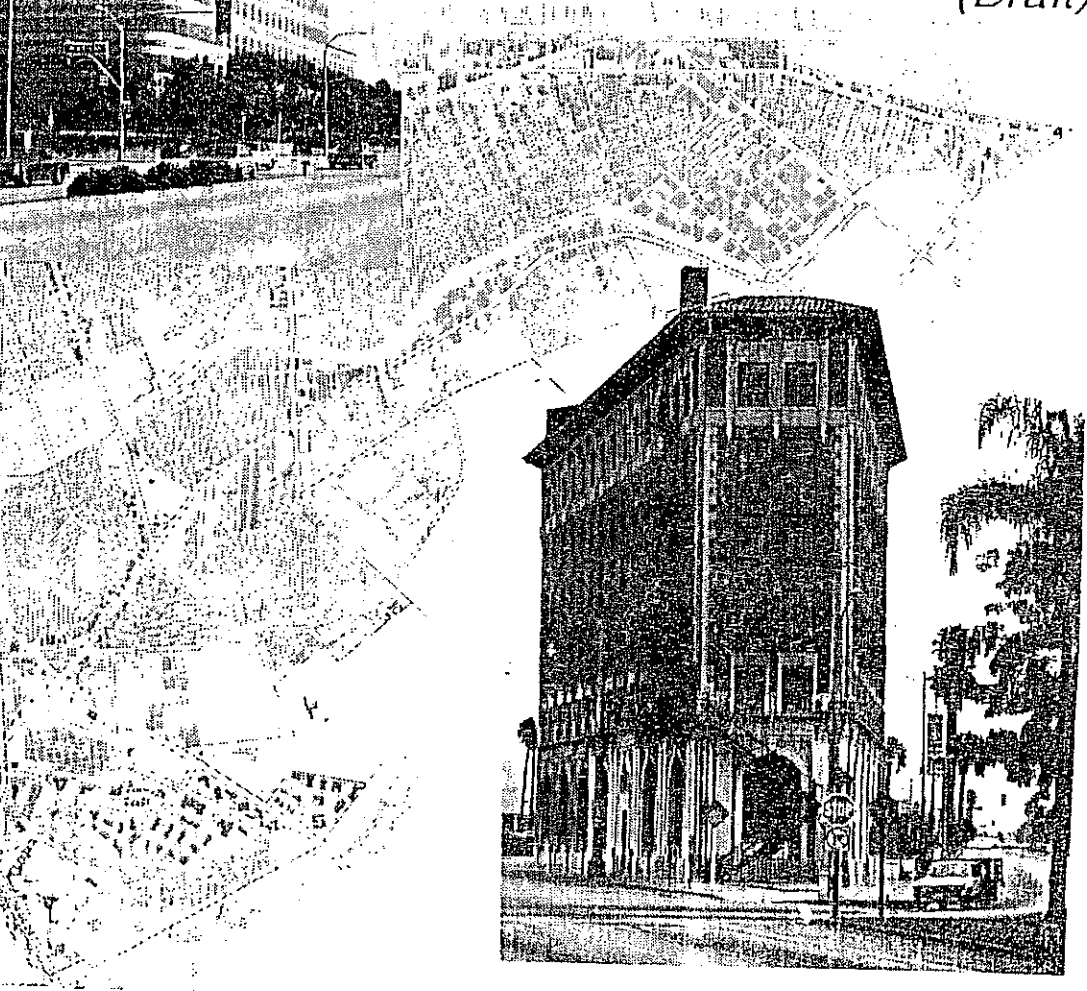
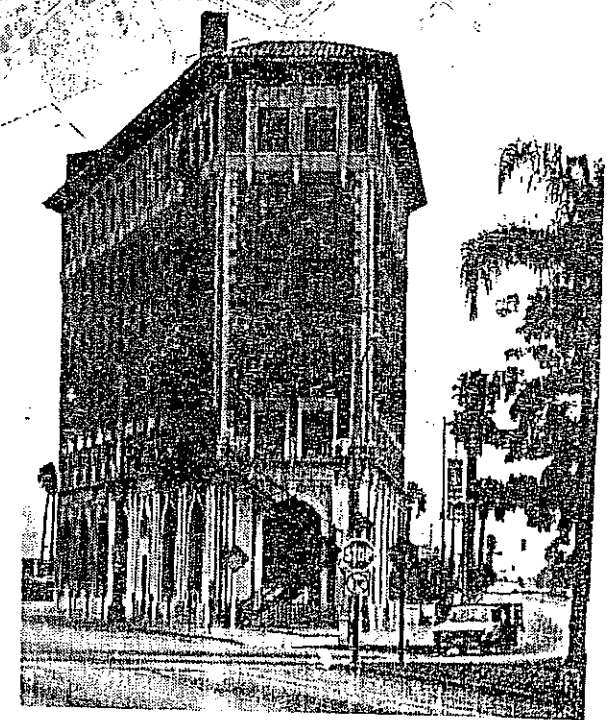
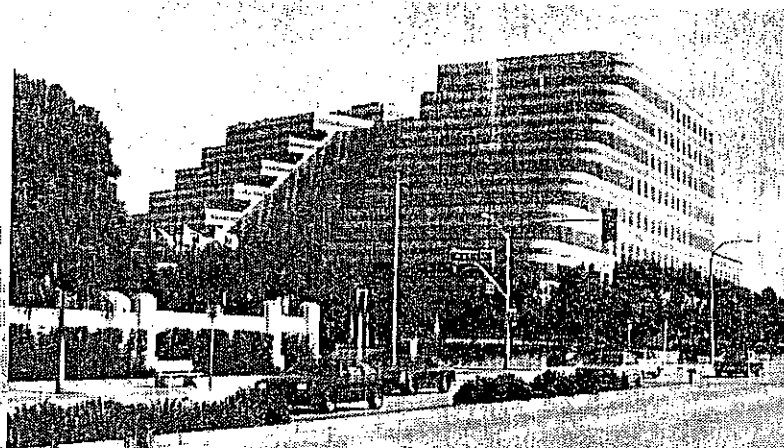


# Culver City General Plan

(Draft)



MAY 1994<sup>5</sup>

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## Vision: In 2010 . . .

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

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

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

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

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

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

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

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

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OVERVIEW

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## General Plan Overview

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## General Plan Overview

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

Figure O-1

Vicinity Map

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

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

OVERVIEW

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

Each Element of the 1994<sub>5</sub> General Plan comprehensive update contains a parallel structure: overview of the subject context and issues; subject designations or definitions; goals, objectives and policies; and implementation measures.

**Previously adopted General Plan Elements not updated at this time:**

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

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

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

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

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

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

\* These Elements are not included as part of the 1993<sub>5</sub> update.

TABLE O-1 Issues Addressed in Each State Required Element

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

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

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

Ivy Substation

Lucerne-Higuera Residential Neighborhood

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

## Glossary

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

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

**AQMD** - (South Coast) Air Quality Management District.

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

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

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

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

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

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

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

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

**Caltrans** - California Department of Transportation.

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

**CCAP** - Congested Corridor Action Plan.

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

**CEQA** - California Environmental Quality Act (see EIR).

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

**ETB** - Electric Trolley Bus.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**LACDRP** - Los Angeles County Department of Regional Planning.

**LADOT** - City of Los Angeles Department of Transportation.

**LAFCO** - Local Agency Formation Commission of Los Angeles County.

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

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

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

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

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

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

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

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

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

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

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

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

**MTA** - Metropolitan Transportation Authority.

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

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

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

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

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

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

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

**PRD - Planned Residential Development.**

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

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

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

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

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

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

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

**RME** - Regional Mobility Element.

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

**SCAG** - Southern California Association of Governments.

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

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

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

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

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

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

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

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

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

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

**SRRE** - Source Reduction and Recycling Element.

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

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

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

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

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

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

**TCM** - See Transportation Control Measure.

**TDM** - See Transportation Demand Management.

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

**TIP** - Transportation Improvement Program.

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

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

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

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

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

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

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

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

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

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

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

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

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

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