

ATTACHMENT NO. 6



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1. Project Description

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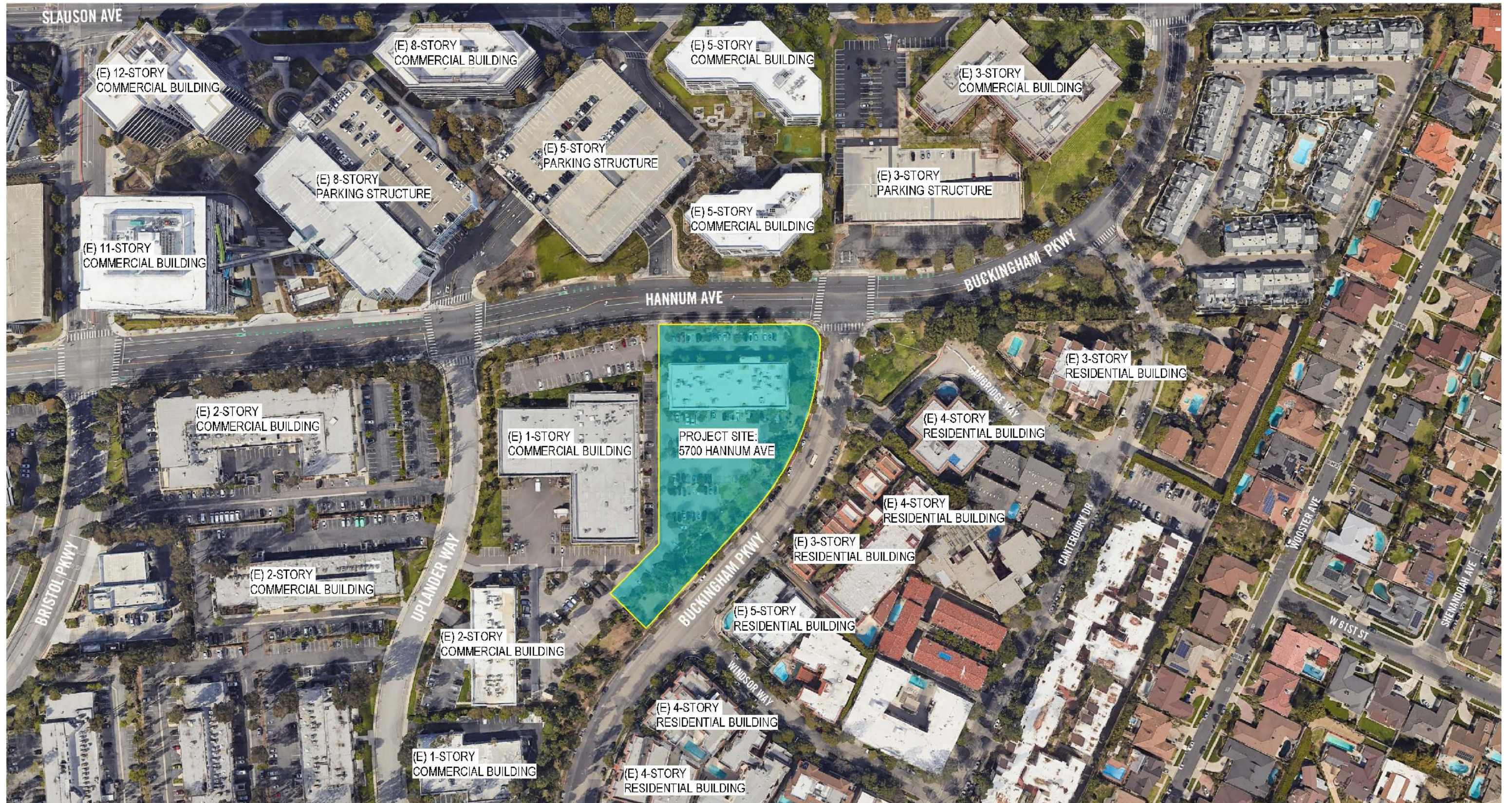
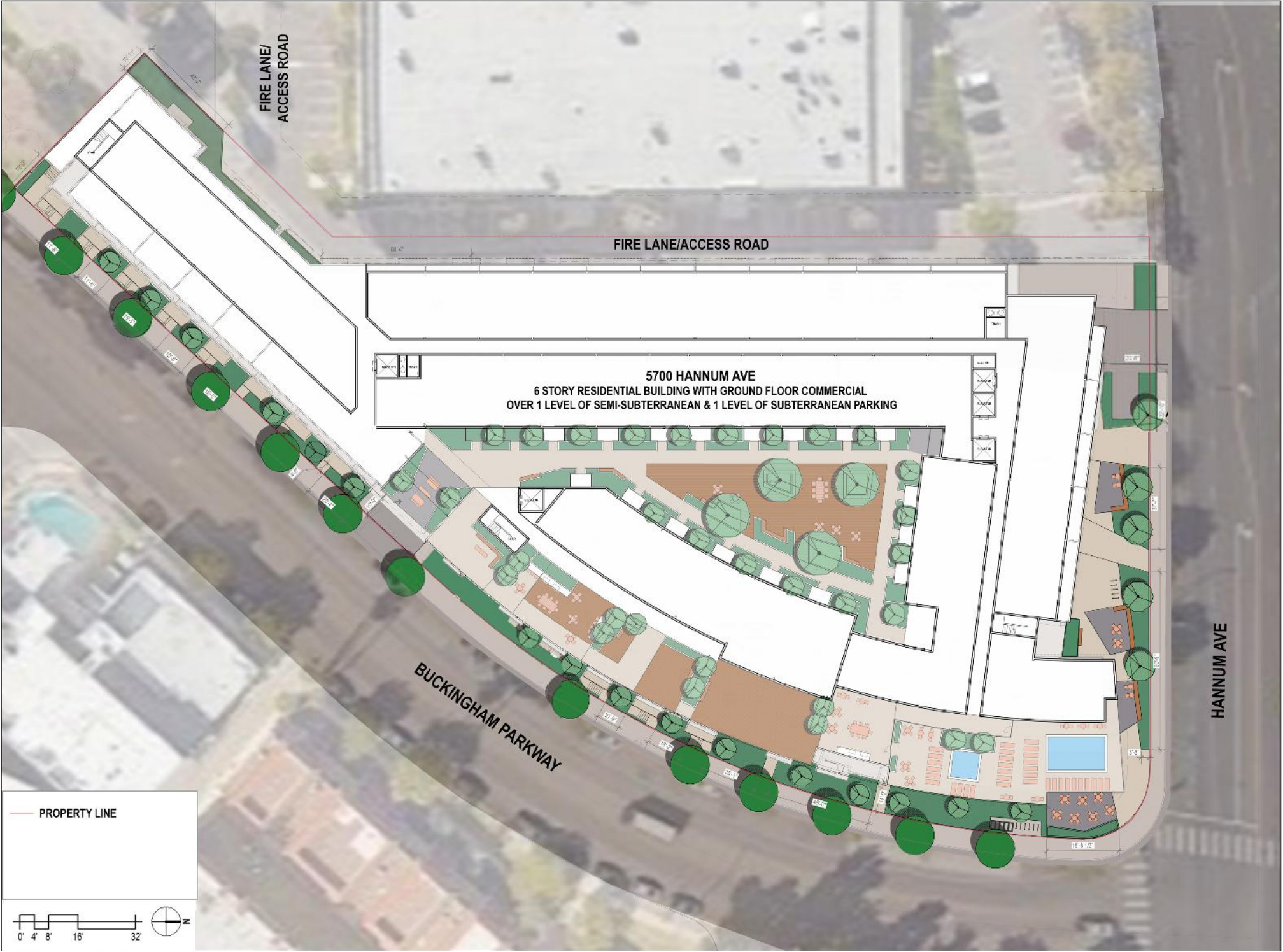


Figure 1.1 - Property Boundary



1.1 Project Site

The Project is located within the Fox Hills neighborhood of Culver City. The Project Site is 2.23 acres bounded by Hannum Avenue to the north, Buckingham Parkway to the east and south, and an access easement to the west. Primary regional access to the site is provided by the San Diego Freeway (I-405) and the Marina Freeway (SR-90), both located less than 1 mile to the west. Nearby land uses to the north of Hannum Avenue and to the west and south of the site include office buildings, commercial uses, and parking structures in the Fox Hills neighborhood. East of Buckingham Parkway are residential neighborhoods (Fox Hills and Ladera Heights) with residential complexes lining Buckingham and the adjacent blocks. The Project is designed with the goal of revitalizing an underutilized business park by introducing housing and neighborhood serving retail.

1.1.1 Existing Site

Figure 1.1.1 - North West Corner



Figure 1.1.2 - North East Corner



Figure 1.1.3 - South West Corner



Figure 1.1.4 - South East Corner



1.2 Project Summary

The Project is composed of residential units and parking with commercial space at ground level. The Project shall have a net usable floor area of 362,596 square feet. A total of 428 automobile and 92 bicycle parking spaces shall be provided. The Project height shall not exceed 78 feet (per Gov’t Code 65915(d)).

The design focus for the Project is to:

- Encourage design that fits within the neighborhood and is compliant with the City’s development standards
- Avoid podium parking along streets and sidewalks and encourage walkability in and around the site
- Promote project livability with ample outdoor amenity space at the courtyard and 6th floor deck
- Provide ample setbacks at the ground level along Hannum for outdoor dining, seating, and landscape

Table 1.2 - Development Use Summary

Use	Size / Units
Site Area (sf/ac)	97,264 sf / 2.23 ac
Residential Component	
Studios	39 units
1-Bedrooms	180 units
2-Bedrooms	90 units
Residential Lobby	5,169 sf
Residential Amenities	6,721 sf
Residential Units	309 units
Residential Floor Area	356,996 sf
Commercial Component	
Retail Space	5,600 sf
Commercial Floor Area	5,600 sf
Residential and Commercial Square Footage	362,596 sf
P02 Parking	63,729 sf
P01 Parking	57,951 sf
Ground Level Parking	34,295 sf
Parking Floor Area	165,843 sf
Total Project Square Footage	528,439 sf

Use	Size / Units
Parking	
Residential Parking	405 spaces
Commercial Parking	23 spaces
Total Automobile Parking Spaces	428 spaces
Bicycle Parking Spaces (Long/Short term)	92 spaces
Open Space*	
Publicly Accessible Open Space	
Hannum Plaza	7,507 sf
Total Publicly Accessible Open Space	7,507 sf
Resident Open Space	
Courtyard	11,378 sf
Roof Deck	9,610 sf
Community Room (Level 2)	396 sf
Gym & Amenity Rooms (Level 6)	5,739 sf
Private Open Space (Balconies)	19,526 sf
Total Resident Open Space	54,156 sf
Very Low Income Units (included in 309 total units)	
Studios	3 units
1 Bedrooms	16 units
2 Bedrooms	8 units
Total Low Income Units	27 units

*Open space areas calculated per open space rules (including minimum 15’ dimensions)

2. Land Use & Development Standards

2.1 Land Use

2.1.1 General Plan

The General Plan land use designation for the Project Site is General Corridor. It is designated Mixed Use High within the Culver City Housing Element adopted in 2022. High-intensity active uses and mixed-use development, including retail stores, restaurant, hotels, services, residential, and office uses are allowed under the Mixed Use High designation. The goal of the mixed use residential development is to be sensitive to adjacent residential uses and reinforce the compatible nonresidential uses of the area.

2.1.2 Zoning

The Zoning of the Project Site is Planned Development Zone No. ____

Pursuant to Chapter 17.560 of the Zoning Code – Comprehensive Plans – sites of one acre or greater may be developed under a Comprehensive Plan with Planned Development (PD) Zoning. A Comprehensive Plan allows consideration of innovation in site planning and other aspects of project design and more effective design response to site features, uses on adjoining properties, and impacts other than those the Zoning Code standards would produce. Under this approach the Project Site is rezoned to PD and developed in accordance with the permitted uses and development standards set forth in the approved Comprehensive Plan.

An adopted Comprehensive Plan is the source for the project’s allowable uses and required development standards. It identifies any exceptions to the Zoning Code or special conditions of approval. It also identifies the path or process and approval authority. The Zoning Code shall be the automatic reference if the Comprehensive Plan is silent or specifically refers back to the Zoning Code or as amended.

2.1.3 Relationship to Other Regulations

This Comprehensive Plan provides policies, standards and regulations guiding the development and use of the Project Site. Specific topics not otherwise addressed or provided in this Comprehensive Plan shall be governed by the Culver City Municipal Code (CCMC) or as amended. No provision of this Comprehensive Plan is intended to repeal, abrogate, annul, impair, or interfere with any existing ordinance, resolutions, or policy except where this Comprehensive Plan’s provisions are more precise or restrictive than the existing Municipal Code.

Where provisions of this Comprehensive Plan impose more restrictive regulations than required by any other ordinance, resolution or policy, the provisions of this Comprehensive Plan shall govern. In the event of a discrepancy between the Comprehensive Plan and any other ordinance, resolution, or policy, or section of the municipal code, this Comprehensive Plan shall govern. Where the Comprehensive Plan is silent, the municipal code shall govern.

Modifications to the Comprehensive Plan shall be processed pursuant to the CCMC, § 17.560.025

– Comprehensive Plan Modifications, Major and Minor.

The Comprehensive Plan is for the integrated use of the property commonly known as 5700 Hannum Avenue. Adoption of the Comprehensive Plan satisfies the requirements of Paragraph 3 of the Agreement Containing Covenants Affecting Real Property (Document No. ____) (the “Covenant”) such that the Covenant shall be extinguished as of the date of the adoption of the Comprehensive Plan.

2.1.4 Permitted Uses

Table 2.1 - Permitted Uses (All uses are defined in the Zoning Code)

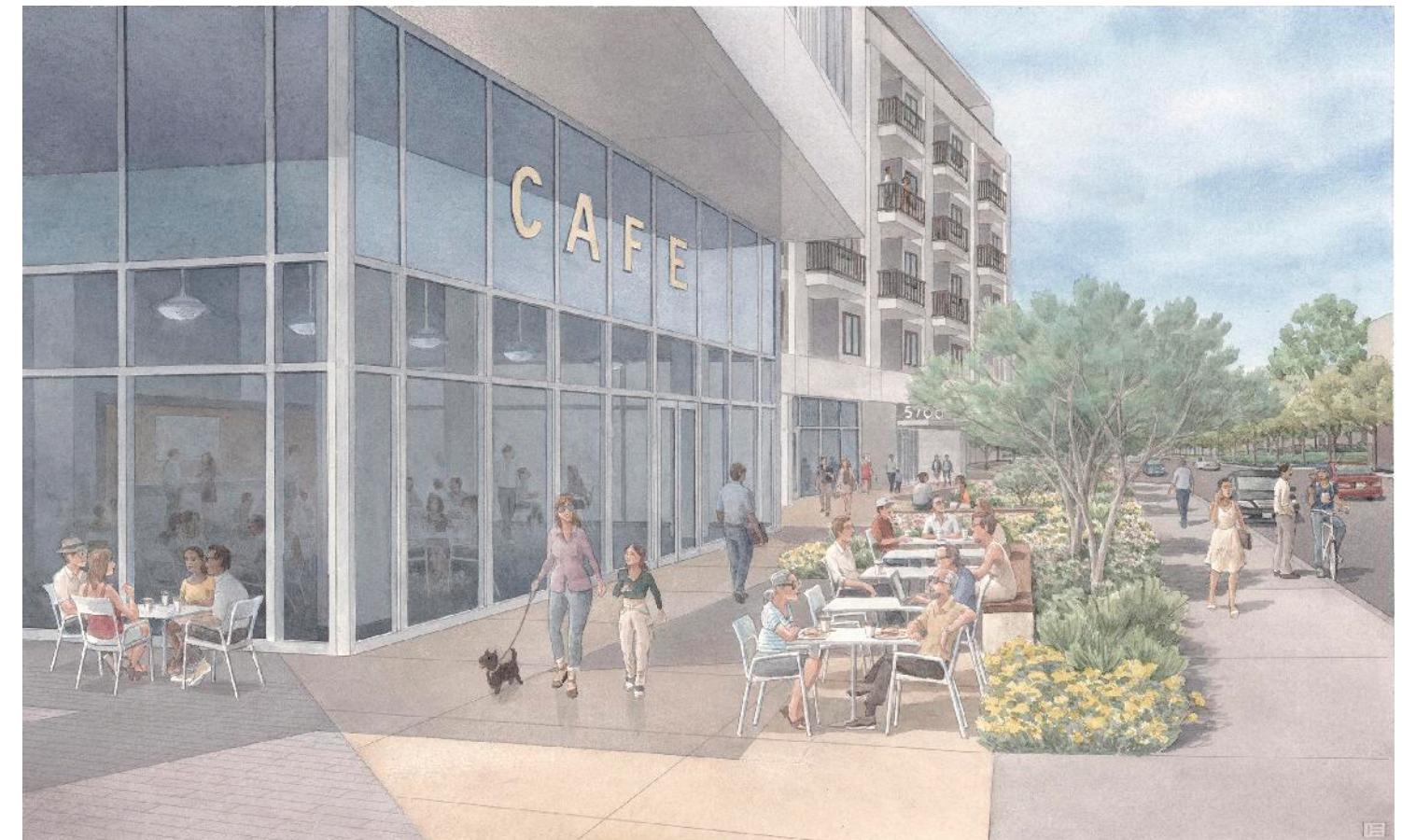
Land Use	Permit Requirement	Zoning code Specific Use regulations
Accessory food service	P	
Accessory retail uses	P	
Alcoholic Beverage Sales	AUP	17.400.015
Artisan shops	P	
Automated teller machines (ATMs)	P	17.400.025
Banks and financial services	P	
Bars & Microbreweries	AUP	17.400.015
Food Retail	P	
General retail stores	P	
Grocery store with onsite & offsite food & alcohol consumption	AUP	
Home occupations	P	17.400.055
Media production - indoor support facilities	P	
Medical services - offices/clinics	P	
Mixed use developments	P	
Multifamily housing projects	P	
Offices	P	
Outdoor retail sales and display	P	
Personal services	P	17.400.075
Pet store	P	
Restaurants, counter service	P	
Restaurants, table service	P	
Restaurants, outdoor dining	P	
Studios - art, dance, music, photography, exercise, etc.	P	17.400.070
	P - Permitted Use	
	CUP - Conditional Use Permit	
	AUP - Administrative Use Permit	

2.2 Community Benefits

5700 Hannum transforms approximately 2.2 acres in the Fox Hills neighborhood along Hannum Avenue and Buckingham Parkway into a beautiful mixed-use project that is predominately housing, including 27 affordable units. The Project shall be consistent with the updated Housing Element, meeting the city's future goals and providing much needed housing units. The 6-story project creates a vibrant transition between commercial uses to the north and west and residential uses to the east for neighbors and pedestrians by providing new retail, open space, and housing at street level.

This Project enlivens the area and provides new features at the street level that enhances the experience for pedestrians. The design shall activate the street with wider sidewalks and landscaping with planters and street trees, a beautiful open public plaza, built-in seating, and nighttime lighting. The plaza-adjacent commercial space shall provide neighborhood serving retail to activate the streetscape and enhance the walkability from the Fox Hills Parkette to the Fox Hills Park. The modern building shall feature a wide array of sustainability efforts and mobility programs designed to promote walking, biking, and access to public transit.

Completely screened from Buckingham Parkway by wrapped residential units, the Project includes resident and guest parking sufficient to not impact surrounding street parking availability. Fostering reduced dependency on automobile use, the Project also incorporates secured interior bicycle parking on every parking level, which shall incentivize healthy habits and reduce traffic on local streets.

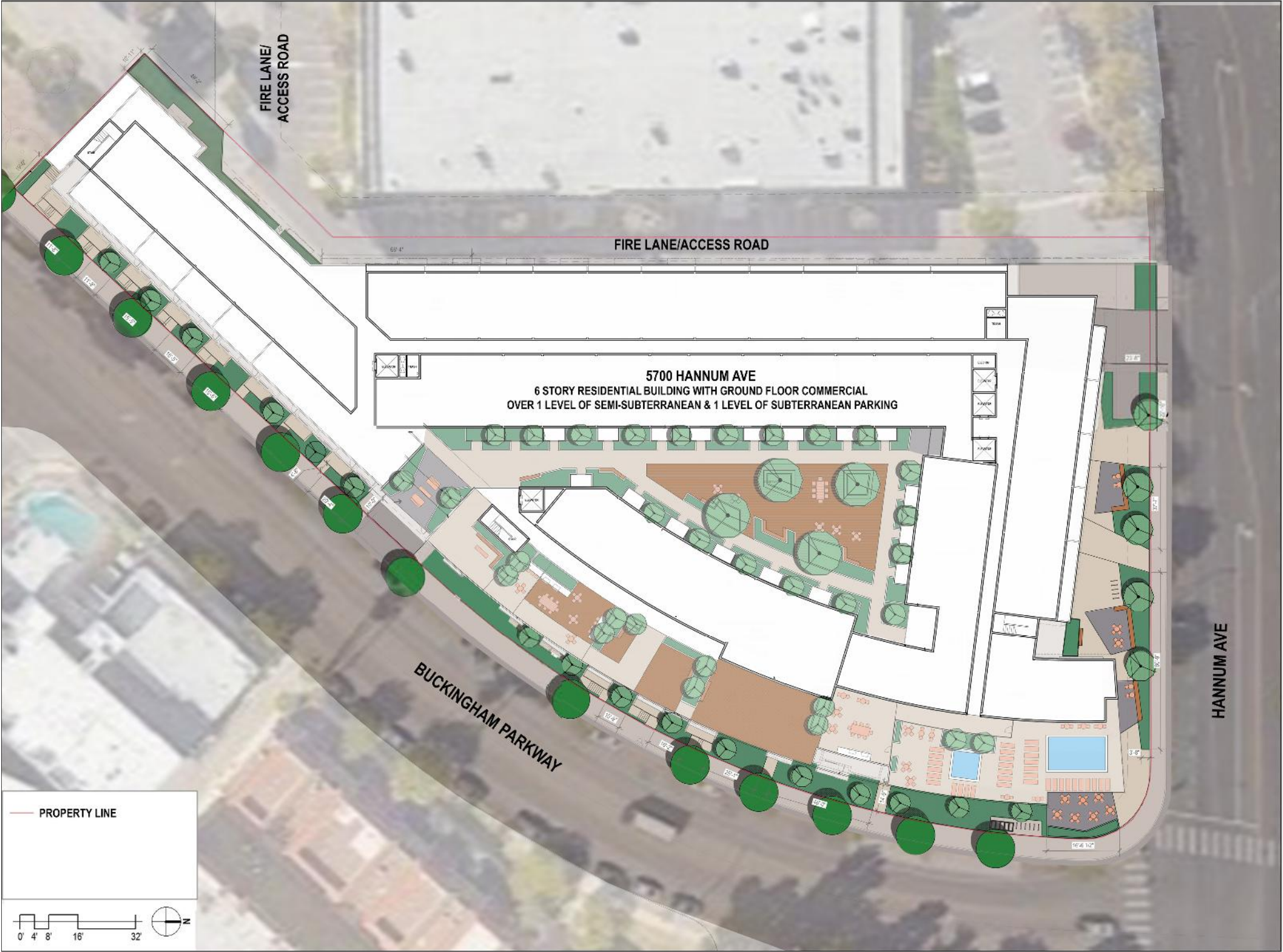


2.3 Development Standards

The development standards for the Project shall be modeled after the mixed-use development standards set forth in CCMC § 17.400.065 – Mixed Use Development Standards. In addition, the Project shall conform with all applicable Building Codes.

Table 2.3a - Development Standards		
Residential Density	Maximum 100 du/ac	Maximum density based on 2022 Housing Element Update (see calculations below): 100 du/acre x 2.23 acres = 223 du 50% Density bonus: 223 du x 1.5 = 335 du
Floor Area	4.0 Maximum FAR = 389,056 sf	Provided sf: 362,596 (3.73 FAR)
Minimum Setbacks		
Hannum Avenue	0 ft at ground, 5’ above	(For provided setbacks see Site Plan, Section 5)
Buckingham Parkway	0 ft at ground, 5’ above	
Fire Lane Easement	None required	
Height	Maximum 78’-0”	Maximum 56 feet, plus 22 feet density bonus height increase (per Gov’t Code 65915(d)(2)(b))
Landscaping	(See Section 6)	
Open Space	(See Section 2.3.1)	75 SF per Dwelling Unit
Automobile Parking and Loading	428 Spaces (See Section 2.3.2)	Commercial spaces: 1 space / 250 sf = 23 spaces Residential spaces: 1 space / bedroom = 399 spaces Guest parking = 6 spaces
Storage	309 storage spaces at 100 cu feet ea.	
Bicycle Parking	92 Spaces (See Section 2.3.2.6)	Commercial short term: 1 space / 2,000 sf = 3 spaces Commercial long term: 1 space / 2,000 sf = 3 spaces Residential short term: 1 space / 40 units = 8 spaces Residential long term: 1 space / 4 units = 78 spaces
Signage	(See Section 2.6)	As determined by Master Sign Program

Figure 2.3a - Open Space Site Plan



2.3.1 Open Space

5700 Hannum shall provide a total of approximately 54,156 square feet of public and private outdoor open spaces, landscaping, patios, and amenity spaces. Of this total, approximately 27,123 shall be dedicated to common residential uses, 19,526 square feet shall be dedicated to private patios and balconies, and an area of 7,507 square feet is open to the public.

Public open space area within the Project shall incorporate seating and landscape designed to serve residents, visitors, retail space users, and community members.

Resident open space areas shall include a pool and spa deck with fitness, seating, cooking, and recreation spaces, as well as a park-like courtyard space at the second floor. Private balcony and stoop open space shall also be provided.

Table 2.3b - Project Open Space

Publicly Accessible Open Space Provided	
Hannum Plaza	7,507 sf
Common Resident Open Space	
Courtyard (2nd floor)	11,378 sf
Community Room (2nd floor)	396 sf
Roof Amenity Rooms (6th floor)	5,739 sf
Roof Amenity Deck (6th floor)	9,610 sf
Common & Public Open Space	34,630 sf
Private Open Space (Balconies and Patios)	19,526 sf
Total Open Space Provided	54,156 sf

Table 2.3c - Unit Open Space

Total Units Provided	309 units
Units with conforming Private Open Space	237 units (77% of units)
Common & Public Open Space	34,630 sf
Common Open Space provided per all units	112 sf/unit
	> 75 sf/unit requirement

Note: Open space areas calculated per open space rules (see figure 2.3b - Open Space Plans) - any area noted on typical floorplans shall include all area disregarding open space rules.

Figure 2.3b - Open Space Plans



Required Open Space		
Number of Units	Req'd Sqft /Unit	Total Req'd Open Space
309	75	23,175 SF

Provided Open Space	
Level	Area (SF)
Private Open Space	
Level P2	828 SF
Level P1	570 SF
1st Floor	812 SF
2nd Floor	1,783 SF
3rd Floor	3,804 SF
4th Floor	3,706 SF
5th Floor	3,429 SF
6th Floor	4,594 SF
Total Private	19,526 SF
Public Open Space	
1st Floor	7,507 SF
Total Public Open Space	7,507 SF
Resident Open Space	
2nd Floor	11,378 SF
6th Floor	9,610 SF
Total Resident Open Space	20,988 SF
Resident Amenity Space	
2nd Floor	396 SF
6th Floor	5,739 SF
Total Amenity Space	6,135 SF
Total Project Open Space	54,156 SF

Note: See full size plans for dimensions and scale

Note: Open space areas calculated per open space rules, including 15 ft minimum dimension. (CCMC 17.400.065)

Figure 2.3c - Public Open Space - First Floor

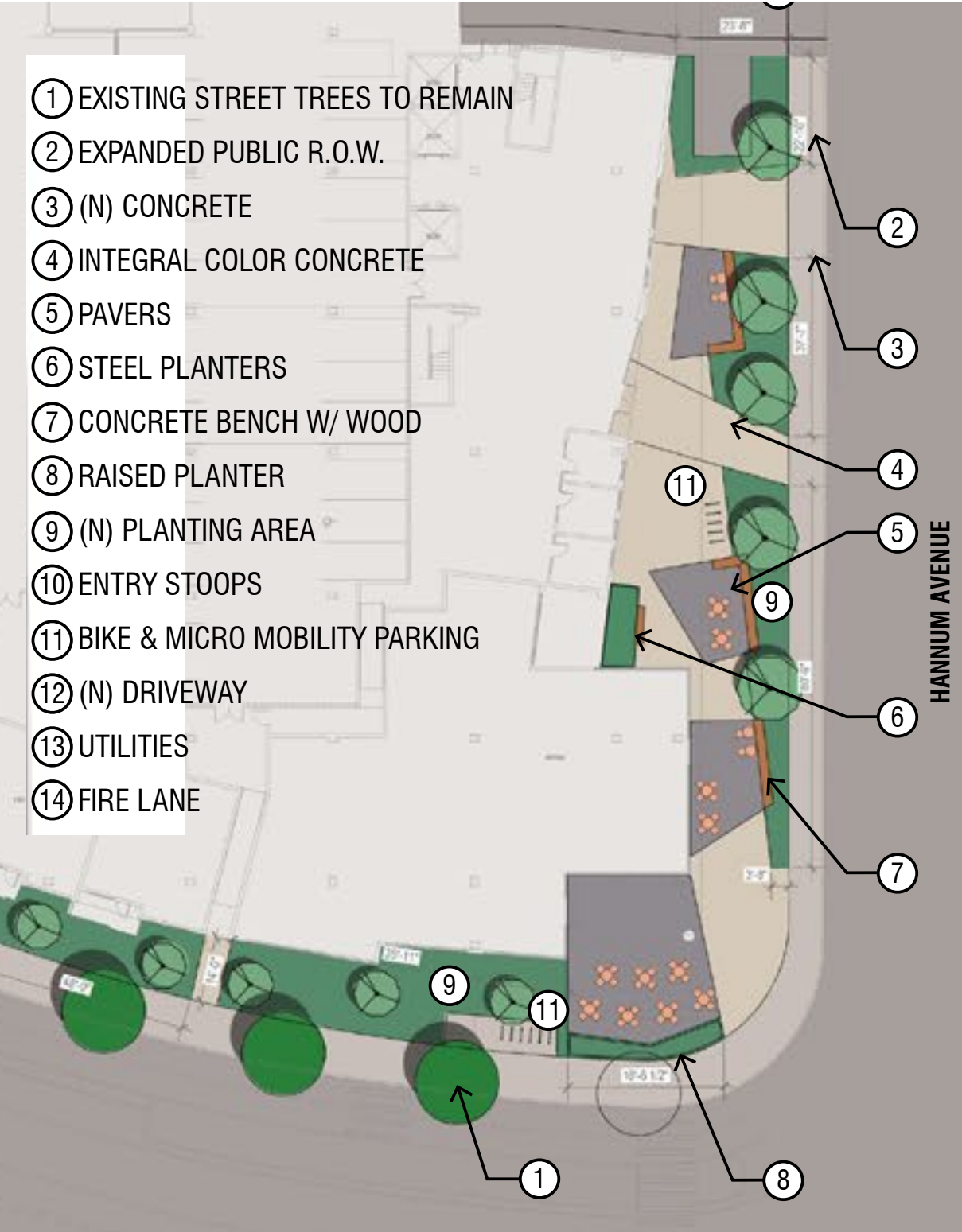


Figure 2.3d - Residential Open Space - Second Floor

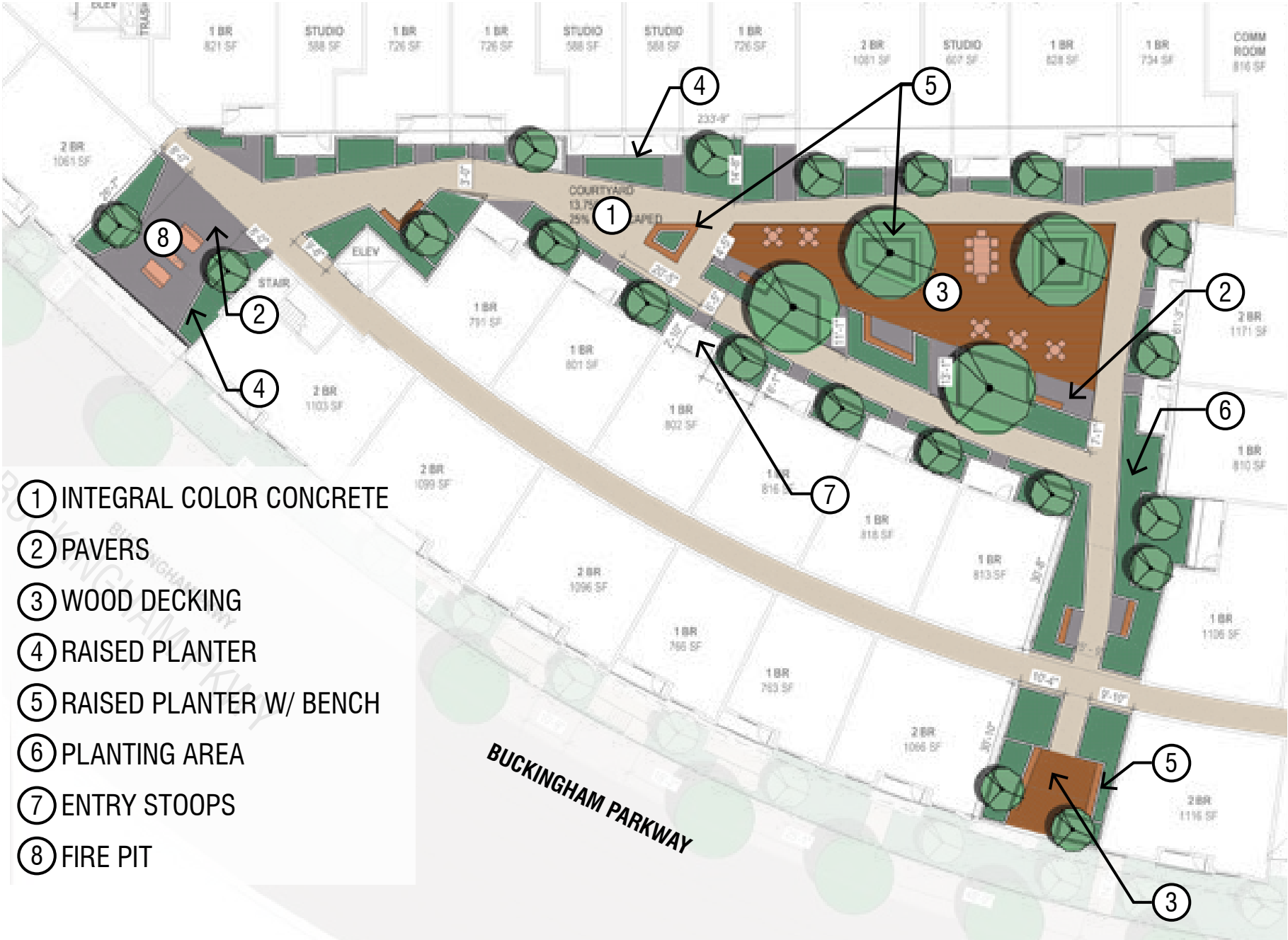


Figure 2.3e - Residential Open Space - Sixth Floor



- ① PAVERS
- ② WOOD DECKING
- ③ RAISED PLANTER
- ④ RAISED PLANTER W/ BENCH
- ⑤ PLANTING AREA
- ⑥ SCREENING PLANTING
- ⑦ FIRE PIT
- ⑧ POOL
- ⑨ SPA
- ⑩ POOL ENCLOSURE
- ⑪ OUTDOOR KITCHEN

2.3.2 Parking and Loading

2.3.2.1 Vehicular Parking Requirements

A total of 428 parking spaces shall be provided for the project’s users. They are distributed between 177 parking spaces on P2 level, 166 parking spaces on the P1 level, and 85 spaces on level 1. Since the CCMC no longer has any minimum amount of required parking for any use citywide, all provided parking is voluntary.

Level 1 shall have 23 spaces for use by retail closer to Hannum Ave. The remaining 405 spaces shall be for residents and guests, and shall be located throughout all parking levels. The allocation of residential parking follows Table 2.3f. The residential and retail parking areas shall be physically separated.

Design standards for the parking areas shall comply with the the CCMC regulations in place as of the effective date of this Comprehensive Plan, including all local amendments to CBC Chapter 11A, 11B, and Cal Green Chapter 4 and 5 mandatory measures.

2.3.2.2 Parking Circulation and Controls

The residential parking area shall be accessed from either Buckingham Parkway at the P2 level or Hannum Avenue on level 1. At level P2 only, residential parkers shall enter via a high-speed rolling gate. From this level residential parkers may circulate up to the P1 level by use of an express ramp. Vehicular traffic on the P2 and P1 levels do not connect to level 1. Residential parkers on level 1 shall enter off Hannum Ave and first pass through parking controls used also for retail.

Since residential parking shall be assigned and there is a very limited amount of retail parking, the parking layout shall have areas which do not allow for through traffic. The entire parking area shall be physically secured for safety.

2.3.2.3 Retail Loading

Retail loading shall be provided at the North West corner near Hannum Avenue. With the square footage of nonresidential uses in the project, a 12’x25’ loading area with 14’ headroom clearance shall be required. Trucks shall access the loading area by entering the main project driveway and then reversing into this loading zone. They shall then exit to Hannum Avenue. Materials shall be transported south through the retail parking area to the retail or elevators.

2.3.2.4 Residential Loading

Residential loading shall take place at the P2 level at the exterior along Buckingham Parkway. Moving vans less than 7’- 0” in height may also load throughout all parking areas. There are several elevators in the project which shall have direct connections to the residential units. The commercial loading area accessed from the driveway along Hannum Avenue shall

also accommodate commercial moving trucks up to 24 feet in length. Loading and unloading hours shall be dictated by the building’s property management team.

2.3.2.5 Rideshare/Curbside Loading

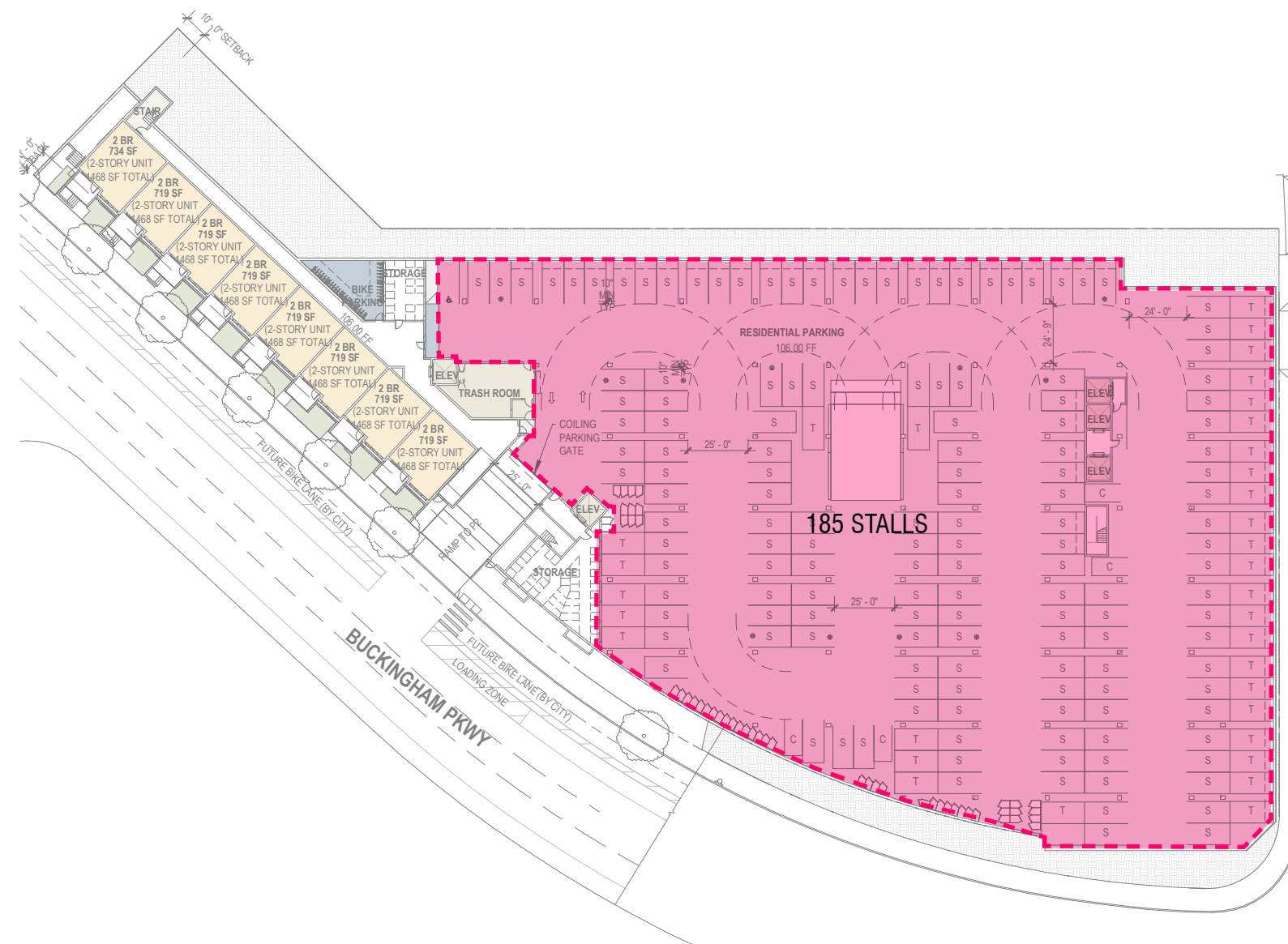
Rideshare pickup and drop-off shall occur within the residential loading zone and street pull-off area located along Buckingham Parkway.


Table 2.3f - Parking Counts

Provided Program	Program Size	Provided Spaces per Type	Total Provided Spaces
2 Bedroom Units	90 Units	2 spaces per unit	180 spaces
1 Bedroom Units	180 Units	1 space per unit	180 spaces
Studio Units	39 Units	1 space per unit	39 spaces
Guest Parking	-	6 spaces	6 spaces
Retail/Leasing	5600 sqft	1 space per 250 sqft	23 spaces

Residential Parking Provided			Guest Parking Provided			Total Parking Provided	
RESIDENTIAL			RESIDENTIAL GUEST			Commercial	23
LEVEL P2	ACCESSIBLE	1	1ST FLOOR	STANDARD	6	Residential	399
LEVEL P1	ACCESSIBLE	3	STANDARD			Guest	6
1ST FLOOR	ACCESSIBLE	4					
ACCESSIBLE			Commercial Parking Provided			Level P2	177
LEVEL P2	COMPACT	4	COMMERCIAL			Level P1	166
LEVEL P1	COMPACT	7	1ST FLOOR	ACCESSIBLE	1	Ground Level	85
1ST FLOOR	COMPACT	3	ACCESSIBLE			TOTAL	428
COMPACT			1ST FLOOR	COMPACT	1		
LEVEL P2	EV CHARGING	11	COMPACT				
LEVEL P1	EV CHARGING	15	1ST FLOOR	EV CHARGING	2		
1ST FLOOR	EV CHARGING	14	EV CHARGING				
EV CHARGING			1ST FLOOR	STANDARD	19		
LEVEL P2	STANDARD	136	STANDARD				
LEVEL P1	STANDARD	106					
1ST FLOOR	STANDARD	36					
STANDARD							
LEVEL P2	TANDEM	33					
LEVEL P1	TANDEM	26					
TANDEM							

Figure 2.3g - Parking Plan Level P2



 Residential Parking


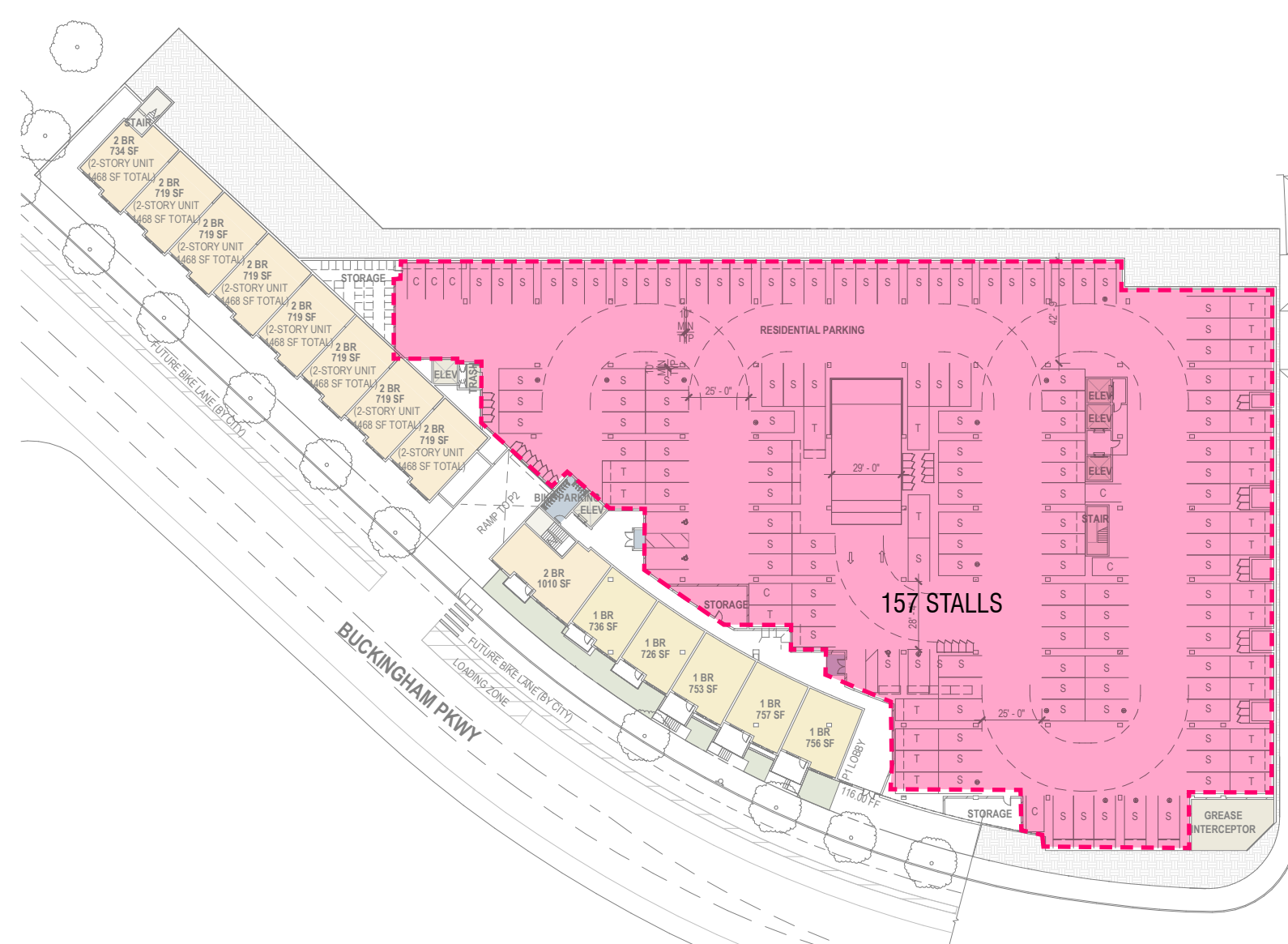

 Commercial Parking

Figure 2.3h - Parking Plan Level P1



 Residential Parking


 Commercial Parking

Figure 2.3i - Parking Plan Level 1

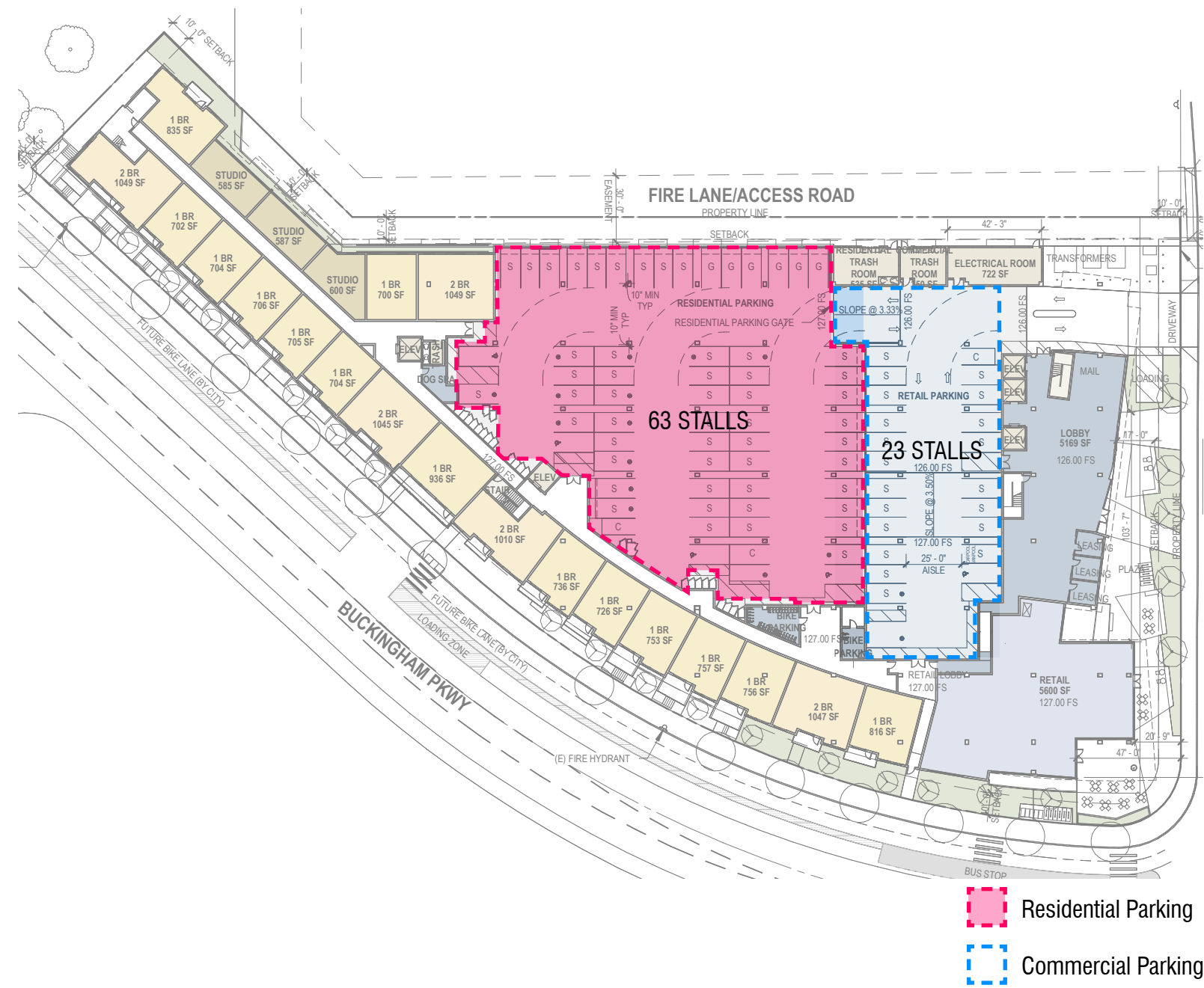


Figure 2.3j - Curbside Right of Way Utilization Plan

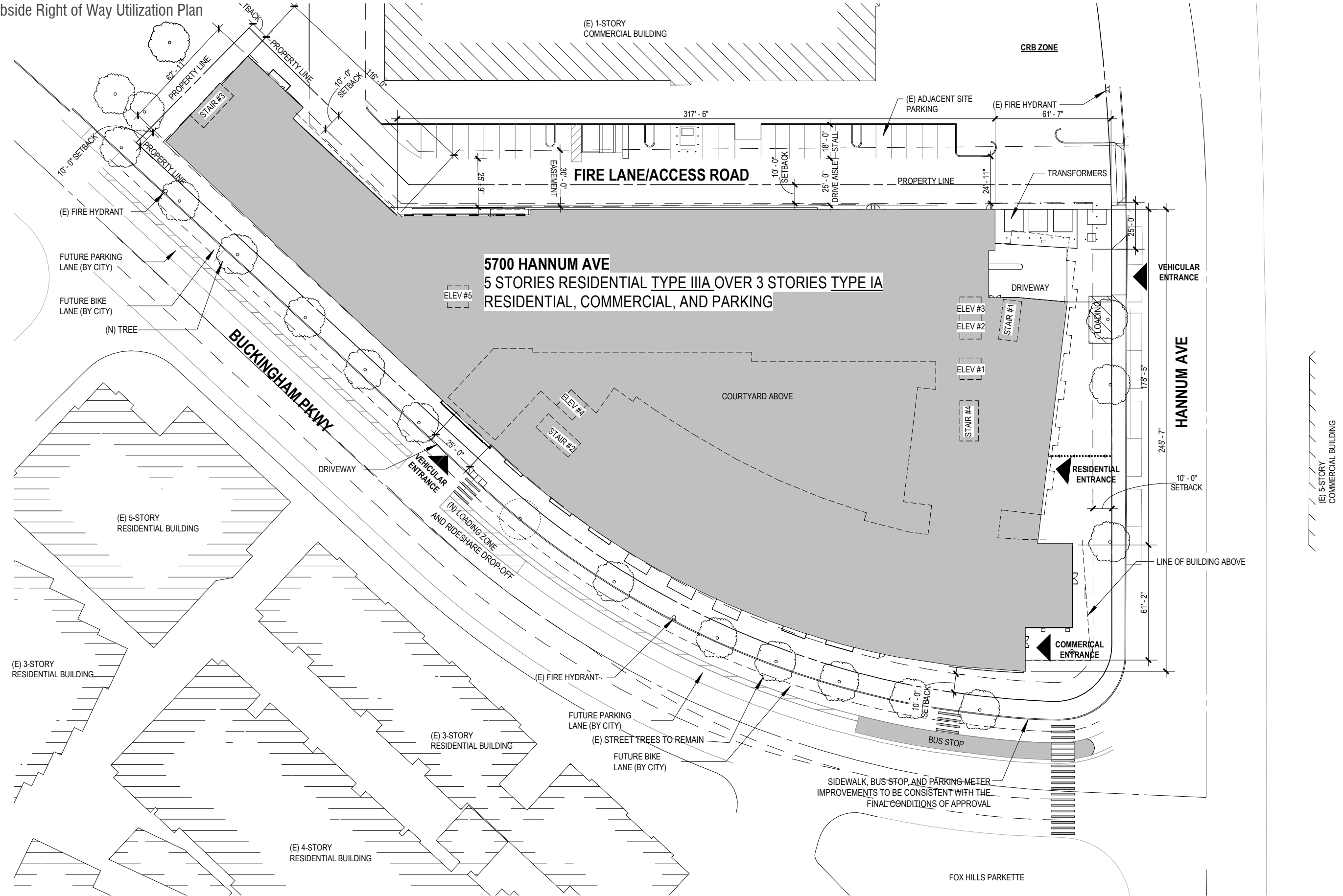


Figure 2.3k - Loading Zones

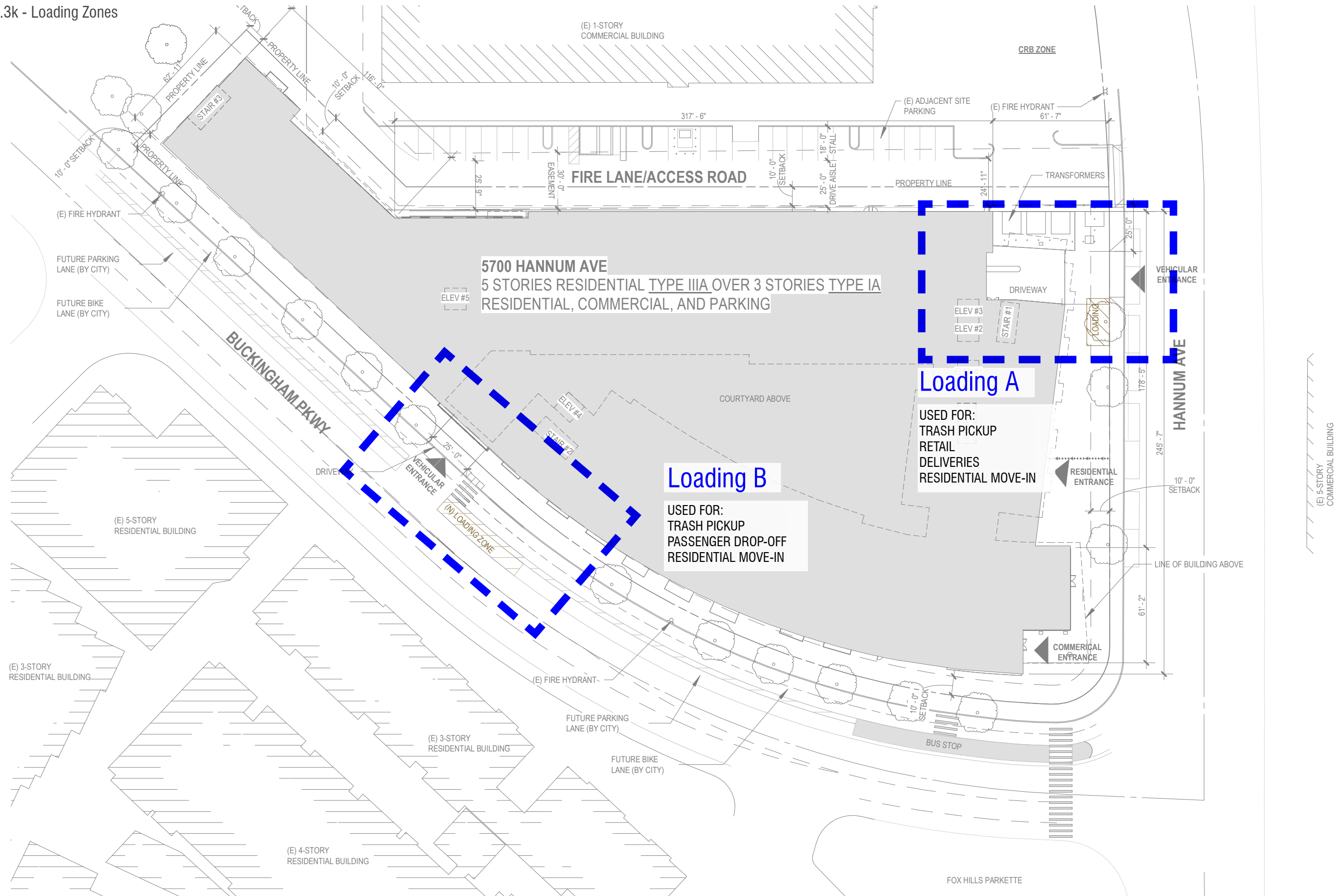


Figure 2.3I - Loading Zone A

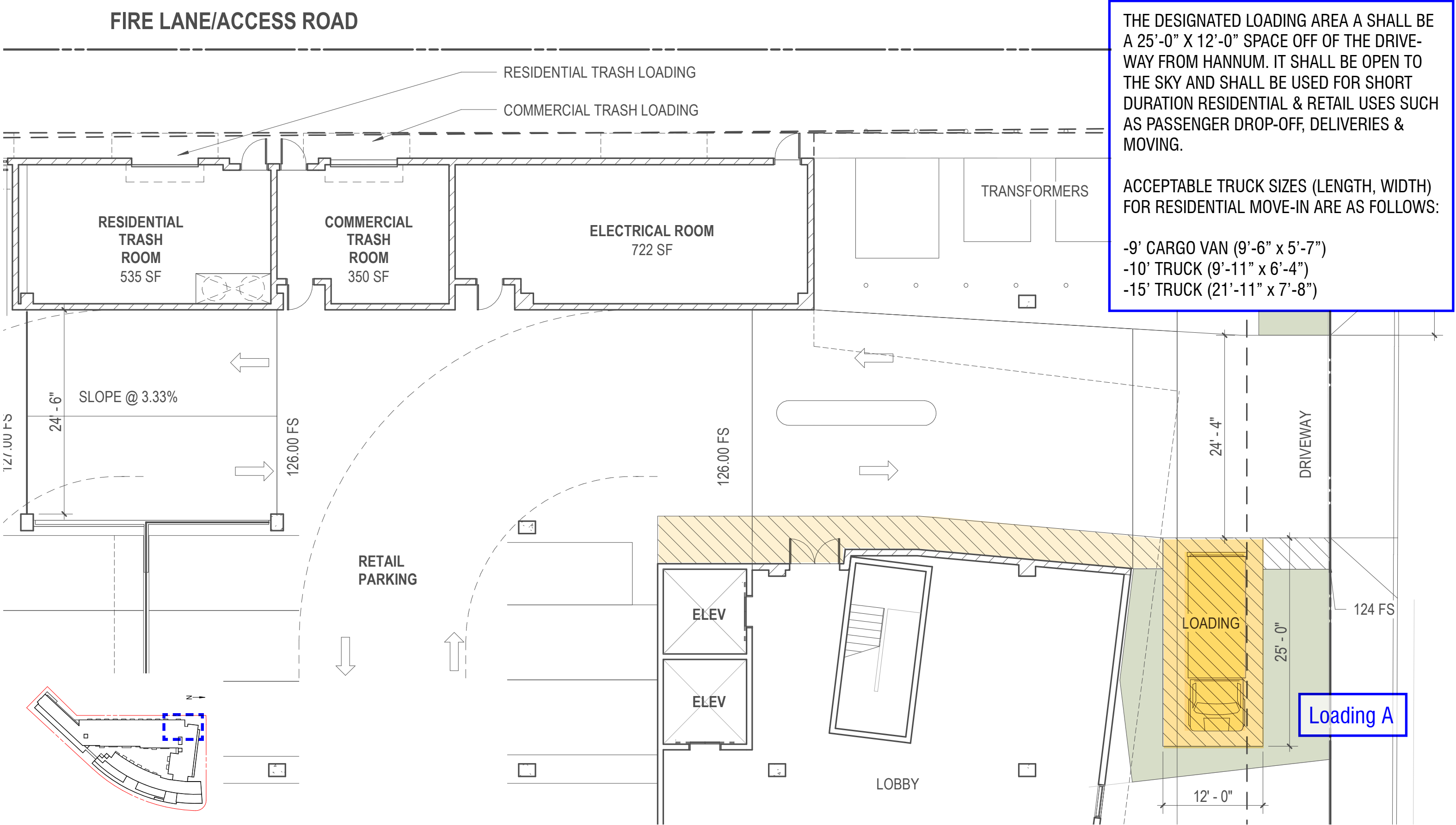


Figure 2.3m - Loading Zone B

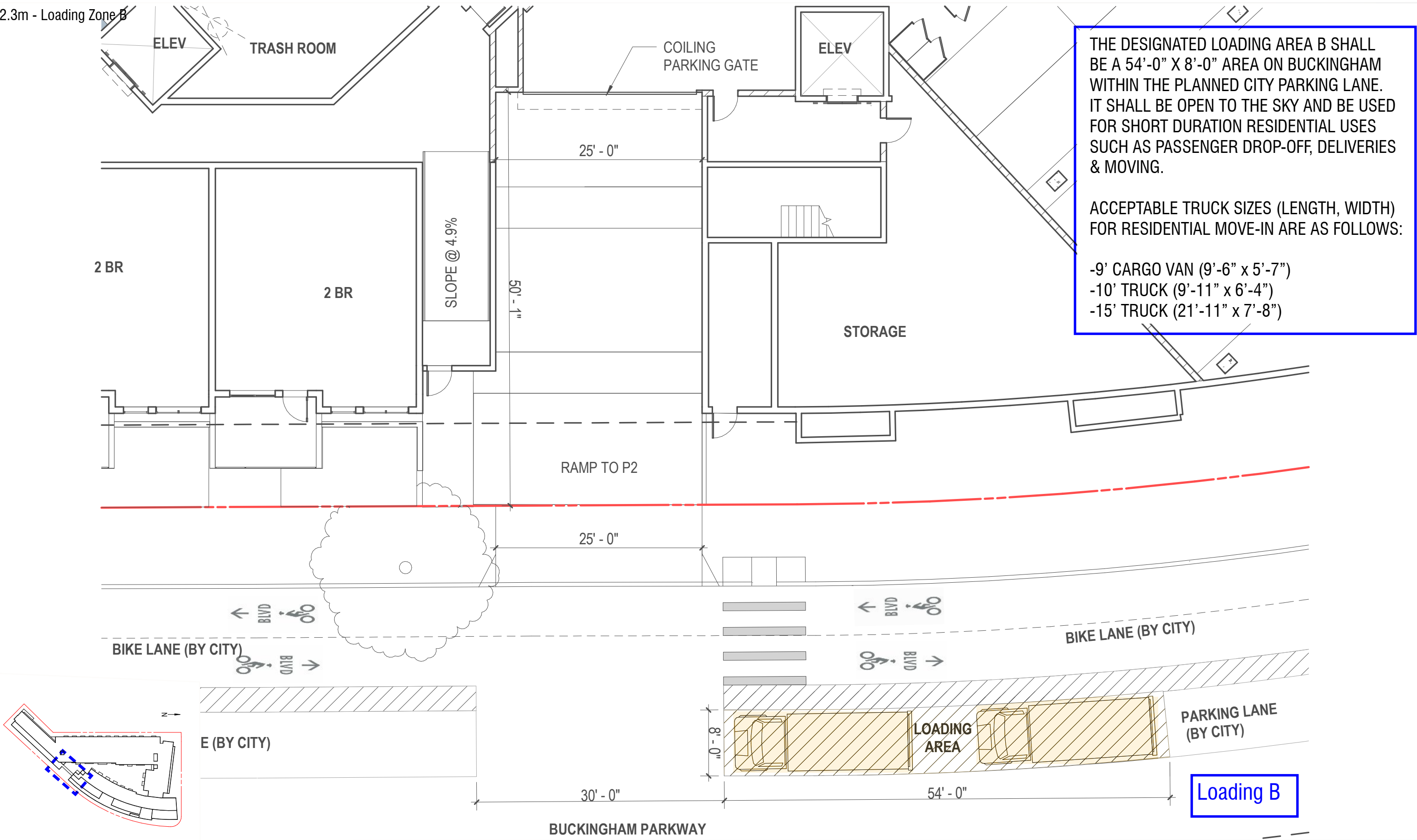


Figure 2.3n - Short Term Bicycle Parking Locations

Bike rack for short term spaces:



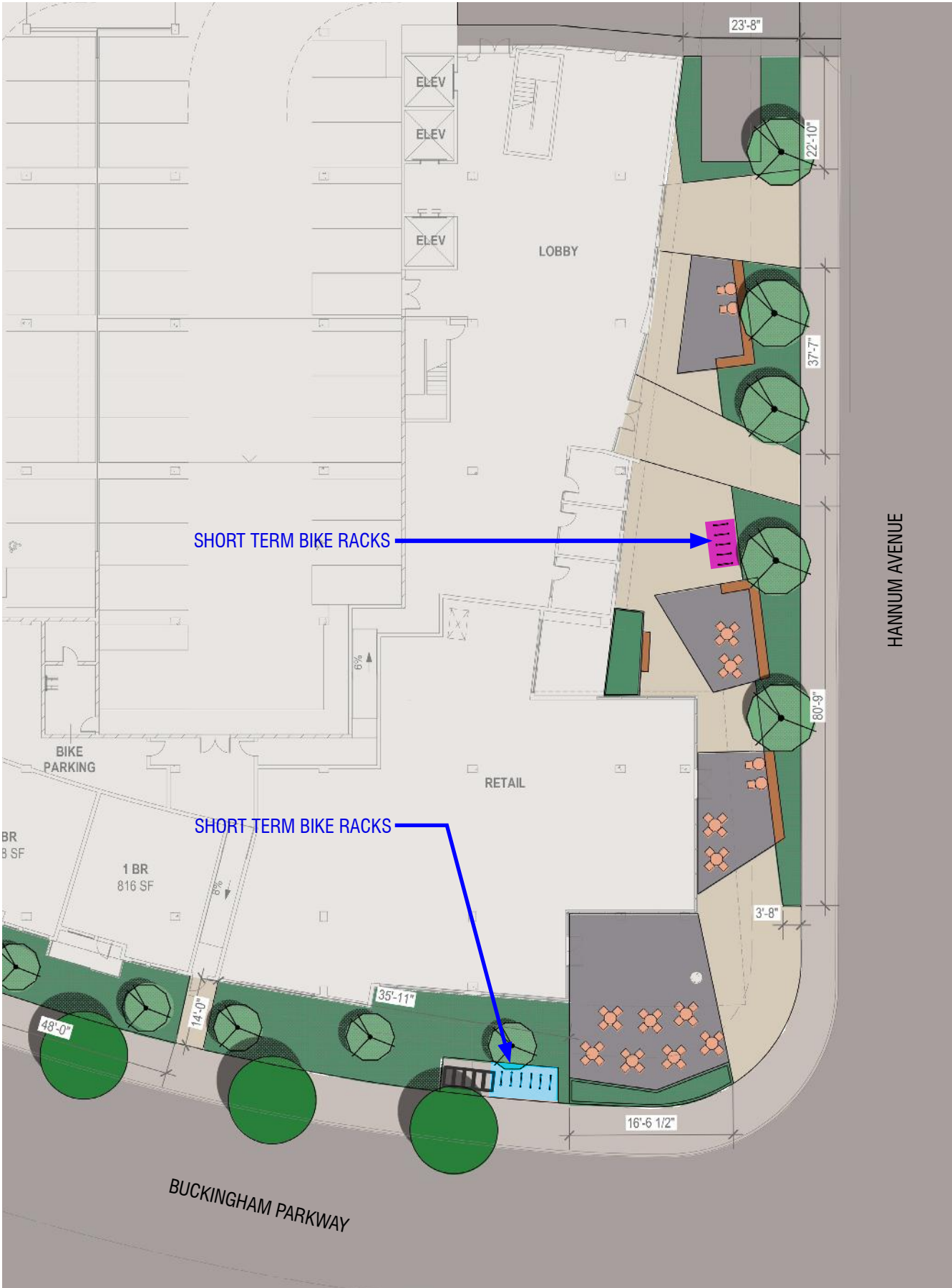
Bola Bike Rack

Product Data Sheet



- Bike Rack**
- Capacity: 2 bikes
 - Bike racks made of 1.5" o.d., .120" wall stainless steel tubing, with a #4 satin electropolish finish on bare stainless steel.

Style	Depth	Width	Height	Weight
	1.5"	28.25"	32"	13 lbs



2.3.2.6 Bicycle Parking

Bicyclists shall access the Project Site from both major street frontages, with long term bicycle storage in rooms adjacent to the automobile parking garage at levels P2, P1, and 1. The Project shall provide a total of 92 bicycle parking spaces, with 8 reserved for short term resident use, 78 for long term resident use, and 3 each for commercial short and long term use.

Long term spaces shall be provided in enclosed rooms internal to the project, accessed only by residents or employees. Short term spaces shall be provided by publicly accessible racks on grade at the exterior of the building.

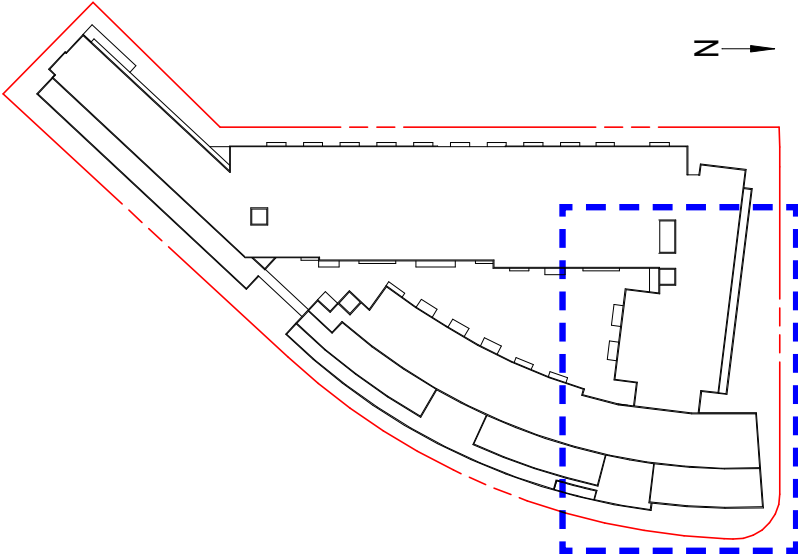


Figure 2.3o - Long Term Bike Parking Locations - Level P2

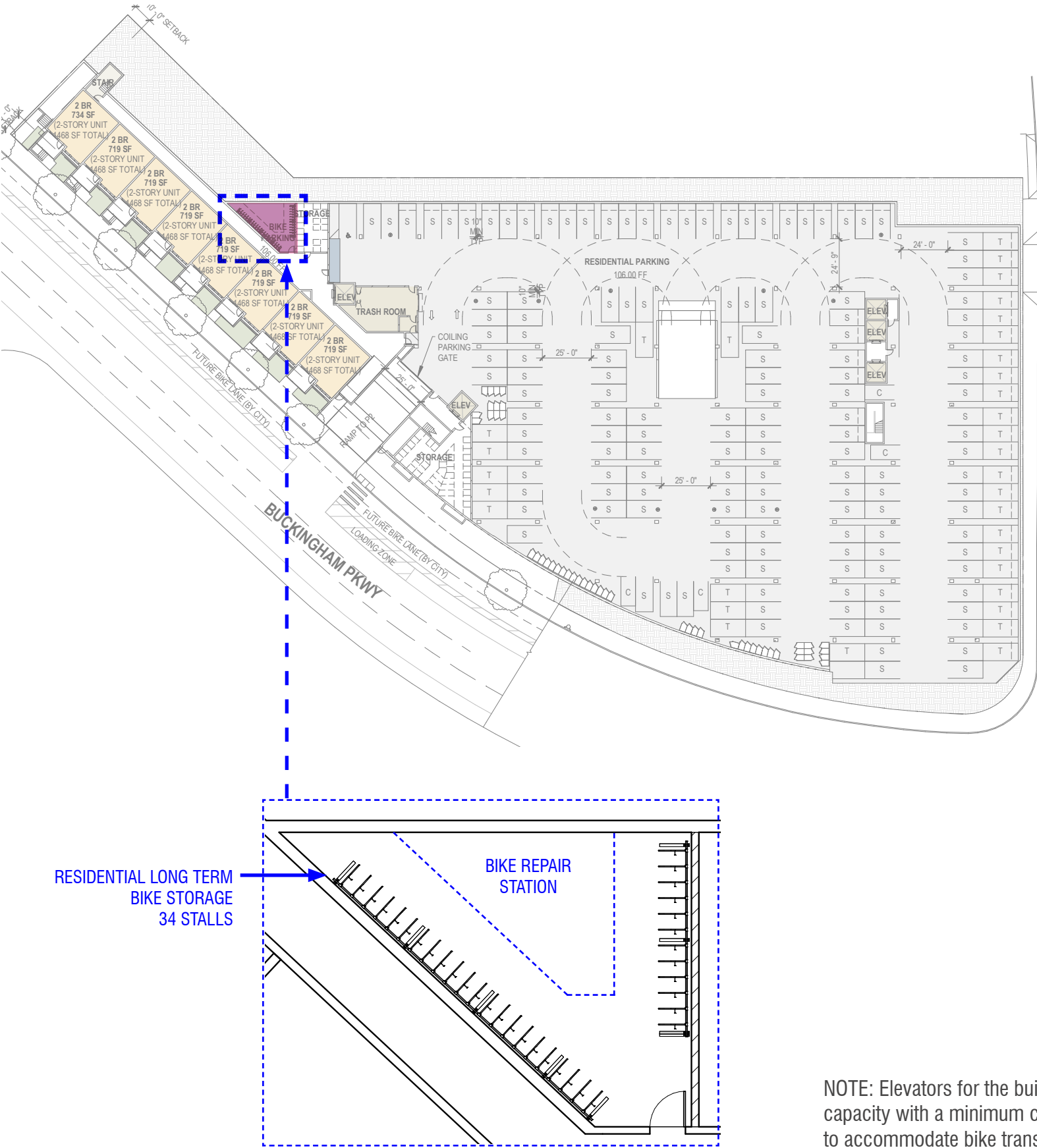
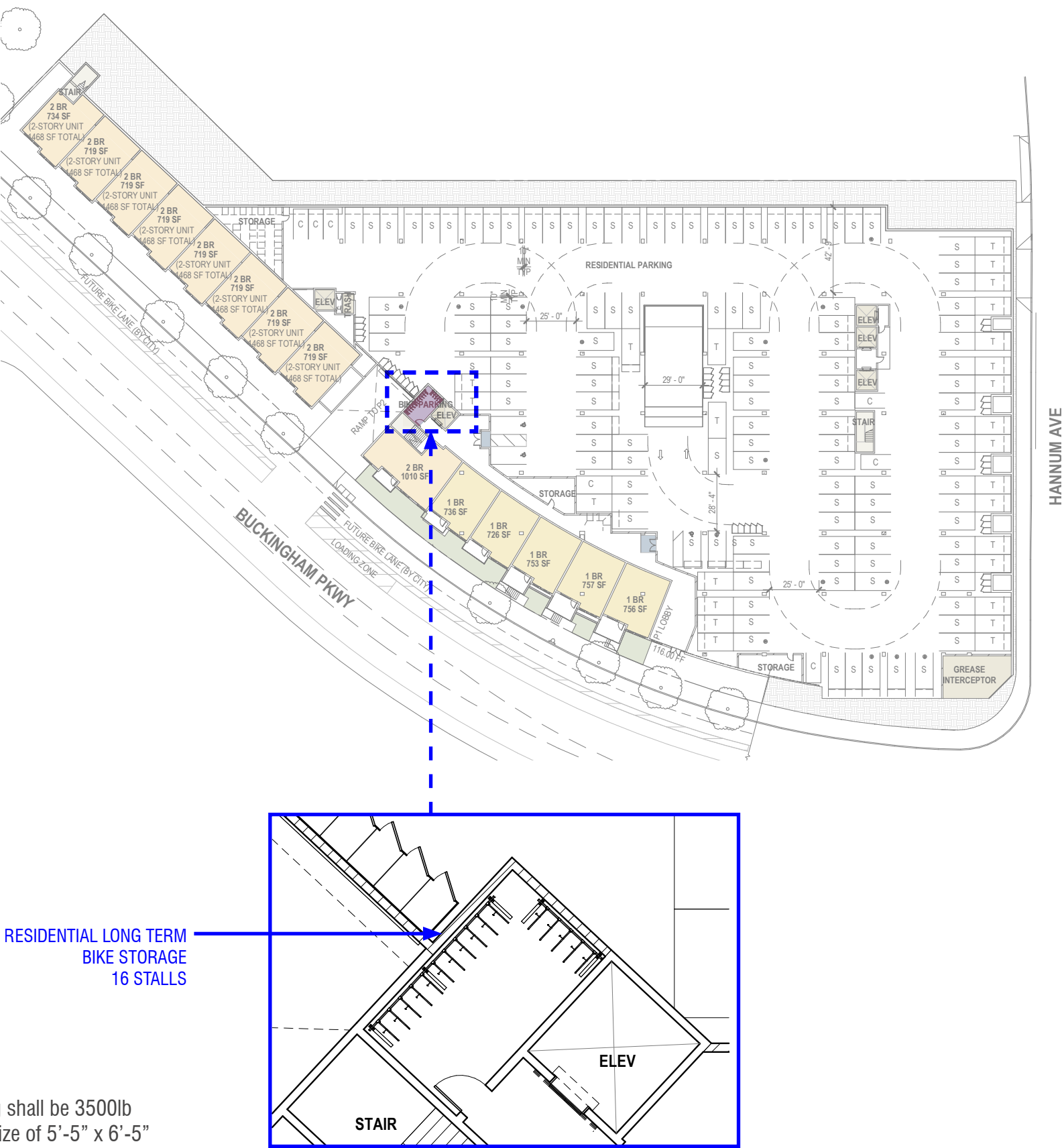


Figure 2.3p - Long Term Bike Parking Locations - P1



NOTE: Elevators for the building shall be 3500lb capacity with a minimum cab size of 5'-5" x 6'-5" to accommodate bike transport.

Figure 2.3q - Long Term Bike Parking Locations - Level 1

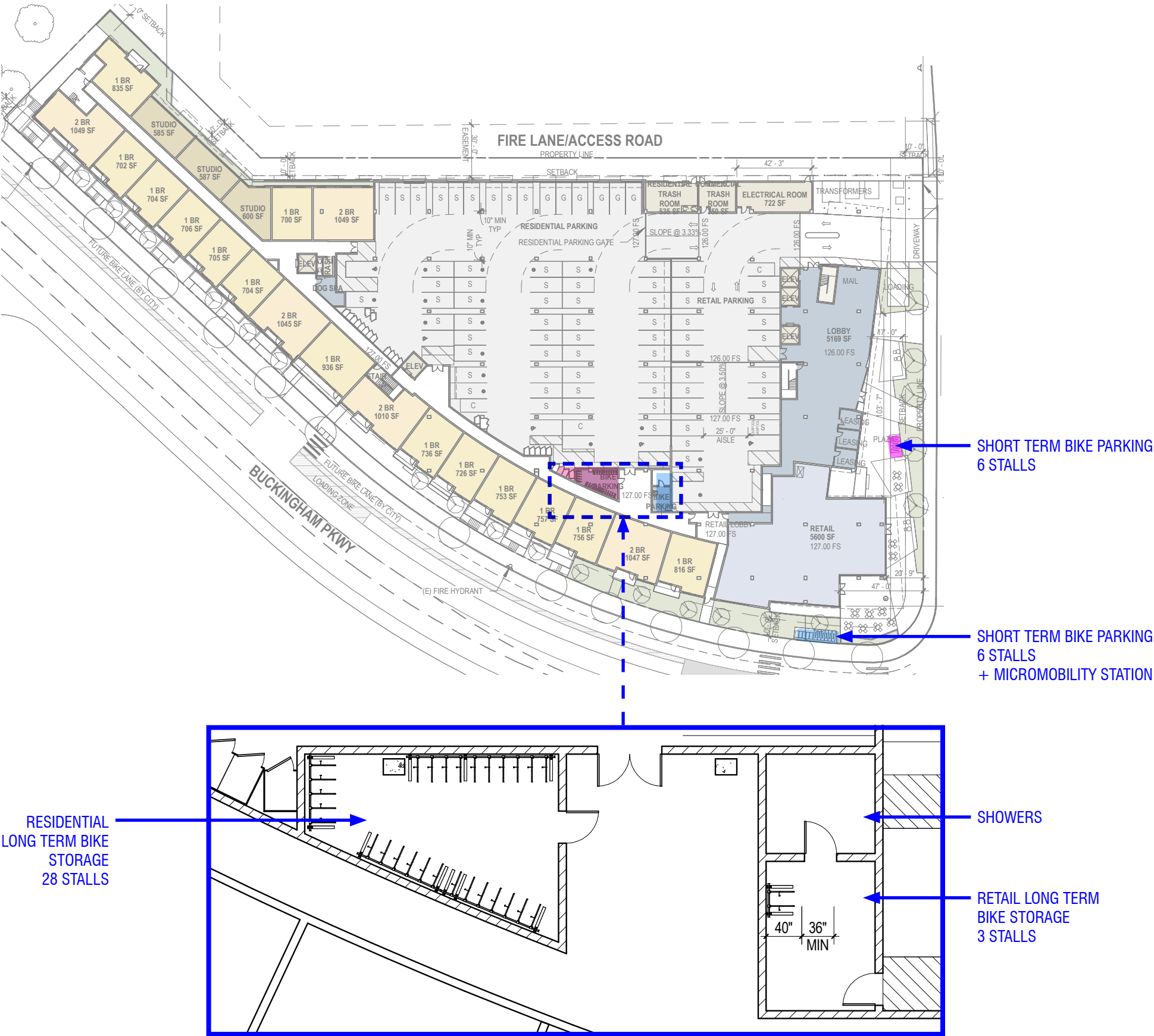
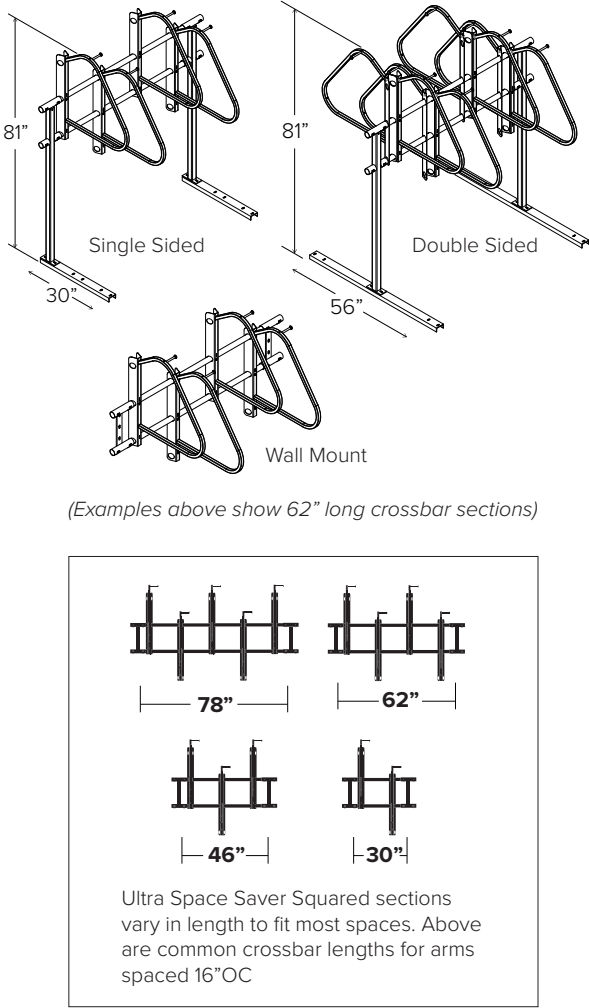


Figure 2.3r - Bicycle Rack Specification



NOTE: Elevators for the building shall be 3500lb capacity with a minimum cab size of 5'-5" x 6'-5" to accommodate bike transport.

2.3.2.7 Project Access

Figure 2.3s - Site Access Points



2.4 Outdoor Dining

The Project shall comply with Culver City outdoor dining standards as follows:

- a. An unobstructed minimum 4-foot-wide clear pedestrian pathway shall be maintained at all times between the outside boundary of any outdoor dining areas and any obstruction.
- b. The design of furniture, barriers, and equipment to be used within any outdoor dining area shall be high quality and harmonious and compatible with the overall architecture of the project, as well as any site furniture provided.
- c. Inclement weather enclosures shall be allowed provided the enclosure is constructed with clear materials that can be stored unobtrusively within the interior of the tenant space or within the project.
- d. Umbrellas shall have a minimum vertical clearance of 6 feet and 8 inches and shall not exceed a maximum height of 13 feet.
- e. Portable heaters and/or fixed heaters shall be of uniform design. They shall not project beyond the limit of the outdoor dining area and shall require written approval of the City of Culver City Fire Marshall prior to placement.
- f. Establishments that serve alcoholic beverages in the outdoor dining area shall provide a physical barrier that meets the following requirements. Barriers may include a variety of types including but not limited to wood panels, planters and flowerpots, and railing systems. There is no requirement for transparency.
- g. All outdoor dining areas shall be accessible to the disabled in accordance with ADA standards
- h. Outdoor dining areas shall be operated in a manner that meets all requirements of the Los Angeles County Health Department.
- i. Restaurant management shall keep the outdoor dining area clear of litter, food scraps, and soiled dishes at all times. Trash receptacles shall be provided in the outdoor dining areas used for consuming take out items.
- j. Patios and outdoor seating may be shared by multiple businesses.
- k. New outdoor dining and existing outdoor dining to be modified shall require conformance review by the Current Planning Division. Conformance review shall include plans that provide furniture, landscaping, materials, barriers, lighting, heating components, umbrellas, and equipment.

Figure 2.4a - Retail Patio Areas

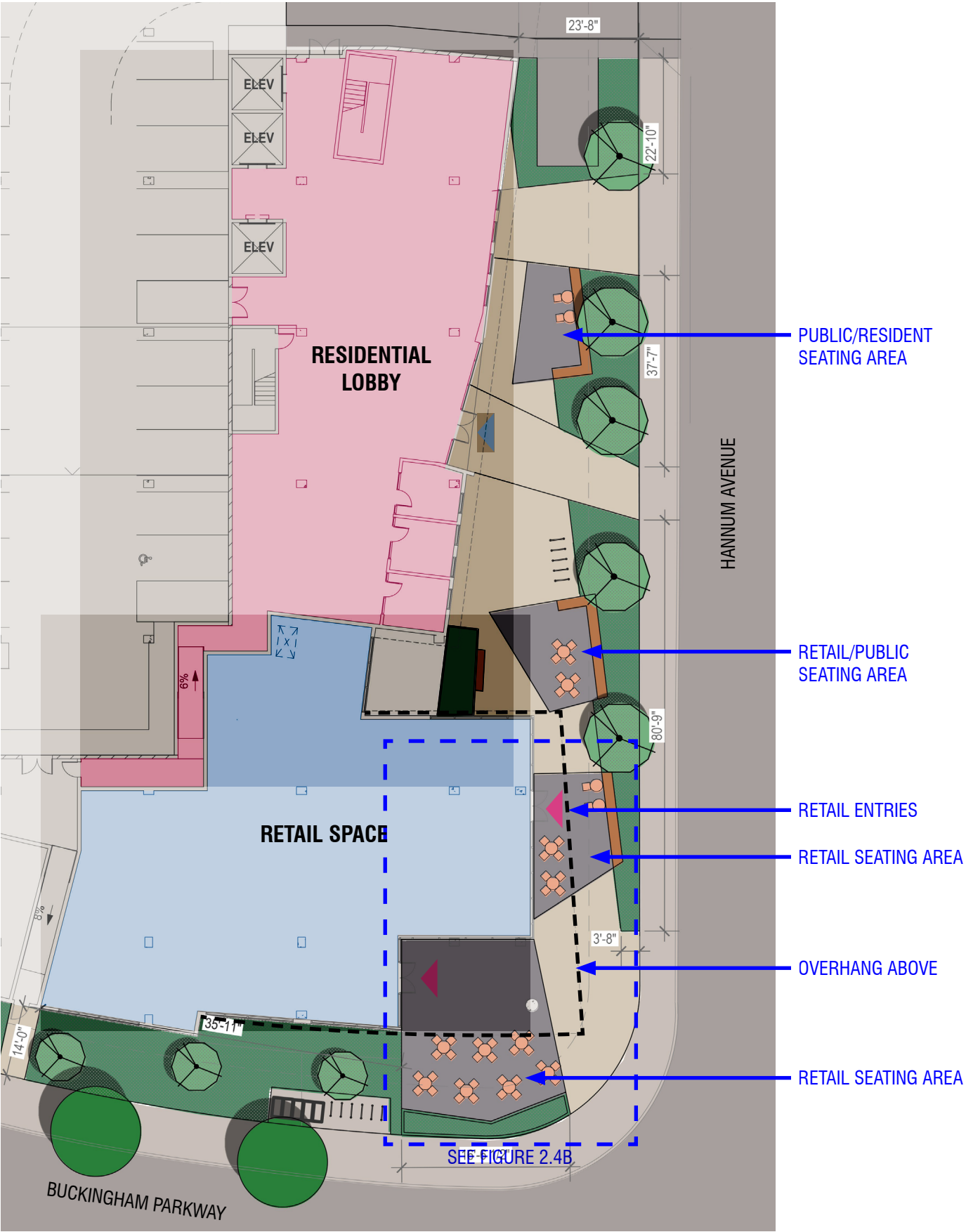
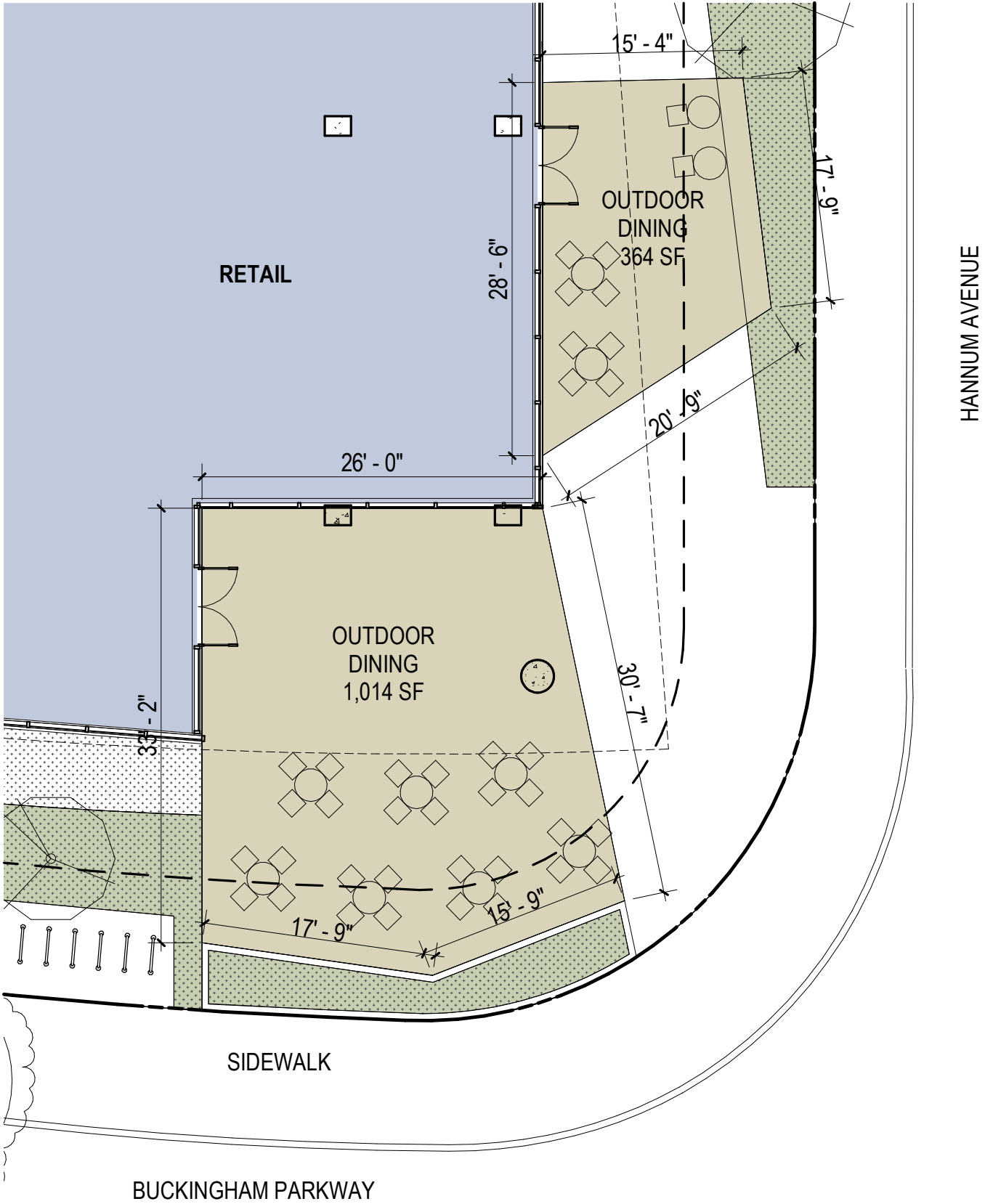


Figure 2.4b - Outdoor Dining Areas



2.5 Trash & Recycling

Solid waste, recyclable waste material, and organic waste handling shall be performed exclusively by the City or its authorized agents. The City Council may regulate, by ordinance or resolution, all aspects of solid waste, recyclable waste material, and organic waste handling, including, but not limited to: frequency of collection, means of collection and transportation, level of services, charges, fees, and nature, location and extent of providing solid waste handling services. The City of Culver City shall provide waste disposal and recycling services for all construction & demolition projects within city limits in accordance with CCMC § 5.01.010 – Municipal Service Exclusive.

2.5.1 Trash

The Project shall include a residential and separate commercial trash room serviced from the Hannum Avenue vehicular entry, and a second residential trash room serviced from the Buckingham Parkway vehicular entry respectively.

Each retail tenant shall be responsible for interior trash collection and disposal. Dumpsters shall be provided in the first floor commercial trash room for the retail and/or restaurant uses. Trash pick-up points are provided on the access road along the west property line and along Buckingham north of the driveway curb cut. Site refuse collection frequency shall be reviewed and determined by the Environmental Programs and Operations (EPO) division of the Culver City Public Works Department.

Two trash chute locations shall be provided on each of the upper floors for the residential occupants, and the trash shall be collected on the first floor and on level P2. Separate chutes shall be provided for trash and recycling functions. Trash shall then be brought by building management to specific points for pick up by Culver City EPO.

2.5.2 Recycling

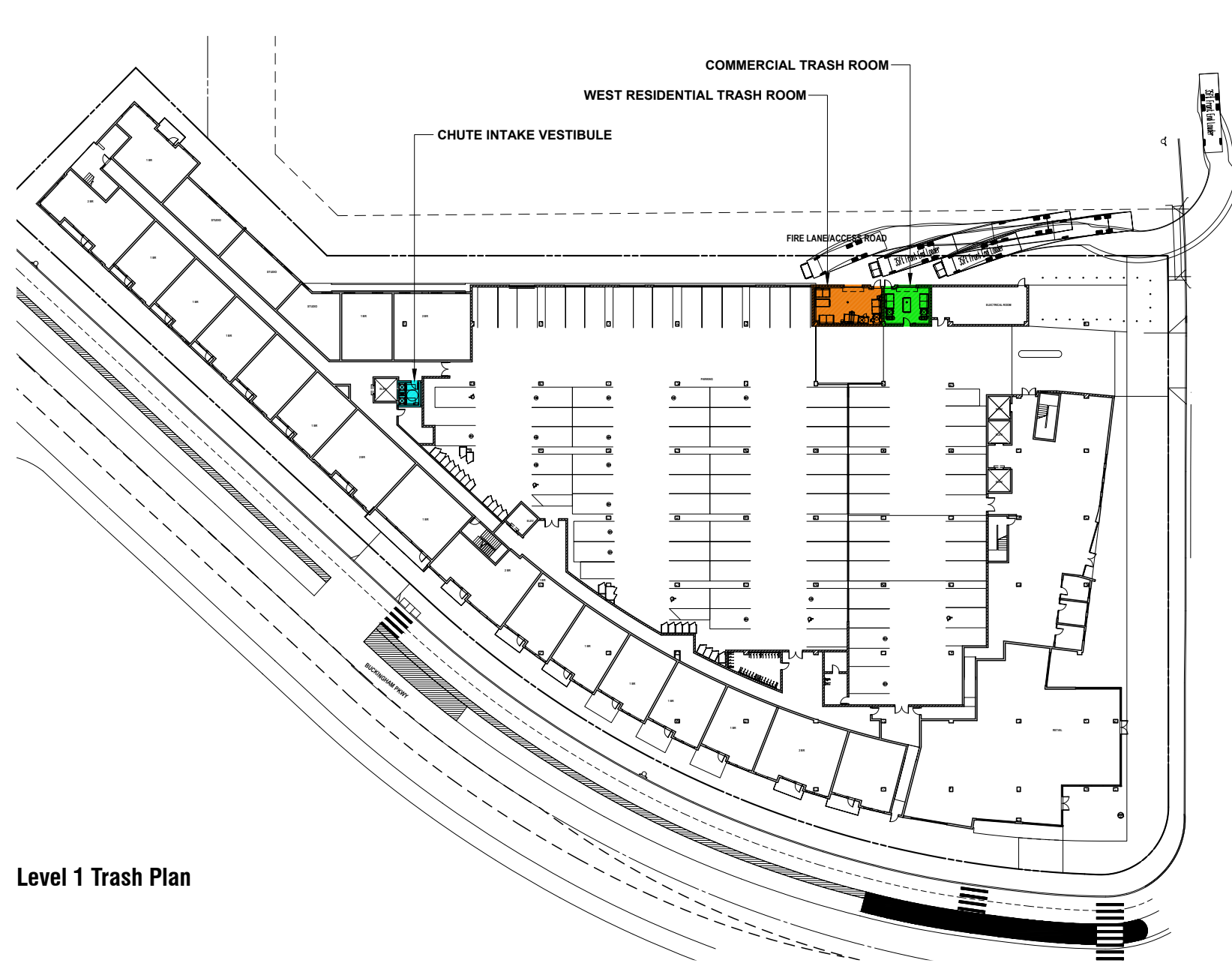
Dedicated recycling waste bins shall be provided in each trash room. Site refuse collection frequency shall be reviewed and determined by the EPO division of the Culver City Public Works Department. Each retail tenant shall be responsible for interior recycling collection and disposal. Recycling containers shall be provided on the first floor level for the retail and/or restaurant uses.

Recycling chutes shall be provided for the residential occupants, and the recycling shall be collected on the first floor and level P2. Separate chutes shall be provided for trash and recycling functions. Recycling shall then be brought by building management to specific points for pick up by Culver City EPO.

2.5.3 Compost

The Project shall service organic waste via sealed pails in each trash chute vestibule, emptied to containers in each trash room by building staff at regular intervals. Organic waste containers shall be positioned by building staff to be picked up by city to be coordinated as needed.

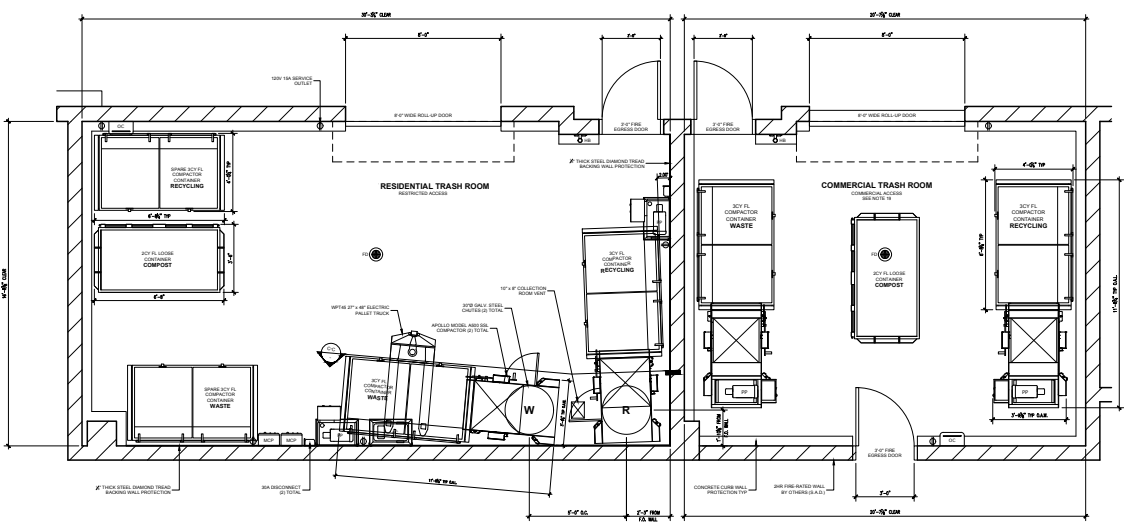
Figure 2.5a - Hannum Pick-up Area



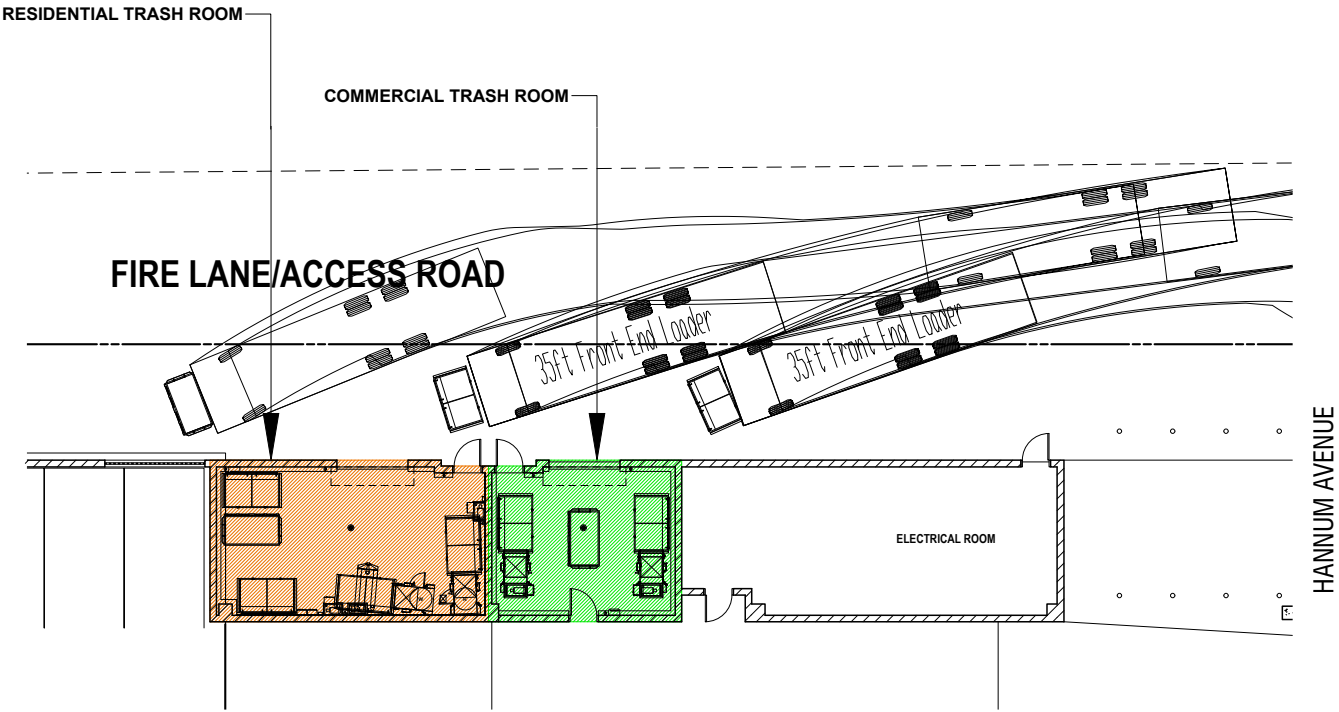
Level 1 Trash Plan

PROJECTED COLLECTION SCHEDULE: WEST RESIDENTIAL TRASH ROOM							
SERVICE:	M	Tu	W	Th	F	Sa	Su
WASTE - 3CY COMPACTED	1		1		1		
RECYCLING - 3CY COMPACTED		1		1		1	
COMPOST - 2CY LOOSE				1			
TOTAL	1	1	1	2	1	1	0

PROJECTED COLLECTION SCHEDULE: COMMERCIAL TRASH ROOM							
SERVICE:	M	Tu	W	Th	F	Sa	Su
WASTE - 3CY COMPACTED	1		1				
RECYCLING - 3CY COMPACTED		1		1	1		
COMPOST - 2CY LOOSE	1	1		1	1		
TOTAL	2	2	1	2	2	0	0

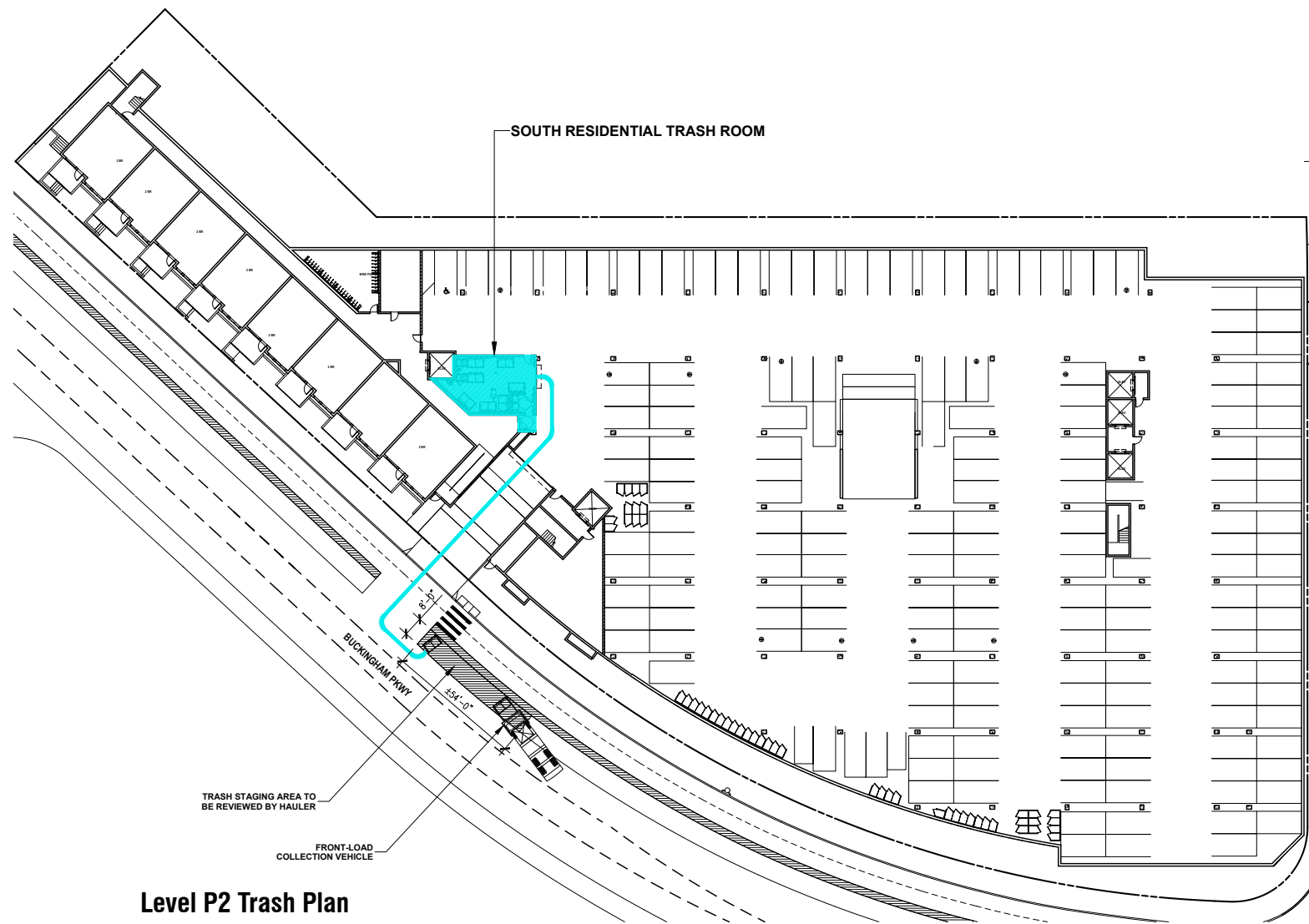


North West Mixed Use Trash Room Plan - Level 1

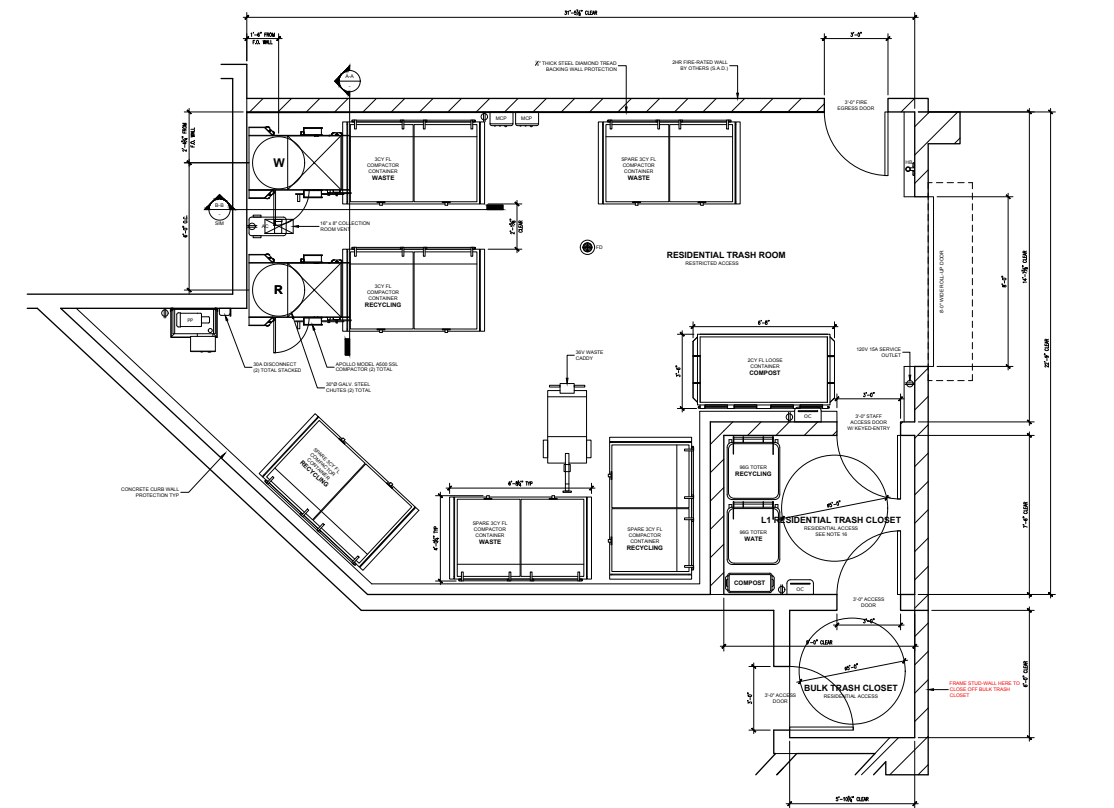


Hannum Pick-up Staging

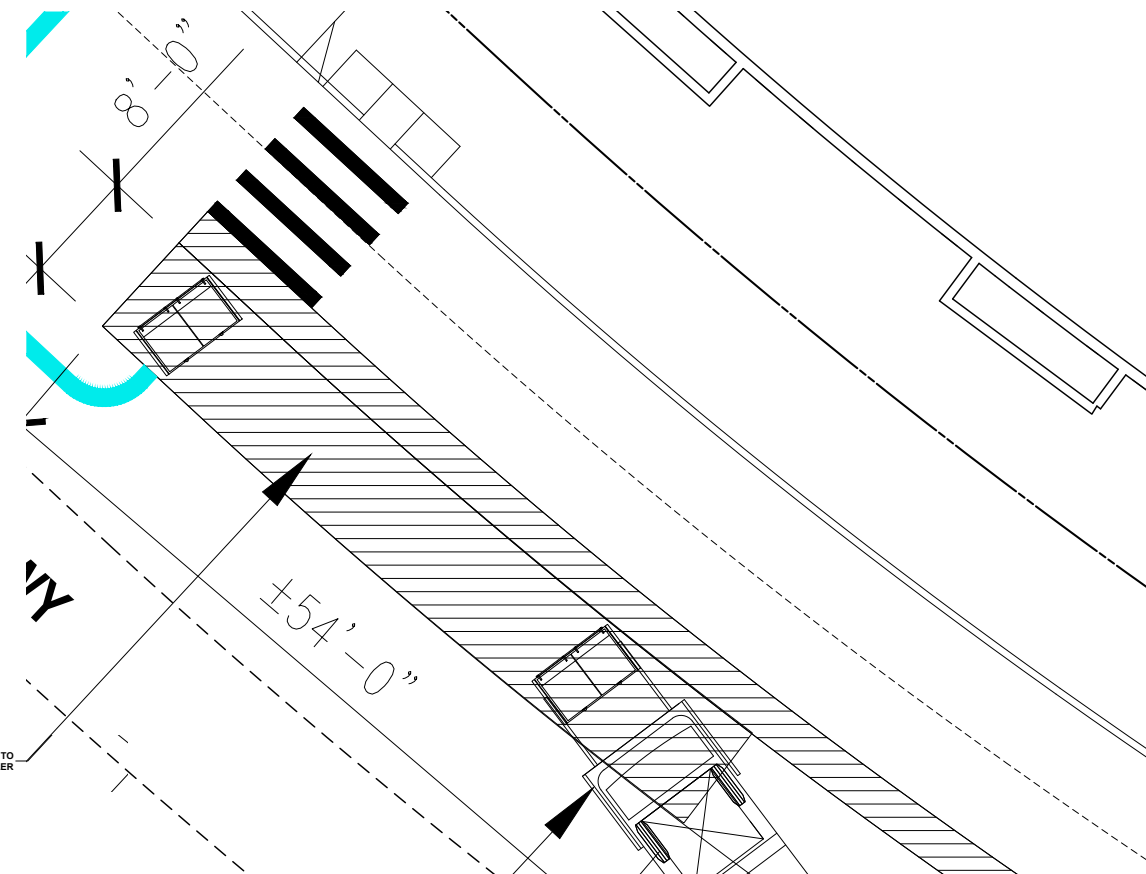
Figure 2.5b - Buckingham Pick-up Area



PROJECTED COLLECTION SCHEDULE: SOUTH RESIDENTIAL TRASH ROOM							
SERVICE:	M	Tu	W	Th	F	Sa	Su
WASTE - 3CY COMPACTED	2			1			
RECYCLING - 3CY COMPACTED				1	2		
COMPOST - 2CY LOOSE	1				1		
TOTAL	3	0	0	2	3	0	0

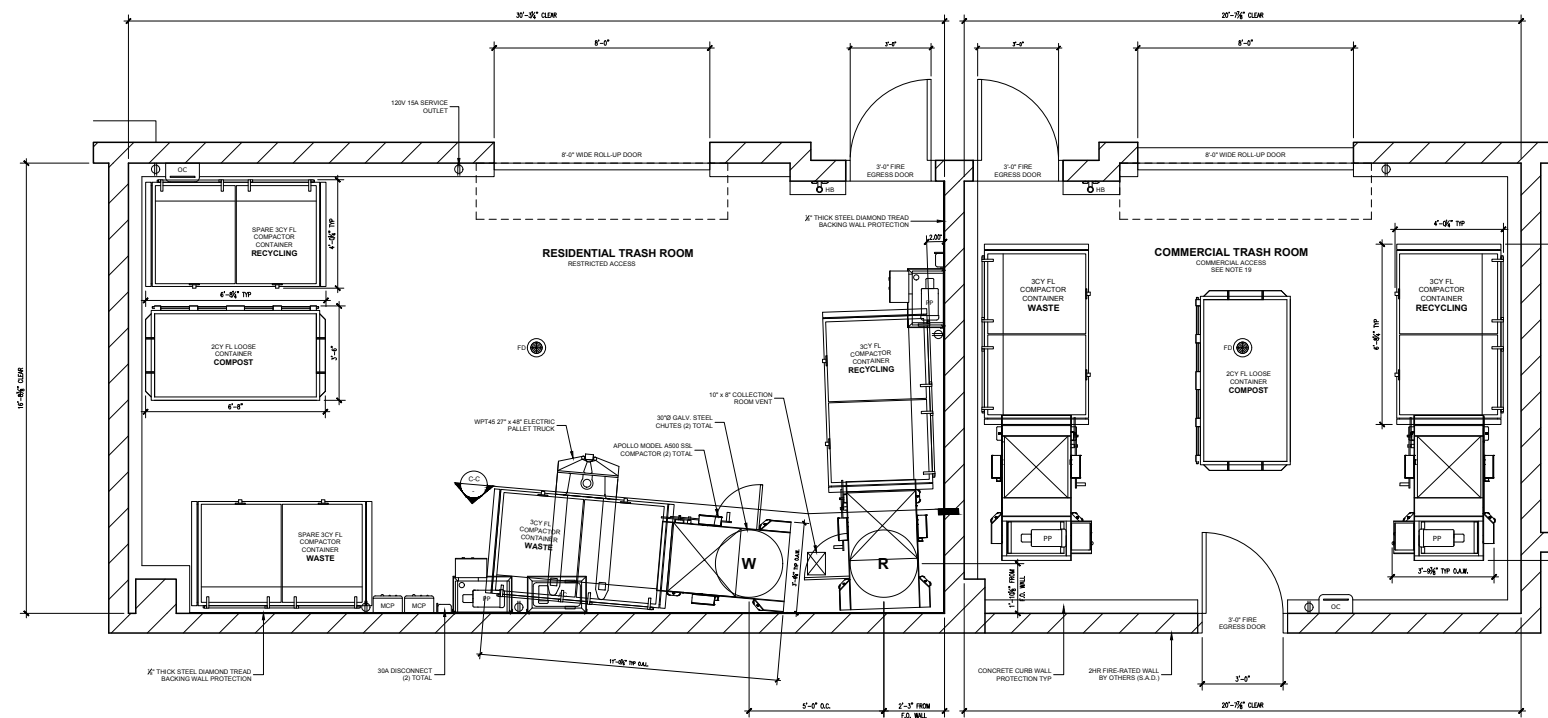


South Residential Trash Room Plan - Level P2

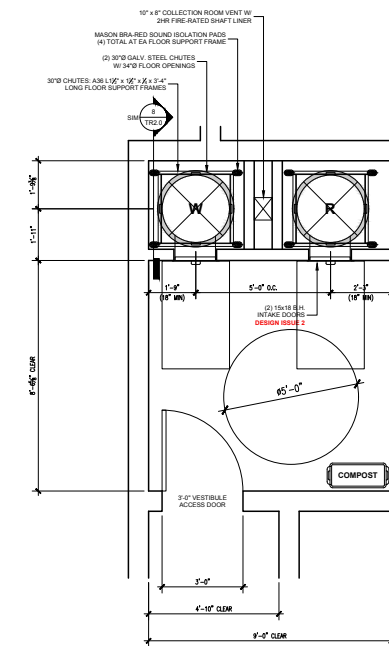


Buckingham Pick-up Staging

Figure 2.5c - Hannum Trash Room

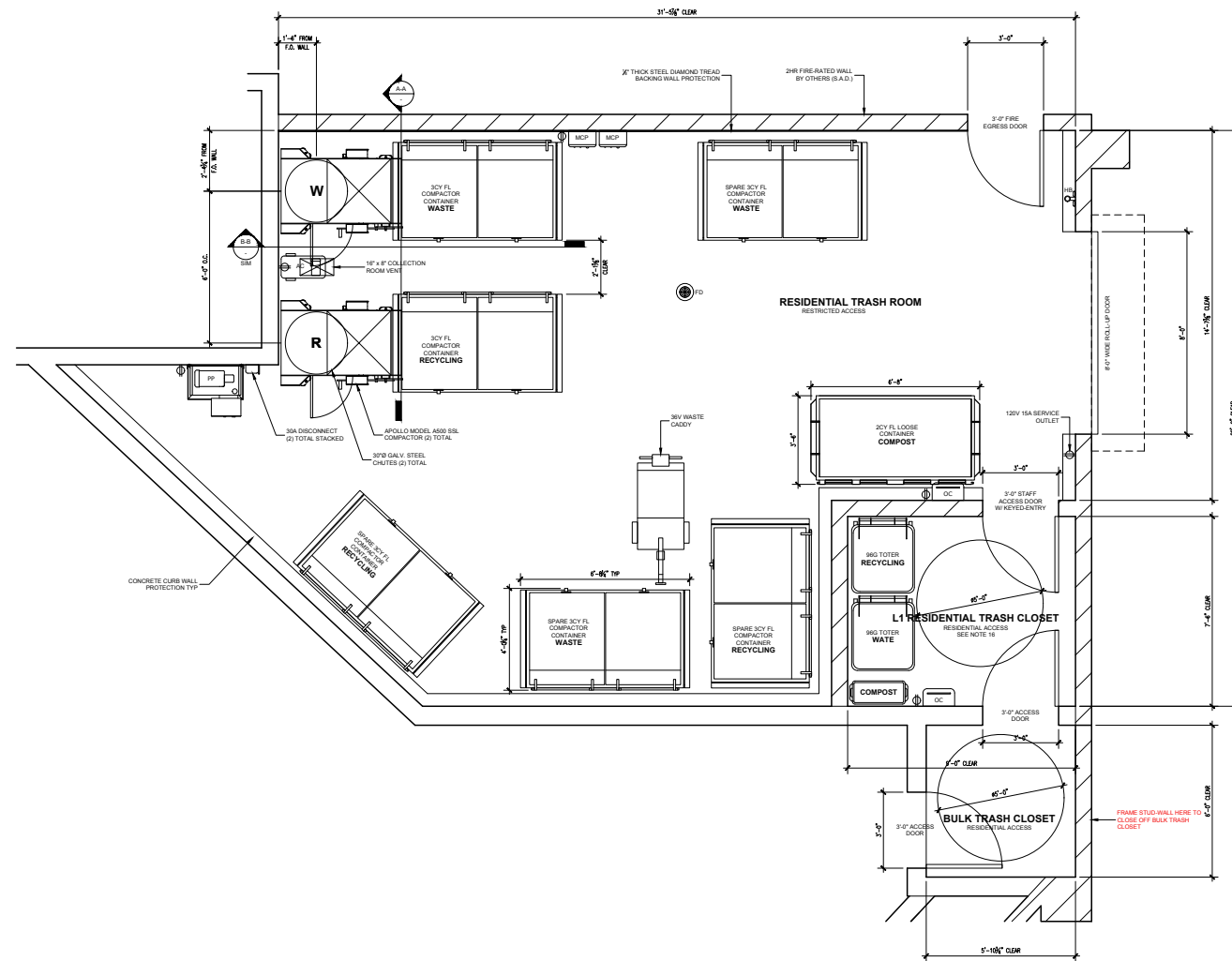


North West Residential and Commercial Use Trash Room Plan

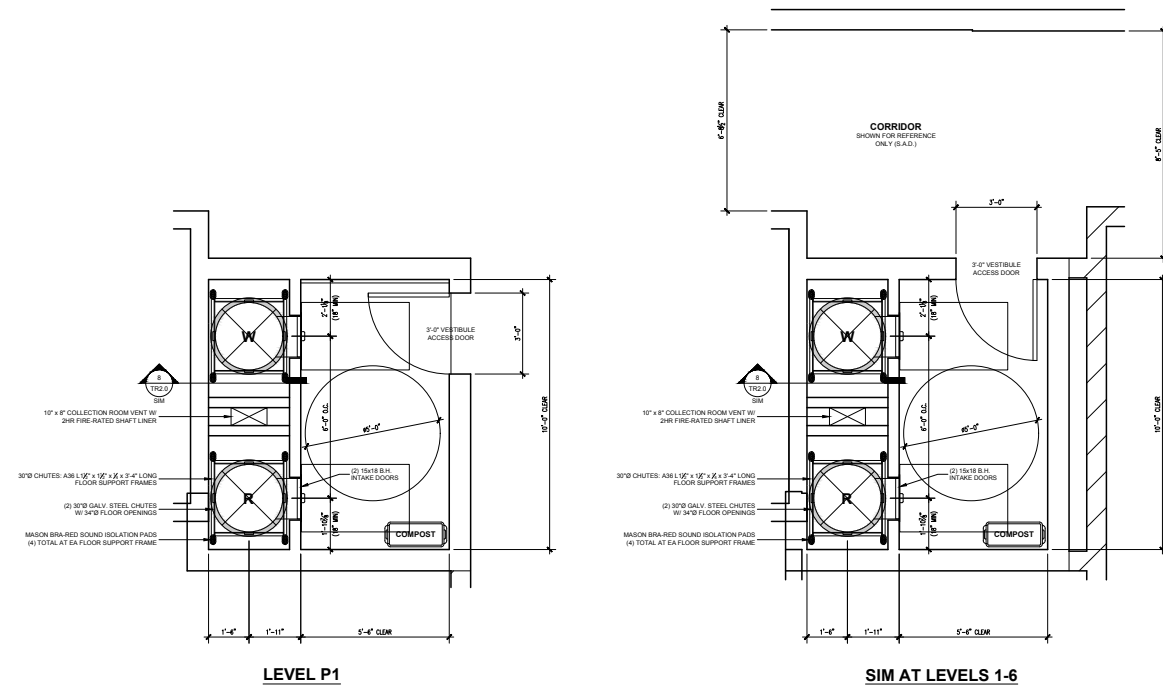


North West Chute Intake Vestibule

Figure 2.5d - Buckingham Trash Room



South Residential Trash Room Plan



South Chute Intake Vestibules

2.6 Conceptual Signage

This section (2.6) - Conceptual Signage - defines sign regulations for the Comprehensive Plan area. Tenant and Project signage shall be consistent with the architecture and design of the Project. Tenant graphic signage shall be distinctive, creative, clear, and precise. Unique signage solutions employed by the Project shall include various materials that are encouraged to create a consistent vocabulary as well as an opportunity for retailers and restaurants to create individual identities, and to entice shoppers.

Figure 2.6a - Sign Types

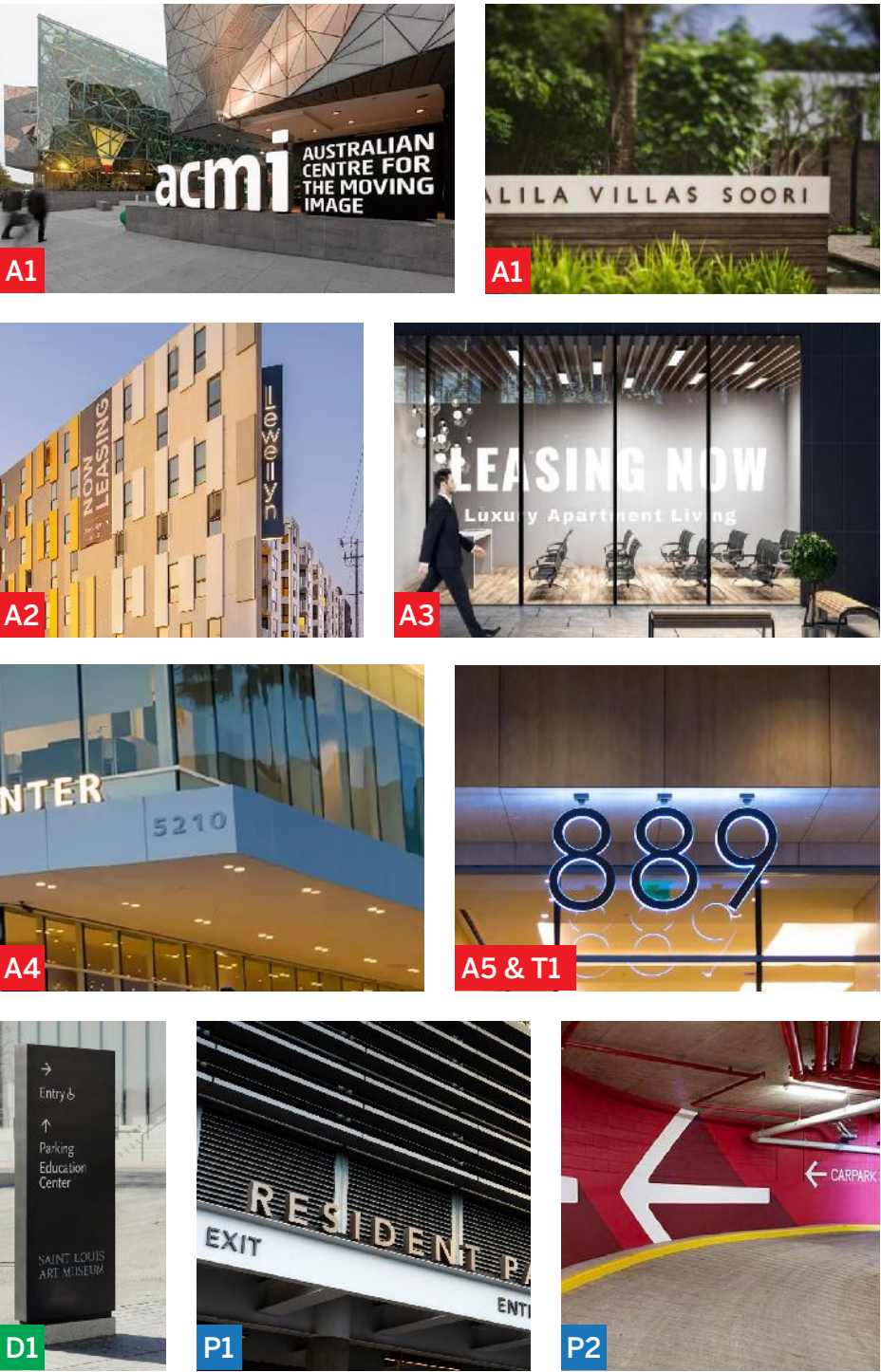
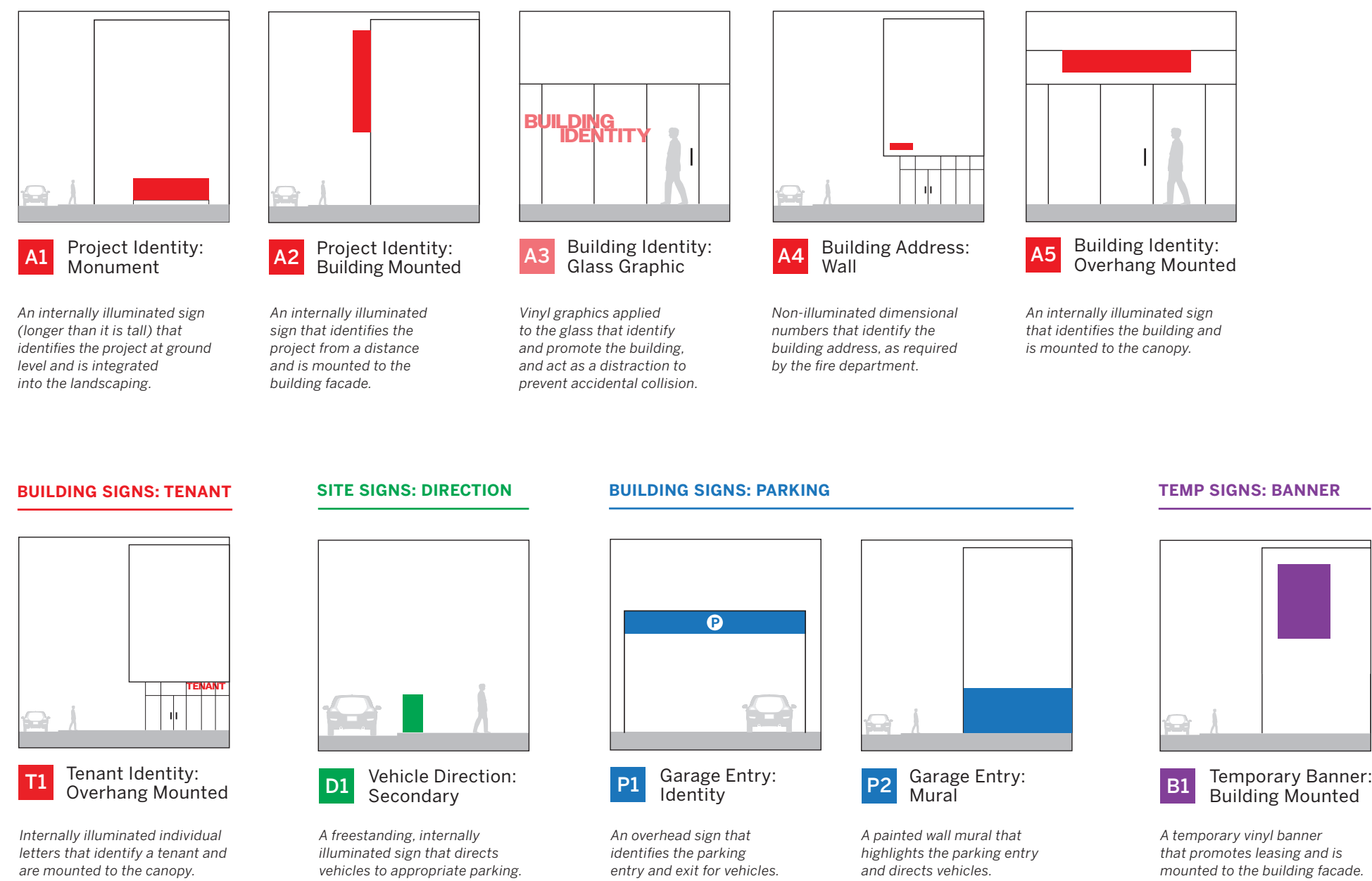
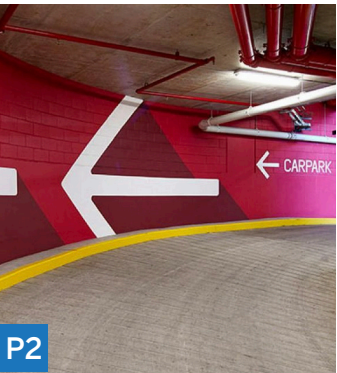
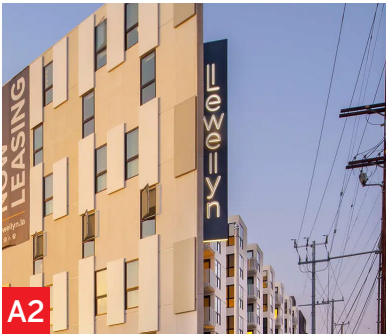
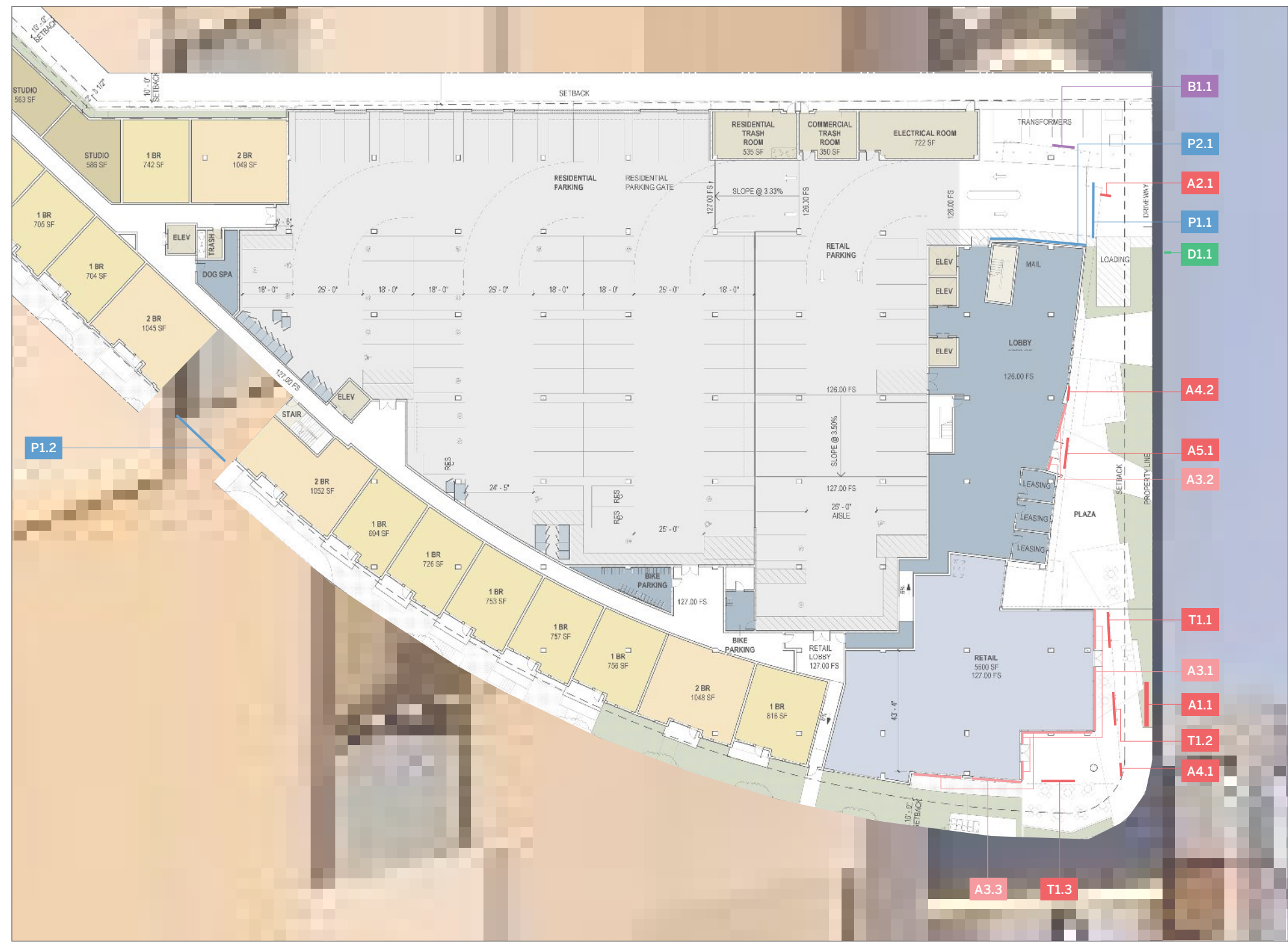


Figure 2.6b - Sign Location Plan



2.7 Public Art

New residential development projects of five (5) or more units, commercial, industrial and public (civic) projects with building valuations* of \$500,000 or more, and rehabilitation projects of \$250,000 or more, are (with a few exceptions) subject to the City’s Art in Public Places Program (APPP) requirement. This requirement can be met in several ways:

- 1. Paying 1% of the total Building Permit valuation into the Cultural Trust Fund;**
- 2. Placing an approved artwork equal to at least 1% of the total Building Permit valuation on the site;
- 3. Incorporating a Cultural Facility within the development project;
- 4. Having the architecture (or a component thereof) be considered art for purposes of fulfilling the APPP requirement under “Architecture as Art”; or
- 5. Donating artwork equivalent to at least 1% of the total Building Permit valuation to the City.

Nos. 2 through 5 above are options only in instances where the 1% APPP allocation is \$75,000 or greater and require City approval (at the staff level, from the Cultural Affairs Commission and in some instances, from the City Council). Option No. 4 includes stringent review of the project design by a peer panel prior to consideration by the Cultural Affairs Commission.

Developers whose projects are subject to fulfillment of the Art in Public Places Program requirement, must complete and submit an application form together with their initial project plans (either through the Building Safety or the Planning Division).

Developers who wish to commission original artwork, incorporate a cultural facility or have the architecture (or a component thereof) considered as art, are advised to meet as early as possible with the City’s Public Art Coordinator. The design development and approval process can take from three to six months at minimum, depending on the complexity and size of the project, and in many instances the public art component may need to be included in construction drawings submitted to the City for Plan Check. No final Certificate of Occupancy shall be issued until the APPP requirement has been completed.

Artwork on both private and public property becomes part of the permanent public art collection and diversity within that collection is strongly encouraged. Public art can incorporate elements that also serve a specific function (such as windows, railings, lights or gates) but in order to be considered public art, they must be designed by a professional visual artist and custom fabricated for the site. The responsibility for maintenance of permanent artworks is borne by the property owner and shall be reflected in a covenant that is recorded with the County.

ARTWORK. Includes but is not limited to paintings, drawings, murals in any media, stained glass, statues, bas relief or other sculptures, and any creation under “new genres” as defined herein; environmental artworks or public spaces; monuments, fountains, arches or other structures of a permanent or temporary character intended for ornament or commemoration; integrated and functional architectural, video and other media-based elements designed by a qualified artist. For projects which involve no structures, artwork may include a combination of landscape design, natural and manufactured materials including but not limited to rocks, fountains, reflecting pools, sculptures, screens, benches, and other types of street furniture, provided they have been designed by a qualified artist.

*The minimum percent for public art contribution is based on the valuation as appears on the City-issued Building Permit.
**When the APPP allocation is less than \$75,000, the applicant shall pay their APPP allocation into the Cultural Trust Fund as the only option for complying with the APPP requirement.

3. Sustainability

3. Sustainability

The Project shall include the following sustainability technologies and features:

- 1kW of Solar Photovoltaic Generation per 10,000SF of Development
- Storm water collection and discharge in compliance with the City’s storm water ordinance and low-impact development standards
- Drought tolerant and water efficient landscaping
- Reduced urban heat island effect through landscape and reflective materials for roofs and paved areas
- 92 Bicycle parking spaces for visitors and occupants
- 42 Electrical Vehicle charging stations
- Transportation Demand Management Plan (see Section 4), supporting and encouraging alternative transportation modes
- On-site recycling and composting collection facilities
- Culver City Green Building Program’s Design to the Equivalent Standards of LEED Certification requirement
- California Green Building Code’s mandatory requirements.

CA GREEN BUILDING CODE REQUIREMENTS

As part of basic compliance, the Project shall incorporate bicycle parking, a minimum of 50 percent reduction in construction waste, low-VOC content materials, paints, and coatings, and on-site recycling collection facilities. In addition, water meters shall be installed for irrigation, as well as for tenants, food service/restaurants, and other occupants that consume more than 1,000 gallons of water per day.

4. Mobility & TDM Plan

4. Mobility & TDM Plan

To further support and encourage alternative transportation modes, the Project shall incorporate and contribute toward both on-site and off-site mobility enhancements as outlined in the following Transportation Demand Management (TDM) program.

On-Site Enhancements

The Project design shall incorporate mobility features to encourage alternative transportation modes. The features shall be designed in accordance with the City Municipal Code requirements and standards.

- Pedestrian Connections. The Project shall provide exclusive pedestrian access separate from vehicular driveways. The Project shall provide internal walkways that connect the pedestrian access points to off-site pedestrian facilities, rideshare, and transit.
- Bicycle Parking and Amenities. The Project shall provide both short-term and long-term bicycle parking spaces on-site in accordance with the City Municipal Code requirements. Short-term bicycle parking, shall include bicycle racks that are located near the pedestrian entrance. Long-term bicycle parking shall include bicycle lockers or secure bicycle enclosures that shall be placed in an accessible weather protected location.
- Electric Vehicle (EV) Parking. In accordance with City Municipal Code Section 17.320.035.O.3, at least 40% of the on-site parking supply shall have EV capability, including EV Capable spaces (20%), EV Ready spaces (10%), and Full EV Charger/Charging Stations (10%).
- Rideshare Dropoff. A dedicated area in the future parking lane shall be provided for rideshare dropoff and pickup along Buckingham Parkway, reducing reliance on private vehicles and traffic impacts due to double parking.

Off-Site Enhancements

The Project shall improve and contribute toward improvements to off-site mobility facilities to encourage alternative transportation modes.

- Mobility Fees. In accordance with City Municipal Code Section 05.06.015, the Project shall be subject to contributing its fair share toward funding the City’s mobility infrastructure and improvement projects intended to reduce VMT and support housing and job growth. Pursuant to Resolution No. 2021-R055, the total mobility fee for the Project shall be based on a rate of \$3,394 per multi-family unit and \$14.92 per sf of commercial space.

TDM PLAN

This TDM Plan details a set of strategies that shall be implemented by the Project to reduce peak hour vehicular traffic and air emissions to and from the Project site. It is a comprehensive program of design features, transportation services, education programs, and incentives intended to reduce the effect of Project traffic from residents, employees, and visitors to the Project site during the most congested time periods of the day.

The following details the minimum TDM strategies necessary to comply with the TDM and trip reduction requirements of City Municipal Code Section 07.05.015, as well as City’s design requirements for the Project:

- Transportation Information Center (TIC). The Project shall provide a TIC, a commuter information center where residents, employees, and visitors can obtain information regarding commute programs and individuals can obtain real-time information for planning travel without using an automobile. A TIC provides information about transit schedules, commute planning, rideshare, telecommuting, bicycle routes and facilities, and facilities and resources for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians. The TIC can be provided via a bulletin board, display case, or kiosk, as well as virtually, providing every resident, employee, and visitor access to commuter information through a website portal.
- Bicycle Parking and Amenities. The Project shall support bicycling to work through the provision of bike storage facilities throughout the Project site. Bicycle parking shall be provided in accordance with the City Municipal Code requirements for the Project and shall include short-term facilities (e.g., bicycle racks) and secure long-term bicycle parking (e.g., fully enclosed rooms or bicycle lockers that protect the bicycle from inclement weather and accessible only to the owner).
- Pedestrian-Friendly Environment. The Project shall be designed to be pedestrian-friendly and accessible to the local neighborhood. The Project’s pedestrian access points shall be located separate from vehicular access points. To promote walkability within and around the Project site, internal pedestrian pathways shall provide a safe and direct connection to external public pedestrian facilities. Safety measures shall also be implemented at the Project driveway to ensure safe crossings to limit potential vehicular-pedestrian conflicts.
- Employee Parking. At least 10% of employee parking shall be reserved, as signed on the spaces, for use by potential carpool or vanpool vehicles and located as close as practical to employee entrances. This preferential parking shall be identified on the site plan accompanying the application for a building permit. Vanpool spaces shall have a minimum parking space dimension of nine feet wide by 18 feet in length and provide a minimum interior vertical clearance of eight feet two inches. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers shall also be provided.
- Bus Stop Improvements. If deemed necessary by the City, bus stop improvements shall be provided to the satisfaction of the City Director of Transportation.

Additional TDM strategies shall be offered by the Project to further reduce VMT and reliance on single-passenger vehicles as part of the long-term TDM Plan to provide flexibility in addressing future transportation and mobility needs. As previously detailed, the Project site is situated in an urban setting with various alternative transportation options available to the Project’s residents, employees, and visitors. As such, there shall be many opportunities to implement additional TDM strategies and further reduce air emissions and trip dependence on automobile travel to and from the Project Site.

Plan/Program Management

The Project shall take appropriate measures to help future residents and employees manage each TDM Plan element and maximize program participation through consolidation of information and proactive engagement. The following shall be provided as part of the TDM Plan:

- Project Transportation Coordinator. A Transportation Coordinator shall be designated for the site and shall be responsible for implementing, coordinating, and maintaining the elements of the TDM Plan. The identity and contact information for the Transportation Coordinator shall be supplied to the City and kept current.
- Transportation Information Packet for New Residents and Employees. Each new resident and employee shall receive an information packet summarizing the transit and transportation alternatives available to Project tenants. The packet shall emphasize the location of the TIC and include the contact information of the Transportation Coordinator.

Mobility Hub Support and Alternative Transportation

The Project shall incorporate measures and design elements to support first-mile/last-mile service connection for transit users and reduce reliance on personal automobiles. The following shall be provided as part of the TDM Plan:

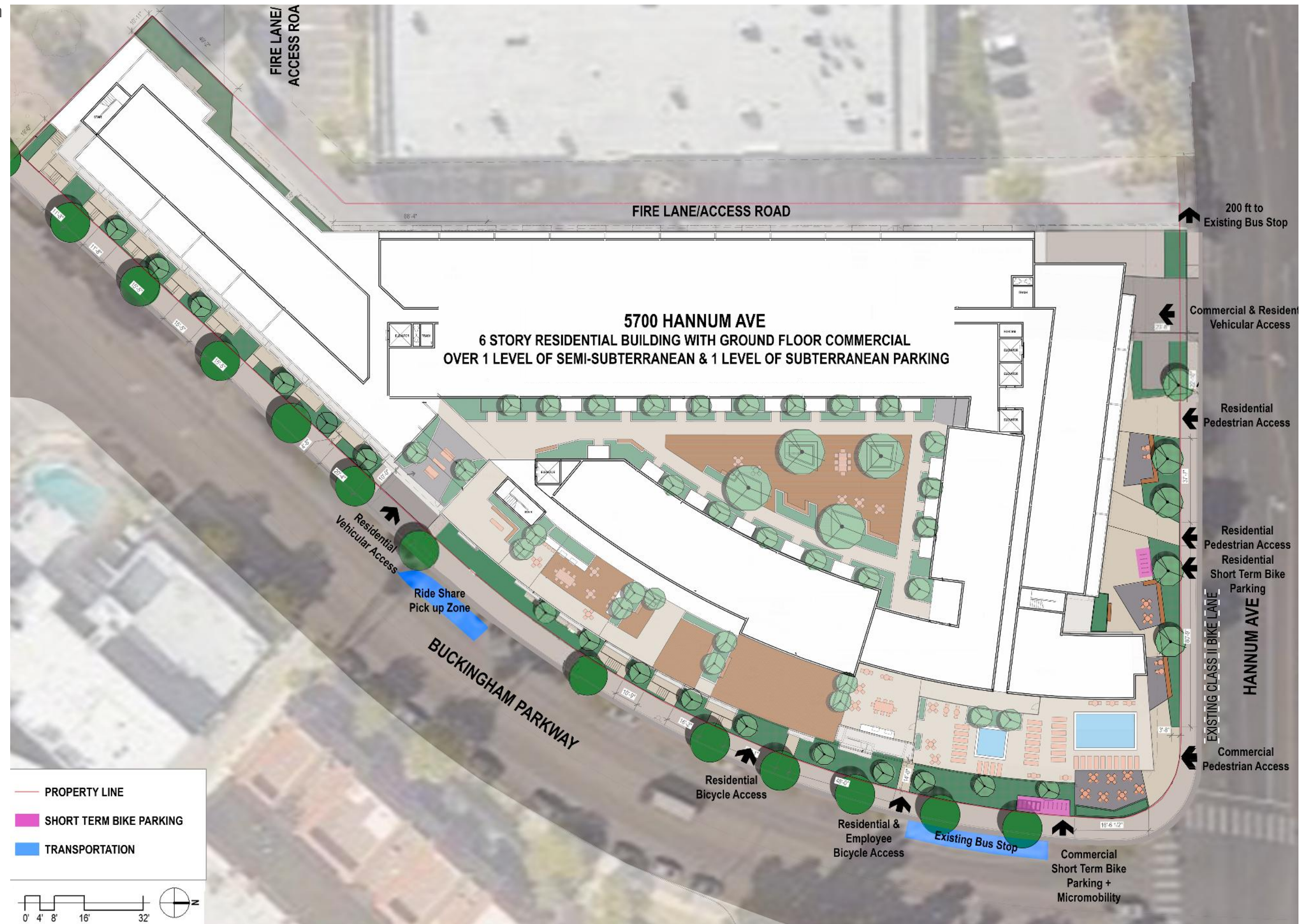
- Bike Repair Station.The Project shall provide an on-site bike parking station for use by Project residents and employees that has a space and basic tool set for bike repairs.
- Subsidized Shared-Ride/Uber/Lift Service. Employees who arrive to work via a means other than a single-passenger vehicle or utilize the carpool matching service shall automatically be registered in a Subsidized Shared-Ride/Uber/Lift Service by which, upon request to the Transportation Coordinator, the employee shall be given a voucher to travel home or Uber/Lyft (or similar shared ride service) in case of illness or emergency. The Project shall provide up to \$750 in total for this program every year. The subsidy shall be for two years after Certificate of Occupancy over a two-year period.
- Transit Passes. The Project shall provide up to \$500 per pass per year of subsidies for up to five Transit Access Passes (TAP) cards for a period of three years for employees who opt to take Metro instead of personal vehicles and shall not be provided on-site parking accommodations and not receive a car share subsidy.

SUMMARY

The Mobility Plan and TDM Plan indicating compliance with the minimum requirements outlined in City Municipal Code Section 07.05.015, as well as improvement plans for off-site mobility improvements, shall be submitted to the City’s Transportation Department for review and approval prior to the issuance of building permits.

The comprehensive Mobility Plan and TDM Plan, including the minimum requirements in accordance with City Municipal Code Section 07.05.015 as well as any additional measures to further reduce vehicle trips and air emissions, shall be subject to review and approval by the City’s Transportation Department prior to the issuance of certificate of occupancy.

Figure 4.1 - TDM Plan



4.2 Circulation & Connectivity

The Project Site shall include access points for residents on foot, bicycle, and vehicle along both Hannum Avenue and Buckingham Parkway.

The Project Site is oriented towards the major intersection of Hannum Avenue and Buckingham Parkway across from the Fox Hills Parkette. Primary regional access to the Project site is provided by I-405, 0.7 miles west of the Project site, and CA-90, 0.5 miles west of the Project site. The Project area is served by arterial streets such as Hannum Avenue, Bristol Parkway and Slauson Avenue.

The sidewalks that serve as routes to the Project site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks provide connectivity to pedestrian crossings at signalized intersections within the Project area. Visitors on foot may access the site along the Hannum Avenue fronting plaza for retail and the Project lobby. Residents on foot may access the Project through a stairway door or the lobby along the Hannum Avenue plaza, or through entrances at levels P2, P1, and Level 1 along Buckingham Parkway.

Figure 4.2a illustrates the existing public transit service in the Project area, which is served by bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation (LADOT) and Culver City Bus. Residents and visitors access the site from two adjacent bus lines on Hannum Avenue and Buckingham Parkway with stops directly adjacent to or near the public facing plaza along Hannum Avenue.

Adjacent to the Project site, Hannum Avenue/Buckingham Parkway contains a Class II Bike lane which extends throughout the Project area (see figure 4.2b). Per the Culver City Bicycle & Pedestrian Action Plan, a Class IV separated bikeway on Buckingham Parkway between Hannum Avenue and Green Valley Circle shall be located adjacent to the Project Site in the future. The Project shall meet City guidelines for driveway design and visibility, ensuring maximum visibility shall be provided for all road users, including bicycles, pedestrians, and motorized vehicles. Further, the Project shall not preclude the installation of the future bicycle lane on Buckingham Parkway.

The Project shall also support active modes of transportation by providing long term and short term bicycle parking and improving the pedestrian facilities adjacent to the Project frontage. Project visitors may access two short term bicycle parking areas at the public plaza (see 2.3.2.6 Bicycle Parking). Residents and employees using bicycles shall access secured long term bicycle parking within the Project convenient to Project elevators by several building entrances along Hannum Avenue and Buckingham Parkway, at each floor housing long term bicycle parking (P2, P1, and Level 1).

Figure 4.2a - Bus Stop Circulation

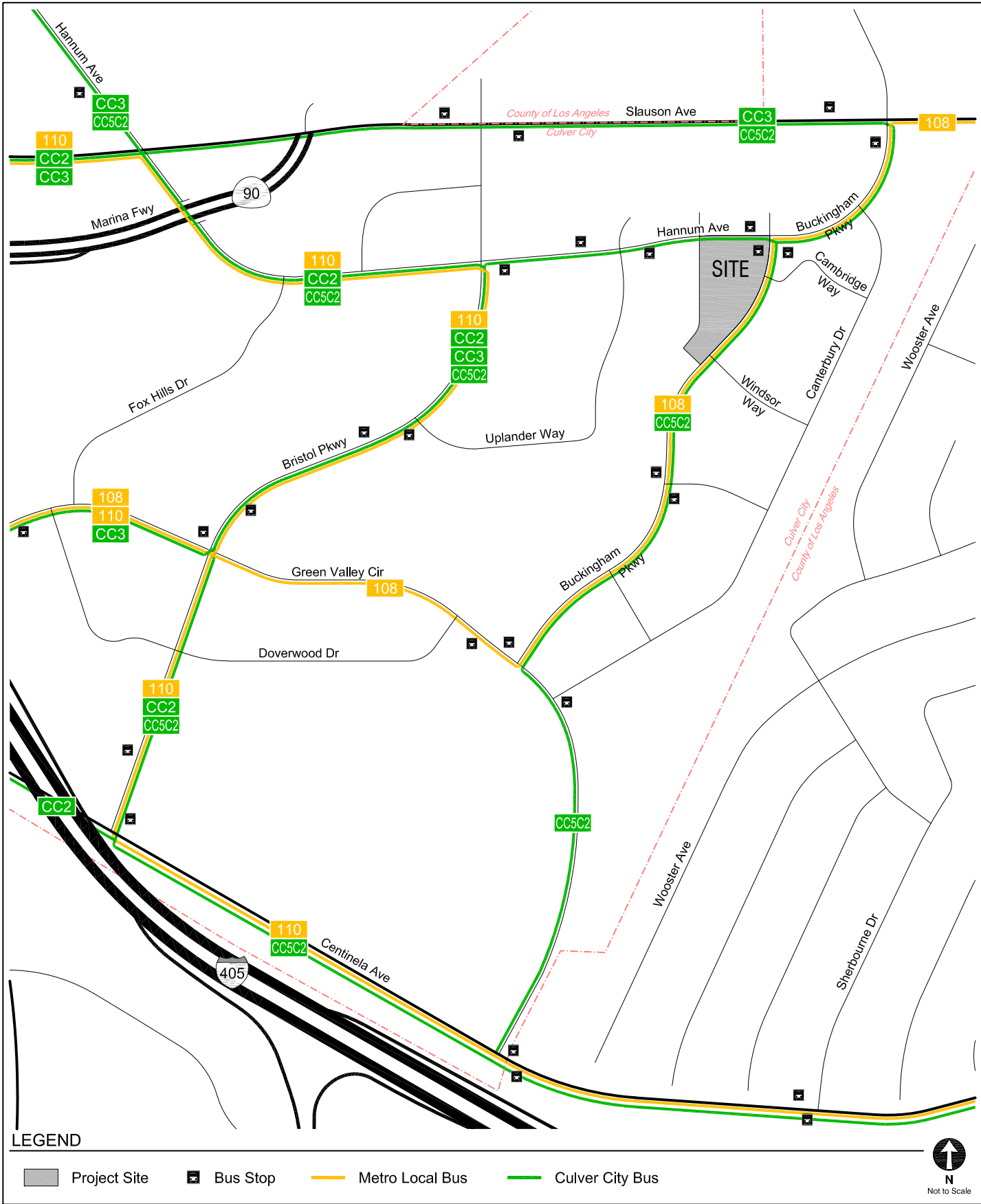
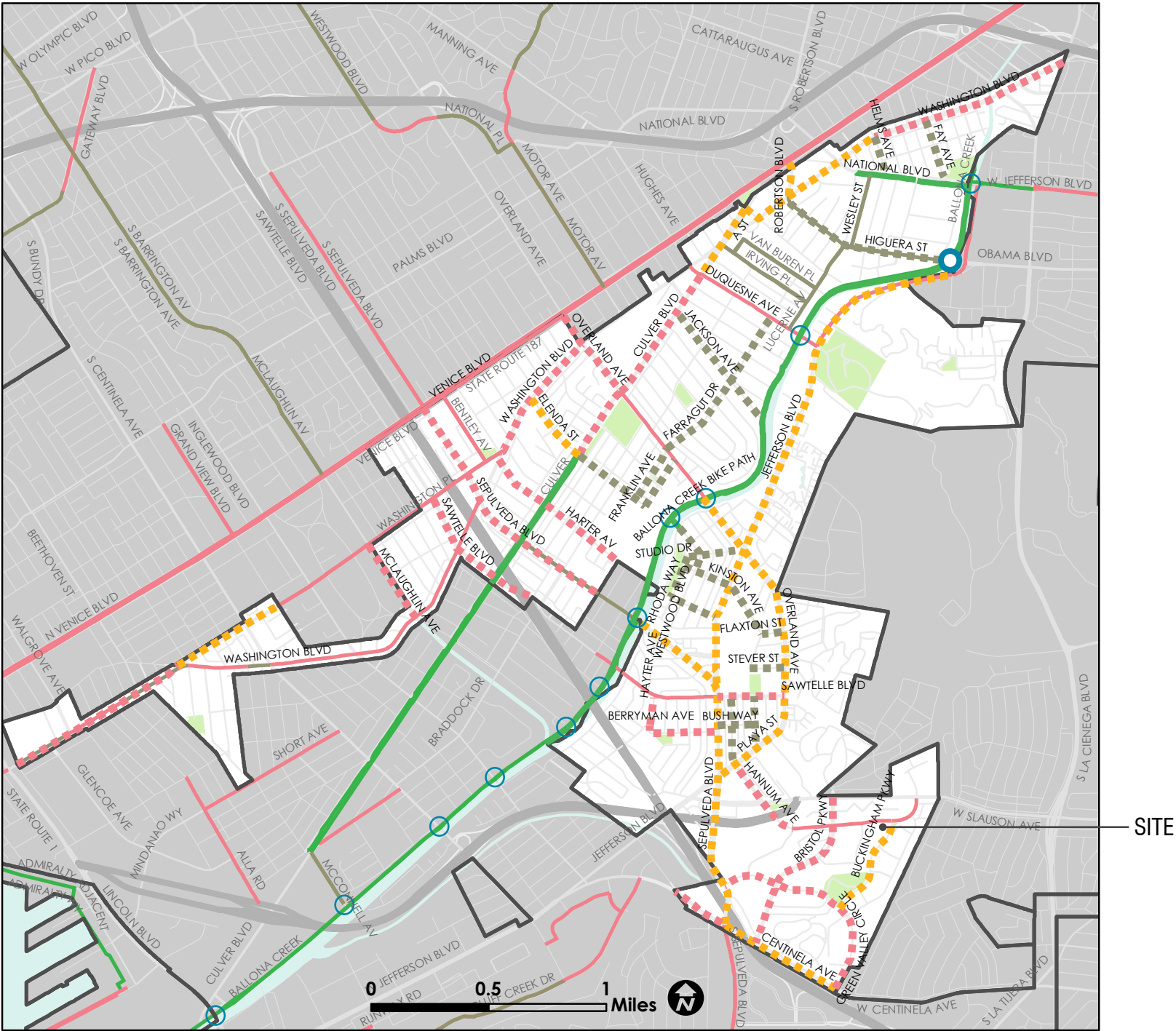


Figure 4.2b - Bicycle Circulation



- Recommended Bikeways**

 - Class I Shared-Use Path
 - Class II Bicycle Lane
 - Class III Bike Route/Boulevard
 - Class IV Separated Bikeway
 - New Entrance to Bike Path
- Existing Bikeways**

 - Class I Shared-Use Path
 - Class II Bicycle Lane
 - Class III Bike Route/Boulevard
 - Entrance to Bike Path



5. Project Plans

5. Project Plans

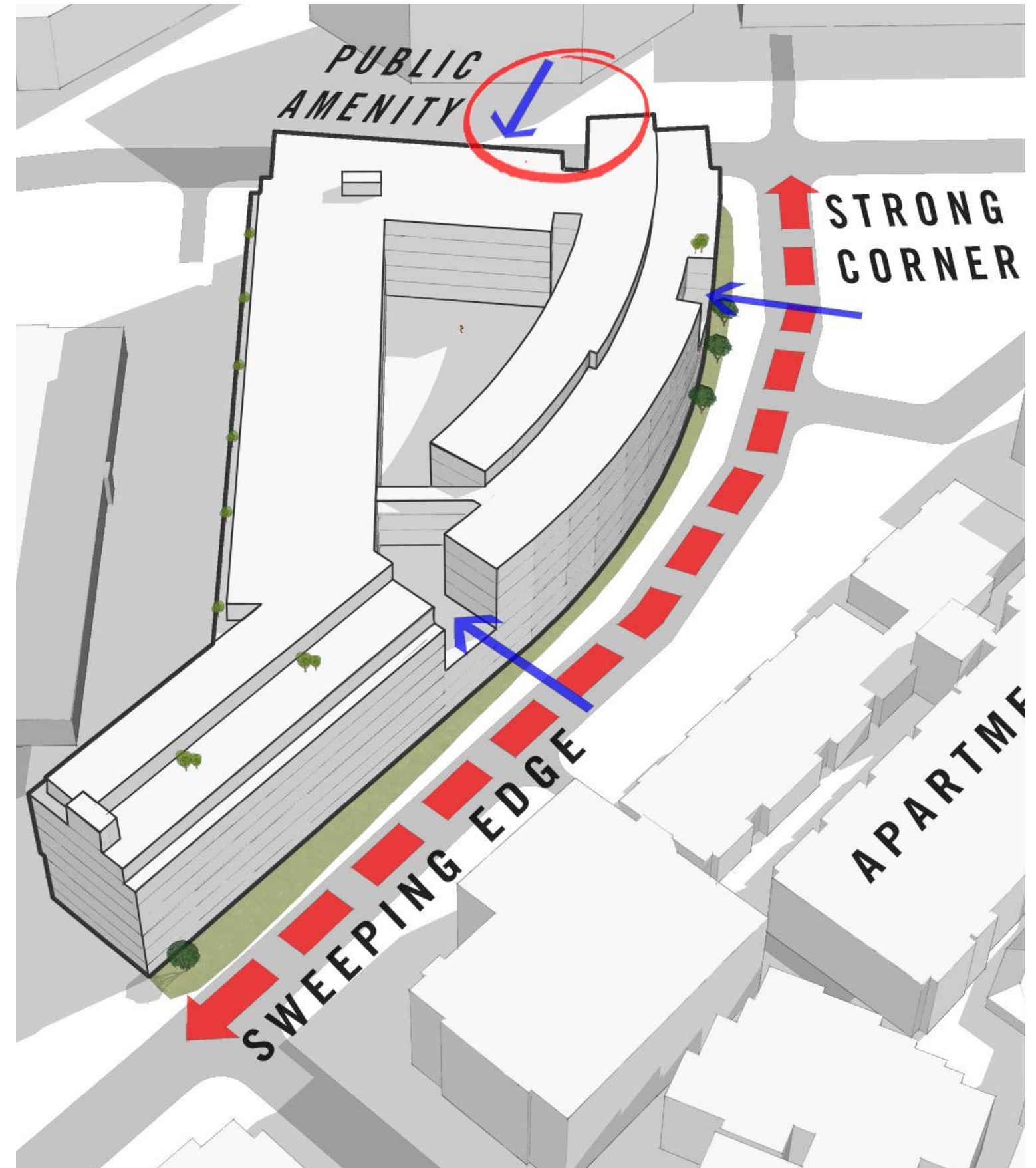
The Project design addresses the neighborhood with a sweeping curved facade along Buckingham Parkway and a distinct architectural volume anchoring the corner of Hannum Avenue and Buckingham. At the ground level, the corner retail component shall have ample storefront glazing and a covered outdoor patio. Floating above the double height space, the facade provides a rhythm of textured corrugated and flat panels with large windows for the units. At the top floor, the building shall be more transparent with a broad canopy and vertical fins framing the amenity deck.

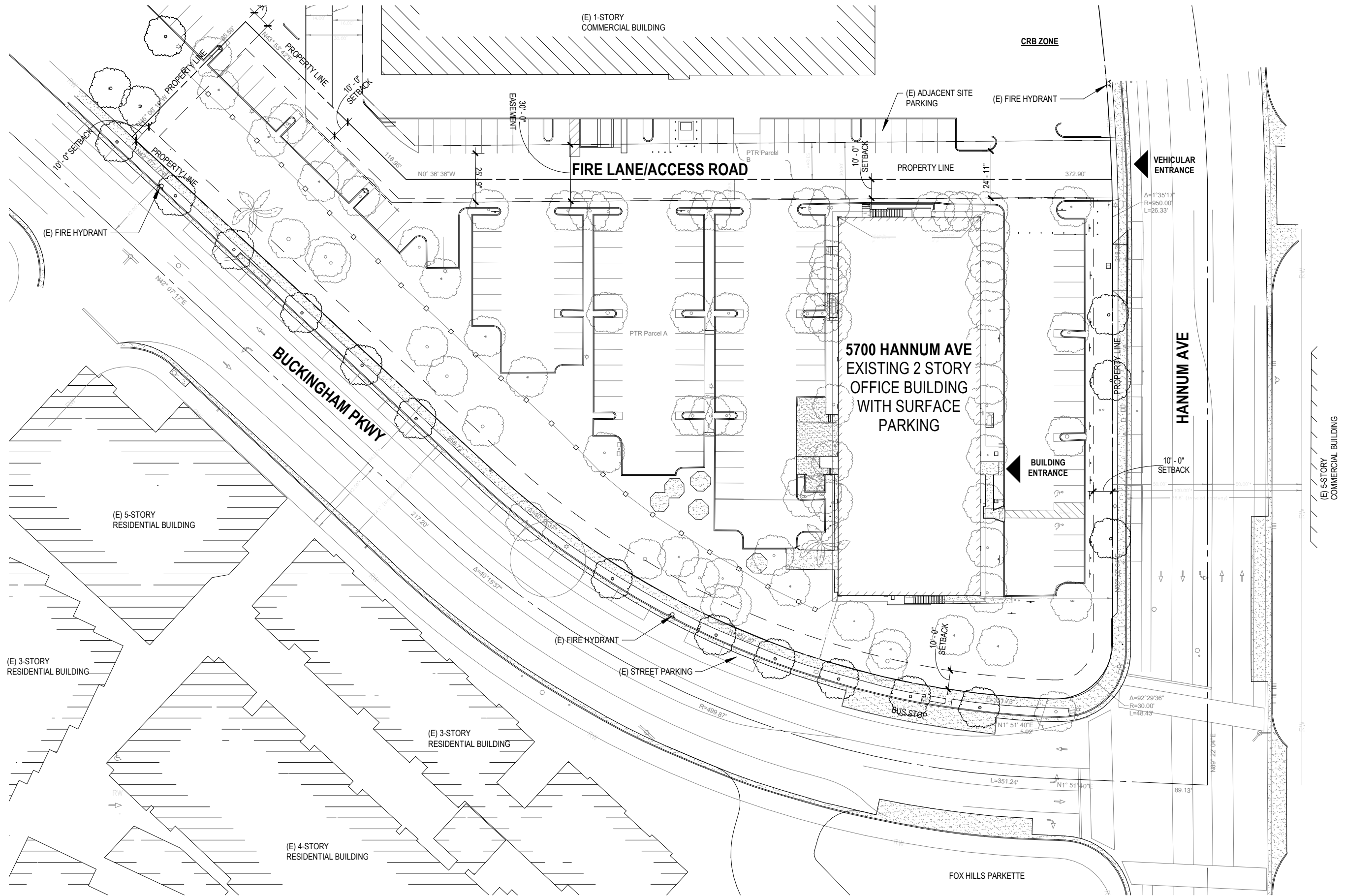
As the building continues beyond the corner volume, the language transforms into a tripartite scheme to break down the massing along the longer lengths of the site. A solid frame defines the middle portion of the building with semi-recessed unit balconies and inset panels with windows. Along Buckingham, the top floor shall be set back thirty to forty feet with large unit patios and an expansive amenity deck with views out towards the hills, with a pool, lounge seating and smaller gathering spaces. A large opening into the second floor courtyard splits the Buckingham facade into two separate masses while also providing more light and air into the courtyard. Another large opening in the frame closer to Hannum provides a glimpse into the courtyard, adding visual interest.

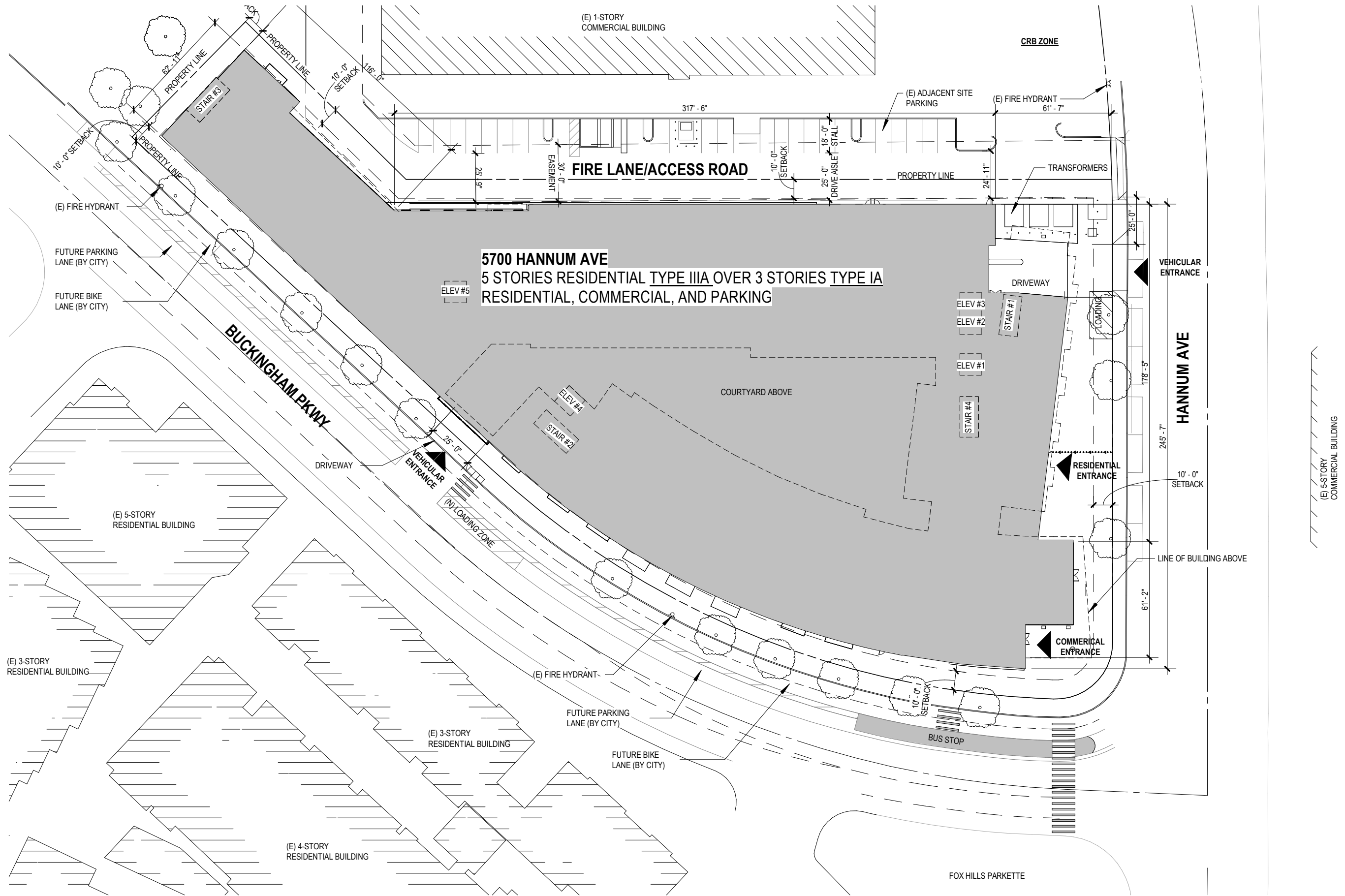
The project shall aim to activate the ground level with pedestrian oriented design to enhance the neighborhood, as the area currently has minimal streetscape improvements. The first floor along Hannum Avenue shall be set back between twenty to thirty-five feet in order to create a public plaza with ample drought tolerant landscaping and a variety of seating areas, open to the community. The residential building entry and lobby shall have direct access to the Hannum Plaza, as well as a visual connection through a series of large storefront windows. Units with front stoops line the ground level facade along Buckingham, providing direct access to the street and generous planted areas in between patios, echoing the residential complex across the street.

The retail space shall be separated from adjacent residential units by a corridor to avoid direct noise transfer to the units. The corridor walls shall have a minimum 50 STC rating per code requirements. The floor/ceiling assembly between the retail and residential shall also be a minimum of 50 STC and a separate dropped ceiling shall be added to the retail space for additional buffering of noise and vibration to the units above. Doors with FOB access shall be provided between the public and residential portions of the corridor for access control. Commercial loading shall occur in the designated loading areas off of the driveway on Hannum or the curb cut on Buckingham. The path of travel from the loading area to the retail space is external to the building and shall not impact the residents.

Figure 5 - Project Diagram







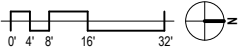


Resident Storage Provided

Storage Area Table	
Storage Types	
Lockers*	107
Rooms*	108
Above Stall*	151
Storage Location	
Level P2	162
Level P1	150
Ground Level	50
TOTAL	382

Required storage: 100 cubic feet/unit
309 units = 309 storage units
*each storage unit is 100 cubic feet min

Key
■ Storage Areas



Building Area Tables

Residential Area Provided	
Level P2	8,973 sf
Level P1	15,422 sf
Ground Level	29,390 sf
Level 2	57,878 sf
Level 3	63,666 sf
Level 4	64,974 sf
Level 5	64,504 sf
Level 6	52,189 sf
TOTAL	356,996 sf

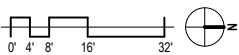
Retail Area Provided	
Ground Level	5,600 sf
TOTAL	5,600 sf

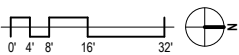
Open Space Area* Provided	
Plaza	7,507 sf
Level 2	11,774 sf
Level 6	15,349 sf
Private	19,526 sf
TOTAL	54,156 sf

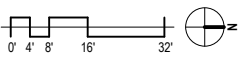
*Note: Open Space areas calculated using open space rules

Key
 Storage Areas



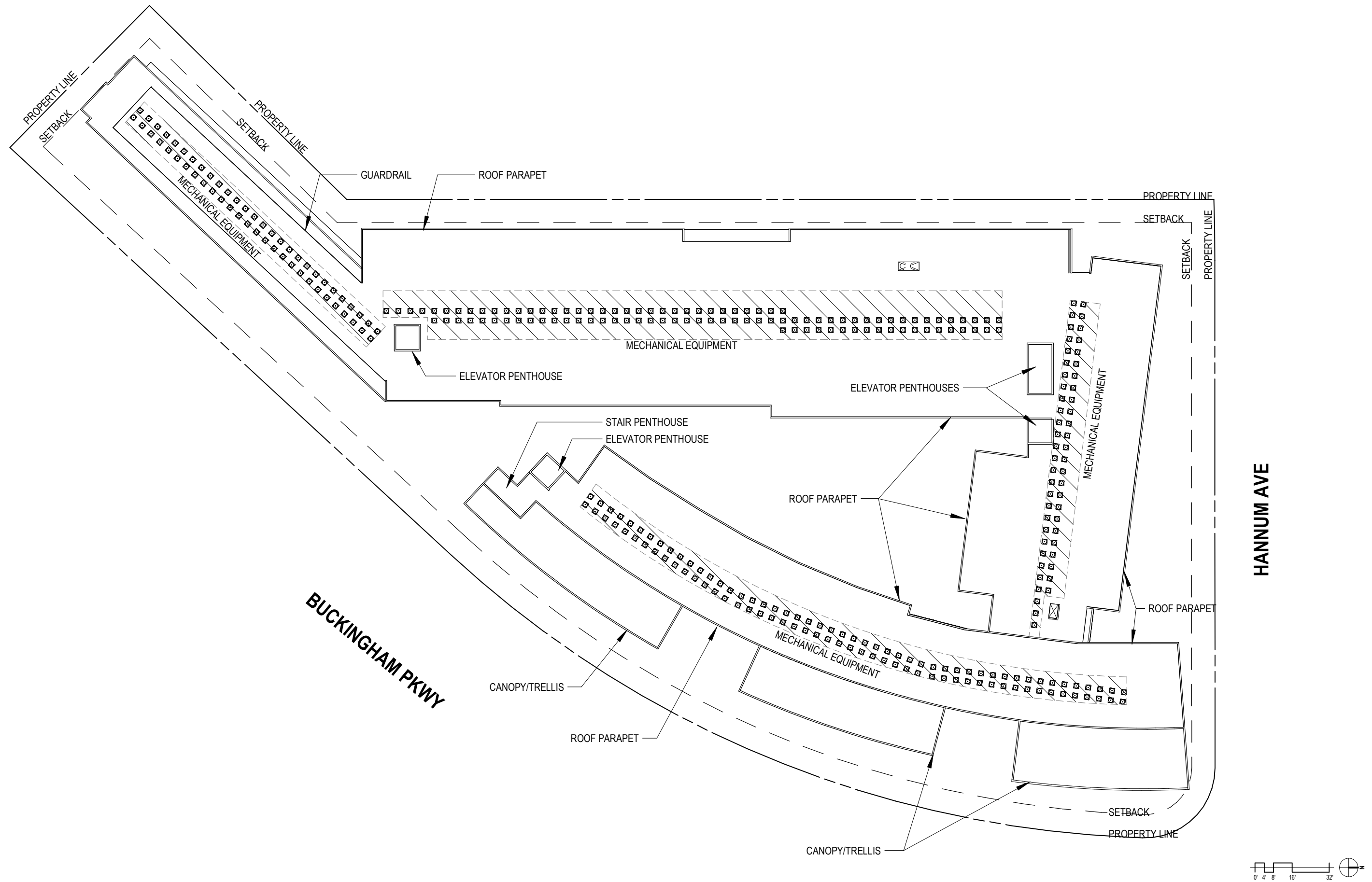


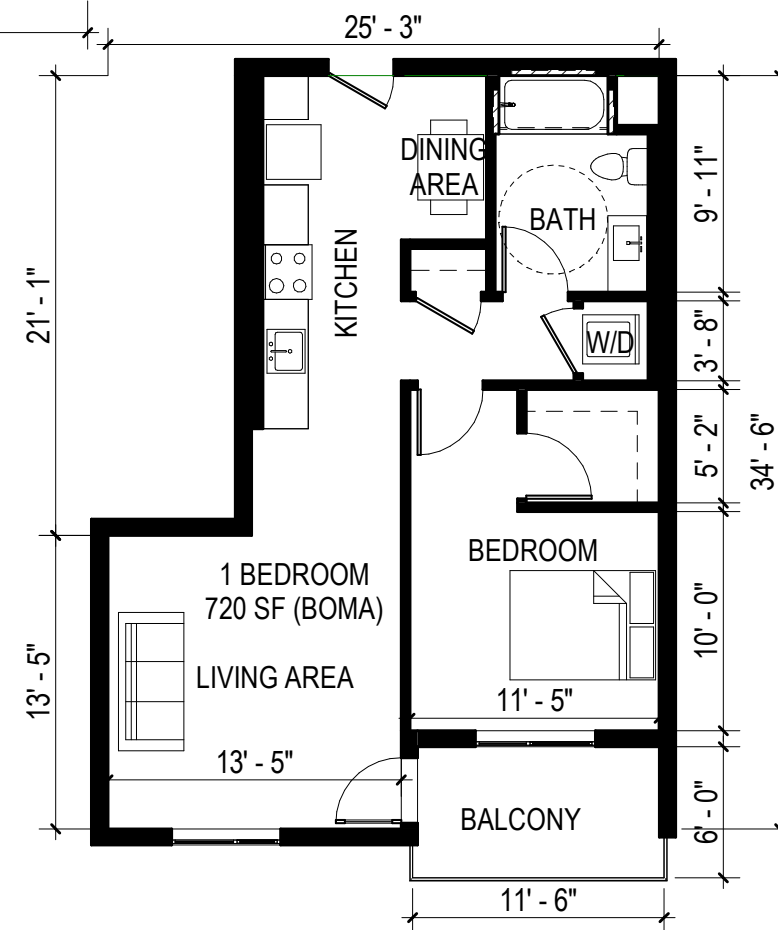
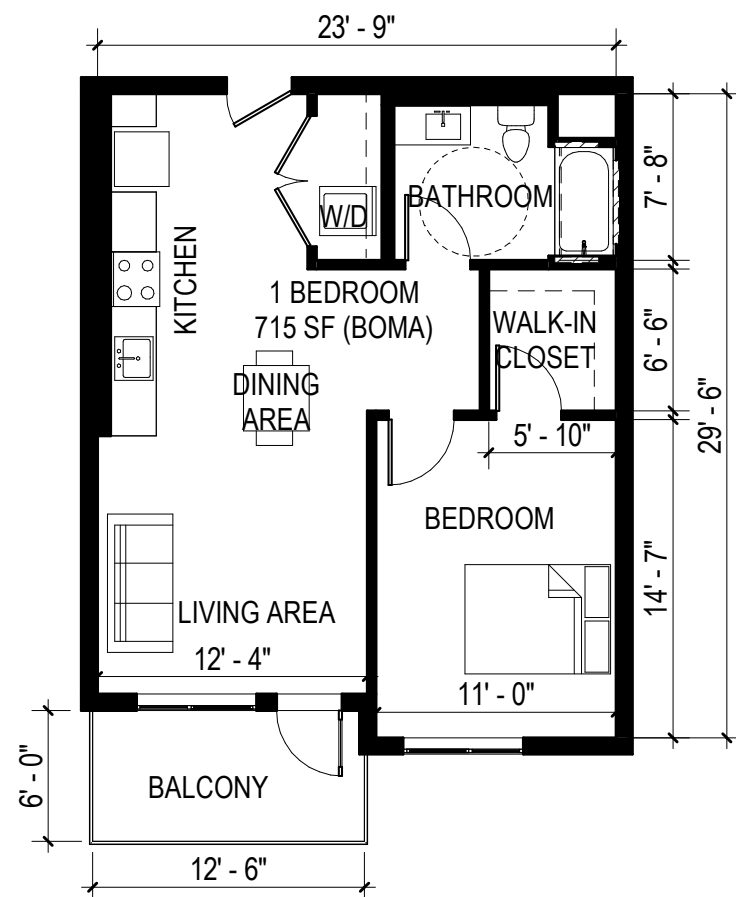
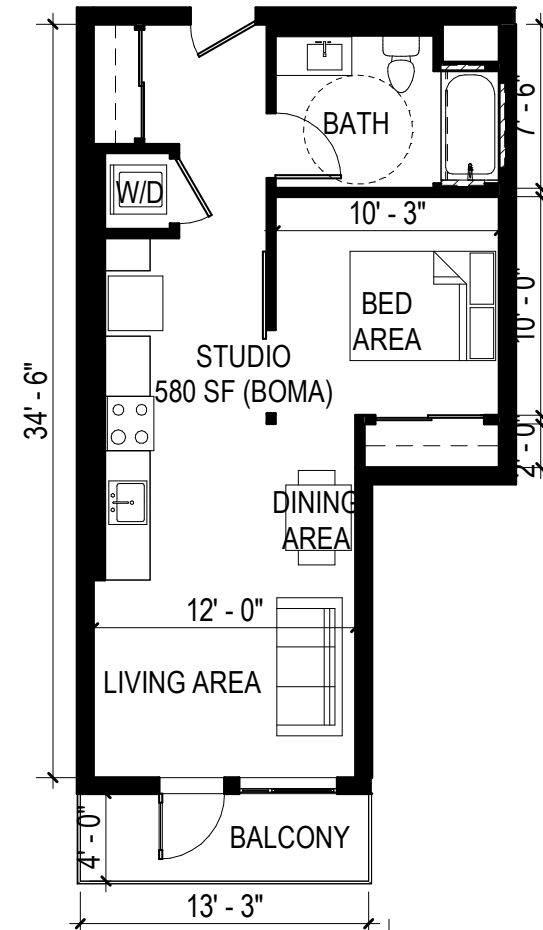
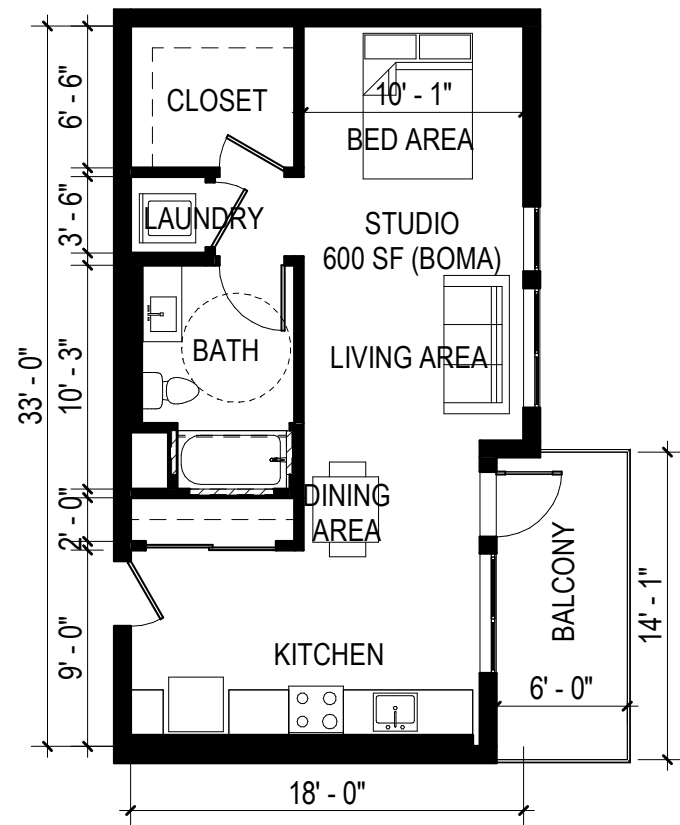




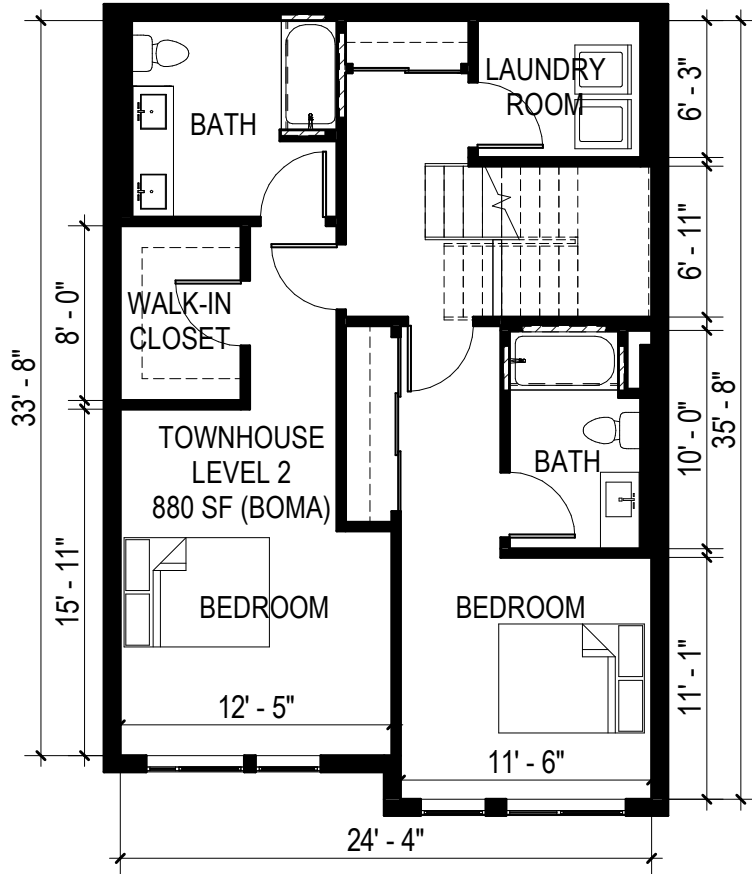
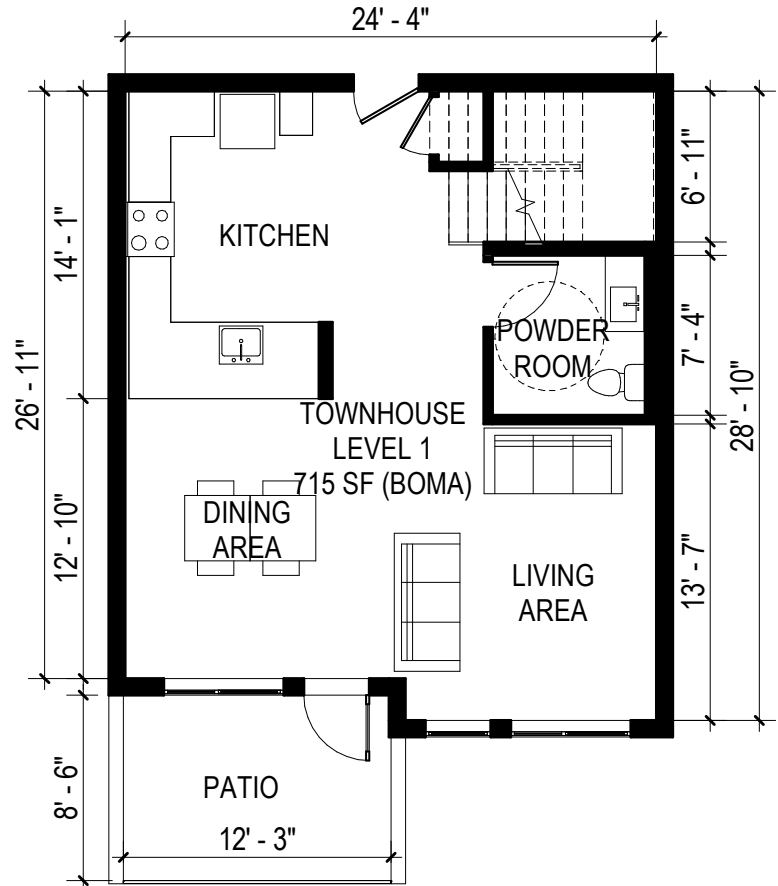
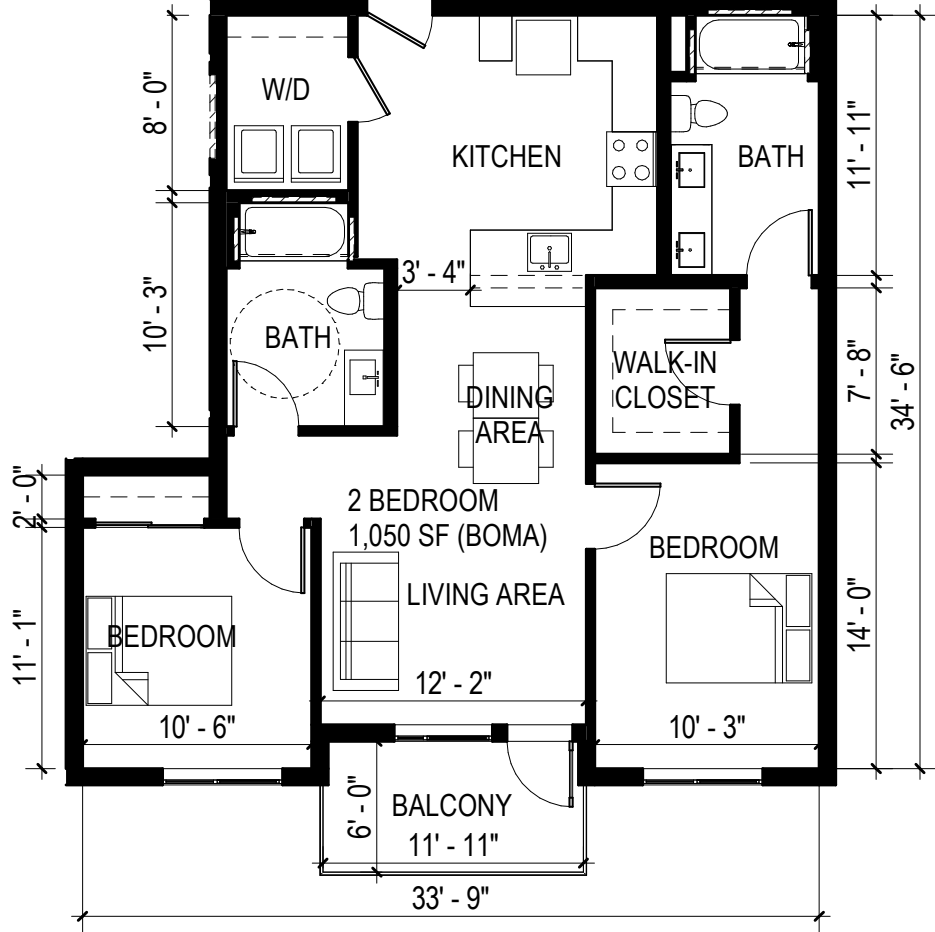
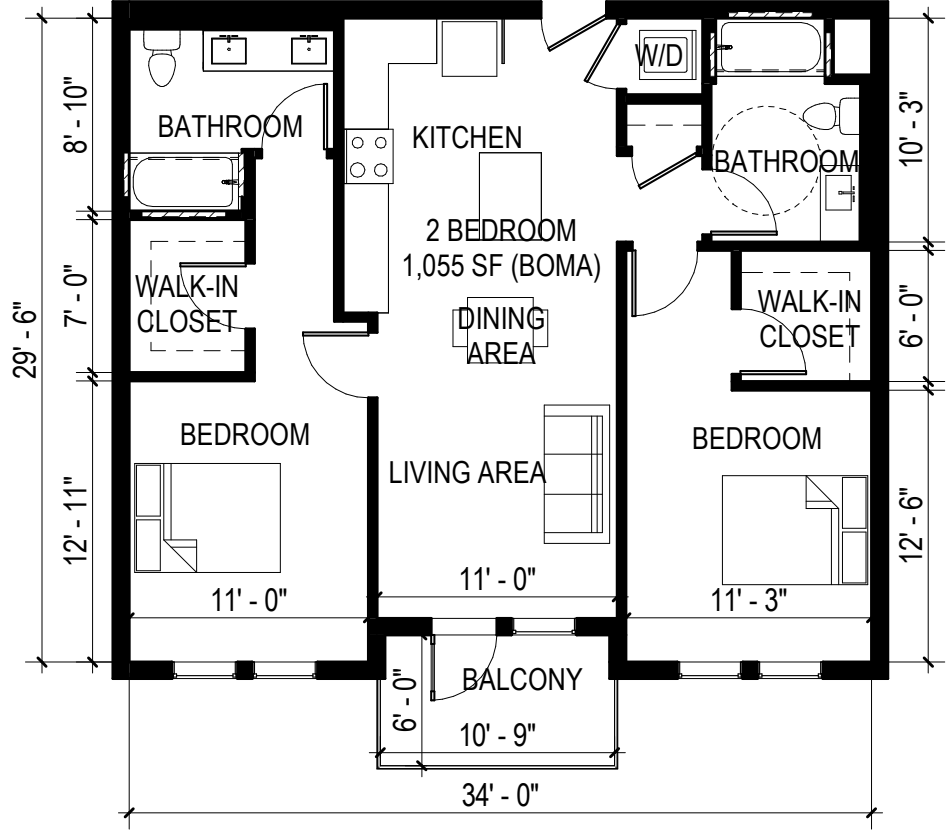




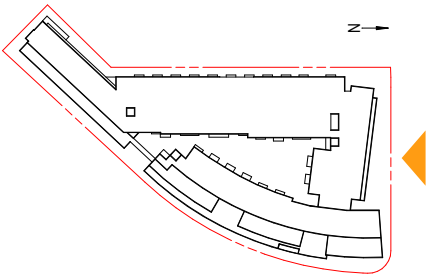




Unit plans are provided for informational purposes only. Actual unit plans may vary.



Unit plans are provided for informational purposes only. Actual unit plans may vary.



North - Hannum Avenue



MT-01
METAL PANEL
COLOR: WHITE
STYLE: WALL PANELS



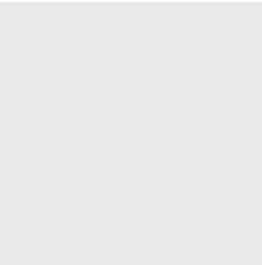
MT-02
BALCONY GUARDRAILS
COLOR: MATTE BRONZE
STYLE: ALUMINUM RAILING
SYSTEM



MU-01
STOREFRONT GLAZING
FRAME COLOR: CLEAR ANODIZED



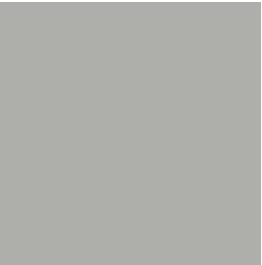
MU-02
VINYL WINDOWS
COLOR: RUSTIC BRONZE



PT-01
PLASTER FRAME
COLOR: LIGHT GREY



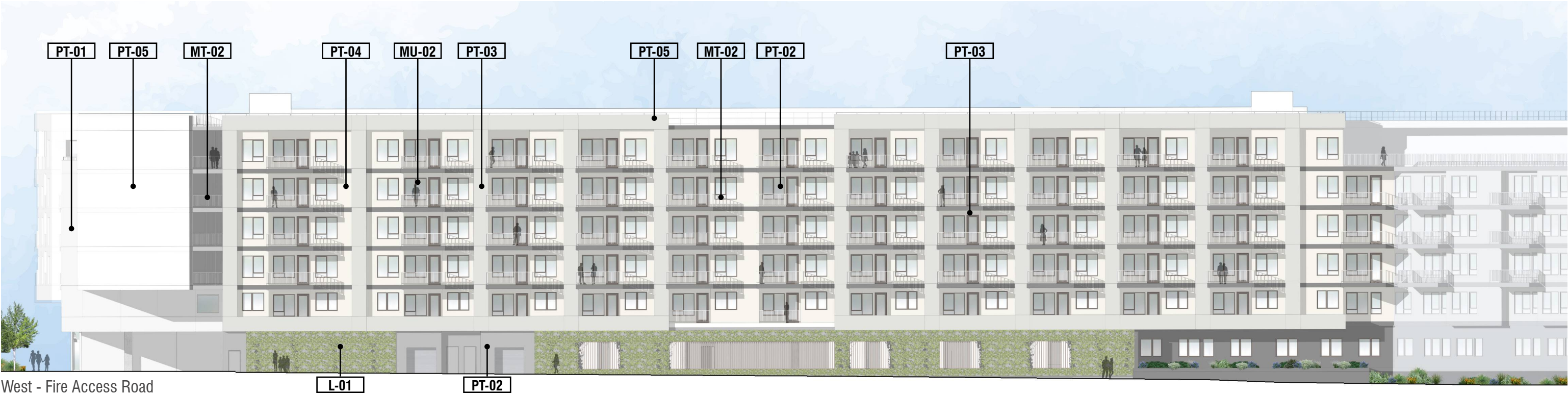
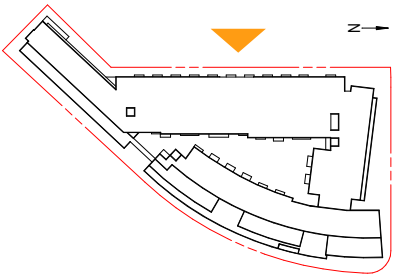
PT-02
PLASTER INSET PANELS
COLOR: DARK GREY



PT-03
PLASTER FRAME
COLOR: WARM GREY



PT-05
PLASTER WALLS
COLOR: WHITE



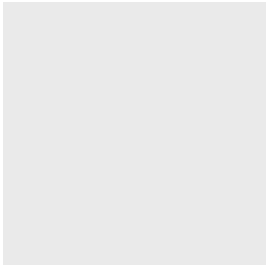
MT-02
BALCONY GUARDRAILS
COLOR: MATTE BRONZE
STYLE: ALUMINUM RAILING
SYSTEM



MU-02
VINYL WINDOWS
COLOR: RUSTIC BRONZE



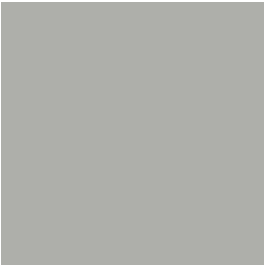
BR-01
BRICK VENEER
COLOR: CHARCOAL
STYLE: FLAT
TEXTURE: VELOUR



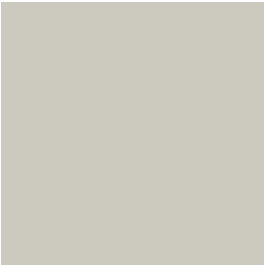
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PLASTER FRAME
COLOR: LIGHT GREY



PT-02
PLASTER INSET PANELS
COLOR: DARK GREY



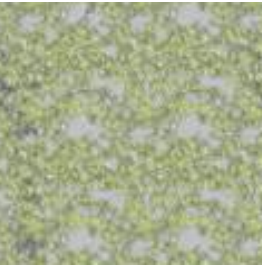
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PLASTER FRAME
COLOR: WARM GREY



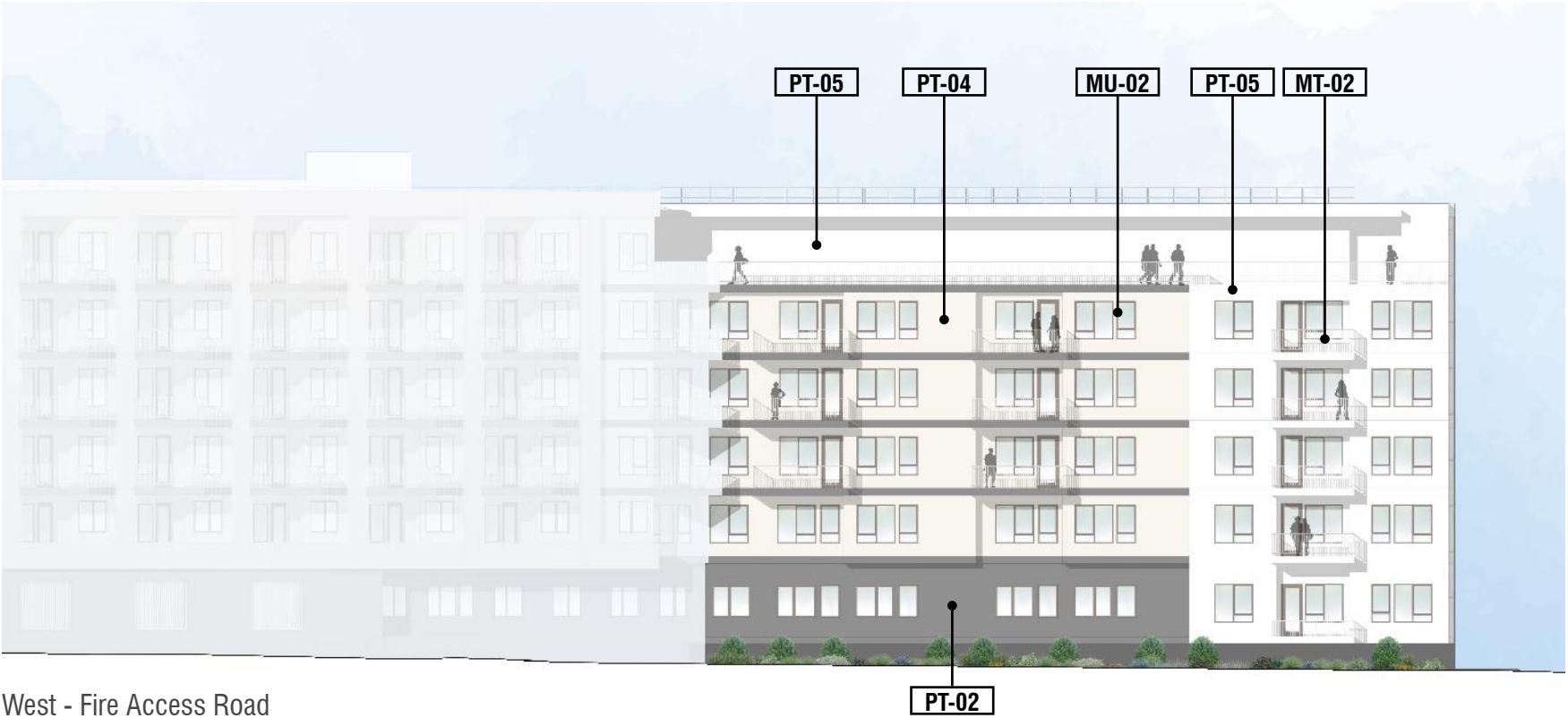
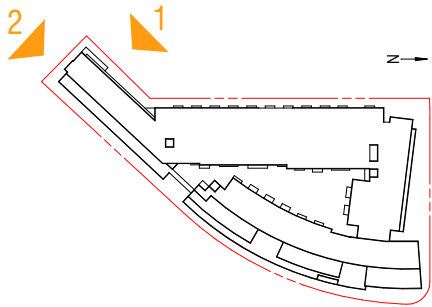
PT-04
PLASTER FRAME
COLOR: TAUPE



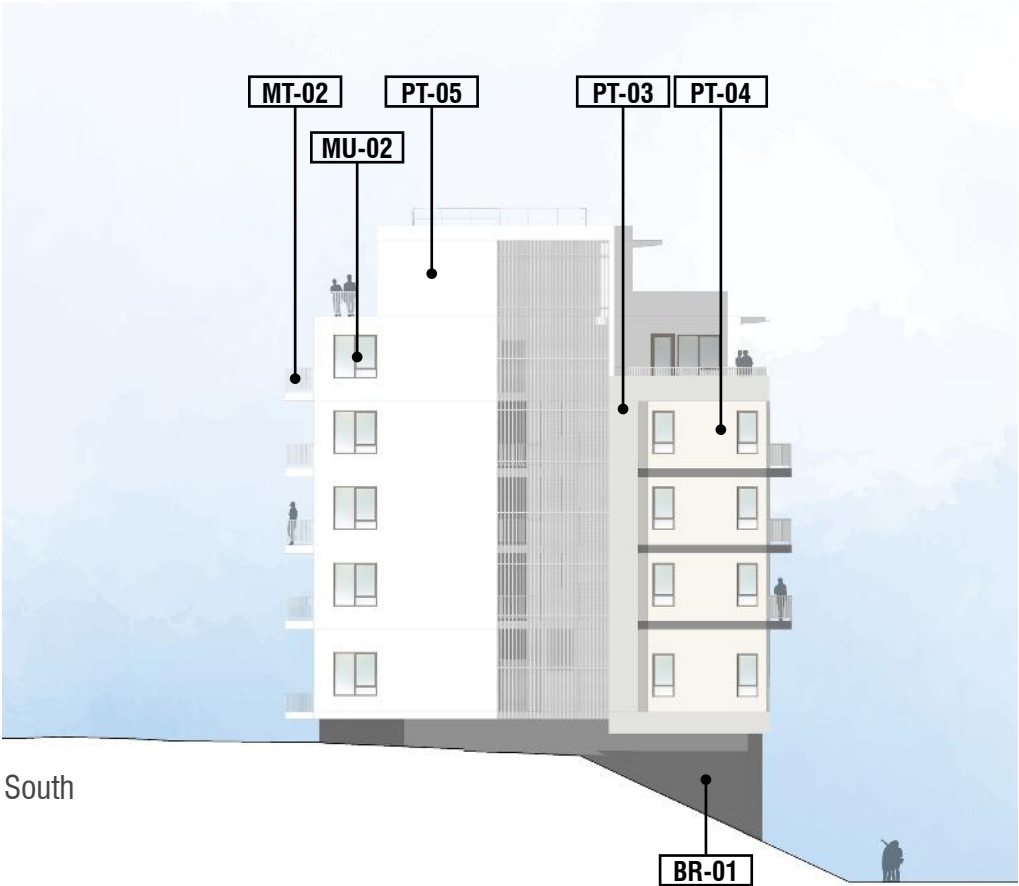
PT-05
PLASTER WALLS
COLOR: WHITE



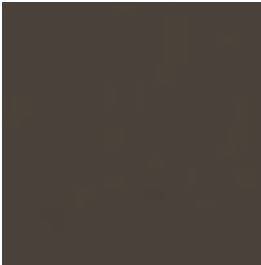
L-01
VINE WALLS



West - Fire Access Road



South



MT-02
BALCONY GUARDRAILS
COLOR: MATTE BRONZE
STYLE: ALUMINUM RAILING
SYSTEM



MU-02
VINYL WINDOWS
COLOR: RUSTIC BRONZE



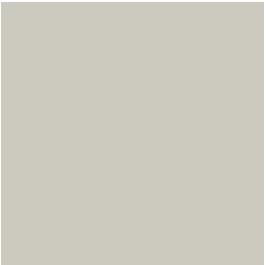
BR-01
BRICK VENEER
COLOR: CHARCOAL
STYLE: FLAT
TEXTURE: VELOUR



PT-02
PLASTER INSET PANELS
COLOR: DARK GREY



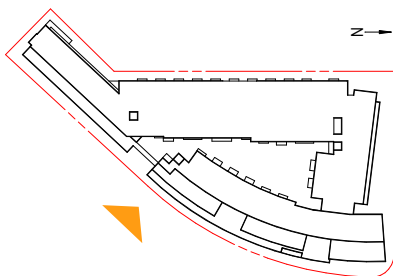
PT-03
PLASTER FRAME
COLOR: WARM GREY



PT-04
PLASTER FRAME
COLOR: TAUPE



PT-05
PLASTER WALLS
COLOR: WHITE



East - Buckingham Parkway South



MT-02
BALCONY GUARDRAILS
COLOR: MATTE BRONZE
STYLE: ALUMINUM RAILING
SYSTEM



MU-02
VINYL WINDOWS
COLOR: RUSTIC BRONZE



BR-01
BRICK VENEER
COLOR: CHARCOAL
STYLE: FLAT
TEXTURE: VELOUR



PT-03
PLASTER FRAME
COLOR: WARM GREY

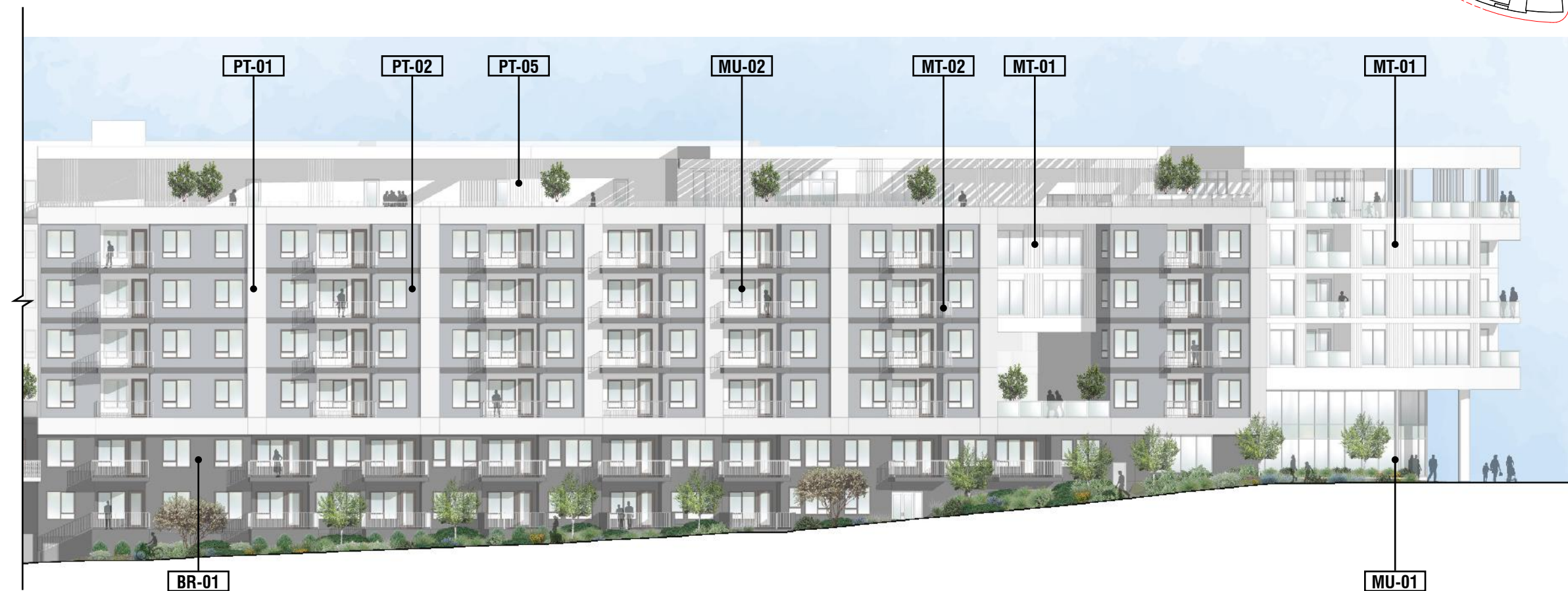
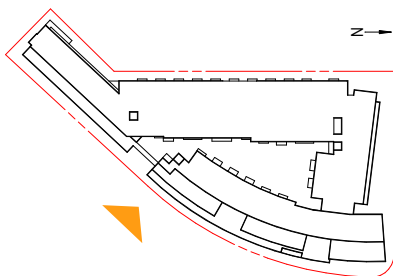


PT-04
PLASTER FRAME
COLOR: TAUPE



PT-05
PLASTER WALLS
COLOR: WHITE

East - Buckingham Parkway



East - Buckingham Parkway North



MT-01
METAL PANEL
COLOR: WHITE
STYLE: WALL PANELS



MT-02
BALCONY GUARDRAILS
COLOR: MATTE BRONZE
STYLE: ALUMINUM RAILING
SYSTEM



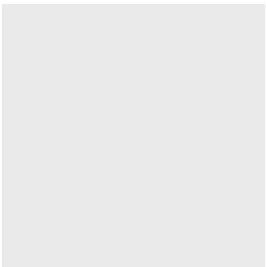
MU-01
STOREFRONT GLAZING
FRAME COLOR: CLEAR ANODIZED



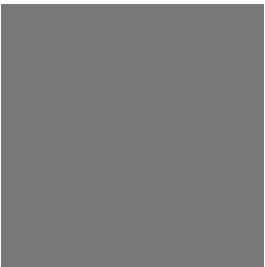
MU-02
VINYL WINDOWS
COLOR: RUSTIC BRONZE



BR-01
BRICK VENEER
COLOR: CHARCOAL
STYLE: FLAT
TEXTURE: VELOUR



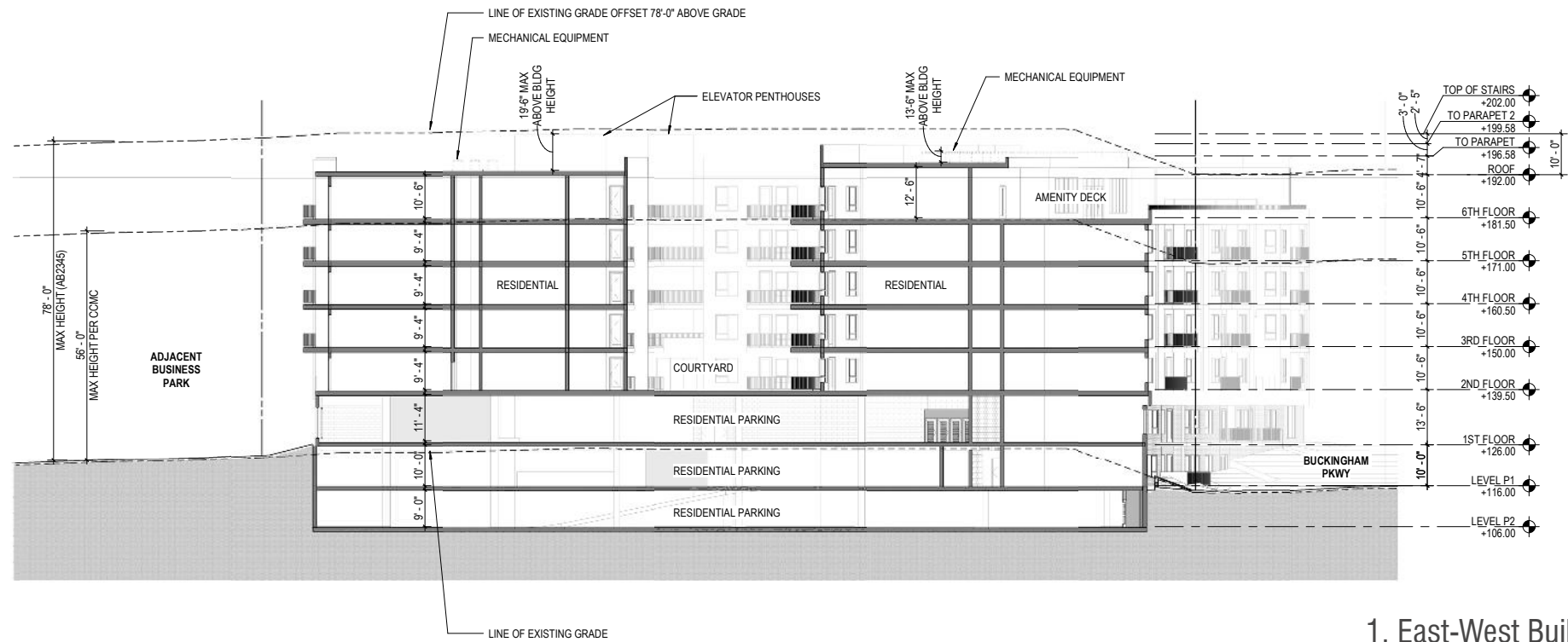
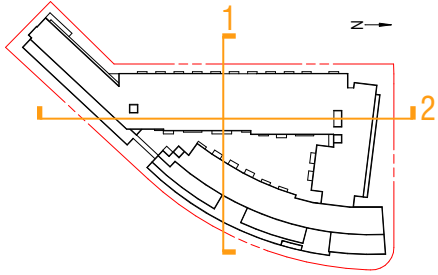
PT-01
PLASTER FRAME
COLOR: LIGHT GREY



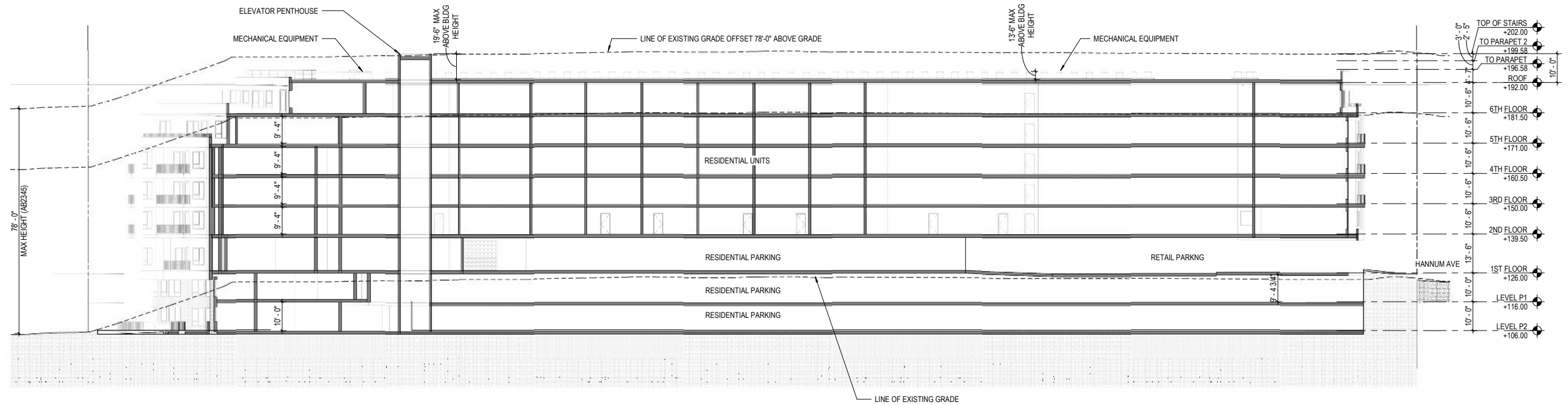
PT-02
PLASTER INSET PANELS
COLOR: DARK GREY



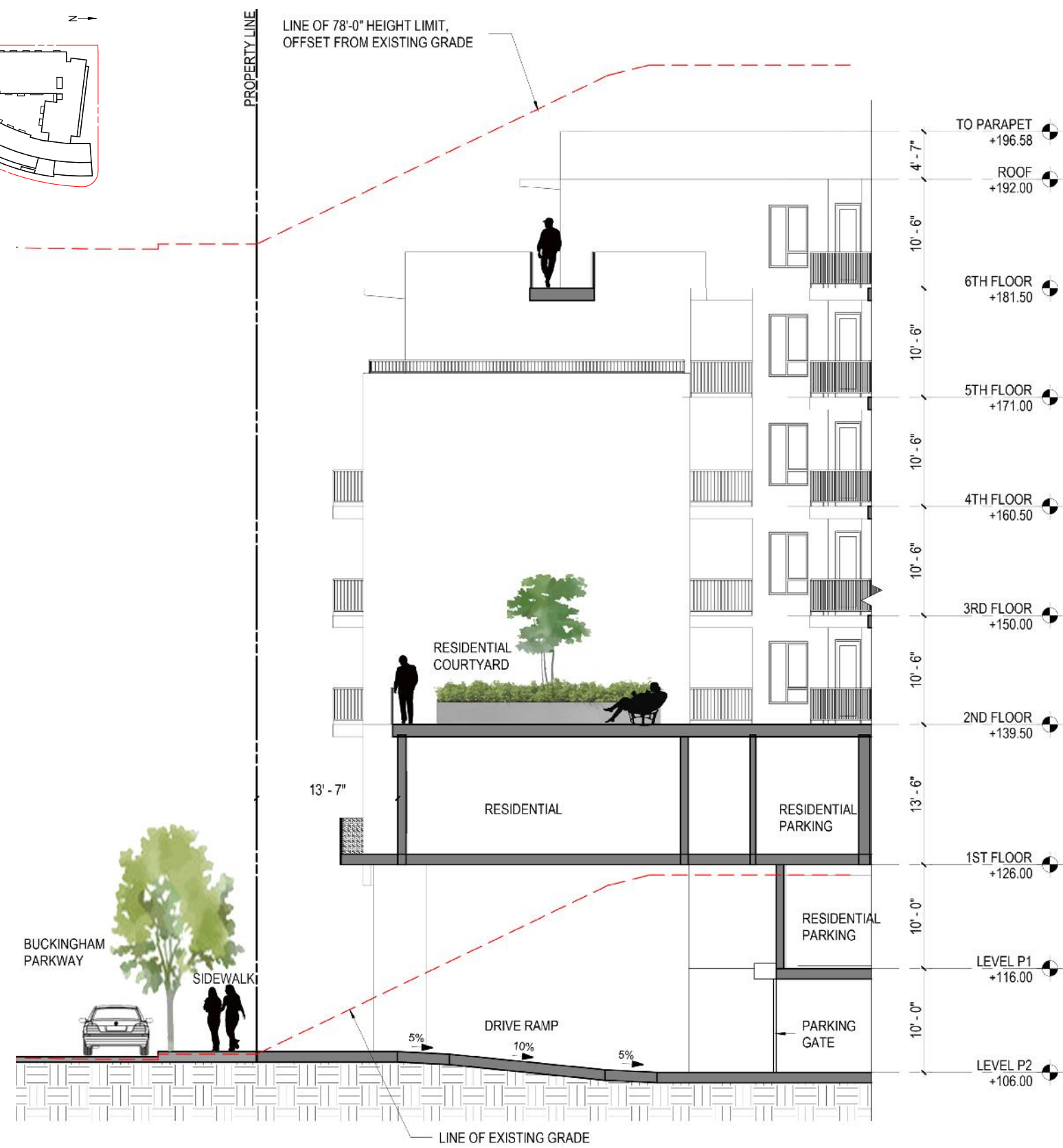
PT-05
PLASTER WALLS
COLOR: WHITE



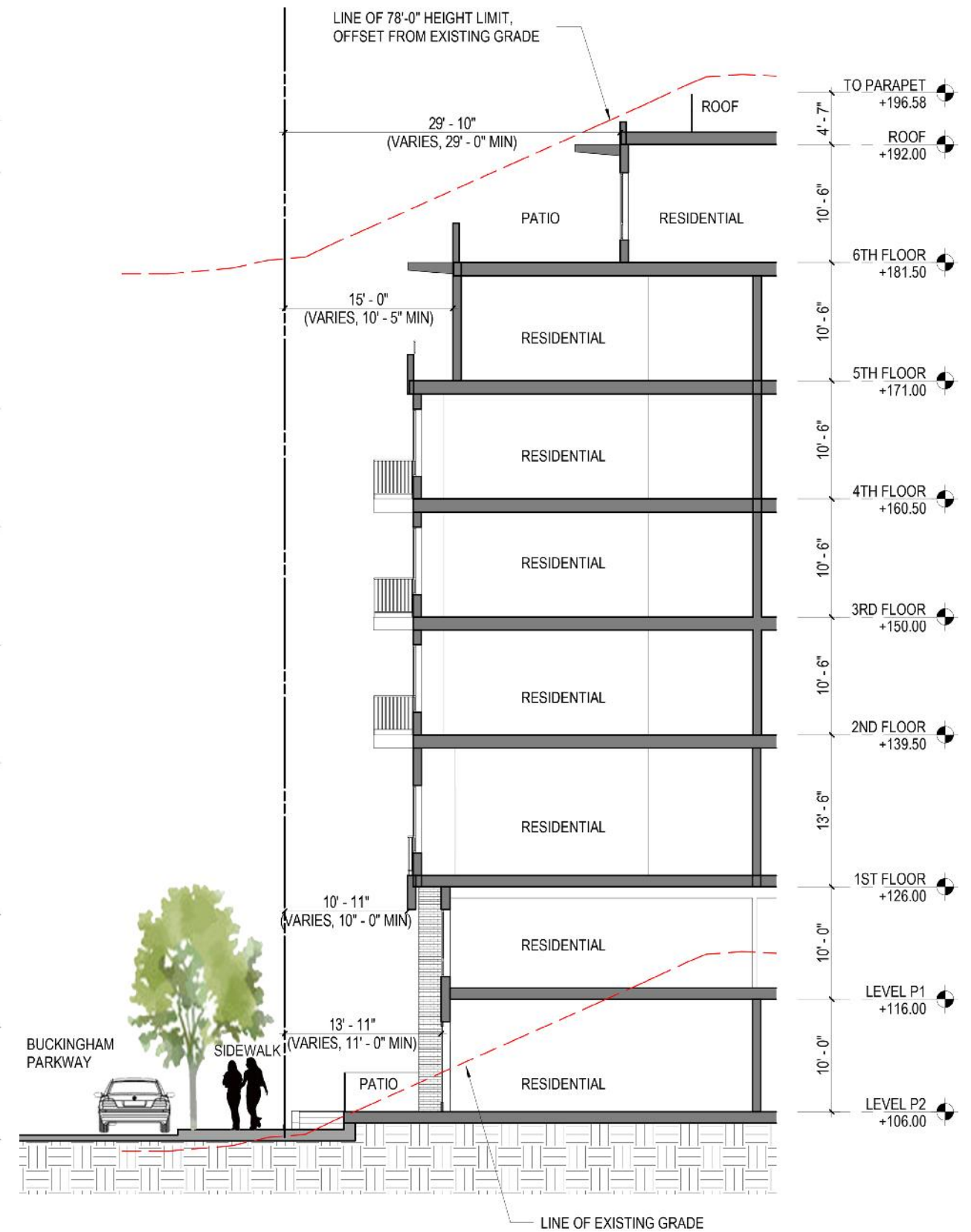
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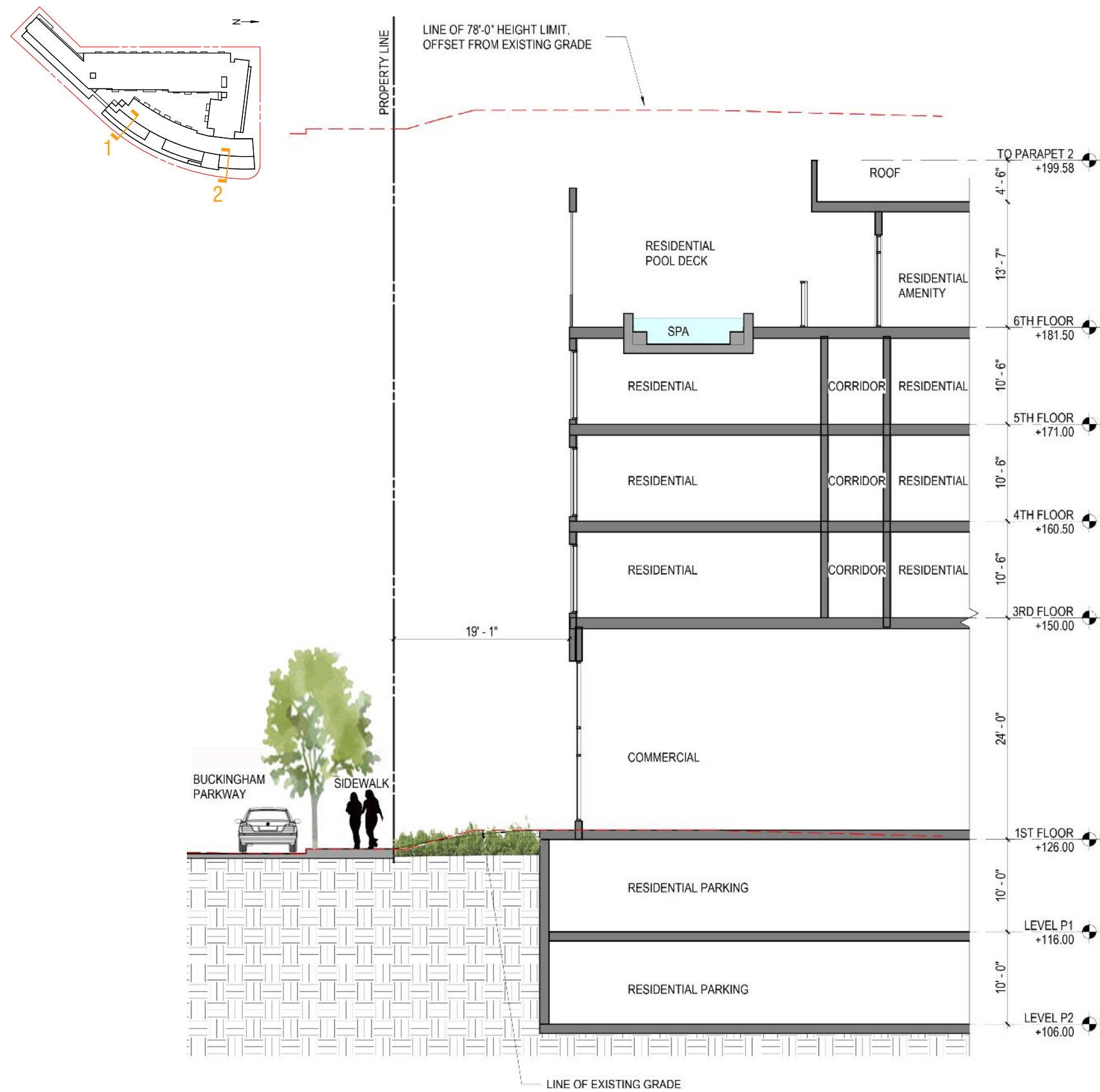
2. North-South Building Section



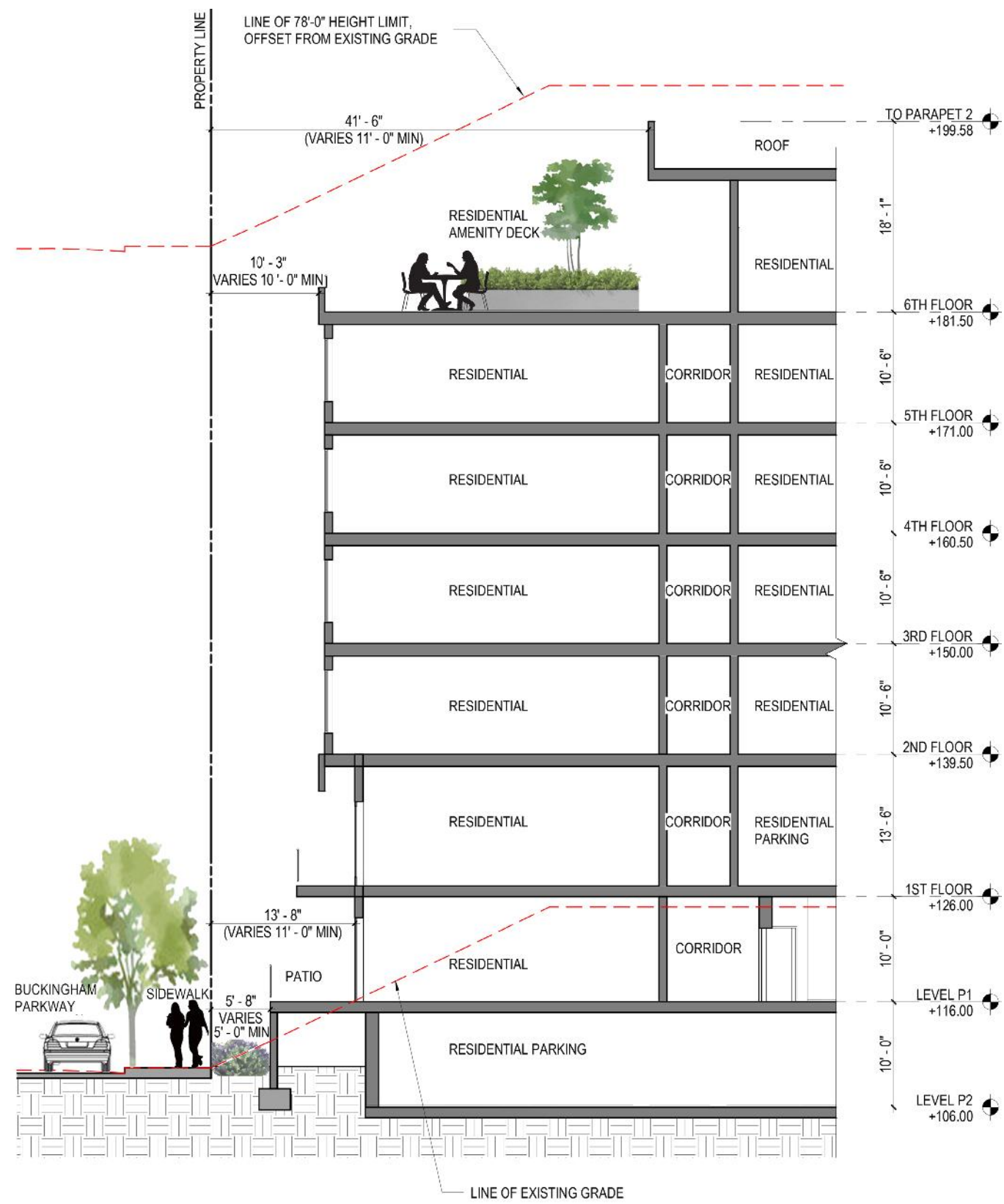
Section 2



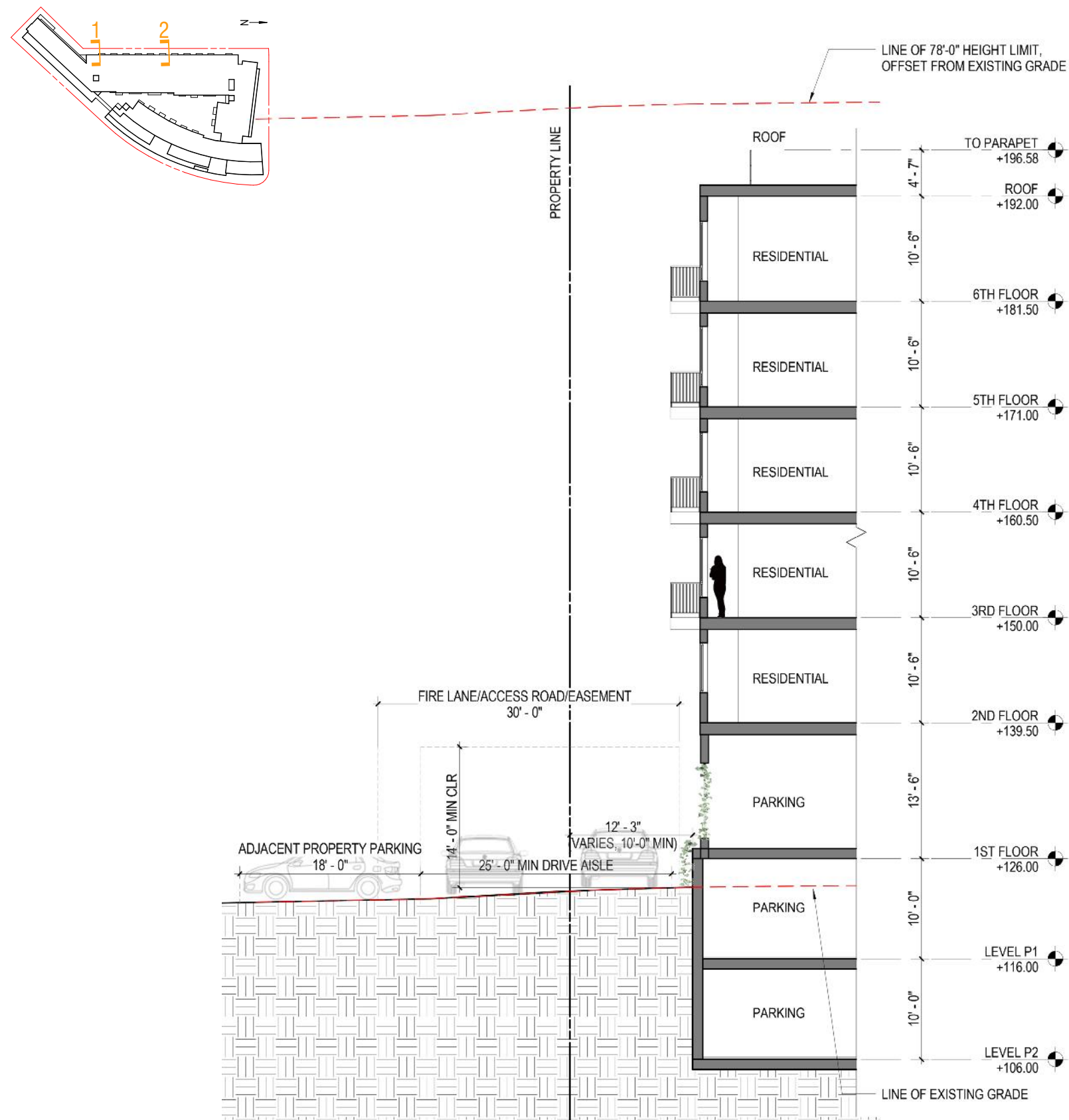
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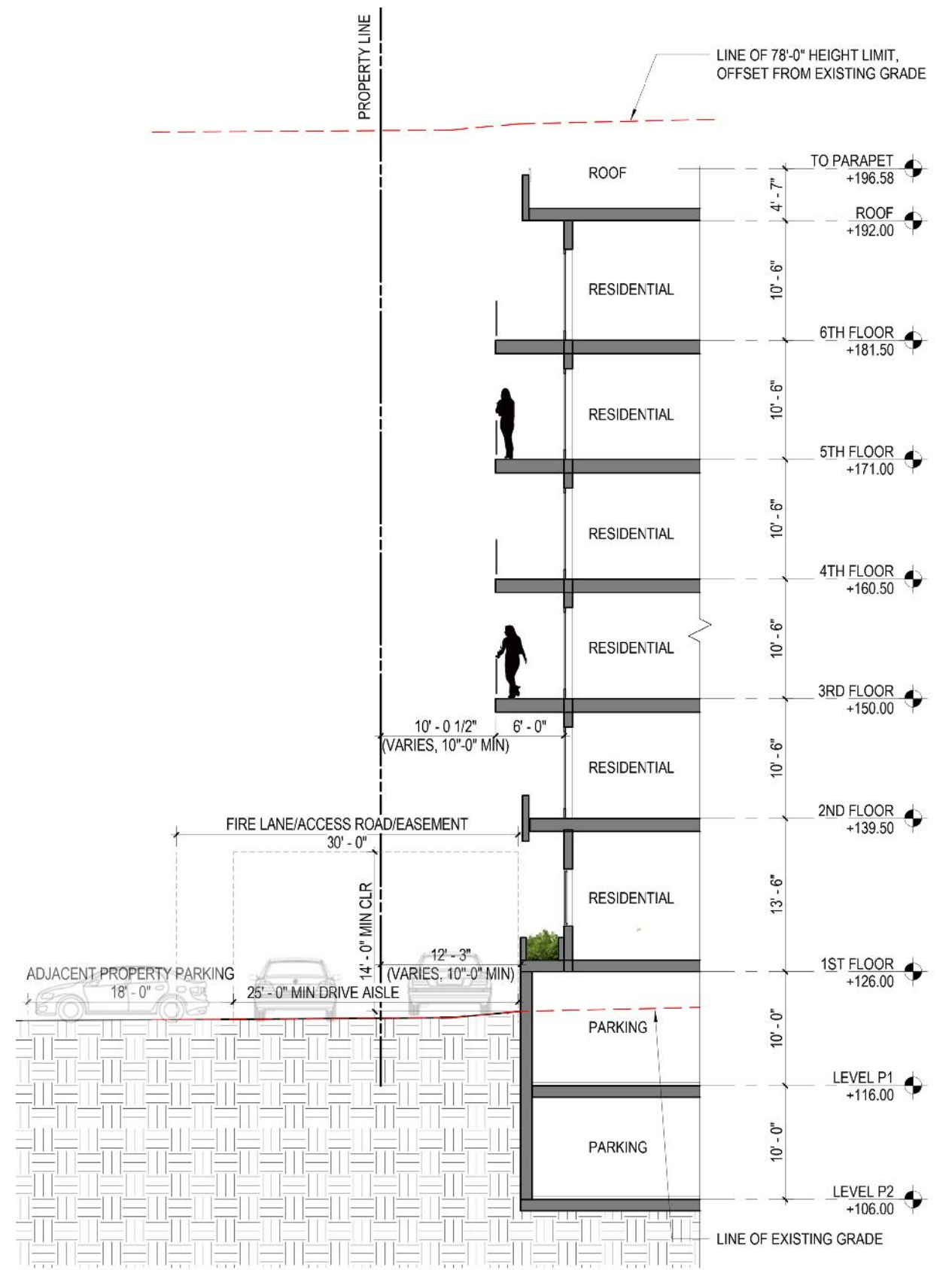
Section 2



Section 1



Section 2



Section 1



Corner of Hannum Avenue and Buckingham Parkway



Corner of Hannum Avenue and Buckingham Parkway



Neighborhood serving commercial
Corner of Hannum Avenue and Buckingham Parkway



Hannum Avenue plaza



Buckingham Parkway walk-up units

6. Landscape

6. Landscape

The Hannum Mixed-Use project shall create a series of both private and publicly accessible landscape experiences for the residents of the project and the broader Culver City community.

The ground level entry plaza shall create a public- private interface for the project with retail activation near the corner of Buckingham and Hannum. Planting choices are a layered mixture of “dry-lush” planting using low water and drought tolerant species, creating a soft verdant experience. The multi-layered planting shall buffer the site from Hannum Avenue traffic while maintaining visual permeability of the plaza.

The interior residential open spaces on the podium and roof level shall employ the same “dry-lush” palette to enhance the spaces with planting along with enhanced paving materials and amenities. The podium level shall feature planting areas, walkways, trees, and seating areas for comfort and ease of access. Seating areas shall range from smaller spaces for 2-8 people to larger open spaces that can accommodate larger groups and remain flexible as seating areas, a planted refuge, and outdoor co-working spaces. The roof level shall feature an amenity deck with a pool and spa inside a pool deck enclosed by a 5’ tall pool enclosure. The pool deck shall open to an indoor amenity space for a comfortable indoor/outdoor experience. An outdoor kitchen shall be adjacent to the enclosed pool deck with a second outdoor kitchen located on another section of the roof. An outdoor gym deck shall open off of the building fitness room. Planters of varying heights shall be planted with dense low water use plants, including trees. Seating areas shall be placed throughout to create spaces for rest, outdoor dining, and co-working spaces. Roof hardscape shall use a mix of enhanced materials for visual interest and varieties of use.

To enhance the public adjacent ground level planting, all trees shall be 48” box size minimum. Podium level trees shall be 24” box size minimum. Roof level trees shall be 24” box size minimum. Final species selection shall be implemented during permitting and construction based on the provided palette and the Urban Forest Master Plan.



- ① EXISTING STREET TREES TO REMAIN
- ② EXPANDED PUBLIC R.O.W.
- ③ (N) CONCRETE
- ④ INTEGRAL COLOR CONCRETE
- ⑤ PAVERS
- ⑥ STEEL PLANTERS
- ⑦ CONCRETE BENCH W/ WOOD
- ⑧ RAISED PLANTER
- ⑨ (N) PLANTING AREA
- ⑩ ENTRY STOOPS
- ⑪ BIKE & MICRO MOBILITY PARKING
- ⑫ (N) DRIVEWAY
- ⑬ UTILITIES
- ⑭ FIRE LANE

AREA CALCULATIONS

LANDSCAPE AREA:	
GROUND FLOOR	=6,805 SF
2ND FLOOR COURTYARD	=4,275 SF
POOL DECK	=1,023 SF
TOTAL	= 11,898 SF
HARDSCAPE AREA:	
GROUND FLOOR (WITHIN 10' SETBACK)	=3,640 SF
2ND FLOOR COURTYARD	=6,524 SF
POOL DECK	=8,283 SF
TOTAL	= 18,652 SF







- ① PAVERS
- ② WOOD DECKING
- ③ RAISED PLANTER
- ④ RAISED PLANTER W/ BENCH
- ⑤ PLANTING AREA
- ⑥ SCREENING PLANTING
- ⑦ FIRE PIT
- ⑧ POOL
- ⑨ SPA
- ⑩ POOL ENCLOSURE
- ⑪ OUTDOOR KITCHEN

GROUND LEVEL



PODIUM LEVEL



ROOF LEVEL



TREES



ARBUTUS 'MARINA'
STRAWBERRY TREE



LEPTOSPERMUM PETERSONII
LEMON SCENTED TEA TREE



OSMANTHUS FRAGRANS
SWEET OLIVE



OLEA EUROPEA 'SWAN HILL'
FRUITLESS OLIVE



UMBELLULARIA CALIFORNICA
CALIFORNIA BAY LAUREL

SHRUBS, GRASSES, AND GROUNDCOVERS



ACHILLEA 'PAPRIKA'
PAPRIKA YARROW



BOUTELOUA GRACILIS
BLUE GRAMA GRASS



CEANOTHUS 'YANKEE POINT'
CALIFORNIA LILAC



CEANOTHUS 'CONCHA'
CALIFORNIA LILAC



CHONDROPETALUM TECTORUM
CAPE RUSH



CISTUS PURPUREUS
PURPLE ROCK ROSE



COTONEASTER DAMMERI
BEARBERRY



CRASSULA MULTICAVA
FAIRY CRASSULA



GAURA 'WHIRLING BUTTERFLIES'
BEEBLOSSOM



GREVILLEA 'MOONLIGHT'
MOONLIGHT GREVILLEA

SHRUBS, GRASSES, AND GROUNDCOVERS



GREVILLEA NOELLII
NOEL'S GREVILLEA



KNIFOPHIA SPP
RED HOT POKER



LEYMUS 'CANYON PRINCE'
CANYON PRINCE WILD RYE



LIRIOPE MUSCARI
BLUE LILY TURF



LOMANDRA 'BREEZE'
DWARF MAT RUSH



LONICERA HISPIDULA
CALIFORNIA HONEYSUCKLE



MUHLENBERGIA DUBIA
PINE MUHLY



MIMULUS AURANTIACUS
BUSH MONKEY FLOWER



OLEA 'LITTLE OLLIE'
DWARF OLIVE



PENNISETUM 'FAIRY TAILS'
FAIRY TAILS FOUNTAIN GRASS

SHRUBS, GRASSES, AND GROUNDCOVERS



PENSTEMON SPP
BEARDTONGUE



ROSMARINUS OFFICINALIS
ROSEMARY



SALVIA CLEVELANDII
CLEVELAND SAGE



SALVIA LEUCANTHA
MEXICAN BUSH SAGE



SALVIA SPATHACEA
HUMMINGBIRD SAGE



SISYRINCHIUM BELLUM
BLUE-EYED GRASS



VERBENA 'DE LA MINA'
LILAC VERBENA



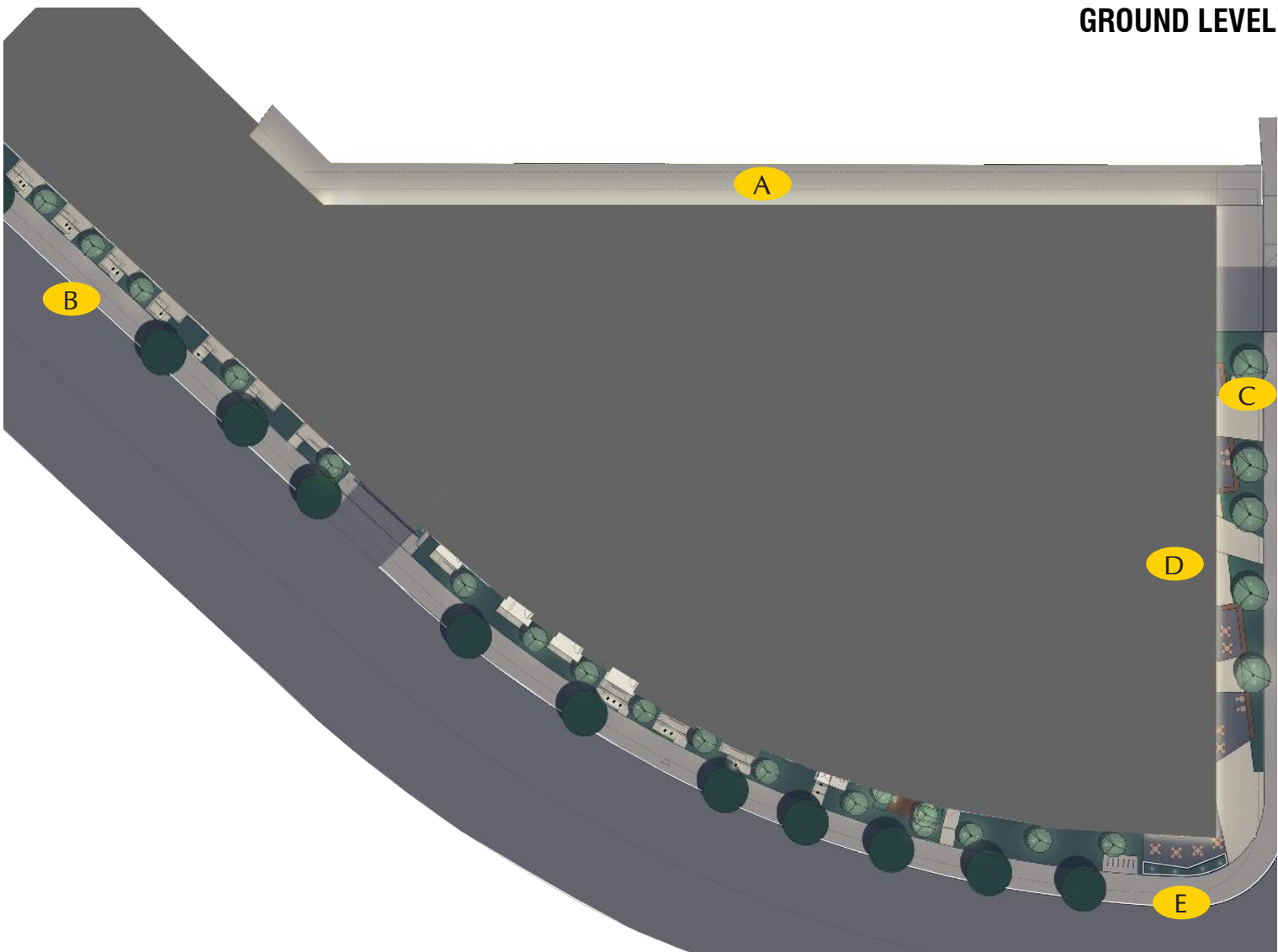
WESTRINGIA FRUTICOSA
COAST ROSEMARY

7. Lighting Design Concept

7. Lighting Design

The Project lighting design shall provide an inviting pathway ambiance utilizing energy efficient LED lighting to create a soft and warm environment for both tenants and visitors. The building lighting fixtures shall prevent light transmittance and glare on adjacent properties, while providing an ambient glow that provides safety for pedestrians, and highlights the building architecture at night. Exterior lighting shall incorporate subtle exterior lights on the buildings and along the pathways for security and wayfinding purposes, while avoiding highly reflective surfaces that would result in adverse glare effects. In addition, subtle lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the site. 5700 Hannum’s lighting would be designed to minimize light trespass from 5700 Hannum and shall comply with all Culver City code requirements. All new street and pedestrian lighting within the public right-of-way shall comply with applicable city regulations, be within project boundary, and shall require approval from the respective jurisdictions. All lighting shall meet all applicable lighting standards, including the following:

- 1. Lighting fixtures shall be architecturally integrated with the character of the Culver City. Feature lighting shall include illuminated architectural features and pathways along Buckingham Way and Hannum Avenue, with the addition of the illumination of key plantings throughout the site.
- 2. All lighting shall be energy efficient and shielded or recessed so that direct glare and refections are confined within the boundaries of the site to the maximum extent feasible, and shall be directed downward and away from adjoining properties and public right-of-ways.
- 3. Permanently installed lighting shall not blink, flash, or be of unusually high intensity or brightness.
- 4. Timers, where applicable, shall be used to turn of lights during hours when they are not needed.
- 5. Uniformity, or, where appropriate, compatibility of lighting type (i.e. height, wattage, energy, efficiency, base support, finish material, texture, color, and style of poles and luminaries) shall be provided.
- 6. Landscaping and pedestrians walkway lights shall be low profile.
- 7. Freestanding light poles and luminaries shall not exceed a maximum height of 18 feet.
- 8. Security lighting shall be provided at entries and exits.



A Wall mounted, low glare, floodlight, illuminating alley entrance



B Recessed step lights, illuminating pathway into units



C Discreet, recessed, low glare adjustable downlights mounted at street side soffit and cantilevered ceiling at commercial entrance



D Ingrade uplights providing glow on tree canopies



E Accent light illuminating feature landscaping

BREEZEWAYS



A Ingrade uplights to wash inner walls of breezeways



B Decorative glowing pendants to denote feature gathering area



C Ingrade uplights providing glow on tree canopies



D Accent light illuminating feature landscaping

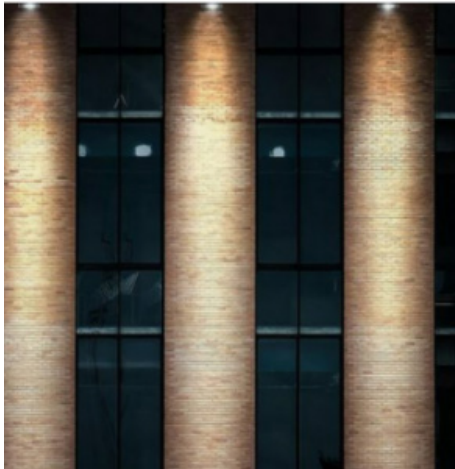


E Underbench lighting, providing glow on surrounding pathway

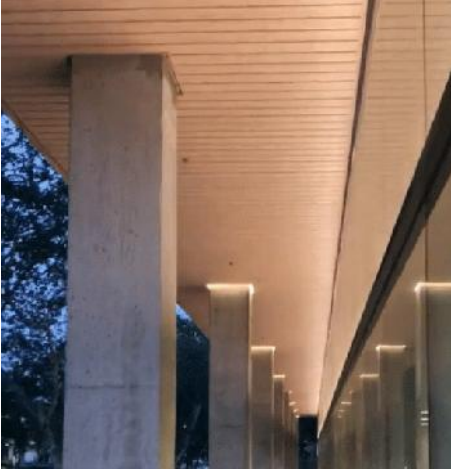


F Unit balcony sconces, providing a subtle glow on ceilings and floors of individual units

FEATURE FACADE



A Recessed spotlights grazing height of columns



B Mullion mounted uplight, providing soft glow on underside of canopy



C Unit balcony sconces, providing a subtle glow on ceilings and floors of individual units



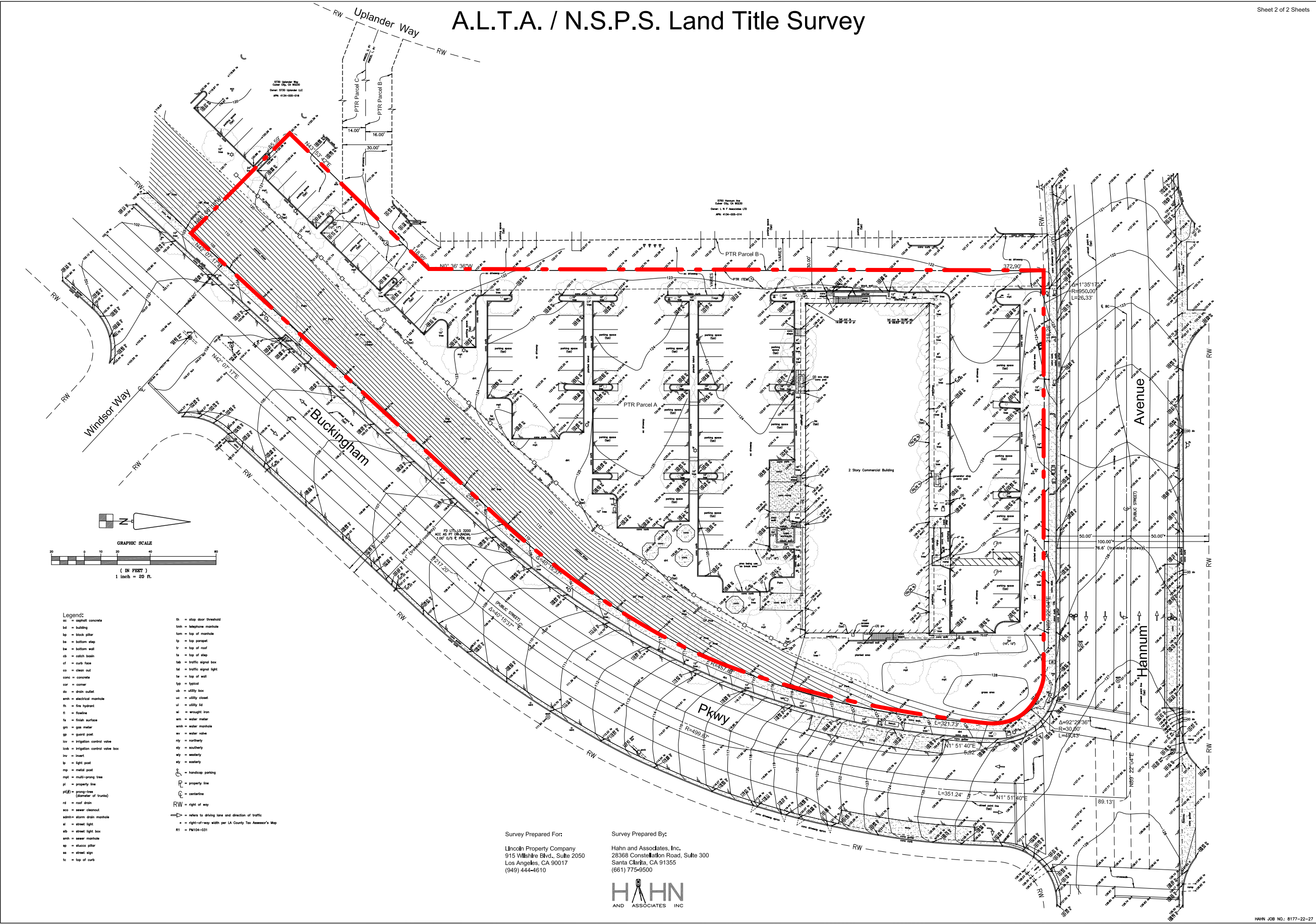
D Linear uplight highlighting feature facade elements



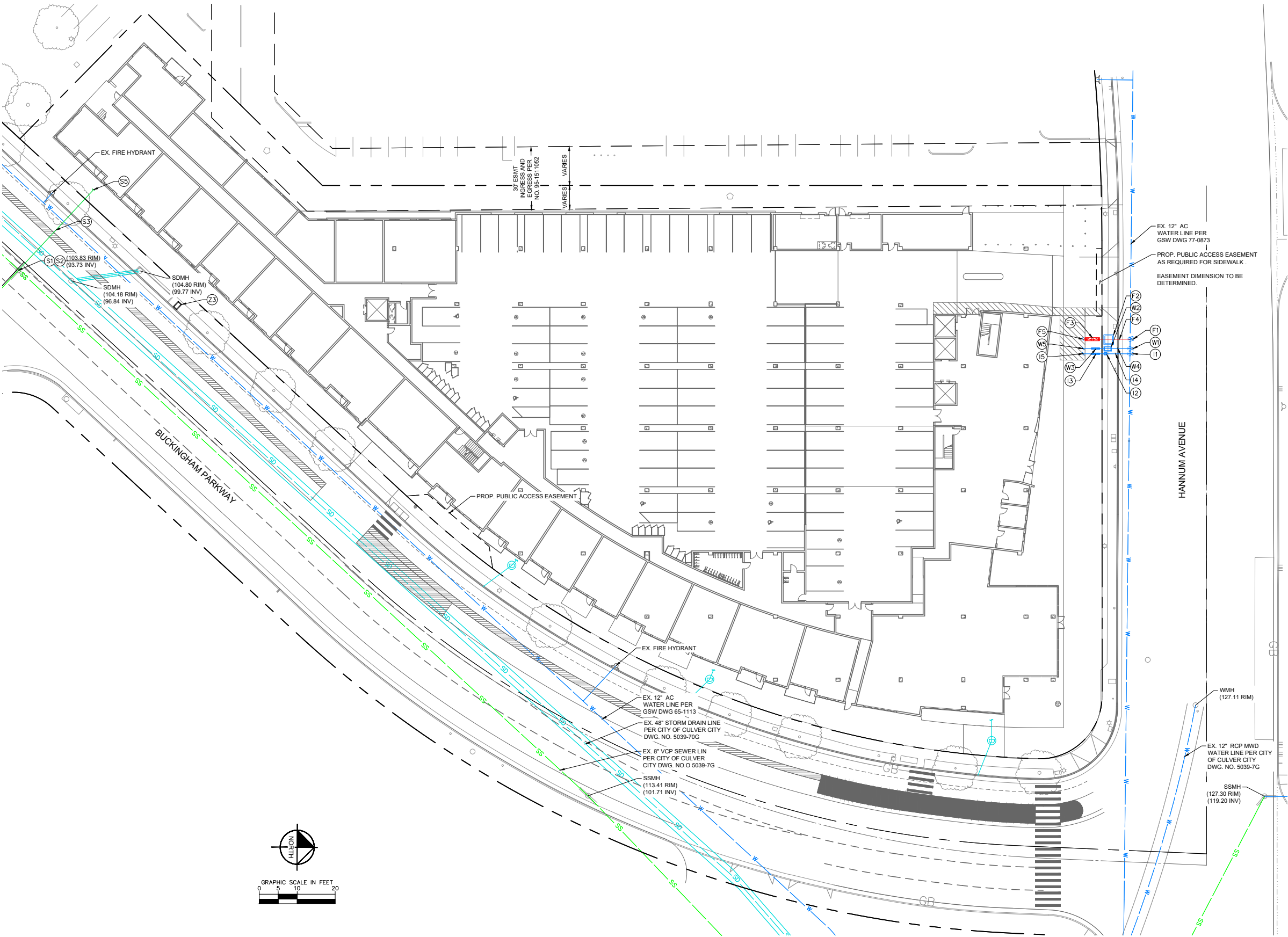
E Discreet downlights, providing illumination to rooftop

8. Civil Engineering

7.1 Survey
Figure 7.1a - Survey



7.2 Utilities
Figure 7.2a - Utility Plan



DOMESTIC WATER

- W1 HOT TAP EXISTING WATER MAIN. COORDINATE TAP WITH LOCAL WATER PURVEYOR.
- W2 INSTALL DOMESTIC WATER METER. SIZE PER PLAN. COORDINATE WITH LOCAL WATER PURVEYOR.
- W3 INSTALL FEBCO 825Y REDUCED PRESSURE ASSEMBLY, OR APPROVED EQUAL. SIZE PER PLAN. COORDINATE INSTALLATION WITH LOCAL WATER PURVEYOR.
- W4 INSTALL TYPE K COPPER DOMESTIC WATER PIPE. SIZE PER PLAN. COPPER PIPE BELOW GRADE TO BE WRAPPED WITH POLYWRAP-C TAPE.
- W5 BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO PLUMBING PLANS FOR CONTINUATION.

FIRE WATER

- F1 HOT TAP EXISTING 12" WATER MAIN. COORDINATE TAP WITH GOLDEN STATE WATER.
- F2 INSTALL FIRE WATER METER. COORDINATE WITH GOLDEN STATE WATER.
- F3 INSTALL FEBCO 826YD REDUCED PRESSURE ASSEMBLY, OR APPROVED EQUAL. SIZE PER PLAN. COORDINATE WITH GOLDEN STATE WATER.
- F4 INSTALL PVC C-900, CLASS 200, FIRE WATER LINE. SIZE PER PLAN.
- F5 BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO PLUMBING PLANS FOR CONTINUATION.

IRRIGATION

- I1 HOT TAP EXISTING WATER MAIN. COORDINATE TAP WITH GOLDEN STATE WATER.
- I2 INSTALL IRRIGATION WATER METER. SIZE PER PLAN. COORDINATE WITH GOLDEN STATE WATER.
- I3 INSTALL BACKFLOW PREVENTER, OR APPROVED EQUAL. SIZE PER PLAN. COORDINATE INSTALLATION WITH GOLDEN STATE WATER.
- I4 INSTALL 1" PVC IRRIGATION LINE. TRENCHING PER DETAIL XX ON SHEET XX.
- I5 BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO PLUMBING PLANS FOR CONTINUATION.

SEWER

- S1 CONNECT TO EXISTING SEWER MAIN PER SSPWC STD PLAN XXXX.
- S2 BREAK INTO EXISTING SSMH PER SSPWC STD PLAN XXXX.
- S3 INSTALL SDR-35 PVC SEWER LATERAL. SIZE PER PLAN. TRENCH PER DETAIL X, SHEET XXX.
- S4 INSTALL SEWER CLEANOUT PER DETAIL X, SHEET XXX.
- S5 BUILDING POINT OF CONNECTION (5-FT FROM BUILDING FACE). REFER TO PLUMBING PLANS FOR CONTINUATION.

STORM DRAIN

- D1 PROPOSED STORM DRAIN PIPING AND APPURTENANCES. REFER TO DRAINAGE PLAN FOR DESIGN INFORMATION.

MEP SITE UTILITIES

NOTE: MEP SITE UTILITIES ARE SHOWN FOR REFERENCE ONLY. REFER TO MEP DRAWINGS AND SPECS FOR MORE INFORMATION. SHOWN FOR COORDINATION PURPOSES ONLY.

- Z1 TRANSFORMER PAD.
- Z2 ELECTRICAL CONDUIT.
- Z3 GAS METER. LOCATION SHOWN FOR REFERENCE ONLY. LOCATION AND DESIGN TO BE VERIFIED BY DRY UTILITY CONSULTANT.
- Z4 TELEPHONE CONDUIT AND POINT OF CONNECTION.

EXISTING UTILITY NOTE

THE EXISTING UTILITIES SHOWN ON THE PLAN ARE BASED ON AVAILABLE RECORDS. THE CONTRACTOR MUST FIELD DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO ANY CONSTRUCTION. REPORT DISCREPANCIES AND POTENTIAL CONFLICTS WITH PROPOSED UTILITIES TO ENGINEER PRIOR TO INSTALLATION OF ANY PIPING.

UTILITY GENERAL NOTE

- 1. DOUBLE DETECTOR CHECK VALVE AND/OR BACKFLOW PREVENTERS MAY BE LOCATED INSIDE THE BUILDING PENDING APPROVAL FROM GOLDEN STATE WATER.
- 2. LANDSCAPE ARCHITECT TO PROVIDE SCREENING FOR ABOVE-GRADE UTILITY STRUCTURES WHERE SPACE PERMITS.

LEGEND

---	PROPERTY LINE
---	CENTER LINE
---	EASEMENT OR SETBACK LINE
SS	SANITARY SEWER PIPE
SD	STORM DRAIN PIPE
W	WATER PIPE
FW	FIRE WATER PIPE

7.3 Grading & Drainage
Figure 7.3a - Grading & Drainage Plan Key

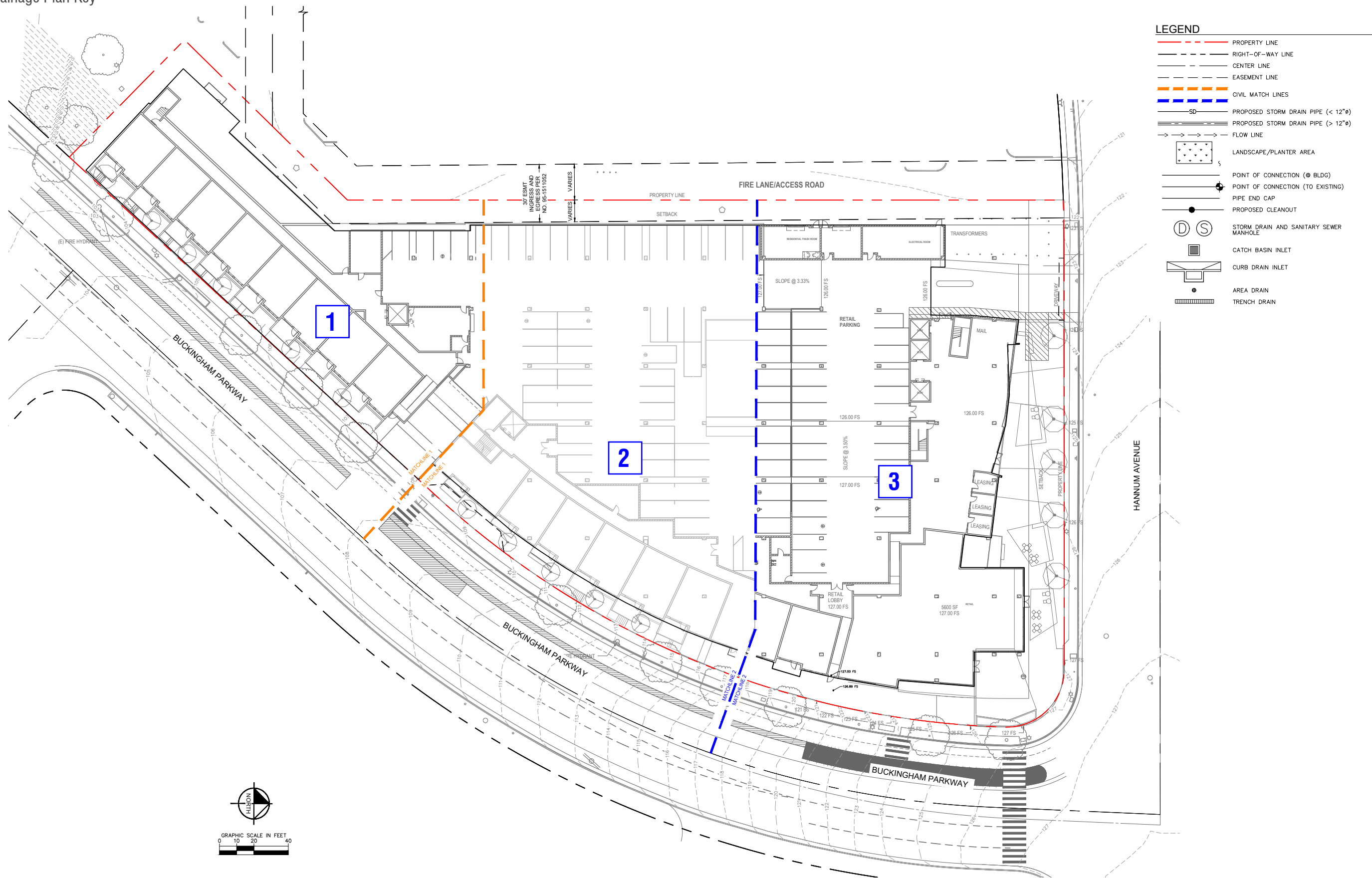


Figure 7.3b - Drainage Plan 1

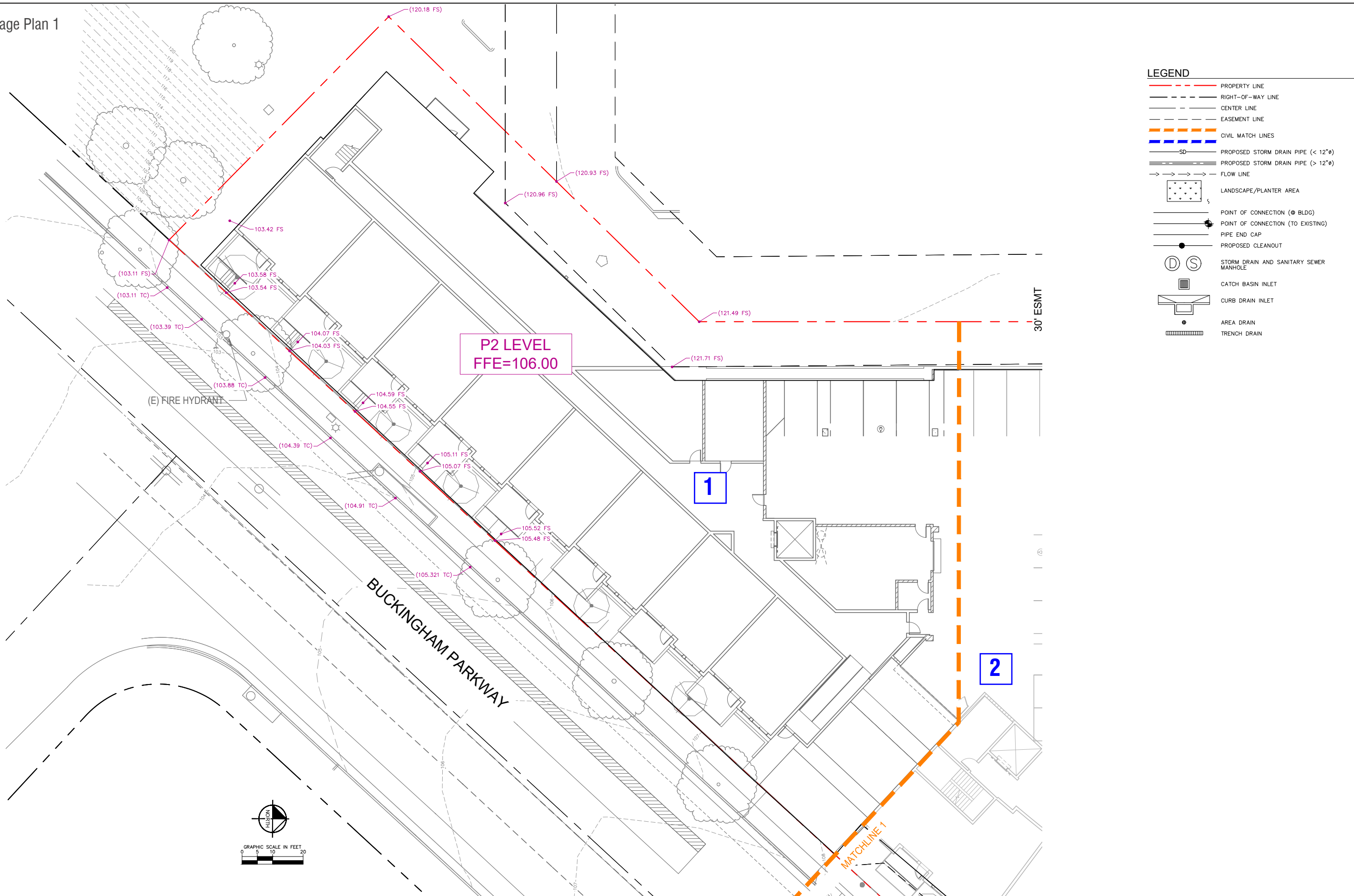


Figure 7.3c - Drainage Plan 2

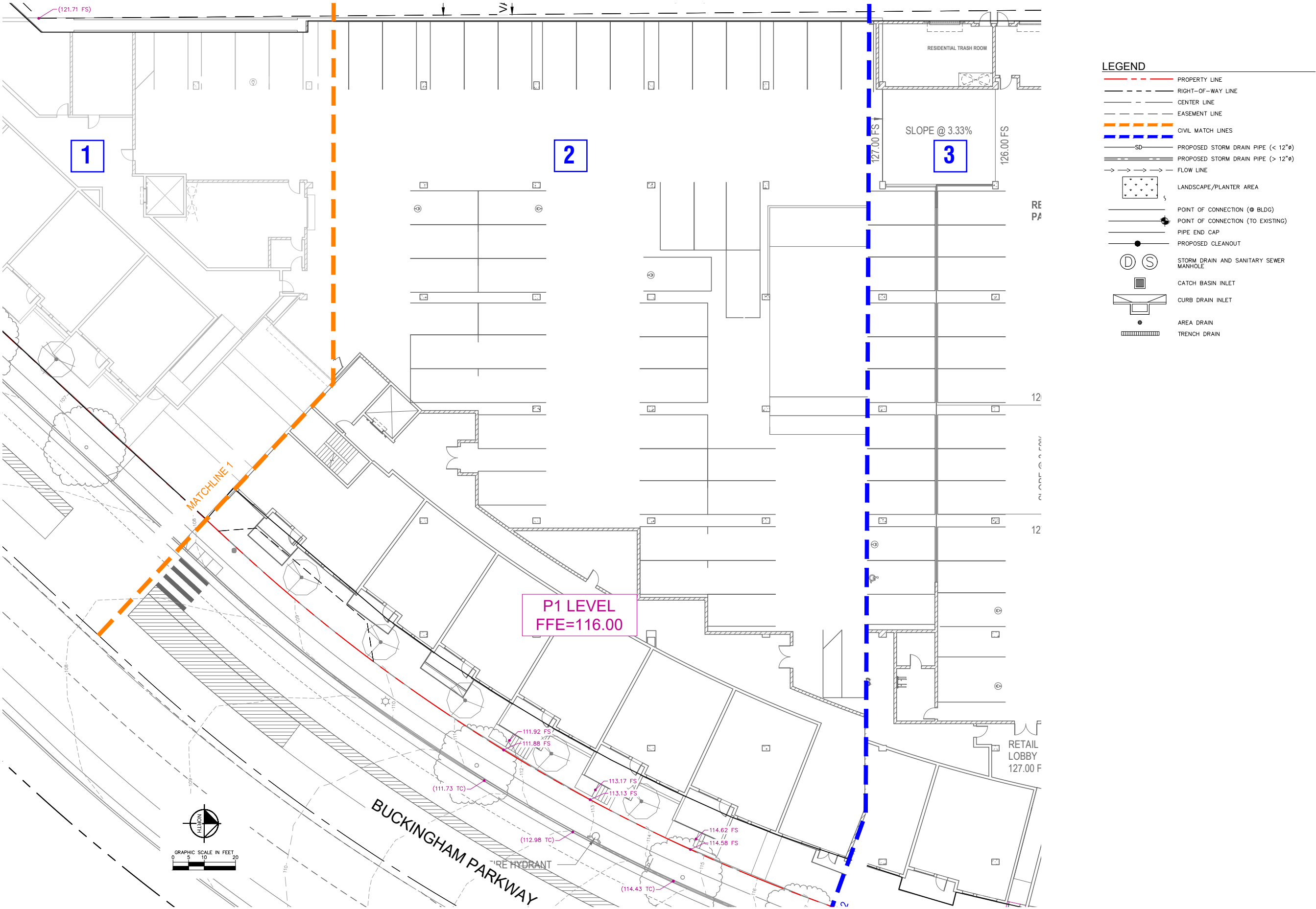


Figure 7.3d - Drainage Plan 3

