

# **CULVER PUBLIC MARKET**

**CULVER CITY, CA 90066**

**COMPREHENSIVE PLAN**

**PLANNED DEVELOPMENT ZONE NO. 15**

**APPLICANT: REGENCY CENTERS, L.P.**



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# PROJECT DESCRIPTION

The Project consists of 26,835 square feet of ground level commercial retail uses, a three-and a half-level, 184 stall parking structure, reaching forty-four (44) feet in height, as well as 20 surface parking stalls, across two (2) sites (Site A and Site B) at the northerly intersection of Washington Boulevard and Centinela Avenue, within the West Washington Business District. The Culver Public Market project (the “Project”) would activate the West Washington commercial corridor by providing a high-quality, pedestrian-oriented market hall complementing. The Project would provide a local and regional destination for fresh foods and artisanal specialties to enhance the revitalization of the area. The Project is designed to maximize customer engagement through its design, unique goods and services, extensive outdoor dining, and pedestrian orientation.

The Project design takes its cue from other successful market halls. Materials such as exposed masonry, standing seam metal, steel, and uses of faux wood give the project a simple, rustic aesthetic. The outdoor plazas on both sites connect to the public sidewalks to promote pedestrian activity and accessibility to the artisan food vendors which would operate in the market hall and adjacent tenant spaces.

## PROJECT CONTEXT

The Project would serve as an iconic anchor for the West Washington corridor, activating the intersection of Washington Boulevard and Centinela Avenue with new artisanal food uses and by providing much needed parking for businesses located within the District. The Project site formerly contained a gas station, liquor store and various commercial businesses. The Market Hall Project would transform the currently vacant property into a place-making landmark for the area.

The Project would complement the existing business community by providing an entire development that is devoted to culinary creativity, quality and experience, with a full complement of Project and public parking in a Market Hall of local food products and services that promotes the development and growth of the area. The collection of vendors will provide the community with a specialized and unique shopping experience.

# PROJECT GOALS

The Culver Public Market is intended to, among other things:

1. Provide a public market for fresh, artisanal and specialty foods, ready-to-eat foods, and food-related products;
2. Provide a destination for specialty food retail that is also neighborhood serving;
3. Provide a location for special events such as culinary classes and private events;
4. Enhance the Culver City brand through unique offerings in an underserved area;
5. Enhance the pedestrian experience along the Washington Boulevard corridor with pedestrian serving retail frontage and place-making design that opens onto the street, including outdoor dining;
6. Enhance the visual appeal of the Washington Boulevard corridor with streetscape amenities and iconic public art display;
7. Provide additional public parking spaces for use by customers of the surrounding business community through the inclusion of forty-seven public parking spaces beyond the Code-required parking for the Project; and
8. Create a project that serves as a catalyst to future commercial development in the area.

VICINITY MAP

The Project is located in the West Washington Business District and consists of two sites: Site A located on the northwest corner of the intersection and Site B located at the northeast corner of intersection. A Project vicinity map is illustrated on Figure 1 below:



Figure 1 Vicinity Map

PROJECT SUMMARY

Table 1 Project Summary

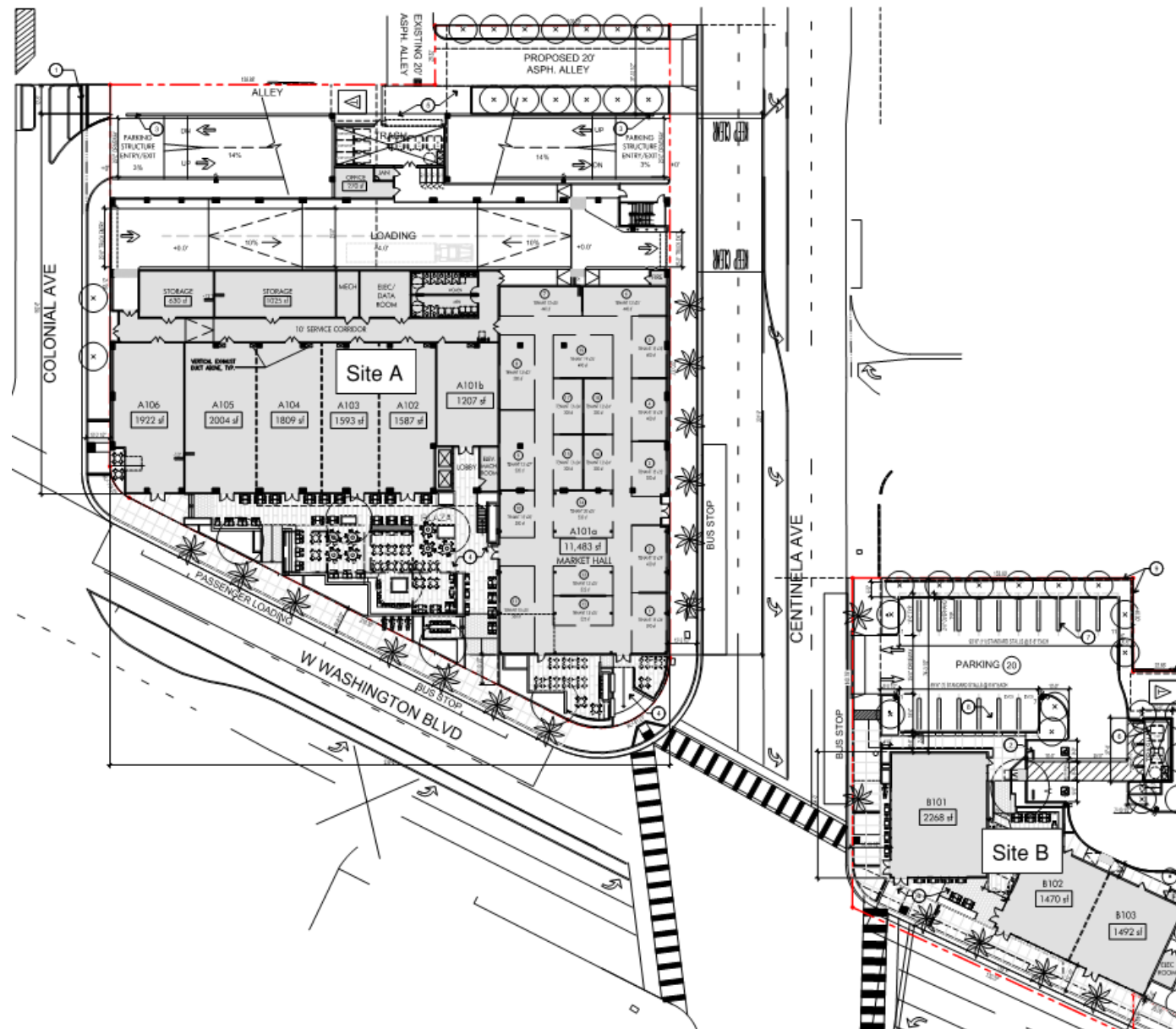
Project Data	
Site Area: Site A and Site B	81,227 SF
Total S.F. of Ground Level Commercial Space	26,835 SF
Number of Parking Stalls	204 Stalls
Total Open Space/Plazas	9,611 SF

PROJECT SITE PLAN

Site A includes 21,605 square feet of usable floor area for artisanal food/market hall and restaurant uses on the ground floor; the ground floor contains additional floor area dedicated to auxiliary supporting areas such as restrooms, mechanical and electrical rooms, storage, and shared kitchen space. A three-and a half-level public parking structure is attached at the rear of and atop the ground level commercial uses. The ground level of the parking structure includes a loading area, refuse storage room, building maintenance rooms, bicycle lockers, and access ramps for the upper levels of the parking structure. The second level of the building includes parking and a 1,075 square foot outdoor dining terrace, and level three (3) and an additional half level contain additional parking for a total of 184 spaces. An outdoor plaza with landscape and 3,585 square feet of outdoor dining is proposed on the ground floor along Washington Boulevard

Site B provides 5,230 square feet of floor area for artisanal food retail and restaurant uses, a twenty (20) stall surface parking lot, and 786 square feet of outdoor dining space with landscape. The Project is comprised of 28 artisanal food retail/restaurant vendors occupying 26,835 square feet of floor area as shown in Figure 2 below. Additional Project plans and details are provided in the Project Plans section of this Comprehensive Plan.





**Figure 2 Project Site Plan**

PROJECT OWNERSHIP AND SUBDIVISION

The Successor Agency to the Culver City Redevelopment Agency, a public entity existing under the laws of the State of California and successor-in-interest to the former Culver City Redevelopment Agency (the Successor Agency), is the owner of the Project Site. The property is located within the Culver City Redevelopment Project Area, Component Area No. 4. The proposed Project complies with and furthers the goals and objectives of the Redevelopment Plan for the Project Area approved and adopted by the City Council of the City on November 23, 1998 by Ordinance No. 98-014 and as amended on November 23, 1998 by Ordinance No. 98-015.

The Successor Agency and City are partnering with Regency Centers (Developer) to develop the Project. The named Developer, under the investment entity name Culver Public Market, LLC, the Successor Agency, and the City, will enter into a Disposition and Development Agreement (DDA), which outlines the terms of agreement between parties for the improvement and development of the Project with a high quality, pedestrian-oriented place-making market/food hall development with iconic architecture, uniquely designed with an open floor plan and public plazas. In addition, the Developer would be responsible for the construction of a City-owned parking garage located on Site A that would serve the Project and surrounding community.

Site A currently consists of ten (10) parcels and a public alleyway (refer to Project Plans, Topographic Survey). A Tentative Parcel Map is proposed to consolidate the 10 parcels into two (2) parcels (Parcel 1 and Parcel 2), abandon the existing public alleyway and establish a new public alleyway along the north boundary of the easterly segment of the new northerly parcel. The public parking garage and portion of the ground floor retail space would be located on Parcel 1. Parcel 1 would be further subdivided via a condominium map to create an airspace lot on the ground floor. This would enable the City to maintain ownership and control of the public parking garage, while providing ownership rights to the Developer to construct the ground floor retail space. The remaining portion of the ground floor retail improvements would be located on Parcel 2. The Developer will own Parcel 2. The portion of land identified as “Lot A”

in the Tentative Parcel Map illustrated below will be a public alley and would be dedicated to the City for public use.

Site B consists of two (2) parcels. The Developer will fully own the Site B property, and the parcels will be consolidated into one (1) parcel through the appropriate mechanism as required by the City.

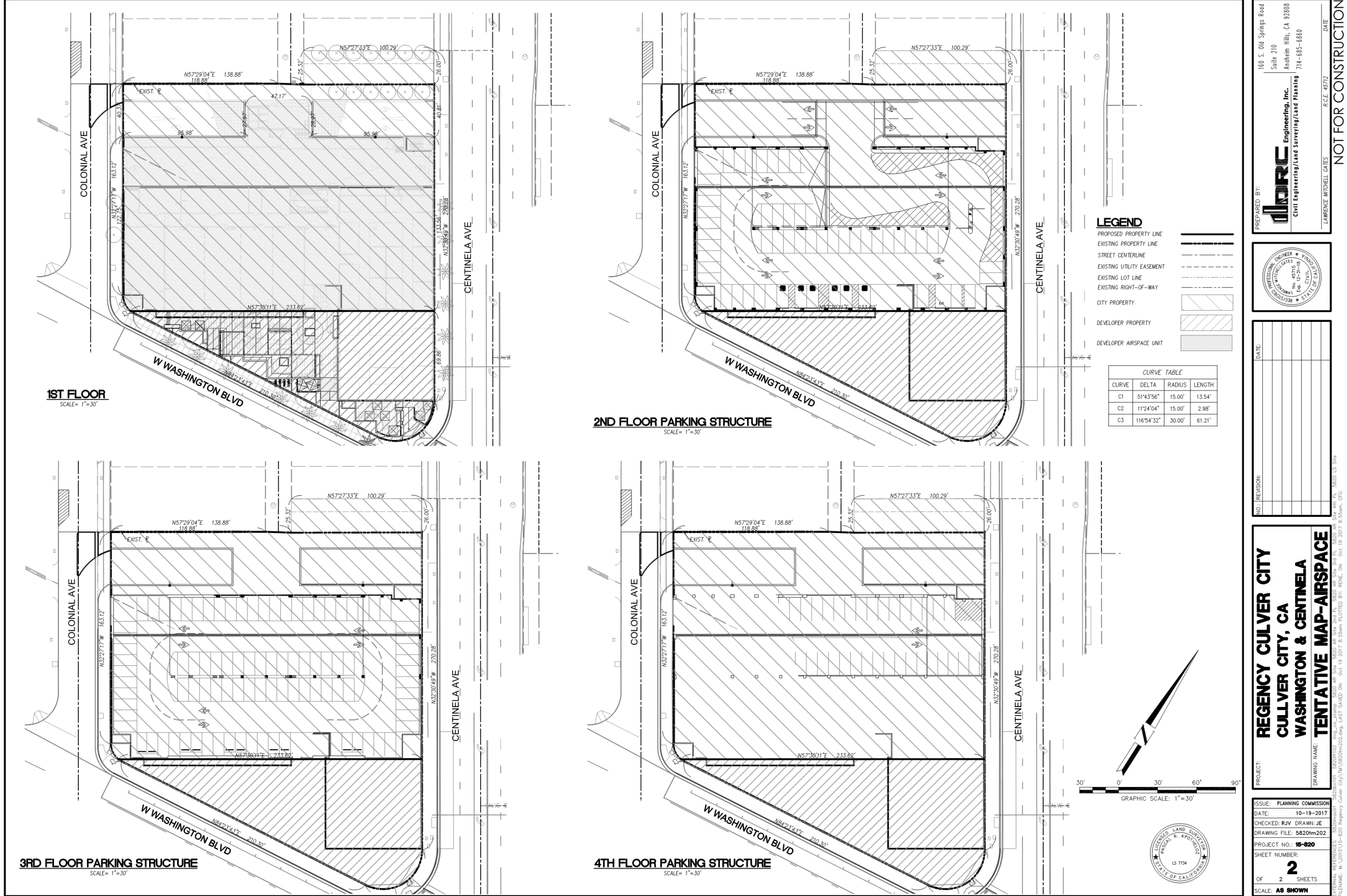
A Site A and Site B parcel summary is provided in Table 2 below.

Table 2 Current Parcel Summary

Site A Assessor Parcel Numbers	Area	
4231-002-900	8,292 SF	0.19 Acres
4231-002-901	13,893 SF	0.32 Acres
4231-002-902	7,648 SF	0.18 Acres
4231-002-903	2,211 SF	0.05 Acres
4231-002-904	4,963 SF	0.11 Acres
4231-002-905	2,511 SF	0.06 Acres
4231-002-906	2,510 SF	0.06 Acres
4231-002-907	5,016 SF	0.12 Acres
4231-002-908	958 SF	0.02 Acres
4231-002-909	5,019 SF	0.12 Acres
Public ROW (Alley)	4,719 SF	0.11 Acres
Total Site A Area	57,740 SF	1.33 Acres
Site B Assessor Parcel Numbers	Area	
4231-002-900	3,244 SF	0.07 Acres
4231-002-901	20,243 SF	0.46 Acres
Total Site B Area	23,487 SF	0.54 Acres



CONDOMINIUM AIRSPACE SUBDIVISION MAP



LAND USE AND DEVELOPMENT STANDARDS

LAND USE

GENERAL PLAN

The General Plan Land Use designations for Site A include Institutional and General Corridor as illustrated below. The Site B General Plan designation is General Corridor. Site A and Site B General Plan designations are depicted in Figure 3 below.

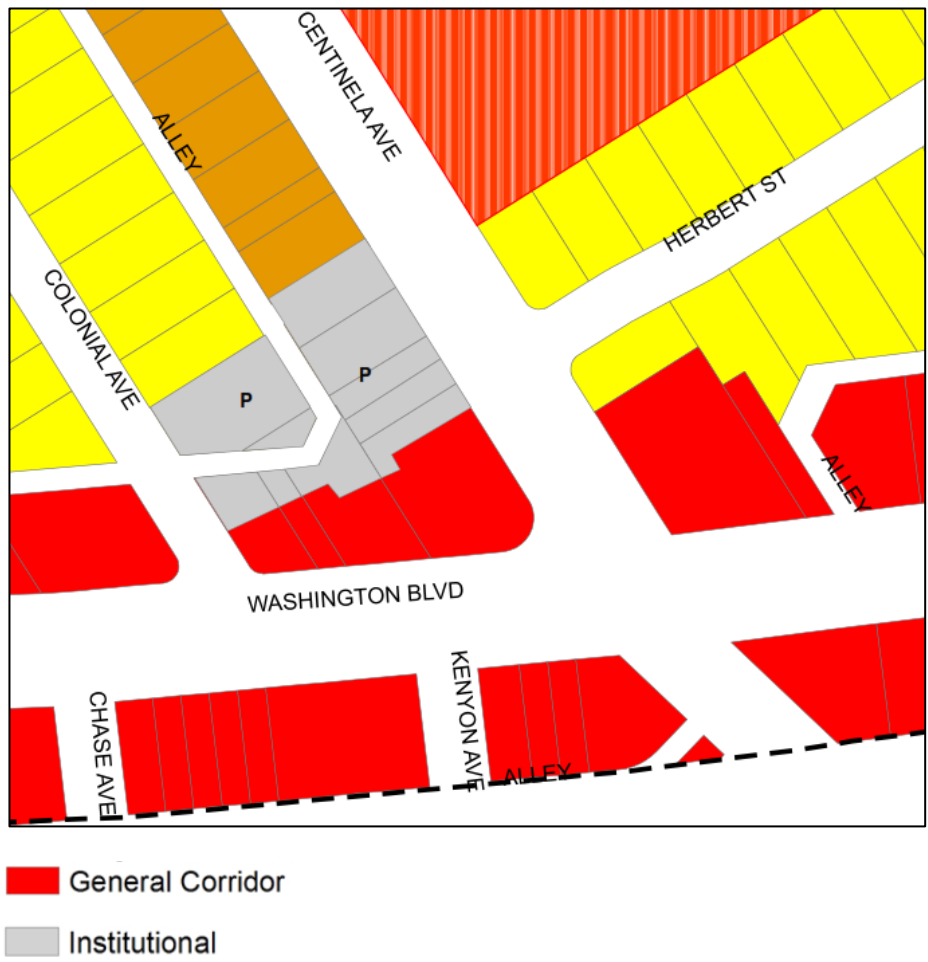


Figure 3 General Plan Designation

Zoning

The Zoning designations for Site A are Public Parking Facilities (PPF) and CG (Commercial General). Site B is zoned CG (Commercial General). Site A and Site B zoning designations are depicted in Figure 4 below.

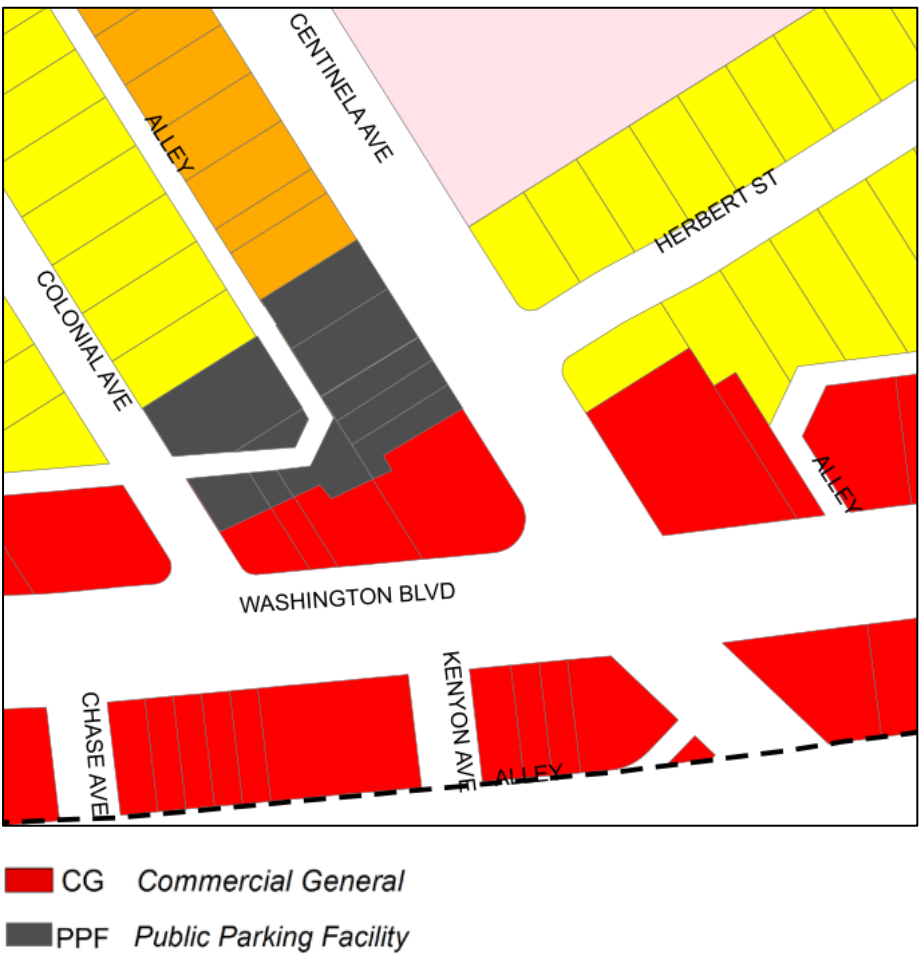


Figure 4 Zoning Designation

COMPREHENSIVE PLAN

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 other impacts than the Zoning Code standards would produce. The Project Site shall be rezoned to PD and developed in accordance with the following permitted uses and development standards.



PERMITTED USES

Table 3 Permitted Uses

Land Use	Permit Requirement P – Permitted use AUP – Administrative Use Permit	See Specific Use Regulation of the Zoning Code
Alcoholic Beverage Sales	P	17.400.010
Artisanal Outdoor Retail Sales and Display	P	17.400.075
Artisanal Specialty Food Retail	P	
Bar	P <sup>1</sup>	
Catering services	P <sup>2</sup>	
Food retail	P	
Microbrewery	P <sup>3</sup>	
Parking facilities (Public and Private)	P	
Restaurants, counter service	P	
Restaurants, outdoor dining	P	
Restaurants, table service	P	
Special Outdoor Events	P <sup>4</sup>	

1. A maximum of two (2) bars may be allowed within the entire Project including both sites
2. Catering services may be allowed only as an ancillary use to a retail and/or restaurant establishment
3. A microbrewery may be allowed only as an ancillary use to a retail and/or restaurant establishment (including a bar)
4. Subject to a special event permit and associated City requirements, and submittal of annual calendar to the Community Development Department

DEVELOPMENT STANDARDS

The Project shall comply with the development program presented below.

Table 4 Summary of Building Improvements

<u>Development Program</u>	Site A	Site B
Food Retail	11,483 SF	5,230 SF
Restaurant	10,122 SF	0 SF
Ancillary	5,124 SF	161 SF
Parking Structure Level 1	32,497 SF	0 SF
Parking Structure Level 2	29,773 SF	0 SF
Parking Structure Level 3	9,654 SF	0 SF
Total Structure Area	98,653 SF	5,391 SF

BUILDING HEIGHTS

The maximum allowable building height is 56 feet. On Site A, the Project will have a maximum building height of forty-four (44) feet, which will occur at the rear parking garage façade (refer to Elevation and Section, Site A Elevation, North Elevation), while Site B will be a maximum of twenty-eight (28) feet and three (3) inches in height. Roof mounted ancillary structures, such as stair and elevator shafts, are allowed up to a maximum of 13 feet and 6 inches above the roof line of the building. Architectural features are allowed up to a maximum of 13 feet 6 inches above the roof line and can cover a maximum of 15% of the roof area. Roof-mounted mechanical equipment shall be screened from the public view through the use of parapet walls (screen walls) at both sites and a recessed mechanical cavity located on the Site A roof.

OPEN SPACE AND OUTDOOR DINING

The Project includes a total of 9,611 square feet of outdoor open space, including 4,165 square feet of pedestrian walkways, and a total of 5,446 square feet of outdoor dining area. Due to the unique and culinary nature of the Project and the desired vision to activate the pedestrian oriented character of the Project and surrounding streetscape, all outdoor dining areas will be permitted through the Comprehensive Plan. The

allowable 5,446 square feet of outdoor dining area is to include at total 3,030 square feet of common outdoor dining areas on both sites, and 2,416 square feet of additional outdoor dining area on Site A (see Figure 5). The additional outdoor dining area will be allowed to be dedicated to tenant spaces identified as A101b to A106. The patio is designed with flexible seating which could be removed to provide space for special events such as farmers’ markets, and food tastings and demonstrations. Decorative barriers/railings will be provided as necessary and required where alcoholic beverages are allowed to be served/consumed.

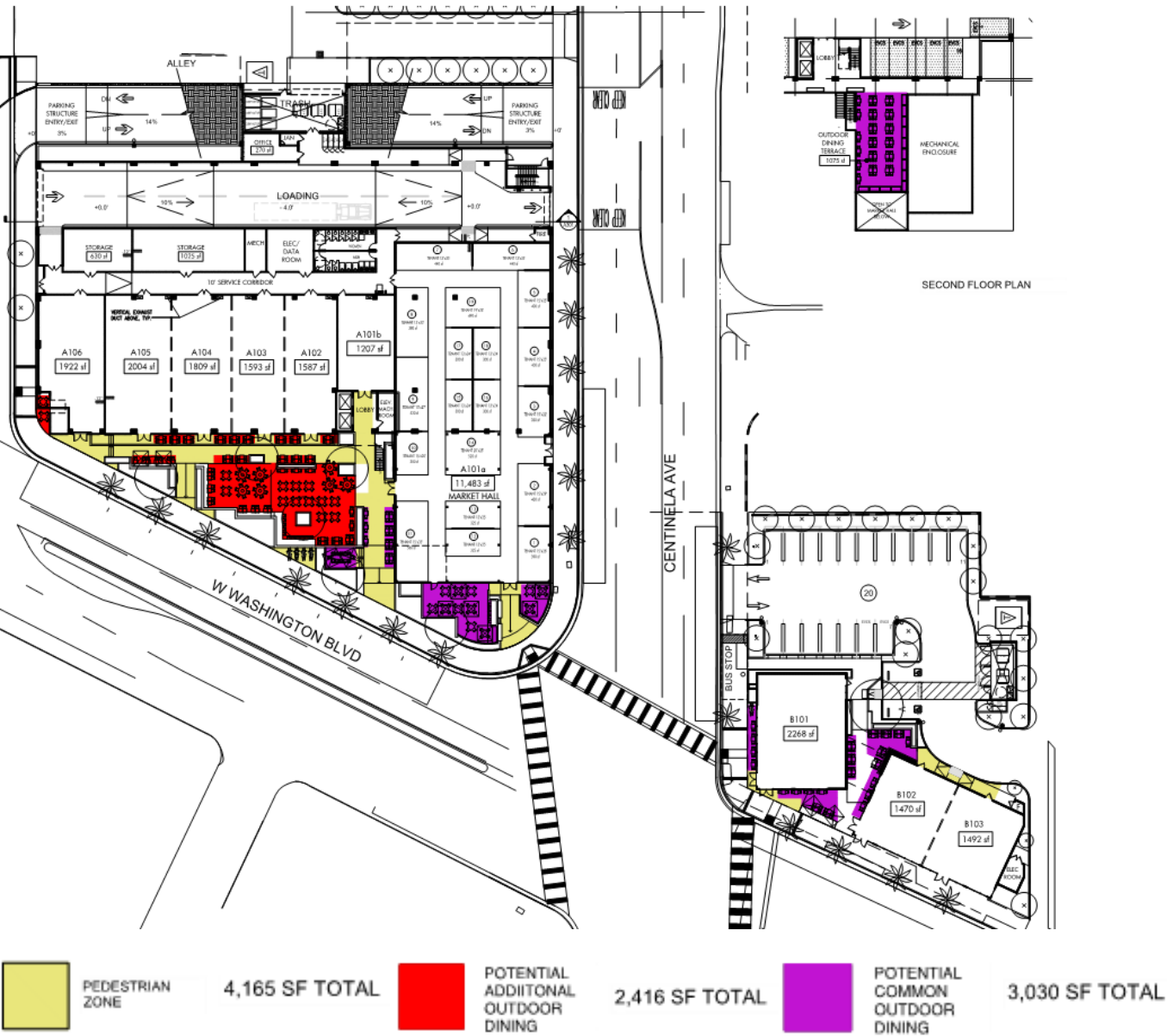


Figure 5 Project Open Space

Table 5 Open Space Summary

Open Space Type	Site A	Site B	Total
Walkways	3,153 SF	1,012 SF	4,165 SF
Common Outdoor Dining	2,244 SF	786 SF	3,030 SF
Additional Outdoor Dining	2,416 SF	0 SF	2,416 SF
Total Open Space Area	7,813 SF	1,798 SF	9,611 SF
Total Outdoor Dining Area	4,660 SF	786 SF	5,446 SF

ALCOHOLIC BEVERAGE SALES, BARS, AND MICROBREWERIES

Similar to the outdoor dining, alcoholic beverage sales, which typically require a use permit, will be allowed as an ancillary use to food retail and restaurant uses at Site A and Site B. Due to the artisanal food and culinary focus of the Project, this Comprehensive Plan allows alcoholic beverages to be served and consumed within both the indoor and outdoor dining areas (refer to Table 3 Permitted Uses). As part of the artisanal and unique culinary vision for the Project, the Market Hall Project provides opportunities for artisanal specialty food retail sales for a microbrewery, subject to the development restrictions for a bar (and/or restaurant) as applicable. Therefore, the Comprehensive Plan would also allow these uses, but be limited to a maximum of two (2) as specified in the Table 3 Permitted Uses above. All tenants/business operators selling and/or serving alcoholic beverages shall be required to comply with all California Department of Alcoholic Beverage Control (ABC) codes, regulation and standards and provide a copy of approved ABC licenses upon approval. In addition, all business operators wishing to sell and/or serve alcoholic beverages at the Project site will be required to submit a business operations description to ensure alcoholic beverage sales are ancillary to food retail and restaurant uses, and/or are allowed within the specified limitations for bars and/or microbreweries.

PARKING & SECURITY

The Project would include a total of 204 parking stalls, which would include 184 parking stalls within the parking structure at Site A and twenty (20) stalls within the surface lot at Site B..

Access to the Site A public parking garage would be provided via driveways located on Centinela Avenue and Colonial Avenue. Site A parking shall be located on levels 2 through 4. Vehicles shall enter and exit at the ground level and ascend driveway ramps to enter the parking garage at the 2<sup>nd</sup> level. A security gate shall be located at the rear of the parking garage prior to entering the 2<sup>nd</sup> floor. The security gate would remain open during normal operating hours and closed during non-business hours. The public parking garage will be managed by the City, or may be operated by the Developer at the City’s discretion, subject to a separate Parking Agreement between the City and the Developer. Parking rates will mirror those in place at public parking structures in the Culver City downtown; that is, patrons will be encouraged to park on site due to reduced rates rather than parking on the street. Parking at both sites will be signed and operated as one project for parking and use purposes. Appropriate security gates, cameras, and security staff will be utilized at the public parking garage to ensure the safety of users and the surrounding community and to ensure there is no unauthorized access when applicable.

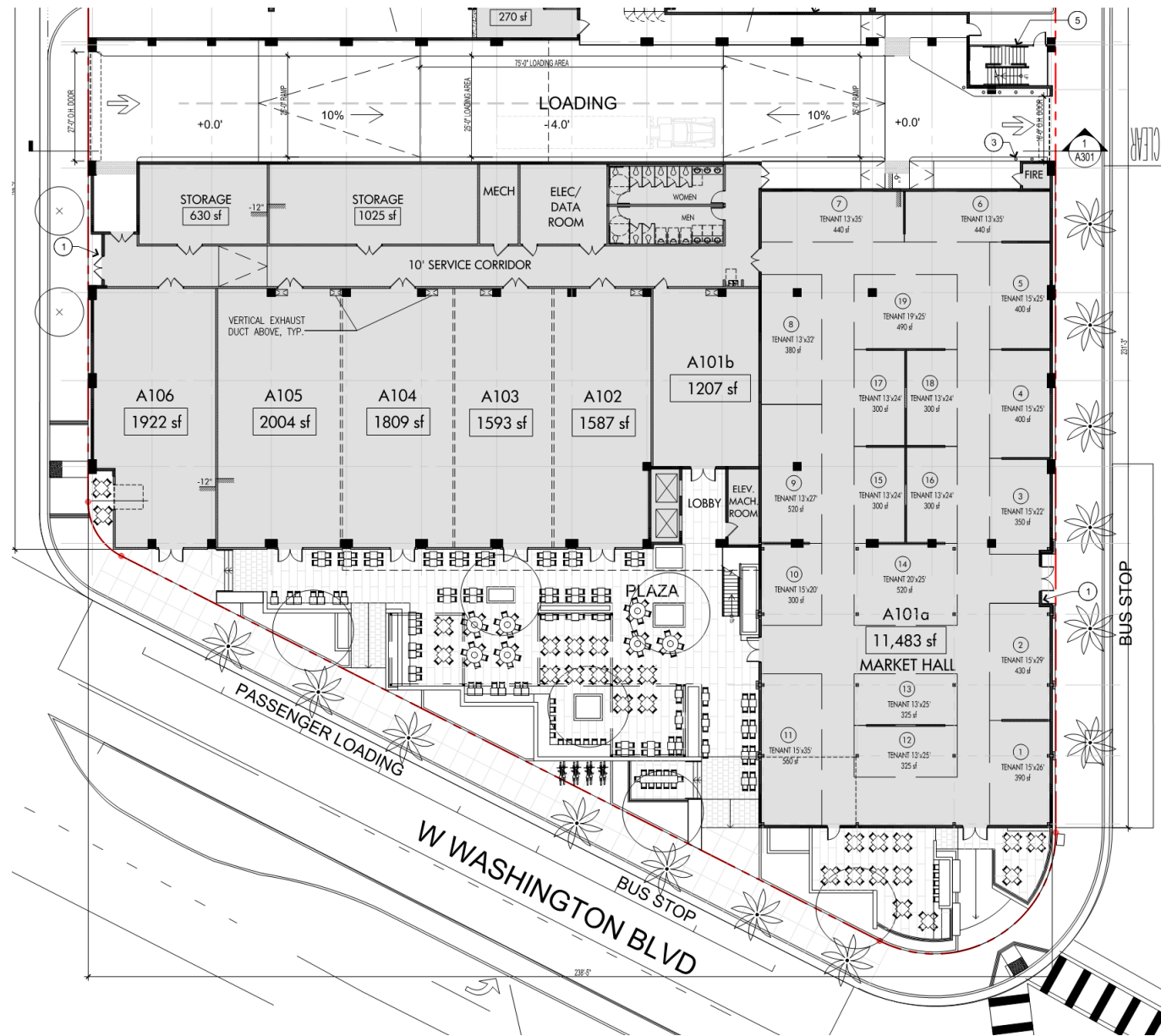
Access to Site B stalls would be provided along Washington Boulevard and Centinela Avenue. Site B parking would include 20 off-street surface parking stalls located behind the buildings.

Due to the unique nature of the Project and its characterization as a compilation of various uses and tenants with shared/common parking facilities, the shopping center ratio for required off-street parking was applied to the Project. As shown in Table 6 below, the Project off-street parking requirement is 194 stalls based on the floor area amounts shown in Figure 6 and Figure 7. The Project will provide the minimum 147 off-street parking spaces required for the proposed floor area and uses, including outdoor dining, as well as an additional 47 public parking spaces in excess of code requirements, which will serve to address existing parking concerns in the surrounding neighborhood. Outdoor dining areas designated for shared/common use by all uses/tenants of the Project will not be required to be provided with parking since such a use would be consistent with the unique and specific objectives for the Project, and would serve to activate the pedestrian oriented streetscape envisioned for the site. Additional outdoor dining areas, would be allowed to be designated for use by a specific tenant/operator, and, thus, are required to be parked.

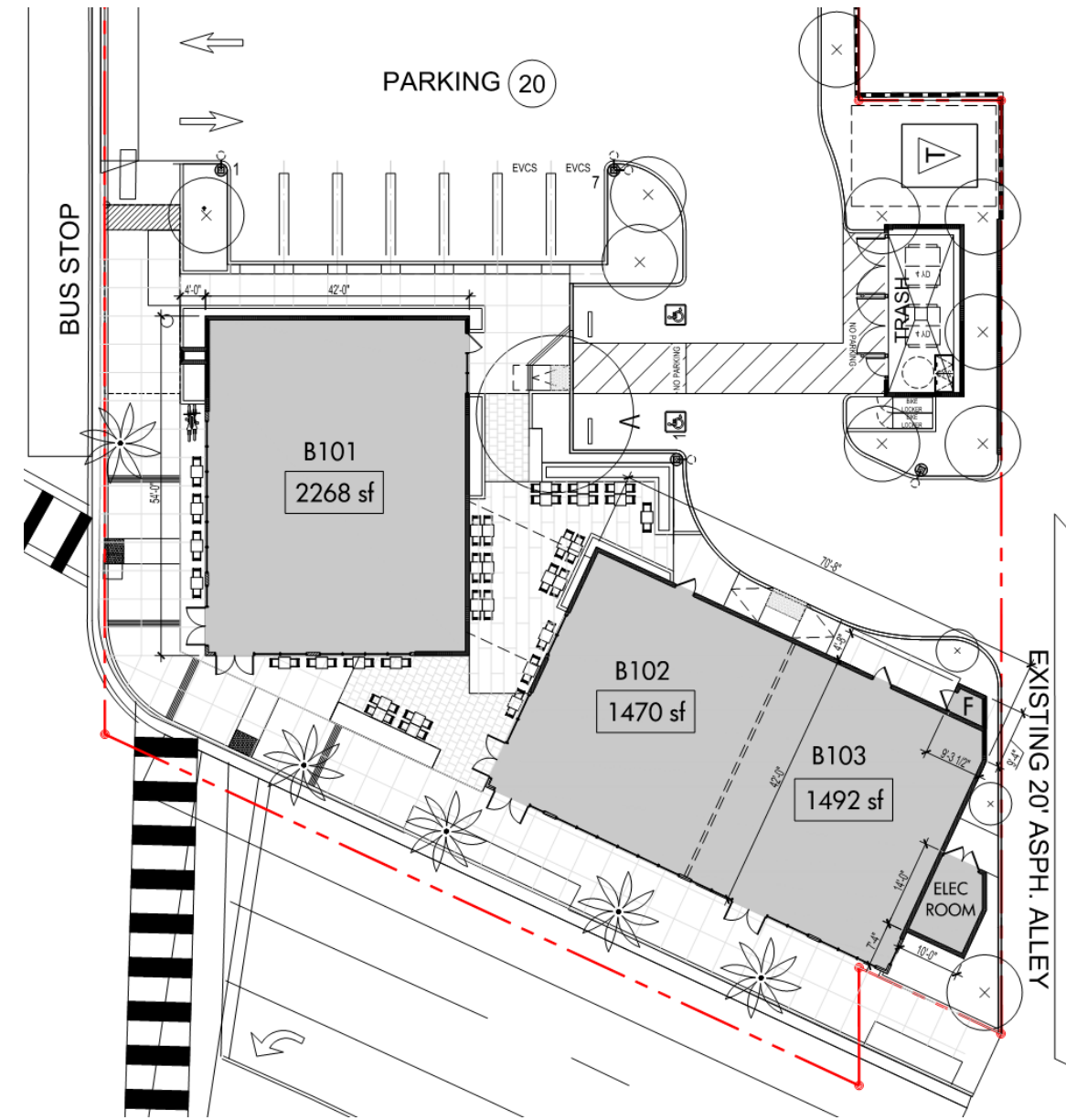
Table 6 Parking Analysis

Land Use	Area/Sq. Ft.	Parking Ratio*	Parking Required	Parking Provided
Artisanal Food Retail/Market Hall	15,221	1:250	61	61
Restaurant (up to 25%)	6,700	1:250	27	27
Restaurant (over 25%)	4,914	1:100	49	49
Outdoor Dining**	2,416	1:250	10	10
City/Public Parking	--	--	47	47
Surplus Parking	--	--	--	10
Subtotal Site A	--	--	--	184
Subtotal Site B	--	--	--	20
Total			194	204

\*Shopping Center rate used for entire site  
\*\*Outdoor dining square feet counted towards parking requirements excludes common outdoor dining areas (3,030 square feet)



**Figure 6 Proposed Site A Tenant Plan**



**Figure 7 Proposed Site B Tenant Plan**

### *LOADING*

Site A onsite delivery will be provided within the ground level of the parking garage at the rear of the site. Loading ingress is located on Colonial Avenue and loading egress is located on Centinela Avenue. The loading corridor is designed to accommodate up to a 45 foot truck trailer. Given the nature of the site uses, the majority of delivery trucks are anticipated to be much smaller vehicles.



At Site B, a dedicated loading stall would be provided to accommodate site deliveries. The loading stall serves as a parking stall during hours of operation; posted signage shall indicate loading hours.

*TRASH AND RECYCLING*

Each site has a dedicated trash collection area. Site A trash collection area is approximately 770 square feet and measures approximately 36 feet in width and ranges from 16 feet to 23 feet in depth. The Site A trash collection area can accommodate up to three 4 yard trash/recycle bins, three 2 yard trash/recycle bins and two trash compactors.

Site B trash collection area is approximately 275 square feet and measures approximately 25 feet in width and ranges from 11 in depth. The Site B trash collection area can accommodate two 4 yard trash/recycle bins, two 2 yard trash/recycle bins.

Each tenant would be responsible for his own interior trash collection and disposal. Site maintenance staff would collect and dispose of trash in the common areas. Organic waste recycling services would be mandated of all tenants generating four (4) cubic yards of organic waste or more per week. Recyclables (i.e. cardboard, plastics, and aluminum) as well as organic waste would be collected and stored separately. Dedicated recycling and organic waste bins would be provided. Site refuse collection frequency shall be reviewed and determined by the Environmental Programs and Operations (EPO) Division of the Culver City Public Works Department.

*CONCEPTUAL SIGNAGE*

A Master Sign Program will be developed pursuant to Zoning Code Section 17.330.050.D.2 or as amended. The Master Sign Program will identify signage standards for all exterior Project and tenant signage. Project signs will include iconic “Culver” signage at southeast corner of Site A, west facing façade of Site A, and west facing façade of Site B. Iconic signage is illustrated in Figure 8, Figure 9, and Figure 10 below.



**Figure 8 Proposed Iconic Signage - Southeast Perspective, Site A**



**Figure 9 Proposed Iconic Signage - Southwest Perspective, Site A**





**Figure 10 Proposed Iconic Signage - Southwest Perspective, Site B**

*TENANT SIGNAGE*

Tenant signage will reflect the architectural character of the Culver Public Market. Tenant graphic design shall be imaginative, simple and clear. Creative and expressive signage solutions using a variety of materials are strongly encouraged as a means of enhancing customer experience. Tenants shall retain the services of a professionally trained graphic designer to create their identity and sign program. The design of signs shall be harmonious with the materials, color, texture, size, scale, shape, height, placement and design of Tenant premises and the Owner’s buildings. Strict adherence to these sign design criteria shall ensure that the character of the Project is maintained.

Each tenant shall have the opportunity to display a storefront sign. Where possible, such as end units, additional storefront signage may be allowed. Signage types that may be included in the MSP include reverse pan channel halo lit individual dimensional letters, pan channel internally lit with translucent face, or dimensional letters; external illumination with goose neck fixtures may also be allowed where appropriate and in harmony with the building design and sign concept. Examples of the possible tenant signage types are shown in Figure 11 below.



**Figure 11 Tenant Sign Alternatives**

*ART IN PUBLIC PLACES*

Prior to the issuance of any permits, the Project will comply with the requirements of the Art in Public Places Ordinance, as specified in Chapter 15.06 of the Culver City Municipal Code (CCMC). The Developer may pay a fee or install public art created by a qualified artist. Public art must be approved by the Cultural Affairs Commission prior to installation. The Developer intends to propose an iconic mural on the Site A façade to fulfill the public art component (refer to Site A Elevations, Project Plans). The Developer has submitted an artist recommendation to the Cultural Affairs, Public Art and Historic Preservation Coordinator for review.

*ADMINISTRATION*

This Comprehensive Plan provides polices, standards and regulations guiding the development of the Culver Public Market project. Specific topics not addressed in this Comprehensive Plan shall be governed by the Culver City Municipal Code, as determined by the City and applicable Development Agreement. Any

modifications to the Comprehensive Plan must be requested pursuant to Culver City Municipal Code Section 17.560.025 or as amended.

# SUSTAINABILITY

In accordance with the PD-15 goals and objectives, sustainability is a key component for the Project. The Project design promotes sustainability principles and technologies and incorporates design and operational strategies that aid in achieving four (4) of various key objectives for the Project, such as to:

- 1. Develop a regional destination.
- 2. Promote the use of bus, bicycles and other forms of transit.
- 3. Connect with Culver City’s neighborhoods.
- 4. Create an attractive, walkable streetscape that includes outdoor dining areas.

The Market Hall implements these objectives through a comprehensive, integrated design approach that reduces energy and water consumption, generates renewable energy on-site with the use of solar technology, facilitates an active, urban lifestyle, and creates a dynamic node at the Washington/Centinela intersection. The Project shall meet Culver City’s mandatory green building requirements: 1kW of Solar Photovoltaic Generation per 10,000SF of Development; Culver City Green Building Program’s Design to the Equivalent Standards of LEED Certification requirement; and California Green Building Code’s mandatory requirements.

The project would be designed with the following sustainable and related features:

- Create a model sustainable development with integral solar technology and passive design approaches (passive solar design for natural lighting and heating).
- Cool Roof energy conservation systems.
- Storm water collection and discharge in compliance with the City’s storm water ordinance and Low Impact Design requirements.
- Drought tolerant landscape and water efficient landscape.
- Large operable windows at ground and second floor levels of the Market Hall for natural ventilation and hearing.
- Shade structures over the proposed outdoor dining/open space
- EV charging station infrastructure for up to 13 vehicles (11 at Site A and 2 at Site B).
- Sixteen spaces of bike parking for employees and customers.
- LEED-equivalent design and construction.



# MOBILITY PLAN

The Project is located in West Washington Business District at the intersection of two highly traveled corridors, Washington Boulevard and Centinela Avenue. Project mobility features are designed into the project that would promote the use of alternative modes of transportation that reduce vehicle distance traveled, increase public health, and reduce greenhouse gas emissions. Project mobility features include the following:

- Short and long-term bicycle storage, including lockers
- Participation in future bike share program
- Designated drop-off area for ride share providers (i.e. Uber and Lyft) –see Figure 16
- Designated loading area for food delivery providers (i.e. UberEATS) – see Figure 16
- Streetscape and related pedestrian improvements
- Relocated and reconstructed bus stops
- Participation in Metro TAP card program for employees

Mobility options for the Project includes use of existing public transit infrastructure. Three (3) bus lines operated by Culver City Bus (Lines 1 and 2) and Big Blue Bus (Line 14) currently serve the Project. Bus stops for the three (3) lines are located directly adjacent to the Project along Washington Boulevard and Centinela Avenue, and will be relocated and reconstructed as specified by the Culver City Transportation Department. Line 1 offers eastbound and westbound service extending from Northeast Culver City to Venice Beach, as illustrated in Figure 12. Line 2 offers eastbound and westbound service extending from Venice High School to the Culver City Transit Center, as illustrated in Figure 13. Line 14, which is operated by City of Santa Monica, offers northbound and southbound service extending from Brentwood to Playa Vista, as shown in Figure 14. Both Lines 1 and 14 offer direct connections to Expo Metro Rail Line (Washington Boulevard Culver City Metro Station and Bundy Metro Station, respectively). The Culver City Metro Line offers eastbound and westbound service extending from Downtown Santa Monica to Downtown Los Angeles, where it connects with additional Metro bus and rail lines. In order to capitalize on existing public transit lines abutting the Project, the Project will implement upgrades to existing bus stops to make them more user friendly. In addition, in order to promote the use public transportation, the Developer shall implement a Metro TAP card subsidy program whereby the Developer will provide up to 35 tenant

employees (estimated at over 60% of the Project workforce) Metro TAP cards for one (1) year following the opening of the Project.



Figure 12 Culver City Bus Line 1

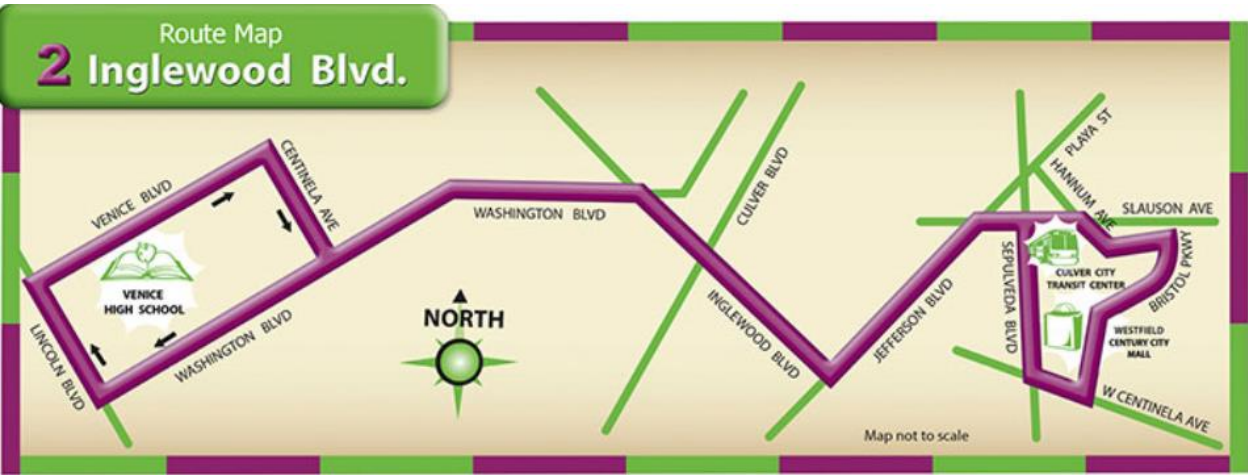


Figure 13 Culver City Bus Line 2

The Project incorporates project features that would encourage pedestrian travel within a 1-mile radius. Such features include:

1. The primary entrance is located at the intersection of Washington Boulevard and Centinela Avenue with direct pedestrian walkways to the main entry (see Figure 15).
2. All off-street parking and loading areas are located at the rear the Project, minimizing visibility of the off-street parking from the vehicle travel way and the primary façade.
3. Installation of new sidewalks along Washington Boulevard and Centinela Avenue at a minimum width of 10 feet.
4. The parking ingress and egress points are located at the rear of the buildings to avoid pedestrian and vehicle conflict.
5. Over 75% of the primary façade at the ground-level incorporates doors or windows.
6. The primary façade incorporates ground-level plazas and dining areas to activate the street front.
7. The crosswalks at the intersection of Washington Boulevard and Centinela Avenue will be restriped to increase pedestrian safety.



Figure 15 Project Perspective: NWC of Washington Boulevard and Centinela Avenue

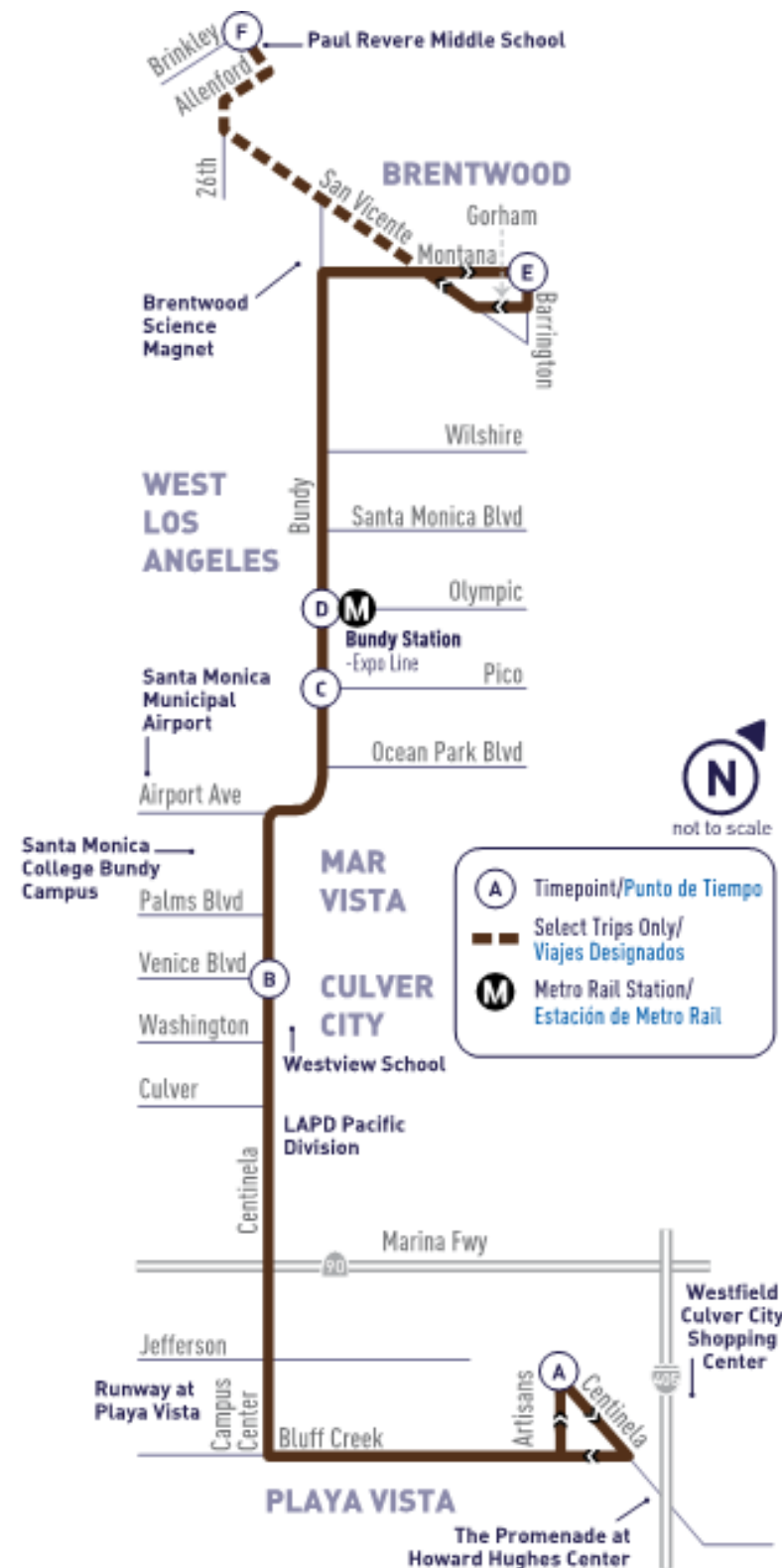


Figure 14 Big Blue Bus Line 14



To encourage bicycle access, secure bicycle parking is provided to accommodate a minimum of sixteen (16) bicycles. All required bicycle parking shall be provided free to building occupants, tenants, employees and/or visitors. Bicycle parking is provided as follows:

**Table 7 Bicycle Parking Summary**

	Site A	Site B	Total
Short Term Bike Parking	8	2	10
Long Term Bike Parking	4	2	6
Total Bike Stalls	12	4	16

*SHORT-TERM BICYCLE PARKING*

Short-term bicycle spaces would be secured using City approved “Inverted - U” bicycle racks. The short-term bicycle parking spaces would be provided within 50-ft walking distance of the main pedestrian entrances to the retail buildings. Bicycle parking location, layout and equipment shall comply with the City’s approved Bicycle and Pedestrian Master Plan Design Guide.

*LONG-TERM BICYCLE PARKING*

Long-term bicycle spaces provide individual bike lockers or bike racks in a secure locking enclosure and are protected from the weather, easily accessed.

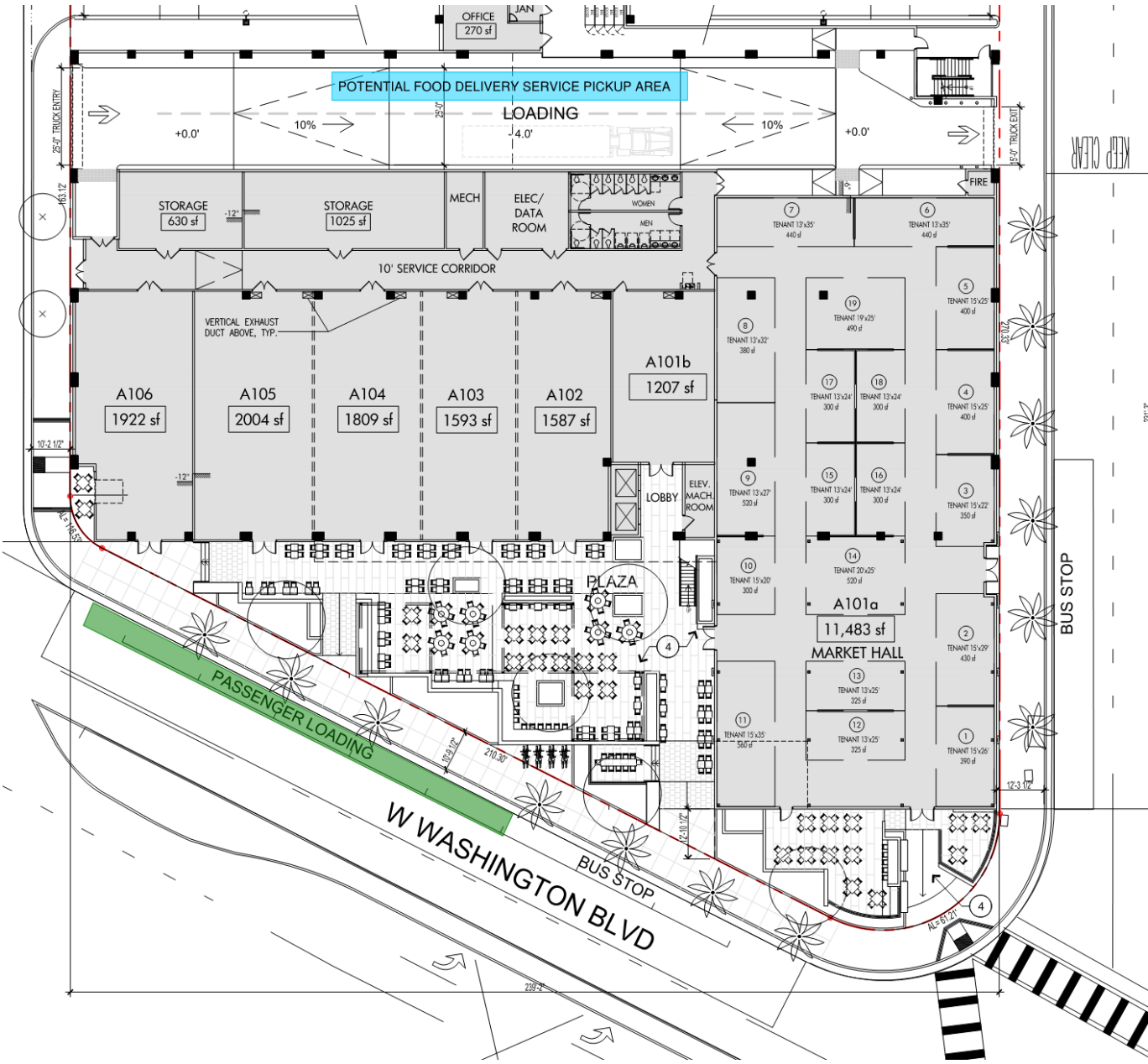
*VEHICLE ACCESS*

Site A will provide two automobile ingress and egress points located along Colonial Avenue and Centinela Avenue. Both Ingress drives lead up a ramp to the second floor to the parking garage. Points of entry to Site B include a driveway located along Colonial Avenue and a second driveway connecting to an existing alleyway.

*DESIGNATED RIDESHARING DROP-OFF AREA*

A designated Passenger Load Area is planned on Washington Boulevard, adjacent to Site A (Figure 16). This loading area would serve as the primary drop off for riding sharing customers. The loading area would

also serve a pick up location for ridesharing customer utilizing online ridesharing services such as Uber and Lyft.

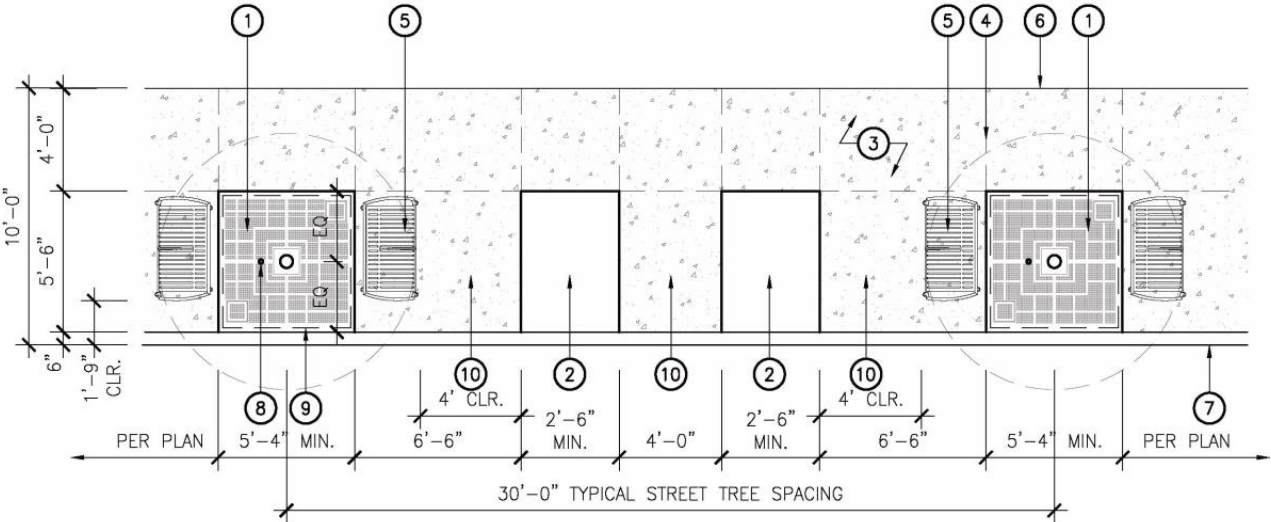


**Figure 16 Designated Passenger Loading Area and Food Delivery Service Staging Area**

*STREET IMPROVEMENTS*

Various public street improvements would be implemented to maintain and or improve driving conditions in the surrounding areas. Such improvements include the following:

1. Restripe Centinela Avenue to provide a left turn pocket to access the main driveway into Site A.
2. Restrict vehicular access to Colonial Avenue by installing egress driveway design and one (1) of three (3) street improvements to restrict cars exiting Site A on Colonial Avenue from heading northbound. The egress from the proposed driveway on Colonial Avenue shall be left turn only.
3. Provide “high speed” design drive approaches on Washington Boulevard and Centinela Avenue.
4. Provide right-in and right-out only access from the proposed drive approach to Site B on Centinela Avenue.
5. Provide a painted red curb along Site B’s frontage with Washington Boulevard and Centinela Avenue.
6. Provide a painted red curb along Site A’s frontage with Colonial Avenue.
7. Repave the adjacent street front at Centinela Avenue, Washington Boulevard, and public alleyways.
8. Replace all curb, gutter, and sidewalk along the project’s frontage in accordance with the Culver City Streetscape Details as shown on Figure 17 below.



**LEGEND**

1. TREE WELL.
2. PLANTING AREA: MATERIAL PER MASTER PLAN.
3. CONCRETE: NATURAL GRAY, TOP-CAST #5.
4. CONCRETE JOINT TYP.

5. BENCH: 49" BLACK "TOWNE SQUARE" WITH DIVIDER BY LANDSCAPE FORMS.
6. RIGHT OF WAY.
7. FACE OF CURB.
8. "GRATE STAKE" BY J.R. PARTNERS.
9. ROOT BARRIER.
10. PEDESTRIAN ACCESS WHERE PARKING OCCURS.

**NOTES**

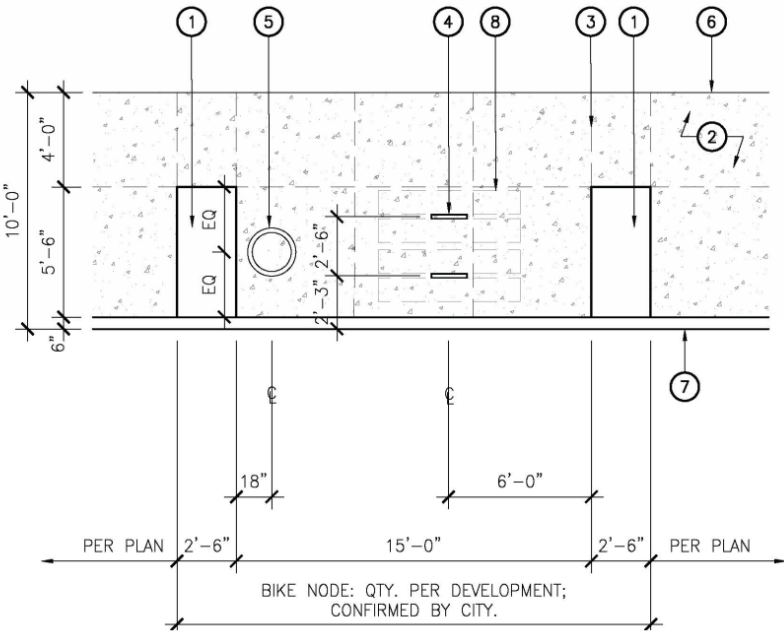
- A. ASSUME 5' O.C. SIDEWALK CONCRETE JOINTS BOTH WAYS UNLESS OTHERWISE NOTED.

**LEGEND**

1. PLANTING AREA: MATERIAL PER MASTER PLAN.
2. CONCRETE: NATURAL GRAY, TOP-CAST #5.
3. CONCRETE JOINT, TYP.
4. BIKE RACK: BLACK "SIMPLE-LOK" BY SUNSHINE U-LOK CORPORATION OR APPROVED ALTERNATIVE.
5. TRASH RECEPTACLE: 24" DIA. "SCARBOROUGH" BY LANDSCAPE FORMS.
6. RIGHT OF WAY.
7. FACE OF CURB.
8. EXTENT OF BICYCLE.

**NOTES**

- A. ASSUME 5' O.C. SIDEWALK CONCRETE JOINTS BOTH WAYS UNLESS NOTED OTHERWISE.



**Figure 17 Streetscape Details**

*COLONIAL AVENUE STREET IMPROVEMENTS*

As mentioned in the Street Improvement section above, as part of the Project, one (1) of three (3) alternatives for street improvements will be implemented in order to restrict cars exiting Site A onto Colonial Avenue from traveling northbound into the residential neighborhood. The egress from the proposed driveway on Colonial Avenue shall be left turn only and would also restrict left turns into the Project.

Colonial Avenue is a two (2) lane residential feeder street that services approximately 21 single family residences and provides street parking on both side of the street. The street width, curb to curb, is 30 feet wide. Figure 18 provides a photographic image of Colonial Avenue in its current condition.





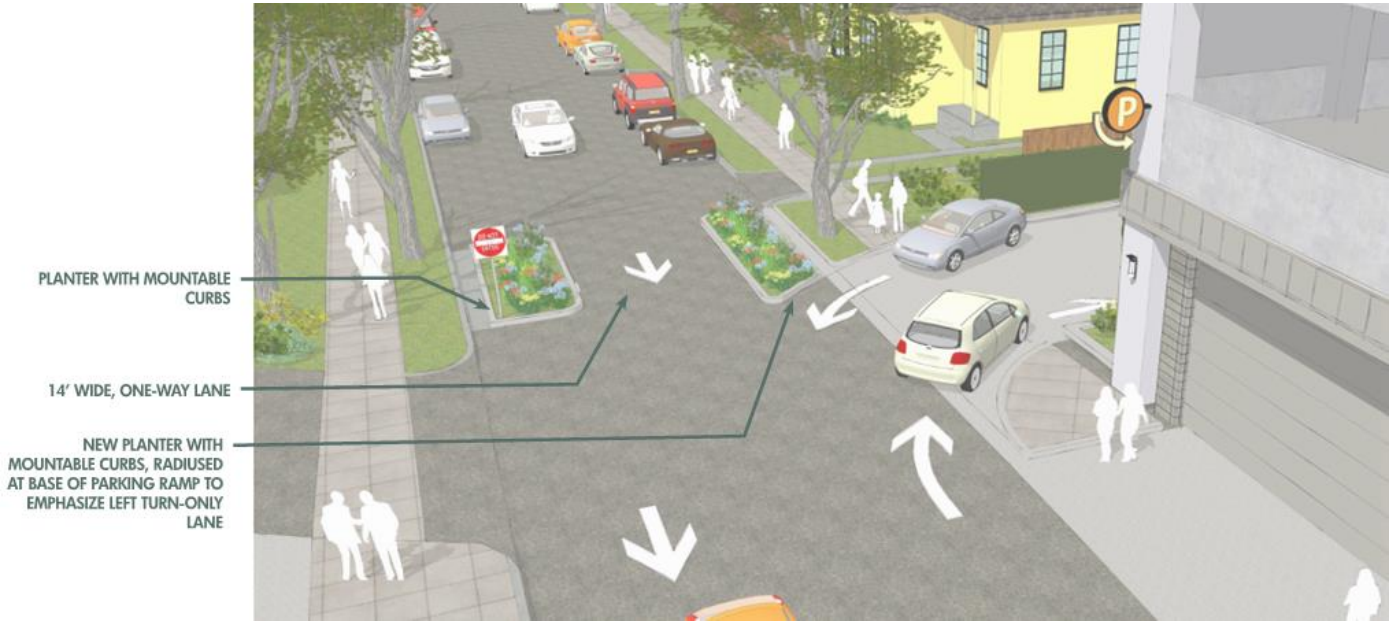
**Figure 18 Northbound view of Colonial Avenue** (photo taken May 31, 2017)

In collaboration with City Staff and based on community input from Colonial Avenue residents, the following three (3) Colonial Avenue configuration alternatives.



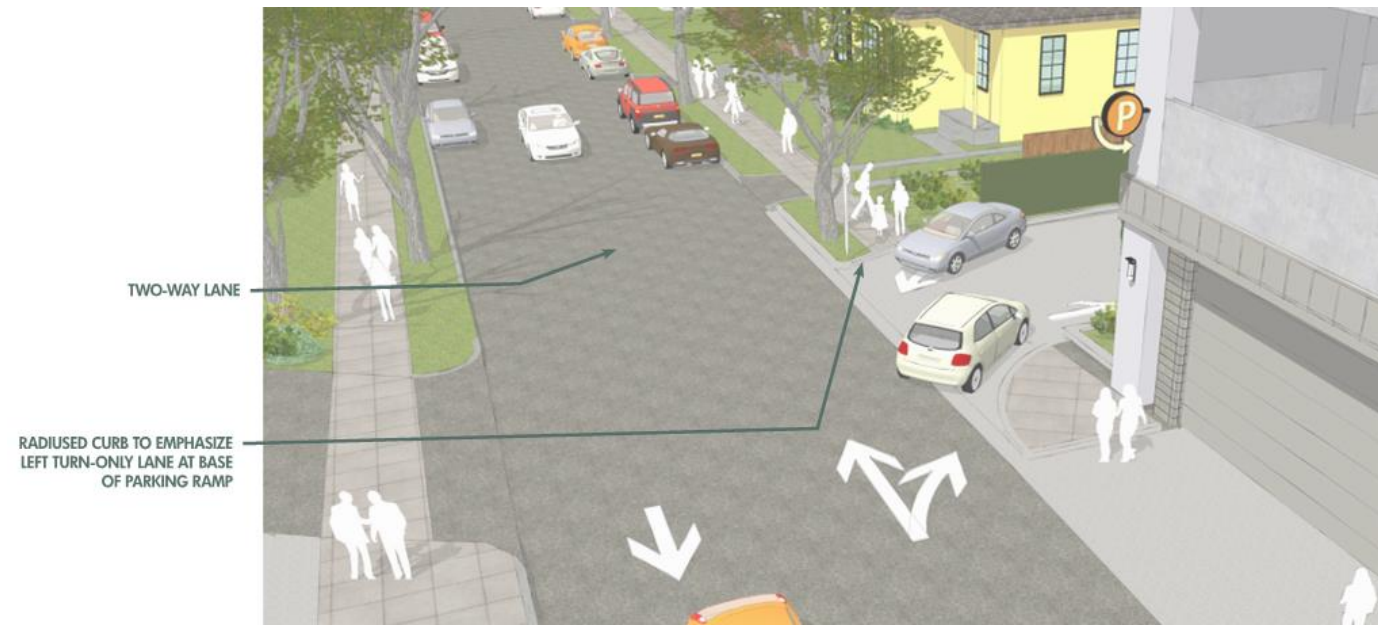
**Figure 19 Alternative 1 - Colonial Traffic Calming Configuration**

Alternative 1 (Figure 19) is the most restrictive of the three (3) alternatives. This alterative would extend the median out to the center of street (16 feet), which would reduce the street to 14 feet wide at the section north of the Project driveway, thereby preventing northbound traffic from the egress driveway and from Colonial Avenue. The driveway design would also restrict left-turns into the Project driveway. A “Do Not Enter” sign will also be installed to clearly inform motorists of the access restriction. Under this alternative, one (1) street parking space would be lost along the west side of Colonial Avenue north of the existing alley.



**Figure 20 Alternative 2 - Colonial Traffic Calming Configuration**

Alternative 2 (Figure 20) calls for the installation of two (2) 8 foot medians along both sides of the roadway, which reduces the street to 14 feet wide at the section north of the Project driveway, thereby preventing northbound traffic from the egress driveway and from Colonial Avenue. The driveway design would also restrict left-turns into the Project driveway. A “Do Not Enter” sign will also be installed to clearly inform motorists of the access restriction.



**Figure 21 Alternative 3 - Colonial Traffic Calming Configuration**

Alternative 3 (Figure 21) is the least restrictive of the three (3) alternatives. Under this configuration, only the egress driveway ramp design feature would be implemented. The driveway would be directed southbound to force egress traffic south and restricting right-turns north into the residential neighborhood. This design feature would also restrict left-turns into the project. Colonial Avenue would remain a two-way (northbound and southbound) street.



SHADE AND SHADOW STUDY

A shade and shadow analysis was completed for the Project to illustrate shadow effects of the Project throughout the year at varying times of the day. Figure 22 Shade and Shadow Analysis plots the four seasonal extreme conditions, including Spring Equinox, Fall Equinox, Summer Solstice and Winter Solstice.

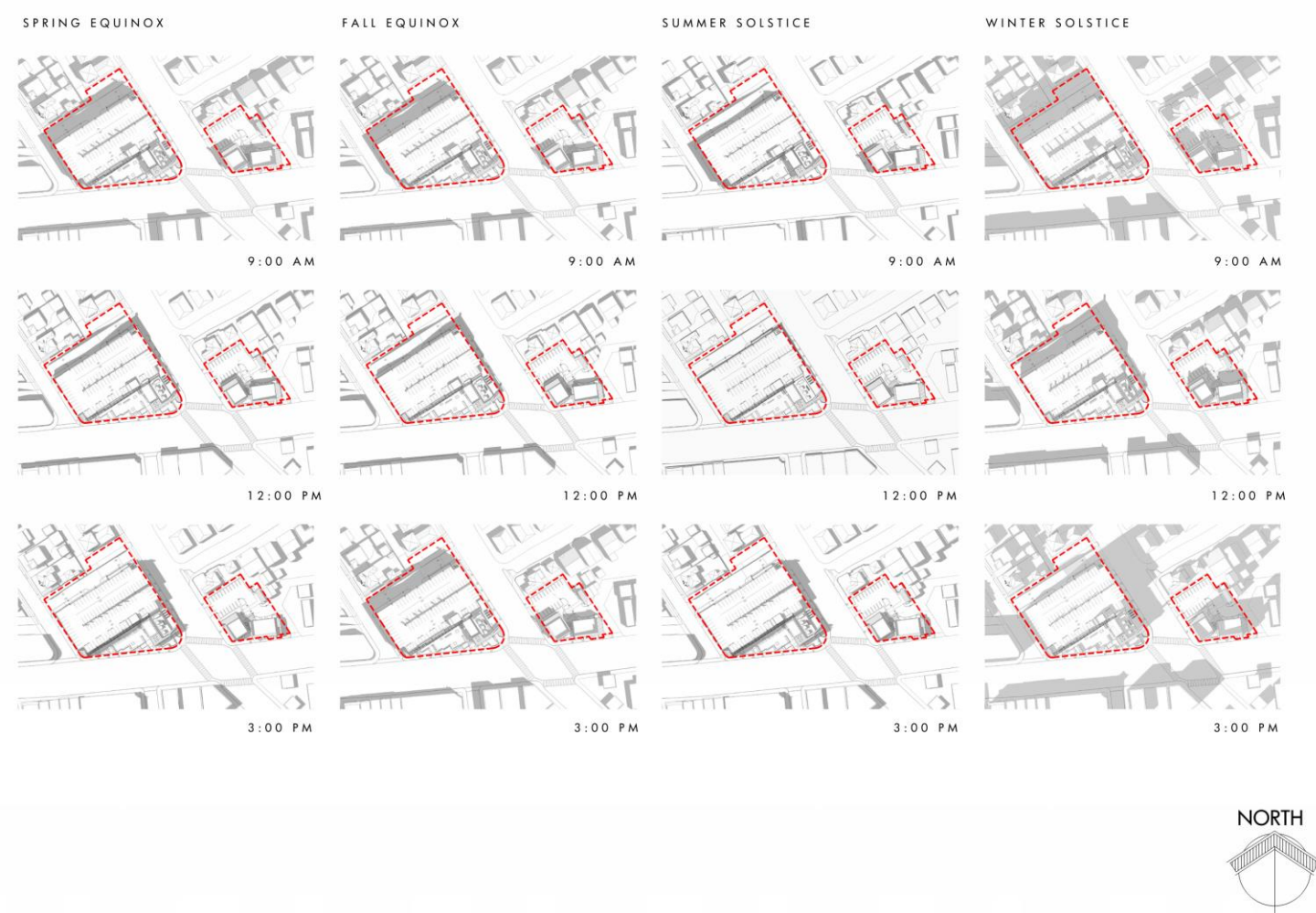


Figure 22 Shade and Shadow Analysis

Shade and shadow impacts vary according to seasons. The summer and winter solstice represent the two shade and shadow extremes. Shadows are at a maximum during the winter solstice, whereas shadows are at a minimum during the summer solstice. During the spring and fall equinox, shadow conditions are midway between those of the solstice. The worst case scenario occurs during the Winter Solstice, at which time specific areas north of the Project buildings will be within the building shadow for more than

four (4) hours. These areas include portions of Centinela Avenue (east of Site A), the alleyway east of the Site B, the parking garage access ramps north of Site A, and parking lot area north of Site B.

Figure 23 illustrates an enlarged image of the Site A shade and shadow analysis. This exhibit confirms that although the maximum structure height would occur at the rear of the parking structure, the Project would not impact the adjacent residential units.

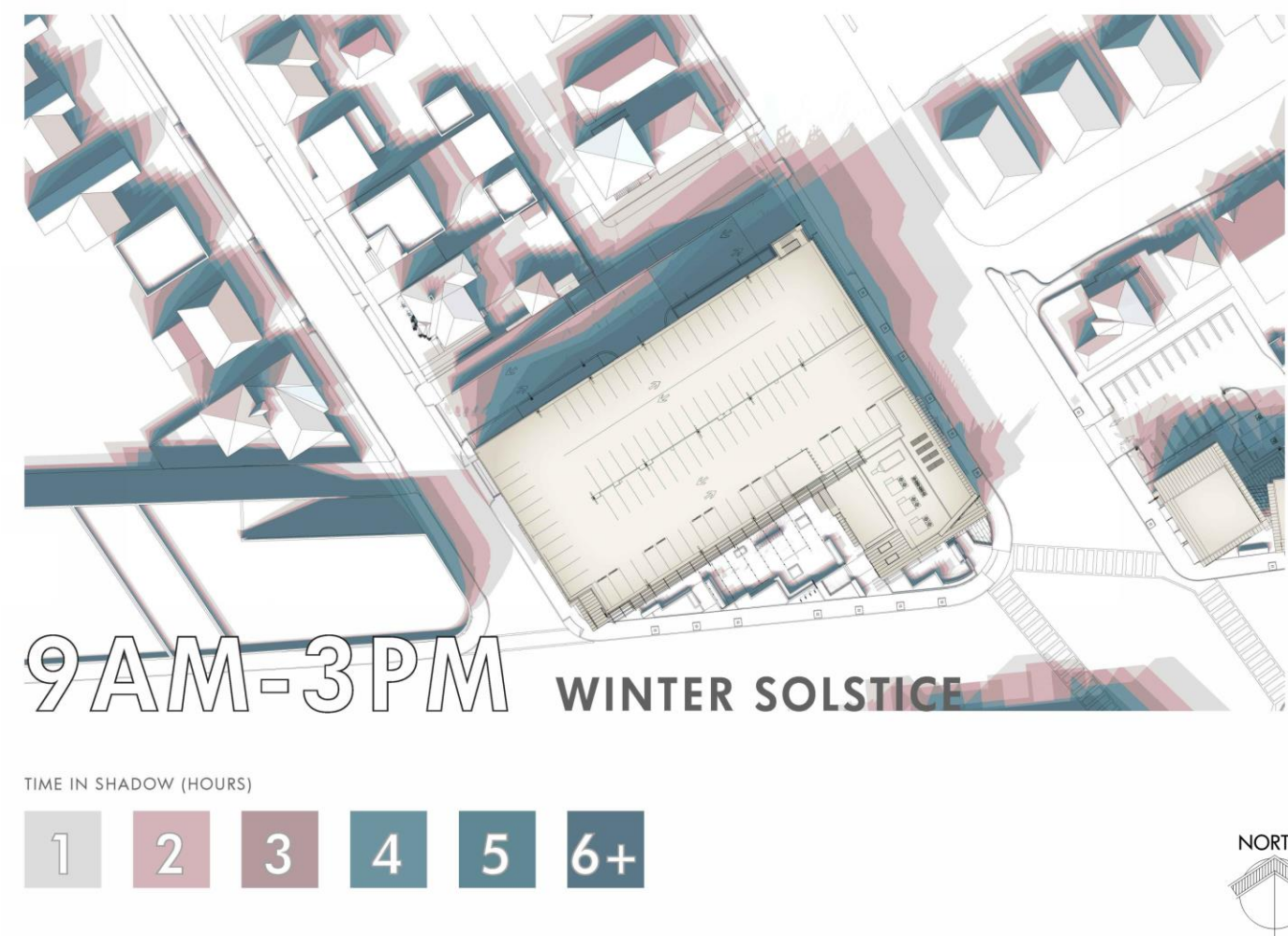
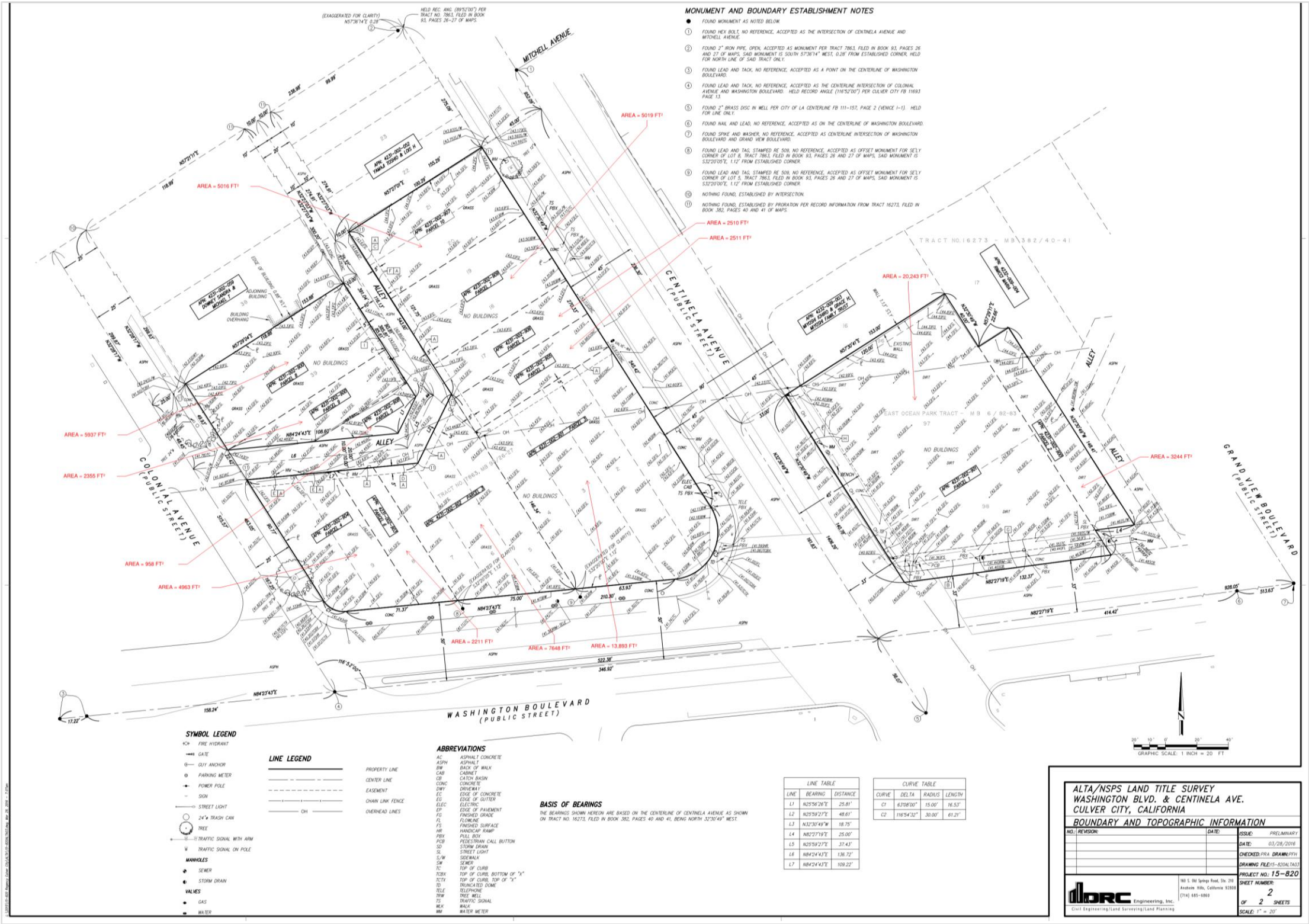


Figure 23 Site A - Enlarged Shade and Shadow Diagram



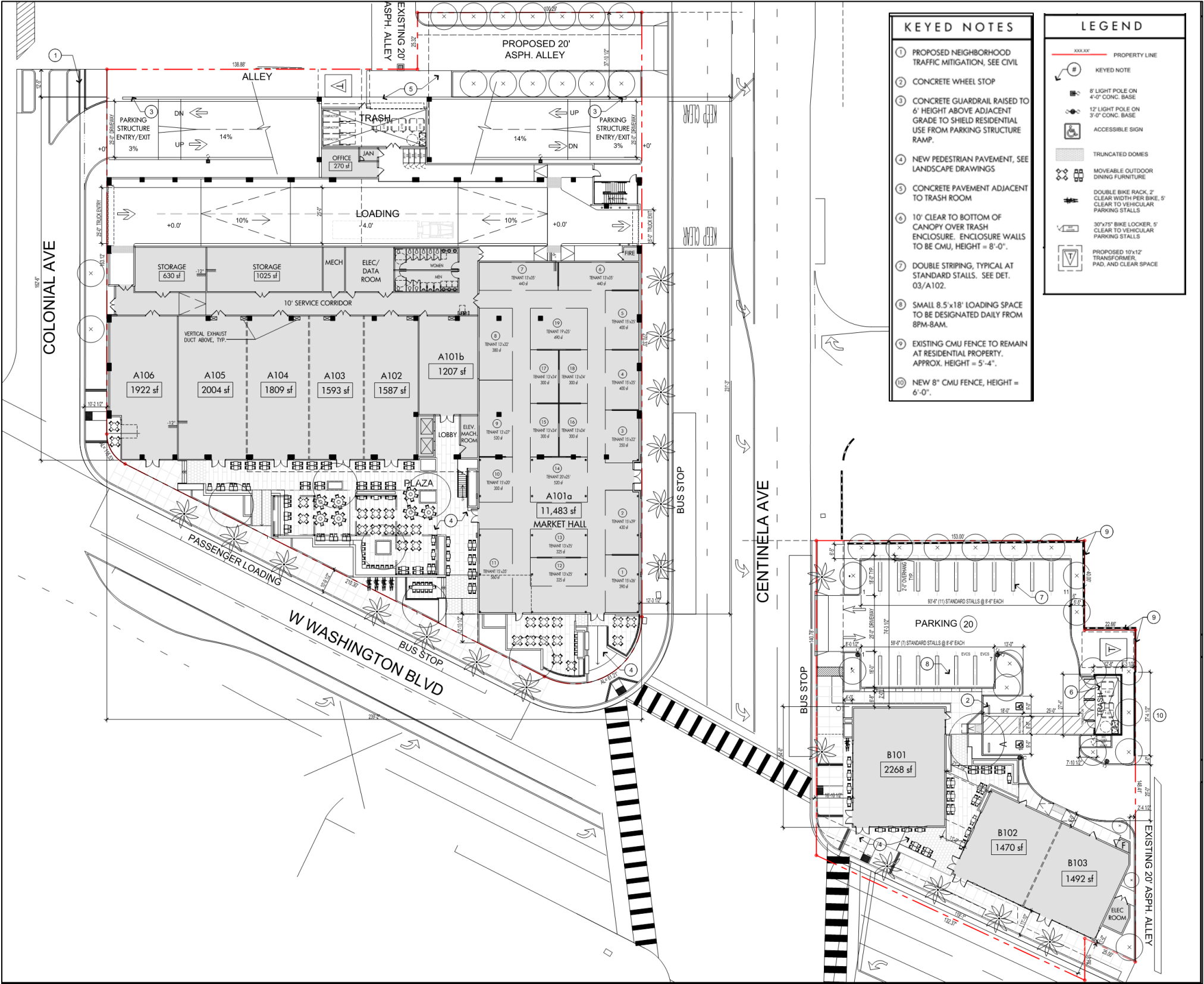
PROJECT PLANS

TOPOGRAPHIC SURVEY





SITE PLAN



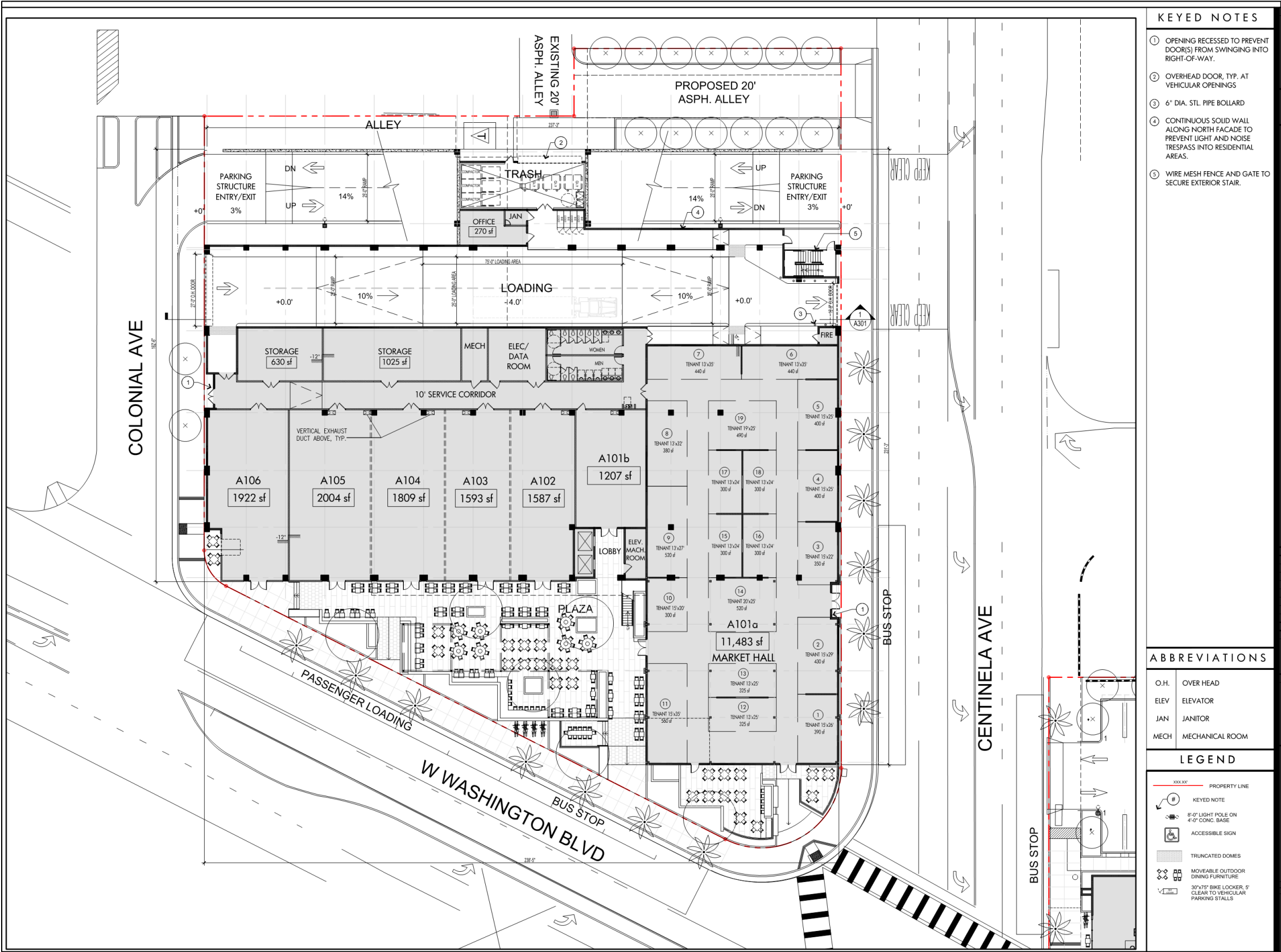


SITE A – PLAN VIEW

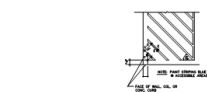
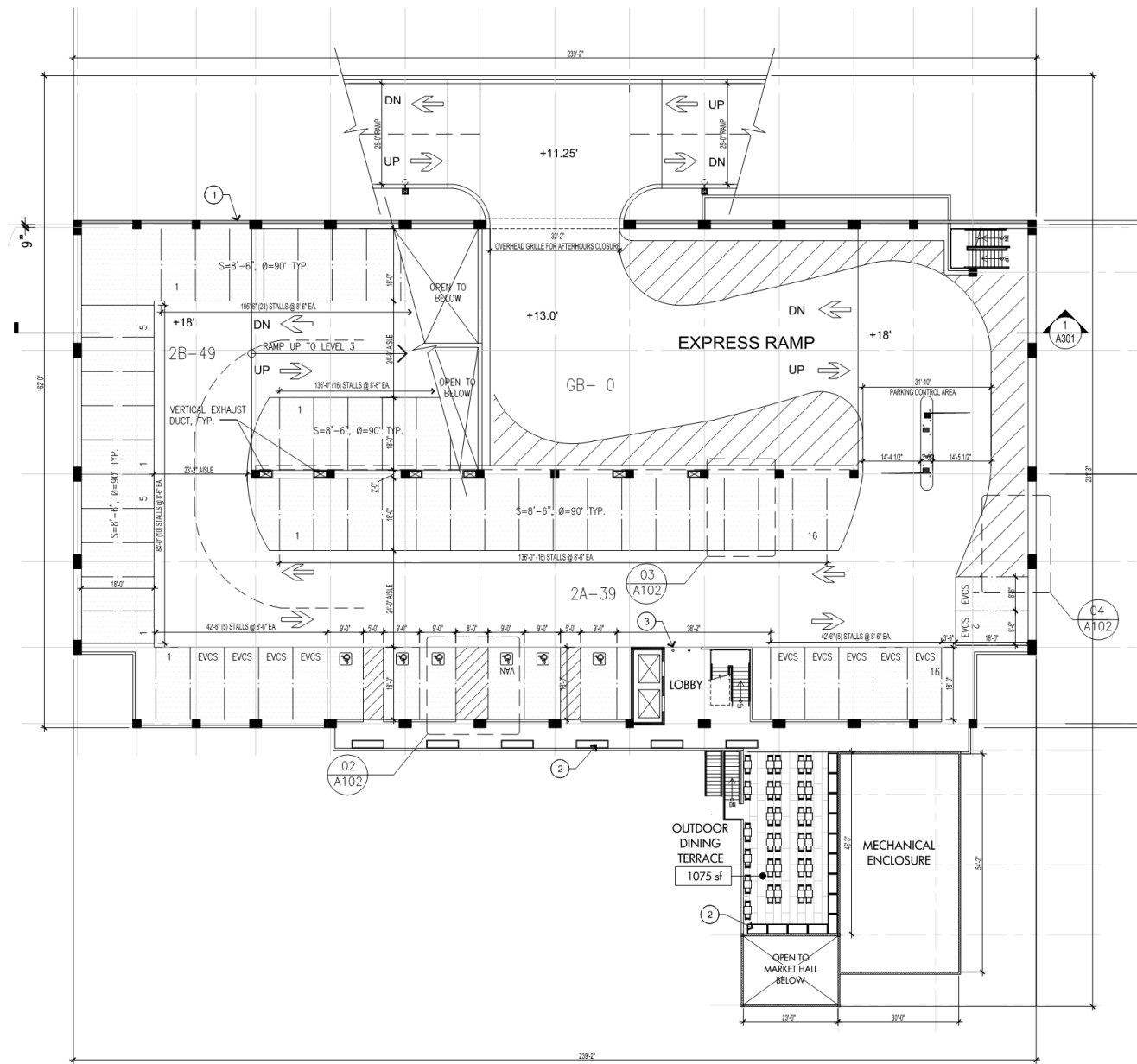




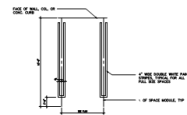
SITE A – FIRST FLOOR



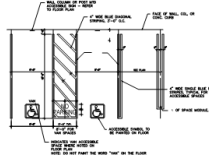
SITE A – SECOND FLOOR



TYPICAL DIAGONAL STRIPING 04  
1/16"=1'-0"



DOUBLE LINE STRIPING @ 90° 03  
1/16"=1'-0"



PARKING STRIPING DETAIL 02  
1/16"=1'-0"

KEYED NOTES

- ① CONTINUOUS SOLID WALL ALONG NORTH FACADE TO PREVENT LIGHT AND NOISE TRESPASS INTO RESIDENTIAL AREAS.
- ② PREFABRICATED PLANTERS, SEE LANDSCAPE DRAWINGS.
- ③ 6" DIA. STL. PIPE BOLLARD

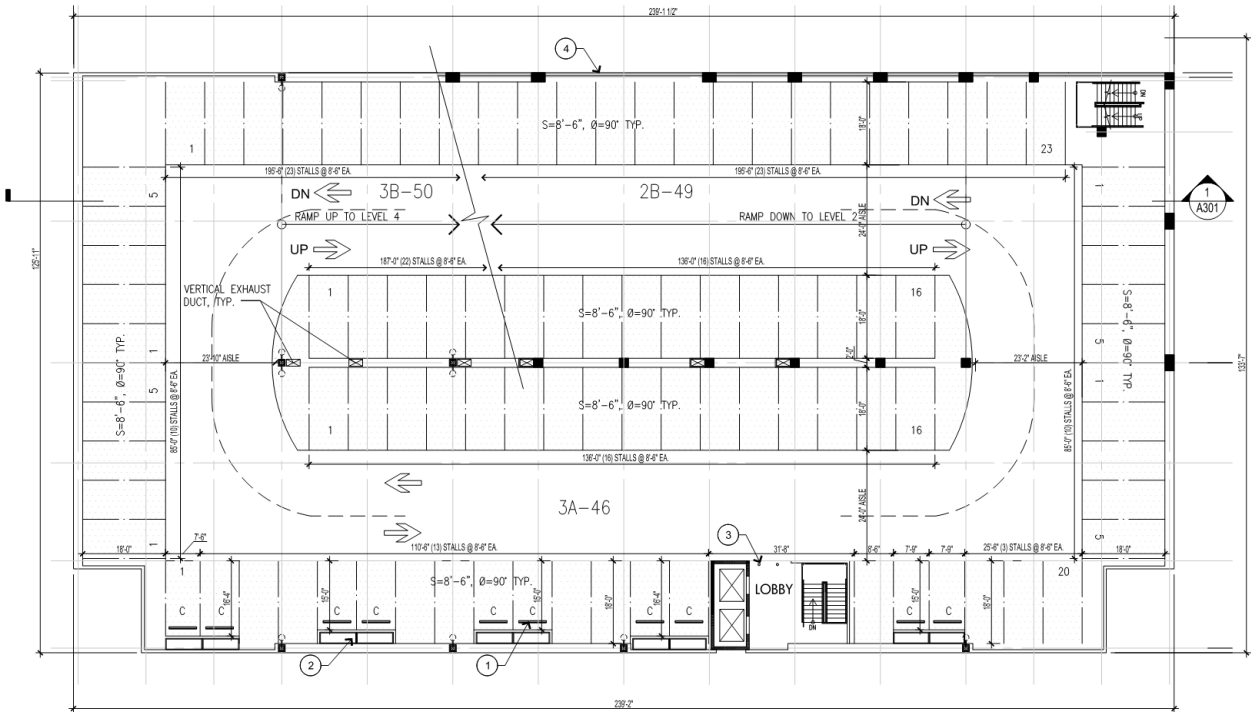
ABBREVIATIONS

EVCS	ELECTRIC VEHICLE CAPABLE STALL
------	--------------------------------

LEGEND

- XXX-XXX --- PROPERTY LINE
- ① KEYED NOTE
- 8'-0" LIGHT POLE ON 4'-0" CONC. BASE
- ♿ ACCESSIBLE SIGN
- TRUNCATED DOMES
- MOVABLE OUTDOOR DINING FURNITURE

SITE A – THIRD FLOOR



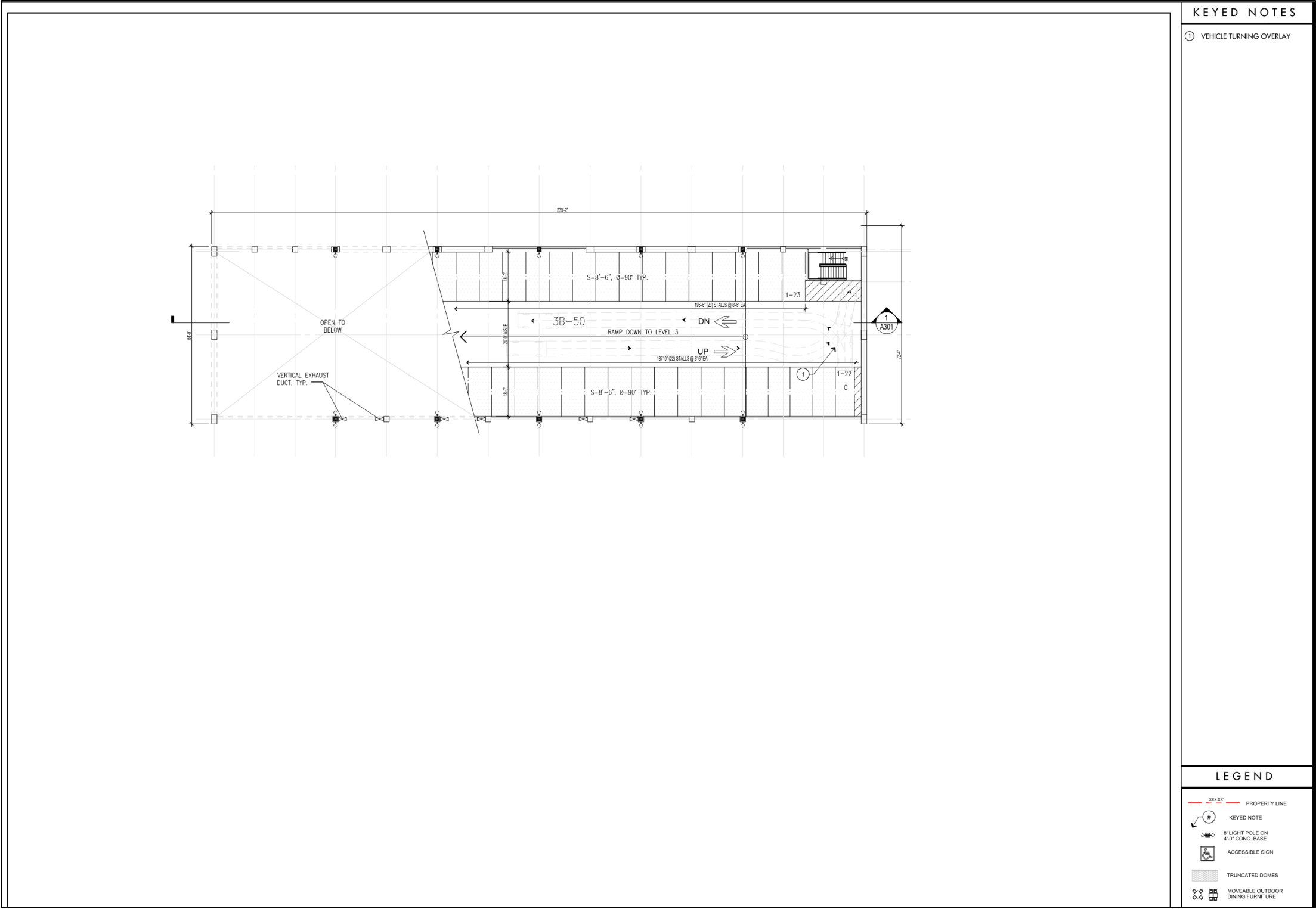
KEYED NOTES

- ① CONCRETE WHEEL STOP
- ② PREFABRICATED PLANTERS, SEE LANDSCAPE DRAWINGS.
- ③ 6" DIA. STL. PIPE BOLLARD
- ④ CONTINUOUS SOLID WALL ALONG NORTH FACADE TO PREVENT LIGHT AND NOISE TRESPASS INTO RESIDENTIAL AREAS.

LEGEND

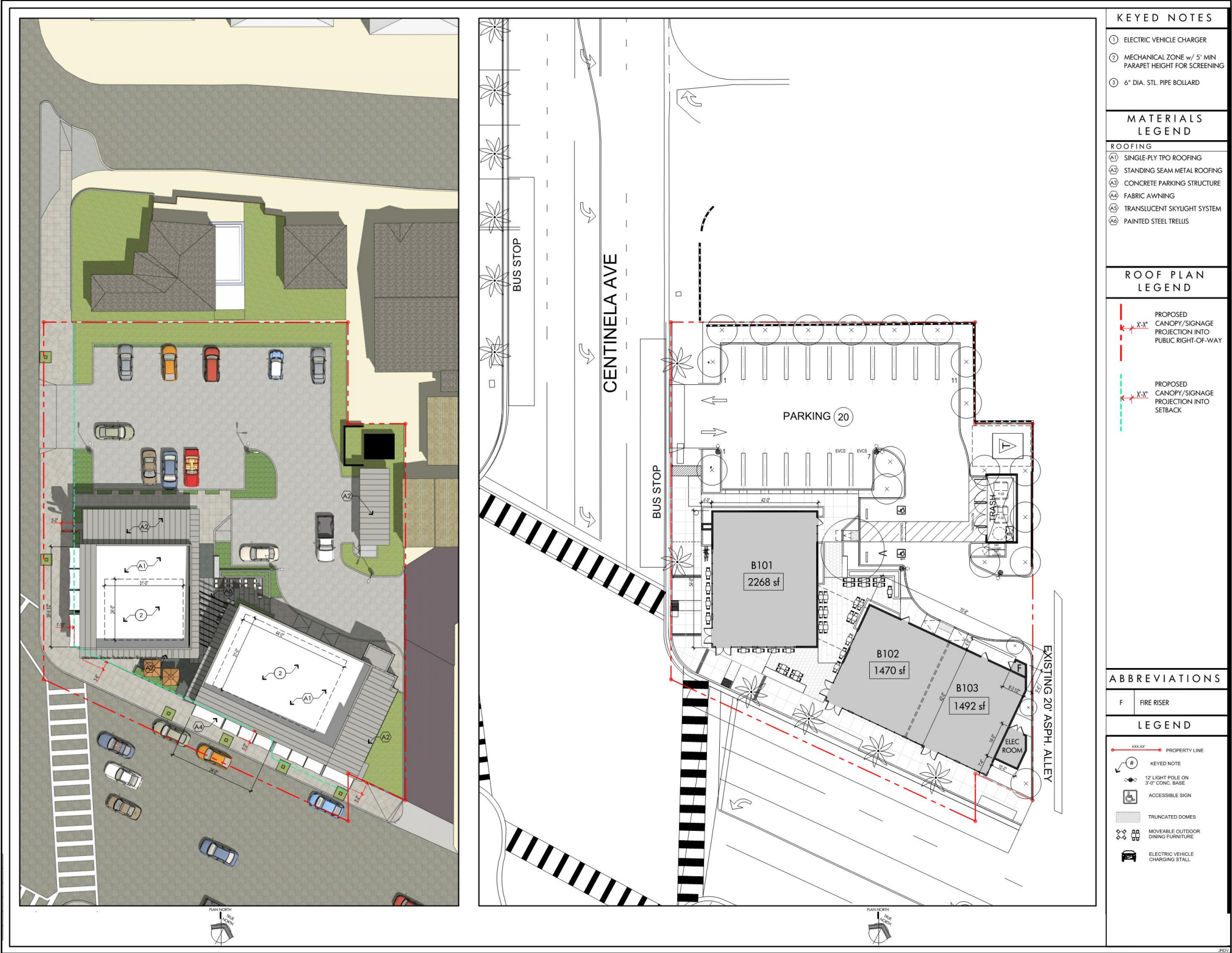
- XXX' XX" --- PROPERTY LINE
- ① KEYED NOTE
- 8'-0" LIGHT POLE ON 4'-0" CONC. BASE
- ACCESSIBLE SIGN
- TRUNCATED DOMES
- MOVEABLE OUTDOOR DINING FURNITURE

SITE A – FOURTH FLOOR





SITE B – PLAN VIEW / SITE PLAN



# ELEVATIONS AND SECTIONS

The Project design is inspired by a rustic style architecture prevalent in many of California’s most successful market halls, and also incorporates elements of current modern architectural styles. The shape of the buildings is characterized by straight lines, and ninety (90) degree angles. The building incorporates flat roofs with parapets of varying heights, as well as sloped roofs and sloped parapets to create visually asymmetrical buildings, which in turn create a sense of articulation and visual interest. Materials such as exposed masonry, standing seam metal panels, steel, and uses of faux wood high pressure laminate panels give the Project a simple, rustic aesthetic appropriate for its location on a major intersection within the City, but also complementary to the adjacent residential neighborhoods. Additional materials include various metals, plaster, painted and exposed concrete, as well as stacked concrete masonry blocks. The outdoor plazas on both sites connect to the public sidewalks to promote pedestrian activity and accessibility to the artisan food vendors which would operate in the market hall and adjacent retail spaces, and will incorporate corten at select landscape planters. The color palette characterized by light neutral tones and earth tones, combining light and dark tones, including various shades of brown, tan/beige, copper, and similar colors. The buildings on Site A and Site B are designed with the use of the same materials, finishes, colors, and architectural style so as to create one cohesive visual at the intersection of Washington Boulevard and Centinela Avenue. The buildings are designed with the primary entrances facing the street, and along with the various architectural elements aid and contribute to the pedestrian-oriented quality of the streetscape, and will communicate and complement each other despite being bisected by Centinela Avenue. The Washington Boulevard and Centinela Avenue façades will incorporate storefront glass with a grid pattern designed to contribute to the rustic theme of the project. In addition, vine trellises will be incorporated on select façades at both sites. The variation in color and materials serves to provide depth and contrast throughout the buildings.

The structure on Site A will include one-story, 25’-2” in height, of commercial floor area fronting on Washington Boulevard, the L-shaped footprint provides a deep southerly setback along the westerly segment allowing for a large open space dining/seating area. This building includes a four-level parking structure attached to the rear, and which rises above and over the commercial tenant area, revealing two (2) to three (3) levels of the parking structure which increase in height as they move towards the northeast corner of the site, and reach a maximum of 43’-10” in height. A decorative trellis structure over a walkway at the second level of the garage provides some enhancement to this part of the façade. Due to the parking

structure location and design, two (2) twenty-five (25) foot wide access ramps and loading area rollup doors are located along the east and west elevations. The parking structure façade facing residential parcels to the north are enclosed to prevent light and noise spill; thus, the northerly elevation incorporates plaster pilasters with “infill panels” where parking structure openings would otherwise occur. The two (2) structures on Site B are single-story, reaching a maximum height of 28’-3”, thereby maintaining a low-scale profile with minimal bulk or mass. These buildings are located at distinct angles, with the easterly building located parallel to the Washington Boulevard street frontage and the westerly building parallel with Centinela Avenue, creating a multi-dimensional appearance.

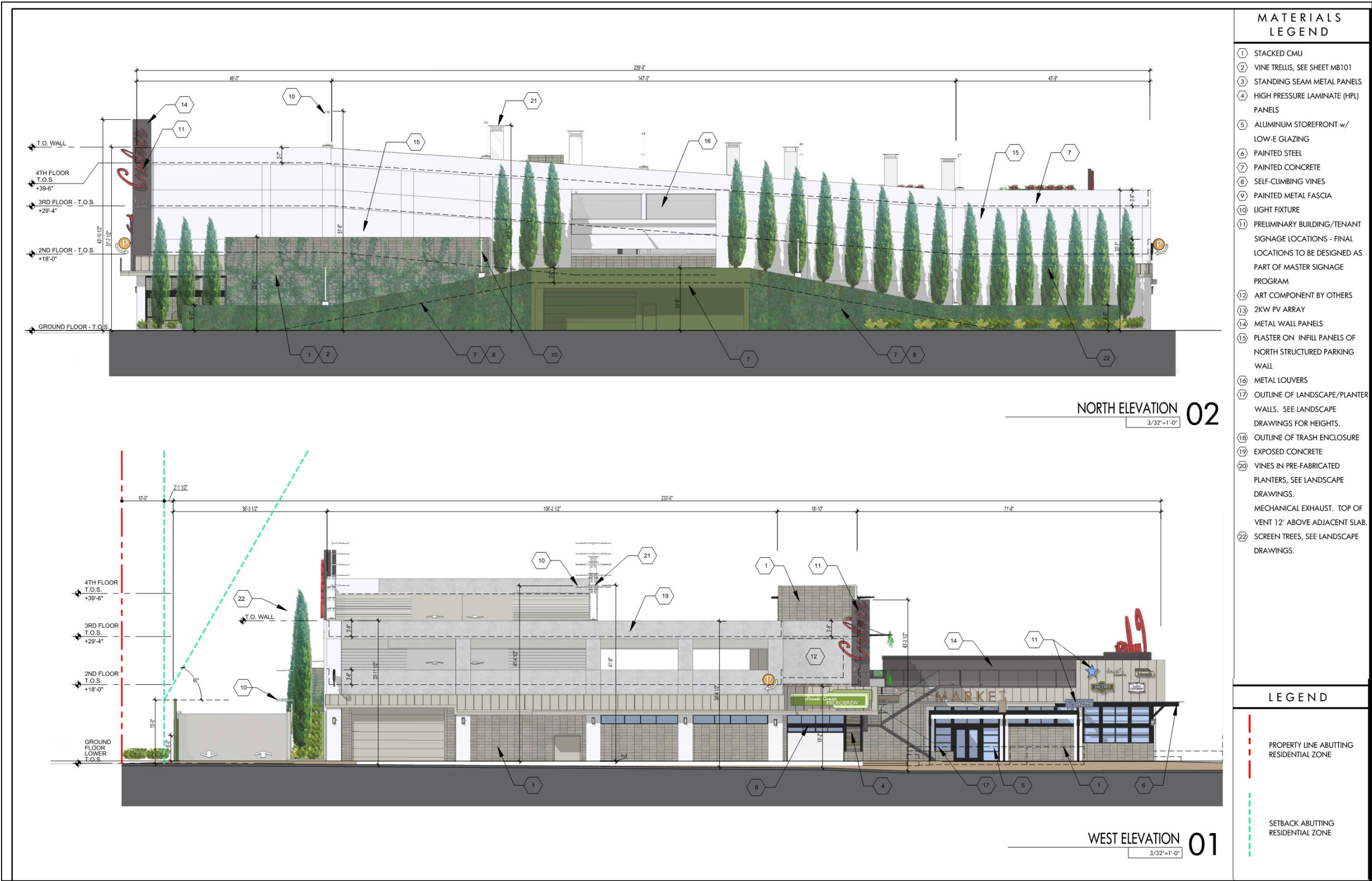
The building mass for Site A is articulated and broken up by the use of variation in the building height, with portions of the front façade being lower in height, and rear portions being taller, so as to reduce the massing along the Washington Boulevard street frontage. The L-shaped footprint of the Site A building façade also provides a change in the building plane, creating the appearance of width variation. The buildings are designed with architectural treatment on all street sides, providing materials variations along the street facing façades, and creating visual interest in the appearance of the building. The overall architectural style of the Project complements the eclectic mix of building styles reflected in the commercial development along Washington Boulevard and Centinela Avenue, and with the surrounding residences, which were mostly constructed in the 1940’s and 1950’s and are characterized by the architectural style of that time period. Nevertheless, the proposed style draws upon the elements of new commercial development in the surrounding corridor and throughout the City. Further, it is expected that the architectural style of this neighborhood will transition over time as existing properties along Washington Boulevard are remodeled and redeveloped.



SITE A ELEVATIONS

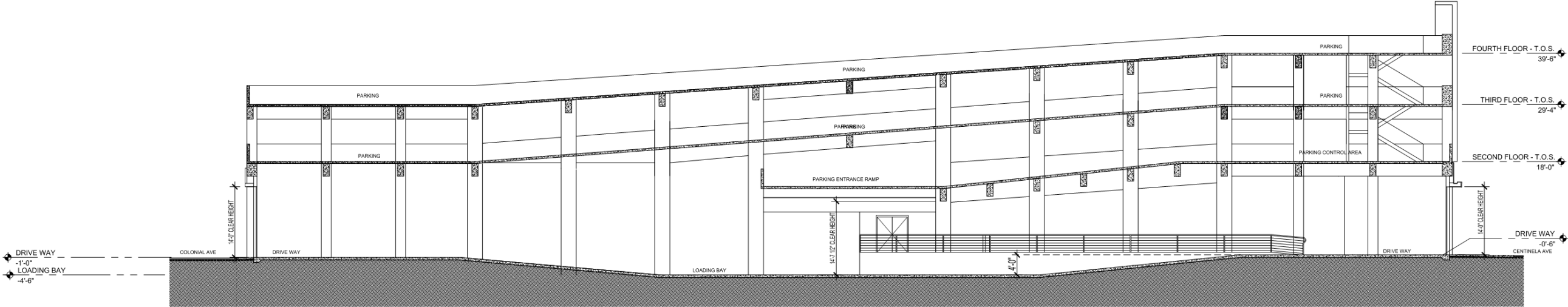


SITE A ELEVATIONS

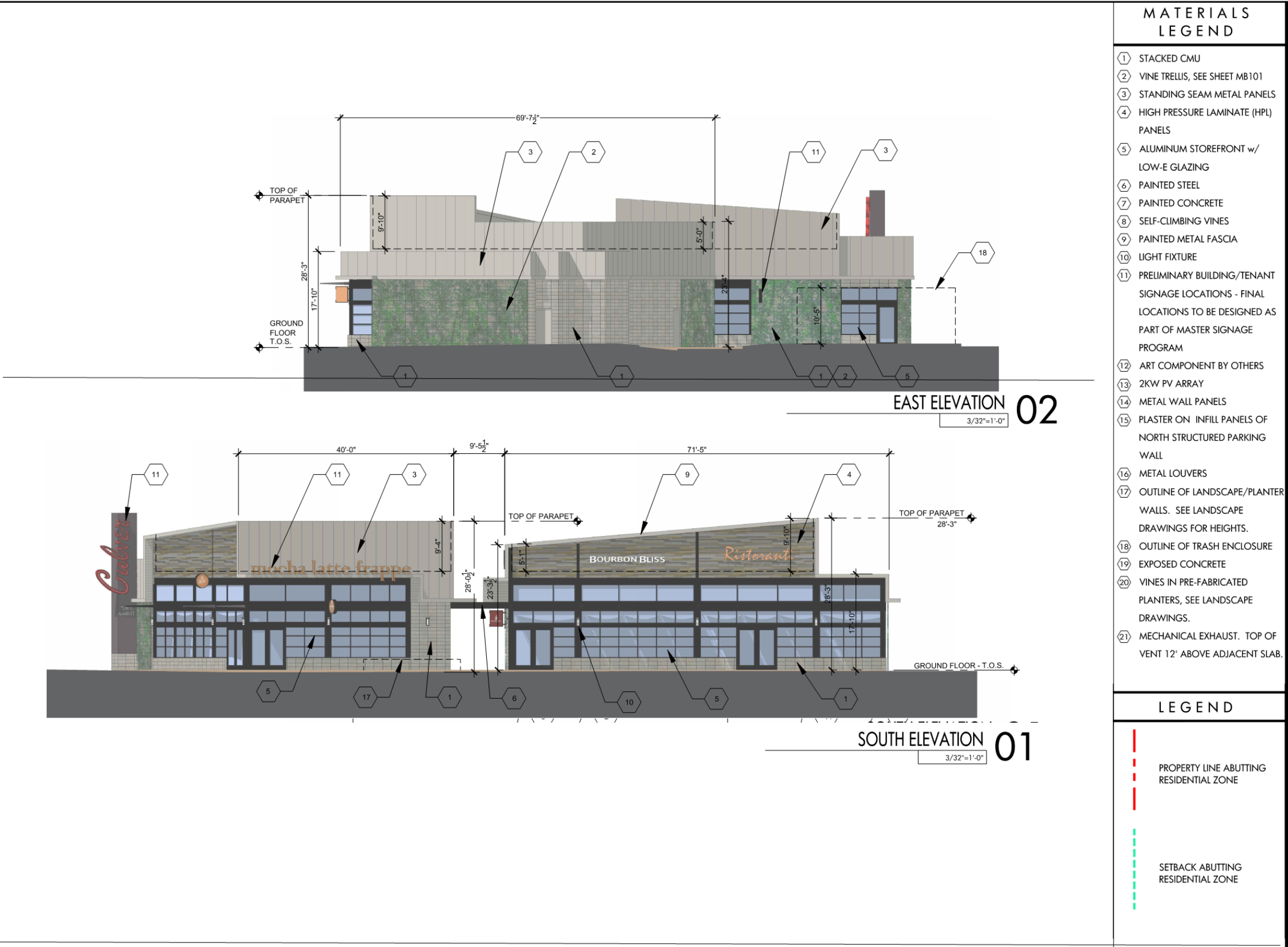




SITE A LOADING DOCK SECTION

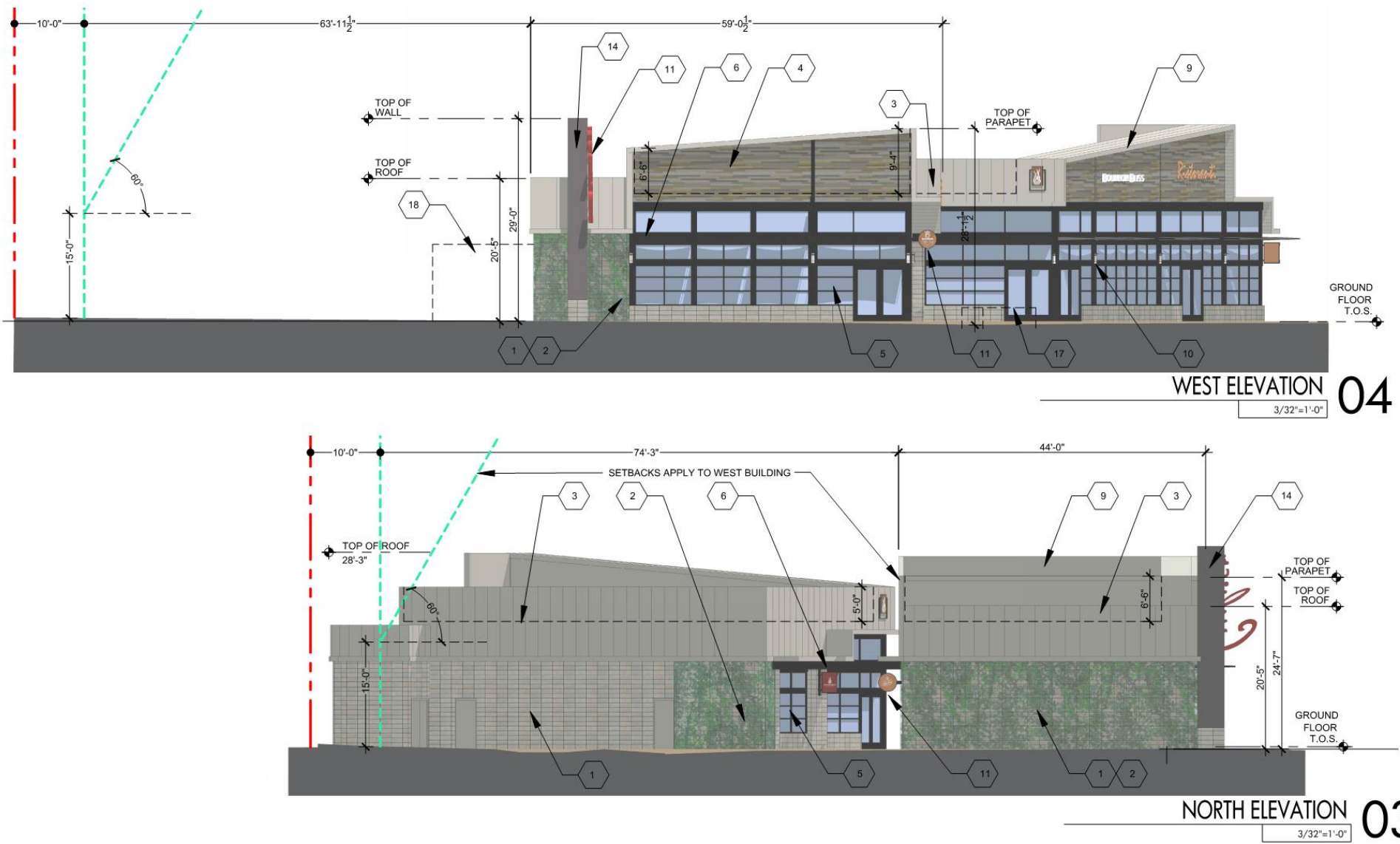


SITE B ELEVATIONS – EAST AND SOUTH ELEVATIONS





SITE B ELEVATIONS – WEST AND NORTH ELEVATIONS



MATERIALS LEGEND	
①	STACKED CMU
②	VINE TRELLIS, SEE SHEET MB101
③	STANDING SEAM METAL PANELS
④	HIGH PRESSURE LAMINATE (HPL) PANELS
⑤	ALUMINUM STOREFRONT w/ LOW-E GLAZING
⑥	PAINTED STEEL
⑦	PAINTED CONCRETE
⑧	SELF-CLIMBING VINES
⑨	PAINTED METAL FASCIA
⑩	LIGHT FIXTURE
⑪	PRELIMINARY BUILDING/TENANT SIGNAGE LOCATIONS - FINAL LOCATIONS TO BE DESIGNED AS PART OF MASTER SIGNAGE PROGRAM
⑫	ART COMPONENT BY OTHERS
⑬	2KW PV ARRAY
⑭	METAL WALL PANELS
⑮	PLASTER ON INFILL PANELS OF NORTH STRUCTURED PARKING WALL
⑯	METAL LOUVERS
⑰	OUTLINE OF LANDSCAPE/PLANTER WALLS. SEE LANDSCAPE DRAWINGS FOR HEIGHTS.
⑱	OUTLINE OF TRASH ENCLOSURE
⑲	EXPOSED CONCRETE
⑳	VINES IN PRE-FABRICATED PLANTERS, SEE LANDSCAPE DRAWINGS.
㉑	MECHANICAL EXHAUST. TOP OF VENT 12' ABOVE ADJACENT SLAB.

LEGEND	
	PROPERTY LINE ABUTTING RESIDENTIAL ZONE
	SETBACK ABUTTING RESIDENTIAL ZONE



SITE PERSPECTIVES



WASHINGTON BOULEVARD PERSPECTIVE - SITE A  
NTS. 06



SOUTHWEST PERSPECTIVE - SITE A  
NTS. 03



SOUTHWEST BIRSEYE - BOTH SITES  
NTS. 05



PLAZA BIRDSEYE - SITE A  
NTS. 02



SOUTHWEST PERSPECTIVE - SITE B  
NTS. 04



SOUTHEAST PERSPECTIVE - SITE A  
NTS. 01



COLOR AND MATERIALS

ALUMINUM / METAL / STEEL

MTL1

MTL2

MTL3

MTL4

HIGH PRESSURE LAMINATE PANELS

HPL1

PLASTER

PL1

CONCRETE

PAINTED

CN1

EXPOSED

CN2

PAINTED

CN3

SS1

STACKED CMU

CU1

CORTEN PLANTER

CR1

GLASS

GL1

VINE TRELLIS  
PREFABRICATED MESH SYSTEM

VT1

EXISTING CONCRETE OR MASONRY WALL

EXPANSION ANCHOR BY OTHERS, MINIMUM 1/2" DIA. PULL OUT, 1/2" DIA. ANCHORAGE, 1/2" DIA.

#10 BOLT SPACER 1/2" x 8 1/2" DIA. BLACK LAMIN PLASTIC TOP

#10 BOLT MOUNTING CLIP, 1/2" DIA.

VARIES 2'0" - 2'6"

3" THICK GREENSCREEN PANEL, 1/2" DIA.

3/8" x 1/4" - 5/16"

#10 BOLT MOUNTING CLIP - WALL MOUNTED SECTION

NOTES:

1. THE PROJECT ART COMPONENT WILL BE DESIGNED AT A LATER DATE.

2. BUILDING/TENANT SIGNAGE DESIGN & LOCATIONS ARE PRELIMINARY. FINAL DESIGN & LOCATIONS ARE BE DEFINED AS PART OF A MASTER SIGNAGE PROGRAM.



PLAZA BIRDSEYE - SITE A



SOUTHWEST PERSPECTIVE - SITE A



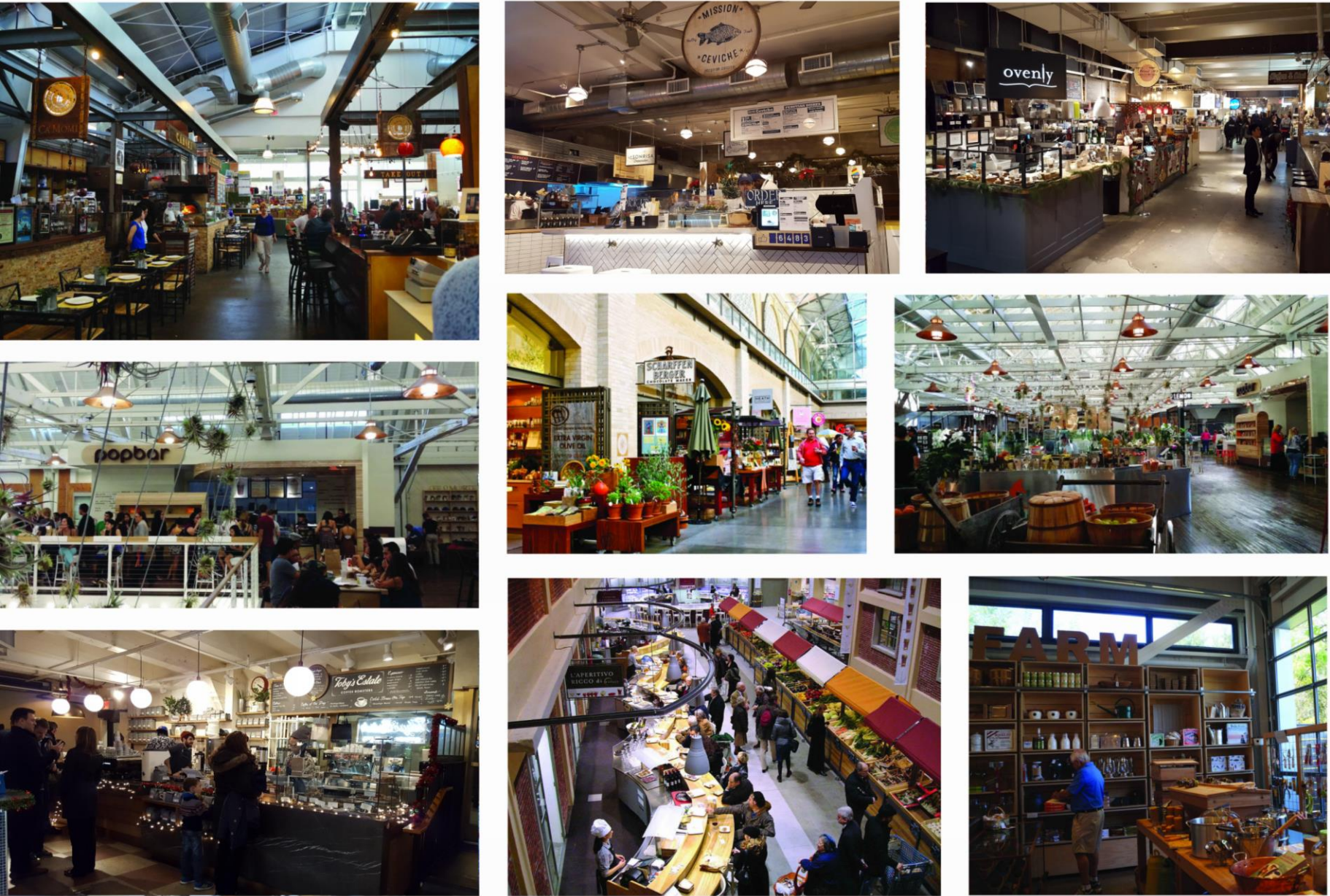
SOUTHWEST PERSPECTIVE - SITE B

The Culver Public Market will display a variety of aesthetically pleasing material finishes. These finishes include:

- aluminum/metal/steel
- high pressure laminate panels
- concrete
- standing seam metal
- stacked CMU
- corten planter
- glass storefront
- translucent sky lights



MARTKET HALL IMAGERY AND DESIGN INTENT



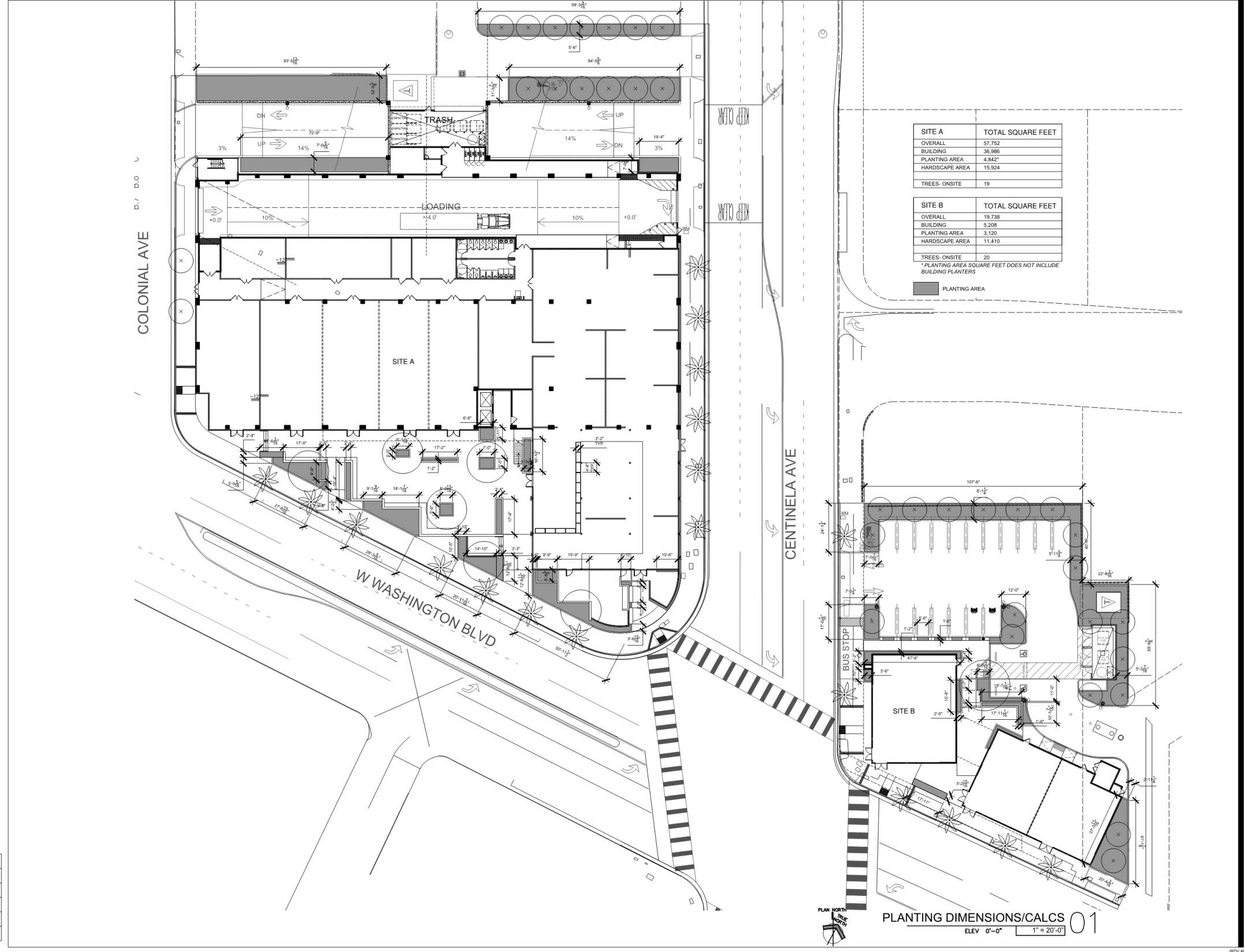
The Project focus is to create a market/food hall that offers a variety of specialty and artisanal food and beverage products by dozens of non-chain vendors, within a uniquely designed space. A food hall or market hall is distinct and deliberate in the types of tenants and products, and is distinct from the traditional commercial food court found in malls and shopping centers.

The preceding images show various existing market/food hall interiors that reflect components of the desired interior design intent. Key components include an open floor plan, a post-industrial space, high ceilings, exposed wiring, and hanging air ducts, shared seating with long benches, stools, and small countertops. Individual tenants create a uniquely designed counter, signage, menu boards, product displays and storage, and overall façade reflecting their unique brand, using high quality materials and design features. These physical components serve to create a sense of authenticity and a raw atmosphere that mirrors the chef-driven food concepts of market/food hall tenants. These components foster the atmosphere created by the visuals and sounds of fresh food prepared in front of your eyes, of a traditional market, the hustle and bustle of patrons, the working sounds of a butcher’s chop, an espresso machine’s roar, and other cooking and food preparation activities.

In order to appropriately tenant and design the interior of the market/food hall space, and achieve the vision for the market/food hall, the developer will secure the services of an approved, qualified curator. The selected curator will be required to have extensive experience in planning, designing, and curating successful food/market halls. The City will work with the developer in vetting and approving the selected curator in accordance with the terms of the Development Agreement.



CONCEPTUAL LANDSCAPE PLANS



CONCEPTUAL LANDSCAPE PLAN – SITE A





CONCEPTUAL LANDSCAPE PLAN – SITE A PLAZA







- LEGEND
- ① PORTABLE PLANTERS WITH SCREEN PLANTING ON ROOF TOP PATIO
  - ② NOT USED
  - ③ ENHANCED CAST-IN-PLACE CONCRETE PAVING W/ INTEGRAL COLOR AND EXPOSED AGGREGATE FINISH
  - ④ NOT USED
  - ⑤ STACKED CMU BLOCK WALL
  - ⑥ NOT USED
  - ⑦ CORTEN PLANTER
  - ⑧ LOW CURB AT ALL GROUND PLANTED AREAS
  - ⑨ PAINTED METAL TRELLIS W/ RETRACTABLE FABRIC AWNING, HEATERS, AND LIGHTING
  - ⑩ NOT USED
  - ⑪ FESTOON LIGHTING
  - ⑫ NOT USED
  - ⑬ SPECIMEN TREES (I.E. OLIVES, SYCAMORES)
  - ⑭ STREET TREES PER CITY REQUIREMENTS
  - ⑮ SCREEN TREES
  - ⑯ BANQUETTE SEATING
  - ⑰ CITY SIDEWALK
  - ⑱ TO MATCH CITY SIDEWALK COLOR/FINISH
  - ⑲ SELF ATTACHING VINES
  - ⑳ BIKE RACKS










## CONCEPTUAL LIGHTING

[illegible]

L3		 
TYPE	RECESSED DOWN LIGHT	
USE	EXTERIOR CANOPIES	
LAMP	LED	

L4		
TYPE	WALL-MOUNTED SCENCE	
USE	PEDESTRIAN ILLUMINATION	
LAMP	LED	

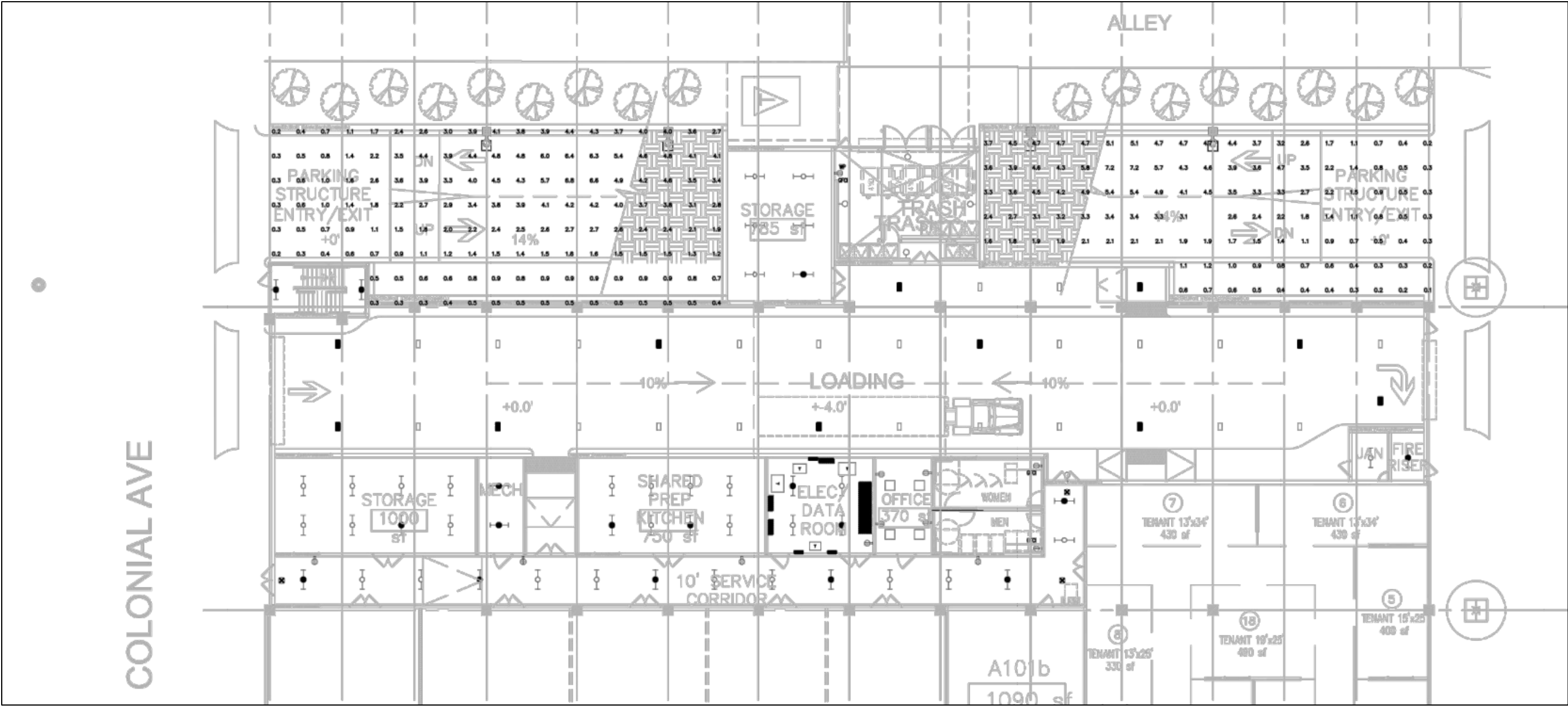
L2	
TYPE	SURFACE-MOUNTED
USE	PARKING STRUCTURE
LAMP	LED

L5	
TYPE	FESTOON STRING LIGHTS
USE	OUTDOOR DINING AMBIENT LIGHT
LAMP	INCANDESCENT

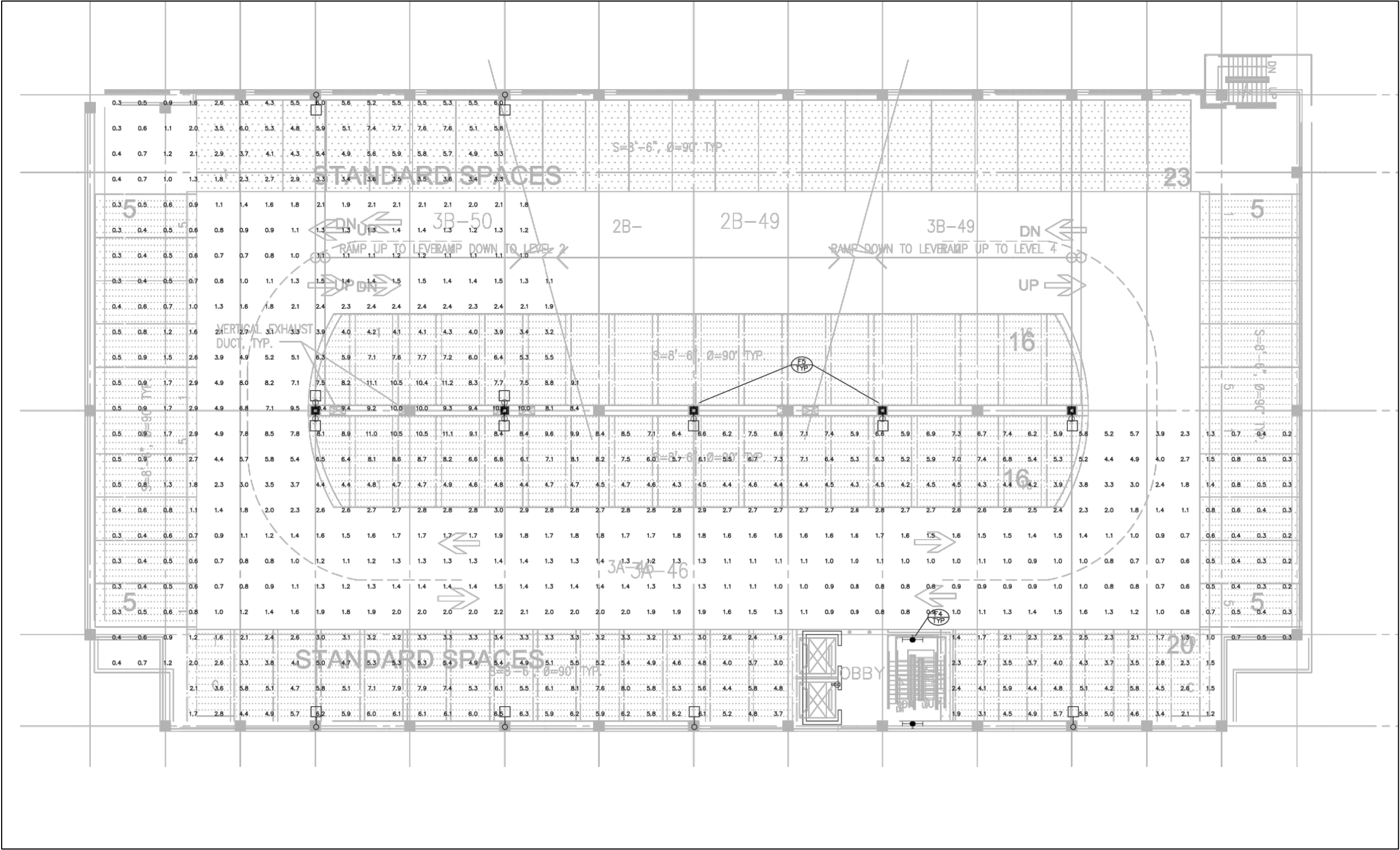


PHOTOMETRIC PLAN

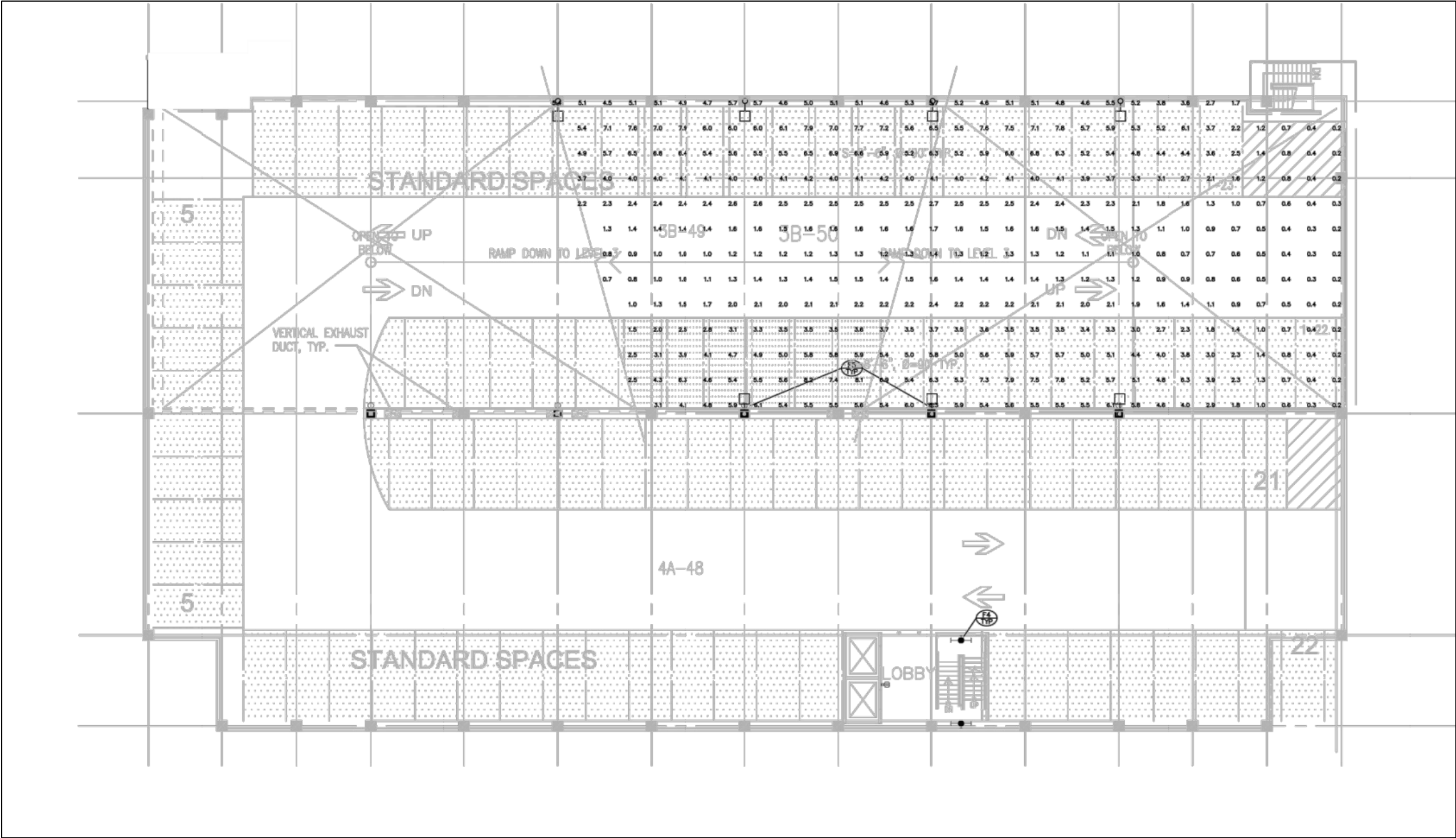
PHOTOMETRIC PLAN - FIRST FLOOR



PHOTOMETRIC PLAN - THIRD FLOOR



PHOTOMETRIC PLAN – FOURTH FLOOR

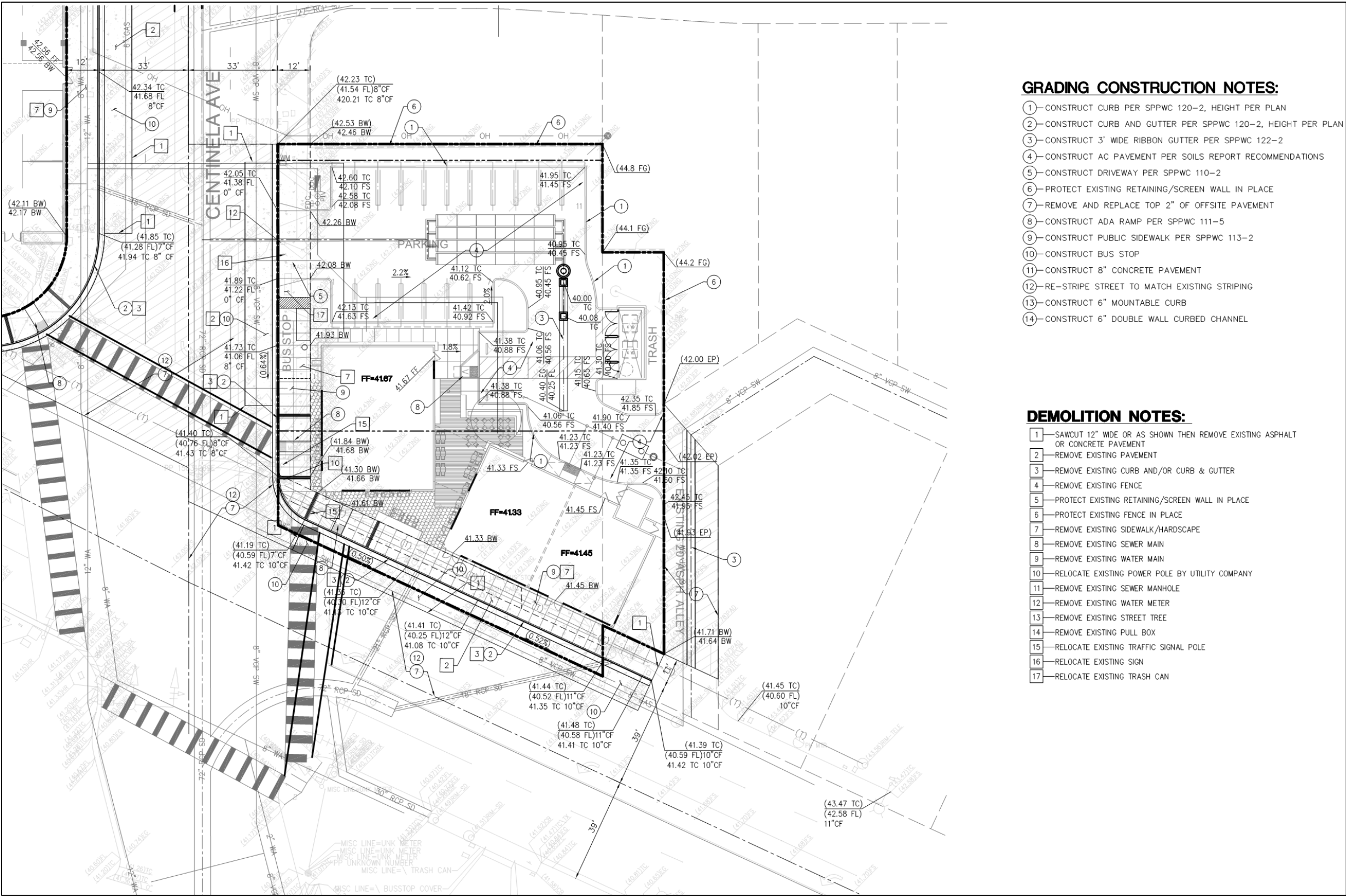




CONCEPTUAL GRADING PLAN - SITE A



CONCEPTUAL GRADING - PLAN SITE B



GRADING CONSTRUCTION NOTES:

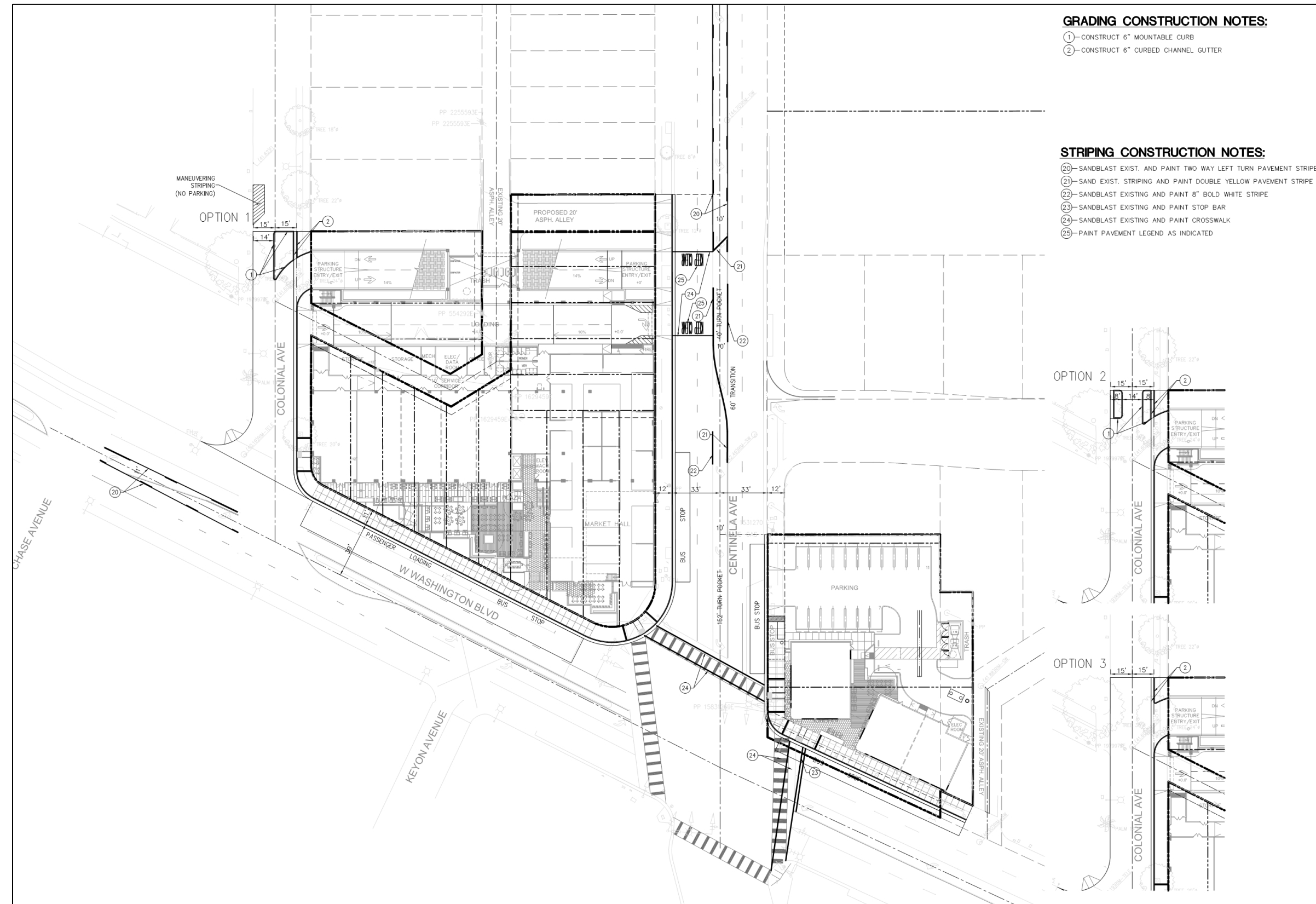
- 1- CONSTRUCT CURB PER SPPWC 120-2, HEIGHT PER PLAN
- 2- CONSTRUCT CURB AND GUTTER PER SPPWC 120-2, HEIGHT PER PLAN
- 3- CONSTRUCT 3' WIDE RIBBON GUTTER PER SPPWC 122-2
- 4- CONSTRUCT AC PAVEMENT PER SOILS REPORT RECOMMENDATIONS
- 5- CONSTRUCT DRIVEWAY PER SPPWC 110-2
- 6- PROTECT EXISTING RETAINING/SCREEN WALL IN PLACE
- 7- REMOVE AND REPLACE TOP 2" OF OFFSITE PAVEMENT
- 8- CONSTRUCT ADA RAMP PER SPPWC 111-5
- 9- CONSTRUCT PUBLIC SIDEWALK PER SPPWC 113-2
- 10- CONSTRUCT BUS STOP
- 11- CONSTRUCT 8" CONCRETE PAVEMENT
- 12- RE-STRIPE STREET TO MATCH EXISTING STRIPING
- 13- CONSTRUCT 6" MOUNTABLE CURB
- 14- CONSTRUCT 6" DOUBLE WALL CURBED CHANNEL

DEMOLITION NOTES:

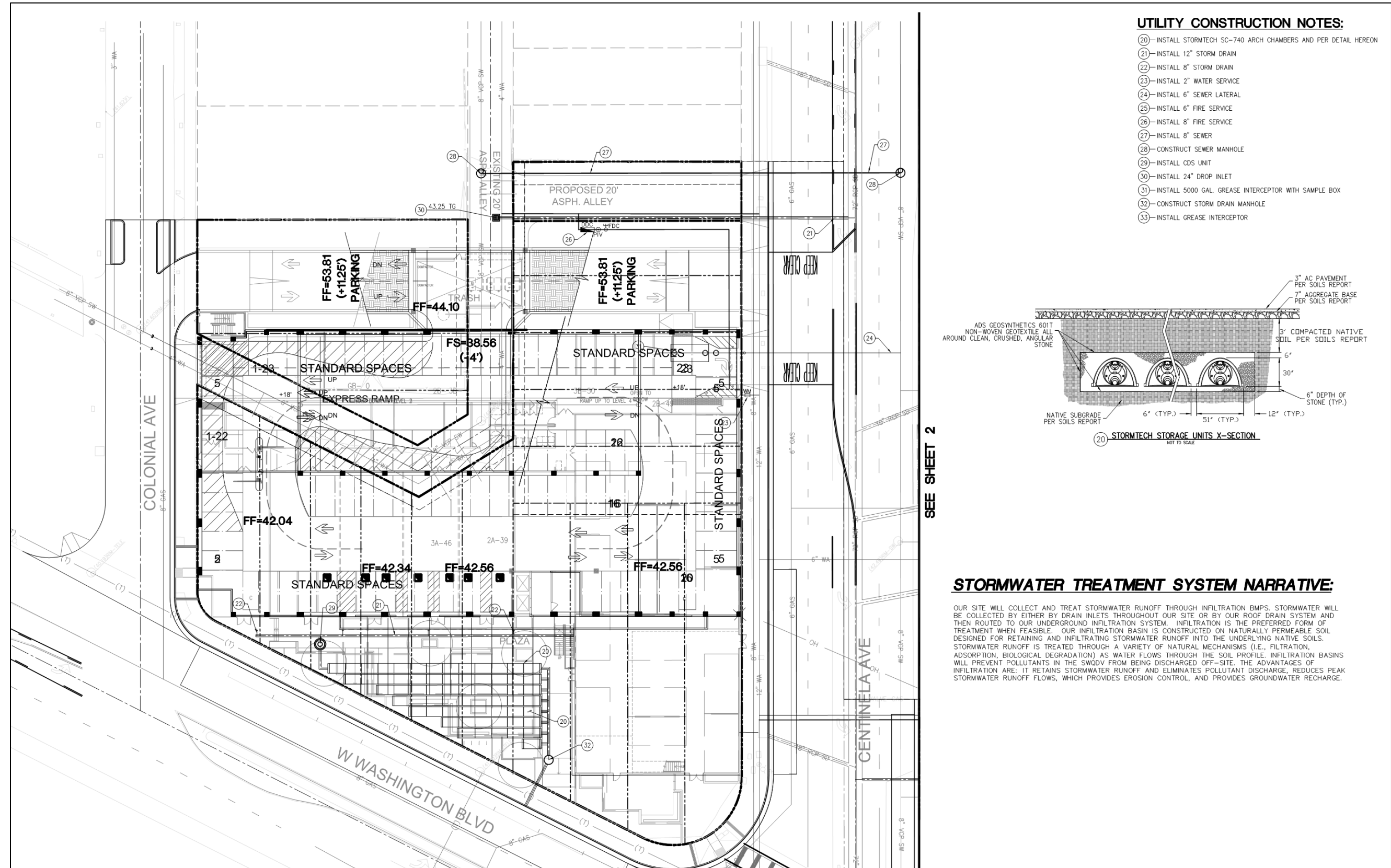
- 1- SAWCUT 12" WIDE OR AS SHOWN THEN REMOVE EXISTING ASPHALT OR CONCRETE PAVEMENT
- 2- REMOVE EXISTING PAVEMENT
- 3- REMOVE EXISTING CURB AND/OR CURB & GUTTER
- 4- REMOVE EXISTING FENCE
- 5- PROTECT EXISTING RETAINING/SCREEN WALL IN PLACE
- 6- PROTECT EXISTING FENCE IN PLACE
- 7- REMOVE EXISTING SIDEWALK/HARDSCAPE
- 8- REMOVE EXISTING SEWER MAIN
- 9- REMOVE EXISTING WATER MAIN
- 10- RELOCATE EXISTING POWER POLE BY UTILITY COMPANY
- 11- REMOVE EXISTING SEWER MANHOLE
- 12- REMOVE EXISTING WATER METER
- 13- REMOVE EXISTING STREET TREE
- 14- REMOVE EXISTING PULL BOX
- 15- RELOCATE EXISTING TRAFFIC SIGNAL POLE
- 16- RELOCATE EXISTING SIGN
- 17- RELOCATE EXISTING TRASH CAN



## TRAFFIC STRIPING PLAN

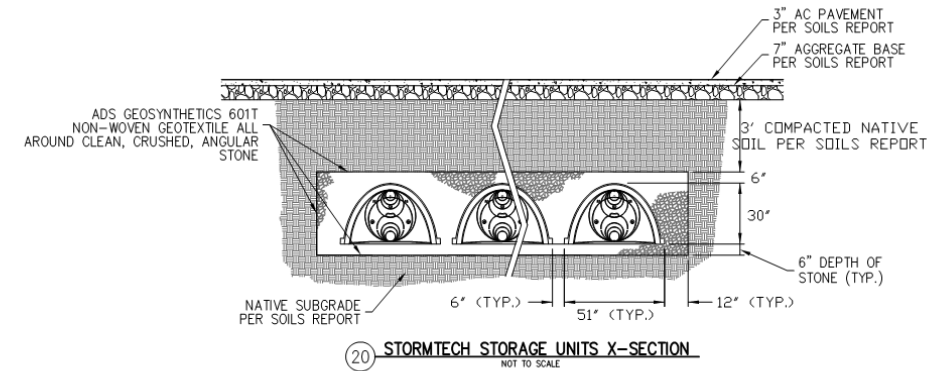
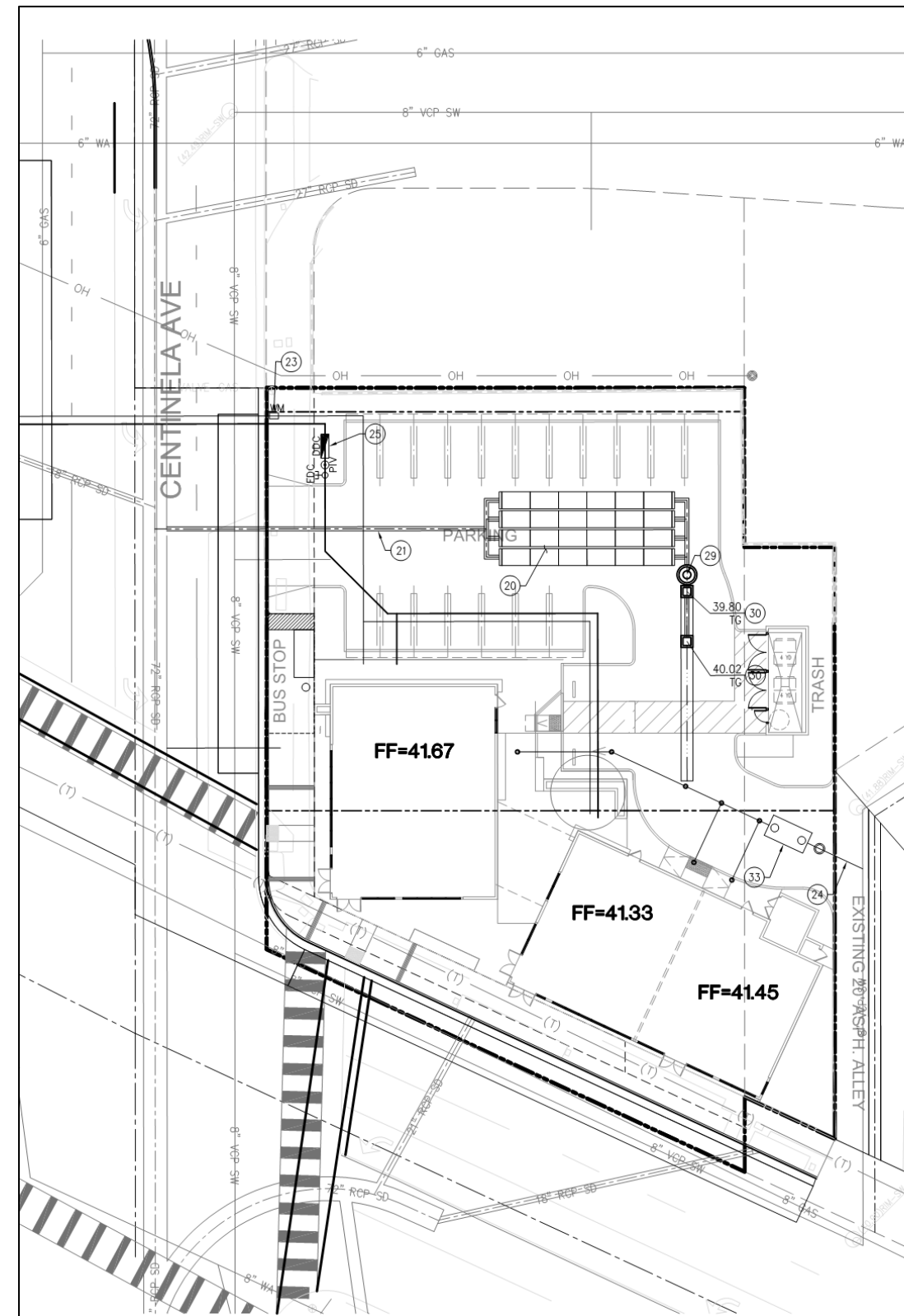


CONCEPTUAL UTILITY PLAN- SITE A





CONCEPTUAL UTILITY PLAN- SITE B



**UTILITY CONSTRUCTION NOTES:**

- (20) INSTALL STORMTECH SC-740 ARCH CHAMBERS AND PER DETAIL HEREON
- (21) INSTALL 12" STORM DRAIN
- (22) INSTALL 8" STORM DRAIN
- (23) INSTALL 2" WATER SERVICE
- (24) INSTALL 6" SEWER LATERAL
- (25) INSTALL 6" FIRE SERVICE
- (26) INSTALL 8" FIRE SERVICE
- (27) INSTALL 8" SEWER
- (28) CONSTRUCT SEWER MANHOLE
- (29) INSTALL CDS UNIT
- (30) INSTALL 24" DROP INLET
- (31) INSTALL 5000 GAL. GREASE INTERCEPTOR WITH SAMPLE BOX
- (32) CONSTRUCT STORM DRAIN MANHOLE
- (33) INSTALL GREASE INTERCEPTOR

**STORMWATER TREATMENT SYSTEM NARRATIVE:**

OUR SITE WILL COLLECT & TREAT STORMWATER RUNOFF THROUGH INFILTRATION BMPs. STORMWATER WILL BE COLLECTED BY EITHER BY DRAIN INLETS THROUGHOUT OUR SITE OR BY OUR ROOF DRAIN SYSTEM AND THEN ROUTED TO OUR UNDERGROUND INFILTRATION SYSTEM. INFILTRATION IS THE PREFERRED FORM OF TREATMENT WHEN FEASIBLE. OUR INFILTRATION BASIN IS CONSTRUCTED ON NATURALLY PERMEABLE SOIL DESIGNED FOR RETAINING AND INFILTRATING STORMWATER RUNOFF INTO THE UNDERLYING NATIVE SOILS. STORMWATER RUNOFF IS TREATED THROUGH A VARIETY OF NATURAL MECHANISMS (I.E., FILTRATION, ADSORPTION, BIOLOGICAL DEGRADATION) AS WATER FLOWS THROUGH THE SOIL PROFILE. INFILTRATION BASINS WILL PREVENT POLLUTANTS IN THE SWDVF FROM BEING DISCHARGED OFF-SITE. THE ADVANTAGES OF INFILTRATION ARE: IT RETAINS STORMWATER RUNOFF AND ELIMINATES POLLUTANT DISCHARGE, REDUCES PEAK STORMWATER RUNOFF FLOWS, WHICH PROVIDES EROSION CONTROL, AND PROVIDES GROUNDWATER RECHARGE.