. Well-known examples are Times Square in



New York City, the intersection of Santa Monica and Wilshire in Beverly Hills.

4. Alterations of the street system, land re-parcelling, and replacement of obsolete structures will provide opportunities for a considerable amount of new construction.
5. The general area contains several unique and important architectural landmarks which recall Culver City's history as a center of the movie industry, in particular:

Culver Hotel  
M.G.M. Administration Building  
M.G.M. Studio Gate  
Selznick/Desilu Administration Buildings

In addition, there are several other structures which, though of little particular architectural or historical importance are vivid reminders of the past and help to create a particular atmosphere, for example:

City Hall  
Fire station  
Culver Theater.

These buildings generate a distinctive visual theme, which could be preserved and exploited.

Development of an attractive and unusual visual character in the area would enable it to be remembered and identified as a distinctive node in a regional context, and would provide a strong visual focus at the center of Culver City.

f. Media Park: The "front-door" of the area

Media Park, located just outside the borders of Culver City in Los Angeles, is a crucial element in any scheme to develop a strong "front door" to the area at the Culver/Venice Boulevard intersection. It is presently small and unattractive, but could be expanded with the spare right-of-way land resulting from the proposed improvements to Culver and Venice Boulevards, and it could be much more attractively landscaped. There is presently a problem with transients spending the evening but this is due to its present "isolation" beside quiet streets and its location among low activity manufacturing structures. If it were surrounded on all but its west side by major boulevards, beside an active office and professional district, its peaceful attractiveness for transients would be lost. Since the city of Los Angeles would benefit little by the expansion, improvement, and maintenance of Media Park, Culver City should attempt to have Los Angeles transfer the land to Culver City. Failing that, Culver City should attempt to purchase the land.

## 7.2 Extension and Clarification of Overland Avenue

### a. Problems

Overland Avenue is geographically the central north-south axis of Culver City. However, it terminates abruptly and illogically at the base of Fox Hills by turning westward (on Playa Street) to connect with an intersection that is already served by Jefferson, Sepulveda, and Slauson Boulevards and the San Diego Freeway. This has two important effects, as confirmed by the community survey. Firstly, it confuses the street system and decreases the clarity and legibility of the spatial organization of the city. Secondly, it accentuates the actual and perceived isolation of the Fox Hills district from the rest of Culver City. The present pattern of streets always directs residents of Fox Hills away from Culver City towards Westchester, Inglewood, and Marina del Rey. In light of the potential political strength, community service, and buying power of these residents, it is foolish to encourage this tendency.

As presently proposed, the Fox Hills Regional Shopping Center will only be provided with poor access from the two freeways that are immediately adjacent to it. From the San Diego Freeway, access is from the Jefferson, La Tijera, or La Cienega Boulevards on- and off-ramps and the Sepulveda Boulevard off-ramps. The first three access points are distant from the shopping center and necessitate a knowledge of how to negotiate the area's very confusing street system. The Sepulveda/Centinela off-ramps are geographically the closest to the shopping center, but one of them restricts traffic to exiting away from the shopping center, and there is only one difficult-to-reach on-ramp. The Marina Freeway terminates in Fox Hills so it offers no access from the east. From the west it offers poor access from the Marina del Rey area and the San Diego Freeway. There are no connector ramps between the San Diego Freeway south of the interchange and the Marina Freeway east of the interchange. Furthermore, the Marina Freeway terminates into Slauson Avenue, away from the shopping center, requiring backtracking to reach it.

### b. Proposals

The logic of continuing Overland into and through Fox Hills is irrefutable. Only the practicality of doing so may be questioned. Physically it can be accomplished, as illustrated in Figure 7.5, but this necessitates the acquisition of (unburied) cemetery land and already developed industrial land (along Playa Court).

The extension of Overland Avenue into Fox Hills would provide three excellent opportunities to correct the access deficiencies. First, it would provide direct access from Rancho Park, Palms, and most of Culver City to the north, into Fox Hills. Secondly, some form of access could be provided at the Marina Freeway/Overland intersection, which would eliminate the present need to backtrack after exiting the freeway along Slauson to Hannum Avenue (or alternatively to continue on to Buckingham Parkway) in order to reach the shopping center. Furthermore it would generally improve access to the Marina Freeway from the southern and central portions of Culver City via Overland Avenue. The on/off ramps serving Overland would provide direct and easily comprehensible access from the Marina del Rey area and from all territory

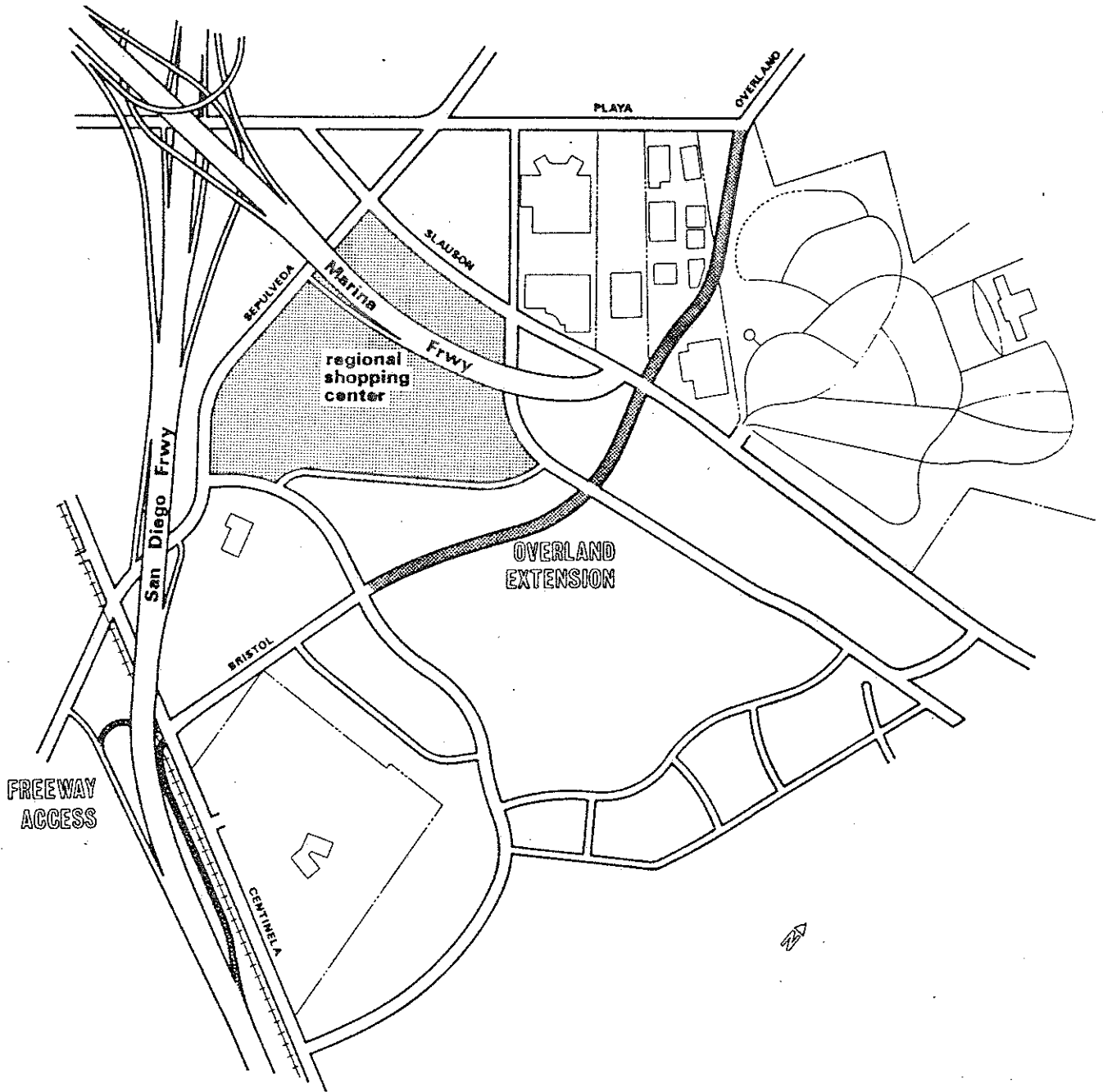


Figure 7.5 EXTENSION OF OVERLAND AVENUE

served by the San Diego Freeway to the north. However, as stated before, the interchange design bars any access from or to the San Diego Freeway to the south. But this may be resolved as follows. Overland Avenue may be extended through Fox Hills and incorporate the Bristol Parkway (which presently terminates at Centinela Avenue directly beside the San Diego Freeway). An off-ramp from the northbound San Diego Freeway (i.e., serving customers arriving from the south) could be easily connected with the Bristol Parkway at Centinela Avenue. The solution for the on-ramp to the southbound lanes would be to connect the Bristol Parkway with an existing on-ramp on the south side of the freeway by constructing an access road under the existing spacious San Diego Freeway-Centinela Boulevard bridge. Some freeway embankment would have to be replaced with a supportive retaining wall.

### 7.3 Extension of Duquesne Avenue to Blair Hills.

#### a. Problems

Blair Hills is presently entirely isolated from the rest of Culver City. It has only two access or exit points: a one-way entrance and exit from La Cienega (which allows exit towards Inglewood only) at Wrightcrest Drive and two-way access via a small industrial street (Lenawee Avenue) in Los Angeles City which has a dangerous, uncontrolled intersection with Rodeo (Jefferson) Boulevard that requires a left turn to reach Culver City (and only an industrial corner of Culver City at that). Blair Hills is an attractive and affluent residential neighborhood. As with Fox Hills, it is foolish to encourage its isolation from the rest of the city.

Perhaps even more importantly, a major regional park has been proposed for the oil lands in the Blair Hills area. With the existing access pattern, it would be difficult and confusing to reach from most parts of Culver City (though, ironically enough, it would visually dominate the city).

#### b. Proposals

Duquesne Avenue is the only street passing through the old town center that goes on to cross Ballona Creek. It is in fact the only creek crossing for more than a mile in either direction along the creek. Out of necessity, it has become a significant means of local access and communication. It should be extended into the Baldwin Hills to service the proposed park and to connect the Blair Hills neighborhood with the rest of Culver City. Furthermore it should be renamed to make it identifiable as a regional street for visitors and residents alike, and so increase the legibility of the street system. At present, anyone not familiar with the local street system would not recognize "Duquesne Avenue" as a route crossing the creek if encountered, for example, along Culver Boulevard. True, it is served by traffic signals, but Madison and Irving Avenues, two blocks in either direction, are also signalized and neither cross the creek. "Blair Hills Road" is recommended as its replacement, since this describes its destination.

Upon crossing the creek, Duquesne should be turned towards and extended (across Jefferson) up the canyon beside Ron Smith Field, over the crest of the hills and down beside the Blair Hills neighborhood to La Cienega Boulevard, as illustrated in Figure 7.6. This would provide access for the Blair Hills neighborhood directly into the town center. A lateral street connection to the Blair Hills Road, in addition to the closing of the Wrightcrest/La Cienega entrance, would preserve the coherent character of the neighborhood as there would continue to be no through-traffic within Blair Hills. However, the neighborhood would be much less isolated, with ready and safe two-way access to the center of Culver City. Furthermore, such services as police and fire protection would be more quickly responsive along this direct route. The Blair Hills Road would also provide better access to the proposed regional park and the Little League park facility from the north-eastern half of the city than would be offered with access from Stocker street and Sophomore Drive only.

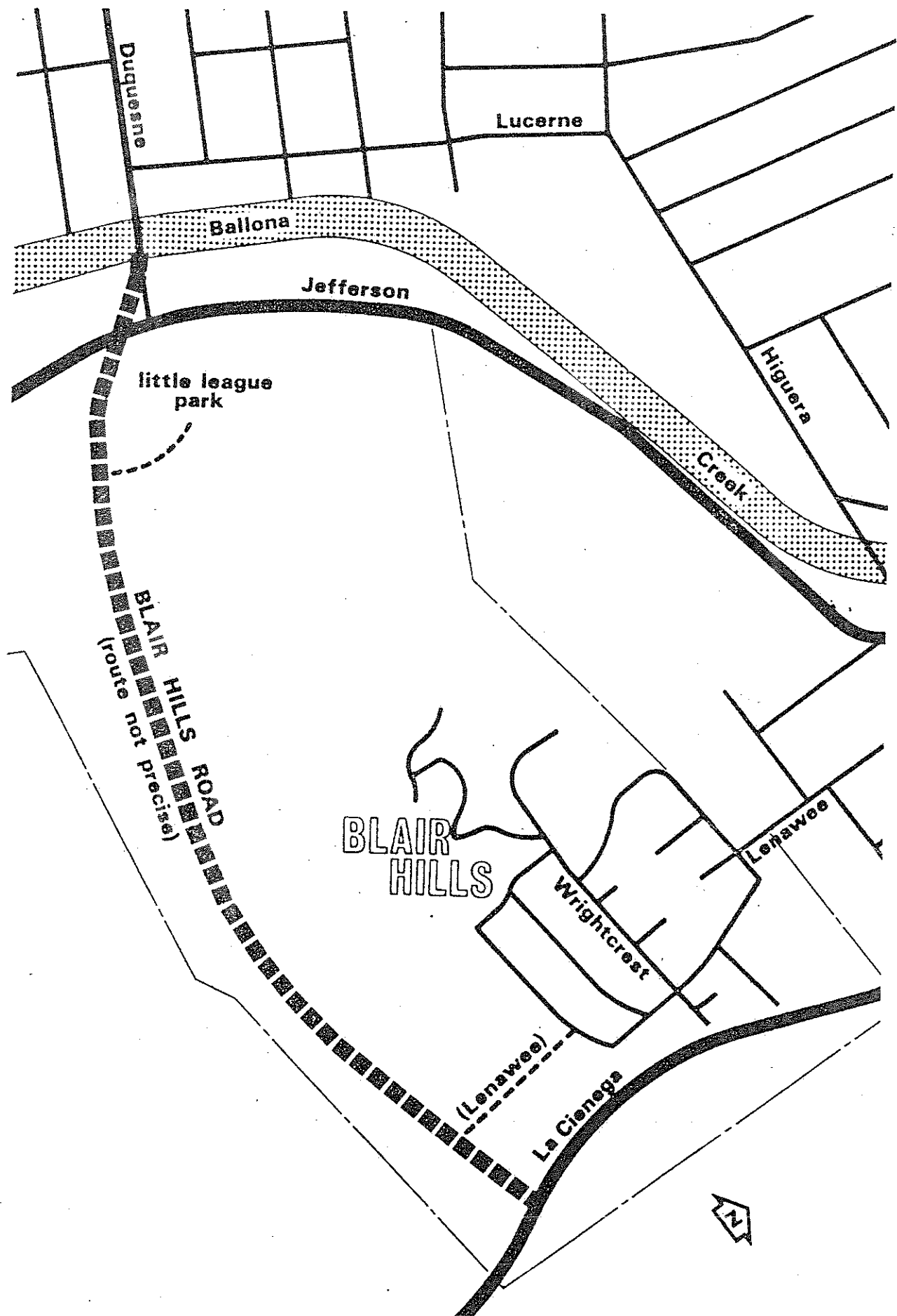


Figure 7.6 EXTENSION OF DUQUESNE AVENUE

#### 7.4 Culver Boulevard: Strip Park and Bikeway

Culver Boulevard is potentially of considerable importance as a visual element with Culver City. It cuts diagonally across the northern portion of the city, from a point near the Santa Monica Freeway on the north side of the city, to the San Diego Freeway on the west side of the city (and continues outside the city on to the coast at Playa del Rey). But its potential lies not only in its location but also in its unusual width, 180 feet along much of its length.

At present, however, the boulevard's potential is hindered by a little used rail line along the center of the street. As long as the rail line remains, the city and Southern Pacific should design and implement a landscaping plan for the railroad right of way; and the city should improve the landscaping and lighting facilities along the parkways.

However, if and when the rail line is removed, the city should relocate the street towards the center of its right of way, being divided by landscaped medians. This would provide for as much as fifty feet in width of parkway on each side of the street. This can be landscaped, provided with separate pedestrian and bicycle paths and developed with various amenities (lighting, seating, drinking fountains, etc.).

West of approximately Jackson Avenue, the development of property along Culver Boulevard into commercial uses should be discouraged. Such development is not compatible with park environment; one or the other would be so compromised as to not be successful. Small multiple unit residences would be more appropriate.

East of Jackson Avenue, the right of way "narrows" to 140 feet. This proportionately decreases the side parkway widths to 30 feet on each side. This part of town, however, is recommended to be developed as an office/professional district with supportive commercial activities. The parkways could then be appropriately developed in the form of plaza areas with large seating areas, extensive landscaping, textured plaza surfaces (e.g. brick, cobblestone, tile, wood planking, colored or textured concrete, or various combinations of these), newstands, or even, possibly, outdoor cafes. The parkways might be integrated with plazas or courtyards that are developed around or within office structures.

The Culver Boulevard parkway system would not only act as a linear visual focus for the northern part of the community, connecting Media Park, downtown, Veterans' Memorial Park, and whatever future development on the M.G.M. lots, it will also form a major element of a city-wide system of bicycle and pedestrian routes linking different areas of the community, offering access to virtually all the significant public and recreational facilities in Culver City.







Figure 7.7 THE BOULEVARD AS A MAJOR URBAN ELEMENT

# CULVER BOULEVARD

## Section Views Looking Northeast

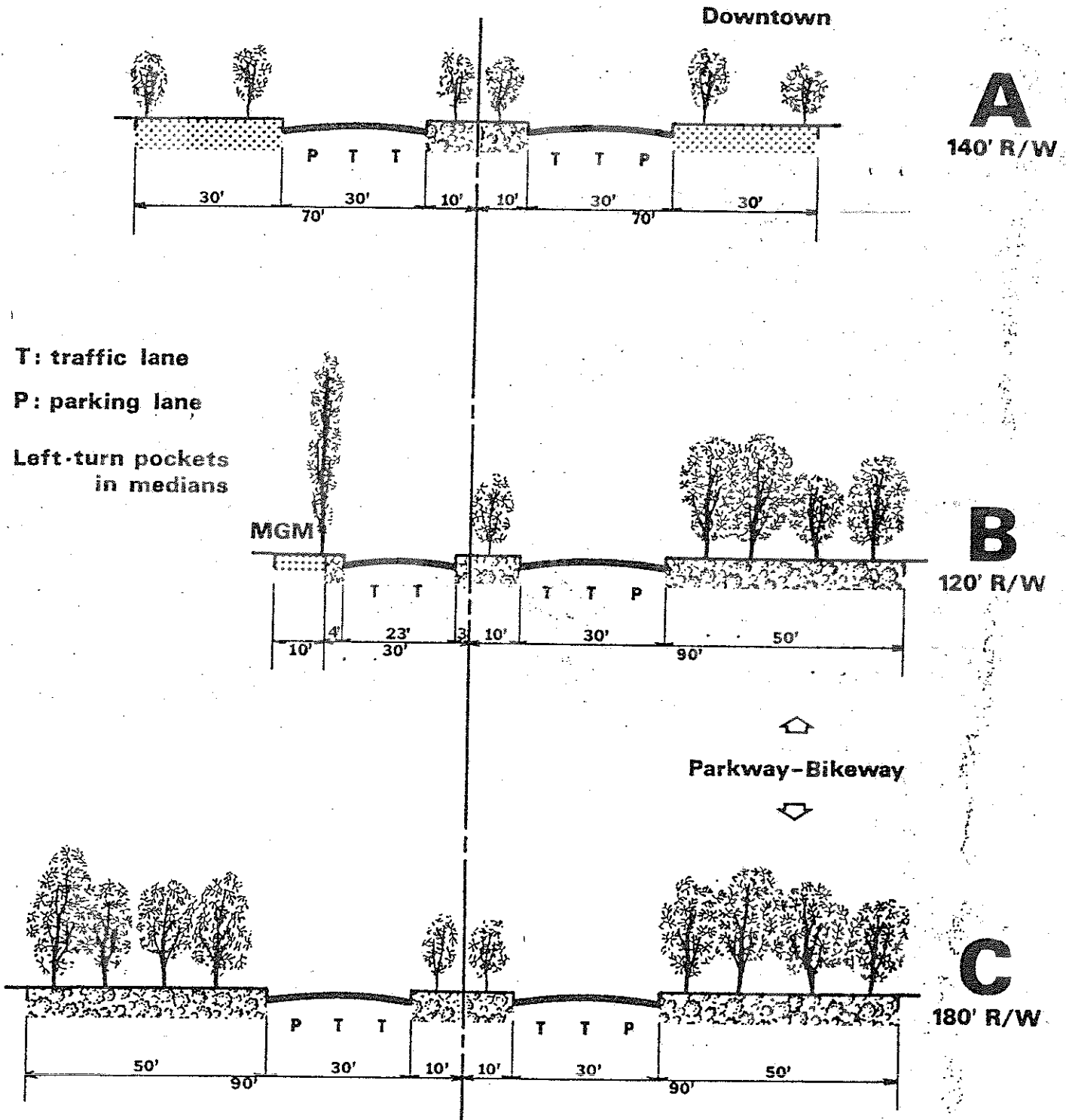


Figure 7.8 CULVER BOULEVARD PROPOSAL: SECTION

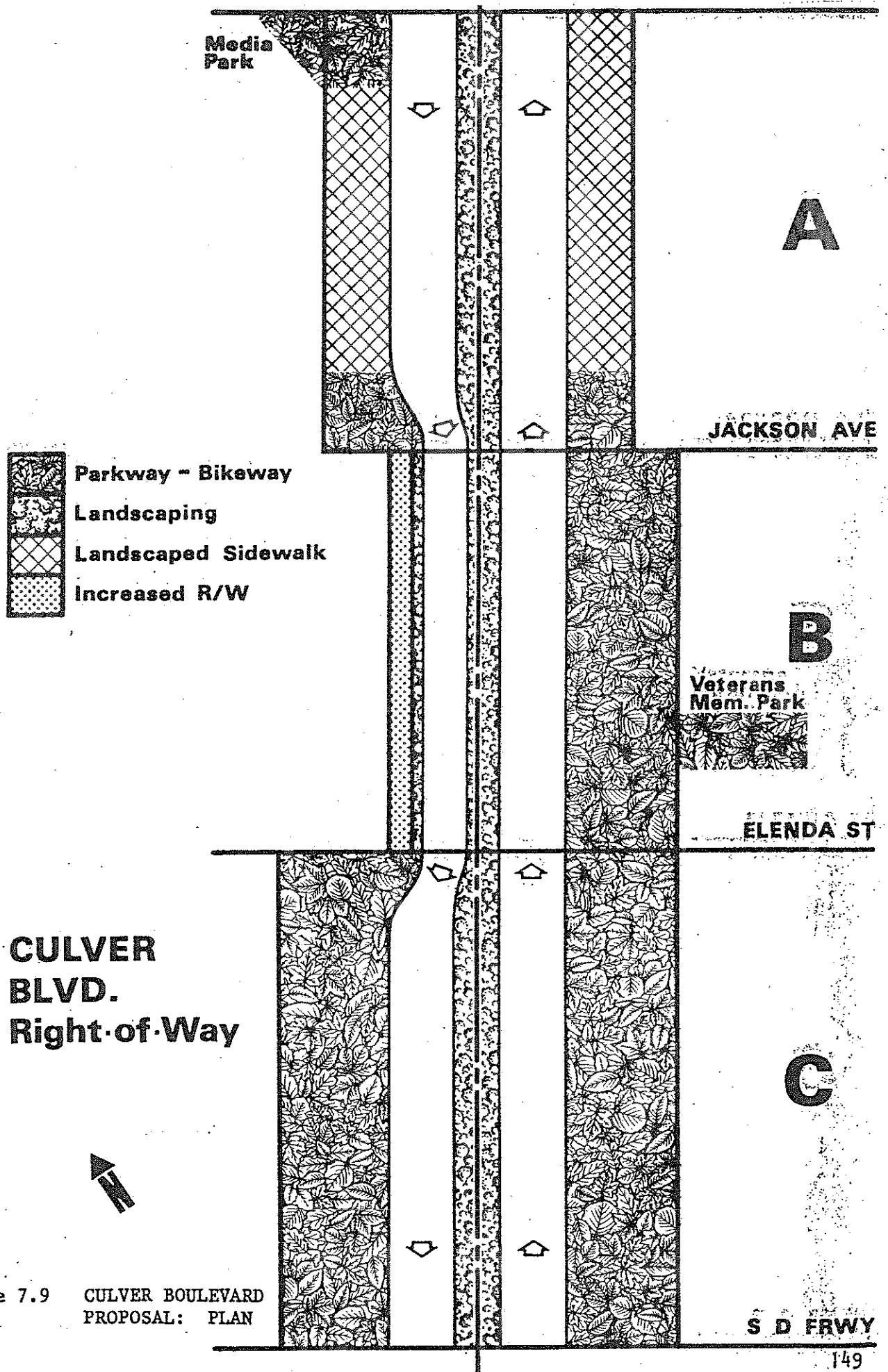


Figure 7.9 CULVER BOULEVARD  
PROPOSAL: PLAN

# Where are the bikeways?



You've probably heard a lot of talk about the current bicycle boom, and you certainly know about the many advantages bicycling offers. It's clean, quiet, energy efficient, and inexpensive. Bicycling is fun and healthful. It is also practical and reliable for school, work, shopping, and other errands. In short, the bicycle might well be considered one of the world's greatest inventions!

However, there is one big, sobering drawback to bicycling in North America today. *It simply isn't safe!*

Poor driving habits of both motorists and bicyclists, and the fact that 30-pound bikes must compete for space with fast-moving 3000-pound cars, will cause an estimated 900 bicycle riders to be killed and over 40,000 more injured in bike-auto accidents this year alone in the United States. In fact, 97% of all bicycle fatalities will involve the automobile. Most of these accidents could be avoided—with adequate bikeways—separate pathways just for bicycles and safe thoroughfares adjacent to auto lanes.

This brings us to the major issue: *Where are the bikeways?* There simply aren't very many—look around and see for yourself. Compared to what 80 million motorists have available—3 million miles of paved roads—facilities for the 80 million cyclists in this country lag sadly behind, amounting to a mere 16,000 miles, or 13 inches of bikeway for each bike rider!

And most of the existing bikeways are far from ideal. Instead of protective curbing to separate bikes from autos, you usually just find white lines or signs along the road's edge, which do no more than lull both cyclists and motorists into a false sense of security. Even though bike sales continue to soar, provision for bike riders amounts to little more than tokenism. And considering the hazards caused by this bikeway shortage (such as stormdrain grates, car doors that pop open right in front of you, and motorists that run you off the road), it's amazing so many people continue to ride bicycles at all!

## Who is holding things up?

Where are the bikeways? Why haven't our millions of bicycle-riding taxpayers been provided with more and better facilities to insure their safety? Because most government bodies—city, state, and federal—are just not doing their jobs. They do little to provide bikeways, or bus and rail facilities. With few exceptions, they pump most of your tax money into more and more roads, highways, and freeways. These actions lead to greater dependence on automobiles, and the overall result is an increase in smog, noise, and traffic congestion. Greater use of autos also diminishes the world's natural resources faster (the auto accounts for 21% of the total U.S. energy consumption), and causes higher taxes.

It is also unfair to citizens who must rely on alternate transportation. Half of our nation's adults cannot drive, cannot afford or do not want an automobile. Yet, no major bikeway, bus, or rail transit funds have been made available, and proposals for developing adequate facilities fall ridiculously short of real needs. Auto-oriented officials are slowly beginning to understand this folly. However, the problem is further compounded by the fact that attempts to broaden the use of gas tax funds continue to meet vehement opposition from the powerful road and highway lobbies representing the auto, petroleum, and road-building industries.

## What could a bicycle community be like?

Here's a practical, viable alternative to our present car-throked culture. Well-defined bikeways, completely separated from cars, radiate from residential neighborhoods to schools. Practically all the students ride bicycles, instead of relying on mom's "taxi service." On-street car parking gives way to protected bikeways on many key thoroughfares, thereby assuring cyclists safe, direct routes to work (parking should be looked upon strictly as a secondary function of a public thoroughfare). Both motorists and bike riders travel in a more relaxed atmosphere. Storage facilities are strategically located throughout the city to provide safe, convenient places to leave bicycles.

The bicycle becomes an important link in expanded travel potential. Commuters bicycle to public transportation facilities, store their vehicles, and continue by bus or rail into commercial sectors of the city. Buses going into the countryside have racks as standard equipment to hold a large number of bikes. In other words, adequate bus and rail facilities are made available throughout the community to supplement private modes of travel, and play a key role during bad weather, when bike riding becomes uncomfortable or hazardous.

And since more people ride bicycles instead of cars, the air is cleaner, and fewer roads, parking lots and costly parking structures are needed. A lot of pavement is replaced with parks, plazas and malls—for the enjoyment of everyone. This is what we could have if bicycles are used as a primary method of transportation. It's simply one of the best public investments a community could possibly make!

## Friends For Bikeology is trying to help

A grassroots bicycle-ecology movement is now gaining momentum across the country. Friends For Bikeology, a nationwide, non-profit organization, has been working two years for more and safer bikeways. We sponsored the first National Bikeology Day in May 1971 and National Bikeology Week in May 1972, involving thousands of people in over 70 cities throughout the nation. These activities have served to publicize our ideas and goals among many legislators and professional planners.

We have won the support of leaders of both major parties. Here's a sampling: John Volpe, former Secretary of Transportation: "It is a pleasure to give my personal support for Bikeology." William D. Ruckelshaus, Administrator of the Environmental Protection Agency: "The initiative of Friends For Bikeology is of great interest to those of us in government and elsewhere who want to upgrade the American environment." Senator George McGovern: "I wholeheartedly support the Bikeology Movement." Senator, Caryl Chessel Nelson, founder of Earth Day: "Your purpose of exploring the conservation, transportation, and other aspects of cycling in this country is most commendable."

## Our two main objectives

Our first objective is to see that bicycles and public transportation systems—bus and rail—receive an equitable share of public funds. In 1972, \$22 billion were spent in the United States on road construction, maintenance, and related highway activities, while only a small fraction of that amount—less than one billion dollars—went for public transportation, and practically nothing was provided for bikeways!

All of us prolong this huge road-building program through our gasoline and property taxes. Unfortunately, little of our money is used to repair the social, economic, and environmental damages caused by catering to the auto—injuries, traffic deaths, lost tax base, congestion, noise and air pollution, etc. It seems only fair that citizens should

have the right to other practical transportation modes. We want to convince legislators that our present transportation system is unsound, and that we must cut back on road and highway spending in favor of bikeways, bus, and rail transit systems. Motorists will also benefit because congestion on roads and highways would be greatly relieved.

Our second objective is to convince key professionals—urban planners, landscape architects, and road and traffic engineers—to "THINK BIKE!" To begin with, individuals involved in bikeway planning should have bicycling experience! They should see the bicycle as an essential part of the larger transportation system and an integral part of community life.

The need for more bikeways is self-evident. Traffic studies show that 43% of all urban work trips made by automobiles are 4 miles or less; and in 9 out of 10 trips, the driver is the sole occupant. Many of these trips could easily be made on bicycles. Just as highway programs encourage greater automobile usage, new bikeways are bound to encourage even greater numbers of people to ride bicycles.

A transportation system emphasizing the bicycle is extremely economical. For example, a downtown auto parking structure costs about \$4,000 for each car space—enough to build an enclosed parking facility that can hold 150 bicycles. Another eye-opening comparison: The average car costs about \$11,000 to buy and operate over a normal life span of 4 years; whereas most bikes cost less than \$100—and they keep right on rolling, year after year, with little upkeep.

## How you can help Bikeology help you

For too long a time now, the bicyclist in this country has been ignored—or dismissed completely. However, there are over 80 million of us! If we just work together, we can bring about important changes in our transportation system—changes that will benefit everyone. But it has to be a strong, united effort—we can't do it without you.

If you are interested in a safer, more sensible transportation system (even if you don't ride a bicycle), please send us a contribution of \$5 or more. You can also help by writing your local, state, and federal representatives and ask them what they are doing to make bicycling safer and to improve public transportation facilities.

As a Bikeology supporter, you will receive a complimentary copy of our poster-style newsletter, "Serendipity"—a mosaic of bike-related items and information on how you can help increase the role of the bicycle in your community.

Please mail the coupon and your check to help Friends For Bikeology continue this important work! Do it now.

Thank you.

*Ka Khlh*

KEN KOLSBUN, Executive Director  
Friends For Bikeology, 1035 E. De La Guerra Street,  
Santa Barbara, California 93103



Friends For Bikeology  
1035 E. De La Guerra Street  
Santa Barbara, California 93103

I am enclosing my contribution of \$5 or more to help Friends For Bikeology in their endeavor to obtain sound transportation, including more and safer bikeways.

Amount enclosed \$ \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please make check payable to Friends For Bikeology

Figure 7.10 PUBLIC DEMAND FOR BIKEWAYS: RECENT ADVERTISEMENT AND PLEA PRINTED IN NEWSPAPERS (No endorsement of the organization is implied)

## 7.5 Development of Ballona Creek and Baldwin Hills as Major Recreational Facilities

Independent proposals have been prepared for Culver City concerning the conversion of the La Ballona Creek banks into a bikeway running through the city with an eventual extension of that bikeway to Playa del Rey, and development of the Baldwin Hills above the city into a regional park. Both have major implications for the image and visual character of Culver City. The proposed bikeway would relate the residential areas of Culver City much more directly to the coast, substantially increasing their desirability. The landform of Baldwin Hills is the most dominant landmark not only in Culver City, but in the entire surrounding area as well. Developed as an important park, it will become one of the two or three elements which characterize the general image of Culver City in the minds of residents and visitors alike... just as Central Park characterizes Manhattan, Hyde Park characterizes London, and Topkapi characterizes Istanbul.

The proposals which have been prepared are carefully conceived, and should be implemented with the following minor amendments. First the bikeway scheme should be altered as follows:

- a. Increase landscaping. Granted, there is little available land for landscaping, but the proposal's plans seems to have deliberately kept it to a minimum.
- b. Improve access. Both sides of the creek should be served by the bikeway, either by means of parallel bikeways, small bridge crossings, or both. There is one portion of the bikeway, to the northeast of Duquesne Avenue, that is shown in the scheme to be engaged within a cantilevered catwalk. As the creek bikeway should be directly accessible to the proposed regional park, and since the logical point of access would be via Duquesne Avenue (Blair Hills Road), this cantilevered catwalk should be eliminated and replaced with bridges directing the route of the bikeway to the south bank of the creek and therefore to the base of the park facilities.
- c. Improve relation to residential streets. Where residential streets terminate at the creek bank, opportunities exist to create mini-parks and small play areas as illustrated in Figure 7.12. Sometimes this could be accomplished by utilizing existing right-of-way land at the end of the street, or an occasional residential lot might be acquired for the purpose. This would provide stopping points and meeting places along the bikeway, and would integrate it in an attractive way into the residential neighborhoods.

The park proposal should be amended thus:

- a. Accept access from the proposed Blair Hills Road. This would eliminate the need for the intrusion of as many internal access roads as now shown. Blair Hills Road access should provide for a more complete utilization of the park in addition to offering better fire protection and rescue service. The new road may also eliminate or necessitate the relocation of one or two of the proposed lakes.

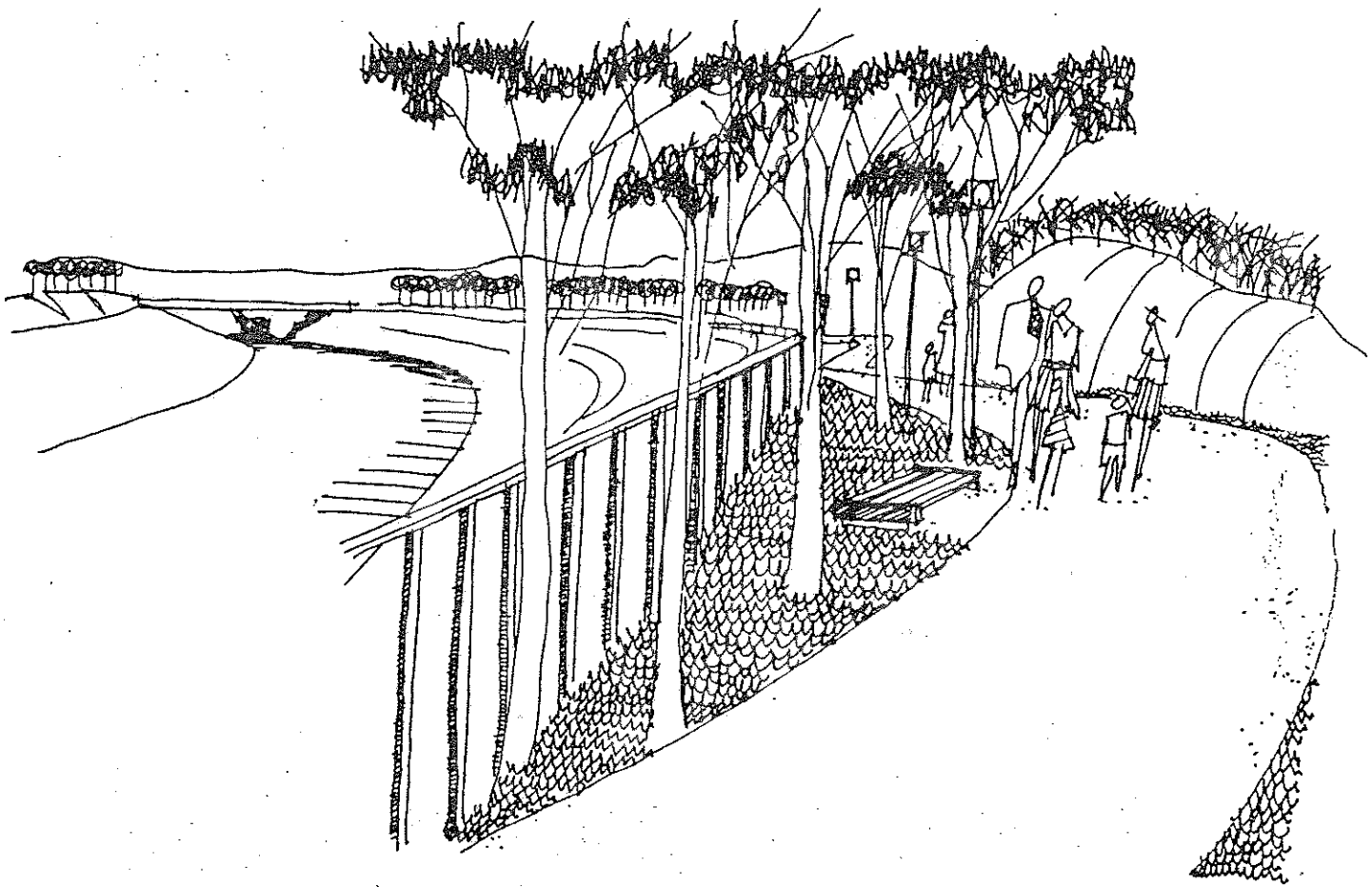
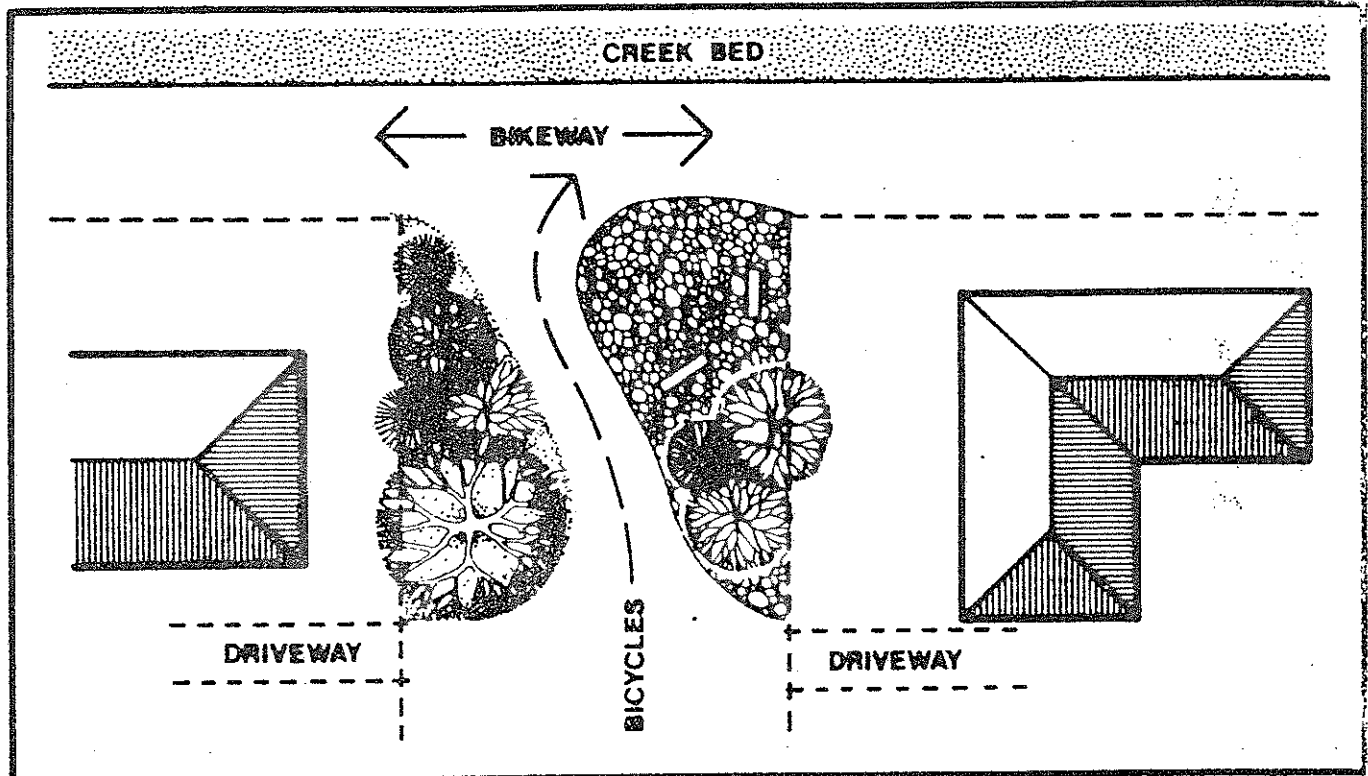
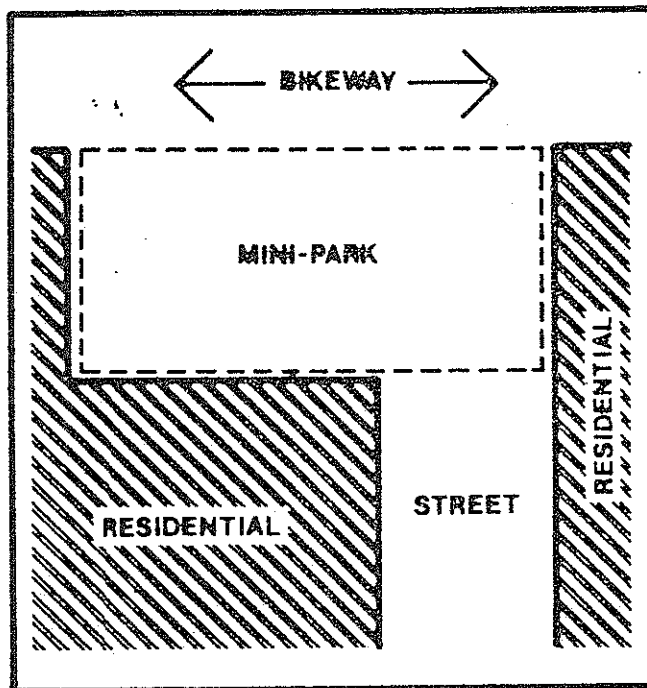


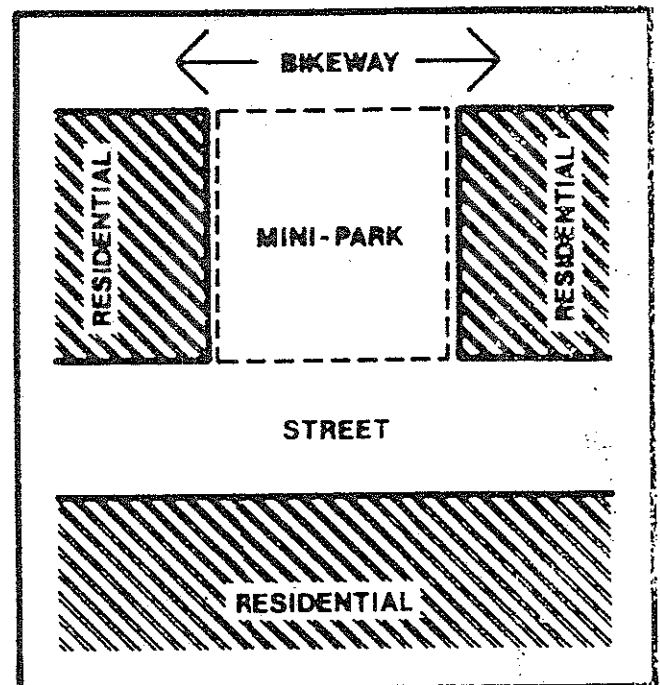
Figure 7.11 BALLONA CREEK BIKEWAY: SKETCH



CONCEPT A: LAND NOT REQUIRED FOR RIGHT-OF-WAY AT END OF STREET DEVELOPED WITH SEATING, TEXTURED PAVING, AND SHADE TREES.



CONCEPT B: RESIDENTIAL LOT AT END OF STREET ACQUIRED TO FORM MINI-PARK/LANDSCAPED AREA AT END OF STREET.



CONCEPT C: RESIDENTIAL LOT BETWEEN CREEK AND PARALLEL STREET ACQUIRED TO FORM MINI-PARK/LANDSCAPED AREA.

Figure 7.12 TREATMENT OF INTERSECTIONS OF STREETS WITH CREEK

- b. Provide more bike routes and bicycle access facilities. This is suggested by the proposed interconnection of the park with the Ballona Creek bikeway via the Blair Hills Road portal.



## 7.6 City-Wide Policy for Landscaping, Lighting, and Street Furniture

### a. Problems

Culver City is situated in a semi-arid climatic region, and consequently, its natural tendency is to appear dry, barren, and glaring. The community survey undertaken for this study indicated considerable desire among the citizens for a "greener" city. But landscaping is at present quite sparse in many areas, and no consistent landscaping policy is apparent. True, the city has some excellent small parks serving portions of the community, and true, there are some residential streets that have excellent landscaping and other residential streets that are moderately landscaped. But there are only three major streets that have any noteworthy (if not just noticeable) parkway landscaping: Overland Avenue, Sawtelle Boulevard, and Braddock Drive. When compared to these three, the lengthy list of those major streets that have poor or no parkway, let alone median, landscaping is a major cause for concern.

In addition to generally decreasing the atmosphere of aridity in the city, a consistent and coordinated street landscaping program combined with appropriate policies for lighting, paving, and street signs could do much to increase the legibility of the street system by clearly visually differentiating major and minor streets.

### b. Organization of landscape design and planning.

The present arrangement of joint responsibility for landscaping divided between the city's Department of Parks and Recreation and the Department of Public Works does not seem well-suited for the task. Anything as significant as city landscaping should be initiated and broadly directed by that agency within the city that is most capable of comprehending the overall aspect of city development and improvements, in terms of both the present and the long range future; that is, the Planning Division of the city. It should prove to be most efficient for the city to allocate an annual budget specifically designated for municipal landscaping in conjunction with an approved long range city landscaping plan. It would then be left to the discretion of the Planning Division to determine which portions of that plan should be implemented throughout a given year, so as to develop these portions of the plan that would prove to be most beneficial to the improvement in light of needs, developments and municipal improvements occurring at that time.

The Department of Parks and Recreation (assuming that it would continue as the agency charged with the responsibility of maintaining landscaping) and the Department of Public Works would then assume the responsibility for specifically designing and constructing the facilities (irrigation systems, planters, medians, etc.) and providing and maintaining the landscaping.

The suggestions made in the following paragraphs respond to some of the most urgent problems, but should not be regarded as a substitute for a complete and detailed landscaping plan.

c. Selection of tree species for street landscaping

Trees should be of such a scale and variety as to be highly visible and attractive. Small, formal trees appropriate for lining the path to a little garden cottage are certainly inappropriate. A parked service van often can hide such a tree from view. Furthermore, trees with a regular but informal habit (shape, appearance) are much more appropriate for the relatively suburban environment of Culver City than some symmetrical, highly formal trees which are more appropriate for a highly urban environment. Of course, trees must be limited in size due to root structure, planting area and overhead utility line clearance; however, within these parameters there are many species of trees that can meet the intended purpose of street landscaping in terms of size and style.

Spacing and repetition is also very important. From a visual standpoint, trees cannot be spaced too closely (as long as they are not crowded so as to hinder growth). For the effect of "lush" landscaping, the open space between the foliage of any two trees should not exceed the spread of the foliage of the given species at maturity. If the spread of a tree is twenty feet, the trees should be spaced no more than forty feet apart. Of course the optimal situation would be for the foliage to be just meeting, hence a spacing of twenty feet per tree. Even spacing and repetition of a species, all planted at the same time, is highly important to create an attractive streetscape.

Tall Washington Palms are a spectacular addition to the skyline in many areas of Culver City, as in Venice, Westwood, Palms, and Beverly Hills. They do much to create a unique and characteristic ambience of Southern California, especially when seen in perspective along a boulevard, or silhouetted against the evening sky, and their use should be encouraged wherever possible. However, they do have drawbacks; irregular or distant spacing and different growth rates (which can be intensified by varied feeding or watering and conditions around the trunk base) can easily destroy their potential visual quality. Also, after a few years, their relatively small quantity of foliage will be quite high above the ground and offer little or no landscaping value to the immediately adjacent properties. Their long, bare trunks may, in fact, prove to be visually detrimental along streets lined with utility poles by seemingly increasing the number of "poles." A good solution for major boulevards would be to intersperse palms with smaller-scale more bushy planting as shown in Figure 7.13. On other streets the city should consider slightly smaller and less formal palms such as the Queen Palm (*arecastrum romanzoffianum*) planted at closer intervals.

Parkway trees should be selected with consideration given to their lifespan, their feeding and watering needs, their tolerance to paving nearby and to auto exhaust, etc. They should require a minimum of pruning or other maintenance and should litter with bark and leaves as little as possible. Trees that drop fruit, nuts, or sap should never be used where paving, automobiles or benches are located underneath. Median trees may be smaller, and might include flowering species such as flowering eucalypti and jacarandas. They need not be evenly spaced but instead might be planted in closely-grouped

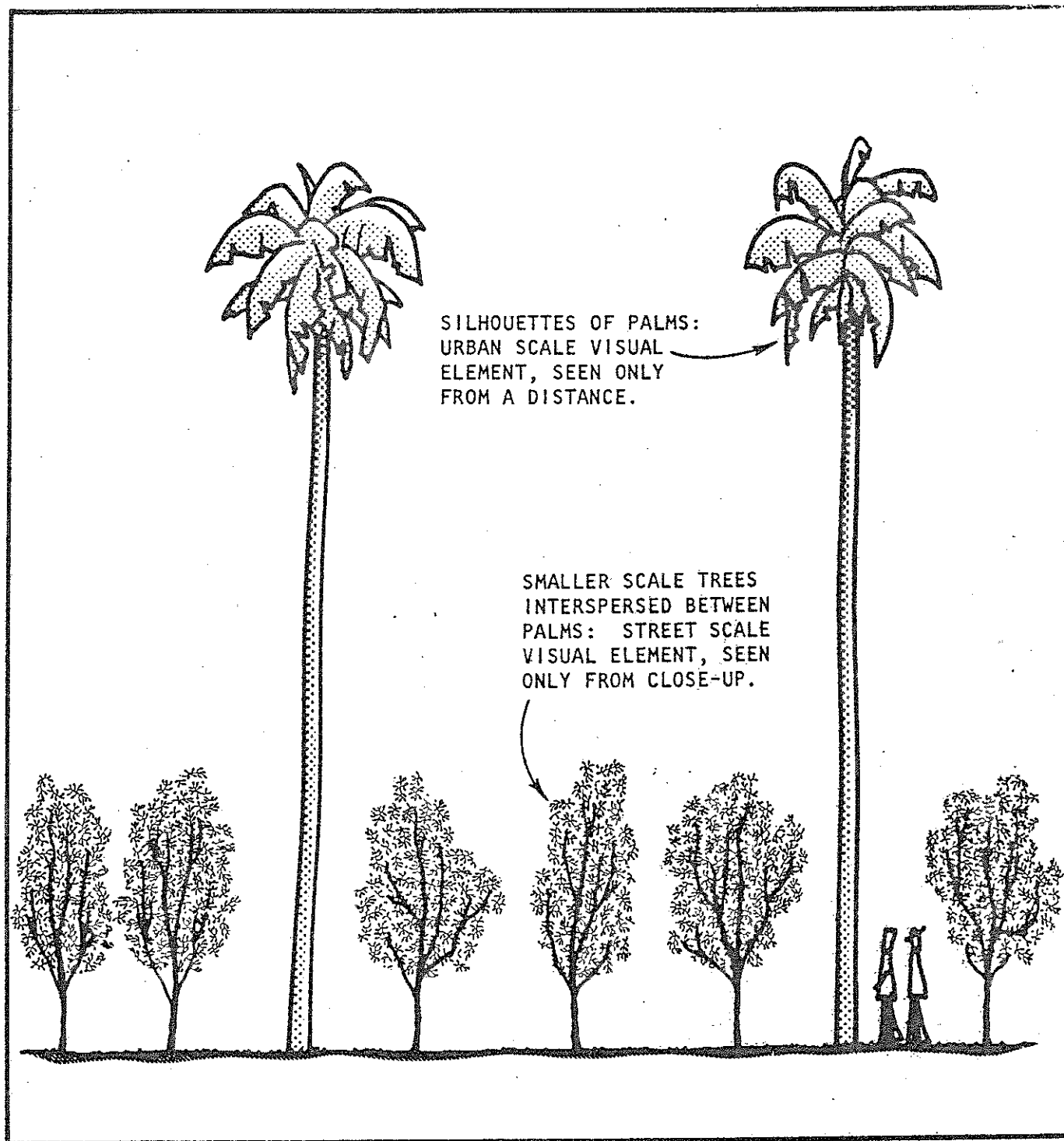


Figure 7.13 METHOD OF TREATING PALM TREES

clusters. Isolated trees planted far apart, however, will look just like that: an isolated tree stuck in the middle of a street.

#### d. Ground cover

In non-residential areas, parkways are usually paved for pedestrian use with tree wells supporting all landscaping, usually consisting of repeated single trees. In residential areas, parkway ground cover is provided and maintained by the homeowner. Street medians, on the other hand, must not be paved as if a pedestrian walk; yet they cannot be maintained by private landowners. Therefore, median ground cover should be: (a) highly visible; (b) require a minimum of maintenance; (c) be highly tolerant to its harsh, mid-street environment. Grass is a poor selection. It is flat and not very noticeable. It requires constant mowing and other upkeep; and it can prove highly susceptible to a lack of water, a hot sun, or automobile pollutants. Ivy, ice plant, or similar groundcover are better, although their textures can make maintenance a difficult chore, and it is believed by some that such plants provide a refuge for mice and other pests. Such pest problems, however, are usually exaggerated as there is an abundance of protected locations suitable for rodent habitats. The limiting factor for pest populations is more likely to be the food supply, which should be unfavorably limited in street medians. An excellent low ground cover for heavily treed medians is the hardy Ajuga.

For the needs of Culver City, however, flowers and bushes are recommended to help overcome the present barrenness of landscaping and visual tendency towards asphalt and concrete. Two such plants that would be excellent for the median environment are the Ceanothus and the Star Jasmine.

#### e. Lighting

Street lighting should be simple and uniform. Mixtures of colors (sodium, tungsten, or mercury vapor) and mixtures of fixture types (freestanding, utility pole supported, or guy-wired) should be avoided. The old street light standards along Culver Boulevard should be fully restored, or if this is not possible, completely removed; their slow deterioration is an unpleasant and ugly compromise.

#### f. Utility poles and wires

Culver City should continue and intensify its efforts to remove visible utility poles and wires wherever possible.

#### g. Paving and street furniture

Concrete and asphalt need not be the automatic choices for paving of pedestrian walks and public open spaces. Selection of varied colors and textures for paving can do much to enhance the visual character of an area. Concrete itself may be of a variety of colors, may be textured with rock salt, etc., and may be stencilled with forms. In small special areas, it is often useful to employ brick, tile, stone, or wooden ties as contrast.

There is nothing to be lost, and much to be gained, by instituting a coordinated design policy for lighting fixtures, benches, parking meters, street signs, drinking fountains, trash receptacles, etc. ...particularly in the main commercial and civic nodes. The well-designed fixtures around the Green in New Haven are a model of what can be accomplished; in one clean and simple form they accommodate street lighting, parking meters, signs, and trash receptacles.

#### h. Visual differentiation and hierarchy of streets

Landscaping and lighting should be so designed, wherever possible, to draw clear visual distinctions between major and minor streets. The San Francisco Urban Design Plan contains extensive discussions and illustrations of how this can be accomplished, and reference should be made to that document.

Few of the major boulevards in Culver City possess a consistent and distinctive visual character throughout their length...in contrast, for example, to San Vicente Boulevard in Santa Monica. Landscaping and lighting should be coordinated wherever possible along major boulevards, in order to produce coherence and consistency.



**Section 8**  
**STANDARDS FOR THE EVALUATION**  
**OF PRIVATE DEVELOPMENT**

## 8.1 Introduction

### a. General organization of the standards

The tables of standards are laid out within the framework of a consistent, systematic format. For each category of urban fabric, the following are described:

- a. Definition
- b. Existing conditions
- c. Problems
- d. Opportunities
- e. Major objectives of architectural review board

Then follows a table of evaluative criteria, arranged under the categories of:

- a. Building scale and location on site
- b. Elements and activities to be concealed from streets, other public spaces, and neighboring property
- c. Building exterior materials, surfaces, colors, finishes, and detailing
- d. Landscaping
- e. Lighting and visibility
- f. Additional requirements for site adjacent to major boulevard

This strict and systematic format has been adhered to for two important reasons. Firstly, it will facilitate the process of amendment and updating. While the greatest care has been taken in drafting the standards, it should be recognized that they are detailed, specific, complex, and deal with the notoriously ambiguous and difficult subject of aesthetics. As such, they will inevitably be subject to amendment and updating perhaps during the process of adoption, and certainly after experience with their application. They should be regarded as a best available hypothesis about the type of standards which would be appropriate for Culver City, to be tested in practice, rather than as a definitive statement. Secondly, the format is designed to facilitate rapid and convenient location of relevant items of information.

### b. Enforceability

Performance standards are still a relatively new and unfamiliar concept in many cities, and little experience has been gained in their enforcement. Furthermore, in the area of "visual performance" it is generally simply not possible to state performance criteria in terms of rigorously quantitatively specific measures, as it is for example in the area of structural performance. However, we are reasonably confident that they meet the standards of specificity and definiteness implied by the legal analysis. They are considerably more detailed, specific, and definite than the standards of most other ordinances which were investigated. Furthermore, a particular effort has been made to demonstrate extremely clear and specific relationships between the standards and clear legitimate and particular community objectives relating to health, safety, comfort, and general welfare...so that it is unlikely that an argument of arbitrariness could be raised against them.



It is in the nature of performance specifications that they require some measure of professional skill in their interpretation. Nobody would expect that a person untrained in structural engineering would be able to evaluate whether a particular structural design resulted in unacceptable stresses and strains; similarly, in many cases, it will require a professional architect to determine whether a proposed design fully complies with these standards. The Architectural Review Board should have little difficulty in interpreting the standards in a clear, consistent, and unambiguous way as section 2 of Ord. No. CS-730 which created the ARB requirements that it always contains some component of skilled professional architects or people actively engaged in a specified related professional field. Mechanistic application by unskilled personnel would be both impractical and undesirable.

It will also require some measure of design skill to comply with the requirements. Again, good professional personnel on the Board should be able to handle them, but untrained persons may well have difficulty. This is unavoidable. Good design (the objective of these standards) is difficult...and there is no way around that fact.

For effective enforcement it will be necessary to seek and maintain the trust, respect, and cooperation of local design professionals. Many architects, landscape architects, and graphic designers maintain high standards of professional integrity and responsibility...and can be expected to welcome and strongly support the standards provided that they are intelligently and sensitively enforced, and that the philosophy of stating them in non-prescriptive, performance terms is not eroded. However, if they are insensitively and mechanistically enforced, or amendments stated in prescriptive terms are attached, then they are likely to be seen as an ill-conceived attempt to "legislate beauty" and impose particular aesthetic biases...and would probably be met with widespread hostility and resistance.

#### c. Practical details

The tables of standards are presented in camera-ready form, in a format suitable for printing on a standard small offset machine. The layout is designed to facilitate amendments and additions without disruption of the format or extensive reprinting. If an amendment or addition is to be made, the appropriate column should simply be retyped and pasted in, and the page reprinted. The typeface employed is standard IBM artisan. When issuing copies of the standards to prospective applicants for review, it should not be necessary to issue all the tables to each applicant...just the tables applicable to the particular site under consideration should be sufficient. Reasonable care should be taken with printing, making amendments and updating, etc., to ensure that the standards document itself remains an attractive and coherent piece of graphic design. A document regulating design quality, yet in itself of low design quality, is hardly likely to be respected.

## 8.2 Tables of Standards

The following pages contain the tables of standards for the Architectural Review Board.

## METHOD OF EVALUATION

The tables of standards shall be applied by the Architectural Review Board as follows:

(a) Consideration of Relationships to Surrounding Development

Since the different areas and neighborhoods of Culver City vary widely in their existing visual and aesthetic characteristics and quality, the visual impact of a building or physical development depends upon its location. The Architectural Review Board will evaluate a proposed building or physical development for compatibility with the objectives of the Design and Physical Development Plan by considering its appearance not in isolation, but in relation to the existing and expected future visual and aesthetic characteristics and quality of the surrounding area.

For the purpose of identifying visual and aesthetic characteristics and quality of each particular area, the various areas of Culver City have been classified according to their existing visual and aesthetic characteristics and quality into ten different categories of urban fabric as follows:

- a. Primary office
- b. Primary retail
- c. Shopping center
- d. General commercial
- e. Manufacturing/Sales
- f. Industrial
- g. Single family residential
- h. Type I multiple residential
- i. Type II multiple residential
- j. Residential complex

Precise definitions of these categories of urban fabric are given in the tables of standards, and their locations are shown on the accompanying exhibit map. This visual classification of areas is fully consistent with, but does not exactly correspond to, the Land Use Element of the General Plan.

For each particular category of urban fabric, tables of specific standards are provided for the evaluation of buildings and physical developments. In evaluating a proposed building, alteration, or other physical development the City Planning Department will first determine the category of urban fabric in which the proposed development is to be located, then the Architectural Review Board will apply the criteria from the appropriate table of standards.

(b) Application of Stricter Standards for Locations  
Along Major Boulevards

Culver City is traversed or bordered by the following streets which, because of their existing or anticipated importance as locations for commercial or community activities in addition to their size and traffic volume, are designated as Major Boulevards:

Adams Boulevard  
Braddock Drive  
Centinela Avenue  
Culver Boulevard  
Duquesne Boulevard (Hughes Avenue)  
Fairfax Avenue  
Green Valley Circle  
Higuera Street  
Ince Boulevard (between Culver and Lindblade)  
Jefferson Boulevard  
La Cienega Boulevard  
Lucerne Avenue  
Main Street  
National Boulevard  
Overland Avenue  
Playa Street  
Robertson Boulevard  
Sawtelle Boulevard  
Sepulveda Boulevard  
Slauson Avenue  
Washington Boulevard  
Washington Place  
Venice Boulevard  
Proposed Blair Hills Road  
Proposed Lindblade Street (between Duquesne and Ince)  
Proposed Overland Avenue Extension

Since the perceived visual character of Culver City is primarily determined by the experiences of walking and driving along these major boulevards, the Architectural Review Board will apply stricter standards, as shown in the tables to buildings and physical developments located on these major boulevards.

(c) Consideration of All Possible Viewpoints and  
Viewing Conditions

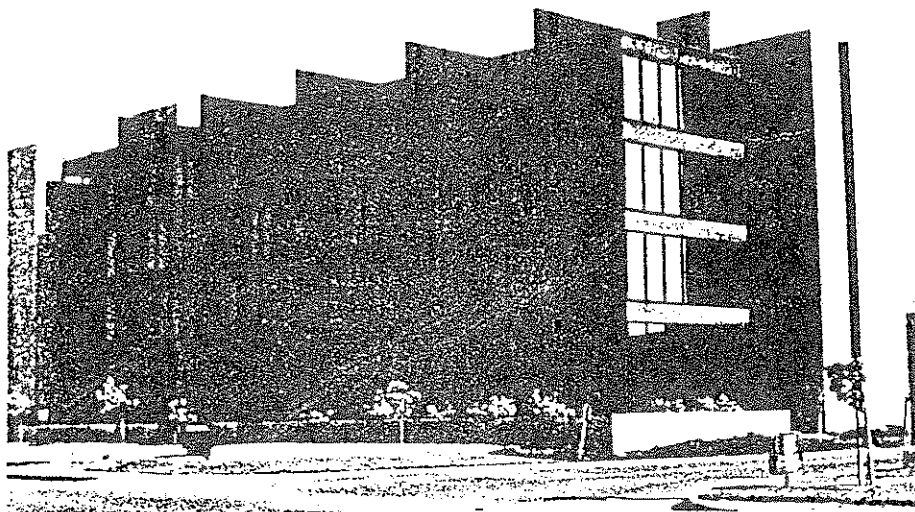
The Architectural Review Board will evaluate the appearance of a building or physical development as seen from all likely viewpoints and orientations, as seen close-up and at a distance, as seen while walking and while driving, and as seen both by day and by night.



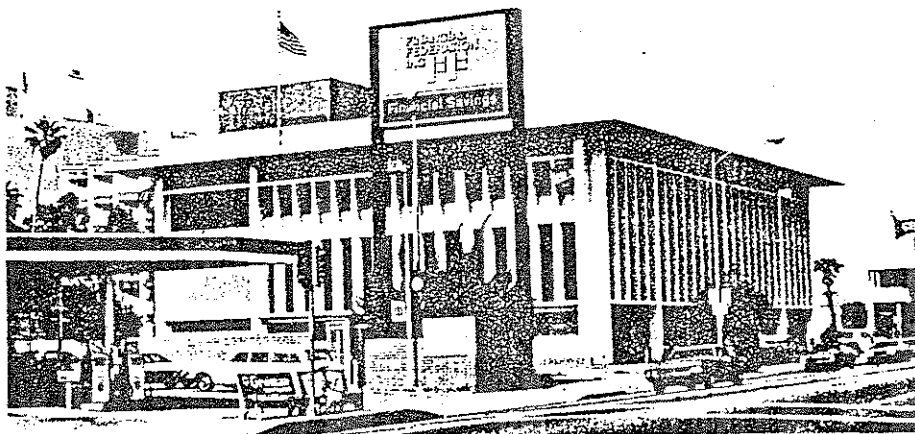


## DEFINITION

Buildings in the area generally possess the character and appearance of multi-storied office structures devoted to professional and financial service activities, and multi-storied hotel buildings.



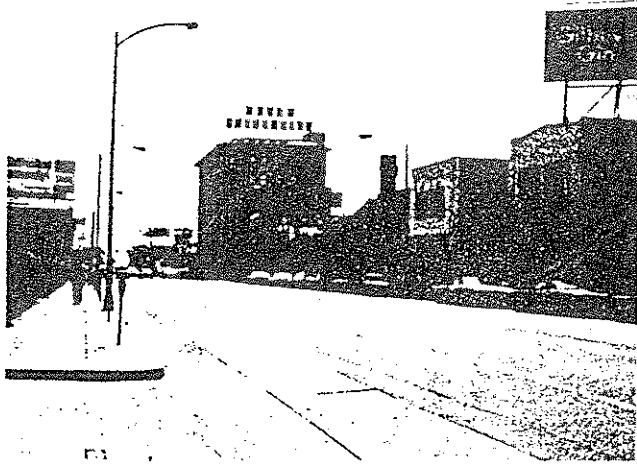
EXAMPLE: OFFICE BUILDING AT THE ORANGE COUNTY AIRPORT



EXAMPLE: FINANCIAL FEDERATION OFFICE BUILDING IN CULVER CITY

## EXISTING CONDITIONS

No neighborhood of this type presently exists within or immediately adjacent to the city. However, it appears both likely and desirable that the existing town center area, which presently consists of small, old retail stores, will develop into such a neighborhood.



## PROBLEMS

The existing town center of Culver City is characterized by dying commercial activity due to the poor traffic conditions, lack of adequate parking facilities, and the generally small-scale, obsolescent, dilapidated, and unattractive character of construction in the area. The retail districts of the city have shifted to the west and south. The area is generally barren in appearance, and little landscaping and few trees.

## OPPORTUNITIES

By improving traffic conditions, parking facilities, pedestrian amenities, landscaping, and the general standard of appearance and construction of buildings in the area it is likely that the town center neighborhood could be developed into an attractive and distinctive location for professional and financial offices and institutions. This would beneficially affect property values in the town center area, bring new jobs to Culver City, and re-establish a strong, active visually attractive and identifiable center for the community of Culver City.

PRIMARY OFFICE

AS

0.2



## MAJOR OBJECTIVES OF THE ARCHITECTURAL REVIEW BOARD

- To insure that the general appearance of new construction or alterations in the area is consistent in quality and character with the objective of developing the area into an attractive, successful office district;
- To produce a consistently distinctive and attractive visual character in the area, by which it may be identified, known, and remembered;
- To encourage substantial continuity and consistency of landscaping in the area;
- To substantially increase the quality and quantity of landscaping in the area;
- To insure pedestrian safety and comfort in the area, both by day and by night;
- To insure that the scale, character, and amenity of any adjoining residential areas are not adversely affected by structures in this area.

**PRIMARY OFFICE**

**AS**  
**0.3**

## BUILDING SCALE AND LOCATION ON SITE

1. Where multi-story or other large scale buildings are adjacent to streets and other public pedestrian areas, the lower portions of those buildings must incorporate sufficient small-scale elements (such as doors, windows, canopies, seating, etc.) to relate them in scale to pedestrians.
2. Where multi-story or other large scale buildings are on sites closely adjoining small-scale residential areas, building scale and location on site must respect, and protect, the scale and character of the residential area.

## ELEMENTS AND ACTIVITIES TO BE CONCEALED FROM STREETS, OTHER PUBLIC SPACES AND NEIGHBORING PROPERTY

1. Mechanical equipment and utilities fixtures (roof or otherwise)
2. Refuse container areas
3. Loading bays
4. Outdoor storage areas
5. Garage, delivery, and service facilities
6. Facilities for servicing, washing, or repairing automobiles, or supply and sale of gasoline
7. Parking areas

## BUILDING EXTERIOR SURFACES, MATERIALS, COLORS, FINISHES AND DETAILING

1. Must be generally consistent in quality and appearance with maintaining the visual character of a successful professional and financial office district.
2. Must not be subject to rapid visual deterioration or accumulation of dirt with age and exposure to the weather.
3. Must not produce excessive reflected glare from the sun which would adversely affect the comfort or safety of pedestrians or drivers.
4. Any transition in the style, quality, or character of facade, roof, or parapet elements such as at the corners of street and side facades of a building must be designed with full consideration given to appearance from possible views of the building, not just the direct frontal view from the street. Visual incongruities resulting from views of street facades from sides or rear must not exist.
5. Exterior surfaces clearly visible from closely adjoining residential areas must be consistent in materials, surfaces, colors finishes, and detailing with preserving and protecting the residential character, atmosphere and amenity of that area.

## LANDSCAPING

1. All unbuilt and unpaved land visible from streets and other public spaces must be planted with ground-cover, trees, or shrubs.
2. A landscaped strip of at least 10 feet in width must be provided along all property boundaries directly abutting residential areas. Depending on the size and species of trees to be planted, this area must include the equivalent of at least one tree per 200 to 400 square feet. Provided that this requirement is met, trees may be grouped in any desired way. Trees must be of a variety which, upon maturity in 10-15 years, normally reach a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.

3. No more than 50% of the land located between the structure and the right-of-way of a street may be paved, nor more than 50% of all land within 25 feet of the street that is visible from the street. There must be a minimum of one tree per 400 square feet of the planted or landscaped area. Provided that this requirement is met, trees may be grouped in any desired way. Trees must be of a variety which, upon maturity in 10-15 years, normally reach a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.
4. Parkway trees must be planted on 30 to 35 foot centers. Specimens must be 24-inch box size, or the equivalent. Additionally, parkways must be improved in a manner consistent with the development proposed and with the character of the neighborhood.
5. All landscaped areas must be provided with an irrigation system adequate to insure their continued viability.
6. Fences or walls in excess of two feet in height or eight feet in length, and visible from the street, must be planted on the street-facing side with trees, hedges, shrubs, or vines.
7. Paving and walls must not produce excessive reflected glare from the sun which would adversely effect the comfort or safety of pedestrians or drivers.
8. Where public open plazas of 200 square feet or more are provided, these plazas must contain sufficient seating, shading, and trash containers to make them useable as outdoor pedestrian seating and gathering places.

## LIGHTING AND VISIBILITY

1. Adequate lighting must be provided at the bases of buildings adjacent to streets and other public spaces to preserve the amenity and safety of those spaces for night-time pedestrian use, and dangerous places of concealment and areas of deep shadow must not be produced.
2. All public and semi-public spaces must be open to direct surveillance, both from the street and/or from the windows of surrounding buildings.
3. Luminaires for display, spot, and flood lighting of facades, display cases, or landscaping must not be visible from streets and other public spaces or neighboring structures.

4. All roof parking facilities must restrict all lighting fixtures so as to appear to be below the height of parapet walls from adjacent properties and/or public rights-of-way.
5. Light from display, spot, flood, or other lighting must not be allowed to spill or reflect on to adjacent properties and/or public rights-of-way.

### ADDITIONAL REQUIREMENTS FOR A SITE ADJACENT TO A MAJOR BOULEVARD

1. At least one main pedestrian entrance to the building or complex must be clearly visible and accessible from the major boulevard.
2. Where public open plazas are provided, these plazas must be clearly visible and accessible from the major boulevard.
3. Entrances to parking areas, or signs clearly indicating their location, must be clearly visible from the major boulevard.
4. Graphics displayed in areas designated primary office should be limited to appurtenant, identification graphics only.



## DEFINITION

Buildings in the area generally possess the character and appearance of street-oriented retail stores, and the area as a whole forms a distinctive, concentrated retail node.



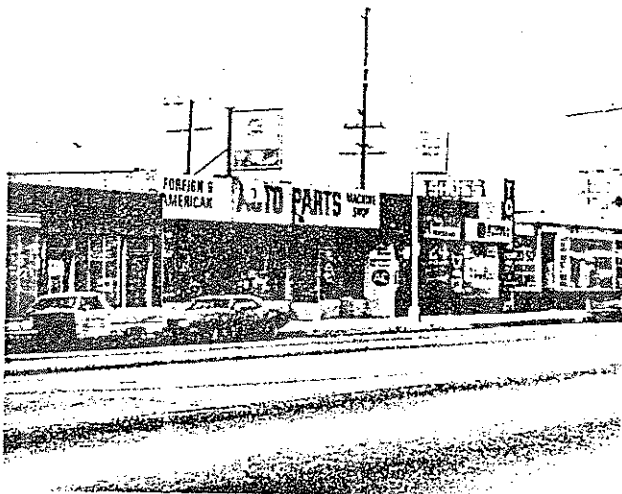
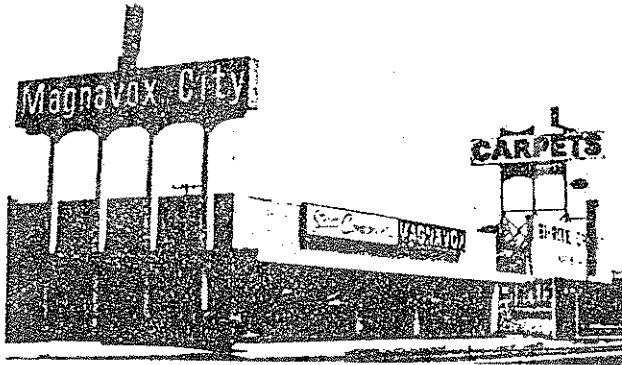
EXAMPLE: SHOPS IN BEVERLY HILLS



EXAMPLE: SHOP IN BEVERLY HILLS

## EXISTING CONDITIONS

Strip developments along major streets generally contain retail stores intermixed with other uses. These strips generally contain structures of diverse appearance, age, and use, and rarely possess a particularly attractive visual character of clear visual identity as retail sale areas.



PRIMARY RETAIL

AS  
1.2



## BUILDING SCALE AND LOCATION ON SITE

1. Where multi-story or other large scale buildings are adjacent to streets and other public pedestrian areas, the lower portions of those buildings must incorporate sufficient small-scale elements (such as doors, windows, canopies, seating, etc.) to relate them in scale to pedestrians.
2. In buildings designed for retail sales activities, as much of the ground level frontage of the lot as is practical must be devoted to display windows and display cases which are sufficiently close to the public sidewalk for the contents to be clearly visible from the sidewalk.
3. Breaks in the continuity along the sidewalk of windows and display cases due to blank walls, driveways, etc., must be minimized.
4. Exceptions may be made to requirements 2 and 3 for the purpose of allowing for introduction of landscaping.
5. Where multi-story or other large scale buildings are on sites closely adjoining small scale residential areas, building scale and location on site must respect and protect the scale and character of the residential area.

## ELEMENTS AND ACTIVITIES TO BE CONCEALED FROM STREETS, OTHER PUBLIC SPACES AND NEIGHBORING PROPERTY

1. Mechanical equipment and utilities fixtures (roof or otherwise)
2. Refuse container areas
3. Loading bays
4. Garage, delivery, and service facilities
5. Facilities for servicing, washing, or repairing automobiles, other than for the sale of gasoline
6. Parking areas

## PROBLEMS

Retail areas often present a chaotic and uninviting appearance.

Retail areas do not possess distinctive characteristic visual identities by which they may be identified and remembered.

Areas are generally barren in appearance, with little landscaping and few trees.

Since these areas are often located along major through streets, their generally poor appearance has a particularly adverse effect on the visual experience of driving through Culver City.

## OPPORTUNITIES

By improving parking facilities, landscaping, lighting, and street furniture, and upgrading the general standard of appearance and construction of buildings in specific areas where economic conditions are favorable, it is likely that these areas could be developed into stronger retail nodes possessing more attractive, clearer and more distinctive visual characteristics.

## MAJOR OBJECTIVES OF THE ARCHITECTURAL REVIEW BOARD

- To insure that the general appearance of new construction or alterations in primary retail areas is consistent in quality and character with the objective of maintaining and developing these areas as attractive, successful retail nodes.
- To encourage substantial unity and consistency of scale and character of construction along streets in these areas, and continuity of display windows and display cases along the sidewalks.
- To generally improve the visual experience of driving or walking through those major streets of Culver City which are lined with commercial development.
- To insure pedestrian safety and comfort in the areas, both by day and by night.
- To substantially increase the quality and quantity of landscaping in these areas.
- To insure that the scale, character and amenity of any adjoining residential areas are not adversely affected by structures in these commercial areas.

## BUILDING SCALE AND LOCATION ON SITE

1. Where multi-story or other large scale buildings are adjacent to streets and other public pedestrian areas, the lower portions of those buildings must incorporate sufficient small-scale elements (such as doors, windows, canopies, seating, etc.) to relate them in scale to pedestrians.
2. In buildings designed for retail sales activities, as much of the ground level frontage of the lot as is practical must be devoted to display windows and display cases which are sufficiently close to the public sidewalk for the contents to be clearly visible from the sidewalk.
3. Breaks in the continuity along the sidewalk of windows and display cases due to blank walls, driveways, etc., must be minimized.
4. Exceptions may be made to requirements 2 and 3 for the purpose of allowing for introduction of landscaping.
5. Where multi-story or other large scale buildings are on sites closely adjoining small scale residential areas, building scale and location on site must respect and protect the scale and character of the residential area.

## ELEMENTS AND ACTIVITIES TO BE CONCEALED FROM STREETS, OTHER PUBLIC SPACES AND NEIGHBORING PROPERTY

1. Mechanical equipment and utilities fixtures (roof or otherwise)
2. Refuse container areas
3. Loading bays
4. Garage, delivery, and service facilities
5. Facilities for servicing, washing, or repairing automobiles, other than for the sale of gasoline
6. Parking areas

## BUILDING EXTERIOR SURFACES, MATERIALS, COLORS, FINISHES AND DETAILING

1. Must be generally consistent in quality and appearance with maintaining the visual character of a successful retail shopping district.
2. Must not be subject to rapid visual deterioration or accumulation of dirt with age and exposure to the weather.
3. Must not produce excessive reflected glare from the sun which would adversely affect the comfort or safety of pedestrians or drivers.
4. Any transition in the style, quality, or character of facade, roof, or parapet elements, such as at the corners of street and side facades of a building, must be designed with full consideration given to appearance from all possible views of the building, not just the direct frontal view from the street. Visual incongruities resulting from views of street facades from sides or rear must not exist.
5. Consistency and continuity of facade, and parapet lines or roof-lines, must be preserved to the extent practical between the proposed structure and neighboring structures.
6. Lack of, or unusual treatment or design of doors, windows, or display cases in buildings intended for retail sales use must be demonstrated to be not detrimental to the future viability or desirability of the building for that use.
7. Exterior surfaces clearly visible from closely adjoining residential areas must be consistent with preserving and protecting the residential character, atmosphere, and amenity of that area.

## LANDSCAPING

1. All unbuilt and unpaved land visible from streets and other public spaces must be planted with ground-cover, trees, or shrubs.
2. A landscaped strip of at least 10 feet in width must be provided along all property boundaries directly abutting residential areas. Depending on the size and species of trees to be planted, this area must include the equivalent of at least one tree per 200 to 400 square feet. Provided that this requirement is met, trees may be grouped in any desired way. Trees must be of a variety which, upon maturity in 10-15 years, normally reach a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.

3. No more than 50% of the land located between the structure and the right-of-way of a street may be paved, nor more than 50% of all land within 25 feet of the street that is visible from the street. There must be a minimum of one tree per 400 square feet of the planted or landscaped area. Provided that this requirement is met, trees may be grouped in any desired way. Trees must be of a variety which, upon maturity in 10-15 years, normally reach a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.
4. Parkway trees must be planted on 30 to 35 foot centers. Specimens must be 24-inch box size, or the equivalent. Additionally, parkways must be improved in a manner consistent with the development proposed and with the character of the neighborhood.
5. All landscaped areas must be provided with an irrigation system adequate to insure their continued viability.
6. Fences or walls in excess of two feet in height or eight feet in length, and visible from the street, must be planted on the street-facing side with trees, hedges, shrubs, or vines.
7. Paving and walls must not produce excessive reflected glare from the sun which would adversely effect the comfort or safety of pedestrians or drivers.
8. Where public open plazas of 200 square feet or more are provided, these plazas must contain sufficient seating, shading, and trash containers to make them useable as outdoor pedestrian seating and gathering places.

## LIGHTING AND VISIBILITY

1. Adequate lighting must be provided at the bases of buildings adjacent to streets and other public spaces to preserve the amenity and safety of those spaces for night-time pedestrian use, and dangerous places of concealment and areas of deep shadow must not be produced.
2. All public and semi-public spaces must be open to direct surveillance from the street and/or from the windows of surrounding buildings.
3. Luminaries for display, spot and flood lighting of facades, display cases, or landscaping must not be visible from streets and other public spaces or neighboring structures.

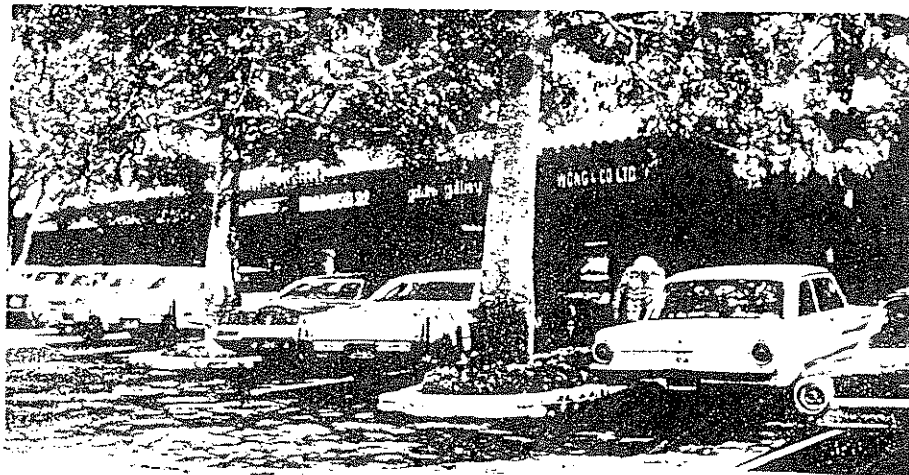
4. All roof parking facilities must restrict all lighting fixtures so as to appear to be below the height of parapet walls from adjacent properties and/or public rights-of-way.
5. Light from display, spot, flood, or other lighting must not be allowed to spill or reflect on to adjacent properties and/or public rights-of-way.

#### ADDITIONAL REQUIREMENTS FOR A SITE ADJACENT TO A MAJOR BOULEVARD

1. At least one main pedestrian entrance to the building or complex must be clearly visible and accessible from the major boulevards.
2. Where public open plazas are provided, these plazas must be visible and accessible from the major boulevard.
3. Entrances to parking areas, or signs clearly indicating their location, must be clearly visible from the major boulevard.

## DEFINITION

A large complex of buildings primarily devoted to retail sales activity, provided with internal pedestrian circulation and off-street parking.



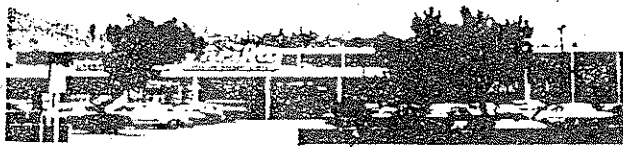
EXAMPLE: TOWN AND COUNTRY SHOPPING CENTER IN ORANGE



EXAMPLE: FASHION SQUARE SHOPPING CENTER IN SANTA ANA

## EXISTING CONDITIONS

Shopping centers of varying size and quality of facilities presently exist at several locations in Culver City. A new Regional Shopping Center is proposed for the Fox Hills area.



## PROBLEMS

Large open parking lots, and parking lot walls, are often barren in appearance, with little landscaping and few trees.

Few shopping centers possess characteristic and distinctive visual identities by which they may be identified and remembered.

Since a large shopping center is a visually prominent element in a neighborhood, poor appearance can have a very significant adverse impact on the general visual quality of the whole area.



## OPPORTUNITIES

Attractive and distinctive appearance can have a very significant impact on the general visual character of the whole area.

## MAJOR OBJECTIVES OF THE ARCHITECTURAL REVIEW BOARD

- To insure that the general appearance of new shopping center construction is consistent with the objective of maintaining and upgrading the general visual character and quality of the surrounding area.
- To mitigate the barren appearance of large open parking lots and extensive parking lot walls, and to generally increase the quality and quantity of vegetation surrounding shopping centers.
- To insure pedestrian comfort and safety in these areas, both by day and by night.
- To insure that the scale, character, and amenity of any adjoining residential areas are not adversely affected by structures in these shopping center areas.

## BUILDING SCALE AND LOCATION ON SITE

1. Where multi-story or other large scale buildings are adjacent to streets and other public pedestrian areas, the lower portions of those buildings must incorporate sufficient small-scale elements (such as doors, windows, canopies, seating, etc.) to relate them in scale to pedestrians.
2. Where multi-story or other large scale buildings are on sites closely adjoining small scale residential areas, building scale and location on site must respect and protect, the scale and character of the residential area.

## ELEMENTS AND ACTIVITIES TO BE CONCEALED FROM STREETS, OTHER PUBLIC SPACES AND NEIGHBORING PROPERTY

1. Mechanical equipment and utilities fixtures (roof or otherwise)
2. Refuse container areas
3. Loading bays
4. Garage, delivery, and service facilities
5. Facilities for servicing, washing, or repairing automobiles, or supply and sale of gasoline.

## BUILDING EXTERIOR SURFACES, MATERIALS, COLORS, FINISHES AND DETAILING

1. Should reflect an integrated and compatible design for all structures within the shopping center complex, and must be generally consistent in quality and appearance with maintaining the visual character of a successful retail shopping area.
2. Must not be subject to rapid visual deterioration or accumulation of dirt with age and exposure to the weather.
3. Must not produce excessive reflected glare from the sun which would adversely affect the comfort or safety of pedestrians or drivers.

4. Any transition in the style, quality or character of facade, roof, or parapet elements such as at the corners of street and side facades of a building must be designed with full consideration given to appearance from all possible views of the building, not just the direct frontal view from the street. Visual incongruities resulting from views of street facades from sides or rear must not exist.
5. Exterior surfaces clearly visible from closely adjoining residential areas must be consistent in materials, surfaces, colors, finishes, and detailing with preserving and protecting the residential character, atmosphere, and amenity of that area.

## LANDSCAPING

1. All unbuilt and unpaved land visible from streets and other public spaces must be planted with ground-cover, trees, or shrubs.
2. A landscaped strip of at least 10 feet in width must be provided along all property boundaries directly abutting residential areas. Depending on the size and species of trees to be planted, this area must include the equivalent of at least one tree per 200 to 400 square feet. Provided that this requirement is met, trees may be grouped in any desired way. Trees must be of a variety which, upon maturity in 10-15 years, normally reach a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.
3. Parkway trees must be planted on 30 to 35 foot centers. Specimens must be 24-inch box size, or the equivalent. Additionally, parkways must be improved in a manner consistent with the development proposed and with the character of the neighborhood.
4. All landscaped areas must be provided with an irrigation system adequate to insure their continued viability.
5. Fences or walls in excess of two feet in height or eight feet in length, and visible from the street, must be planted on the street-facing side with trees, hedges, shrubs, or vines.
6. Paving and walls must not produce excessive reflected glare from the sun which would adversely affect the comfort or safety of pedestrians or drivers.

7. Where public open plazas of 200 square feet or more are provided, these plazas must contain sufficient seating, shading, and trash containers to make them useable as outdoor pedestrian seating and gathering places. There must be a minimum of one tree at plaza area. Provided that this requirement is met, trees may be grouped in any desired way. Trees must be of a variety which, upon maturity in 10 to 15 years, normally reach a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.
8. In addition to perimeter landscaping as required above, planter islands must be provided at the ends of all parking rows, and also at intervals of a maximum distance of 100' within parking rows. Each planter island must contain at least one tree which, upon maturity in 10 to 15 years, normally reaches a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.

## LIGHTING AND VISIBILITY

1. Adequate lighting must be provided at the bases of buildings adjacent to streets and other public spaces to preserve the amenity and safety of those spaces for night-time pedestrian use, and dangerous places of concealment and areas of deep shadow must not be produced.
2. All public and semi-public spaces must be open to direct surveillance, both from the street and/or from the windows of surrounding buildings.
3. Luminaires for display, spot, and flood lighting of facades, display cases, or landscaping must not be visible from streets and other public spaces or neighboring structures.
4. All roof parking facilities must restrict all lighting fixtures so as to appear to be below the height of parapet walls from adjacent properties and/or public rights-of-way.
5. Light from display, spot, flood, or other lighting must not be allowed to spill or reflect on to adjacent properties and/or public rights-of-way.

## ADDITIONAL REQUIREMENTS FOR A SITE ADJACENT TO A MAJOR BOULEVARD

1. At least one main pedestrian entrance to the building or complex must be clearly visible and accessible from the major boulevard.
2. Entrances to parking areas, or signs clearly indicating their location, must be clearly visible from the major boulevard.

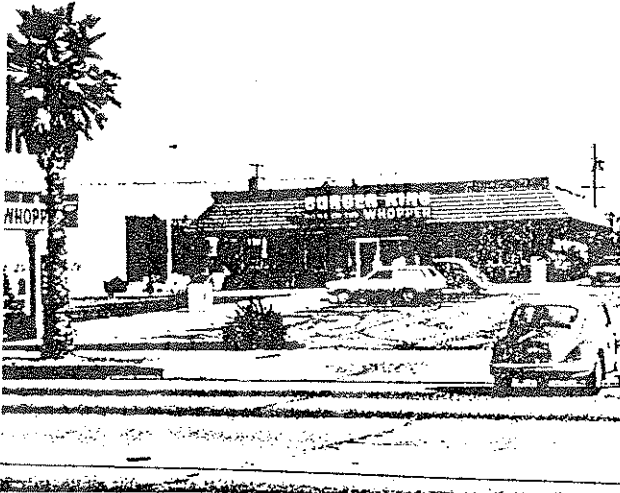
**SHOPPING CENTER**

**AS**  
**2.7**



## DEFINITION

Buildings in the area are of diverse character and use, but structures, while predominately retail or service oriented, are not restricted to street-oriented appearance. The areas do not necessarily form distinctive, concentrated retail nodes.



**GENERAL COMMERCIAL**

## EXISTING CONDITIONS

Numerous strip developments along major streets throughout the city are presently of this character. These strips generally contain structures of diverse appearance, age, and use.



## PROBLEMS

General commercial areas often present a chaotic and uninviting appearance, with little landscaping and few trees.

Since these areas are often located along major through streets, their generally poor and inconsistent appearance has a particularly adverse effect on the visual experience of driving through Culver City.

## OPPORTUNITIES

By improving the general external appearances of structures to the extent possible with this type and mixture of uses, and by increasing the quality and quantity of landscaping, the visual experience of driving or walking through many of the major streets of Culver City may be considerably improved.



## MAJOR OBJECTIVES OF THE ARCHITECTURAL REVIEW BOARD

- To generally improve the visual experience of driving or walking along these major streets of Culver City which are lined with general commercial development.
- To insure pedestrian safety and comfort in the areas, both by day and by night.
- To substantially increase the quality and quantity of landscaping in these areas.
- To insure that the scale, character, and amenity of any adjoining residential areas are not adversely affected by structures in these commercial areas.

## BUILDING SCALE AND LOCATION ON SITE

1. Where multi-story or other large scale buildings are adjacent to streets and other public pedestrian areas, the lower portions of those buildings must incorporate sufficient small-scale elements (such as doors, windows, canopies, seating, etc.) to relate them in scale to pedestrians.
2. Where multi-story or other large scale buildings are on sites closely adjoining small scale residential areas, building scale and location on site must respect and protect the scale and character of the residential area.

## ELEMENTS AND ACTIVITIES TO BE CONCEALED FROM STREETS, OTHER PUBLIC SPACES AND NEIGHBORING PROPERTY

1. Mechanical equipment and utilities fixtures, (roof or otherwise)
2. Refuse container areas
3. Loading bays
4. Garage, delivery, and service facilities
5. Facilities for repairing or servicing automobiles other than facilities for car-washing or the sale of gasoline.
6. Employee parking areas (customer parking allowable)

## BUILDING EXTERIOR SURFACES, MATERIALS, COLORS, FINISHES AND DETAILING

1. Must not be subject to rapid visual deterioration or accumulation of dirt with age and exposure to the weather.
2. Must not produce excessive reflected glare from the sun which would adversely affect the comfort or safety of pedestrians or drivers.

3. Any transition in the style, quality, or character of facade, roof, or parapet elements such as at the corners of street and side facades of a building must be designed with full consideration given to appearance from all possible views of the building, not just the direct frontal view from the street. Visual incongruities resulting from views of street facades from sides or rear must not exist.
4. Exterior surfaces clearly visible from closely adjoining residential areas must be consistent in materials, surfaces, colors, finishes, and detailing with preserving and protecting the residential character, atmosphere, and amenity of that area.

## LANDSCAPING

1. All unbuilt and unpaved land visible from streets and other public spaces must be planted with ground-cover, trees, or shrubs.
2. A landscaped strip of at least 10 feet in width must be provided along all property boundaries directly abutting residential areas. Depending on the size and species of trees to be planted, this area must include the equivalent of at least one tree per 200 to 400 square feet. Provided that this requirement is met, trees may be grouped in any desired way. Trees must be of a variety which, upon maturity in 10-15 years, normally reach a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.
3. No more than 80% of the land located between the structure and the right-of-way may be paved, nor more than 60% of all land within 25 feet of the street that is visible from the street. There must be a minimum of one tree per 400 square feet of required planted or landscaped area. Provided that this requirement is met, trees may be grouped in any desired way. Trees must be of a variety which, upon maturity in 10 to 15 years, normally reach a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.
4. Parkway trees must be planted on 30 to 35 foot centers. Specimens must be 24-inch box size, or the equivalent. Additionally, parkways must be improved in a manner consistent with the development proposed and with the character of the neighborhood.
5. All landscaped areas must be provided with an irrigation system adequate to insure their continued viability.

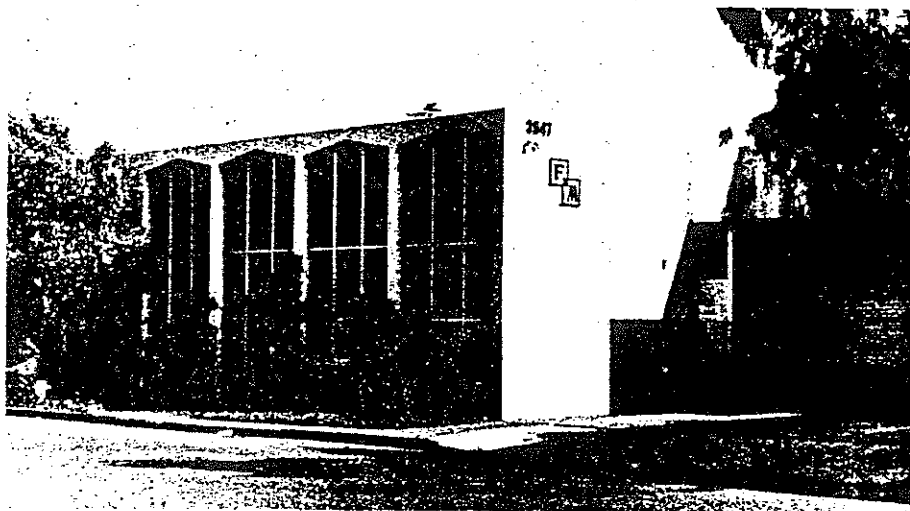
6. Fences or walls in excess of four feet in height or eight feet in length, and visible from the street, must be planted on the street-facing side with trees, hedges, shrubs, or vines.
7. Paving and walls must not produce excessive reflected glare from the sun which would adversely affect the comfort or safety of pedestrians or drivers.

## LIGHTING AND VISIBILITY

1. Adequate lighting must be provided at the bases of buildings adjacent to streets and other public spaces to preserve the amenity and safety of those spaces for night-time pedestrian use, and dangerous places of concealment and areas of deep shadow must not be produced.
2. All public and semi-public spaces must be open to direct surveillance, both from the street and/or from the windows of surrounding buildings.
3. Luminaires for display, spot, and flood lighting must not be visible from streets and other public spaces or neighboring structures.
4. All roof parking facilities must restrict all lighting fixtures so as to appear to be below the height of parapet walls from adjacent properties and/or public rights-of-way.
5. Light from display, spot, flood, or other lighting must not be allowed to spill or reflect on to adjacent properties and/or public rights-of-way.

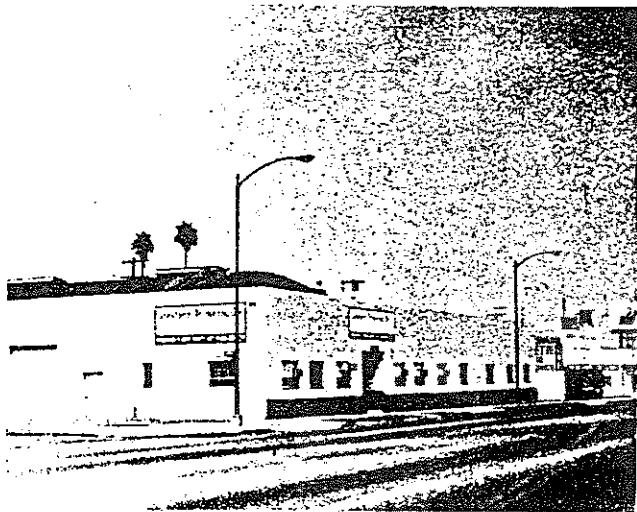
## DEFINITION

Buildings in the area are of diverse character and use, but structures in which both light manufacturing and wholesale and retail sales of goods and materials are conducted predominate. Since activities and services are not necessarily oriented to the local community or to the street, buildings tend to be more functional than commercially competitive in style. The areas do not necessarily form distinctive, concentrated retail nodes.



## EXISTING CONDITIONS

These areas generally occur in strip development patterns intermixed with commercial and residential structures of varying age and character.



## PROBLEMS

General commercial areas often present a chaotic and uninviting appearance, with little landscaping and few trees.

Since these areas are often located along major through streets, their generally poor and inconsistent appearance has a particularly adverse effect on the visual experience of driving through Culver City.

## OPPORTUNITIES

By improving the general external appearances of structures to the extent possible with this type and mixture of uses, and by increasing the quality and quantity of landscaping, the visual experience of driving or walking through many of the major streets of Culver City may be considerably improved.

## MAJOR OBJECTIVES OF THE ARCHITECTURAL REVIEW BOARD

- To generally improve the visual experience of driving or walking along these major streets of Culver City which are lined with general commercial development.
- To insure pedestrian safety and comfort in the areas, both by day and by night.
- To substantially increase the quality and quantity of landscaping in these areas.
- To insure that the scale, character, and amenity of any adjoining residential areas are not adversely affected by structures in these commercial areas.

**MANUFACTURING/SALES**

## BUILDING SCALE AND LOCATION ON SITE

1. Where multi-story or other large scale buildings are adjacent to streets and other public pedestrian areas, the lower portions of those buildings must incorporate sufficient small-scale elements (such as doors, windows, canopies, seating, etc.) to relate them in scale to pedestrians.
2. Where multi-story or other large scale buildings are on sites closely adjoining small scale residential areas, building scale and location on site must respect and protect the scale and character of the residential area.

## ELEMENTS AND ACTIVITIES TO BE CONCEALED FROM STREETS, OTHER PUBLIC SPACES AND NEIGHBORING PROPERTY

1. Mechanical equipment and utilities fixtures, (roof or otherwise)
2. Refuse container areas
3. Loading bays
4. Garage, delivery, and service facilities
5. Facilities for repairing or servicing automobiles other than facilities for car-washing or the sale of gasoline
6. Employee parking areas (customer parking allowable)

## BUILDING EXTERIOR SURFACES, MATERIALS, COLORS, FINISHES AND DETAILING

1. Must not be subject to rapid visual deterioration or accumulation of dirt with age and exposure to the weather.
2. Must not produce excessive reflected glare from the sun which would adversely affect the comfort or safety of pedestrians or drivers.



3. Any transition in the style, quality, or character of facade, roof, or parapet elements such as at the corners of street and side facades of a building must be designed with full consideration given to appearance from all possible views of the building, not just the direct frontal view from the street. Visual incongruities resulting from views of street facades from sides or rear must not exist.
4. Exterior surfaces clearly visible from closely adjoining residential areas must be consistent in materials, surfaces, colors, finishes, and detailing with preserving and protecting the residential character, atmosphere, and amenity of that area.

## LANDSCAPING

1. All unbuilt and unpaved land visible from streets and other public spaces must be planted with ground-cover, trees, or shrubs.
2. A landscaped strip of at least 10 feet in width must be provided along all property boundaries directly abutting residential areas. Depending on the size and species of trees to be planted, this area must include the equivalent of at least one tree per 200 to 400 square feet. Provided that this requirement is met, trees may be grouped in any desired way. Trees must be of a variety which, upon maturity in 10-15 years, normally reach a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.
3. No more than 80% of the land located between the structure and the right-of-way may be paved, nor more than 60% of all land within 25 feet of the street that is visible from the street. There must be a minimum of one tree per 400 square feet of required planted or landscaped area. Provided that this requirement is met, trees may be grouped in any desired way. Trees must be of a variety which, upon maturity in 10 to 15 years, normally reach a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.
4. Parkway trees must be planted on 30 to 35 foot centers. Specimens must be 24-inch box size, or the equivalent. Additionally, parkways must be improved in a manner consistent with the development proposed and with the character of the neighborhood.
5. All landscaped areas must be provided with an irrigation system adequate to insure their continued viability.

6. Fences or walls in excess of four feet in height or eight feet in length, and visible from the street, must be planted on the street-facing side with trees, hedges, shrubs, or vines.
7. Paving and walls must not produce excessive reflected glare from the sun which would adversely affect the comfort or safety of pedestrians or drivers.

## LIGHTING AND VISIBILITY

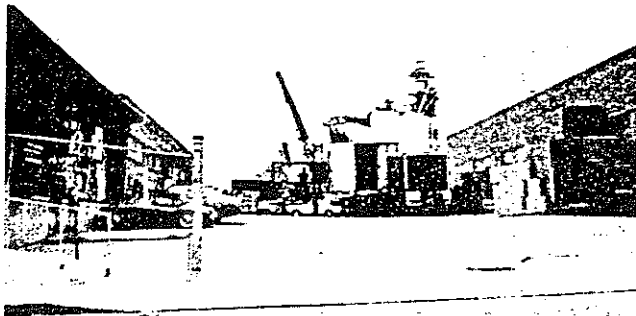
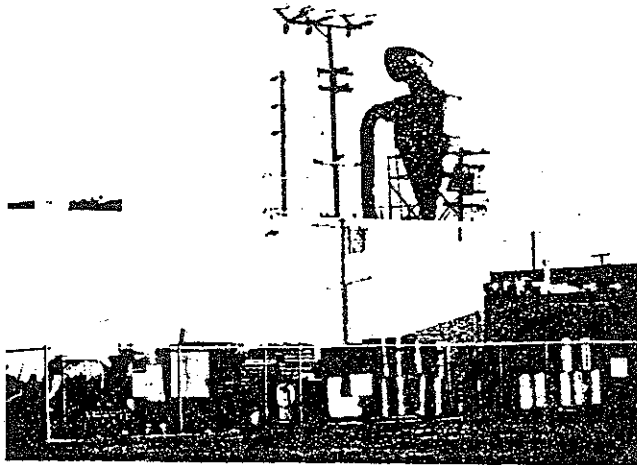
1. Adequate lighting must be provided at the bases of buildings adjacent to streets and other public spaces to preserve the amenity and safety of those spaces for night-time pedestrian use, and dangerous places of concealment and areas of deep shadow must not be produced.
2. All public and semi-public spaces must be open to direct surveillance from the street and/or from the windows of surrounding buildings.
3. Luminaries for display, spot and flood lighting of facades, display cases, or landscaping must not be visible from streets and other public spaces or neighboring structures.
4. All roof parking facilities must restrict all lighting fixtures so as to appear to be below the height of parapet walls from adjacent properties and/or public rights-of-way.
5. Light from display, spot, flood, or other lighting must not be allowed to spill or reflect on to adjacent properties and/or public rights-of-way.

## ADDITIONAL REQUIREMENTS FOR A SITE ADJACENT TO A MAJOR BOULEVARD

1. Fences or walls in excess of two feet in height or eight feet in length, and visible from a major boulevard, must be planted on the street-facing side with trees, shrubs, or vines.
2. A landscaped strip of at least five feet in width must be provided along all property boundaries abutting a major boulevard.

## DEFINITION

Buildings in these areas are of diverse character and use, but light and heavy industrial structures predominate.



## EXISTING CONDITIONS

In most cases, industrial structures are not adjacent to major boulevards in Culver City. The important exception is National Boulevard.

## PROBLEMS

Lack of landscaping in industrial areas along Robertson Boulevard is inconsistent with its status as a major boulevard, and makes it difficult to recognize as a major boulevard.

## MAJOR OBJECTIVES OF THE ARCHITECTURAL REVIEW BOARD

- To conceal highly offensive elements and activities from view to the extent practical with this building type and land use.
- To require landscaping along property adjacent to major boulevards.

**INDUSTRIAL**

## BUILDING SCALE AND LOCATION ON SITE

1. Where multi-story or other large scale buildings are on sites closely adjoining small scale residential areas, building scale and location on site must respect and protect the scale and character of the residential area.

## ELEMENTS AND ACTIVITIES TO BE CONCEALED FROM STREETS, OTHER PUBLIC SPACES AND NEIGHBORING PROPERTY

1. Refuse container areas
2. Outdoor storage areas
3. Mechanical equipment from major boulevards and residential areas

## BUILDING EXTERIOR SURFACES, MATERIALS, COLORS, FINISHES AND DETAILING

1. Must not be subject to rapid visual deterioration or accumulation of dirt with age and exposure to the weather.
2. Must not produce excessive reflected glare from the sun which would adversely affect the comfort or safety of pedestrians or drivers.
3. Any transition in the style, quality, or character of facade, roof, or parapet elements such as at the corners of street and side facades of a building must be designed with full consideration given to appearance from all possible views of the building, not just the direct frontal view from the street. Visual incongruities resulting from views of street facades from sides or rear must not exist.
4. Exterior surfaces clearly visible from closely adjoining residential areas must be consistent in materials, surfaces, colors, finishes, and detailing with preserving and protecting the residential character, atmosphere, and amenity of that area.

## LANDSCAPING

1. A landscaped strip of at least 10 feet in width must be provided along all property boundaries directly abutting residential areas.
2. There must be a minimum of one tree per 100 square feet of required planted or landscaped area. Provided that this requirement is met, trees may be grouped in any desired way. Trees must be of a variety which, upon maturity in 15 to 20 years, normally reach a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.
3. Parkway trees must be planted on 30 to 35 foot centers. Specimens must be 24-inch box size, or the equivalent. Additionally, parkways must be improved in a manner consistent with the development proposed and with the character of the neighborhood.
4. All landscaped areas must be provided with an irrigation system adequate to insure their continued viability.
5. Paving and walls must not produce excessive reflected glare from the sun.

## LIGHTING AND VISIBILITY

1. Adequate lighting must be provided at the bases of buildings adjacent to streets and other public spaces to preserve the amenity and safety of those spaces for night-time pedestrian use, and dangerous places of concealment and areas of deep shadow must not be produced.
2. All public and semi-public spaces must be open to direct surveillance, both from the street and/or from the windows of surrounding buildings.
3. Luminaires for display, spot, and flood lighting of facades, display cases, or landscaping must not be visible from streets and other public spaces or neighboring structures.
4. All roof parking facilities must restrict all lighting fixtures so as to appear to be below the height of parapet walls from adjacent properties and/or public rights-of-way.
5. Light from display, spot, flood, or other lighting must not be allowed to spill or reflect on to adjacent properties and/or public rights-of-way.

## ADDITIONAL REQUIREMENTS FOR A SITE ADJACENT TO A MAJOR BOULEVARD

1. Fences or walls in excess of four feet in height or eight feet in length, and visible from a major boulevard, must be planted on the street-facing side with trees, shrubs, or vines.
2. A landscaped strip of at least five feet in width must be provided along all property boundaries abutting a major boulevard.

**INDUSTRIAL**

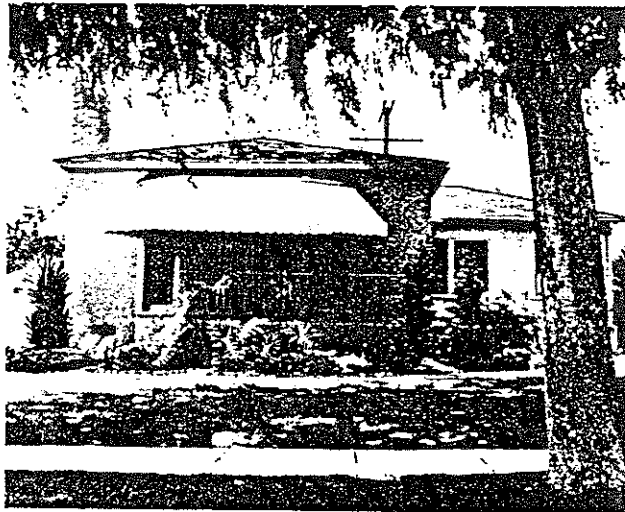
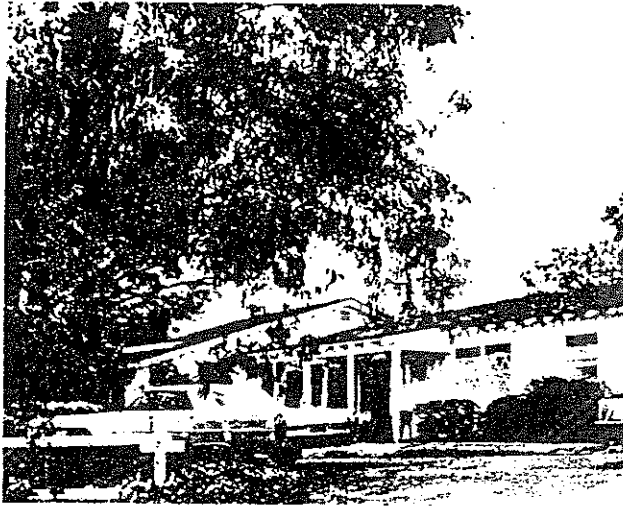
**AS**  
**5.5**





## DEFINITION

Neighborhoods consisting of single family residences



## MAJOR OBJECTIVES OF THE ARCHITECTURAL REVIEW BOARD

It is a major goal of the Design and Physical Plan to preserve and protect the scale, character, and residential desirability of single family residential areas. However, the objective of the Architectural Review Board is to achieve this by controlling the impact of other types of development on single family residential areas, rather than by exerting controls on single family residential construction per se. Consequently, no specific standards are herein established for any structures erected in any area classified as Single Family Residential.



## DEFINITION

Buildings in these areas generally possess the overall general scale, character, and appearance of a single family housing neighborhood, but many structures may contain more than one residential living unit.



EXAMPLE: TYPE I MULTIPLE RESIDENTIAL IN WESTWOOD

## EXISTING CONDITIONS

Structures in these areas are usually single-family residential units on relatively small lots. The existing housing is typically of mixed age, scale, and physical condition. Over time, individual lots or small groupings of lots have been redeveloped from single family houses to small multiple unit residences.



## PROBLEMS

Scale, massing, and character of multiple unit construction is often inconsistent with maintaining the overall character and appearance of a single family residential neighborhood, thus tending to reduce residential desirability and property values in the area.

Multiple unit construction often reduces the quality and density of greenery in the area, adversely affecting the verdant atmosphere characteristic of suburban single family residential neighborhoods, thus tending to reduce residential desirability and property values in the area.

## MAJOR OBJECTIVES OF THE ARCHITECTURAL REVIEW BOARD

- To insure that the scale, massing, and character of any new multiple unit construction is consistent with maintaining the prevailing single family residential scale and character of the neighborhood.
- To insure that multiple unit construction does not adversely affect the green and verdant atmosphere which is characteristic of single family residential neighborhoods in Culver City.
- To insure pedestrian safety and comfort in these areas both by day and by night.
- To insure the maintenance of visual privacy for residents of these areas.

## **BUILDING SCALE AND LOCATION ON SITE**

1. Building scale and location in relation to the street must be consistent with that characteristic of adjoining single family housing.
2. Buildings must be arranged on the site in relation to existing adjoining buildings, and windows located so that the following minimum separations are achieved between walls and windows of the two structures:
  - a. Window facing onto a single story blank wall....10 feet
  - b. Window facing onto a single story wall with windows...15 feet
  - c. Window facing onto a two story blank wall...15 feet
  - d. Window facing onto a two story wall with windows...20 feet
3. Windows must not be located so as to be directly aligned with those of existing neighboring buildings.

## **ELEMENTS AND ACTIVITIES TO BE CONCEALED FROM STREETS, OTHER PUBLIC SPACES AND NEIGHBORING PROPERTY**

1. Mechanical equipment and utilities fixtures (roof or otherwise)
2. Refuse container areas
3. On site parking
4. Garage doors visible from the street in excess of one per 40 feet of street frontage

## BUILDING EXTERIOR SURFACES, MATERIALS, COLORS, FINISHES AND DETAILING

1. Must be consistent with materials, colors, finishes, detailing, and ornamentation generally characteristic of single family homes in the area.
2. Must not be subject to rapid visual deterioration or accumulation of dirt with age and exposure to the weather.
3. Must not produce excessive reflected glare from the sun which would adversely affect the comfort or safety of pedestrians or drivers.
4. Any transition in the style, quality, or character of facade, roof, or parapet elements, such as at the corners of street and side facades of a building, must be designed with full consideration given to appearance from all possible views of the building, not just the direct frontal view from the street. Visual incongruities resulting from views of street facades from sides or rear must not exist.

## LANDSCAPING

1. Front and side yards must be planted with trees, shrubs, and ground-cover of a type and quality generally consistent or compatible with that characterizing single family homes in the area.
2. All unbuilt and unpaved land visible from streets and other public spaces must be planted with ground-cover, trees, or shrubs.
3. No more than 25% of the land located between the structure and the right-of-way may be paved, nor more than 25% of all land within 25 feet of all land within 25 feet of the street that is visible from the street.
4. A landscaped strip of at least 5 feet in width must be provided along all property boundaries directly abutting an existing single family residence.
5. Depending on the size and spaces of trees to be planted, there must be a minimum of one tree per 400 square feet of required planted or landscaped area. Provided that this requirement is met, trees may be grouped in any desired way. Trees must be of a variety which, upon maturity in 10 to 15 years, normally reach a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.

6. Parkway trees must be planted on 30 to 35 foot centers. Specimens must be 24-inch box size, or the equivalent. Additionally, parkways must be improved in a manner consistent with the development proposed and with the character of the neighborhood.
7. All landscaped areas must be provided with an irrigation system adequate to insure their continued viability.
8. Fences or walls in excess of two feet in height or eight feet in length, and visible from the street, must be planted on the street-facing side with trees, shrubs, or vines.
9. Paving and walls must not produce excessive reflected glare from the sun which would adversely affect the comfort or safety of pedestrians or drivers.
10. Walls and fences must be of a type and style consistent or compatible with those generally employed in single family homes in the area.

## LIGHTING AND VISIBILITY

1. Exterior spot and flood lighting of building facades and landscaping must not be employed.
2. Lighting of pedestrian pathways, entrances, driveways, and parking areas must be generally consistent in type, number and spacing of fixtures, and intensity with that generally employed in single family homes in the area, and must not spill or reflect into windows or onto adjoining properties and/or public rights-of-way.
3. Public and semi-public spaces in front of buildings must be open to direct surveillance both from the street and other public spaces or neighboring structures.





## DEFINITION

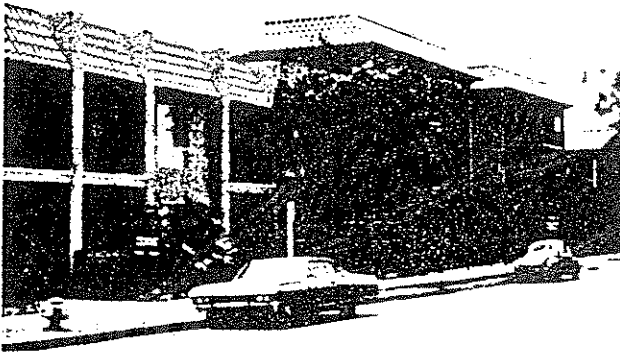
Buildings predominantly consist of one or two structure walk-up apartment building(s) constructed on one or more typical city subdivision lots, although the number of structures, scale, or size of development parcels is not necessarily limited to the above.



# TYPE II MULTIPLE RESIDENTIAL

## EXISTING CONDITIONS

Land in this category is usually older single-family residential with relatively small lots. To varying degrees, many of the residential lots have been redeveloped into apartment structures of varying scale, design and quality.



## PROBLEMS

Lack of landscaping, dry, glaring and barren appearance, and generally low design standards in many areas tend to reduce the residential desirability of these areas.

Spaces between and in front of buildings are often not attractive in scale and character.

Inconsistency in treatment of facades, landscaping, and car parking tends to break up the visual continuity of the street thereby adversely affecting the visual experience of walking or driving through the neighborhood.

Neighborhoods tend not to possess clear and distinctive visual identities by which they might be known and remembered.

Lack of visual privacy is prevalent.

## OPPORTUNITIES

Potential exists for upgrading the residential desirability of multiple residential areas by improving the overall appearance, quality of design and construction, and provision and improvement of landscaping.

## MAJOR OBJECTIVES OF THE ARCHITECTURAL REVIEW BOARD

- To generally upgrade the quality of design, construction, and general appearance in these areas.
- To substantially increase the quality and quantity of landscaping.
- To insure more attractive scale and character of spaces in front of and between buildings.
- To increase concealment of parking.
- To insure a degree of consistency and compatibility of treatment of street facades.
- To insure adequate visual privacy for residents.
- To insure pedestrian safety and comfort in these areas, both by day and by night.
- To insure that the scale, character, and amenity of any adjoining single family residential areas are not adversely affected by structures in these multiple residential areas.

## BUILDING SCALE AND LOCATION ON SITE

1. Where multi-story buildings are adjacent to streets and other public pedestrian areas, the lower portions of those buildings must incorporate sufficient small-scale elements (such as doors, windows, canopies, seating, etc.) to relate them to pedestrians.
2. Where multi-story buildings are on site closely adjoining small scale single family residential areas, building scale and location on site must respect and protect the scale and character of the residential area.
3. Buildings must be arranged on the site in relation to existing adjoining building, and windows located so that the following minimum separations are achieved between walls and windows of the two structures:
  - a. Window facing onto a single story blank wall...10 feet
  - b. Window facing onto a single story wall with windows...15 feet
  - c. Window facing onto a two story blank wall...15 feet
  - d. Window facing onto a two story wall with windows...20 feet
4. Windows must not be located so as to be directly aligned with those of neighboring buildings.

## ELEMENTS AND ACTIVITIES TO BE CONCEALED FROM STREETS, OTHER PUBLIC SPACES AND NEIGHBORING PROPERTY

1. Mechanical equipment and utilities fixtures (roof or otherwise)
2. Refuse container areas
3. On site parking

## BUILDING EXTERIOR SURFACES, MATERIALS, COLORS, FINISHES AND DETAILING

1. Must not be subject to rapid visual deterioration or accumulation of dirt with age and exposure to the weather.
2. Must not produce excessive reflected glare from the sun, which would adversely affect the comfort or safety of pedestrians or drivers.
3. Must not tend to make the structure excessively visually prominent by comparison with neighboring structures, so that it disrupts the consistency of character of the neighborhood.
4. Any transition in the style, quality or character of facade, roof, or parapet elements such as at the corners of street and side facades of a building must be designed with full consideration given to appearance from all possible views of the building, not just the direct frontal view from the street. Visual incongruities resulting from views of street facades from sides or rear must not exist.
5. Exterior surfaces clearly visible from closely adjoining single family residential areas must be consistent in materials, surfaces, colors, finishes, and detailing with preserving and protecting the character, atmosphere, and amenity of that single-family residential area.
6. Street facades must not consist of blank walls only.

## LANDSCAPING

1. All building edges, property edges, courts, patios, and spaces between structures which are visible from the street must be landscaped with trees, shrubs, and ground-cover.
2. All unbuilt and unpaved land visible from streets and other public spaces must be planted with ground-cover, trees, or shrubs.
3. No more than 25% of the land located between the structure and the right-of-way may be paved, nor more than 25% of all land within 25 feet of the street that is visible from the street.
4. A landscaped strip of at least 5 feet in width must be provided along all property boundaries directly abutting existing single family residence.

5. Depending on the size and species of trees to be planted, there must be a minimum of one tree per 200 to 400 square feet of required planted or landscaped area. Provided that this requirement is met, trees may be grouped in any desired way. Trees must be of a variety which, upon maturity in 10 to 15 years, normally reach a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.
6. Parkway trees must be planted on 30 to 35 foot centers. Specimens must be 24-inch box size, or the equivalent. Additionally, parkways must be improved in a manner consistent with the development proposed and with the character of the neighborhood.
7. All landscaped areas must be provided with an irrigation system adequate to insure their continued viability.
8. Fences or walls in excess of two feet in height or eight feet in length, and visible from the street, must be planted on the street-facing side with trees, shrubs, or vines.
9. Paving and walls must not produce excessive reflected glare from the sun which would adversely affect the comfort or safety of pedestrians or drivers.

## LIGHTING AND VISIBILITY

1. Exterior spot and flood lighting of building facades and landscaping must not be employed.
2. Lighting of pedestrian pathways, entrances, driveways, and parking areas must not spill or reflect into windows or onto adjoining properties and/or public rights-of-way.
3. Public and semi-public spaces in front of buildings must be open to direct surveillance, both from the street and from windows of neighboring buildings.

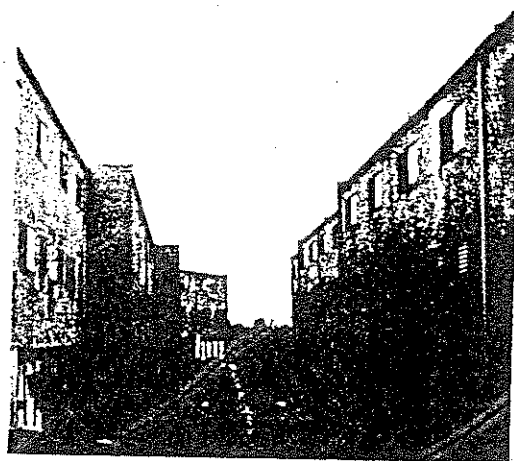
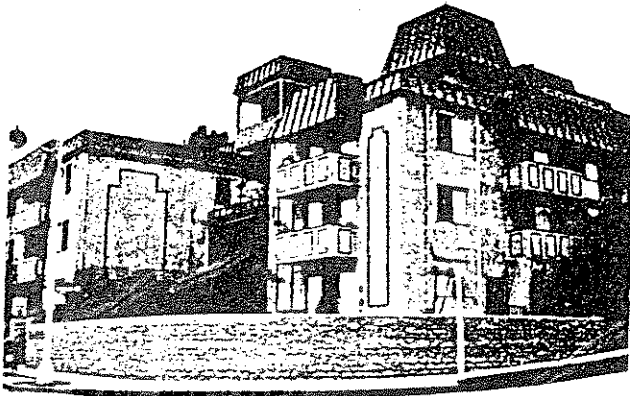
## DEFINITION

Buildings predominantly consist of apartment structures of similar scale and construction to type I or II multiple residential. However, large developments are planned in concert in these areas, and the scale and orientation of structures and land uses are not tightly constrained by previously established small subdivision lots and street systems.



## EXISTING CONDITIONS

Numerous developments of this type have been constructed in Culver City in recent years, or are currently under construction. Several large parcels which might be developed in this way still exist within the City.



## PROBLEMS

The inward-turning character of many of these developments tends to separate them from the life of the community.

Lack of landscaping at perimeters often generates a dry, glaring, and barren character in surrounding streets.

Lack of orientation of structures to the street often has detrimental effects on the character of the street.

## OPPORTUNITIES

Large scale development of this type provides excellent opportunities to overcome many of the scale and site planning problems endemic to type I and type II multiple areas, and to develop multiple residential areas of superior quality.



## MAJOR OBJECTIVES OF THE ARCHITECTURAL REVIEW BOARD

- To insure that orientation of buildings and character of landscaping at the perimeters of these developments enhance rather than detract from the character of the surrounding streets.
- To insure pedestrian safety and comfort in these areas, both by day and by night.
- To insure that the scale, character, and amenity of any adjoining single family residential areas are not adversely affected by structures in these multiple residential areas.

**RESIDENTIAL COMPLEX**

## BUILDING SCALE AND LOCATION ON SITE

1. Where multi-story buildings are adjacent to streets and other public pedestrian areas, the lower portions of those buildings must incorporate sufficient small-scale elements (such as doors, windows, canopies, seating, etc.) to relate them in scale to pedestrians.
2. Where multi-story buildings are on sites closely adjoining small scale single family residential areas, building scale and location on site must respect and protect the scale and character of the residential area.
3. Buildings must be arranged on the site in relation to existing adjoining buildings, and windows located so that the following minimum separations are achieved between walls and windows of the two structures:
  - a. Window facing onto a single story blank wall...10 feet
  - b. Window facing onto a single story wall with window...15 feet
  - c. Window facing onto a two story blank wall...15 feet
  - d. Window facing onto a two or more story wall with windows...20 feet
  - e. Window facing onto a three or more story blank wall...20 feet
  - f. Window facing onto a three or more story wall with windows...25 feet
4. Windows must not be located so as to be directly aligned with those of neighboring buildings.

## ELEMENTS AND ACTIVITIES TO BE CONCEALED FROM STREETS, OTHER PUBLIC SPACES AND NEIGHBORING PROPERTY

1. Mechanical equipment (roof or otherwise)
2. Refuse container areas
3. Parking areas
4. Parking structures visible from public streets or any publicly accessible road (excluding alleys) must be kept to a minimum and must be provided with garage doors, except entrances to subterranean garage facilities.

## BUILDING EXTERIOR SURFACES, MATERIALS, COLORS, FINISHES AND DETAILING

1. Must not be subject to rapid visual deterioration or accumulation of dirt with age and exposure to the weather.
2. Must not produce excessive reflected glare from the sun, which would adversely affect the comfort or safety of pedestrians or drivers.
3. Must not tend to make the structure excessively visually prominent by comparison with neighboring structures, so that it disrupts the consistency of character of the neighborhood.
4. Any transition in the style, quality or character of facade, roof, or parapet elements such as at the corners of street and side facades of a building must be designed with full consideration given to appearance from all possible views of the building, not just the direct frontal view from the street. Visual incongruities resulting from views of street facades from sides or rear must not exist.
5. Exterior surfaces clearly visible from closely adjoining single family residential areas must be consistent in materials, surfaces, colors, finishes, and detailing with preserving and protecting the character, atmosphere, and amenity of that single-family residential area.
6. Street facades must not consist of blank walls only.

## LANDSCAPING

1. All building edges, property edges, courts, patios, and spaces between structures which are visible from the street must be landscaped with trees, shrubs, and ground-cover.
2. All unbuilt and unpaved land visible from streets and other public space must be planted with ground-cover, trees, or shrubs.
3. A landscaped strip of at least 10 feet in width must be provided along all property boundaries.

4. Depending on the size and species of trees to be planted, there must be a minimum of one tree per 200 to 400 square feet of required planted or landscaped area. Provided that this requirement is met, trees may be grouped in any desired way. Trees must be of a variety which, upon maturity in 10 to 15 years, normally reach a minimum height of 15 to 20 feet. Trees, at planting, must be at least 15-gallon specimens.
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## LIGHTING AND VISIBILITY

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3. Public and semi-public spaces in front of buildings must be open to direct surveillance, both from the street and from windows or neighboring buildings.

## ADDITIONAL REQUIREMENTS FOR A SITE ADJACENT TO A MAJOR BOULEVARD

1. At least one main pedestrian entrance of the complex must be clearly visible and accessible from the major boulevard.
2. Entrances to parking areas, or signs clearly indicating their location, must be clearly visible from the major boulevard.

### 8.3 Examples of Acceptable Design Solutions

From time to time, the Architectural Review Board may wish to record examples of successful prototypical design solutions to commonly-occurring visual problems. These solutions should be recorded on standardized data sheets, clearly indicating the sections of the table of standards to which they respond, and issued as appendices to the table of standards. The data sheets could contain any combination of diagrams, photographs, or text. The following pages illustrate a suggested format, and some typical examples. The use of these data sheets should be kept to an absolute minimum, and it should be made very clear that a sheet merely illustrates one acceptable way of meeting a set of performance standards, not the only way...otherwise the spirit of the standards as non-prescriptive performance requirements would be lost.

## SUBMISSION REQUIREMENTS

8.4 All architectural review applicants shall provide the Architectural Review Board with the following information and displays for the review of the application:

1. Site plan(s) detailing the location of all existing and proposed structures, parking, loading, storage and refuse facilities, walls, signs, and light standards, pedestrian walks and seating areas, and all landscape areas specifying location, species, size, and quantity of planting materials. Additionally, site plan(s) must be drawn to scale, show dimensions, and must include distances and relationships adequately showing structures and other facilities on neighboring properties which have a bearing on, or may be affected by, the proposed development.
2. Appropriately scaled and dimensioned elevation drawings of all sides of all proposed structures showing types, sizes and colors of all bricks, blocks, tiles, timber or metal siding, panels and other facade materials proposed. Samples of these materials must be made available upon request.
3. Rendering(s) for all primary office structures (and preferably, although not required, for all structures to be reviewed). Note: neighboring structures should be included in all renderings if they would actually be visible in the orientation of the rendering.
4. Color photographs (usually taken from the opposite side of the street or equivalent distance) showing both neighboring structures and the structure(s) directly across the street(s) from the proposed development site.

Additional information or displays as required by the Architectural Review Board or by the City Planning and Community Development Division shall be provided by the applicant. Furthermore, any additional information or displays judged to be beneficial by the applicants for the review process must be provided. Failure by the applicants to provide the required information or displays, or other necessary data, may result in a postponement of any decision upon the application until the missing information or display(s) are provided.

### 8.5 Maintaining a Photographic File

In order to facilitate the process of architectural review, Culver City should maintain a regularly updated photographic file showing a continuous strip of street facade along each of the major boulevards. A number of other cities, for example Beverly Hills, have been successfully following this practice for some time.

### 8.6 Relation to Existing Culver City Ordinances

It should be recognized that all planning policies and ordinances which affect the physical form and condition of Culver City have aesthetic implications of some kind, and thus relate in some way to the Design and Physical Development Plan. The issue of community appearance cannot be clearly separated from other planning concerns. However, in developing the architectural review standards, every effort has been made to avoid fundamental conflicts with existing ordinances. The following have been explicitly checked for their compatibility:

#### a. Zoning

The objective of the categorization of areas for architectural review purposes is to parallel and complement zoning, not to impose additional land use restrictions. If, for example, zoning permits auto salvage work in an area categorized as Primary Retail, the salvage facility may be constructed as long as its appearance (landscaping, building orientation to the sidewalks, screening of unsightly elements, facade materials, etc.) is in accord with the standards for the Primary Retail district. While the standards may inhibit certain land uses in certain districts, they do not explicitly prohibit land uses.

There do not appear, in general, to be any important conflicts between the provisions of the proposed architectural review standards and Culver City's zoning ordinance. However, consideration should be given to amending zoning to further encourage the formation of strong and coherent retail and office nodes in the locations designated as Primary Retail, Shopping Center, and Primary Office.

#### b. Uniform Building and Fire Codes and Culver City Amendments thereto.

These codes basically deal with health and safety issues in building design, particularly with respect to structural soundness and fire safety. In general, they do not conflict with the aesthetic standards proposed for use by the Architectural Review Board; the two should be regarded as complementary. Where any conflict is found to exist, health and safety considerations should clearly take precedence over aesthetic criteria.

#### c. Subdivision Ordinance CS-622

No apparent conflicts.

d. Parking Lot Standards Ordinance CS-670 to Resolution CS-6486

The architectural review standards deal with many of the same variables as this ordinance, for example:

1. Location of parking areas upon the lot;
2. Location and/or orientation of parking stalls;
3. Location and/or size of landscaping strips or planter areas;
4. Location and/or dimensions of walls and other screening elements.

In general, the requirements of the architectural review standards are more stringent than those of this ordinance, and the architectural review standards should take precedence.

e. Street Graphics Standards Ordinance

In accordance with that particular section of Ordinance number CS-730 which requires all new signs or graphics to be reviewed and approved by the Architectural Review Board, it is assumed that the provisions of the Street Graphics Standards Ordinance will form part of the architectural review standards by reference. They are fully compatible.