

PLANNING AND DEVELOPMENT  
CURRENT PLANNING DIVISION



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September 23, 2024

Culver Public Market, LLC (Applicant)  
Attn: Ray Kayacan  
915 Wilshire Boulevard, Suite 2200  
Los Angeles, CA 90017

**RE: MINOR MODIFICATION NO. 2 TO A PREVIOUSLY APPROVED COMPREHENSIVE PLAN, P2017-0042-CP, FOR PD ZONE 15**

12337 – 12423 Washington Boulevard in the Planned Development (PD) Zone

Dear Ray Kayacan,

This letter is to inform you that your request for a minor modification to a previously approved Comprehensive Plan for a multi-site commercial development at 12337-12423 Washington Blvd is hereby approved, subject to conditions of approval. The requested modification includes an overall reduction in the size and scale of the development (e.g., floor area, parking, height, etc.), shifting market hall commercial space to traditional tenant spaces, expansion of outdoor space, and associated adjustments, as further detailed in the attached revised Comprehensive Plan (Attachment No. 3).

This approval is granted pursuant to Culver City Municipal Code (CCMC) Section 17.560.025.B, based on required findings, which are hereby made as outlined in Attachment No. 2. All applicable Conditions of Approval listed in the original approvals, including the previous modification, for the project shall continue to be applicable and in full effect. In addition, this approval to allow the proposed minor modification is subject to the additional Conditions of Approval listed in Attachment No. 2.

This administrative decision may be appealed in accordance with CCMC Chapter 17.640 – Appeals, by any interested person, within 15 calendar days of approval. If no appeal is filed by that date, the decision shall become final. If a timely appeal is filed, the Current Planning Division will notify the applicant.

Should you have any questions, please contact Gabriela Silva, Associate Planner, at (310) 253-5736 or [gabriela.silva@culvercity.org](mailto:gabriela.silva@culvercity.org).

Sincerely,

Mark E. Muenzer  
Planning and Development Director

Attachments

1. Project Background, Analysis, and Public Outreach
2. Findings and Conditions of Approval
3. Revised Comprehensive Plan dated September 10, 2024

Copy: City Council  
City Manager  
Decision Letter File  
Case File  
Project Review Committee

Attachment No. 1: Project Background, Analysis, and Public Outreach  
Minor Modification No. 2 to Comprehensive Plan, P2017-0042-CP  
12337-12423 Washington Boulevard

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## **Background**

### Site Description – Existing Conditions and Prior Approvals

The Project site, located on the northeast and northwest corners of Washington Boulevard and Centinela Avenue, measures ±1.22 acres (Site A) and ±0.54 acres. The site is zoned Planned Development (PD) No. 15, within the Commercial Zero Setback (-CZ) Overlay, and the General Plan Land Use designation is General Corridor.

On February 12, 2018, the City Council adopted Ordinance No. 2018-P004, approving Comprehensive Plan, P2017-0042-CP, General Plan Map Amendment, P2017-0042-GPMA, and Zoning Code Map Amendment, P2017-0042-ZCMA, allowing a new multi-site commercial development comprised of 31,782 square feet (sq. ft.) of commercial (artisanal food retail/restaurant) floor area, and 3.5-level parking structure. On August 27, 2018, the City Council approved a Conformance Review, which was required by the original Conditions of Approval, regarding specific design objectives for the Project, in particular for the Site A component. Subsequently, on August 19, 2022, a minor modification was approved, allowing a number of changes, including, but not limited to, reduction in floor area at Site B, expansion of Site B outdoor space, elimination of second floor dining decks, allowance of grocery store as a land use in place of the market hall component, and revisions to various design features.

The revised plans were never realized. In an effort to resume the construction of the project, the developer proposes additional changes to accommodate changing market conditions and project feasibility.

### Proposed Modification

The requested modification proposes various changes to the project program and overall building envelope, as well as other ancillary changes, all of which are primarily driven by a reduction in the size and scale of the Project, as detailed in the revised Comprehensive Plan document (Attachment No. 3). An overview summary of the proposed changes is listed below:

- Reduction of commercial floor area
  - Site A: From 21,605 sq. ft. to 10,000 sq. ft.
  - Site B: From 5,230 sq. ft. to 3,700 sq. ft.
- Elimination of market hall component of floor area on Site A (all floor area will be traditional tenant spaces)
- Downscaling of parking structure
  - Height: From 3.5-levels and 44-feet to 2-levels and 18-feet
  - Parking: From 184 stalls to 122 stalls
  - Parking structure will no longer be located over the commercial component (eliminating original airspace subdivision)
- Overall bicycle parking to be reduced proportionately, in compliance with current Zoning Code standard.
- Enlargement of outdoor seating/dining and associated programmatic elements.
  - Site A: From 4,660 sq. ft. to 6,000 sq. ft.

- Site B: From 786 sq. ft. to 2,400 sq. ft.
- Allowance of a permanent pop-up structure for rotating temporary tenants
- Ancillary changes related to the reduction of the project scale

## **Analysis**

The proposed modification will continue to be aligned with the general scope of the approved Project. Due to the nature of the proposed modification, certain architectural drawings, such as elevations, sections, concept landscape plans, preliminary grading plans, and similar, as noted in the attached modified Comprehensive Plan (CP), are not currently available. Therefore, the modification is subject to a final Conformance Review before the plan check submittal to ensure the remaining drawings are incorporated into the CP document and are consistent with the original design objectives and all applicable standards. The Conformance Review will also serve to finalize the details of the building layout, including details demonstrating any building separation between the commercial component and parking structure on Site A will be treated in order to ensure a cohesive visual at the east and west elevations and ensure the space does not become an attractive nuisance. During the plan check process, all final details will be provided and further reviewed for compliance with the various approvals, including this modification and subsequent conformance review.

The Project will continue to emphasize food related uses, thus the land use table will only be modified to remove “artisanal specialty food retail” as a specific land use, as it would continue to be allowed under the general umbrella of “food retail”. This change is proposed to allow Site A to incorporate traditional food retail and restaurant spaces for the entire floor area rather than allocating a specified area exclusively to “artisanal specialty food retail” typical of a market hall. Despite this change, the developer will continue to make every effort to attract unique culinary businesses.

The Project will also continue to provide an onsite loading space and refuse storage; mobility measures; vehicle ingress and egress will continue to be at the same points; building setbacks from surrounding residential will remain at least the previously approved amounts. Overall, potential impacts will be less than originally expected, thus the previously approved mitigations and conditions of approval will be sufficient for the modified Project. New conditions of approval will be incorporated to ensure the continuity of the design intent and quality.

### Traffic, Parking, and Circulation

The overall parking stall count will be reduced on Site A based on the floor area reduction, while maintaining the originally approved parking ratios, including for the outdoor spaces. The additional public parking component will be reduced from 47 spaces to 25 spaces. Although parking is no longer required by the Zoning Code, parking is still a concern from the community as noted below.

Ingress and egress points will remain the same and the Project will still incorporate improvements to Colonial Avenue to prohibit cut-through vehicular traffic. Similarly, all restriping and repaving of the surrounding public rights-of-way will still be completed as originally specified. Mobility measures, including onsite improvements (e.g., bicycle parking, etc.) and programmatic elements, will also remain.

## Noise

The modified project will enlarge outdoor dining areas as noted above, and will place a greater emphasis on the programming of special events and outdoor activities on Site A to further activate the site and enhance community engagement. Due to the building configuration, the outdoor areas on Site A are buffered from surrounding residential uses by the commercial building and parking structure. As noted in the original CP, the operator will be required to submit an event calendar to the City, and events will be subject to a Special Event Permit. As part of the Special Event Permit review process, staff will review details to incorporate any conditions or requirements necessary to ensure any potential effects on the surrounding neighborhood are avoided.

As part of the enhanced programming for the outdoor space, the developer proposes to incorporate a pop-up structure for rotating temporary tenants on a permanent basis. All details regarding this structure, including materials, finishes, floor area, height, and placement shall be subject to review and approval by the Current Planning Division. A condition of approval will require ongoing activation of this feature so as to not create a visual nuisance.

## Public Outreach

A community meeting was held at Culver West Alexander Park, on Thursday, July 18, 2024, at 6:30 pm; notices were mailed two weeks before the meeting to property owners and occupants within a 1,000-ft radius of the site, inviting interested persons attend the meeting to learn about project updates, provide comments and feedback, and share any concerns. Notifications for the meeting were also sent by email and through GovDelivery. The development team presented a summary of the original approved project and the proposed changes.

Approximately 30 attendees were present at the community meeting and provided extensive feedback in response to the presentation from the developer as summarized below:

- Vehicular access, ingress/egress, impact to Colonial Ave
- Construction – staging, parking, and truck access
- Conserving alley access (west of the site from Colonial Ave)
- Consideration of housing as part of the project (in consideration of Housing Element and upcoming GPU/ZCU)
- Viability of retail in this area and current economy, oversaturation of food uses, protecting existing food businesses
- Placemaking versus place keeping, gentrification
- Parking intrusion (Neosho, surrounding residential), consider employee parking at Vons site on Centinela Ave
- Providing protective barriers at street abutting perimeters of outdoor spaces (e.g., planters, etc.)
- Traffic collisions in the area
- Desire to provide more traffic signals (e.g., Boise St) on Washington Blvd
- Changes to bus stops
- Potential noise from outdoor component (e.g., programming for performers, etc.)
- Appreciation of smaller scale of project.

## **Findings**

CCMC Section 17.560.025.B authorizes the Director to administratively approve minor changes or alterations to an approved Comprehensive Plan, provided certain findings be made. Based on the review of the proposed modification, and with the incorporation of the listed conditions of approval, the proposed modification is consistent with the required findings as detailed below.

### Comprehensive Plan Minor Modification

The following required findings for a Minor Modification to a Comprehensive Plan are hereby made, pursuant to Zoning Code Section 17.560.025.B:

**1. The proposed changes are consistent with the intent of the approved Comprehensive Plan.**

The proposed changes center around the reduction in scale of the structures, a shift away from the artisanal/specialty, and an increased emphasis on the outdoor space as part of the site activation and placemaking. The overall design will remain within the same general architectural style, including material and color palette. As stated in the goals for the project, the intent of the approved Comprehensive Plan is to create a unique destination centered on food retail and restaurant uses, including space for related special events, enhance the pedestrian experience and visual appeal of the site, and provide additional parking to support surrounding businesses. Although the approved Project featured a market hall component as one element to achieve that intent, with the proposed modifications the Project will continue to be consistent with the overall intent of the approved Comprehensive Plan. The new Conformance Review required by the Conditions of Approval for this modification will ensure the required elevations and drawings will incorporate all applicable design features to meet the design intent.

**2. The proposed changes will not adversely impact the environment.**

The original project was assessed for potential impacts to the environment and was found to not result in significant adverse impacts to the environment. The proposed modification will scale back the amount of overall development, with the only component to be expanded being the outdoor dining/seating areas. Accordingly, since the modification will reduce the development intensity, including floor area, parking, and building height, the potential for adverse impacts is less than the original project. Further, the existing and proposed Conditions of Approval will ensure that use of the outdoor space is conducted in compliance with all applicable regulations for special events, including noise. Final approval of any outdoor events and activities will be subject to City approval and any additional conditions of approval or restrictions deemed necessary by the City.

**3. The proposed changes will not be detrimental to the surrounding uses.**

The surrounding uses include one- to two-story commercial uses along the Washington Blvd commercial corridor and one- to two-story single- and multi-family residential uses to the north (Site A and Site B). The proposed changes will reduce the size and scale of the Project, which is expected to have less potential to be detrimental to surrounding uses, including by way of

scale (shade/shadow), traffic, noise, and similar conditions. At the same time, the Project will retain the land uses and design quality that were intended to be harmonious and complementary with surrounding commercial uses and to enhance the aesthetics, pedestrian orientation, and placemaking quality of the site and neighborhood. By downscaling the Project while retaining applicable elements of the design, as well as all prior mitigations and conditions of approval, the proposed changes will not be detrimental to the surrounding residential and commercial uses.

**4. The proposed changes will not significantly increase traffic levels on existing streets and thoroughfares within and surrounding the development.**

The approved Project was assessed with regard to trip generation and traffic levels, including any potential impacts on surrounding streets and intersections. Various measures were incorporated to address potential related impacts, including turn-movement restrictions, lane striping, and traffic diversion improvements, which shall remain as part of the Project implementation. The basis of the assessment and related measures was the original 21,605 sq. ft. and 5,230 sq. ft. of commercial space on Site A and Site B respectively, which are proposed to be reduced to 10,000 sq. ft. and 3,700 sq. ft., respectively. In addition, the proposed parking inventory will be reduced proportionately on Site A, from 184 stalls to 122 stalls. Accordingly, with these reductions, it is expected that traffic levels would not only not significantly increase but would likely decrease when compared to the originally approved Project scope.

**5. Any proposed change, which requires exception from standard ordinance requirements, is warranted by the design and amenities incorporated into the approved Comprehensive Plan.**

The Comprehensive Plan was developed and approved incorporating standards and features, including various exceptions, aimed at achieving the Project goals and objectives. The proposed modification does not introduce elements that would require any additional or new exception.

Attachment No. 2: Required Finding and Conditions of Approval  
 Minor Modification No. 2 to Comprehensive Plan, P2017-0042-CP  
 12337-12423 Washington Boulevard

**Table A – Conditions of Approval**

NO.	CONDITIONS OF APPROVAL	Agency	Source
<b>GENERAL</b>			
1.	All building permit applications for the Project shall include sufficient information and detail to clearly reflect compliance with all applicable requirements of the Culver City Municipal Code (the “CCMC”), approved Comprehensive Plan, the Project Conditions of Approval, including any subsequent requirements or conditions of approval noted as part of any Conformance Review or Modification.	Current Planning	Standard
2.	The renderings included in the Comprehensive Plan Modification dated 9/10/2024 are intended to illustrate the design intent, appearance, quality, and aesthetic character envisioned for the Project at the reduced scale, while aligning with the original approved design intent. Final materials, finishes, colors, and components are pending further design development. Final updated renderings shall be incorporated into the final Comprehensive Plan, subject to the Conformance Review noted below.	Current Planning/ Econ Dev	Special
3.	Prior to submittal and issuance of a building permit, the developer shall submit all remaining figures, illustrations, and plans for a Conformance Review to be reviewed and approved by the Current Planning Division and incorporated into the final Comprehensive Plan document. Remaining materials include, but are not limited to: <ul style="list-style-type: none"> <li>a. Figure 8 – Proposed Iconic Signage – Site A</li> <li>b. Figure 15 – Project Perspectives</li> <li>c. Figure 16 – Passenger Loading and Ridehailing</li> <li>d. Architectural Plans – Floor plans, roof plans, elevations, sections</li> <li>e. Perspectives/Renderings</li> <li>f. Color and Materials Board</li> <li>g. Landscape and Irrigation plans</li> <li>h. Photometric plans (Site A)</li> <li>i. Civil Plans – Grading, Traffic Striping, and Utility</li> </ul>	Current Planning	Special



NO.	CONDITIONS OF APPROVAL	Agency	Source
<b>GENERAL</b>			
	<p>The findings/criteria for the Conformance Review shall include that the revised plans conform to the approved design intent and address the following:</p> <ul style="list-style-type: none"> <li>a. Conformance of all components with approved design intent.</li> <li>b. Design details for any building separation between the commercial component and parking component on Site A, demonstrating the façade is one continuous and cohesive visual at the east and west elevations and impeding access to ensure the separation space does not become an attractive nuisance or safety hazard.</li> <li>c. Conformance with original design intent to provide a distinct architectural feature at the southeast corner of the Site A building, by providing a rooftop deck, and/or a differentiated height and massing, to the satisfaction of the City.</li> <li>d. All details regarding the proposed pop-up structure, including materials, finishes, floor area, height, and placement, subject to review and approval by the Current Planning Division.</li> <li>e. Conformance of parking structure façades with Zoning Code requirements and CP design objectives, including a solid elevation facing the residential, minimizing glare and views into the parking structure, incorporating screening, landscape treatment, and varied materials and finishes/textures.</li> <li>f. Outdoor open spaces incorporating decorative paving/hardscape, raised decorative planters.</li> </ul> <p>The plans shall include a screening plan (with related design details) and materials board to indicate the design and materials used to screen all parking structure elevations, which shall also include landscape screening.</p>		
4.	The project shall be subject to Holiday Moratorium dates as required by the December 17, 2009 Public Works/Engineering Holiday Slowdown Policy memo, in which work in the public right-of-way is restricted or prohibited on certain days in November and December.	Public Works	Standard
5.	Trash enclosures shall be provided and shall each have a minimum inside dimension of 10 feet (depth) x 12 feet (width) for two 3-yard bins and shall be increased to an additional 60 square feet for each additional bin required, a	Public Works/ Fire/	Standard

NO.	CONDITIONS OF APPROVAL	Agency	Source
<b>GENERAL</b>			
	<p>gated opening that is at least 10 feet wide, and a 6-inch high by 6-inch-wide concrete curb along the inside perimeter wall. Each enclosure shall also have at least a 6-inch-thick concrete slab that drains at a one percent gradient out of the enclosure. An 8 feet concrete loading pad in front of the proposed trash enclosure/trash room, 10 feet minimum clear opening with gates for bin access, and separate pedestrian access door for tenant use, shall be provided. Additional grade may be necessary to include a floor drain that leads to the sewer for maintenance purposes.</p> <p>Final approval for the size, location, and type of equipment needed for the adequate storage and disposal of all solid and recyclable waste generated by the Project shall be obtained from the City's Environmental Programs and Operations (EPO) Manager. A fire suppression sprinkler system shall be provided within any covered trash enclosure area as required by the Fire Marshal. All refuse containers assigned to or otherwise used by the Project shall be stored on-site in the trash enclosures.</p>	Current Planning	
6.	<p>All Project related solid and recyclable waste material handling shall be in accordance with CCMC Section 5.01.010 – "Solid Waste Management", which outlines the Sanitation Division's exclusive franchise for this service. The project shall provide adequate trash and recycling capacity and shall comply with Assembly Bills 939, 1826, and 341 waste diversion goals.</p>	Public Works	Standard
7.	<p>For sites greater than or equal to 1 acre, the applicant shall submit monthly SWPPP inspection reports to the City Engineer.</p> <p>The applicant shall give evidence of filing a Notice of Termination for SWPPP for projects greater than or equal to 1 acre.</p>	Public Works	Standard
8.	<p>Upon completion of the rough grading and prior to excavation of shallow building foundations, the following reports and drawings and any supplements thereto shall be submitted to the City Engineer:</p> <ol style="list-style-type: none"> <li>a. An as-built grading plan prepared by the Civil Engineer.</li> <li>b. A certification by the civil engineer that the grading has been completed in conformance with the approved plan and California Building Code.</li> </ol>	Public Works	Standard

NO.	CONDITIONS OF APPROVAL	Agency	Source
<b>GENERAL</b>			
	c. A final compaction report and certification by the soils engineer that the grading has been completed to his/her satisfaction and is in compliance with the California Building Code.		
9.	<p>a. Prior to issuance of a grading/building permit, the applicant, including the on-site construction superintendent, shall attend a pre-construction meeting with all reviewing City departments and/or divisions, organized by Building Safety, in order to review all project conditions of approval.</p> <p>b. Prior to commencement of work the construction contractor shall advise the Public Works Inspector on-site (“Inspectors”) of the construction schedule and shall meet with the Inspectors.</p>	All Depts	Standard

NO.	CONDITIONS OF APPROVAL	Agency	Source
<b>PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION</b>			
10.	<p>All onsite and offsite improvements and all conditions of approval except those which are deferred pursuant to a bond or letter of credit as determined and approved by the Building Official, Fire Marshal, Current Planning Manager, and/or City Engineer shall be completed prior to issuance of any certificate of occupancy. Prior to issuance of any certificate of occupancy the following shall be provided to and approved by the City:</p> <p>A digital format compatible with the City’s computer system, of as-built set of plans that shall include at a minimum all information that is on the final version of the Building Permit set including any revisions as well as the site plan, grading and utility plan, landscape and irrigation plan, floor plan for each level of the Project, parking structure plan, roof plan with all mechanical equipment identified as to purpose and source and all offsite improvements., and that are certified by the project architect and engineer.</p>	All	Standard
11.	The Project shall comply with CCMC Chapter 15.06 – New Development Fees.	All	Standard

NO.	CONDITIONS OF APPROVAL	Agency	Source
<b>ON-GOING</b>			
12.	<p>The use and development of the Property shall comply with these Conditions of Approval, the applicable Conditions of Approval of City Council Ordinance No. 2018-004, applicable requirements of subsequent Conformance Review (August 27, 2018) and Minor Modification (August 19, 2022), except as expressly modified, and all applicable local, special district or authority, county, state and federal statutes, codes, standards, regulations, guidelines and policies, including, but not limited to, Building Division, Fire Department, Current Planning Division and Public Works Department requirements, and shall comply with all applicable CCMC requirements and all comments made during the City's building permit plan check review process (collectively, "Applicable Rules"). Failure to comply with Applicable Rules may result in reconstruction work, demolition, stop work orders, withholding of certificate of occupancy, revocation of land use permit approval and/or any other remedies available to the City in law or in equity.</p>	All	Standard
13.	<p>Per the Comprehensive Plan, outdoor patio space on Site A (now noted as Common Outdoor Dining) can be used as a location for special events such as culinary classes, farmers' markets, food tastings, and related private events. Any such events are subject to a special event permit and associated City requirements, and submittal of annual calendar to the Current Planning Division and Economic Development Department.</p> <p>As part of the special event permit review process, staff shall review details to incorporate any conditions or requirements necessary to ensure any potential effects on the surrounding neighborhood are avoided, including related to noise.</p>	Current Planning/ Econ Dev	Special
14.	<p>Programming for use of the proposed pop-up structure for rotating temporary tenants and activities shall be submitted to the City for review and approval. If this structure is deemed inactive by the City, or the programming is not meeting the intended objectives to the satisfaction of the City,, the developer and the City shall convene to determine alternative allowable uses and programming.</p>	Current Planning/ Econ Dev	Special

## GLOSSARY OF ABBREVIATIONS

<u>American Public Works Association Standard Plans</u>	<u>APWA Standards</u>
<u>Construction Management Plan</u>	<u>CMP</u>
<u>Culver City Municipal Code</u>	<u>CCMC</u>
<u>Electric Vehicle</u>	<u>EV</u>
<u>Homeowner's Association</u>	<u>HOA</u>
<u>Standard Urban Stormwater Mitigation Plan</u>	<u>SUSMP</u>
<u>Stormwater Pollution Prevention Plan</u>	<u>SWPPP</u>
<u>Transit Oriented Development</u>	<u>TOD</u>

# **CULVER PUBLIC MARKET**

**CULVER CITY, CA 90066**

COMPREHENSIVE PLAN

PLANNED DEVELOPMENT ZONE NO. 15

APPLICANT: REGENCY CENTERS, L.P.

Adopted February 12, 2018

Conformance Review – August 27, 2018

Minor Modification No. 1 – August 19, 2022

Minor Modification No. 2 – September 10, 2024

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## PROJECT DESCRIPTION

The Project consists of 13,700 square feet of ground level commercial retail uses, a two-level, 122 stall parking structure, reaching a maximum of eighteen (18) feet in height (excluding parapet), 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 high-quality, pedestrian-oriented food retail and restaurants. The Project would provide a local and regional destination for food and beverage specialties to enhance the revitalization of the area. The Project is designed to maximize customer engagement through its design, goods and services, extensive outdoor dining, and pedestrian orientation.

The Project design incorporates materials such as exposed masonry, standing seam metal, and uses of faux wood, giving 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 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 food uses and by providing much needed parking for businesses located within the West Washington Business District. The Project site formerly contained a gas station, liquor store and various commercial businesses. The 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 devoted to culinary creativity, quality and experience, with a full complement of Project and public parking, that promotes the development and growth of the area.

## PROJECT GOALS

The Project is intended to, among other things:

1. Provide a destination for food retail and restaurants that is also neighborhood serving;
2. Provide a location for special events such as culinary classes and private events;
3. Enhance the Culver City brand through food retail and restaurant offerings in an underserved area;

4. 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;
5. Enhance the visual appeal of the Washington Boulevard corridor with streetscape amenities and iconic public art display;
6. Provide additional public parking spaces for use by customers of the surrounding business community through the inclusion of twenty-five public parking spaces beyond the Code-required parking for the Project; and
7. Create a project that serves as a catalyst for 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 the intersection. A Project vicinity map is illustrated on **Error! Reference source not found.** 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	13,700 SF
Number of Parking Stalls	142 Stalls
Total Open Space/Plazas	12,800 SF

## PROJECT SITE PLAN

Site A includes 10,000 square feet of usable floor area for food retail and restaurant uses on the ground floor, with each tenant space containing its own auxiliary supporting areas such as restrooms, mechanical and electrical rooms, storage, and kitchen space. A two-level public parking structure is located at the rear of the commercial space. The ground level of the parking structure includes 44 surface level parking stalls, a loading area, refuse storage room, building maintenance rooms, bicycle lockers, and an access ramp for the upper level of the parking structure. The second level of the parking structure includes 78 parking stalls for a total of 122 spaces. An outdoor plaza with landscape and 2,000 square feet of outdoor dining is proposed on the ground floor along Washington Boulevard

Site B provides 3,700 square feet of floor area for food retail and restaurant uses, a twenty (20) stall surface parking lot, and up to 900 square feet of outdoor dining space with landscape. The Project is comprised of various food retail and restaurant tenants occupying 13,700 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 food retail and restaurant development with iconic architecture, uniquely designed, with 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 would be located on Parcel 1, and a portion of the single-story food retail and restaurant building 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 single-story food retail and restaurant building. The remaining portion of the single-story food retail and restaurant 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
<b>Total Site A Area</b>	<b>57,740 SF</b>	<b>1.33 Acres</b>
Site B Assessor Parcel Numbers	Area	
4231-002-900	3,244 SF	0.07 Acres
4231-002-901	20,243 SF	0.46 Acres
<b>Total Site B Area</b>	<b>23,487 SF</b>	<b>0.54 Acres</b>

TENTATIVE PARCEL MAP

**TENTATIVE PARCEL MAP No. 74999**  
**FOR SUBDIVISION PURPOSES FOR PARCEL 1 AND FOR CONDOMINIUM PURPOSES FOR PARCEL 2**  
**BEING A SUBDIVISION OF LOTS 1-10, 16-21 & 39 OF TRACT NO. 7863 MB 93-26-27**  
**CULVER CITY**  
**LOS ANGELES COUNTY, CALIFORNIA**



**ASSESSORS PARCEL MAP NUMBERS**

4231-002-900, 4231-002-901,  
 4231-002-902, 4231-002-903,  
 4231-002-904, 4231-002-905,  
 4231-002-906, 4231-002-907,  
 4231-002-908 AND 4231-002-909

**EXISTING ZONING**

CG: COMMERCIAL GENERAL

**PROPOSED ZONING**

CG: COMMERCIAL GENERAL

**PROPERTY ADDRESS**

NWC OF WASHINGTON BLVD & CENTINELA AVE

LINE	BEARING	DISTANCE
L1	N25°56'26"E	25.81'
L2	N25°59'27"E	48.61'
L3	N25°59'27"E	37.43'
L4	N84°24'43"E	136.72'

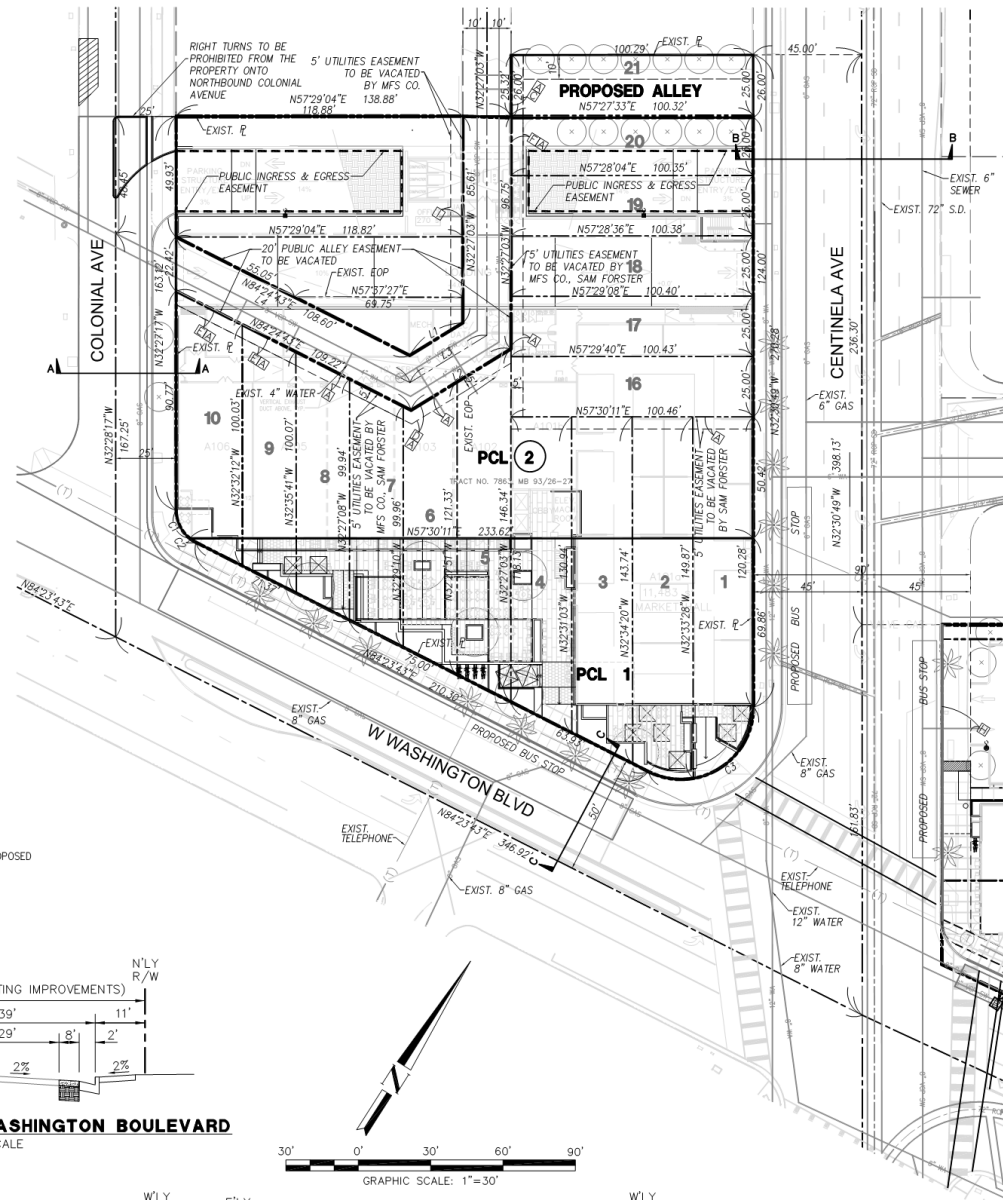
CURVE	DELTA	RADIUS	LENGTH
C1	51°43'56"	15.00'	13.54'
C2	11°24'04"	15.00'	2.98'
C3	116°54'32"	30.00'	61.21'

**SITE INFORMATION**

LOT	AREA (ACRES)
A	1.24

**NOTES**

- INTERIOR ALLEY TO BE VACATED
- NEW ALLEY TO BE DEDICATED WHERE SHOWN
- TWO CONDOMINIUM UNITS OVER PARCEL 2 ARE PROPOSED



**EXCEPTIONS AND EASEMENTS**

TITLE REPORT PREPARED BY: OLD REPUBLIC TITLE COMPANY,  
 REPORT #2676007023-52, DATED FEBRUARY 26, 2016

1-3 TAXES.

**THE FOLLOWING ITEMS AFFECT PARCELS 3, 4, 5, 6, 7, 9 AND 10:**

- AN EASEMENT TO SAM FORSTER, ET AL AFFECTING THAT PORTION OF SAID LAND AND FOR POLE LINES AND CONDUITS AND INCIDENTAL PURPOSES AS PROVIDED PER THE GRANT DEED RECORDED IN BOOK 3129, PAGE 373, OF OFFICIAL RECORDS.  
(DOCUMENT AFFECTS - PLOTTED HEREON AS [A] TO BE QUITCLAIMED)
- AN EASEMENT TO MARGULIS-FORSTER-STULMAN COMPANY FOR POLES, PIPES AND CONDUITS AND INCIDENTAL PURPOSES AS PROVIDED IN THE DOCUMENT RECORDED IN BOOK 7173, PAGE 100 AND IN BOOK 9590 PAGE 53, BOTH OF OFFICIAL RECORDS.  
(DOCUMENT AFFECTS - PLOTTED HEREON AS [D] TO BE QUITCLAIMED)
- AN EASEMENT TO MARGULIS-FORSTER-STULMAN COMPANY FOR PIPES, POLES AND INCIDENTAL PURPOSES AS PROVIDED IN THE DOCUMENT RECORDED IN BOOK 7361, PAGE 68, OF OFFICIAL RECORDS.  
(DOCUMENT AFFECTS - PLOTTED HEREON AS [E] TO BE QUITCLAIMED)
- AN EASEMENT TO MARGULIS-FORSTER-STULMAN COMPANY, A CORPORATION, FOR PIPES, POLES AND INCIDENTAL PURPOSES AS PROVIDED IN THE DOCUMENT RECORDED IN BOOK 7025, PAGE 256, OF OFFICIAL RECORDS.  
(DOCUMENT AFFECTS - PLOTTED HEREON AS [C] TO BE QUITCLAIMED)
- AN EASEMENT TO MARGULIS-FORSTER-STULMAN COMPANY, A CORPORATION, FOR PIPES, POLES AND INCIDENTAL PURPOSES AS PROVIDED IN THE DOCUMENT RECORDED IN BOOK 9441, PAGE 165, OF OFFICIAL RECORDS.  
(DOCUMENT AFFECTS - PLOTTED HEREON AS [F] TO BE QUITCLAIMED)
- COVENANTS, CONDITIONS AND RESTRICTIONS IN THE INSTRUMENT ABOVE MENTIONED.
- AN EASEMENT TO MARGULIS-FORSTER-STULMAN COMPANY, A CORPORATION, FOR PIPES, POLES AND INCIDENTAL PURPOSES AS PROVIDED IN THE DOCUMENT RECORDED IN BOOK 7307, PAGE 86, OF OFFICIAL RECORDS.  
(DOCUMENT AFFECTS - PLOTTED HEREON AS [I] TO BE QUITCLAIMED)
- COVENANTS, CONDITIONS AND RESTRICTIONS IN THE INSTRUMENT ABOVE MENTIONED.
- MATTERS AS CONTAINED OR REFERRED TO IN AN INSTRUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING BILLBOARD AND APPURTENANCES REMOVAL" RECORDED OCTOBER 31, 1996 AS INSTRUMENT NO. 96-1768853, OF OFFICIAL RECORDS.
- THE FACT THAT SAID LAND IS INCLUDED WITHIN A PROJECT AREA OF THE REDEVELOPMENT AGENCY OF THE CITY OF CULVER CITY, CALIFORNIA, AND THAT PROCEEDINGS FOR THE REDEVELOPMENT OF SAID PROJECT HAVE BEEN INSTITUTED UNDER THE REDEVELOPMENT LAW, AS DISCLOSED BY A DOCUMENT RECORDED NOVEMBER 24, 1998 AS INSTRUMENT NO. 98-2155317, OF OFFICIAL RECORDS.
- AMENDMENT TO GRANT OF EASEMENT BY SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION AND CULVER CITY REDEVELOPMENT AGENCY, A PUBLIC BODY, CORPORATE AND POLITICAL, RECORDED APRIL 15, 2009 AS INSTRUMENT NO. 20090543811, OF OFFICIAL RECORDS  
(DOCUMENT IS BLANKET IN NATURE AND AFFECTS LOTS 1-6, TO BE QUITCLAIMED)

**THE FOLLOWING ITEMS AFFECT ALL PARCELS:**

- THE FACT THAT SAID LAND IS INCLUDED WITHIN A PROJECT AREA OF THE REDEVELOPMENT AGENCY OF THE CITY OF CULVER CITY, CALIFORNIA, AND THAT PROCEEDINGS FOR THE REDEVELOPMENT OF SAID PROJECT HAVE BEEN INSTITUTED UNDER THE REDEVELOPMENT LAW, AS DISCLOSED BY A DOCUMENT RECORDED MARCH 10, 2011 AS INSTRUMENT NO. 20110371813, OF OFFICIAL RECORDS.
- AFFECTS THIS AND OTHER PROPERTY.
- A DEED OF TRUST RECORDED MARCH 10, 2011 AS INSTRUMENT NO. 20110371814, OF OFFICIAL RECORDS.
- FINANCING STATEMENT RECORDED MARCH 10, 2011 AS INSTRUMENT NO. 20110371817, OF OFFICIAL RECORDS.
- COVENANTS, CONDITIONS AND RESTRICTIONS AS PROVIDED IN THE DOCUMENT RECORDED OCTOBER 10, 2012 AS INSTRUMENT NO. 20121530394, OF OFFICIAL RECORDS.
- AFFECTS THIS AND OTHER PROPERTY.
- 27-30 TITLE COMPANY STATEMENTS

**BASIS OF BEARING**

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF CENTINELA AVENUE AS SHOWN ON TRACT NO. 16273, FILED IN BOOK 382, PAGES 40 AND 41, BEING NORTH 32°30'49" WEST

**BENCHMARK**

CITY OF L.A. SURV PBM \*STMPD 17--06232 1969\* 2 FT N OF N CURB LINE WASHINGTON BLVD; 69.5 FT E OF E P.L. CENTINELA AVE. E END CATCH BASIN 41.463' 1985 NGVD 1929

**CIVIL ENGINEER**

**DRG ENGINEERING, INC.**  
 160 SOUTH OLD SPRINGS ROAD, SUITE 210  
 ANAHEIM HILLS, CA 92808  
 (714) 685-6860  
 (714) 685-6800 FAX  
 CONTACT:

**LEGEND**

- MAP BORDER
- STREET CENTERLINE
- EXISTING UTILITY EASEMENT
- EXISTING LOT LINE
- EXISTING RIGHT-OF-WAY

**UTILITIES**

- CULVER CITY SANITATION DEPT. (310) 253-6400
- GOLDEN STATE WATER COMPANY (800) 999-4033
- LOS ANGELES DEPARTMENT OF WATER AND POWER (800) 342-5397
- METROPOLITAN WATER DISTRICT (626) 644-5610
- SOUTHERN CALIFORNIA EDISON (800) 611-1911
- SOUTHERN CALIFORNIA GAS COMPANY (800) 427-2200
- DIG ALERT (800) 422-4133
- FRONTIER COMMUNICATIONS (800) 483-5000

**OWNER**

THE SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF CULVER CITY

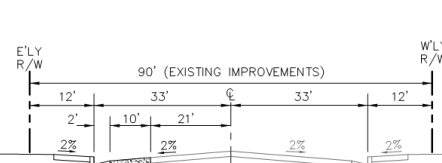
**SURVEYOR'S CERTIFICATE**

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

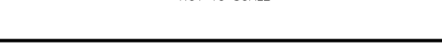
PASCAL R. APOTHELOZ, PLS 7734  
 EMAIL: papothelo@dra-eng.com



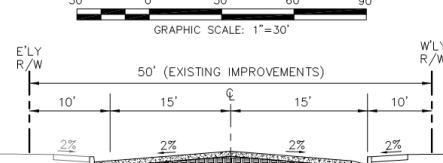
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 NOT TO SCALE



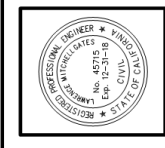
**TYPICAL SECTION B-B CENTINELA AVENUE**  
 NOT TO SCALE



**TYPICAL SECTION A-A COLONIAL AVENUE**  
 NOT TO SCALE



PREPARED BY:  
**DRG** Engineering, Inc.  
 Civil Engineering/Land Surveying/Land Planning  
 160 S. Old Springs Road  
 Suite 210  
 Anaheim Hills, CA 92808  
 714-685-6860



NO.	REVISION	DATE

**REGENCY CULVER CITY**  
**CULVER CITY, CA**  
**WASHINGTON & CENTINELA**  
**TENTATIVE MAP**

PROJECT: 5820hm201  
 DATE: 10-19-2017  
 CHECKED: RJV DRAWN: JE  
 DRAWING FILE: 5820hm201  
 PROJECT NO.: 15-820  
 SHEET NUMBER: 1  
 OF 2 SHEETS  
 SCALE: AS SHOWN

ISSUE: PLANNING COMMISSION  
 DATE: 10-19-2017  
 CHECKED: RJV DRAWN: JE  
 DRAWING FILE: 5820hm201  
 PROJECT NO.: 15-820  
 SHEET NUMBER: 1  
 OF 2 SHEETS  
 SCALE: AS SHOWN

EXTERNAL REFERENCES: 5820m201-01, 5820m201-02, 5820m201-03, 5820m201-04, 5820m201-05, 5820m201-06, 5820m201-07, 5820m201-08, 5820m201-09, 5820m201-10, 5820m201-11, 5820m201-12, 5820m201-13, 5820m201-14, 5820m201-15, 5820m201-16, 5820m201-17, 5820m201-18, 5820m201-19, 5820m201-20, 5820m201-21, 5820m201-22, 5820m201-23, 5820m201-24, 5820m201-25, 5820m201-26, 5820m201-27, 5820m201-28, 5820m201-29, 5820m201-30, 5820m201-31, 5820m201-32, 5820m201-33, 5820m201-34, 5820m201-35, 5820m201-36, 5820m201-37, 5820m201-38, 5820m201-39, 5820m201-40, 5820m201-41, 5820m201-42, 5820m201-43, 5820m201-44, 5820m201-45, 5820m201-46, 5820m201-47, 5820m201-48, 5820m201-49, 5820m201-50, 5820m201-51, 5820m201-52, 5820m201-53, 5820m201-54, 5820m201-55, 5820m201-56, 5820m201-57, 5820m201-58, 5820m201-59, 5820m201-60, 5820m201-61, 5820m201-62, 5820m201-63, 5820m201-64, 5820m201-65, 5820m201-66, 5820m201-67, 5820m201-68, 5820m201-69, 5820m201-70, 5820m201-71, 5820m201-72, 5820m201-73, 5820m201-74, 5820m201-75, 5820m201-76, 5820m201-77, 5820m201-78, 5820m201-79, 5820m201-80, 5820m201-81, 5820m201-82, 5820m201-83, 5820m201-84, 5820m201-85, 5820m201-86, 5820m201-87, 5820m201-88, 5820m201-89, 5820m201-90, 5820m201-91, 5820m201-92, 5820m201-93, 5820m201-94, 5820m201-95, 5820m201-96, 5820m201-97, 5820m201-98, 5820m201-99, 5820m201-100

DATE: 10-19-2017  
 R.C.E. 45712  
**NOT FOR CONSTRUCTION**

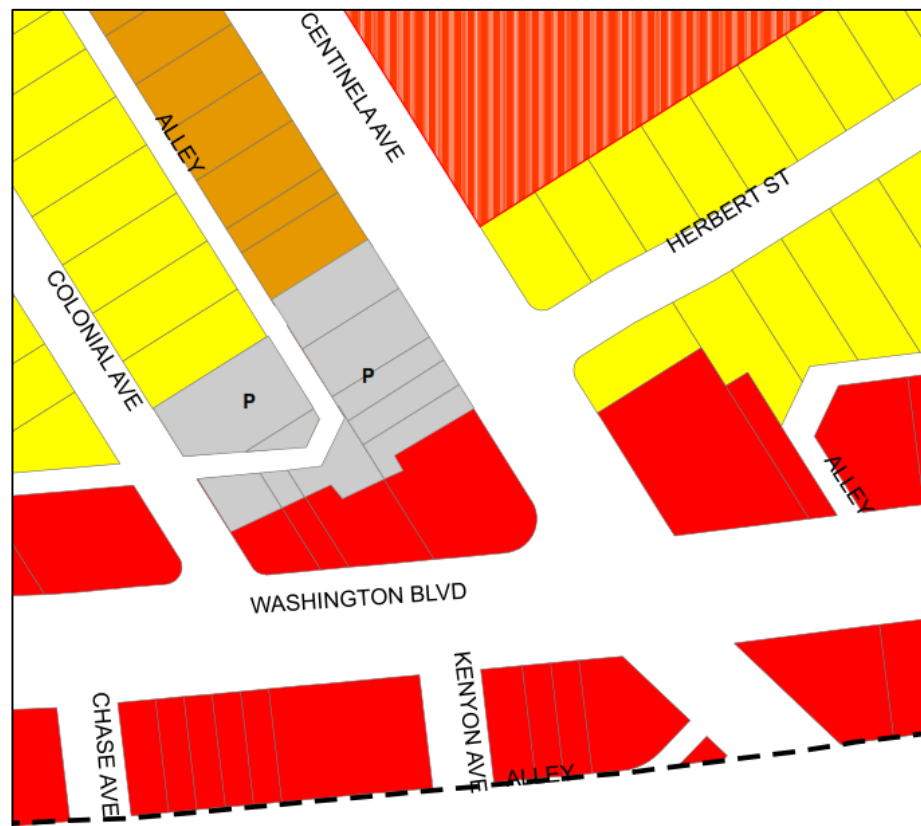


# LAND USE AND DEVELOPMENT STANDARDS

## 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.

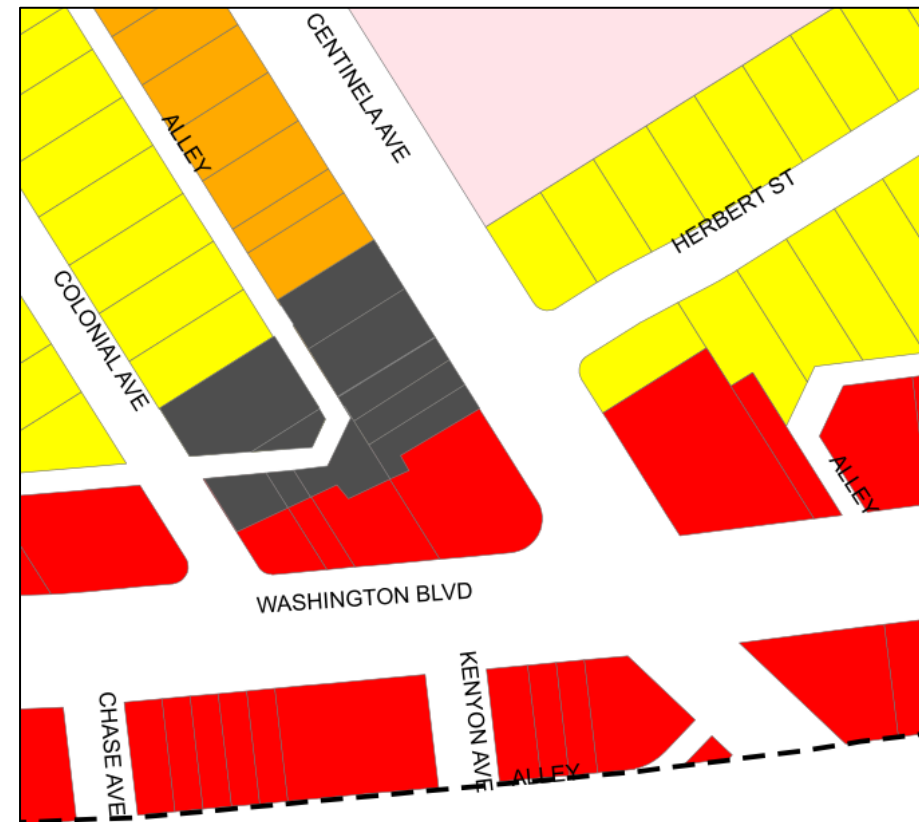


- General Corridor
- Institutional

**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.



- CG Commercial General
- PPF Public Parking Facility

**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
	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**

**Development Program**

	Site A	Site B
Food Retail	0 SF	3,700 SF
Restaurant	10,000 SF	0 SF
Ancillary	0 SF	0 SF
Parking Structure Level 1	28,668 SF	0 SF
Parking Structure Level 2	26,367 SF	0 SF
Total Parking Structure	55,035 SF	0 SF
<b>Total Structure Area</b>	<b>65,035 SF</b>	<b>3,700 SF</b>

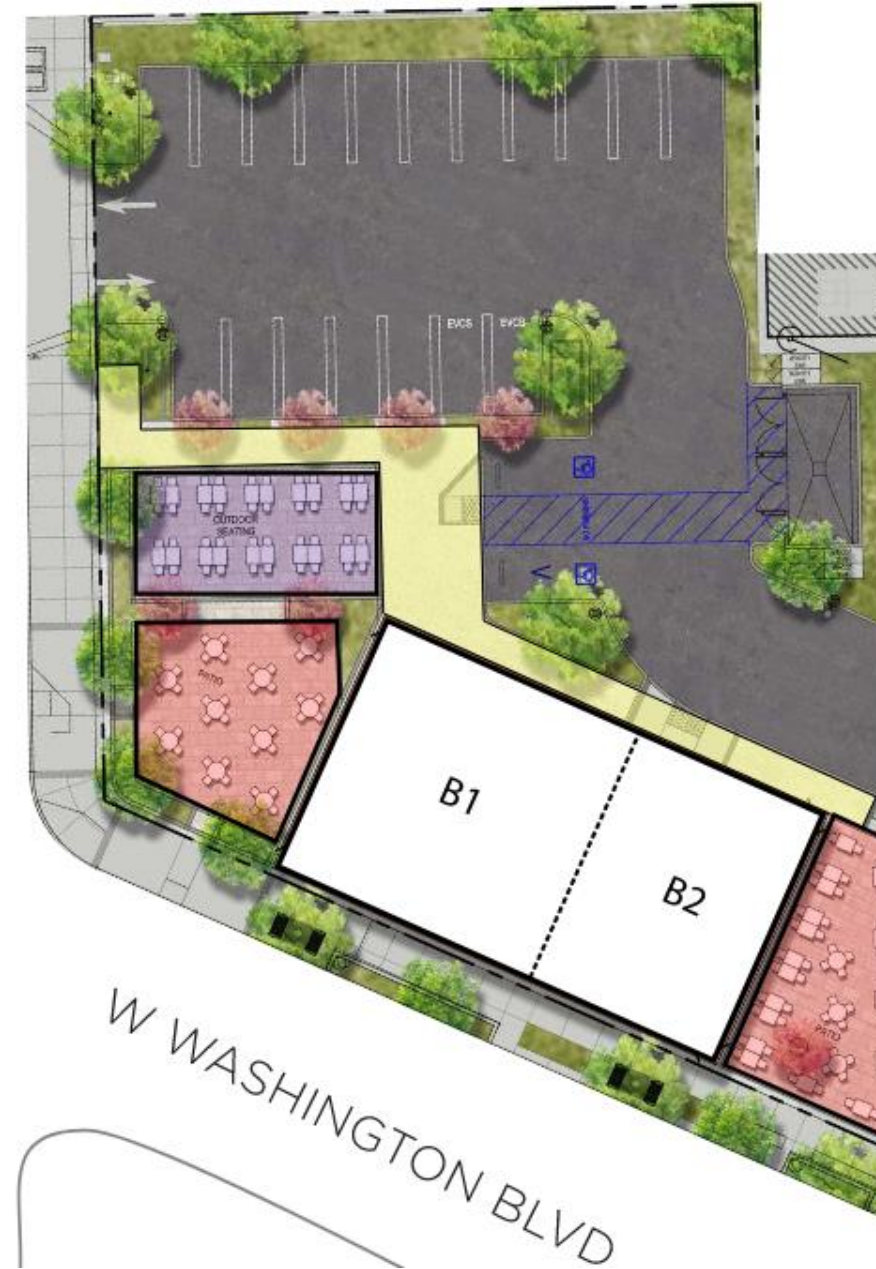
*BUILDING HEIGHTS*




The maximum allowable building height is 56 feet. On Site A, the Project will have a maximum building height of twenty-four (24) feet (excluding parapet and similar architectural projections), which will occur at the front of the site, away from the residential neighborhood (refer to Elevation and Section, Site A Elevation, North Elevation), while Site B will be a maximum of twenty-eight (28) feet 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 12,800 square feet of outdoor open space, including 4,400 square feet of pedestrian walkways, and a total of 8,400 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 8,400 square feet of outdoor dining area is comprised of a total of 2,900 square feet of common outdoor dining areas on both sites, and a total of 5,500 square feet of additional outdoor dining areas on both sites (see Figure 5). The additional outdoor dining area will be allowed to be dedicated to tenant spaces

immediately abutting the outdoor space. 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. All outdoor dining/seating furniture and amenities shall be high quality and compatible with the building design aesthetic. Decorative barriers/railings will be provided as necessary and required where alcoholic beverages are allowed to be served/consumed.



	PEDESTRIAN ZONE	4,400 SF
	POTENTIAL ADDITIONAL OUTDOOR DINING	5,500 SF
	POTENTIAL COMMON OUTDOOR DINING	2,900 SF

**Figure 5 Project Open Space**

**Table 5 Open Space Summary**

Open Space Type	Site A	Site B	Total
Walkways	2,900 SF	1,500 SF	4,400 SF
Common Outdoor Dining	2,000 SF	900 SF	2,900 SF
Additional Outdoor Dining	4,000 SF	1,500 SF	5,500 SF
<b>Total Open Space Area</b>	<b>8,900 SF</b>	<b>3,900 SF</b>	<b>12,800 SF</b>
<b>Total Outdoor Dining Area</b>	<b>6,000 SF</b>	<b>2,400 SF</b>	<b>8,400 SF</b>

*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 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 unique culinary vision for the Project, the Project provides opportunities for food retail sales and restaurants with 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, regulations, 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 142 parking stalls, which would include 122 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 1 and 2. Vehicles shall enter and exit at the ground level and ascend to the second level via an internal ramp. A security gate shall be located at the rear of the parking garage prior to entering. 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, as determined by the City; 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 parking stalls would be provided along an alley connecting to Washington Boulevard and along 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 117 stalls based on the floor area amounts shown in Figure 6 and Figure 7. The Project will provide the minimum 142 off-street parking spaces required for the proposed floor area and uses, including outdoor dining, as well as an additional 25 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	3,700	1:250	15	15
Restaurant (up to 25%)	3,425	1:250	14	14
Restaurant (over 25%)	6,575	1:100	66	66
Outdoor Dining**	5,500	1:250	22	22
City/Public Parking	--	--	25	25
Surplus Parking	--	--	--	0
Subtotal Site A	--	--	--	122
Subtotal Site B	--	--	--	20
Total			142	142

\*Shopping Center rate used for entire site

\*\*Outdoor dining square feet counted towards parking requirements excludes common outdoor dining areas (2,9000 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. Loading ingress is located on Colonial Avenue and loading egress is located on Centinela Avenue. The loading space is designed to meet the standard for a large space (12'X40') per the Zoning Code. 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 492 square feet and measures approximately 41 feet in width and 12 feet in depth. The Site A trash collection area can accommodate up to two 3-yard trash bins, three 3-yard recycle bins, and two 2-yard organic bin.

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 3-yard trash bins, two 3-yard recycle bins, and one 2 yard organic bin.

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 near southeast corner of Site A, . Iconic signage is illustrated in

Figure 8 below. The final details, including, but not limited to, size and placement, shall be subject to review and approval by the City.



**Figure 8 Proposed Iconic Signage - Southeast Perspective, Site A – Only for purpose of illustrating Iconic Sign**

### *TENANT SIGNAGE*

Tenant signage will reflect the architectural character of the Project. 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 9 below.



**Figure 9 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 policies, 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 Project 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.
- 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 13
- Designated loading area for food delivery providers (i.e. UberEATS) – see Figure 13
- 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 60% of the Project workforce) Metro TAP cards for one (1) year following the opening of the Project.



Figure 10 Culver City Bus Line 1

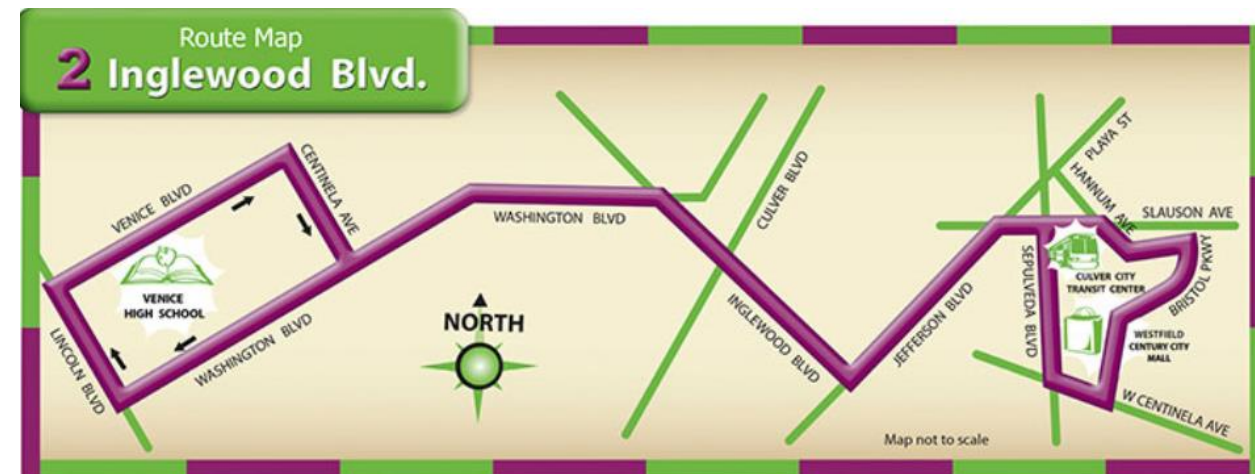


Figure 11 Culver City Bus Line 2



Figure 12 Big Blue Bus Line 14

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

1. The primary entrances are located near the intersection of Washington Boulevard and Centinela Avenue.
2. All off-street parking and loading areas are located at the rear of 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.

To encourage bicycle access, secure bicycle parking is provided to accommodate a minimum of fourteen (14) 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	5	2	7
Long Term Bike Parking	5	2	7
<b>Total Bike Stalls</b>	<b>10</b>	<b>4</b>	<b>14</b>

*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 into the parking structure. Points of entry to Site B include a driveway located along Centinela 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 13). 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 13 Designated Passenger Loading Area and Food Delivery Service Staging Area (Ridehailing)**

**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:

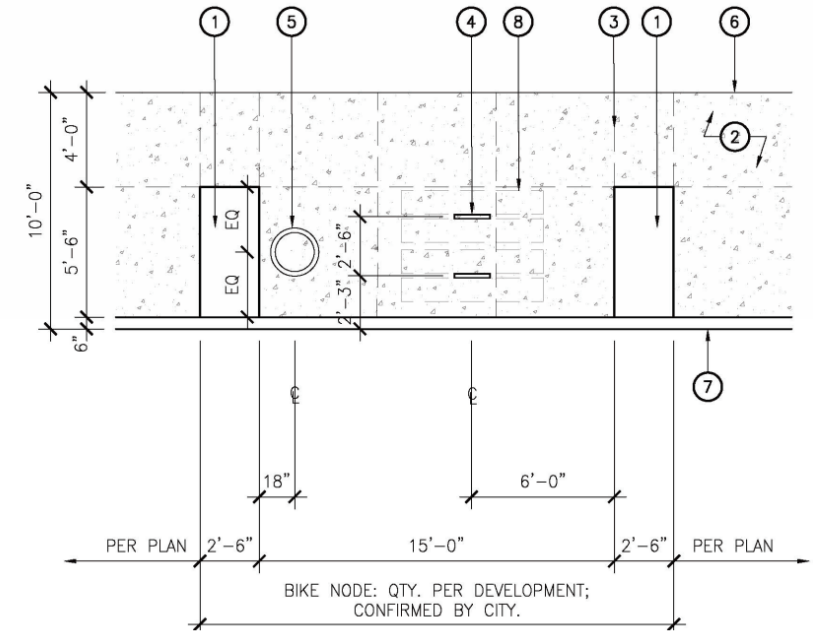
1. Restripe Centinela Avenue to provide a left turn pocket to access the main driveway into Site A.
2. Restrict vehicular access to Colonial Avenue by installing egress driveway design and one (1) of three (3) street improvements to restrict cars exiting Site A on Colonial Avenue from heading northbound. 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 14 below.

**LEGEND**

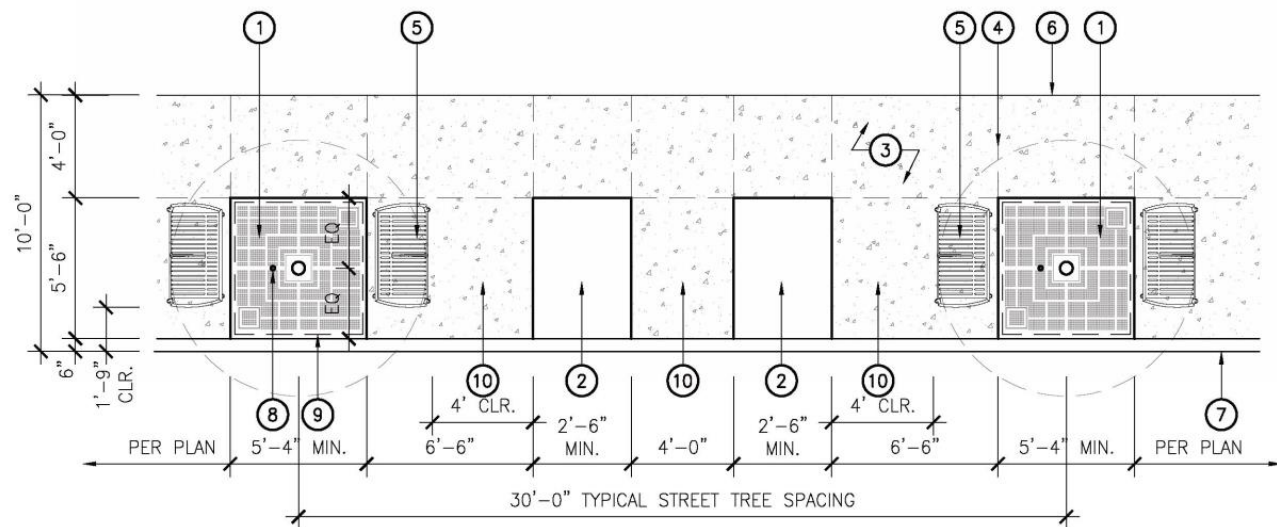
1. PLANTING AREA: MATERIAL PER MASTER PLAN.
2. CONCRETE: NATURAL GRAY, TOP-CAST #5.
3. CONCRETE JOINT, TYP.
4. BIKE RACK: BLACK “SIMPLE-LOK” BY SUNSHINE U-LOK CORPORATION OR APPROVED ALTERNATIVE.
5. TRASH RECEPTACLE: 24” DIA. “SCARBOROUGH” BY LANDSCAPE FORMS.
6. RIGHT OF WAY.
7. FACE OF CURB.
8. EXTENT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

**NOTES**

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



**Figure 14 Streetscape Details**



**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.

## 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 15 provides a photographic image of Colonial Avenue in its current condition.



**Figure 15 Northbound view of Colonial Avenue** (photo taken May 31, 2017)

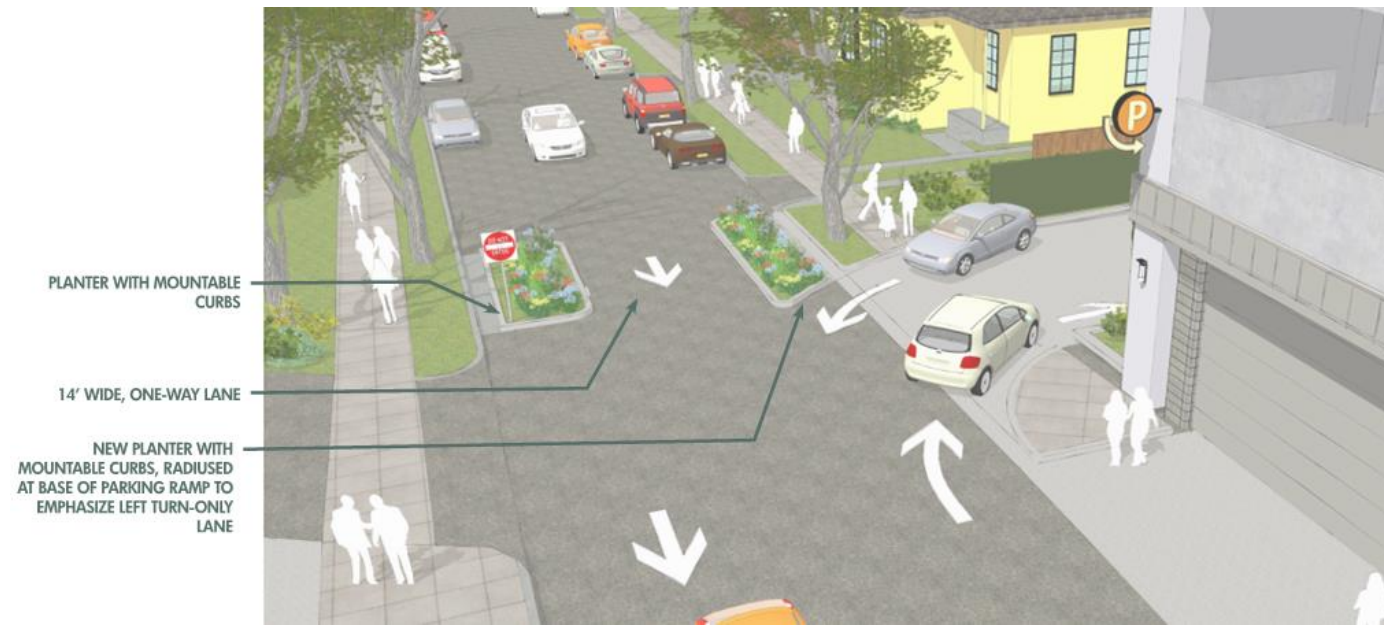
In collaboration with City Staff and based on community input from Colonial Avenue residents, the following three (3) Colonial Avenue configuration alternatives.



**Figure 16 Alternative 1 - Colonial Traffic Calming Configuration**

Alternative 1 (Figure 16) is the most restrictive of the three (3) alternatives. This alternative 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.

Alternative 3 (Figure 18) 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.



**Figure 17 Alternative 2 - Colonial Traffic Calming Configuration**

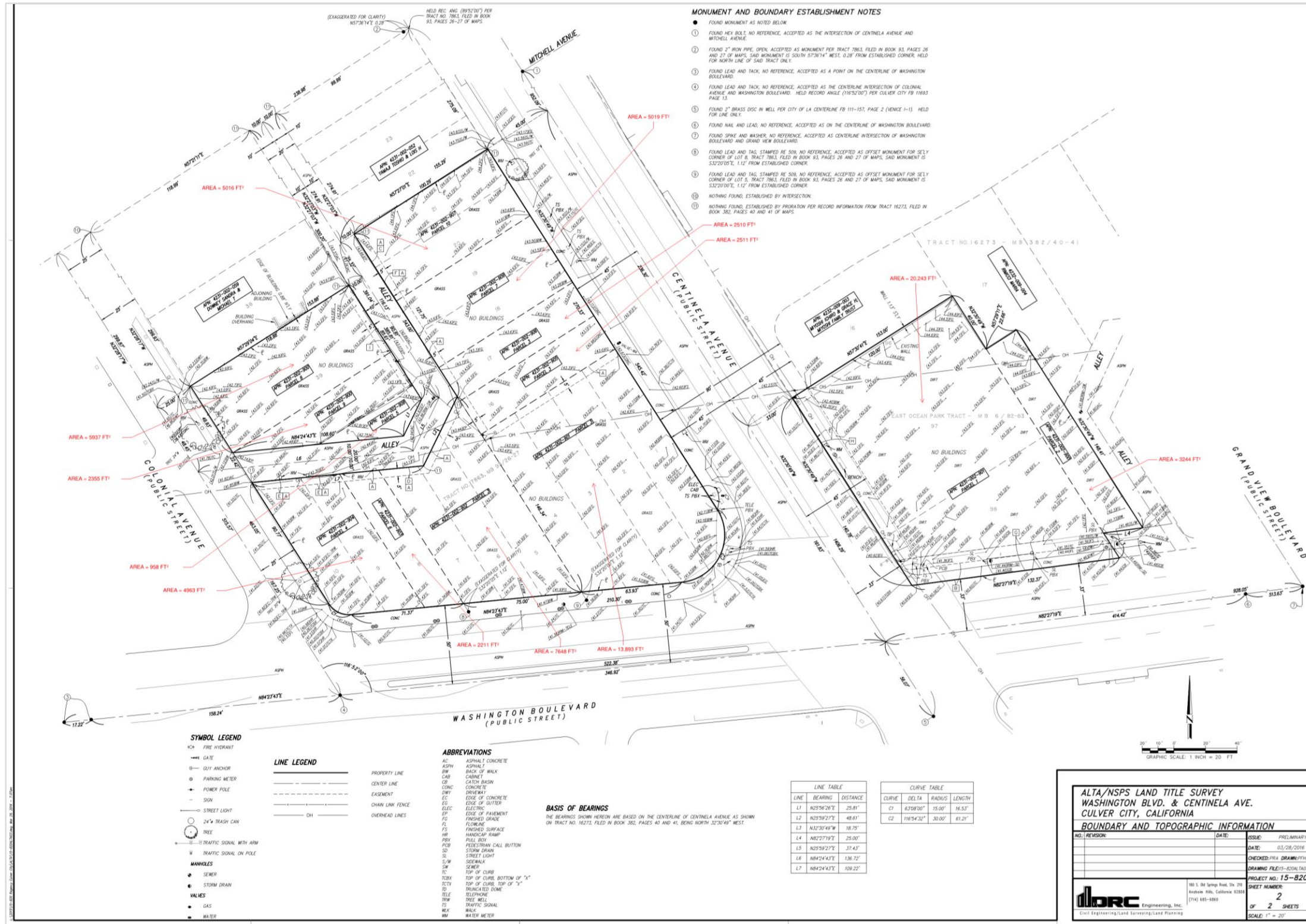
Alternative 2 (Figure 17) calls for the installation of two (2) 8 foot medians along both sides of the roadway, which reduces the street to 14 feet wide at the section north of the Project driveway, thereby preventing northbound traffic from the egress driveway and from Colonial Avenue. The driveway 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 18 Alternative 3 - Colonial Traffic Calming Configuration**

# PROJECT PLANS

## TOPOGRAPHIC SURVEY





SITE PLAN



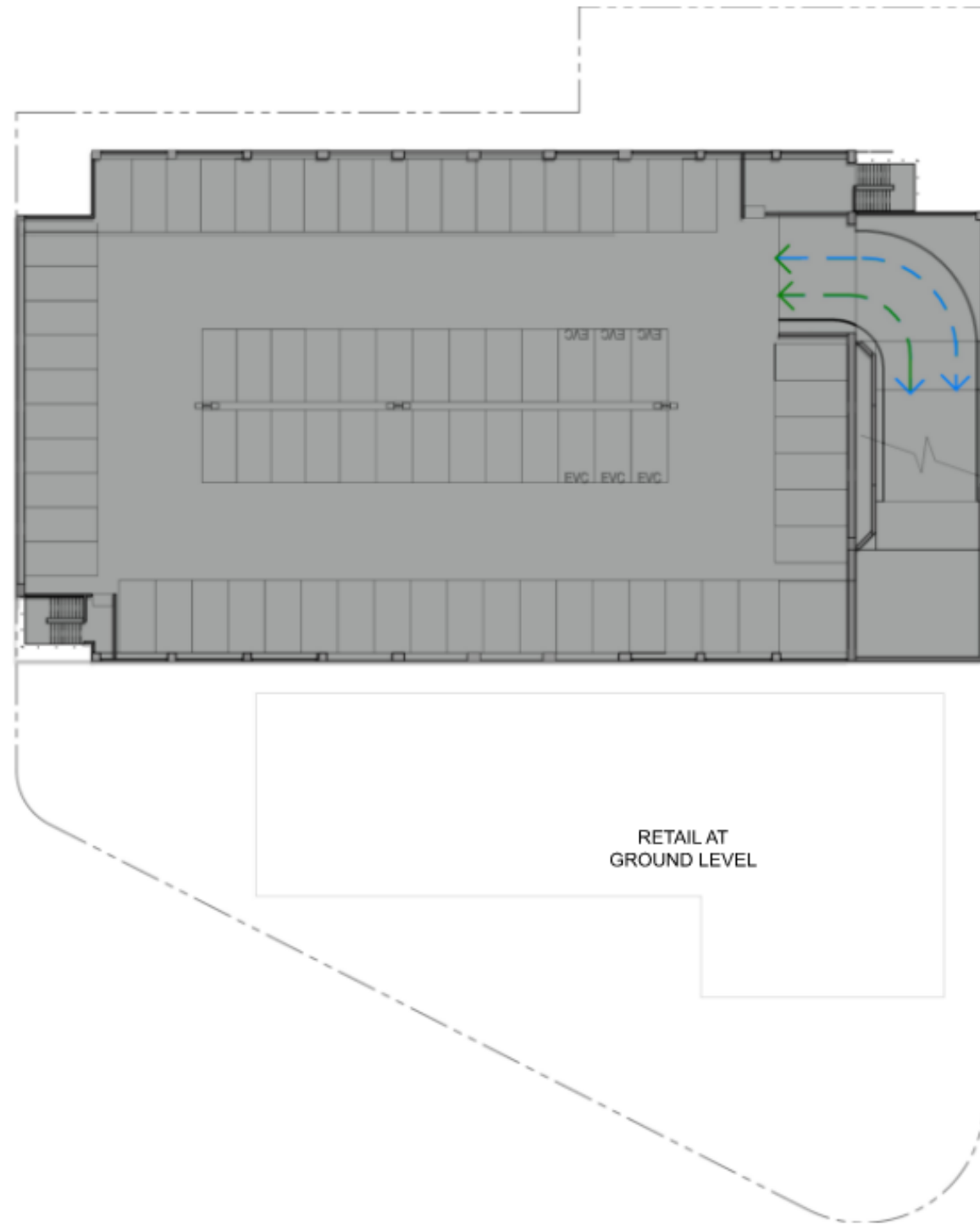


SITE A – PLAN VIEW AND FIRST FLOOR



*SITE A – FIRST FLOOR – FINAL DETAILED FIRST FLOOR PLAN TO BE APPENDED DURING CONFORMANCE REVIEW*

SITE A – SECOND 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 food retail and restaurant destinations, 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, which in turn create a sense of articulation and visual interest. Materials such as exposed masonry, standing seam metal panels, steel, and use 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 food vendors which would operate in the retail spaces, and will incorporate 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 to contribute to the rustic theme of the project. In addition, vine trellises or green screen 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, up to 24'-0" 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 site plan includes a two-level parking structure located at the rear, and which rises next to the commercial tenant area, reaching a maximum of 18'-0" in height.

Due to the parking structure location and design, two (2) twenty-five (25) foot wide rollup doors are located along the east and west elevations. The parking structure façade facing residential parcels to the north shall be enclosed to prevent light and noise spill; thus, the northerly elevation may incorporate plaster pilasters with

"infill panels" where parking structure openings would otherwise occur. The parking structure design shall be developed to comply with Section 17.320.035.M of the Zoning Code. The structure on Site B will be single-story, reaching a maximum height of 28'-0", thereby maintaining a low-scale profile with minimal bulk or mass.

The building mass for Site A is articulated and broken up by the use of a one-story building height and two-level parking structure, so as to reduce the massing along the Washington Boulevard street frontage and abutting residential neighborhood. 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 – REFER TO RENDERINGS – FINAL ELEVATIONS TO BE APPENDED DURING CONFORMANCE REVIEW*



*SITE B ELEVATIONS – EAST AND SOUTH ELEVATIONS – REFER TO RENDERINGS – FINAL ELEVATIONS TO BE APPENDED DURING CONFORMANCE REVIEW*

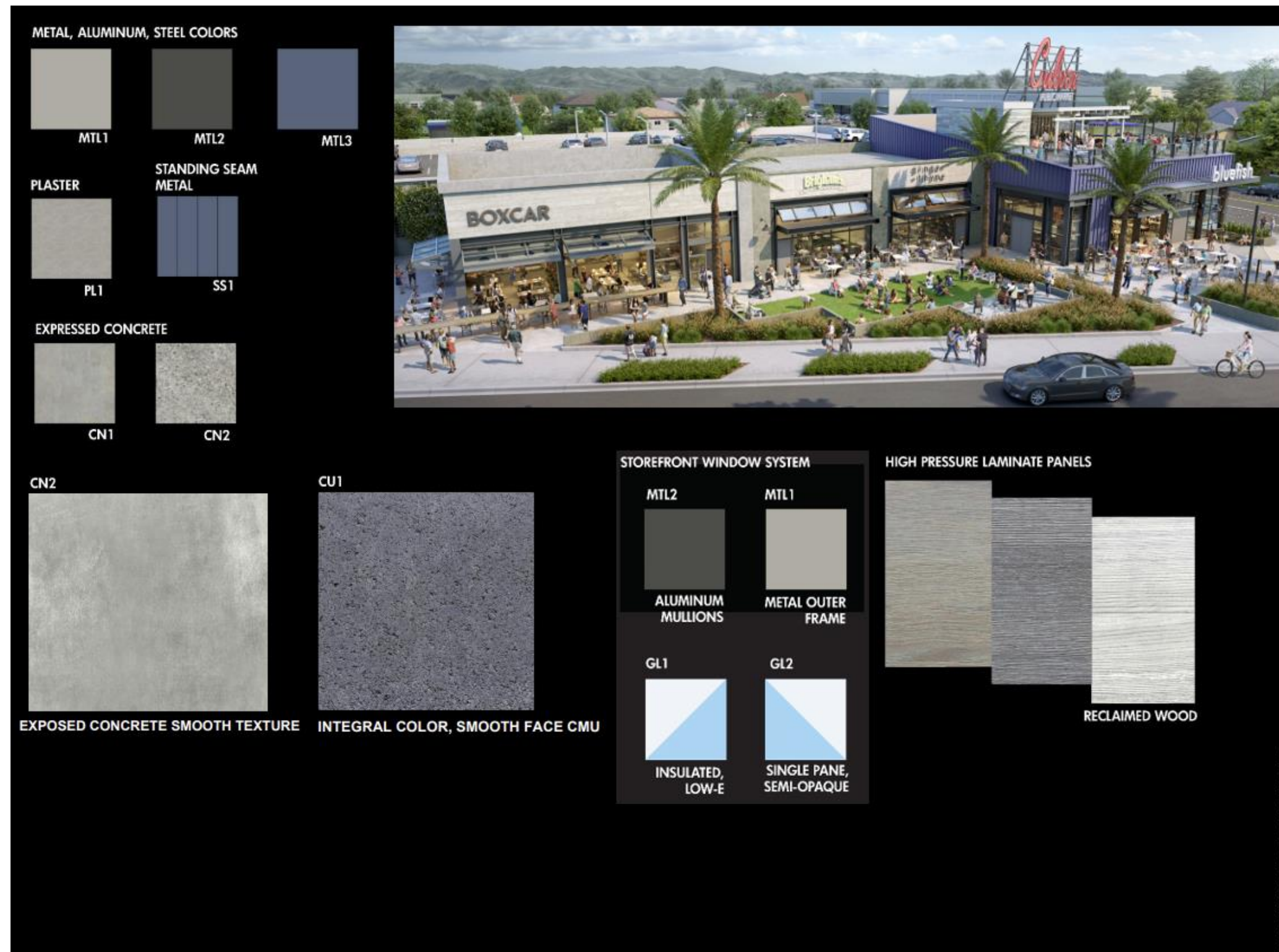
*SITE B ELEVATIONS – WEST AND NORTH ELEVATIONS – REFER TO RENDERINGS – FINAL ELEVATIONS TO BE APPENDED DURING CONFORMANCE REVIEW*







COLOR AND MATERIALS



- stucco
- aluminum/metal/steel
- high pressure laminate panels/faux wood material
- concrete
- standing seam metal
- stacked CMU
- glass storefront

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

LIGHT FIXTURES



FESTOON



RECESSED SOFFIT



SUSPENDED



OUTDOOR DINING



WALL SCONCE



OUTDOOR DINING



PARKING INTERIOR

**Conceptual Landscape Plans – Final Landscape Plans to be Appended During Conformance Review**

**Conceptual Landscape Plan – Site A – Final Landscape Plans to be Appended During Conformance Review**

**Conceptual Landscape Plan – Site A Plaza – Final Landscape Plans to be Appended During Conformance Review**

**Conceptual Landscape Plan – Site B – Final Landscape Plans to be Appended During Conformance Review**

PLANT PALLET

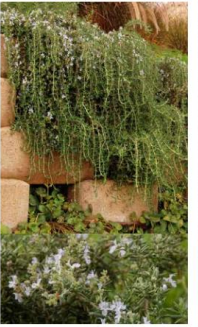
GROUND COVER



LANTANA SELLOWIANA 'MONMA'  
white lightnin trailing lantana  
5 GAL @ 18" O.C.



MYOPORUM PARVIFOLIUM  
'PUTAH CREEK'  
creeping myoporum  
4" POTS @ 8" O.C.



ROSMARINUS OFFICINALIS  
'HUNTINGTON CARPET'  
huntington carpet rosemary  
1 GAL @ 18" O.C.



SENECIO MANDRALISCAE  
blue chalk sticks  
1 GAL @ 12" O.C.

GRASSES



HELICTOTRICHON SEMPERVIRENS  
blue oat grass  
1 GAL @ 12" O.C.



LEYMUS CONDENSATUS  
'CANYON PRINCE'  
canyon prince wild rye  
1 GAL @ 12" O.C.



NASSELLA TENUISSIMA  
mexican feather grass  
1 GAL @ 12" O.C.



PENNISETUM 'FAIRY TAILS'  
evergreen fountain grass  
1 GAL @ 12" O.C.



PENNISETUM SPATHIOLATUM  
slender veilt grass  
1 GAL @ 12" O.C.

SHRUBS



AGAVE ATTENUATA  
fox tail agave - MIX TO CREATE  
NATURAL CLUMP  
5 GAL @ 18" O.C.  
15 GAL @ 24" O.C.



AGAVE 'BLUE FLAME'  
blue flame agave  
5 GAL @ 18" O.C.



AGAVE 'BLUE GLOW'  
blue glow agave  
5 GAL @ 18" O.C.



ANIGOZANTHOS 'BIG RED'  
red kangaroo paw  
5 GAL @ 18" O.C.



ANIGOZANTHOS 'BUSH GOLD'  
yellow kangaroo paw  
5 GAL @ 18" O.C.



ANIGOZANTHOS 'BUSH TANGO'  
orange kangaroo paw  
5 GAL @ 18" O.C.



BOUGAINVILLEA 'ROSENKA'  
rosenka bougainvillea  
5 GAL @ 24" O.C.



CALLISTEMON 'LITTLE JOHN'  
dwarf callistemon  
5 GAL @ 24" O.C.



CHONDROPETALUM TECTORUM  
small cape rush  
5 GAL @ 18" O.C.



DIANELLA CAERULEA 'CASSA  
BLUE'  
blue flax lily  
5 GAL @ 18" O.C.



DIANELLA TASMANICA  
'VARIEGATA'  
white striped tasman flax lily  
5 GAL @ 18" O.C.



FURCRAEA FOETIDA  
'MEDIOPICTA'  
variegated mauritius hemp  
15 GAL @ 30"X30"



LIRIOPE 'GIGANTEA'  
giant lily turf  
5 GAL @ 18" O.C.



PHORMIUM 'AMAZING RED'  
amazing red new zealand flax  
5 GAL @ 18" O.C.



PHORMIUM 'BRONZE BABY'  
bronze baby new zealand flax  
5 GAL @ 24" O.C.



ROSMARINUS OFFICINALIS  
'PROSTRATUS'  
trailing rosemary  
5 GAL @ 18" O.C.



WESTRINGIA FRUTICOSA  
'MORNING LIGHT'  
coast rosemary  
5 GAL @ 24" O.C.

SCREEN TREES



CUPRESSUS SEMPERVIRENS  
italian cypress  
24" BOX MIN.

VINES



BOUGAINVILLEA 'BARBARA  
KARST'  
15 GAL @ 48" O.C.



CLYTOSTOMA CALLISTEGIOIDES  
violet trumpet vine  
15 GAL @ 36" O.C.

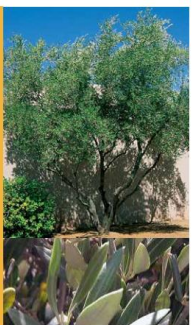


DISTICTIS BUCCINATORIA  
red trumpet vine  
15 GAL @ 36" O.C.



TRACHILEOSPERMUM  
CALLISTEGIOIDES  
star jasmine  
15 GAL @ 36" O.C.

TREES



OLEA EUROPAEA  
olive  
24" BOX MIN.



PLATANUS RACEMOSA  
califomia sycamore  
24" BOX MIN.



TIPUANA TIPU  
tipu tree  
24" BOX MIN.



ULMUS PARVIFOLIA  
chinese elm  
24" BOX MIN.



WASHINGTONIA ROBUSTA  
MEXICAN FAN PALM  
18'-30' BTH



# CONCEPTUAL LIGHTING

L1	
TYPE	POLE-MOUNTED, MULTI-HEAD, FULL CUT-OFF
USE	OPEN-AIR PARKING ILLUMINATION
LAMP	LED

L3	
TYPE	RECESSED DOWN LIGHT
USE	EXTERIOR CANOPIES
LAMP	LED

L4	
TYPE	WALL-MOUNTED SCNCE
USE	PEDESTRIAN ILLUMINATION
LAMP	LED

L2	
TYPE	SURFACE-MOUNTED
USE	PARKING STRUCTURE
LAMP	LED

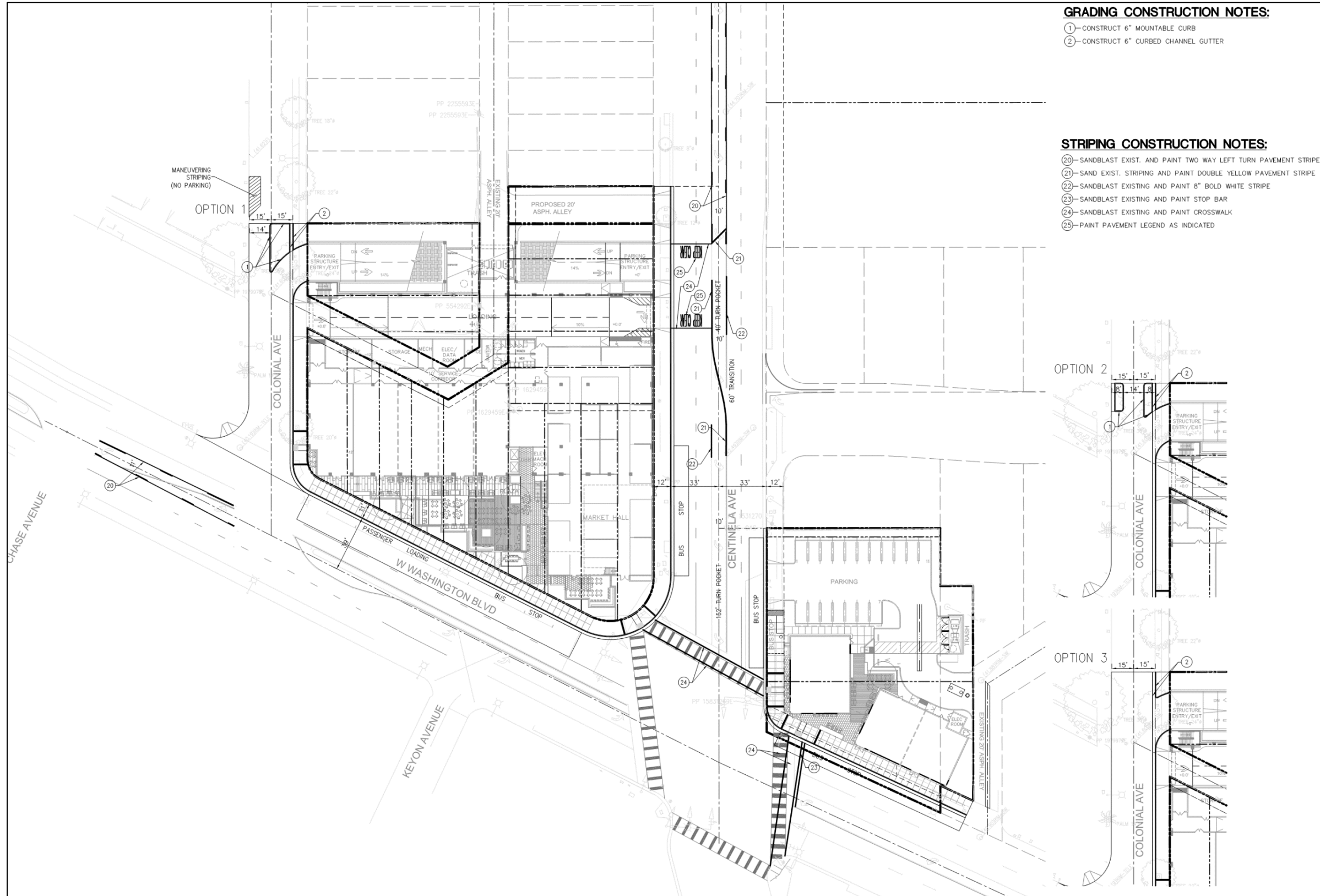
L5	
TYPE	FESTOON STRING LIGHTS
USE	OUTDOOR DINING AMBIENT LIGHT
LAMP	INCANDESCENT

CIVIL ENGINEERING – FINAL CIVIL PLANS TO BE APPENDED DURING CONFORMANCE REVIEW

*CONCEPTUAL GRADING PLAN - SITE A*

*CONCEPTUAL GRADING - PLAN SITE B*

**Traffic Striping Plan – Final Striping Plans to be Appended During Conformance Review**



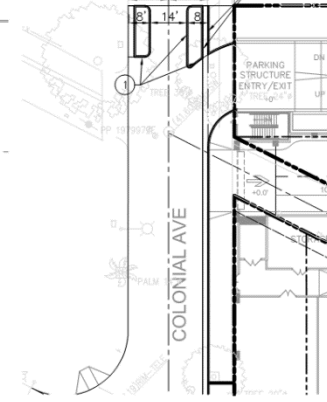
**GRADING CONSTRUCTION NOTES:**

- ①—CONSTRUCT 6" MOUNTABLE CURB
- ②—CONSTRUCT 6" CURBED CHANNEL GUTTER

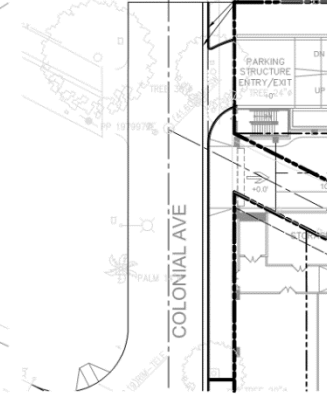
**STRIPING CONSTRUCTION NOTES:**

- ⑳—SANDBLAST EXIST. AND PAINT TWO WAY LEFT TURN PAVEMENT STRIPE
- ㉑—SAND EXIST. STRIPING AND PAINT DOUBLE YELLOW PAVEMENT STRIPE
- ㉒—SANDBLAST EXISTING AND PAINT 8" BOLD WHITE STRIPE
- ㉓—SANDBLAST EXISTING AND PAINT STOP BAR
- ㉔—SANDBLAST EXISTING AND PAINT CROSSWALK
- ㉕—PAINT PAVEMENT LEGEND AS INDICATED

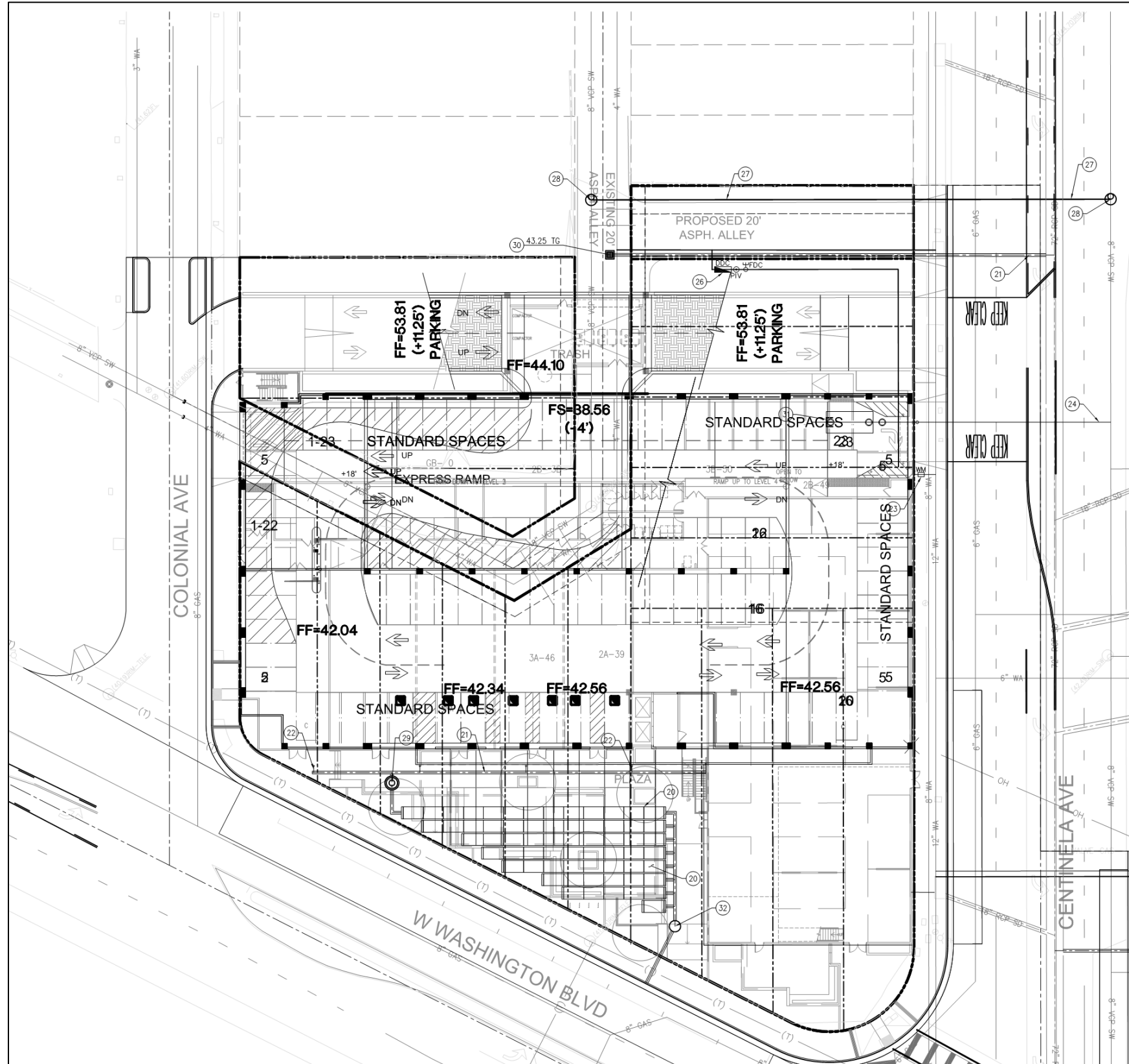
**OPTION 2**



**OPTION 3**

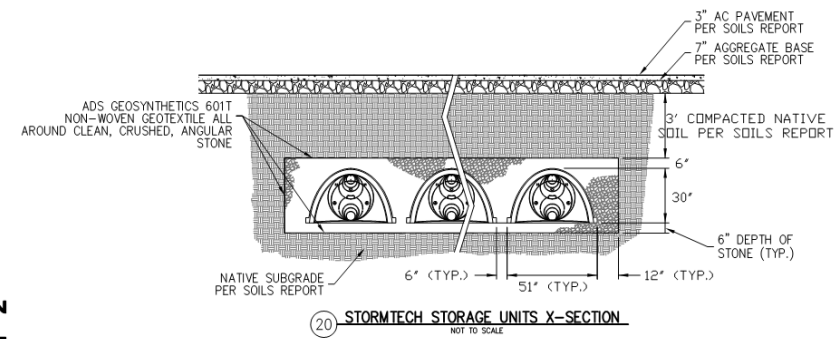


CONCEPTUAL UTILITY PLAN- SITE A – FINAL UTILITY PLANS TO BE APPENDED DURING CONFORMANCE REVIEW



**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



SEE SHEET 2

**STORMWATER TREATMENT SYSTEM NARRATIVE:**

OUR SITE WILL COLLECT AND 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 SWOODV 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.

CONCEPTUAL UTILITY PLAN- SITE B – FINAL UTILITY PLANS TO BE APPENDED DURING CONFORMANCE REVIEW

