

COMPREHENSIVE PLAN AMENDMENT No. 7 (CPA No. 7)

# THE CULVER STUDIOS

NOVEMBER 30, 2017



Gensler





# COMPREHENSIVE PLAN AMENDMENT No. 7 (CPA No. 7)

## The Culver Studios

9336 West Washington Blvd.  
Culver City, CA 90232

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# 1.0 INTRODUCTION





Source: Culver City Historical Society

# PROJECT INTRODUCTION

## 1.1 THE COMPREHENSIVE PLAN PROCESS

This Comprehensive Plan for the proposed development program (Project) at The Culver Studios (Site) represents the modification of the original and six subsequent Comprehensive Plans for the Site and is known as Comprehensive Plan Amendment No. 7 (CPA No. 7).

According to the City’s Municipal Code, the Site’s “S” zoning designation for “Studio” use, requires the preparation of a Comprehensive Plan before Project approval. CPA No. 7 sets the permitted uses, development standards, and conditions for the Project. The first Comprehensive Plan for the Site was approved by the City Council on January 25, 1988 and has since been modified or amended to reflect development, operational, and technological changes over time, particularly requiring sufficient on-site parking and reduced impacts on the surrounding neighborhood for each subsequent increase in new development. CPA No. 7 supersedes all previous Comprehensive Plans for The Culver Studios.

The Comprehensive Plan process is intended to allow flexibility in standards from the City’s zoning code to respond to specific on-site and off-site conditions unique to production and media uses in the City of Culver City (City). Comprehensive Plans can be modified or amended over time. The development program can be substantially completed within four years of approval.

## 1.2 COMPREHENSIVE PLAN AMENDMENT NO. 6

This CPA No. 7 includes some improvements approved in the Fall of 2015 under Comprehensive Plan Amendment No. 6 (CPA No. 6), such as the new Van Buren parking garage and Building Y at the south end of the property. Some CPA No. 6 elements are completed, such as the relocation of historically designated

bungalows, and others not constructed but modified as contained in this CPA No. 7 document. CPA No. 7 accommodates the Studio’s operations and development program changes over the past two to three years to reflect changes in the entertainment industry, technology, stewardship, and development in the greater region.

## 1.3 PROJECT BACKGROUND

The Culver Studios (Studio), a long-time icon of Culver City, began operations in 1918. Still welcoming visitors and stars alike, the Mount Vernon influenced “Mansion” stands as a proud monument to the Studio’s founding in 1918. The Studio has changed hands numerous times over the last 90+ years. After establishment by Thomas Ince, owners include: Cecil B. DeMille (1925), RKO (1928), David O. Selznick (1935), Howard Hughes (1950), Desilu Productions (1956), Perfect Film & Chemical (1968), Laird International Studios (1977), Grant Tinker & Gannett (1986), Sony Corporation (1991), and Pacific Coast Capital Partners (2004). The Studio is currently owned by The Culver Studios Owner, LLC, the Project Applicants. Originally consisting of 14 acres, the Studio grew to 32 acres when a large back-lot was added in 1931. The Studio remained that size until 1968 when Perfect Film & Chemical sold the backlot returning the Studio to its original size of 14 acres.

The Culver Studios today remains a fully-operational media production studio. To secure its successful future in a modernizing industry, further development through design and construction of new and improved facilities is being proposed. The Culver Studios Owner, LLC (Applicant) seeks to sustain a prominent role as a dynamic, independent studio in the entertainment, digital media, and other related creative industries, supporting a wide range of

imaginative endeavors through transformation of its 14-acre digital media studio campus. The Culver Studio’s proposed Innovation Plan (Innovation Plan) is intended to foster current and future content creation, digital media, creative technologies, virtual reality, and related entertainment industries synonymous with the Studio’s heritage and the evolution of Culver City, “The Heart of Screenland.”

## 1.4 DISCRETIONARY ACTION

In accordance with the Culver City Municipal Code, CPA No. 7 is both a legislative and quasi-judicial approval of the City subject to the California Environmental Quality Act (CEQA) with Planning Commission review and recommendation and City Council approval. An Environmental Impact Report (EIR) for the Project has been prepared and will be considered before final approval. Project impacts have been analyzed and mitigation measures required where necessary.

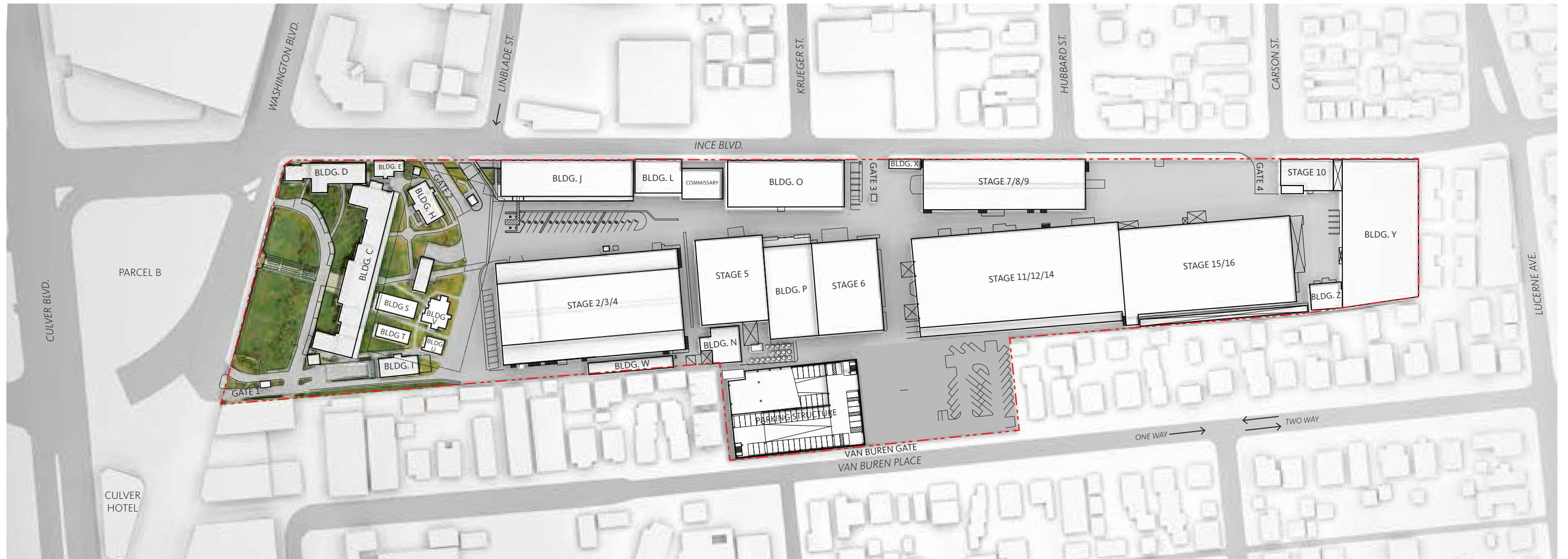






# 2.0 PROJECT SETTING





# CPA 7 PROJECT PURPOSE

## 2.1 PROJECT PURPOSE & OBJECTIVES

The purpose of the Project is to support the continued productive use of The Culver Studios, important to the economic growth of Culver City and its identity as the “Heart of Screenland”. New, innovative production and creative offices will make The Culver Studios more competitive in the commercial market place, attracting entertainment companies, and thus supporting vitality in downtown Culver City. The expansion in office space will balance out The Culver Studios’ demand for offices that can be complemented with stages. Downtown Culver City’s mix of activities provides a synergy with the influx of people that will be added by The Culver Studios’ expansion, in the middle of what has become the new walkable and pedestrian oriented zone.

# CPA 7

## PROJECT SUMMARY

### 2.2 PROJECT SUMMARY

The Studio proposes to technologically update and expand its facilities within the existing Studio Campus footprint, while retaining the Studio's unique ambiance and prominent place in the community. The Innovation Plan encompasses flexible and sustainable new media space, adaptive reuse and reinvigoration of the most prominent buildings, inviting and collaborative landscaped open areas, sensitive treatment of neighborhood interfaces, and improved access.

As proposed, The Culver Studios would be a dynamic state-of-the-art campus of media and digital content stages and support facilities, ensuring its resilience and continued position at the cutting edge of innovation essential to the invention and production of entertainment and digital media for future generations.

The Project includes the development of five (5) new digital media buildings totaling approximately 564,500 square feet of new construction and the demolition of approximately 219,419 square feet of existing facilities for a net increase of 345,007 square feet as detailed in the table below. A parking plan is included to increase the current number of parking spaces. The existing above-ground parking structure on Van Buren Place will be replaced by a larger parking structure, the existing underground parking structure will be expanded, and surface parking lots will be consolidated, resulting in a total net increase of 1,614 parking spaces on-site. A landscape plan, historic property plan, lighting, plan, infrastructure plan, and access plan are also included and described in this document.

#### PROJECT SUMMARY - Comprehensive Plan Amendment No. 7

|         | EXISTING    | EXISTING TO BE DEMOLISHED | PROPOSED <sup>1</sup> | TOTAL <sup>2</sup> | NET NEW <sup>3</sup> |
|---------|-------------|---------------------------|-----------------------|--------------------|----------------------|
| OFFICE  | 117,872 GSF | 87,788 GSF                | 544,500 GSF           | 574,584 GSF        | 456,712 GSF          |
| SUPPORT | 74,197 GSF  | 68,625 GSF                | 0 GSF                 | 5,572 GSF          | -68,625 GSF          |
| STAGE   | 155,480 GSF | 63,080 GSF                | 20,000 GSF            | 112,400 GSF        | -43,080 GSF          |
| TOTAL   | 347,549 GSF | 219,493 GSF               | 564,500 GSF           | 692,556 GSF        | 345,007 GSF          |
| PARKING | 756 spaces  | 345 spaces                | 1,959 spaces          | 2,370 spaces       | 1,614 spaces         |

<sup>1</sup> **PROPOSED:** Total gross square feet of proposed projects

<sup>2</sup> **TOTAL:** Total gross square feet after demolition and addition of proposed projects

<sup>3</sup> **NET NEW:** Net gross square feet after demolition and addition of proposed projects

#### DEVELOPMENT PROGRAM - Comprehensive Plan Amendment No. 7

| BUILDING            | OFFICE      | SUPPORT     | STAGE       | TOTAL       |
|---------------------|-------------|-------------|-------------|-------------|
| EXISTING CAMPUS     |             |             |             |             |
|                     | 117,872 GSF | 74,197 GSF  | 155,480 GSF | 347,549 GSF |
| EXISTING TO REMAIN  |             |             |             |             |
| C                   | 15,140 GSF  | -           | -           | 15,140 GSF  |
| D                   | 5,387 GSF   | -           | -           | 5,387 GSF   |
| E                   | 881 GSF     | -           | -           | 881 GSF     |
| H                   | 1,806 GSF   | -           | -           | 1,806 GSF   |
| I                   | 1,641 GSF   | -           | -           | 1,641 GSF   |
| S                   | 1,914 GSF   | -           | -           | 1,914 GSF   |
| T                   | 1,066 GSF   | -           | -           | 1,066 GSF   |
| U                   | 644 GSF     | -           | -           | 644 GSF     |
| V                   | 1,605 GSF   | -           | -           | 1,605 GSF   |
| Stage 7/8/9         | -           | -           | 16,800 GSF  | 16,800 GSF  |
| Stage 11/12/14      | -           | -           | 40,500 GSF  | 40,500 GSF  |
| Stage 15/16         | -           | 5,572 GSF   | 35,100 GSF  | 40,672 GSF  |
| Subtotal            | 30,084 GSF  | 5,572 GSF   | 92,400 GSF  | 128,056 GSF |
| DEMOLITION          |             |             |             |             |
| Commissary          | -           | 3,566 GSF   | -           | 3,566 GSF   |
| J                   | 49,500 GSF  | -           | -           | 49,500 GSF  |
| L                   | 3,343 GSF   | -           | -           | 3,343 GSF   |
| O                   | 22,264 GSF  | 4,700 GSF   | -           | 26,964 GSF  |
| W                   | -           | 875 GSF     | -           | 875 GSF     |
| X                   | -           | 541 GSF     | -           | 541 GSF     |
| Y                   | -           | 26,624 GSF  | -           | 26,624 GSF  |
| Z                   | -           | 1,943 GSF   | -           | 1,943 GSF   |
| Stage 2/3/4         | -           | -           | 32,400 GSF  | 32,400 GSF  |
| Breezeway           | 12,681 GSF  | 9,334 GSF   | -           | 22,015 GSF  |
| Stage 5/6           | -           | 20,600 GSF  | 27,400 GSF  | 48,000 GSF  |
| Stage 10            | -           | 442 GSF     | 3,280 GSF   | 3,722 GSF   |
| Subtotal            | 87,788 GSF  | 68,625 GSF  | 63,080 GSF  | 219,493 GSF |
| PROPOSED            |             |             |             |             |
| Bldg J              | 92,840 GSF  | -           | -           | 92,840 GSF  |
| Bldg K              | 170,800 GSF | -           | -           | 170,800 GSF |
| Bldg L              | 106,120 GSF | -           | 20,000 GSF  | 126,120 GSF |
| Bldg O              | 90,040 GSF  | -           | -           | 90,040 GSF  |
| Bldg Y              | 84,700 GSF  | -           | -           | 84,700 GSF  |
| Subtotal            | 544,500 GSF | 0 GSF       | 20,000 GSF  | 564,500 GSF |
| CPA 7 SUMMARY       |             |             |             |             |
|                     | OFFICE      | SUPPORT     | STAGE       | TOTAL       |
| Gross Square Feet   | 574,584 GSF | 5,572 GSF   | 112,400 GSF | 692,556 GSF |
| Net New Square Feet | 456,712 GSF | -68,625 GSF | -43,080 GSF | 345,007 GSF |

\* Also known as Building P

\*\*Does not include Building N (Powerhouse - 12,750 GSF - utility use)





# CPA 7

## EXISTING CONDITIONS

### 2.3 EXISTING SITE CONDITIONS

The Studio Campus is under single ownership and use under the name “The Culver Studios”, the Studio’s name since approximately 1970. The Studio Campus is used for a wide range of studio uses, primarily for film and television. The operations and design of a film and media production studio calls for the property to be secured and private. Entry is restricted to authorized persons currently and will continue as a part of the Innovation Plan. The secured nature of the Project Site, means that access is consolidated through a series of staffed and controlled gates. The perimeter of the Site is fenced, gated, and walled.

The 14-acre Studio Campus is comprised on five (5) adjoining Assessor parcels that form a long narrow site oriented in an angled fashion with the Mansion facing north and the rear of the Campus facing the south. The Site slopes gently from north to south. Ince Boulevard extends along the eastern length of the Project Site and terminates at Ballona Creek, one block south of the Campus. Lucerne Avenue provides east-west travel at the southern end. A few private residential properties abut the southern boundary of the Studio Campus. Van Buren Place extends along the western edge of the Campus with private residential properties abutting the Campus, in portions, along this edge. The Van Buren Parking garage runs along Van Buren Place with access limited to emergency vehicles only.

The cluster of historic buildings designed in the American Colonial Revival style, including the Mansion, form the primary view of The Culver Studios from the north. The Mansion is often featured in historic and contemporary photographs representing the Studio Campus.

There are a total of 24 buildings and structures on the Project Site that vary in height from low-rise, single-story structures to large sound stages, approximately 80 feet in height. Six (6) of those buildings are stages and 18 are office and support buildings. Building setbacks vary across the Project Site from zero feet to 130 feet from property line. Some Campus buildings were built on the property line in some perimeter locations. The total existing square footage of Campus building is 347,549 and

most buildings and structures can be classified as office, stage, or support in use. Buildings have traditionally been identified using a letter system while sound stages have been identified using a numbering system. Breaks in the naming systems reflect old buildings that have been demolished or new buildings that have been added. Buildings are located close to each other with high lot coverage across the Project Site and little open space.

There is on-site parking in the form of an under-ground garage with access from Ince Boulevard, a multi-level parking structure on Van Buren Place, and scattered surface lots through the Project Site for a total of 756 existing parking spaces. Large production vehicles park on-site in various locations, and sometime park along the Site’s perimeter on Ince Boulevard for temporary and limited periods. There is currently limited landscaping on the Studio Campus, primarily consisting of the lawn and shrubbery around the Mansion.

### 2.4 DESIGNATED AND ELIGIBLE HISTORIC PROPERTIES

Buildings C (the Mansion) and D are designated as “Landmark” structures in the City. Building S, T, U, and V (Bungalows) are designated as “Significant” structures. Other on-site buildings and structures over 45-years old have been evaluated for historic significance including the Project Site as a whole. That full evaluation is included in the Project EIR.

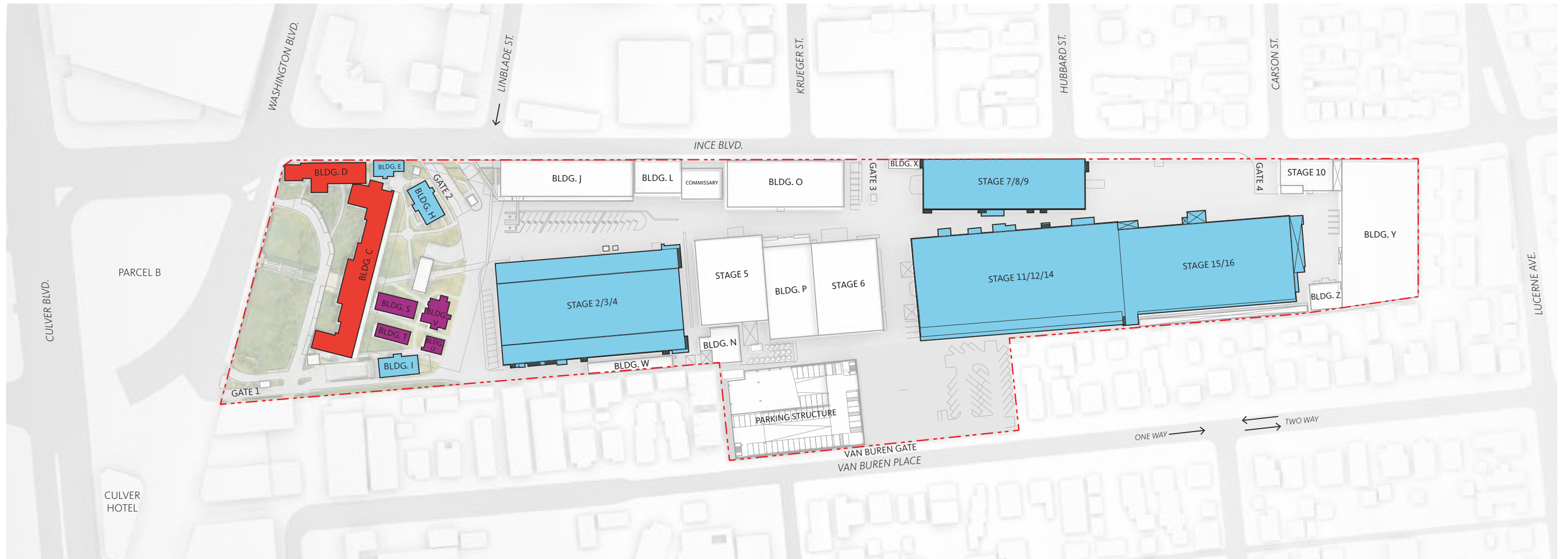
### 2.5 SURROUNDING USES

The Culver Studios is located in Downtown Culver City. The Studio’s face, the iconic Mansion with its long setback and broad front lawn was originally designed to be an icon for the community. Although the Studio’s address is 9336 Washington Boulevard, the original street segment in front the Mansion has been closed for future downtown-oriented commercial development directly in front of the Mansion known as “Culver Steps”. To the west is the designated City “Town Plaza”, a small pedestrian square framed by the Culver Hotel, and a series of small shops and restaurants.

Together the Project Site, Culver Steps, the Culver Hotel, and the Town Plaza form a distinct downtown Culver City cluster. Because the Studio is 100 years old, it is now fully surrounded by residential neighborhoods to the east, west, and south, and the Downtown to the north. The Linwood E. Howe Elementary School is one block to the west on Van Buren Place. The surrounding Lucerne-Higuera residential neighborhood dates from the early 1920s to the later 1950s period, and is primarily comprised of single family homes with some multifamily buildings. Residential streets to the south, west, and east of the Studio have traffic calming and traffic control measures, some which were added as a part of previous Comprehensive Plans with the intent of discouraging through traffic and to make conditions safer for residents and students around Linwood E. Howe Elementary. On-street parking is limited and often restricted, primarily for residential uses.

Commercial uses are located along the northern end of the Campus with downtown commercial uses at the northwest edge of the Campus and studio and office uses at the northeast end along Ince Boulevard.





# EXISTING HISTORIC RESOURCES

- Landmark Structure
- Significant Structure
- Eligible Structure

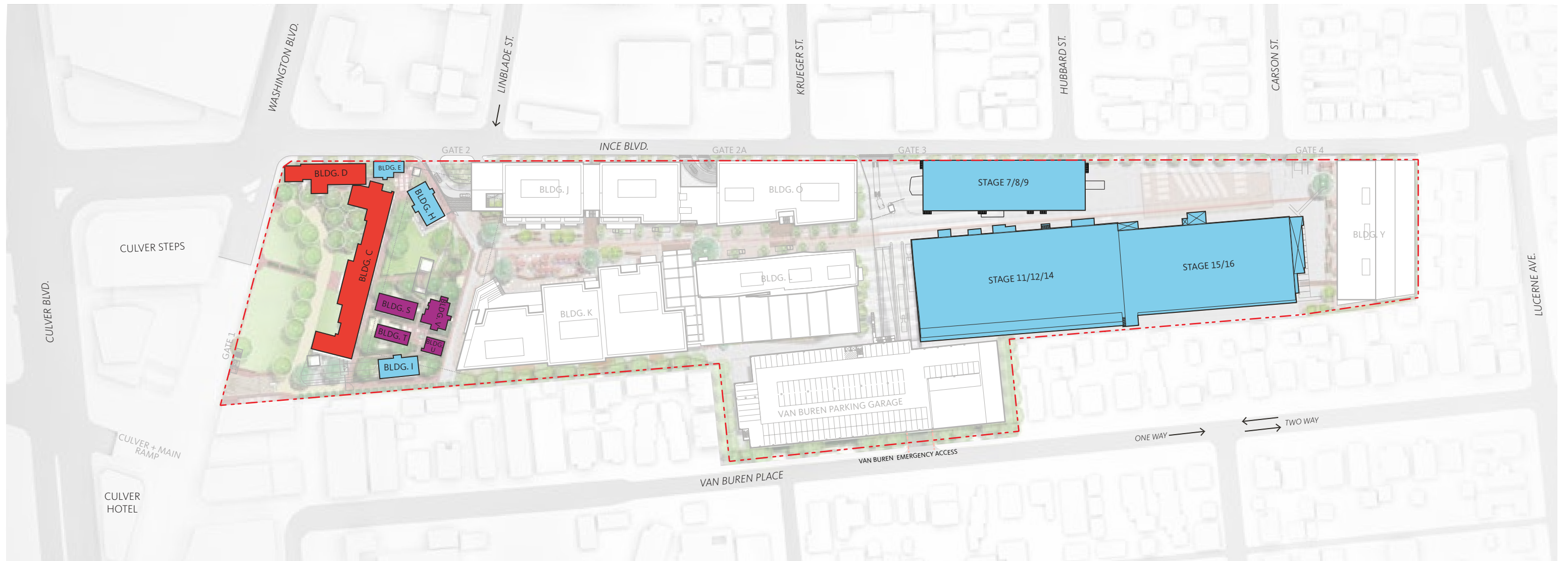
## 2.6 EXISTING HISTORIC RESOURCES

The existing buildings vary in height from single-story structures to approximately 80 feet in height, with varying setbacks. A cluster of historic buildings, including Mansion Building (Building C), form the primary view of The Culver Studios from the north. The Mansion faces a vacated portion of Washington Boulevard, separated by a front lawn. Although, The Culver Studios is not eligible as a historic district, several buildings appear individually eligible at the federal, state, and local level. Six structures have been designated at the local level as Landmark and Significant structures, and also appear eligible for the National Register. Buildings C and D are designated as Landmark structures in the City. Building S, T, U, and V are designated as Significant structures.

In addition, Stage 2/3/4, appears eligible for the National Register and local listing due to its association with the studio's transition from silent film productions into the era of the "Talkie" and the

use of other emerging technologies. Stage 7/8/9, Stage 11/12/14, and Stage 15/16 appear eligible for the National Register and local listing.

While many of the Sound Stages facilitated the filming of the early "talkies," it should be noted that it is the films produced during this period that are primarily significant and the role of the stage in their production is of secondary importance. Building E, H, and I also appear eligible for local listing.



# PROPOSED HISTORIC RESOURCES

- Landmark Structure
- Significant Structure
- Eligible Structure

## 2.7 PROPOSED HISTORIC RESOURCES

Comprehensive Plan Amendment No. 7 proposes to retain and preserve 11 historically significant buildings which would remain eligible as historical resources after project completion: Building C (Mansion and DeMille Theater) and Building D and associated Front Lawn landscape with contributing perimeter wall and front pedestrian gate; Buildings E, H and I located behind Building C; Bungalows S, T, U and V relocated behind Building C; and Stages 7/8/9, 11/12/14, and 15/16. Although interior tenant improvements are proposed to Buildings C, D, E, H and I under the Innovation Plan, minor changes are proposed for the addition of two wheelchair lifts (reversible) on the rear (south) elevations of Buildings C and D, and regrading of pathways to meet accessibility requirements for DeMille Theater and Buildings E, H, and I.

Comprehensive Plan Amendment No. 7 proposes the rehabilitation of the Front Lawn landscape and minor tenant improvements to Building C (Mansion) and D, primarily focused on the interiors.

Exterior improvements include repaving of the circle drive on the Front Lawn in front of Building C, replacement of the existing Sycamore trees on the Front Lawn with healthier specimens of the same type, and installation of a new entrance Gate 1. The four existing bungalow Buildings S, T, U, and V, previously located along the western edge of the Studio Campus, were recently relocated to a site immediately south of the Mansion (Building C) under the observation of a qualified architectural historian. Their relocation, orientation and configuration in this area retains the historic grouping of the Bungalows within the Studio Campus in keeping with their original setting.

The Project proposes to modernize and expand the existing central area, encompassing the portion of the Studio Campus south of the Mansion and proposed Relocated Bungalow Area just south of the Mansion. Proposed improvements include the construction of five New Media buildings consisting of a flexible mix of creative space, production space, and digital media stages. New digital media stages would be provided within the central area of the

studio campus, co-located with media office and support uses. Two new parking structures are proposed as part of the Project. The proposed below-grade Central Parking Structure would be located south of Building C (the Mansion) and the existing Rear Lawn Parking Structure, within the existing Central Area of the Studio Campus. The proposed Van Buren Parking Structure would be constructed on the western edge of the Studio Campus on the site of an existing above-grade parking structure, existing surface parking lot, and the Bungalow Area that previously contained Buildings S, T, U, and V.

In addition, Comprehensive Plan Amendment No. 7 proposes the removal of Stage 2/3/4. Two stages would be retained under the Project, Stage 7/8/9 and 11/12/14, which were originally constructed around the same time and shares similar potential significance as the other stages for its association with RKO Pictures and the Studio's transition into sound films.



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# 3.0 DEVELOPMENT STANDARDS



# PROPOSED DEVELOPMENT STANDARDS

## 3.1 PROPOSED DEVELOPMENT STANDARDS

All proposed development will adhere to the development standards set forth in CPA No. 7. Where CPA No. 7 is silent, the provisions of the Culver City Municipal Code (CCMC) will apply. The purpose of a Comprehensive Plan is to allow for innovation in site planning and other aspects of project design and to provide flexibility in the application of zoning code standards to proposed development. (CCMC § 17.560.005.) Accordingly, the site plans, building plans, exterior elevations, landscape plans, lighting plans, parking layouts, and other plans contained in this CPA No. 7 document are intended to provide an illustrative design framework for the Innovation Plan.

In order to respond to changing industry needs and market conditions during the build out of CPA No. 7, modifications to the size, location, configuration, number, design, architectural finishes, or specific uses of the buildings depicted herein may be permitted, provided overall, the development conforms to the development standards of CPA No. 7 including the total amount of net new building floor area (345,007 sq. ft.) and parking requirements of the approved CPA No. 7, consistent with the approved Project traffic analysis.

The following table provides a summary of the development standards in CPA No. 7 and further explained in Applicable Use and Development Standards.

## 3.2 ALLOWABLE USES

The Project conforms to the “Studio” designation in the Culver City General Plan and the “S” Studio Zoning District for the Site. The Project proposes uses under the following functions:

- Office
- Stage
- Support

These uses are consistent with definitions under Section 17.250.015 of the CCMC and the original Comprehensive Plan adopted in 1988. The entertainment production industry includes a vast array of detailed uses particular to individual film/TV/digital productions and their requirements. Office uses generally involve spaces to accommodate producers, writers, and production teams; Stage uses include all types of active entertainment production; and

## APPLICABLE USE AND DEVELOPMENT STANDARDS

| STANDARD                   | REQUIRED                                                                                                                                                                                                                                                        |
|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| USE (1)                    | Studio (S) District (CCMC 17.200.010 and 17.250.015)                                                                                                                                                                                                            |
| HEIGHT LIMIT (2)           | 56 feet (CCMC 17.250.015.D)                                                                                                                                                                                                                                     |
| SETBACKS (3)               | Varies from 18-inches to 15-feet                                                                                                                                                                                                                                |
| LOT COVERAGE               | Not applicable                                                                                                                                                                                                                                                  |
| DISTANCE BETWEEN BUILDINGS | Not applicable                                                                                                                                                                                                                                                  |
| VEHICLE PARKING            | 2,115 vehicle parking spaces required based on existing parking standards set in Comprehensive Plan Amendment No. 6 at:<br><br>Office: 2.86 spaces/1,000 sf @ 1.00 GLFA<br>Support: 0.52 spaces/1,000 sf @ 0.85 GLFA<br>Stage: 2.46 spaces/1,000 sf @ 1.00 GLFA |
| BICYCLE PARKING            | Minimum of 5% of the required vehicle spaces for commercial employment use (CCMC 17.320.045)                                                                                                                                                                    |
| SIGNAGE                    | Master Sign Program                                                                                                                                                                                                                                             |
| LANDSCAPE                  | Not applicable                                                                                                                                                                                                                                                  |
| FENCES (4)                 | Maximum height for walls and fences is 12 feet                                                                                                                                                                                                                  |

### Notes:

- (1) Additional requirements may apply for sale of alcoholic beverages and telecommunications facilities.
- (2) Additional height requirements and exceptions to height limits may apply for parapet height, mechanical screening, architectural projection, roof-mounted ancillary structures pursuant to CCMC 17.300.025. Requests for director determination of existing grade (CCMC 12.300.025.B)
- (3) Setbacks locations and landscaping type as illustrated under “Landscape Setbacks”
- (4) Additional screening requirements may apply for mechanical equipment and storage yards. See Landscape for walls and fences.

Support uses range from utilities, to props/grips/wardrobe, to set construction, storage, utility, and mechanical.

The Site currently has the largest percentage of building space devoted to Stage use at 45%, followed by Office use at 34%, and Support use at 21%. The Project as proposed provides for a greater percentage of Office use indicative of the move to digital media production bringing the distribution to 83% Office use, 16% Stage use, and 1% Support use.

## 3.3 HEIGHT LIMITATIONS

The Project must conform to the City’s maximum 56 foot height limit pursuant to Section 17.240.015 of the Zoning Code. Section 17.300.025 of the Zoning Code further states that building height shall be measured at a point from existing grade of the site to an imaginary plane, located no higher than the allowable number of feet above and parallel to the grade as noted below.

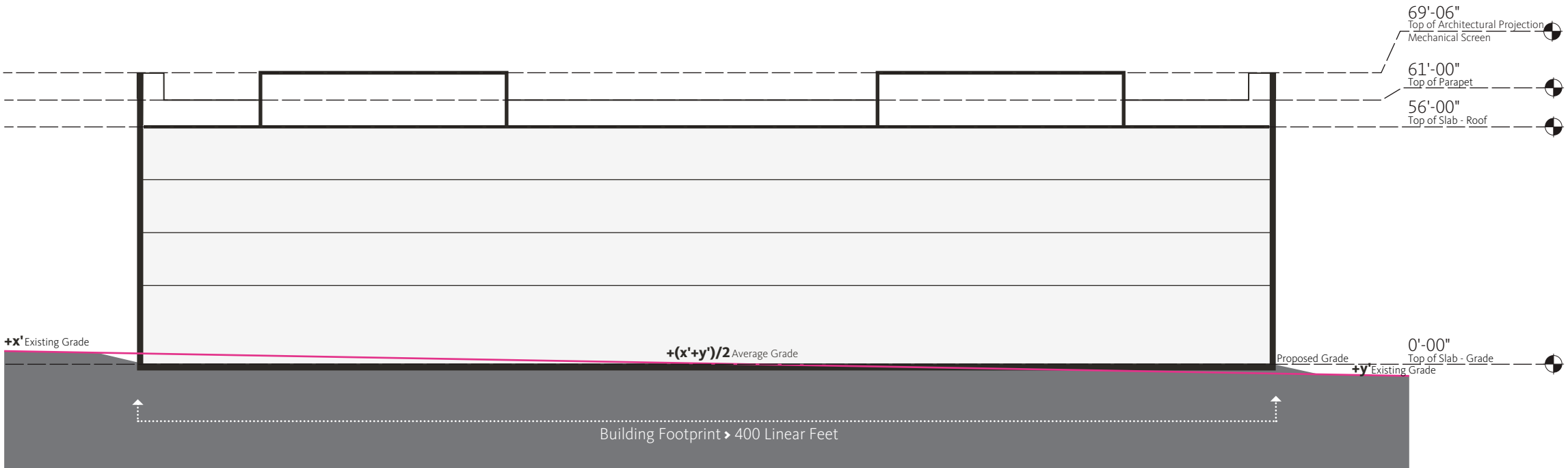
*All structures shall meet the following standards relating to height, with the allowable exceptions identified in Subsection 17.300.025.C. (Exceptions to Height Limits) below.*

- MAXIMUM HEIGHT. The height of structures shall not exceed the standard established by the applicable zoning district in Article 2 (Zoning Districts, Allowable Land Uses and Zone-Specific Standards), and defined above.*
- HEIGHT MEASUREMENT. The maximum allowable height shall be measured as the vertical distance from the existing grade of the site to an imaginary plane, co-planar with the top of structure, located no higher than the allowed number of feet above and*

*parallel to the grade. See Figure 3-3 (Height Measurement) at top of next page. “Existing Grade” shall be established by the Director, consistent with parcels in the immediate vicinity, and shall not be, nor have been, artificially raised to gain additional building height.*

The Project’s height is being measured using an alternative measurement from “existing grade” related to buildings that are over 400-feet in length or longer,taking into consideration parcels in the immediate vicinity rather than exclusively from a point measured as the vertical distance from the existing grade. The methodology is related to maintaining a uniform height and uniform floor plates. The method is intended to reconcile use of the site to meet the proposed development program and operational efficiency given The Culver Studios historic property designation which creates unusual development constraints. According to the applicant:

- The Culver Studios is rectangular shaped and oriented approximately northwest to southeast. The rectangular shape tapers from approximately 390 feet at its widest (northwest) to its narrowest at the southeast at approximately 213 feet.
- The Culver Studios lot slopes along its northwest/southeast axis and there a difference in elevation northwest to southeast of approximately 16.52 feet.
- Building J/O is comprised of two building sections which are approximately 275 feet and 208 feet in length respectively and total approximately 545 feet in length. There is a difference in elevation of approximately 6’ feet from the proposed northerly edge to the proposed southerly edge of building J/O.



# PROPOSED DEVELOPMENT STANDARDS

Building K/L is comprised of two building sections which are approximately 379 feet and 245 feet in length respectively and total approximately 624 feet in length. There is a difference in elevation of approximately 6’ feet from the proposed northerly edge to the proposed southerly edge of building K/L.

- 4. Building J/O and K/L cannot be reoriented or relocated given the narrow property width, the configuration of existing buildings and the number of historic buildings surrounding it.
- 5. Consideration should be given to the factors that constrain building location and building height related to lot slope and that an alternative datum should be considered using the average grade of building footprint, in relation to the existing grade of adjacent properties as permissible under Section 17.300.025 of the Zoning Code.

This method accounts for the sloping site for Building J/O and K/L and avoids the need to step floor plates and ceiling heights that significantly impact the development. The site survey indicates that the site slopes approximately 16 feet northwest to southeast and simply using measurement points along the existing grade would create a series of building steps that would make development impractical and impact Studio operations.

The parcels in the immediate vicinity have surveyed spot elevation height as follows:

- Northeast: 100.2
- Southeast: 94.2
- Northwest: 100.4
- Southwest: 94.2
- Average: 97.2

Therefore, for the purpose of measuring height, the existing grade shall be the average of the immediately adjacent parcels and shall be considered the “slab at grade” for the bottom measurement and for the top measurement, finished surface or top of structure, shall be considered the “top of slab”.

### 3.4 VEHICLE AND BICYCLE PARKING REQUIREMENTS

All required vehicle parking for The Culver Studios shall be provided on the Studio Campus, unless otherwise agreed to by the City. The minimum amount of vehicle parking shall be provided at a ratio of:

- Office (2.86 spaces/1,000 sf @ 1.00 GLFA) = 1,643 spaces required
- Stage (2.46 spaces/1,000 sf @ 1.00 GLFA) = 277 spaces required
- Support (0.52 spaces/1,000 sf @ 0.85 GLFA) = 2 spaces required

Total Project parking required is 1,922 spaces. See “Parking Summary” table for calculations of parking requirements by use. The Project proposes 2,370 spaces, or a total of 448 spaces beyond the requirement.

The CCMC requires bicycle parking for large employment uses at a rate of 5 percent of vehicle parking, resulting in a requirement of 105 bicycle parking spaces. The Project proposes 105 bicycle parking spaces distributed across the Site.

### 3.5 OTHER ZONING CONDITIONS

- 1. SETBACKS, LOT COVERAGE, AND DISTANCE BETWEEN BUILDINGS. The Project provides setbacks to help buffer the Studio from surrounding sensitive uses. Lot coverage standards are not being provided. The Site is constrained due to its historic development patterns. Distances between buildings limitations are not being applied since the Site is constrained due to its historic development patterns.
- 2. SIGNAGE, LANDSCAPING, OUTDOOR LIGHTING, AND FENCES. The Project provides a variety of landscape typologies that reflect the requirements of adjacent uses. Typically the northern portion of the property is defined by lawn and hedges, the southern by utilitarian hardscape areas, and the central portion will provide a mix of both hardscapes and softscapes to provide flexibility in use. Outdoor lighting is intended to increase comfort and safety and create a more pedestrian-friendly zone with minimal light spill, such as low level landscape lighting, low level lighting around street furniture, and low intensity downlighting from street trees, are encouraged. Perimeter fence improvements to The Culver Studios will occur either as a component of proposed projects or as large, continuous sections require upgrades with a maximum height of twelve (12) feet in height from grade. Signage guidelines are not included as part of CPA No. 7.

### 3.6 CULTURAL, HISTORIC, AND PUBLIC ART

The Project conforms with Culver City’s Historic Preservation Program (CCMC Section 15.05.100 et seq.) and will comply with the City’s Art in Public Places Program (APPP) requirements (CCMC Section 15.06.100 et seq.). Exterior alterations to structures designated Culver City Cultural Resources, including the relocation and rehabilitation of Bungalows S, T, U and V and the accessibility enhancements to Buildings C and D, conform to the U.S. Secretary of the Interior’s Standard for Rehabilitation and the Guidelines for Rehabilitating Historic Buildings. A permanent public art installation (Studio Pass by Jim Heimann) is currently incorporated into the Ince Boulevard perimeter wall between Gates 2 and 3. The Project Applicant intends to preserve this artwork and commission

new, site-specific permanent art in fulfillment of the City’s APPP requirement in conjunction with CPA No. 7. Relocation of the existing artwork (if necessary) and approval of new artwork(s), require Cultural Affairs Commission review and approval.



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# 4.0

## SUSTAINABILITY & MOBILITY



# PROPOSED SUSTAINABILITY STRATEGY

## 4.1 GREEN BUILDING

The Project meets the Culver City Mandatory Green Building Program requirements. Additional individual sustainable strategies will be considered during the design process for each of the elements proposed in CPA No. 7 including energy efficiency, water conservation, and reducing air pollutants. The Project will be LEED qualified.

## 4.2 WATER CONSERVATION

To aid in water conservation efforts and requirements, added landscape areas along Ince Boulevard and Van Buren Place, the addition of additional landscape areas in the new Bungalow Lot, and permeable paving where possible, increases the absorption of water, improves wastewater management and may reduce the heat island effect produced on the Project Site.

Green roofs may be considered in the proposed buildings to filter and reduce the amount of run off into the stormwater and sewer system.

Drought-tolerant and low water usage plants will be used as the landscape is upgraded. Efficient irrigation technology will be used as well as utilizing groundwater pumped from the existing below grade parking structure as a secondary resource, to the extent possible. Water efficient fixtures will be utilized in all proposed buildings. Where possible, sub-meters may be used to track water use.

## 4.3 ENERGY REDUCTION

Passive strategies such as shading devices may be used to reduce the need for cooling. Operable windows, for natural ventilation, may also reduce the need for heating or cooling. Reduction of the total energy consumption, in alignment with Title-24 part 6 or Culver City Green, whichever is more stringent will be integrated in the design of future facilities. Daylight should be maximized wherever possible by the use of windows and skylights. Dependence on lighting may be reduced by painting rooms in light colors for a high degree of reflection. Lighting controls may be provided to avoid unnecessary lighting during the times when daylight levels are adequate or when spaces are unoccupied. Heating, Ventilation, and Air-conditioning systems for the Project will consider capital costs as well as operational costs and efficiencies in scale to achieve energy efficiency. Photovoltaics will be incorporated where possible to create on-site opportunities for energy production.

## 4.4 MATERIALS AND RESOURCES

Renewable, salvaged and recycled materials are preferred for new buildings and will be used where appropriate and feasible. Locally extracted, processed, or manufactured materials are preferred for new buildings and will be used where appropriate and feasible. Materials with low levels of volatile organic compounds (VOC) and those that are low emitting are preferred as they protect indoor environmental quality. Dedicated facilities will be established for recycling and waste management.

# PROPOSED MOBILITY STRATEGY

## 4.5 PROJECT MOBILITY MEASURES

The Studio's central location within downtown Culver City presents opportunities to engage multiple modes of travel to get to and from the Site and to connect to the larger region through the Expo light rail transit line. The Studio is located at the western terminus of the City's Transit Oriented Development (TOD) District and is less than one-half mile from the Culver City Expo Station. The City is currently working on "First/Last Mile" measures to improve the mobility networks around major transit hubs and encourage active transportation and increased transit use.

The Project is designed to encourage transit accessibility and provide direct connection and linkage with the existing pedestrian, bicycle, and transit networks under some combination of the following measures:

1. A multi-year subsidized B-TAP Card program
2. Cash out bonuses and parking forfeiture
3. End-of-Trip facilities for cyclists and pedestrians, including shower facilities, lockers, secure bike storage and bicycle repair.
4. Participation in a future bike share program whereby the Project will subsidize bike share participation for employees of tenant businesses via integration with the transit TAP card or other similar mechanism.
5. On-site locations for short-term and long-term bicycle parking and storage.
6. Participation in City's development of a separated Cycle Track linking Expo Station to Downtown
7. Subsidized ridesharing, including on-site rideshare vehicles available for occupants' needs
8. Signal improvements for pedestrian safety in the Studio vicinity.
9. Walking promotion, including "walk to work" and "walk to shop" initiatives for employees and post neighborhood maps with approximate walking distances and times to local neighborhood amenities and transit connections.
10. Streetscape and related pedestrian improvements
11. Enhanced pedestrian safety with improved crossings, pedestrian level lighting, and signage/wayfinding for pedestrians to travel safely and efficiently.
12. Contribution to a "Mobility Fund" to promote First/Last Mile travel from the TOD District via a micro-transit shuttle system operating frequently along a dedicated HOV lanes on Washington Boulevard extending from the Culver City Station to the eastern edge of the Studio at Ince Boulevard during peak am and pm periods directly serving the Studio users and visitors.

**TAP CARDS.** To encourage and promote use of public transportation, including bus and rail lines, and reduce single occupant vehicle trips to the Studio, the Project will offer subsidized transit access passes (also known as TAP cards) from the Los Angeles Metropolitan Transportation Authority (Metro) for employees of tenant businesses. In order to ensure that at least 50 employees seek alternatives to single occupant vehicle travel, the Project will subsidize the purchase of up to 50 TAP cards for a period of three years following occupancy. Employees who opt to receive such fully subsidized TAP cards will not receive a permit to park at the Project. In addition to subsidizing TAP card use, Project tenants will facilitate the acquisition and registration of TAP cards for participating employees to encourage continued use of transit.

**CASH-OUT ALTERNATIVE.** Employees who wish to forego a permit to park at the Studio and who do not wish to use transit may opt to receive a "cash-out bonus" in an amount equal to the value of the fully subsidized TAP card. Such employees would use other commuting options such as carpools, shuttles, bicycles or walking, and may use the "cash-out bonus" funds to support such options. Exercise of the "cash-out bonus" will count toward the 50-employee obligation.

**EV CHARGING STATIONS.** The Project incorporates charging stations and future charging capacity for electric vehicles in excess of the requirements of the California Green Building Code. To facilitate and encourage the use of electric vehicles, the Project is being built to accommodate up to 114 electric vehicle parking spaces equipped or capable of being equipped with Electric Vehicle Supply Equipment (EVSE). Those parking spaces are located on each of the parking levels.

**DESIGNATED PARKING AND RIDESHARING.** The Project has been designed to include designated parking for low/zero emission vehicles, carpools, and can accommodate loading areas for shared-ride vehicles. A dedicated ride share zone, located at Gate 2, allows for convenient pick up and drop off for employees and visitors utilizing Uber, Lyft, etc.

**SUBSIDIZED RIDESHARE SERVICE.** To discourage the use of private vehicles for local trips during the business day, Project tenants will provide employees with a voucher or similar system for ridesharing services to facilitate the use of those services and reduce potential single occupant vehicle trips.

## 4.6 THE TRANSIT NETWORK

The Culver Studios is supported by a rich transit network with transit lines operated by several different transportation agencies including the Culver City Bus, the Los Angeles County Metropolitan Transportation Authority (Metro), Santa Monica Big Blue Bus and Los Angeles Department of Transportation. Metro also operates the Expo Line, light rail train, with its Culver City Station within an approximate 8-minute walking distance from The Culver Studios, creating direct connections to numerous local and regional destinations, including the University of Southern California (USC), Downtown Los Angeles, West Los Angeles, and Downtown Santa Monica.

## 4.7 THE PEDESTRIAN NETWORK

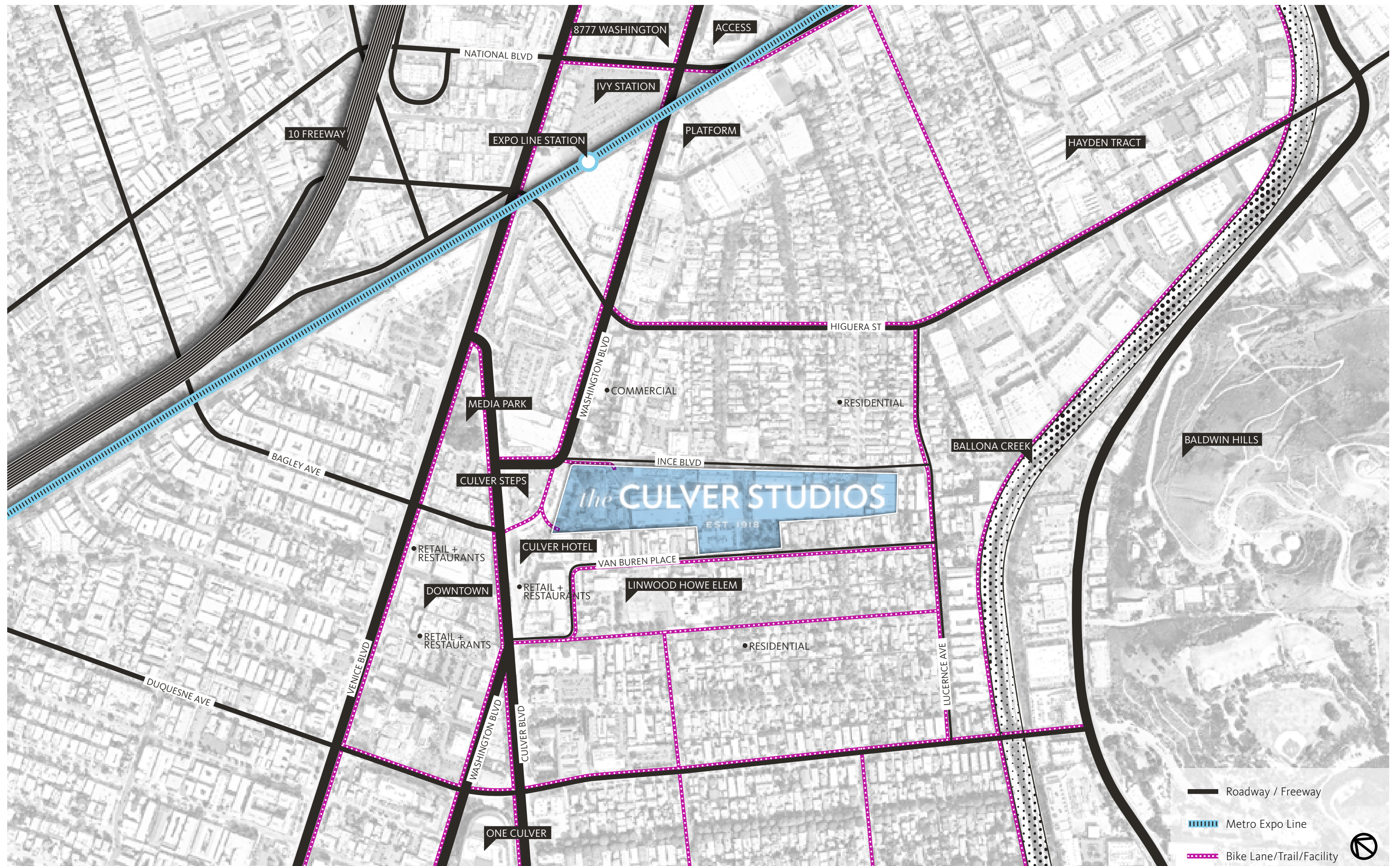
The Culver Studios has a secure perimeter, but each of the studio gates accommodates efficient and safe pedestrian flows. Particularly, Gate 1, which is the gateway to downtown Culver City, is exclusively reserved for pedestrian and bicyclist access. CPA No. 7 promotes internal walkability as well, providing a highly walkable and connected campus, and enhances the pedestrian experience along Town Plaza, Ince Boulevard, and Van Buren Place with improved sidewalks, landscape setbacks, and pedestrian amenities such as furnishings and lighting.

The Culver Studios directly participates in and supports the enhanced design of Town Plaza, providing greater connectivity between the two and supporting pedestrian accessibility. The Project's Ince Boulevard facade, at a minimum, provides an 18-inch landscaped setback, increasing pedestrian comfort along the eastern studio edge. Increased landscape setbacks, up to 6-feet in depth, provide increased opportunities for pedestrian amenities and pocket parks, where feasible. Van Buren Place, adjacent to the Van Buren parking garage provides a 15-foot landscaped setback with pedestrian amenities such as furnishings and light, where appropriate.

## 4.8 THE BICYCLE NETWORK

While The Culver Studios has a secure perimeter, each of the entry gates accommodates efficient and safe bicyclist flow. Gate 1, which is the gateway to downtown Culver City, is strictly for pedestrian and bicyclist access. CPA No. 7 promotes internal bikeability as well, providing a highly bikeable and connected campus reinforcing the existing studio-bike culture typically associated with production and creative uses.





# PROPOSED MOBILITY STRATEGY

## 4.9 OFF-SITE SYSTEM IMPROVEMENTS

Over and above the New Development Impact Fees required pursuant to Section 15.06.005 et seq. of the Culver City Municipal Code, the Project will also contribute toward early implementation of active transportation improvement measures under the “Mobility Fund”. Some of these measures may relate to the adoption of an Adaptive Traffic Control System for traffic signals and others include improvements to bicycle and pedestrian infrastructure such as:

- Bicycle lanes to improve connectivity and safety.
- Bicycle boxes at critical intersections to encourage increased bicycling.
- Bike share programs.
- Bicycle signal to allow for potential improvement of bicycle travel through intersections and associated improved safety.
- Pedestrian infrastructure improvements including connectivity, access, and circulation of the pedestrian system in the vicinity of the Culver City Expo Station, including first/last mile mobility improvements.





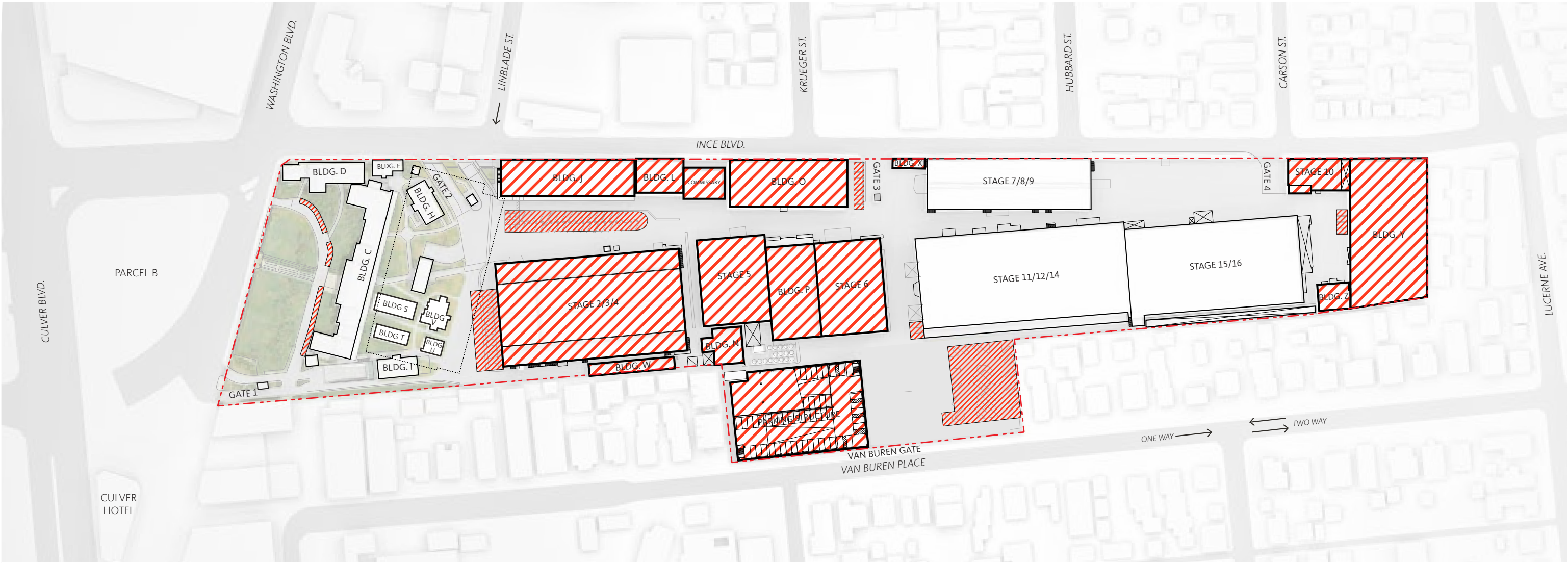


# 5.0 PROPOSED PROJECT









# PROPOSED PROJECT DEMOLITION

- Building Demolition
- Parking Demolition

## 5.2 PROJECT DEMOLITION

The Project proposes demolition of twelve (12) buildings/stages on the Site totaling 219,493 square feet. Buildings range in age, type, and function. Demolition will provide opportunity for growth and flexibility in new construction. The Project proposes the demolition of Buildings J, L, O, W, X, Y, and Z, as well as Stages 2/3/4, 5/6, 10, the Commissary, and Breezeway.

The Project also includes demolition of the above grade parking structure. In addition, all surface parking areas will be re-purposed, reconfigured, or converted to a new use to better provide functionality, meet current parking code and/or provide a landscape amenity to the Site. The existing Rear Lawn parking structure is reduced by eight (8) spaces to accommodate a new connection to the proposed Central parking structure.

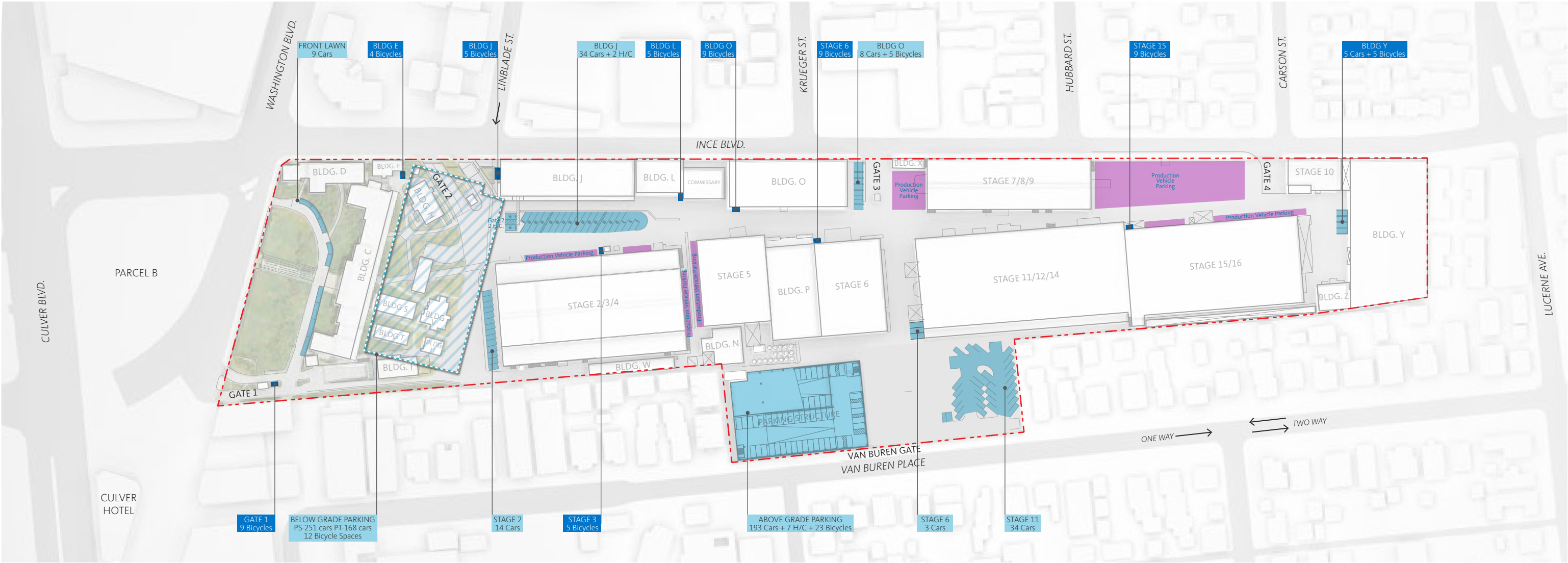
### PROPOSED BUILDING DEMOLITION

| BUILDING    | TOTAL       |
|-------------|-------------|
| COMMISSARY  | 3,566 GSF   |
| J           | 49,500 GSF  |
| L           | 3,343 GSF   |
| O           | 26,964 GSF  |
| W           | 875 GSF     |
| X           | 541 GSF     |
| Y           | 26,624 GSF  |
| Z           | 1,943 GSF   |
| STAGE 2/3/4 | 32,400 GSF  |
| BREEZEWAY   | 22,015 GSF  |
| STAGE 5/6   | 48,000 GSF  |
| STAGE 10    | 3,722 GSF   |
| TOTAL**     | 219,493 GSF |

\* Also known as Building P  
\*\*Does not include Building N (Powerhouse - 12,750 GSF - utility use)

### PROPOSED PARKING DEMOLITION

| PARKING AREA               | SPACES     |
|----------------------------|------------|
| FRONT LAWN                 | 9 spaces   |
| REAR LAWN (FOR CONNECTION) | 8 spaces   |
| BLDG I                     | 9 spaces   |
| BLDG J                     | 36 spaces  |
| BLDG O                     | 8 spaces   |
| BLDG Y                     | 5 spaces   |
| STAGE 2                    | 14 spaces  |
| STAGE 6                    | 3 spaces   |
| STAGE 11                   | 34 spaces  |
| ABOVE GRADE VB             | 200 spaces |
| VISITOR                    | 19 spaces  |
| TOTAL                      | 345 spaces |



# EXISTING PARKING

- Vehicular Parking
- Production Vehicle Parking
- Bicycle Parking

## 5.3 EXISTING PARKING

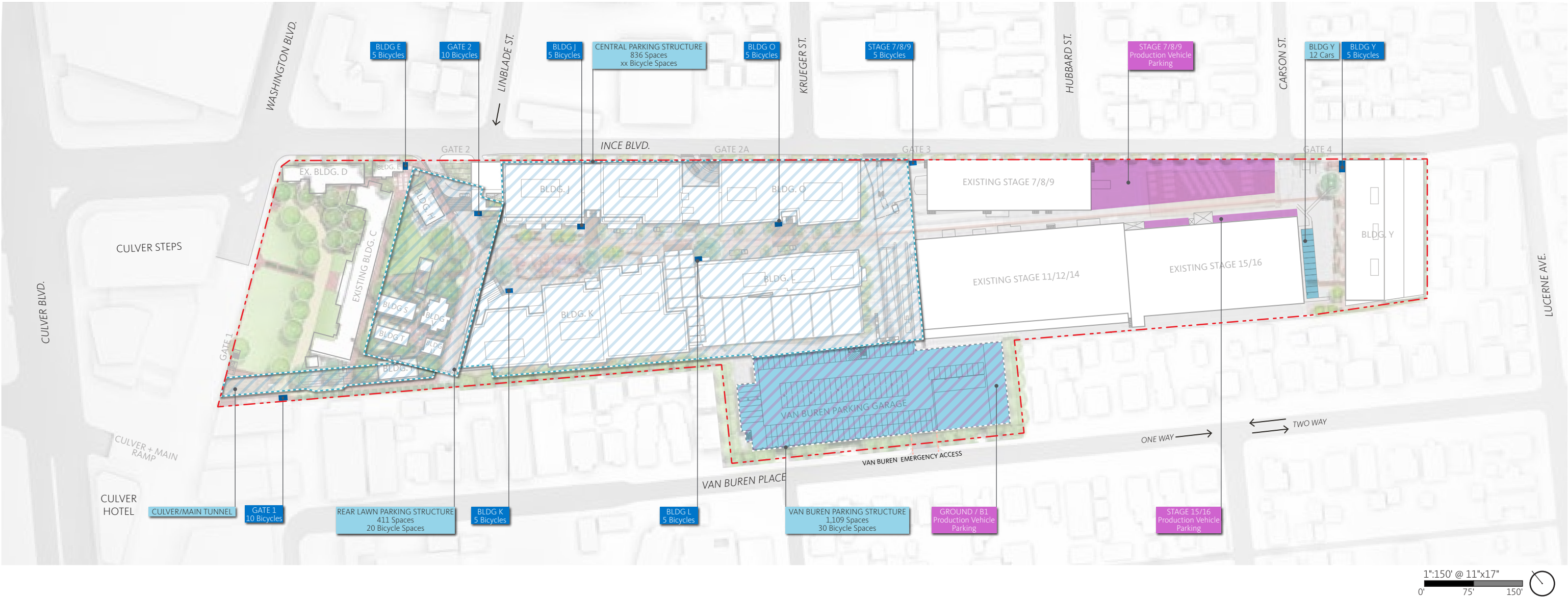
The Culver Studios currently has a parking supply of 756 spaces dispersed across the property. The majority of the parking supply is provided in two locations; the below grade parking structure (419 spaces) accessed from Gate 2, and the above grade parking structure (200 spaces) accessed from both Gate 2 and Gate 3. In addition to non-commercial parking, there are numerous zones across the property dedicated to production parking. These production vehicle zones allow large trailers and trucks to assemble, free from any dedicated fire lane.

Bicycle parking is dispersed across the property, providing 100 bicycle parking spaces in total. Bicycle parking is generally located near primary building entries and provides for an even distribution of bicycle parking across the lot.

| EXISTING VEHICLE PARKING      | SPACES |
|-------------------------------|--------|
| FRONT LAWN                    | 9      |
| VISITOR                       | 19     |
| BLDG I                        | 9      |
| BLDG J                        | 36     |
| BLDG O                        | 8      |
| BLDG Y                        | 5      |
| STAGE 2                       | 14     |
| STAGE 6                       | 3      |
| STAGE 11                      | 34     |
| ABOVE GRADE PARKING STRUCTURE | 200    |
| BELOW GRADE PARKING STRUCTURE | 419    |
| TOTAL                         | 756    |

| EXISTING BICYCLE PARKING      | SPACES |
|-------------------------------|--------|
| GATE 1                        | 9      |
| BLDG E                        | 4      |
| BLDG J                        | 5      |
| BLDG L                        | 5      |
| BLDG O NORTH                  | 9      |
| BLDG O SOUTH                  | 5      |
| BLDG Y                        | 5      |
| STAGE 3                       | 5      |
| STAGE 6                       | 9      |
| STAGE 15                      | 9      |
| ABOVE GRADE PARKING STRUCTURE | 23     |
| BELOW GRADE PARKING STRUCTURE | 12     |
| TOTAL                         | 100    |





PROPOSED PARKING

- Vehicular Parking - At Grade
- Vehicular Parking - Below Grade
- Vehicular Parking - Above Grade
- Production Vehicle Parking
- Bicycle Parking

5.4 PROPOSED PARKING

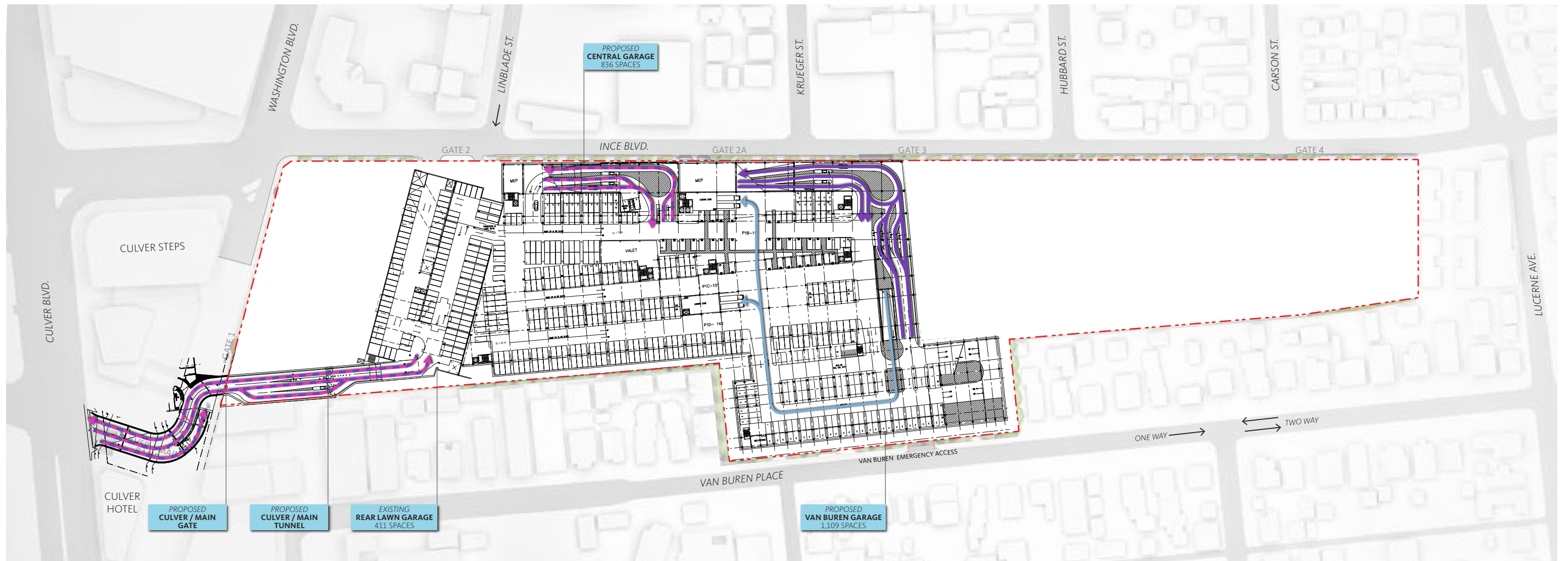
The Culver Studios is proposing to add 1,959 spaces to an existing supply, after demolition, of 411 spaces located in the below grade parking structure. To accommodate programmatic growth on the campus and to reduce the off-site impacts of production vehicle access and parking, CPA No. 7 proposes a new parking structure that has a dual function of also being a production vehicle staging area on the ground and Basement 01 levels.

The proposed Van Buren parking structure provides 1,109 spaces in a 6 level above and 2 level below ground structure located on the western edge of the property along Van Buren Place. In addition, the Central parking structure, a 2 level below grade structure, consists of 836 spaces, is proposed at the center of the property. The Building I, visitor, and Stage 2 surface parking lot will be converted into the Bungalow courtyard, a loss of 42 spaces. Surface parking will be removed from majority of the property to reduce vehicular/pedestrian. In addition to visitor and employee parking

| VEHICLE PARKING TO REMAIN   | SPACES |
|-----------------------------|--------|
| REAR LAWN PARKING STRUCTURE | 411    |
| VEHICLE PARKING PROPOSED    | SPACES |
| VAN BUREN GARAGE            | 1,109  |
| CENTRAL GARAGE              | 836    |
| BUILDING Y                  | 14     |
| SUBTOTAL                    | 1,959  |
| CPA 7 TOTAL PROVIDED        | 2,370  |
| CPA 7 TOTAL REQUIRED        | 1,922  |

areas, zones dedicated to production vehicle staging, free from any dedicated fire lane, are provided for on B1 and at grade in the Van Buren parking structure and in a dedicated zone adjacent to Stage 7/8/9. All new bicycle racks will be Inverted-U in style, or similar, and will adhere to the Culver City Bicycle and Pedestrian Master Plan Design Guide. Tandem parking will be managed per a parking management plan, with parking attendants to be stationed on each tandem level and managed in coordination with The Culver Studios security personnel.

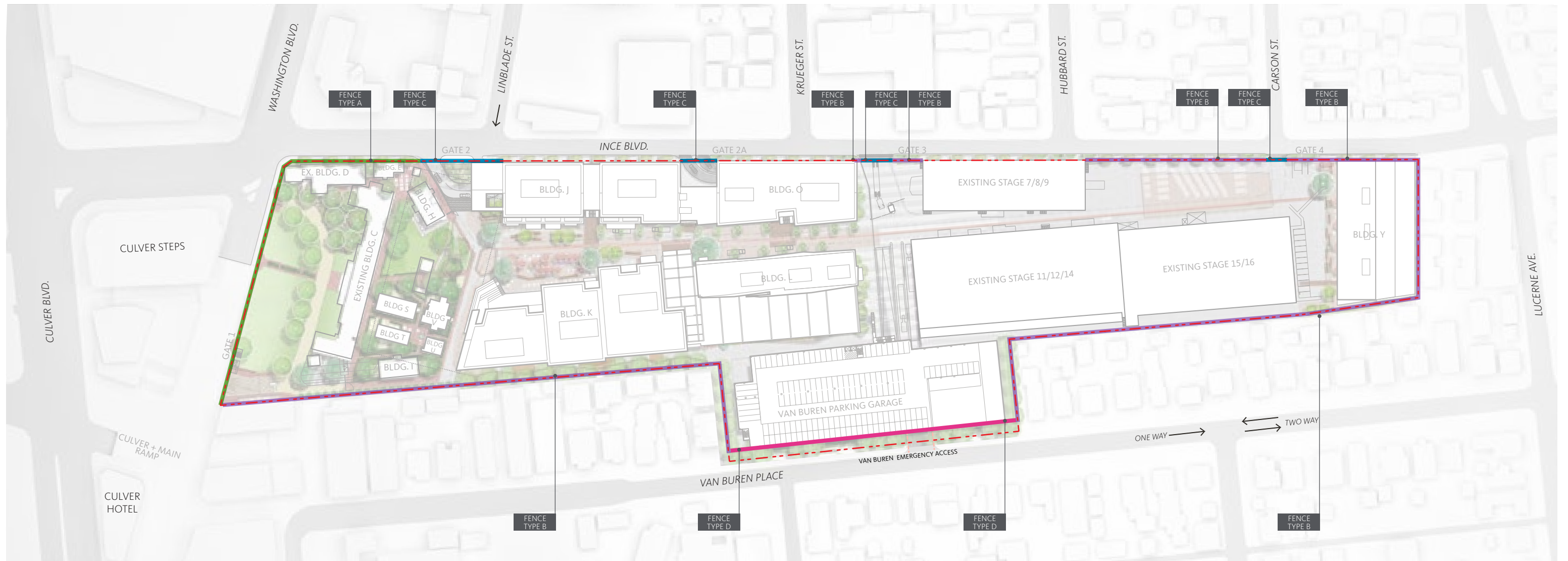
| BICYCLE PARKING PROPOSED    | SPACES |
|-----------------------------|--------|
| GATE 1                      | 10     |
| GATE 2                      | 10     |
| BLDG E                      | 5      |
| BLDG J                      | 5      |
| BLDG K                      | 5      |
| BLDG L                      | 5      |
| BLDG O                      | 5      |
| BLDG Y                      | 5      |
| STAGE 7/8/9                 | 5      |
| REAR LAWN PARKING STRUCTURE | 20     |
| VAN BUREN PARKING STRUCTURE | 30     |
| CPA 7 TOTAL PROVIDED        | 105    |
| CPA 7 TOTAL REQUIRED        | 105    |



# PROPOSED ACCESS & CIRCULATION (BELOW GRADE)

- Vehicular - Employee
- Vehicular - Visitor
- Production / Service Vehicle





# PROPOSED PERIMETER FENCE

- Fence Type: **A**
- Fence Type: **B**
- Fence Type: **C**
- Fence Type: **D**

## 5.5 PROPOSED PERIMETER FENCE

Perimeter fence improvements to The Culver Studios will occur either as a component of proposed projects or as large, continuous sections require upgrades.



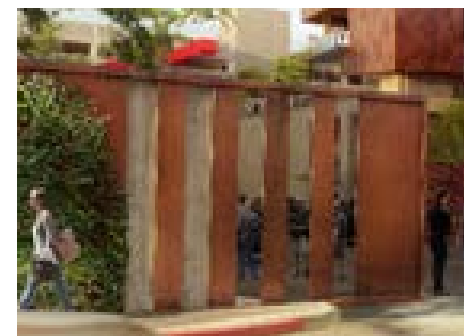
Fence Type: **A**

- Existing fence to remain and revised gates - Approximately 4'-0" - 12'-0"



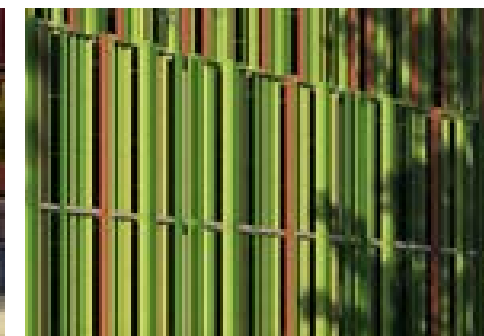
Fence Type: **B**

- 12'-0" high solid textured concrete/plaster wall with planted vine (where feasible)



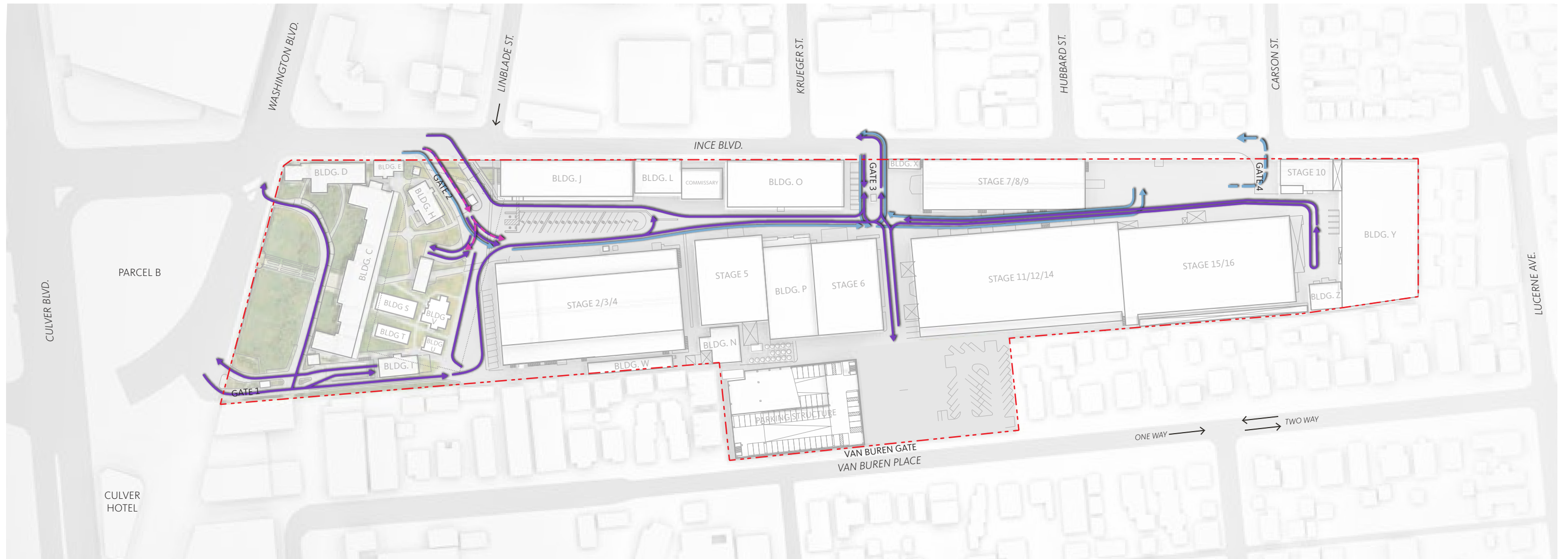
Fence Type: **C**

- 12'-0" painted/natural finish metal fence and/or gate



Fence Type: **D**

- 12'-0" high painted metal fence and/or gate with planted vine (where feasible)



# EXISTING ACCESS & CIRCULATION

- Employee
- Visitor
- Production Vehicle (Primary)
- - - Production Vehicle (Secondary)

## 5.6 EXISTING ACCESS & CIRCULATION

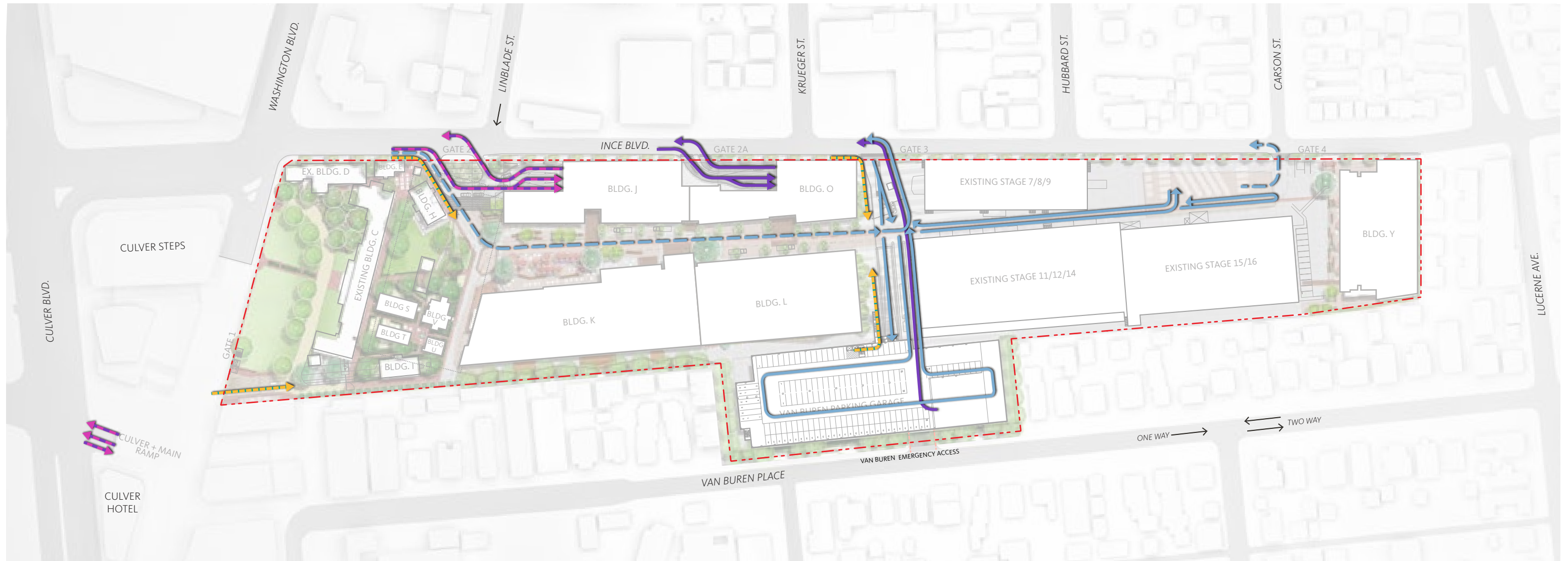
There are currently five gated access points to The Culver Studios from three public right of ways:

### GATES:

- Culver Steps/ City Owned ROW: Gate 1
- Ince Boulevard: Gate 2, Gate 3, and Gate 4
- Van Buren Place: Emergency Gate

Primary access to The Culver Studios for visitors and employees is via Gate 2 from Ince Boulevard. Secondary vehicular access is provided by Gate 1 and Gate 3. Production vehicles accessing the property utilize both Gates 2 and 3 to enter and Gate 3 to exit. Gate 4 is used on a limited basis as an exit only when large trucks are unable to return and exit through Gate 3, as well as an emergency access point. The access gate on Van Buren Place is for emergency vehicle access only.





# PROPOSED ACCESS & CIRCULATION

- Pedestrian / Bicycle
- Vehicular - Employee
- Vehicular - Visitor
- Production Vehicle (Primary)
- Production Vehicle (Secondary)

## 5.7 PROPOSED ACCESS & CIRCULATION

Comprehensive Plan Amendment No. 7 will utilize five existing gated access points and proposes two new gated access point to The Culver Studios from three public right of ways:

- Washington Plaza: Gate 1
- Ince Boulevard: Gate 2, Gate 2A (proposed) Gate 3, and Gate 4
- Van Buren Place: Emergency Gate
- Culver Boulevard: Culver/Main Gate (proposed). Subterranean access beneath Gate 1

Primary access to The Culver Studios for visitors will be via Gate 2 from Ince Boulevard with secondary vehicular access via the Culver/Main Gate from Culver Boulevard. The Culver/Main Gate will provide secured, dedicated access via a tunnel to The Culver Studios. Proposed Gate 2A, aligned with Poinsettia Court, will provide primary employee vehicular access. Gate 3 is proposed

to be realigned to provide more efficient ingress and egress for employee and production vehicle access. Gate 3 will not be used by visitors to the property. Gates 2 and 2A are designed with extended queuing lanes within the property to reduce potential Public Right of Way impacts, have dedicated turnaround zones for vehicles entering at the incorrect location, as well as dedicated zones for drop-off and valet as appropriate. The vehicular gates as proposed, allow for increased efficiency, improved vehicle flow, increased pedestrian safety, and bolstered user experience.

Production vehicles accessing the property will primarily utilize Gate 3, and on a limited basis use Gate 2 when necessary. Production and service vehicles entering from Gate 3 will either stage in dedicated zones within the property at grade, on the ground level of the Van Buren parking structure, or utilize the service ramp to the B1 level of the Van Buren parking structure.

Gate 4 will be realigned and provides for improved emergency access and maneuverability for emergency vehicles. The Van Buren gate, as proposed, is relocated from its current location, and will remain for emergency access only. The relocation of the Van Buren gate provides for improved alignment and access for emergency vehicles, reducing tight turning radii and potential hazards while increasing access efficiency.



Existing Condition



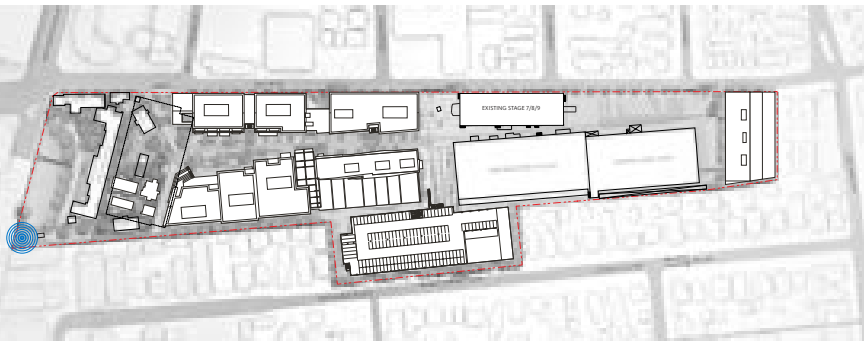
Proposed Condition

# PROPOSED GATE 1 REALIGNMENT

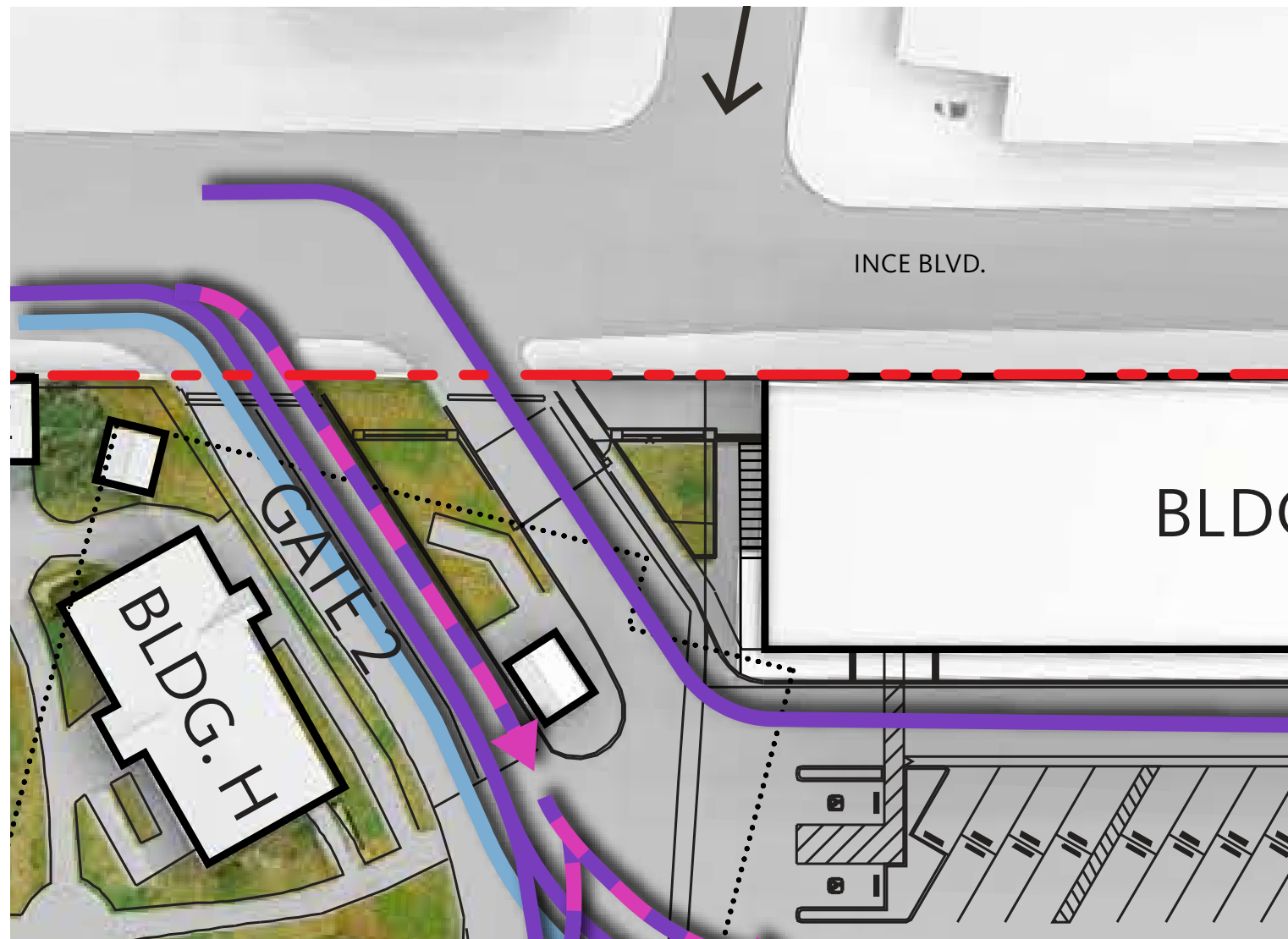
- Pedestrian / Bicycle
- Vehicular - Employee
- Vehicular - Visitor
- Production Vehicle (Primary)
- - - Production Vehicle (Secondary)
- - - - - Emergency Access

## 5.8 PROPOSED GATE REALIGNMENTS

Gate 1 is currently utilized as a limited access point for vehicles to the property from Washington Plaza. As proposed, Gate 1 will transform into to a pedestrian and bicyclist access point and will seek to better engage Washington Plaza, adjacent development, and the greater Downtown Culver City. An offset security perimeter and gate will allow the public to better engage with the historic front lawn and Mansion. Only emergency vehicles will permitted to utilize the gate when necessary.







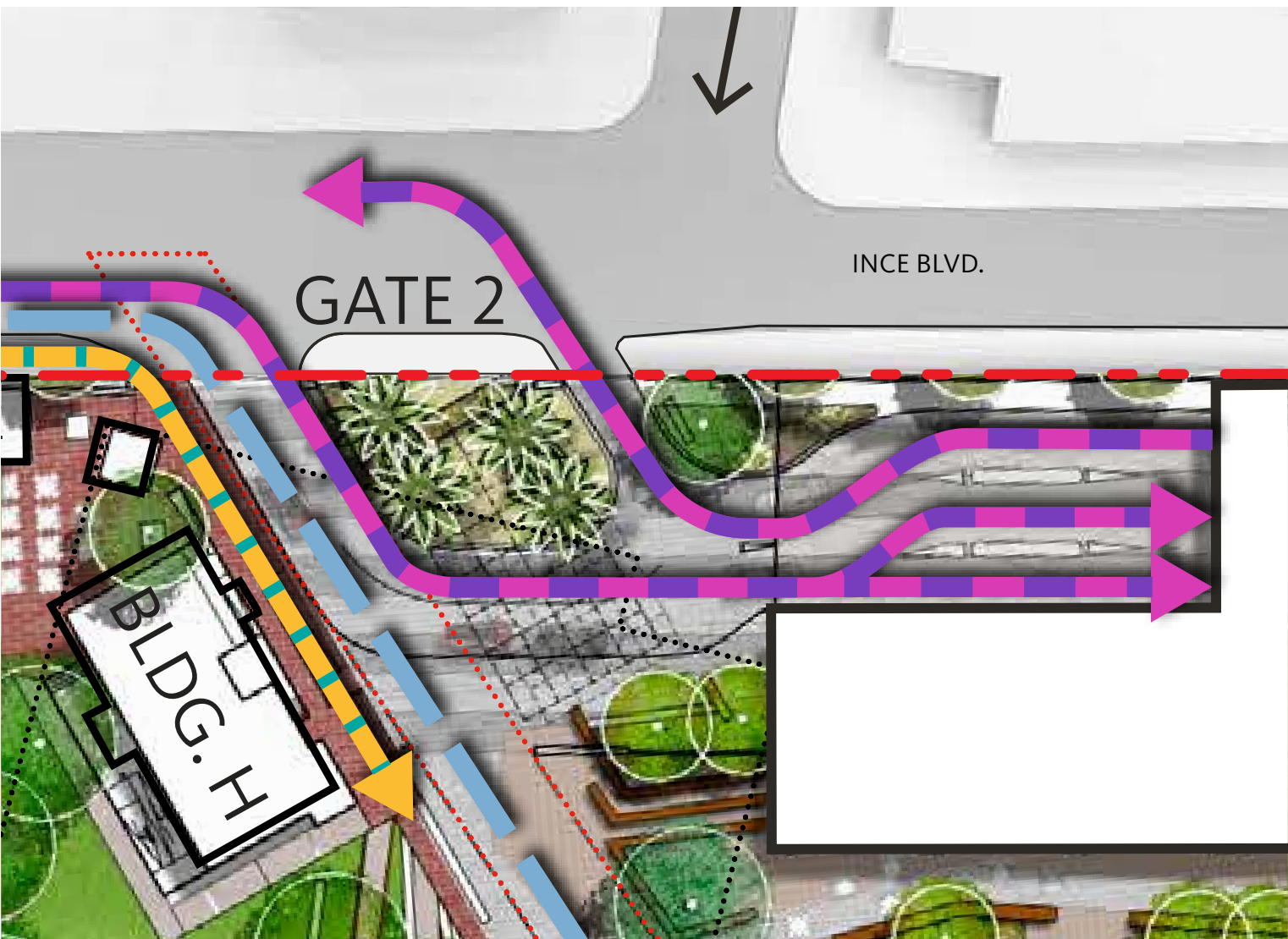
Existing Condition

# PROPOSED GATE 2 REALIGNMENT

- Pedestrian / Bicycle
- Vehicular - Employee
- Vehicular - Visitor
- Production Vehicle (Primary)
- Production Vehicle (Secondary)
- ... Emergency Access

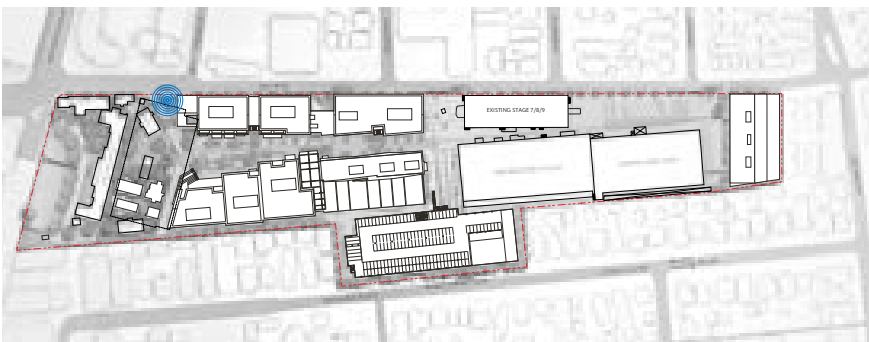
Gate 2 currently serves as the primary access point for both visitors and employees to The Culver Studios with 2 ingress lanes and 2 egress lanes. Gate 2 will retain its original angle of approach at approximately 24 degrees to aide ingress and reduce potential southbound turn movements. An improved Gate 2 will better accommodate for increases in visitor trips via expanded queuing lanes located within the property, reducing potential delays on Ince Boulevard. A dedicated drop-off lane for both visitors and VIP's will allow for the increased use of ride-sharing choices without impacting vehicle flow.

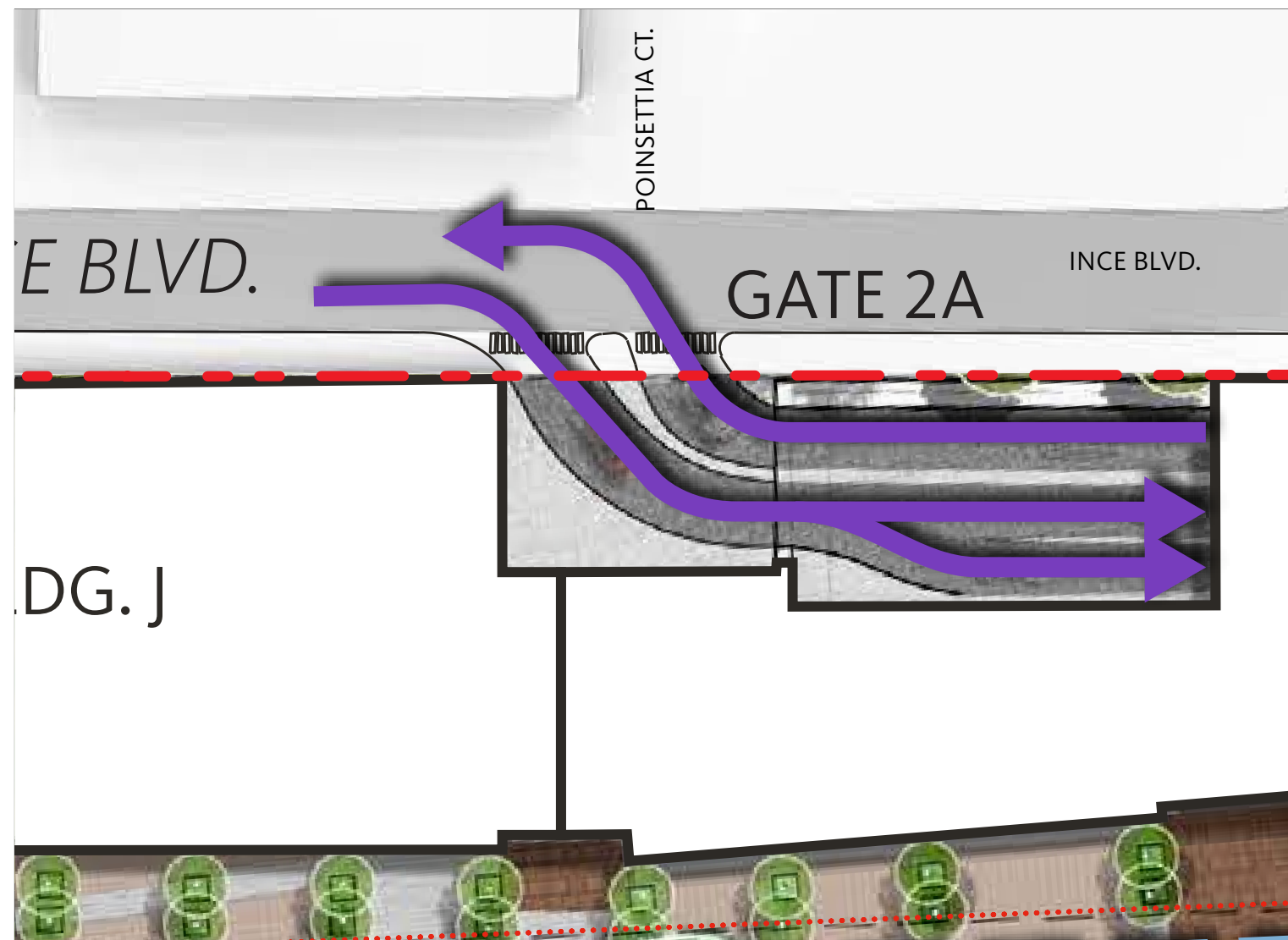
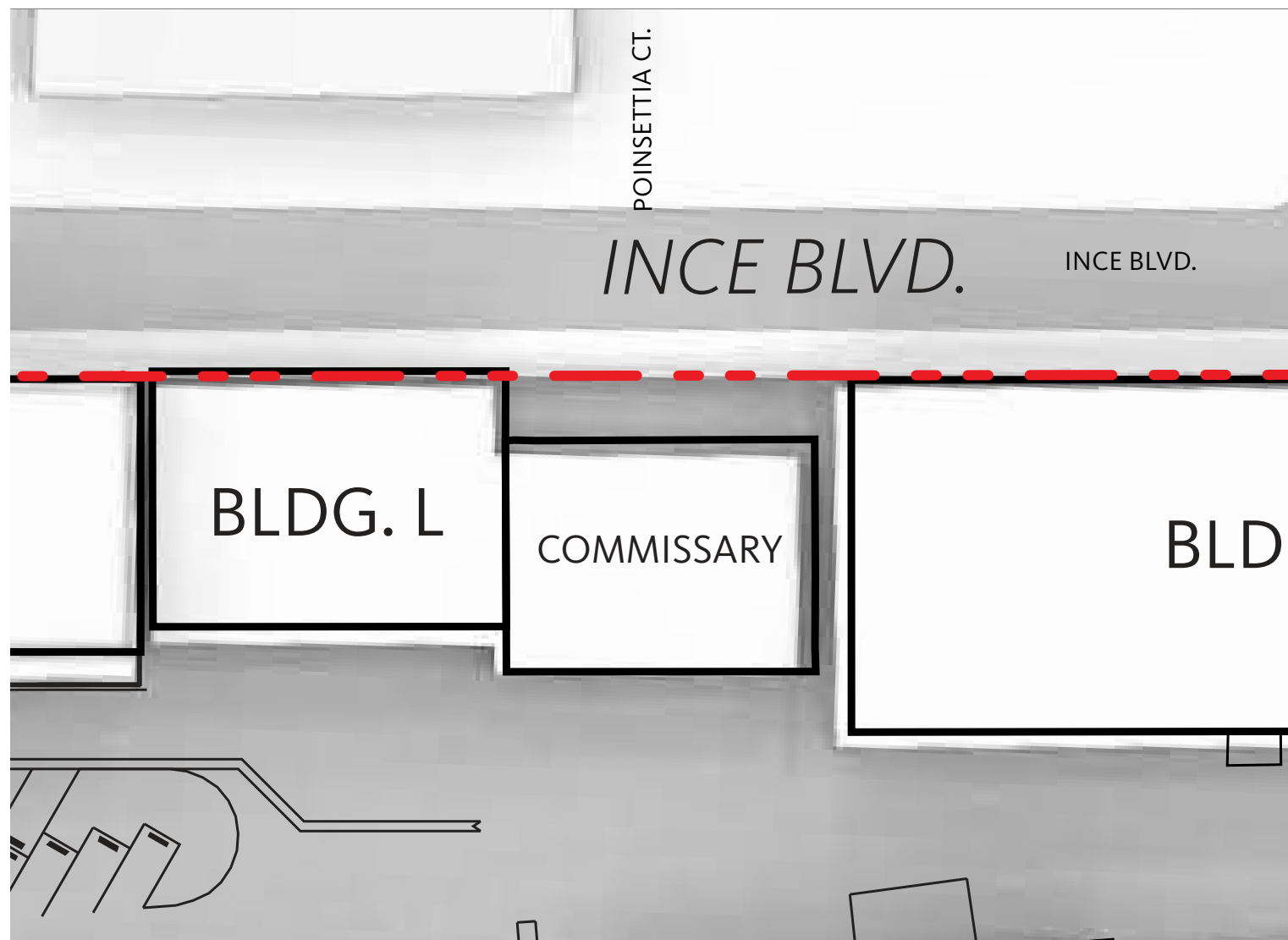
Gate 2, as proposed, has a large traffic island, serving two primary purposes; allowing vehicles to exit without having to enter the parking garage, and allow for a landscaped area set within. Emergency access to the property would be accommodated for via a movable gate and a 20-foot emergency lane. Gate 2 would be



Proposed Condition

expanded to better provide for pedestrian and bicycle entry for both employees and visitors. Building H is envisioned as a potential welcome/security center, providing both security and hospitality services for visitors and guests.

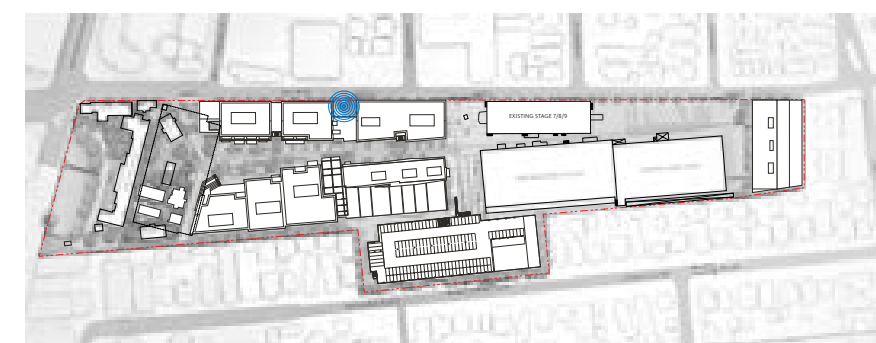




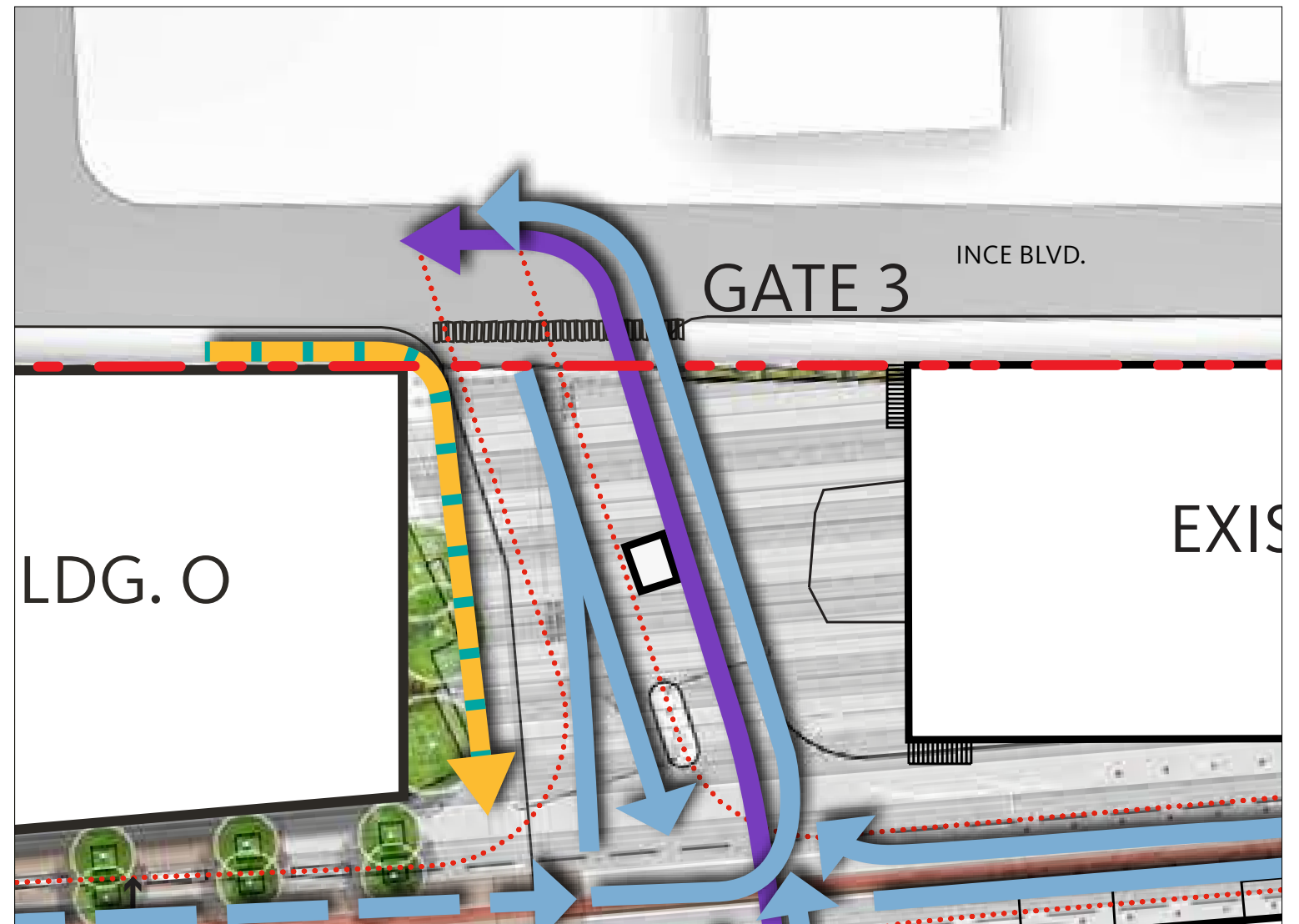
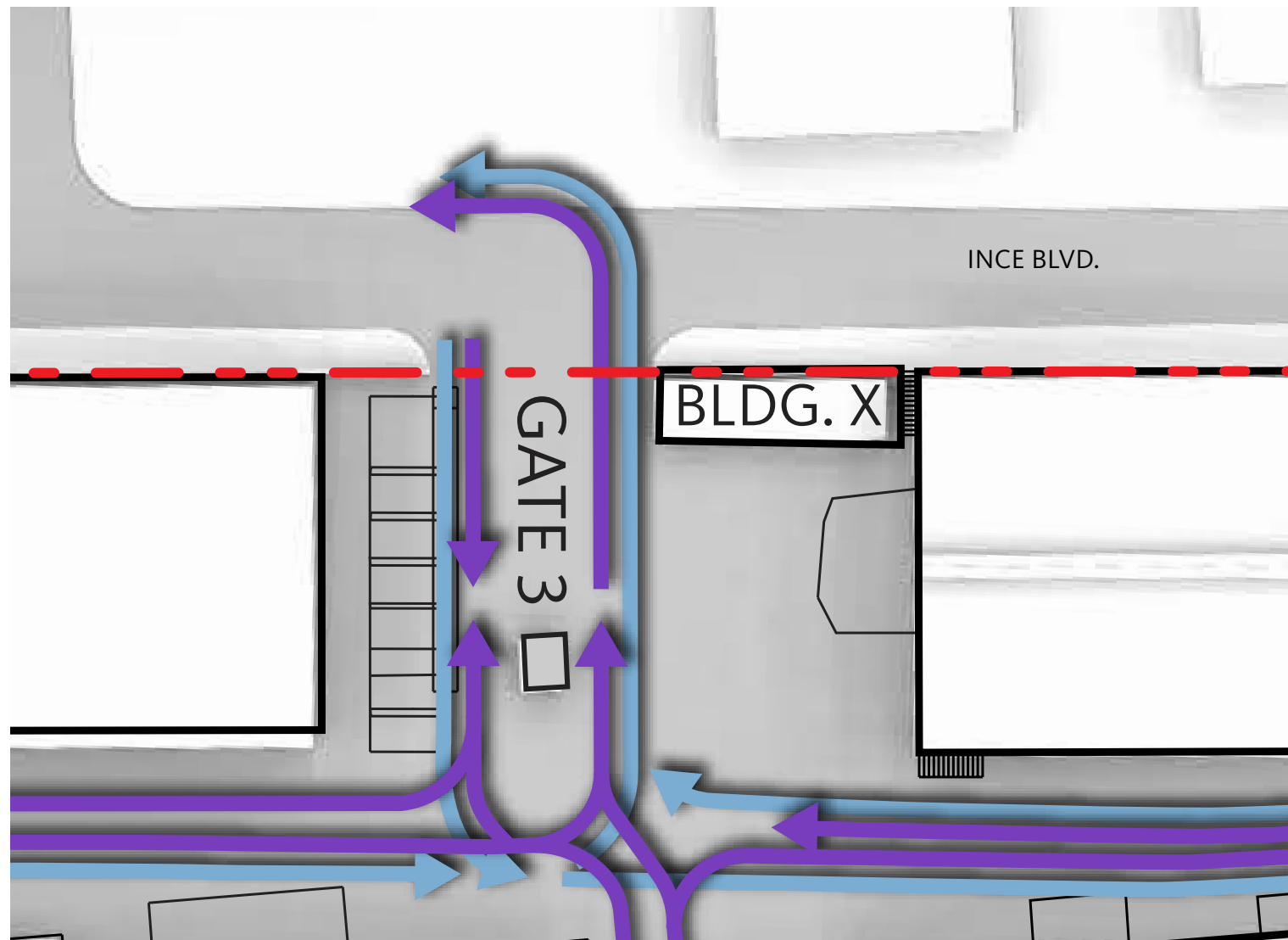
## PROPOSED GATE 2A REALIGNMENT

- Pedestrian / Bicycle
- Vehicular - Employee
- Vehicular - Visitor
- Production Vehicle (Primary)
- Production Vehicle (Secondary)
- ... Emergency Access

Gate 2A, a new proposed ingress and egress point to the property, is intended as the primary employee entry and exit. Similar to Gate 2, Gate 2A will accommodate for increases in employee trips via expanded queuing lanes located within the property, reducing potential delays on Ince Boulevard. Once below-grade a traffic island allows vehicles to exit without having to enter the secured portion of the parking garage. Gate 2A will utilize angle of approach of approximately 27 degrees to aide ingress and reduce potential southbound turn movements.



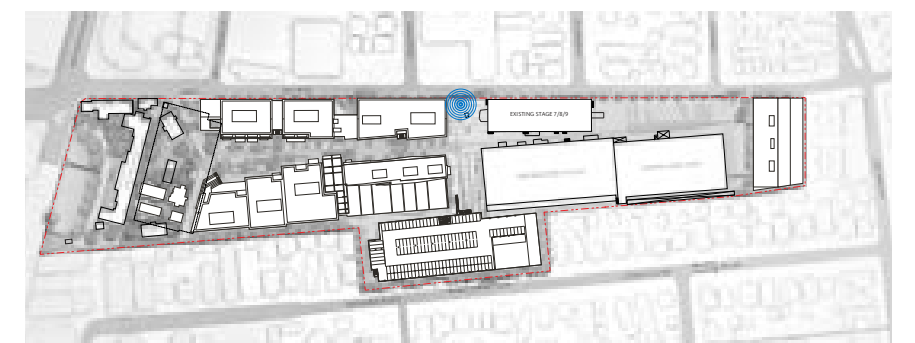


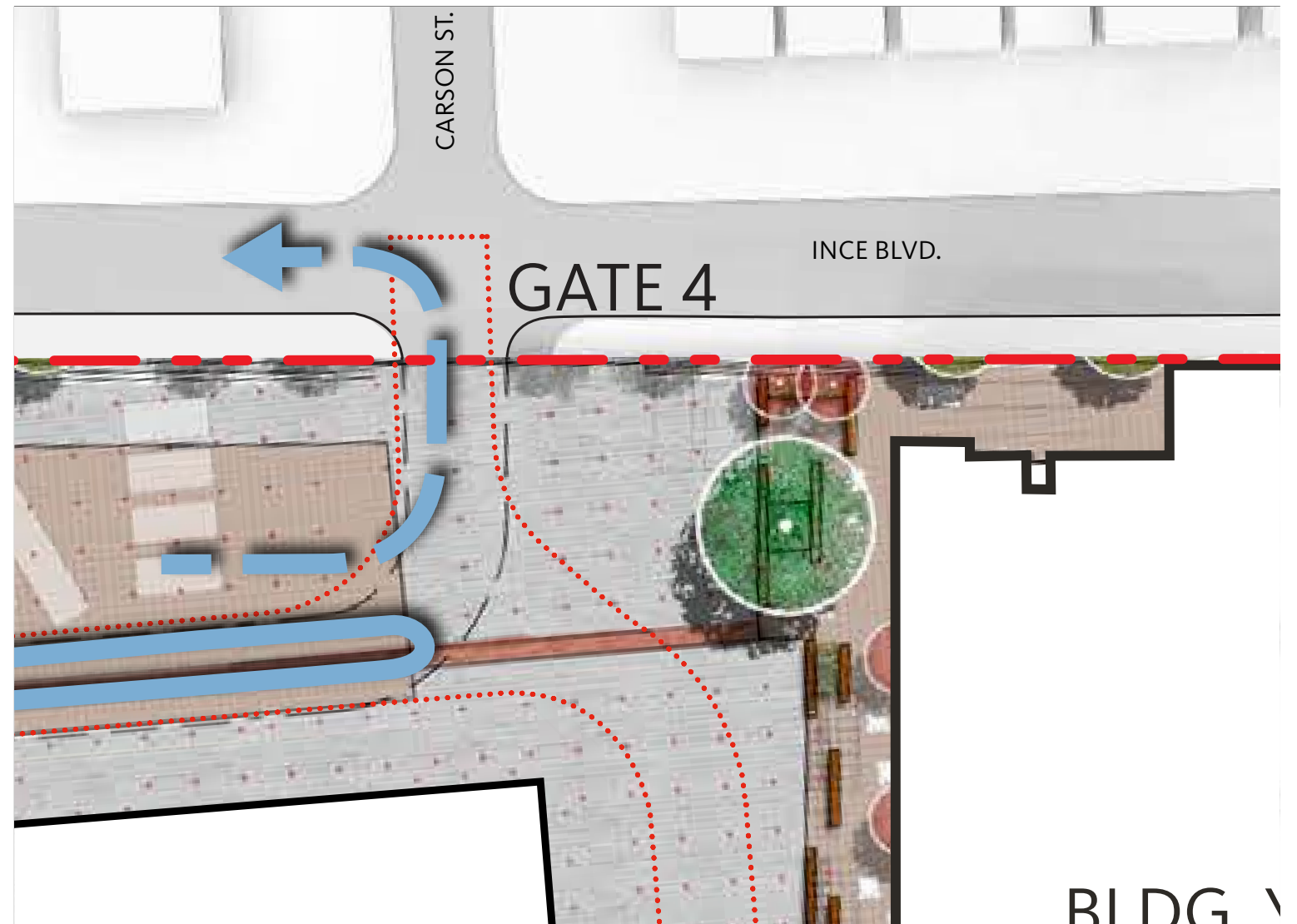
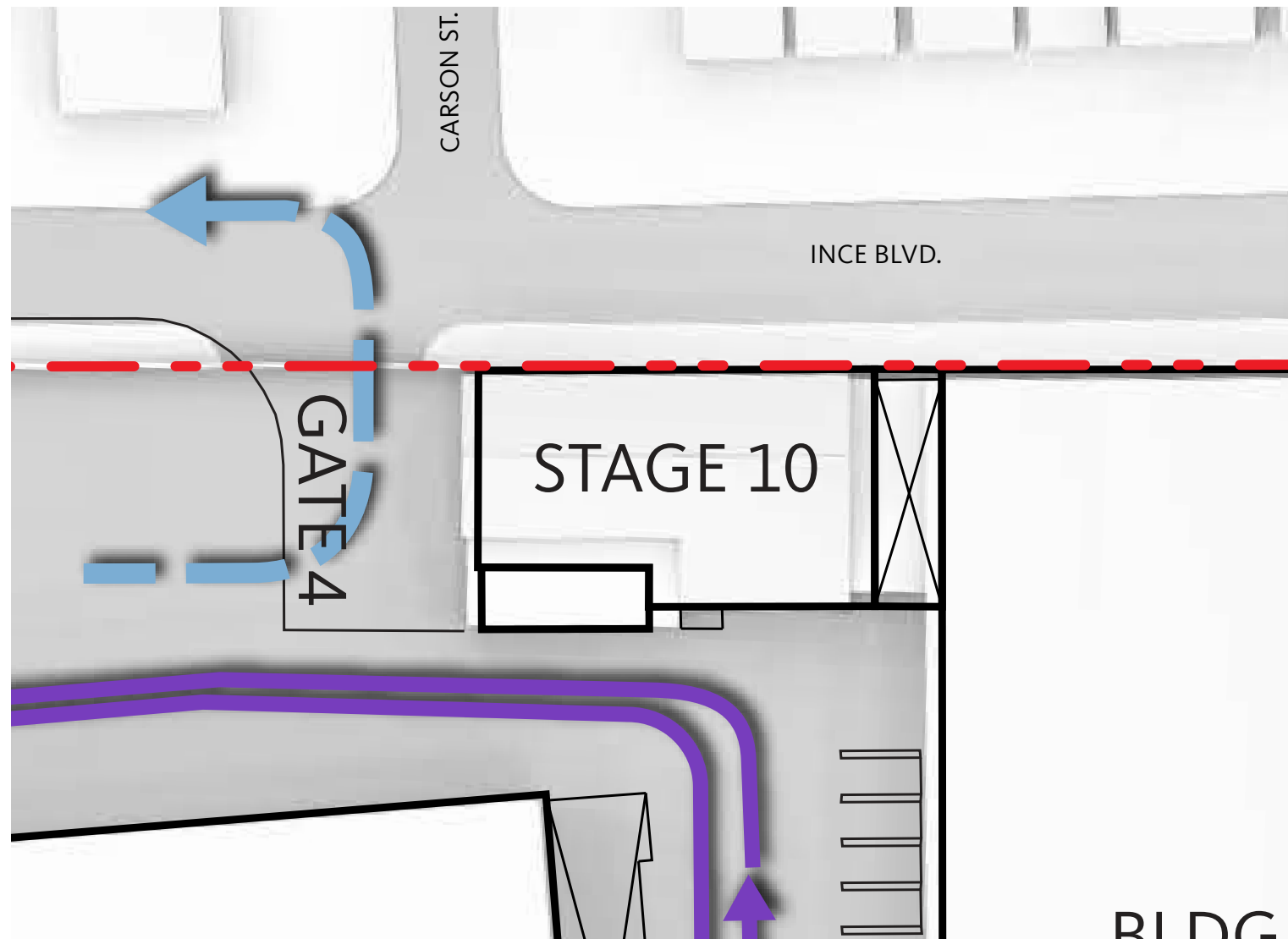


## PROPOSED GATE 3 REALIGNMENT

- Pedestrian / Bicycle
- Vehicular - Employee
- Vehicular - Visitor
- Production Vehicle (Primary)
- Production Vehicle (Secondary)
- ..... Emergency Access

The proposed realignment and expansion of Gate 3 is intended to provide more efficient ingress and egress for employee and production vehicle access while reducing potential impacts to Ince Boulevard from vehicular queuing. Gate 3 will remain for employee and production vehicle access and will not be used by visitors to the property. The proposed Gate 3 will create two 12-foot lanes for ingress with one dedicated to key-card holding employees. The second lane access will be controlled by a security office. Gate 3 will allow employees direct access to parking within the Van Buren parking structure and all production vehicles direct access to dedicated staging on the ground and B1 levels. In the case of an emergency, the exit lane will serve as the emergency/fire access to the property through Gate 3. Gate 3 will provide a 20-foot lane to allow both vehicles and production vehicles to exit the property. Gate 2A will utilize angle of approach of approximately 20 degrees to aide ingress and reduce potential southbound turn movements.

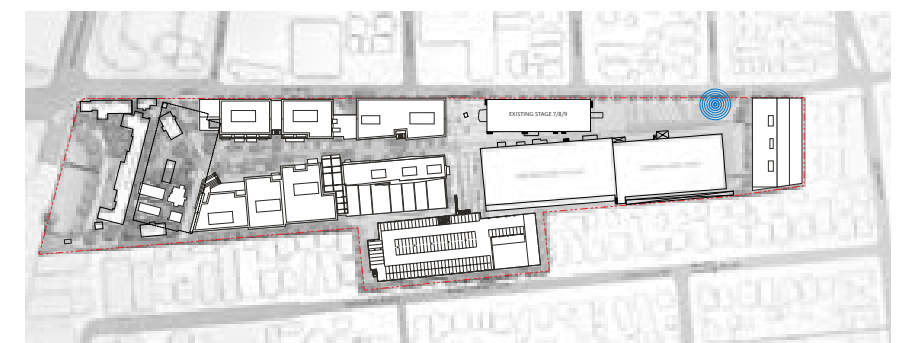




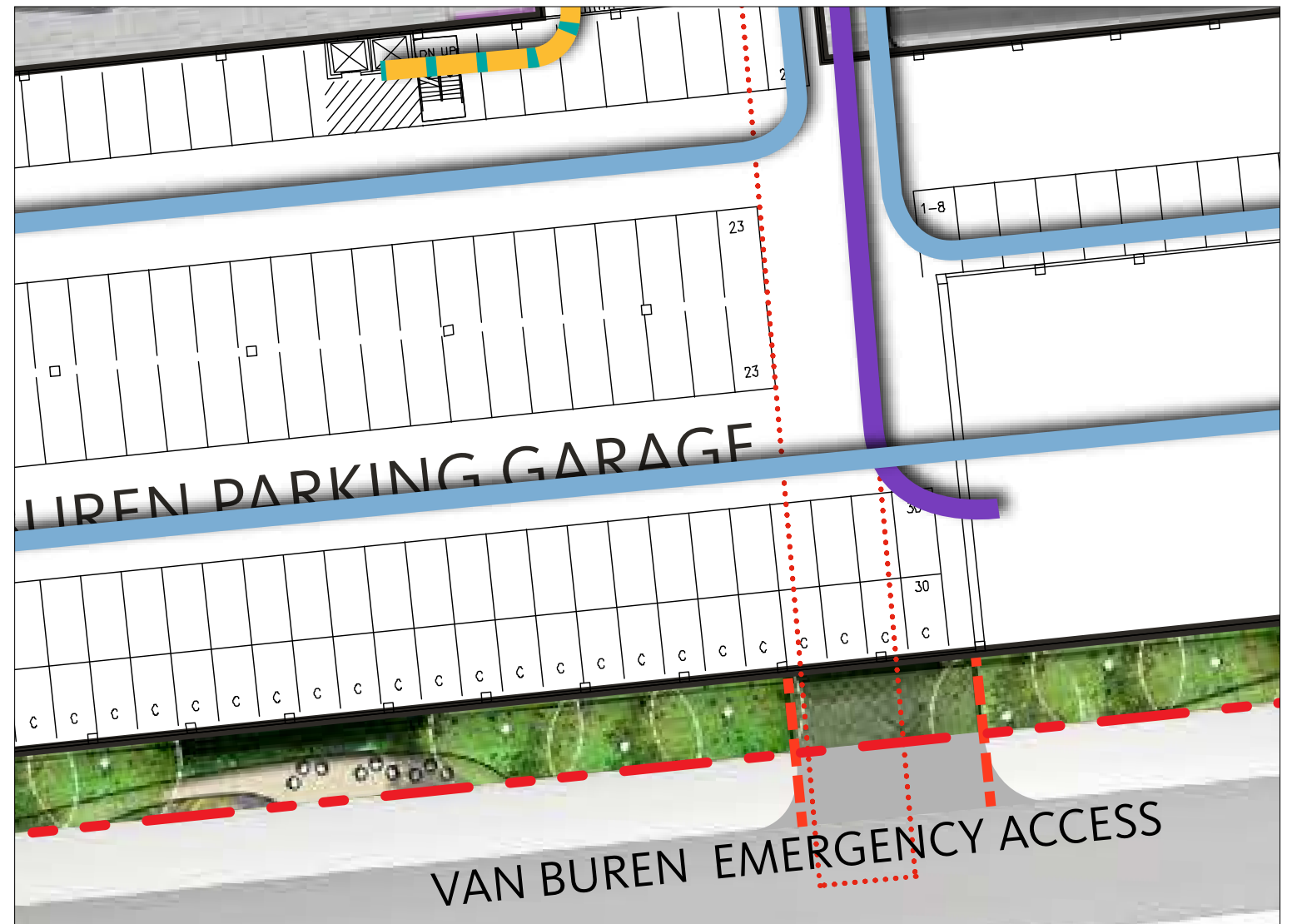
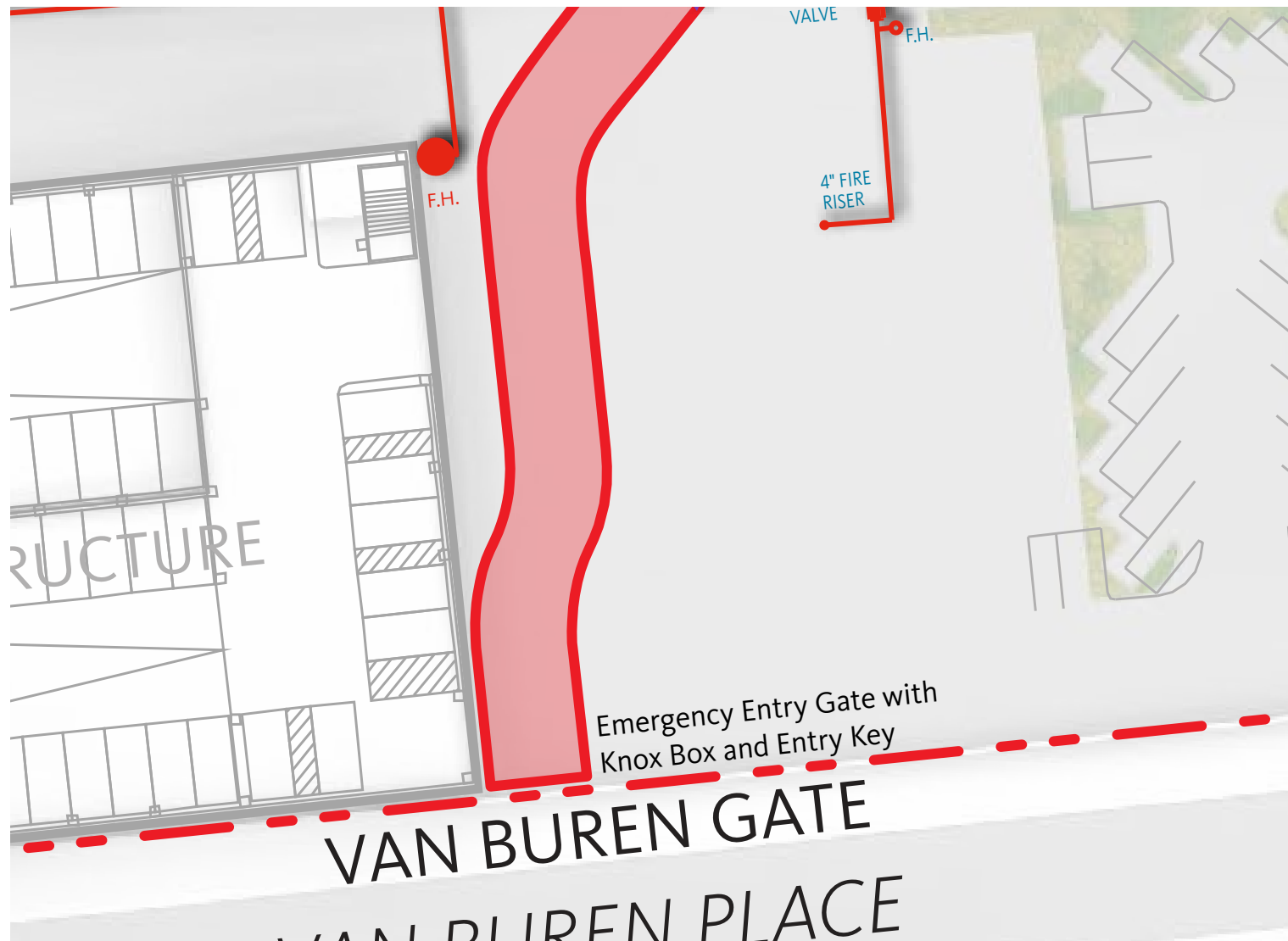
## PROPOSED GATE 4 REALIGNMENT

- Pedestrian / Bicycle
- Vehicular - Employee
- Vehicular - Visitor
- Production Vehicle (Primary)
- - Production Vehicle (Secondary)
- ... Emergency Access

The proposed realignment of Gate 4 is intended to provide more efficient ingress and egress and improved maneuverability for emergency vehicles accessing. The proposed Gate 4 will create two 14-foot lanes. Gate 4 will be for emergency access with signs stating "Fire Access Gate, Do Not Block" on both sides and KNOX Key switches for the new motorized gate.



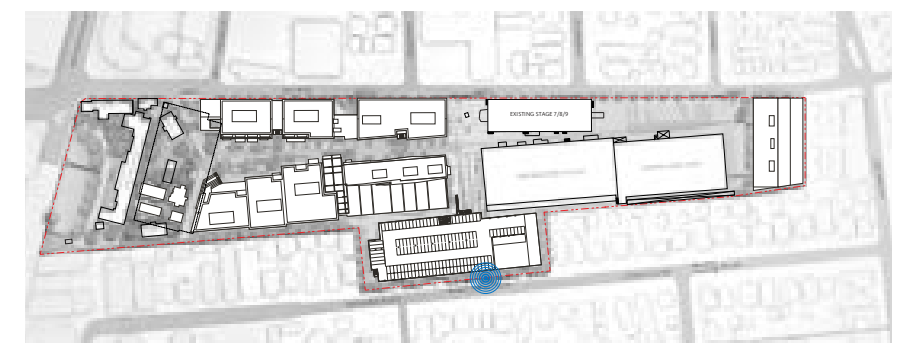




## PROPOSED VAN BUREN GATE REALIGNMENT

The Van Buren gate, as proposed, is relocated from its current location, and will remain for emergency access only. The relocation of the Van Buren gate provides for improved alignment and access for emergency vehicles, reducing tight turning radii and potential hazards while increasing access efficiency. The proposed Van Buren gate will create a 20-foot minimum fire lane.

- Pedestrian / Bicycle
- Vehicular - Employee
- Vehicular - Visitor
- Production Vehicle (Primary)
- Production Vehicle (Secondary)
- ... Emergency Access



# INFRASTRUCTURE

## FIRE ACCESS

### 5.9 FIRE ACCESS

#### EXISTING

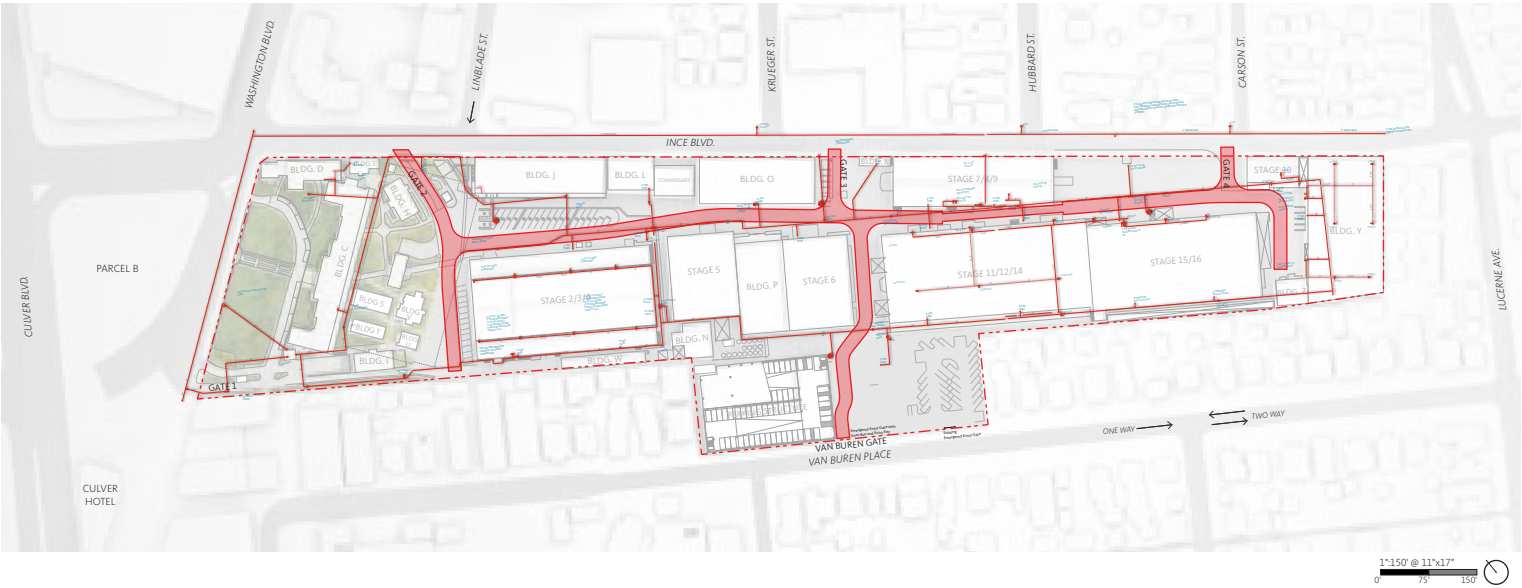
The Culver Studios maintains a dedicated fire lane providing access to the entirety of the property. A dedicated 20-foot fire lane is provided, unless impeded by existing buildings and their appendages, as shown. Emergency access is provided at Gates 1, 2, 3, 4, and the Van Buren Gate. A portion of the existing fire lane, between Stage 7/8/9 and Stage 11/12/14 varies in width and is less than the required 20-foot dimension.

#### PROPOSED

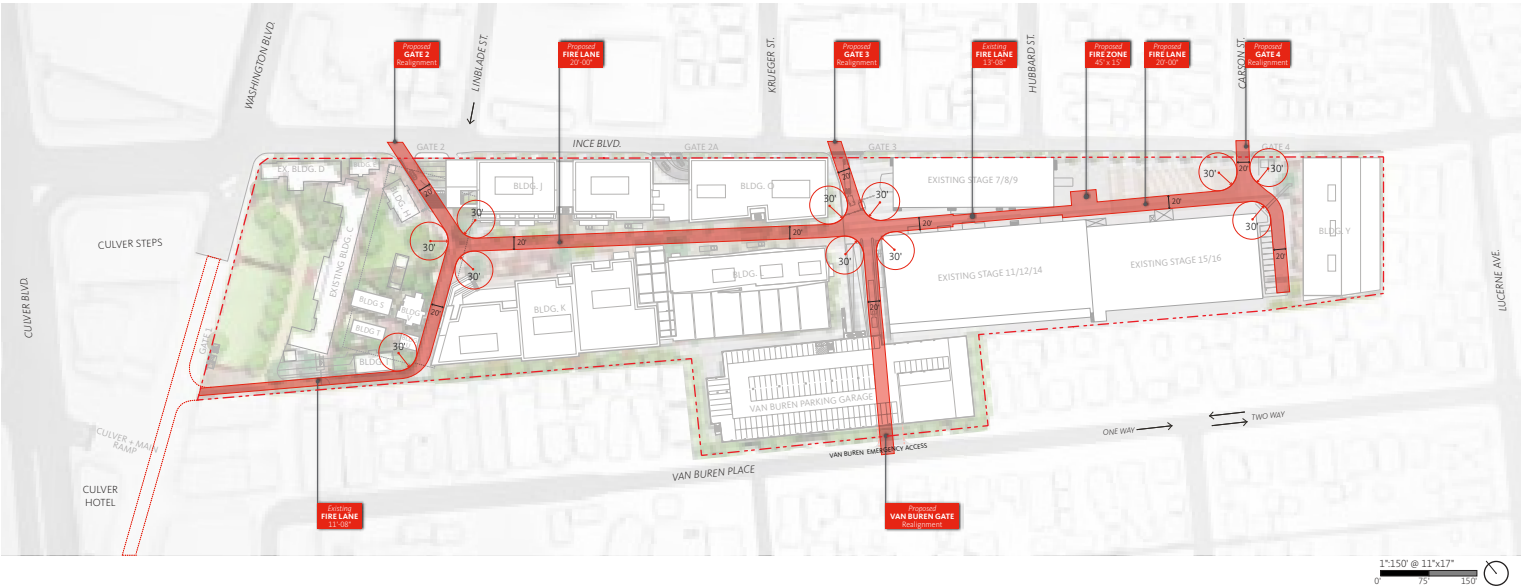
The Culver Studios maintains a dedicated fire lane providing access to the entirety of the property. Emergency access is provided at Gates 1, 2, 3, 4, and the Van Buren Gate.

Comprehensive Plan Amendment No. 7 will create an improved fire lane providing greater access to the property. The fire lane is a dedicated 20-foot width, painted and maintained, unless impeded by existing buildings and their appendages, and has 30-foot internal radii to improve accessibility and ease of emergency vehicle turn-movements. Due to existing conditions on the property, two locations within the property will remain less than 20-feet in width - near Gate 1 and between Stage 7/8/9 and Stage 11/12/14. Gates 3 and 4 have been realigned to allow for improved emergency accessibility and maneuverability. Gate 4 will be for emergency access with signs stating “Fire Access Gate, Do Not Block” on both sides and KNOX Key switches for the new motorized gate. The existing Fire Pump location will be relocated permanently as part of the demolition of Building X, with the interim location being approved by the Culver City Fire Department.

#### EXISTING



#### PROPOSED





# INFRASTRUCTURE SERVICE

## 5.10 SERVICE ACCESS & ZONES

### EXISTING

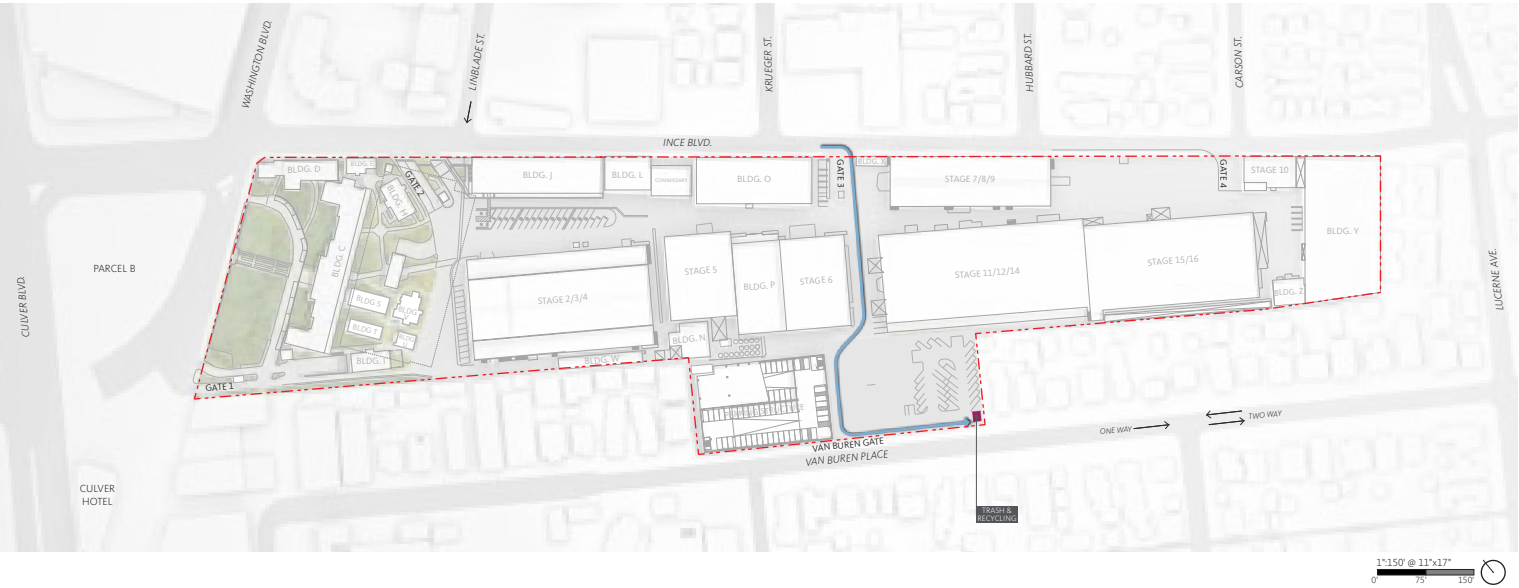
The Culver Studios utilizes a property-wide trash and recycling program – facilities are not independently provided for each building. Currently, trash and recycling activities are housed at a single location on the property; within the bungalow parking lot area. The storage and compacting facility is approximately 33-feet by 6-feet 9-inches. Waste Management and the City of Culver City currently provide trash and recycling services to The Culver Studios.

### PROPOSED

Currently, The Culver Studios utilizes a property-wide trash and recycling program – facilities are not independently provided for each building. Currently trash and recycling activities are housed at a single location on the property; within the bungalow parking lot area. The existing storage and compacting facility is approximately 33-feet by 6-feet 9-inches.

As digital media, production, and support activities increase on the property, dedicated service zones for trash and recycling activities will be provided on the B1 level of the Central parking structure. Two locations, one serving Buildings J and O, and one serving Buildings K and L, will contain area for both trash compaction and storage. Service vehicles will access the B1 level via the service ramp, located adjacent to Gate 3. By removing trash and recycling activities from the ground level and shifting to below grade, The Culver Studios hopes to eliminate, where possible, noise, fumes, and general nuisance from service and trash activities to our neighbors. In addition, a service location adjacent to Building Y will be approximately 120 square feet (10-feet by 12-feet) and accommodate two bins for trash storage only. If necessary, a location within the Van

### EXISTING



### PROPOSED



### LEGEND:

Service Vehicle

Service Zone

# UTILITIES

## WATER

## 5.11 WATER

**EXISTING**

Culver City is one of Golden State Water's largest service areas. The Culver City water system imports water from the Colorado River Aqueduct and the State Water Project (imported and distributed by Metropolitan Water District of Southern California).

Existing water service infrastructure is installed throughout and surrounding the project site. From the record drawings, there seem to be five (5) domestic water meters, excluding irrigation water meter(s), servicing The Culver Studios; one 2-inch water meter is located at the northwest corner of the property which connects to an existing water main on Washington Boulevard, three 2-inch water meters are located near the center of westerly property line adjacent to Van Buren Place and the other two are located along the easterly property line at northeast and southeast corners of Buildings J and L, respectively (see Exhibit, Existing Utilities - Water).

**PROPOSED**

Existing water service infrastructure is installed throughout and north west of the project site on the Culver Studios lot. There are five existing domestic water meters from which the entire Studios gets their water, all of which will be maintained for this project. The 2-inch water meter off Washington Blvd feeds the northwestern side of the studios, Buildings C, D and E, via a 2.5-foot water lateral. A 1.5-foot water meter connects to the 12-inch water main running along Ince Blvd, the northeast site border, which ties into existing Building J.

The southernmost corner of the Culver Studios lot borders along Van Buren Place, where an 8-inch water main runs east to west. This main provides service for three (3) 2-inch water service laterals and meters to Culver Studios lot, two of which are used for landscaping. The third meter off of Van Buren Place feeds the majority of the site via a 4-inch water main lateral running northeast. The proposed Van Buren parking garage conflicts with this pipe, therefore, the existing pipe will be rerouted around the new building. The new Buildings J, K, L and O will be reconnected via a 4-inch water main flowing northeast within the proposed utility trench.

The following water lines exist adjacent to The Culver Studios property:

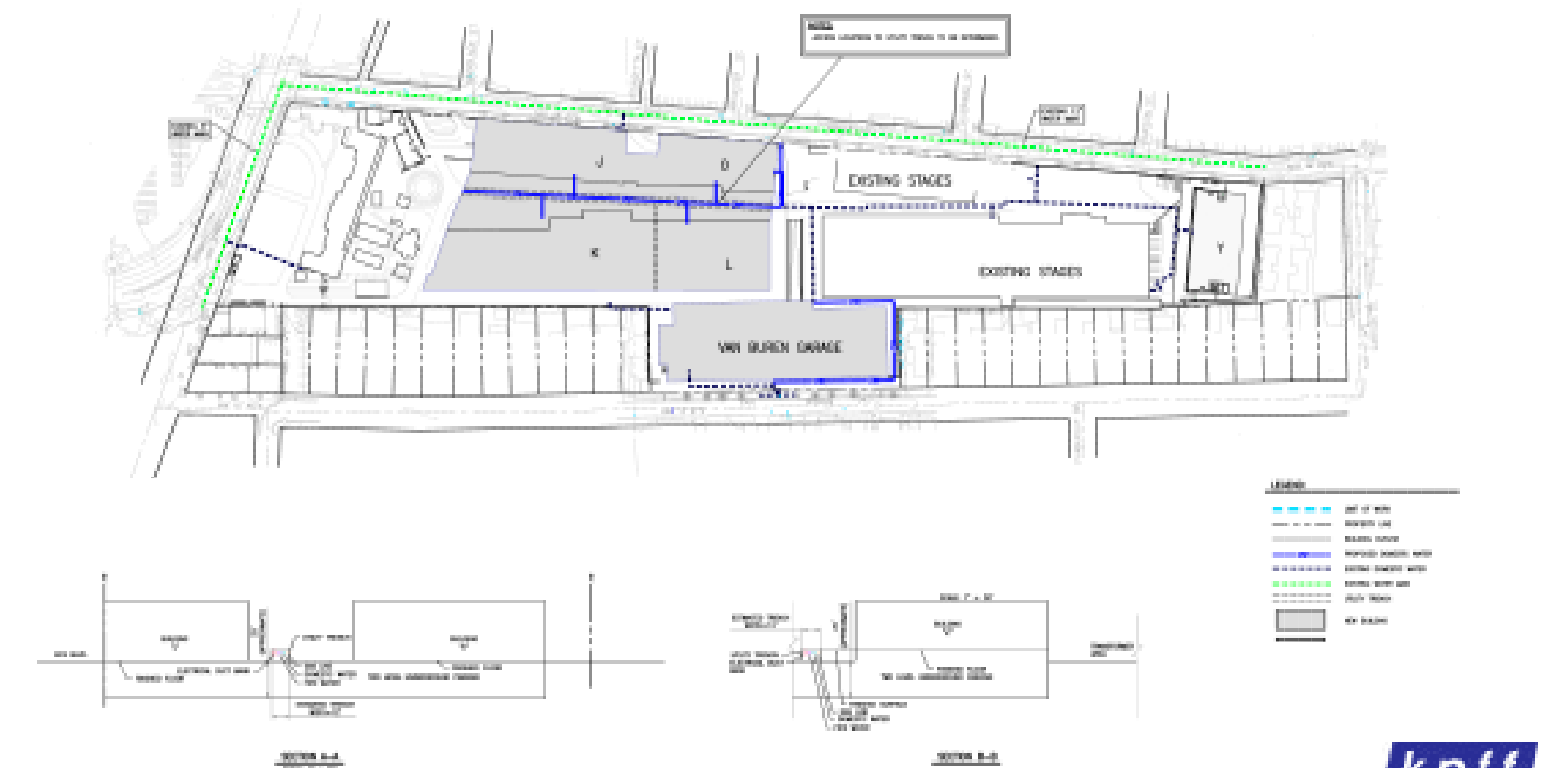
**Ince Boulevard.** A 12-inch water main runs northwest to southeast, east of the west right of way (ROW) and connects to a 12-inch water main at Washington Blvd.

**Van Buren Place.** The southernmost corner of the project site borders with Van Buren Place, where an 8-inch water pipe runs east to west south of north ROW. This main provides three (3) 2-inch domestic water service laterals and meters to The Culver Studios. Most of the existing buildings on site are fed from this water line.

**EXISTING**



**PROPOSED**





# UTILITIES

## FIRE WATER

### 5.12 FIRE WATER

#### EXISTING

Culver City is one of Golden State Water's largest service areas. The Culver City water system imports water from the Colorado River Aqueduct and the State Water Project (imported and distributed by Metropolitan Water District of Southern California). Fire water infrastructure is installed throughout and surrounding the project site. From the record drawings, there seem to be two (2) water lines servicing the Culver Studios fire water network; one 10-inch PVC pipe connecting the network to the west at Washington Boulevard, near Building C, and one 10-inch PVC pipe connecting the network to the east at Ince Boulevard, near Building O. These pipes connect to nearby pumping stations that then provide pressure 8-inch fire water loop within the project site.

#### PROPOSED

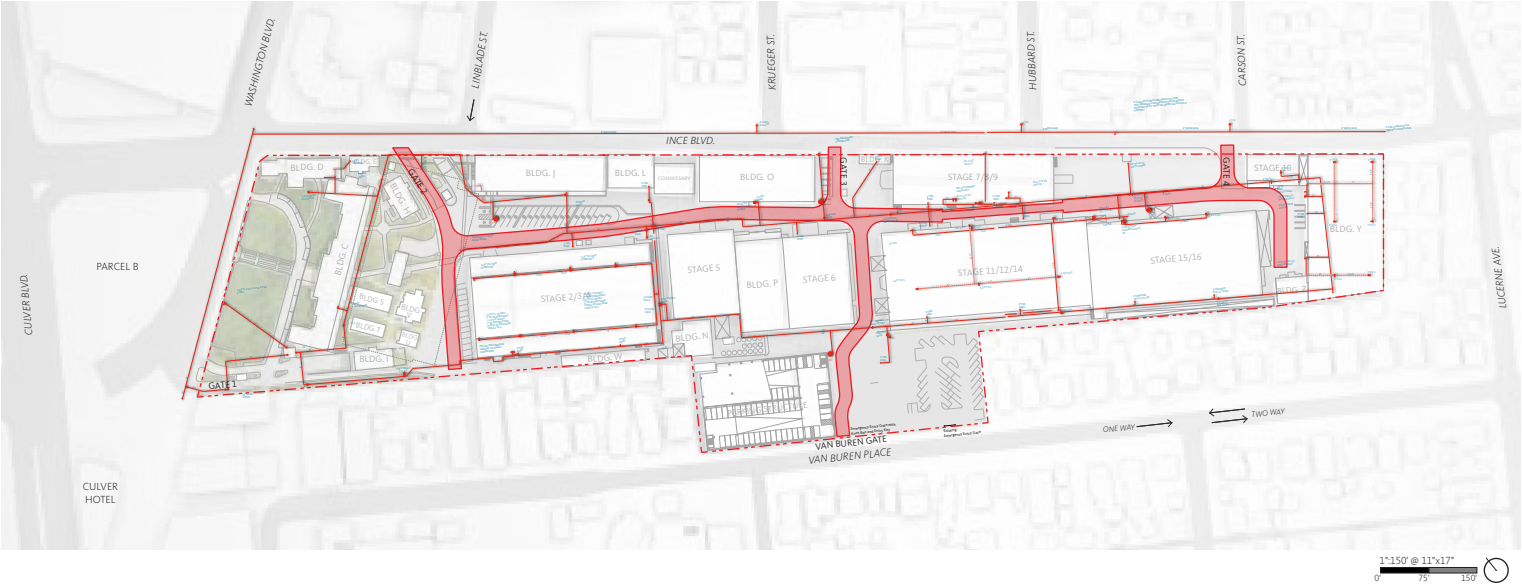
The current 8-inch fire water loop is within the footprint of proposed The Culver Studios redevelopment during the construction, this fire water network will be broken into two loops supplied by the two existing pumping houses, one feeding the north side of the development and one feeding the south side of the development. Once construction is done, the two loops will be reconnected with a 10-inch PVC pipe running through the utilities corridor. The following water lines exist adjacent to The Culver Studios property:

**Ince Boulevard.** A 12-inch water main runs northwest to southeast, east of the west right of way (ROW) and connects to a 12-inch water main at Washington Blvd. A pump house at the East entrance of the Culver Studios connects to this water main.

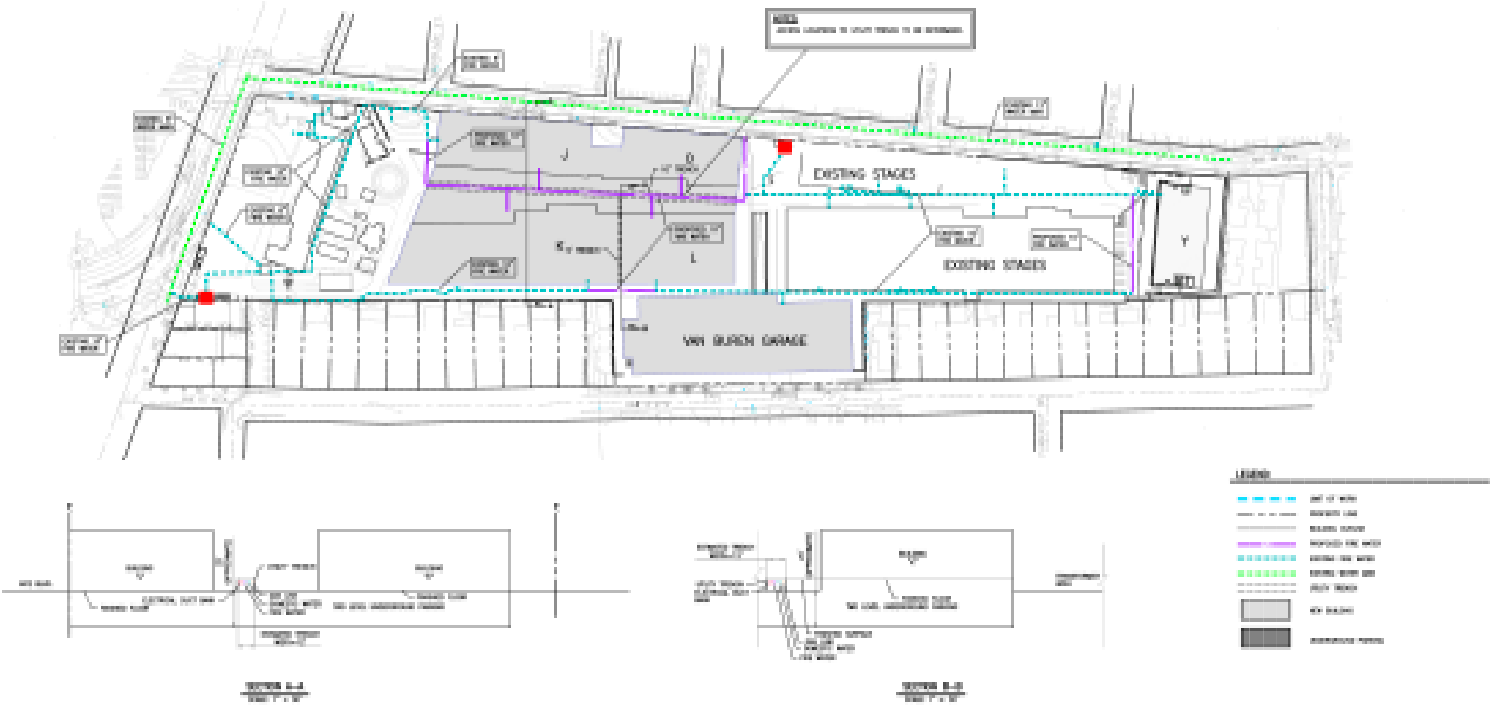
**Washington Boulevard.** A 12-inch water main runs northeast to southwest, north of the north ROW and connects to a 12-inch water main at Ince Boulevard, a pump house at the West entrance of the Culver studios connects to this water main.

**Van Buren Place.** The southernmost corner of the project site borders with Van Buren Place, where an 8-inch water pipe runs east to west south of north ROW. This main provides three (3) 2-inch pipes. A more refined hydraulic analysis will be coordinated with Golden State Water Company for future design as individual projects move forward. This would accommodate higher flows that may be required for the additional buildings proposed. Existing fire hydrants are present around the project boundary. Additional hydrants may be required based upon the site layout at the time of site plan review. Fire flow requirements are based on building size and building construction type. The latest fire regulations require all buildings to be equipped with a fire sprinkler system, including residential homes. Fire flow requirements that were previously provided for the existing structures may increase due to new regulations. Site plans will be submitted to the fire authority to obtain fire flow and time period requirements based upon the tenant type, building size, and building type.

#### EXISTING



#### PROPOSED



# UTILITIES

## WASTEWATER

### 5.13 WASTEWATER

#### EXISTING

The Culver Studios site is tributary to the North Central Outfall Sewer, which is owned by City of Los Angeles and runs north to south on Jefferson Boulevard approximately 2,500 feet southeasterly direction from the site. An 8-inch vitrified clay pipe (VCP) sewer expands to a 10-inch VCP sewer as it runs west to east in Ince Boulevard and services existing Buildings J, L, O, Y, and Stages 7 through 10. Another 6-inch VCP to the south of the project site in between the Culver Studios and Van Buren Place services existing Building and Stages 2 through 6 and 11 through 16.

#### PROPOSED

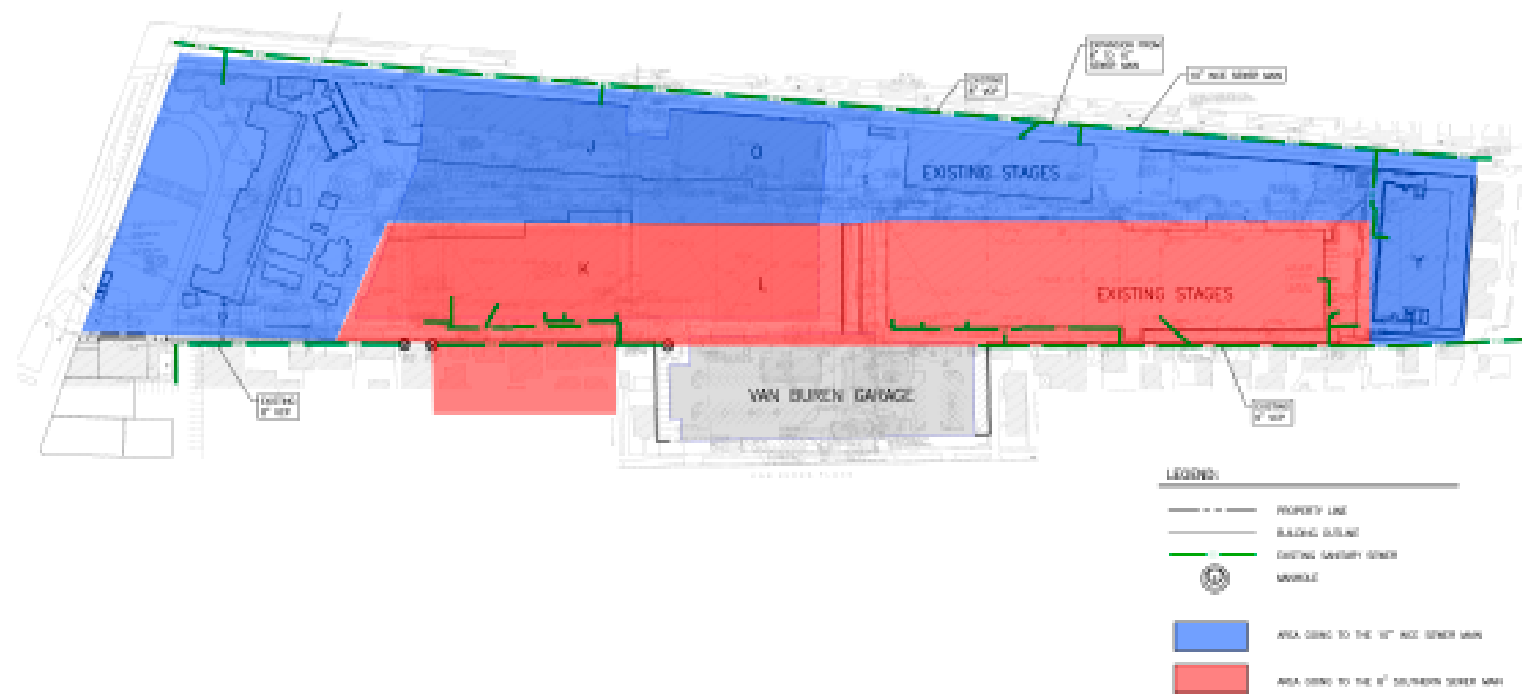
The existing 6-inch sanitary sewer main that runs along the west side of the development site will be demolished at Building L to provide clearance for the new Van Buren garage. A new 6-inch sanitary sewer main will be placed between the new Van Buren garage and Building L, turn east between Building L and the existing stages, then turn south to run between the remaining stage buildings where it will increase to an 8-inch sanitary sewer main. This sewer main will provide service for Buildings J, K, L, and O. The new sewer main will connect to the 10-inch sewer main on Ince Boulevard between Gate 3 and Gate 4. The existing stages and Building Y will continue to be serviced by the section of the 6" sanitary sewer main remaining to the south of the new Van Buren Garage.

The following sewer lines exist adjacent to The Culver Studios property:

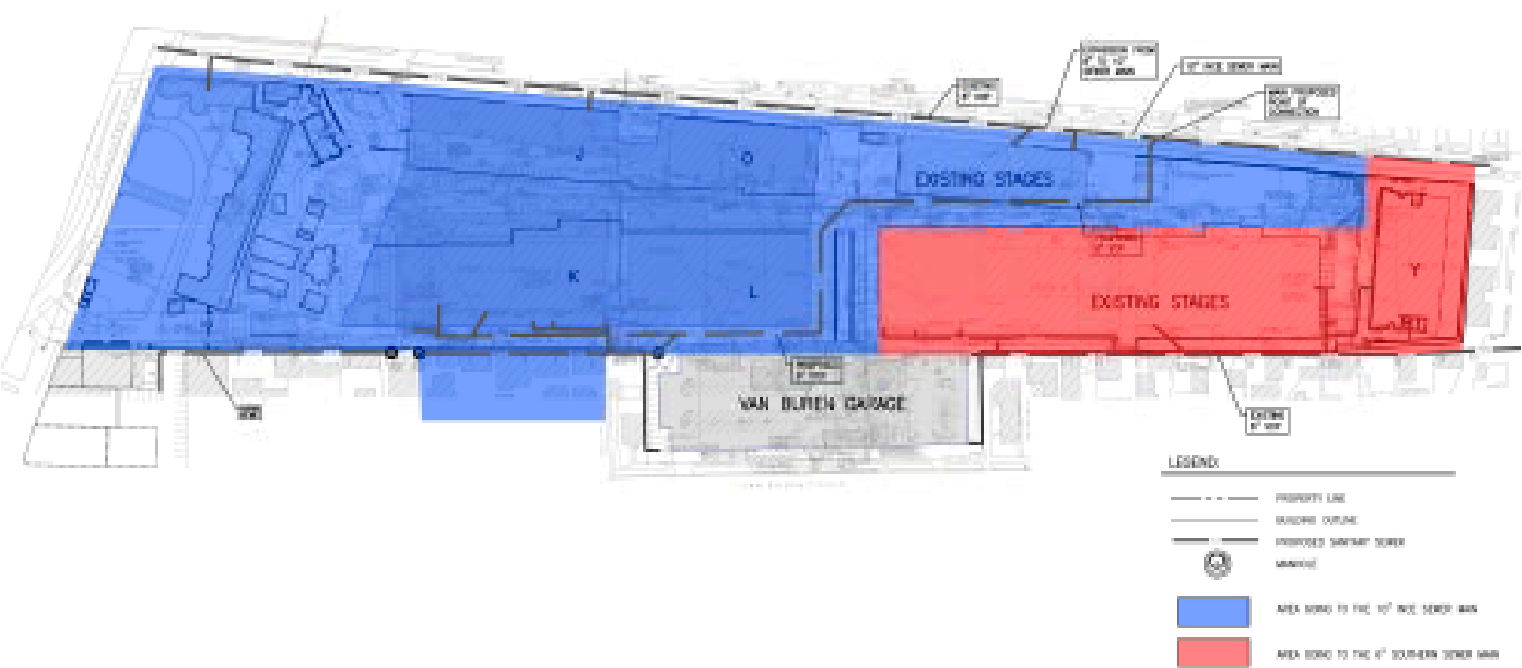
**Ince Boulevard.** An 8-inch vitrified clay pipe (VCP) sewer that expands to a 10-inch VCP sewer as it runs west to east on the centerline of Ince Boulevard. This will be the sewer line with the point of connection for the proposed new sewer line within the development.

**Lucerne Avenue.** A 21-inch water main runs northeast to southwest along the centerline of Lucerne Avenue. This is the sewer line that the current VCP to the south of the development connects to.

#### EXISTING



#### PROPOSED





# UTILITIES

## ELECTRICITY & COMMUNICATIONS

### 5.14 ELECTRICITY & COMMUNICATIONS

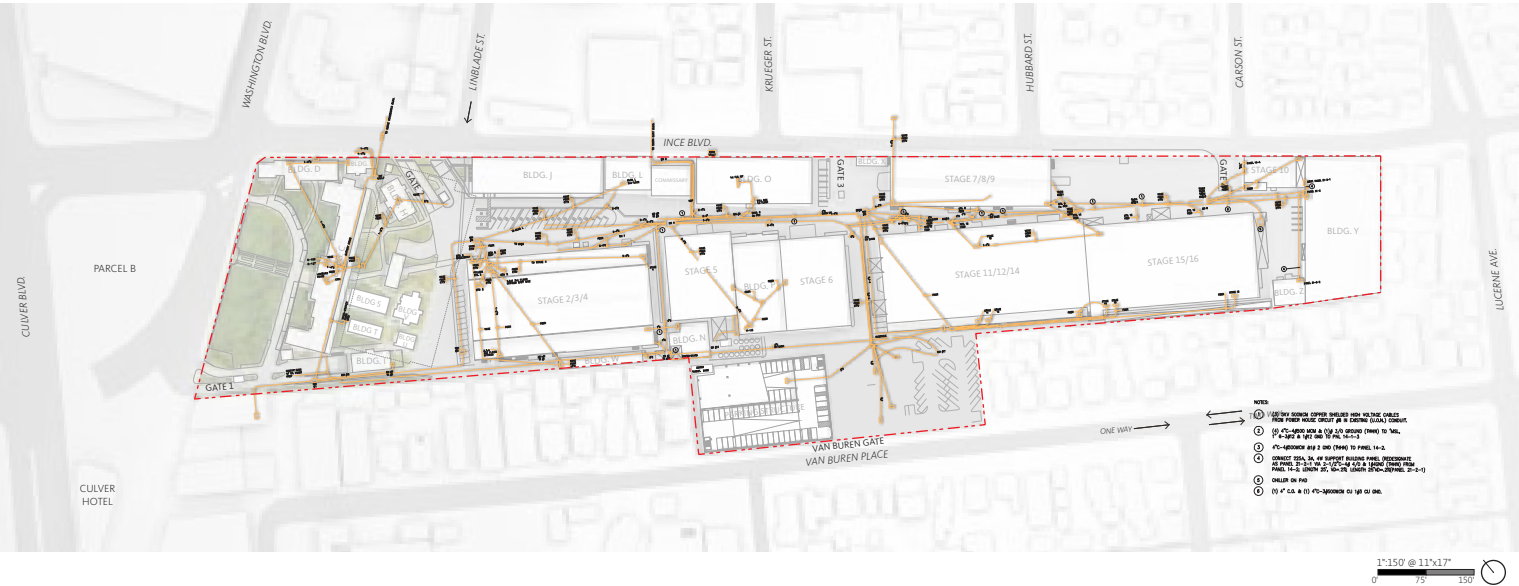
#### EXISTING

The Culver Studios site receives power from Southern California Edison. Power and Communication lines are suspended along the north side of Ince Boulevard and cross under the road on either side of Krueger Street to service the project site. The current buildings are connected to the service through a line that runs between the existing buildings within the project site.

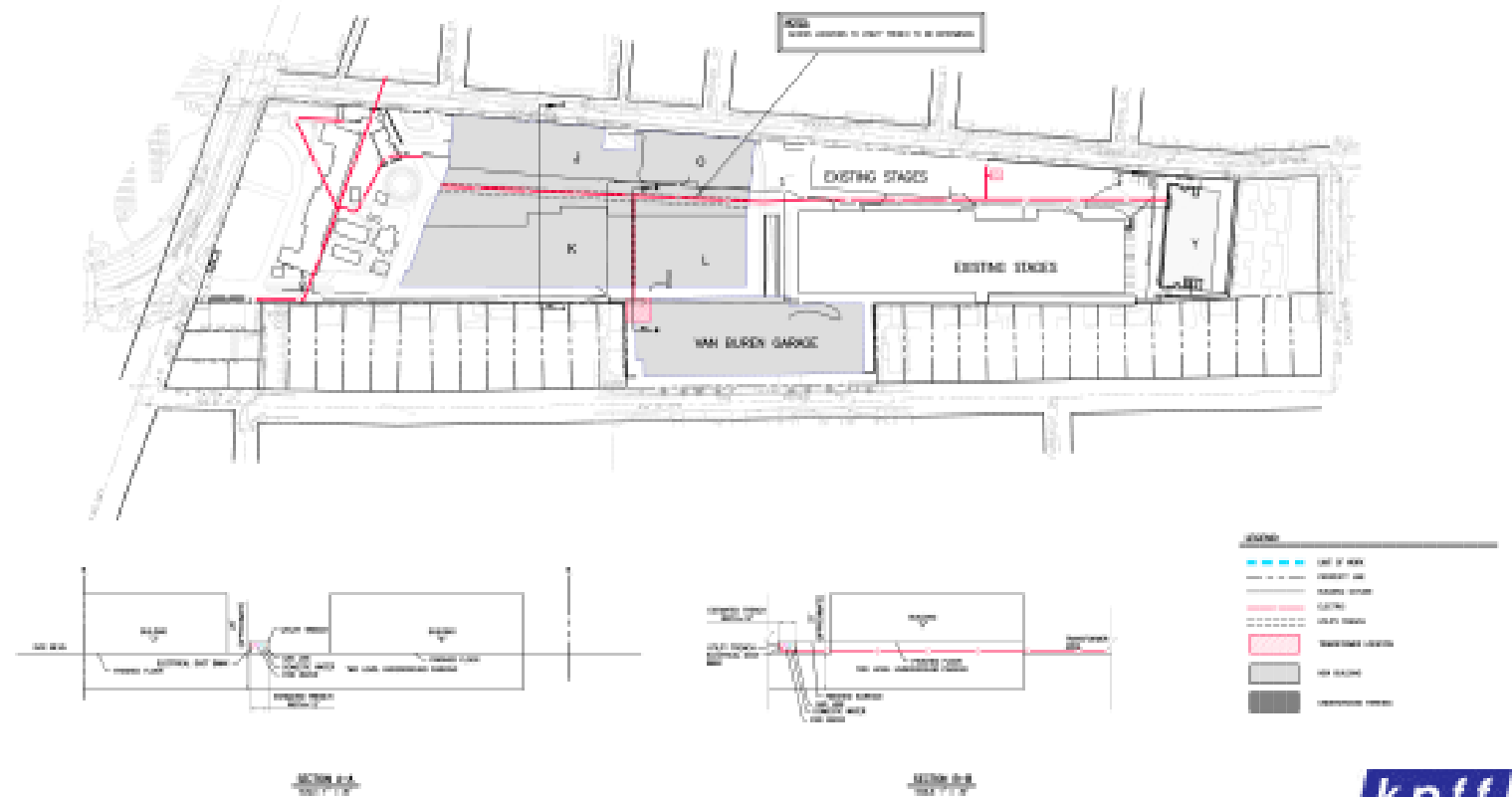
#### PROPOSED

The Culver Studios site receives power from Southern California Edison. Power and Communication lines are suspended along the north side of Ince Boulevard and cross under the road on either side of Krueger Street to service the project site. The on-site electrical main for the redevelopment will run in the utility corridor with a new transformer at the northeast corner of the Van Buren Garage and another transformer on the east side of the lot between Gate 3 and Gate 4. The new communications lines will follow the same layout as the proposed electrical lines.

#### EXISTING



#### PROPOSED



# UTILITIES

## NATURAL GAS

### 5.15 SEWER

#### EXISTING

There are two gas meters operated by the Southern California Gas Company on the project site, one located along the north of the Mansion and one located near Gate 4. Gas on the project site is provided at these two locations. The meter at the north of the Mansion services the Mansion and the meter near Gate 4 services The Culver Studios site.

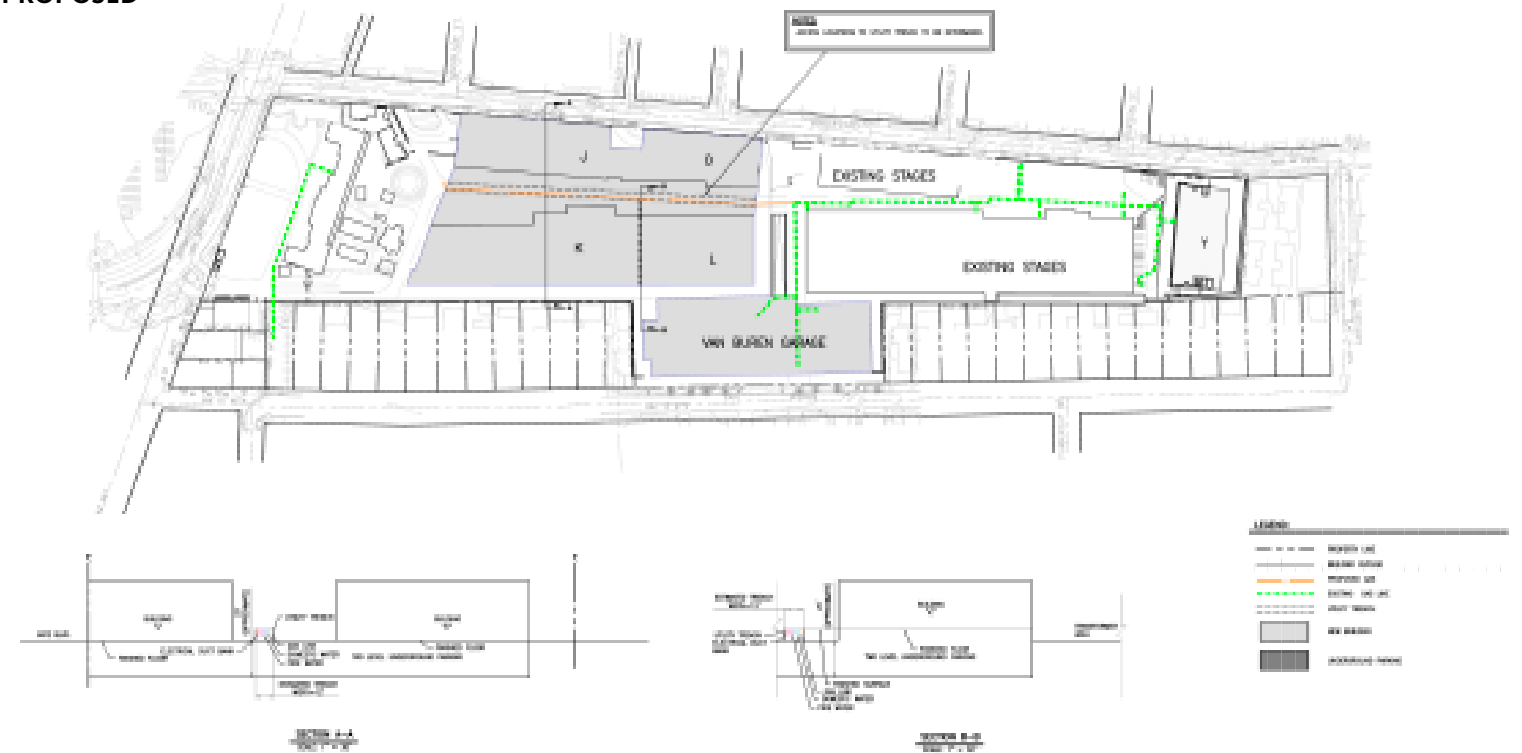
#### PROPOSED

Prior to construction there are two gas meters, one located along the north of the Mansion and one located near Gate 4. Gas will continue to be provided at these or other locations close by to maintain two gas services to the site. One location that serves the Mansion and one location at Ince Boulevard that serves the rest of the Culver Studios Site.

#### EXISTING



#### PROPOSED



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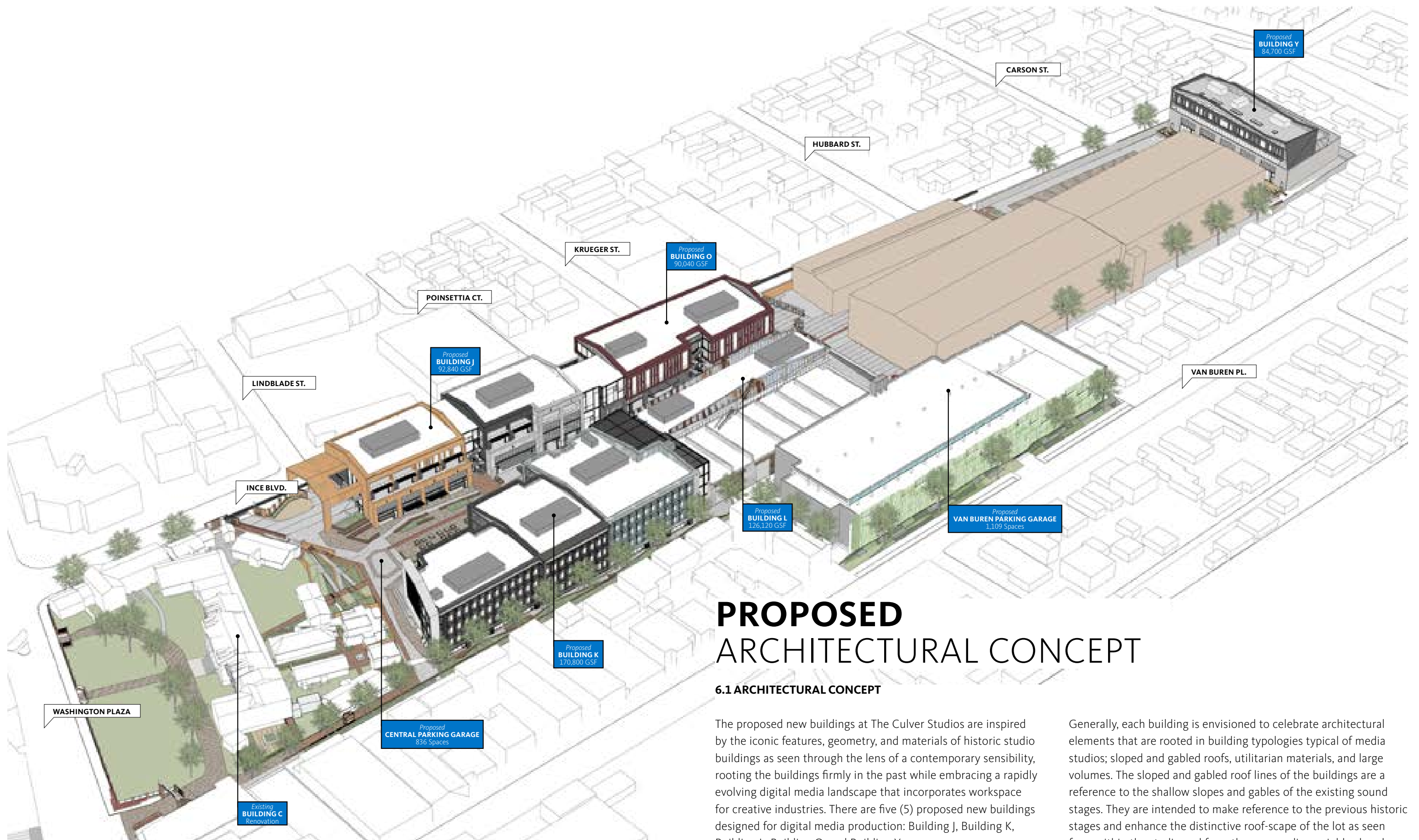


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An aerial photograph of a town, likely Culver, Indiana. A large, light-colored building complex, possibly a school or government building, is highlighted by a large black bracket. The complex includes several interconnected buildings and a large, curved driveway or walkway. The surrounding area includes residential houses, fields, and a road. The text '6.0 PROPOSED BUILDINGS' is overlaid on the image, centered within the bracketed area.

# 6.0 PROPOSED BUILDINGS





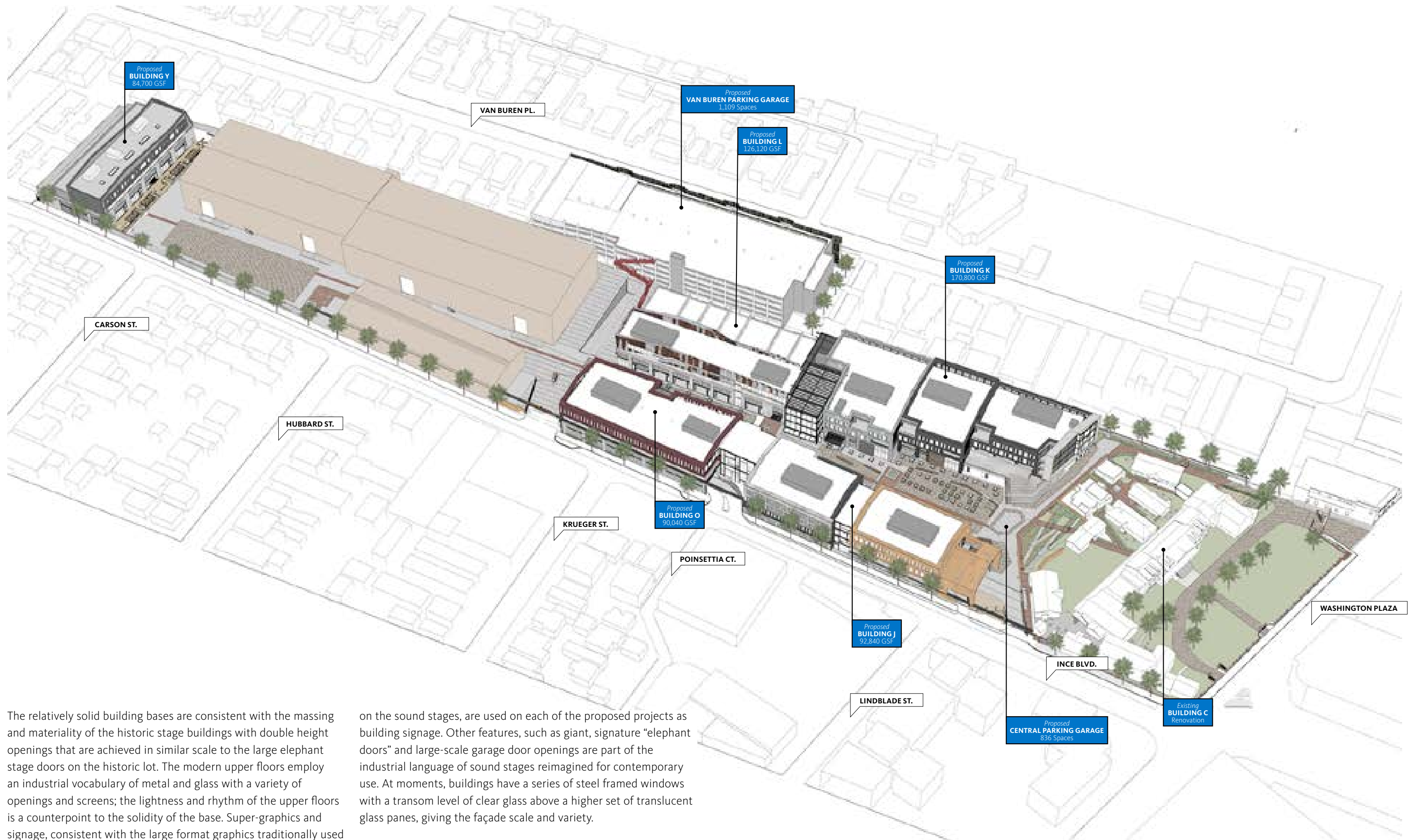
# **PROPOSED** ARCHITECTURAL CONCEPT

## 6.1 ARCHITECTURAL CONCEPT

The proposed new buildings at The Culver Studios are inspired by the iconic features, geometry, and materials of historic studio buildings as seen through the lens of a contemporary sensibility, rooting the buildings firmly in the past while embracing a rapidly evolving digital media landscape that incorporates workspace for creative industries. There are five (5) proposed new buildings designed for digital media production: Building J, Building K, Building L, Building O, and Building Y.

Generally, each building is envisioned to celebrate architectural elements that are rooted in building typologies typical of media studios; sloped and gabled roofs, utilitarian materials, and large volumes. The sloped and gabled roof lines of the buildings are a reference to the shallow slopes and gables of the existing sound stages. They are intended to make reference to the previous historic stages and enhance the distinctive roof-scape of the lot as seen from within the studio and from the surrounding neighborhood.



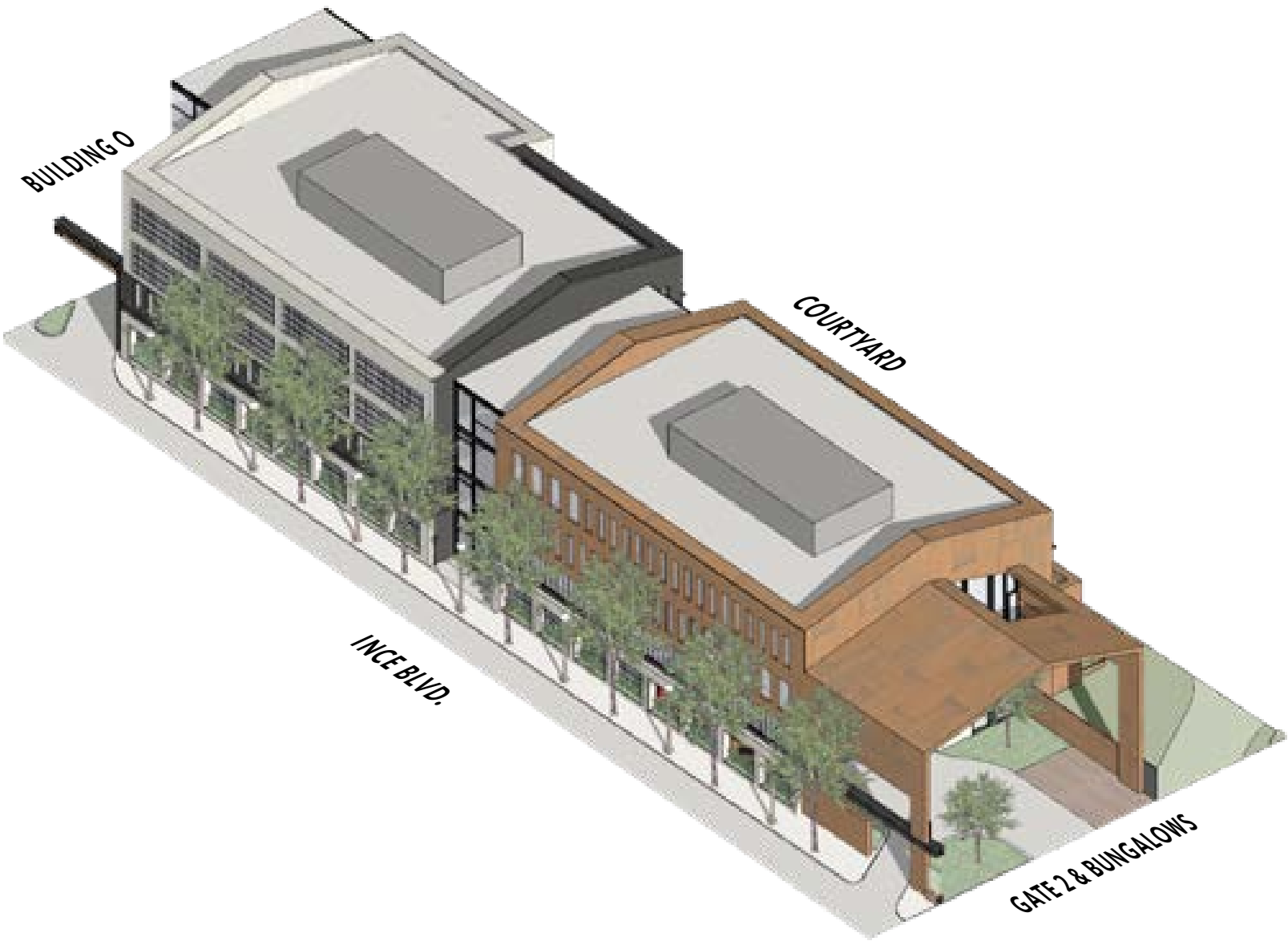


The relatively solid building bases are consistent with the massing and materiality of the historic stage buildings with double height openings that are achieved in similar scale to the large elephant stage doors on the historic lot. The modern upper floors employ an industrial vocabulary of metal and glass with a variety of openings and screens; the lightness and rhythm of the upper floors is a counterpoint to the solidity of the base. Super-graphics and signage, consistent with the large format graphics traditionally used

on the sound stages, are used on each of the proposed projects as building signage. Other features, such as giant, signature “elephant doors” and large-scale garage door openings are part of the industrial language of sound stages reimagined for contemporary use. At moments, buildings have a series of steel framed windows with a transom level of clear glass above a higher set of translucent glass panes, giving the façade scale and variety.

# BUILDING J

## NW AXONOMETRIC



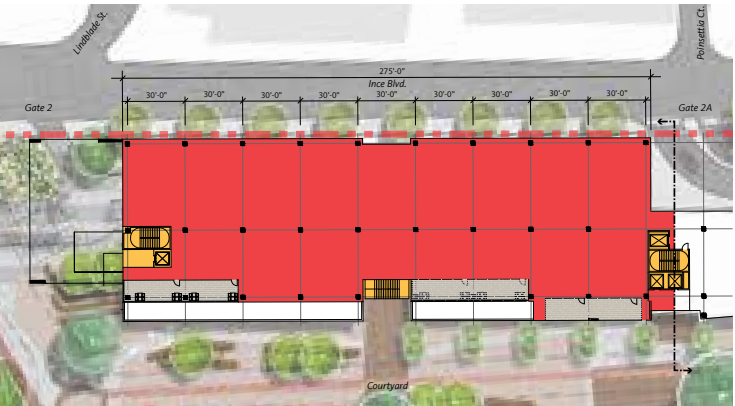
# BUILDING J

## PLANS

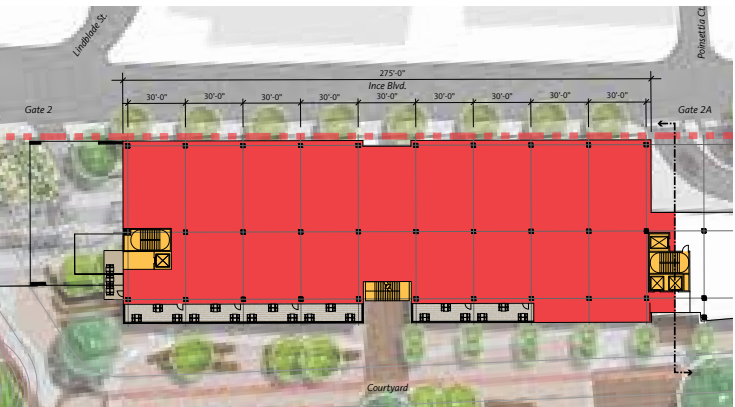
**LEGEND**  
Total Area: 92,840 GSF

- Vertical Circulation
- Office
- Planters
- Patios

Scale 1"=100'  
0 50 100



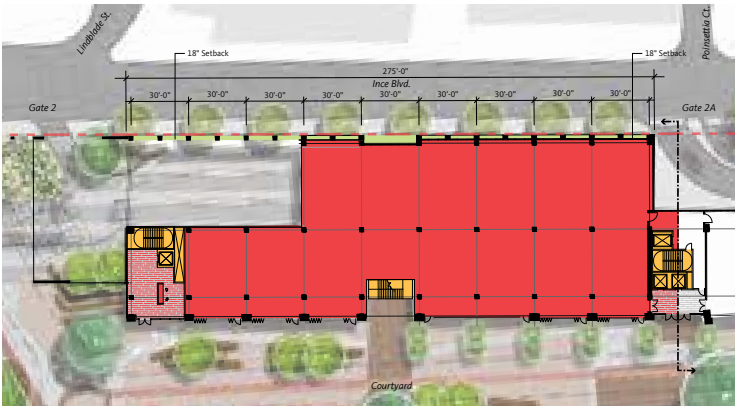
LEVEL 04 FLOOR PLAN



LEVEL 03 FLOOR PLAN



LEVEL 02 FLOOR PLAN



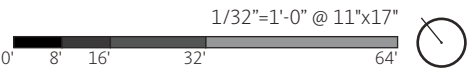
LEVEL 01 FLOOR PLAN

# BUILDING J

## ROOF

### LEGEND

- Architectural Projection/ Mechanical Screen
  - Roof
  - Mechanical\*
  - Photovoltaic\*\* (622 sf. Required)
  - Skylight
- \* Final dimension to be determined.  
All mechanical equipment will be screened from public view.
- \*\*Final dimension and location to be verified.



### 6.2 BUILDING J

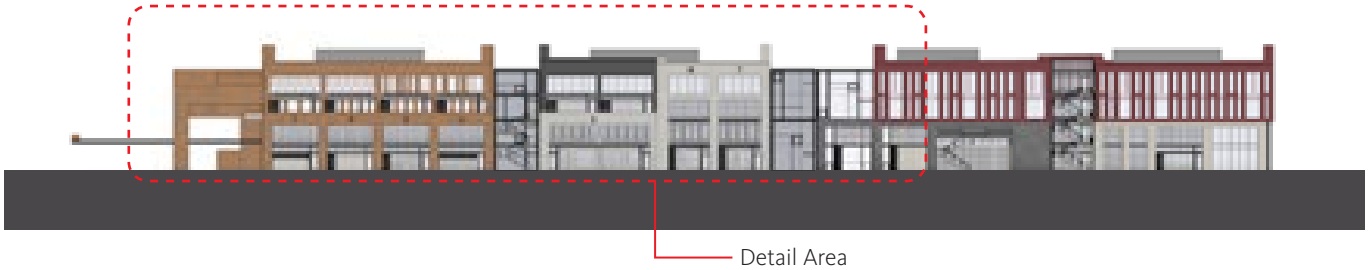
Building J's architectural projection/mechanical screen, as conceptually proposed, is approximately 3,312 square feet or 13.2% of the total roof area. Architectural projection/mechanical screen will not exceed the 15% threshold based on the ratio of Architectural projection/mechanical screen to total roof area.





# BUILDING J

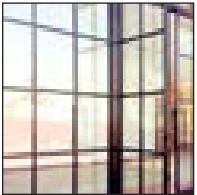
## STUDIO ELEVATION



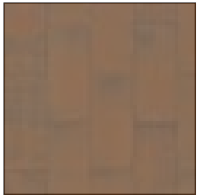
### Materials



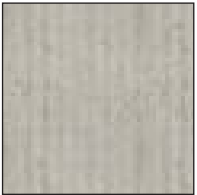
① Glass Type 1



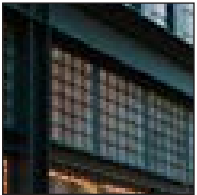
② Glass Type 2



③ Metal Panel



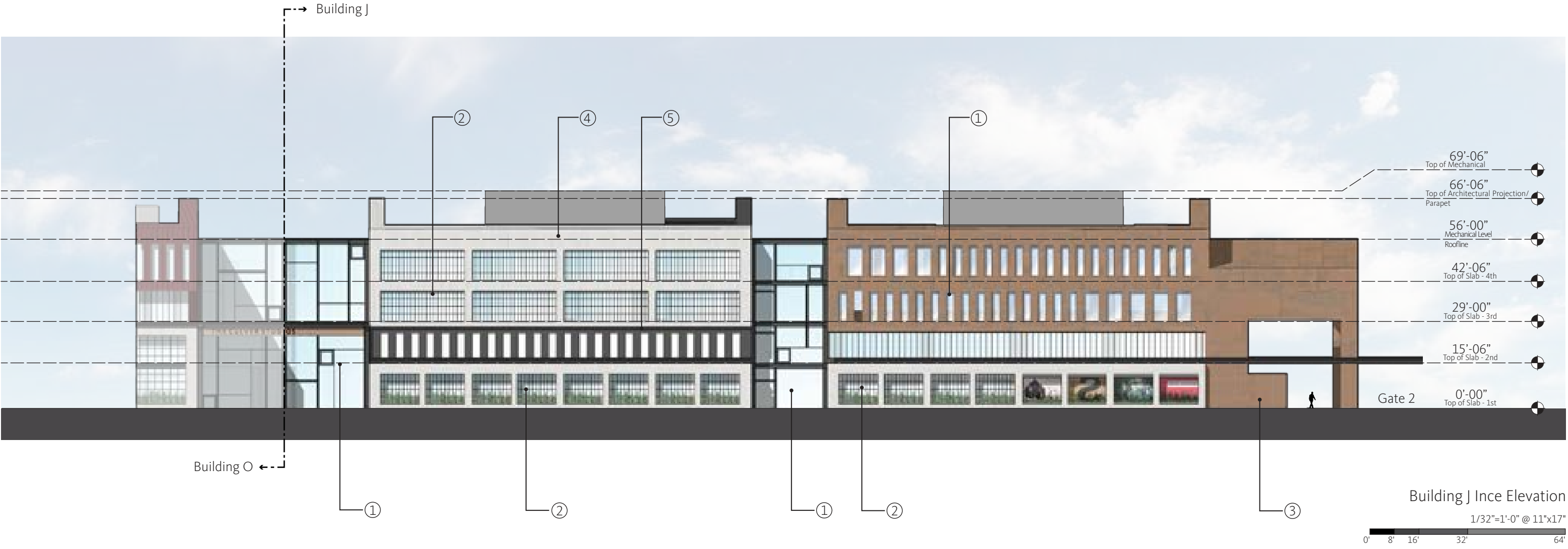
④ Boardform Concrete /  
Textured Plaster



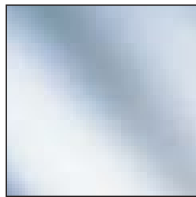
⑤ Painted Steel

# BUILDING J

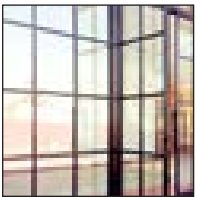
## INCE ELEVATION



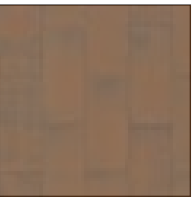
### Materials



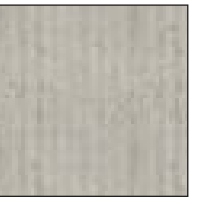
① Glass Type 1



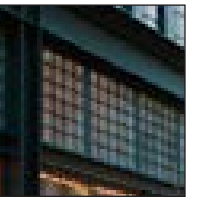
② Glass Type 2



③ Metal Panel



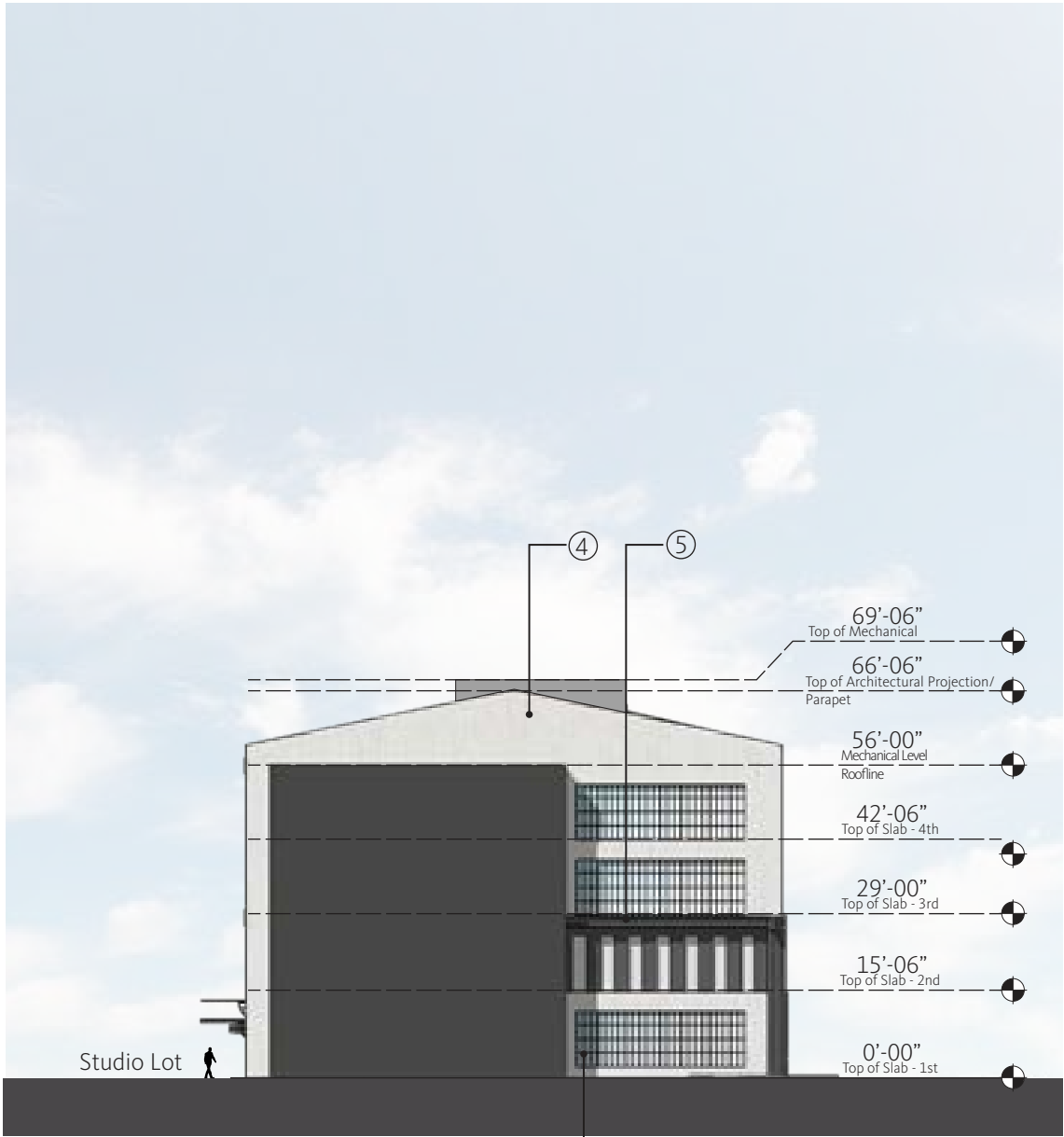
④ Boardform Concrete / Textured Plaster



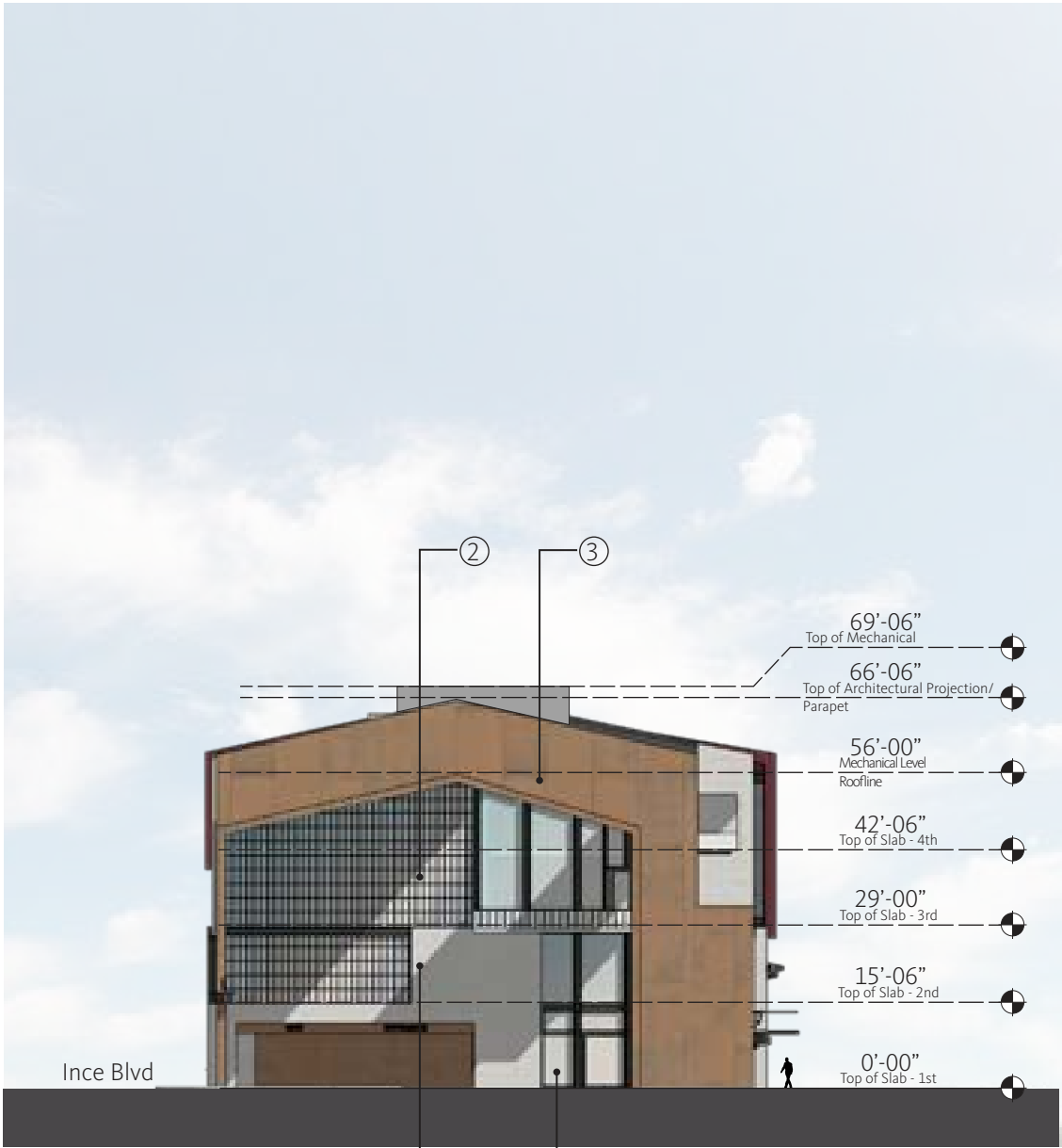
⑤ Painted Steel

# BUILDING J

## NORTH & SOUTH ELEVATION



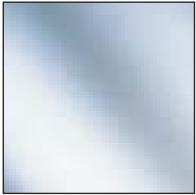
Building J South Elevation  
1/32"=1'-0" @ 11"x17"  
0' 8' 16' 32' 64'



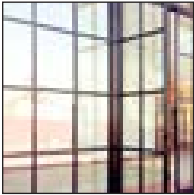
Building J North Elevation  
1/32"=1'-0" @ 11"x17"  
0' 8' 16' 32' 64'



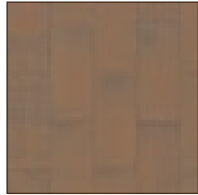
### Materials



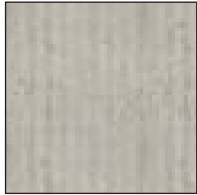
① Glass Type 1



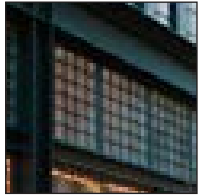
② Glass Type 2



③ Metal Panel



④ Boardform Concrete /  
Textured Plaster

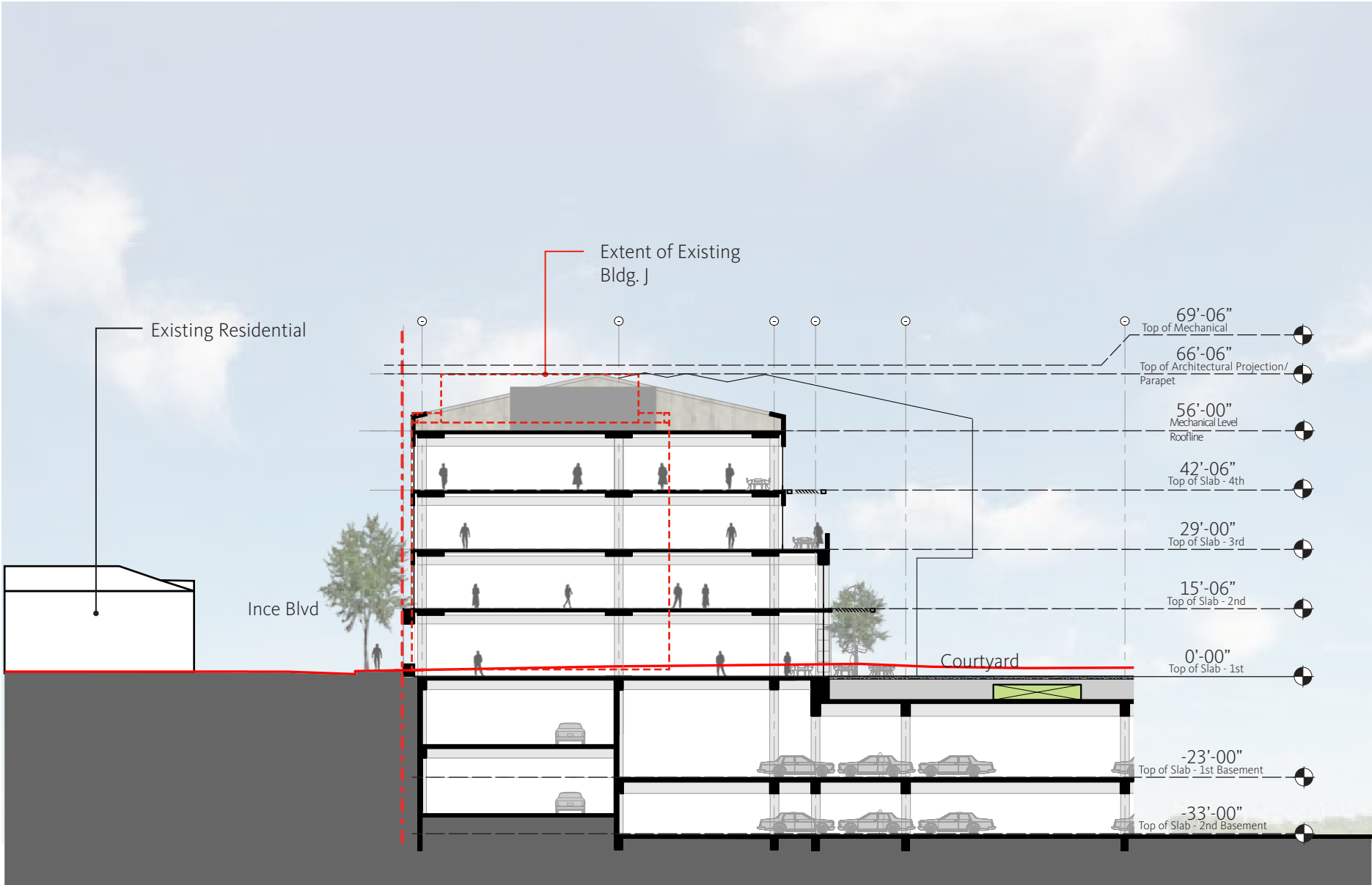


⑤ Painted Steel

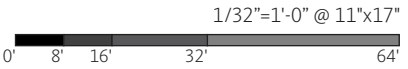


# BUILDING J

## SECTION

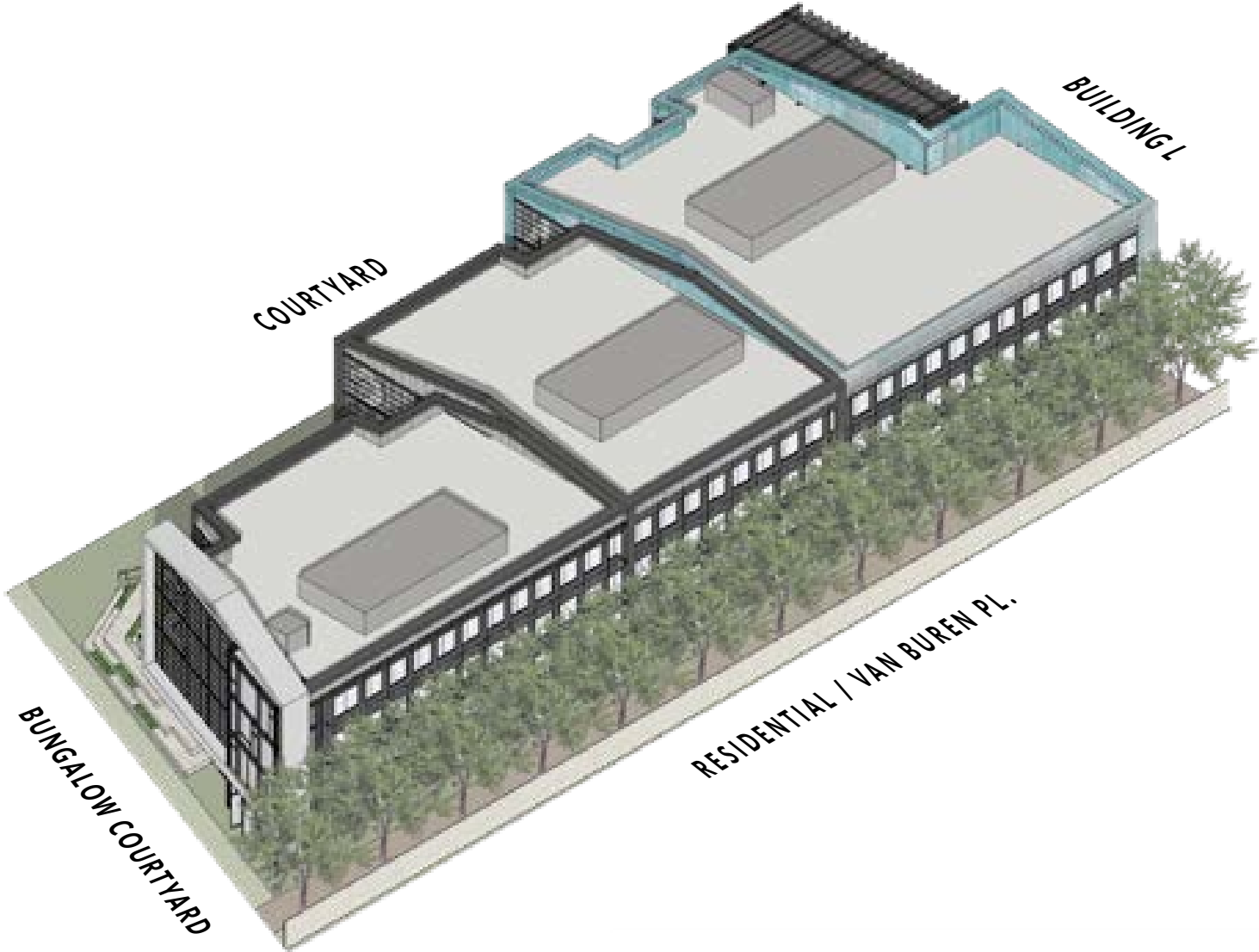


Building J Section



# BUILDING K

## SW AXONOMETRIC

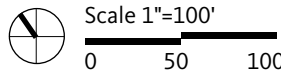


# BUILDING K

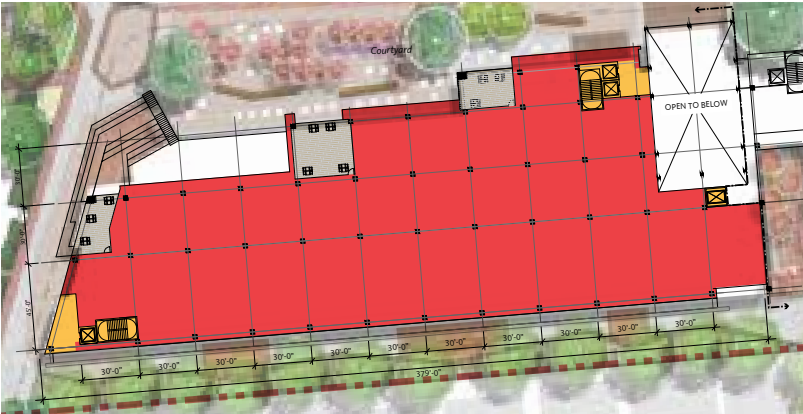
## PLANS

**LEGEND**  
Total Area: 170,800 GSF

- Vertical Circulation
- Office
- Patios



LEVEL 04 FLOOR PLAN



LEVEL 03 FLOOR PLAN



LEVEL 02 FLOOR PLAN



LEVEL 01 FLOOR PLAN

# BUILDING K

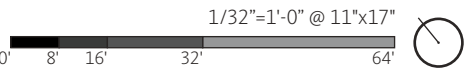
## ROOF

LEGEND

- Architectural Projection/ Mechanical Screen
- Roof
- Mechanical\*
- Photovoltaic\*\* (1,144 sf. Required)

\* Final dimension to be determined.  
All mechanical equipment will be screened from public view.

\*\*Final dimension and location to be verified.



6.3 BUILDING K

Building K's architectural projection/mechanical screen, as conceptually proposed, is approximately 5,797 square feet or 13.4% of the total roof area. Architectural projection/mechanical screen will not exceed the 15% threshold based on the ratio of Architectural projection/mechanical screen to total roof area.





# BUILDING K

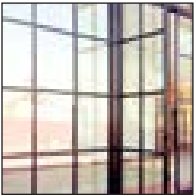
## STUDIO ELEVATION



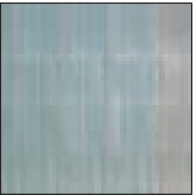
### Materials



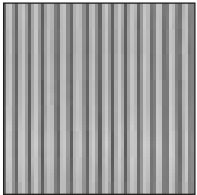
① Glass Type 1



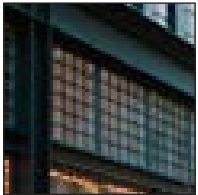
② Glass Type 2



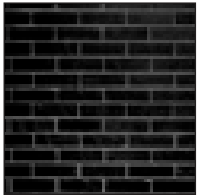
③ Metal Panel



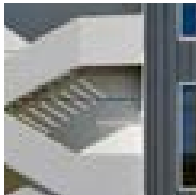
④ Corrugated Metal



⑤ Painted Steel



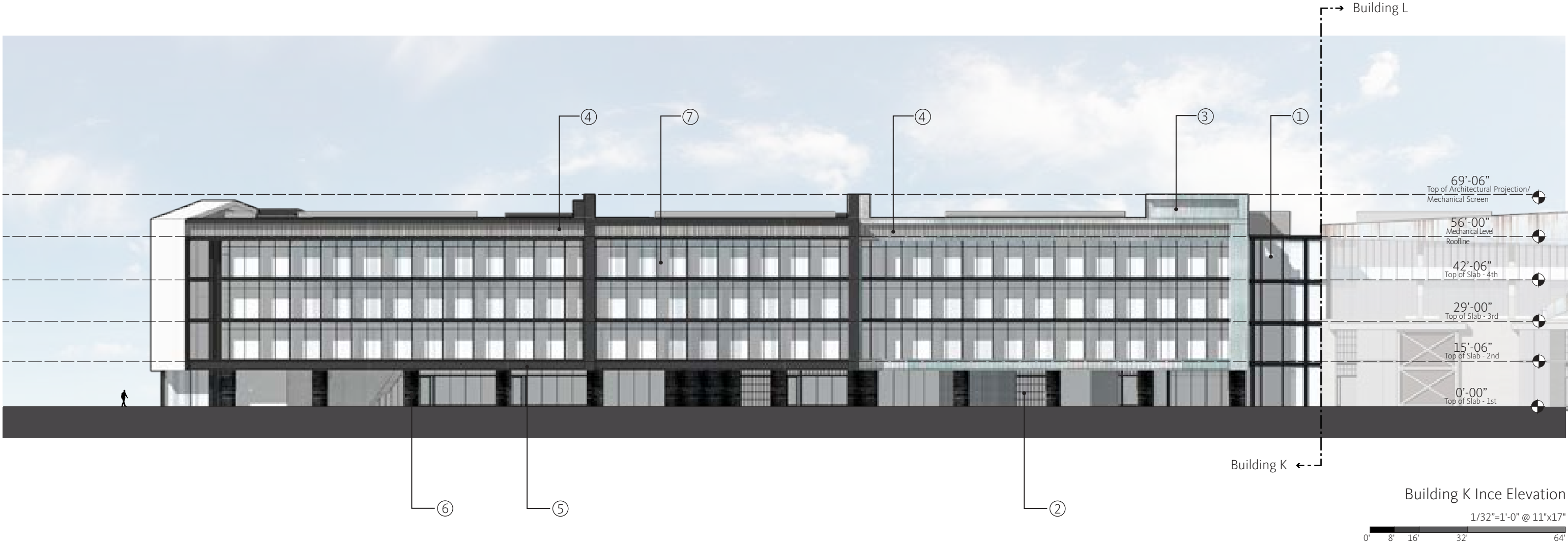
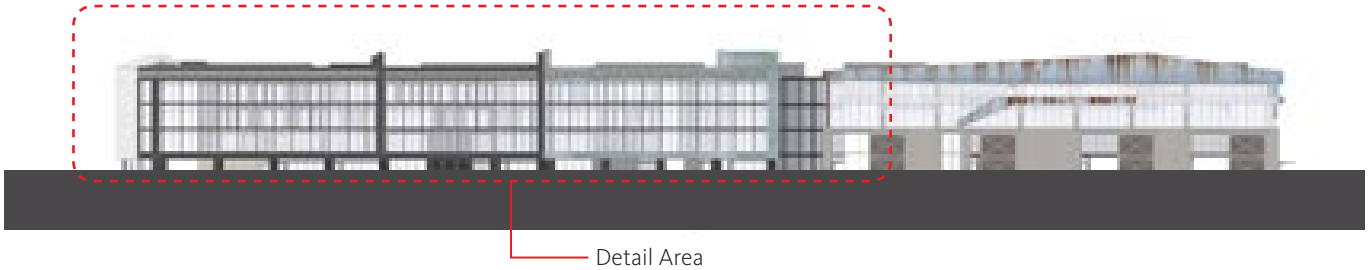
⑥ Painted Brick



⑦ Powder Coated Metal

# BUILDING K

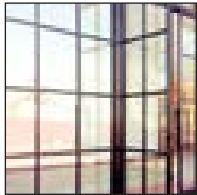
## VAN BUREN ELEVATION



### Materials



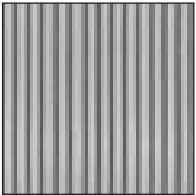
① Glass Type 1



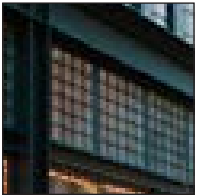
② Glass Type 2



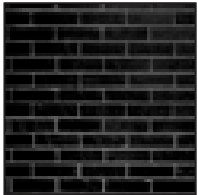
③ Metal Panel



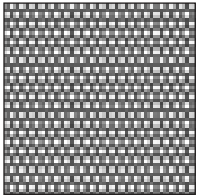
④ Corrugated Metal



⑤ Painted Steel



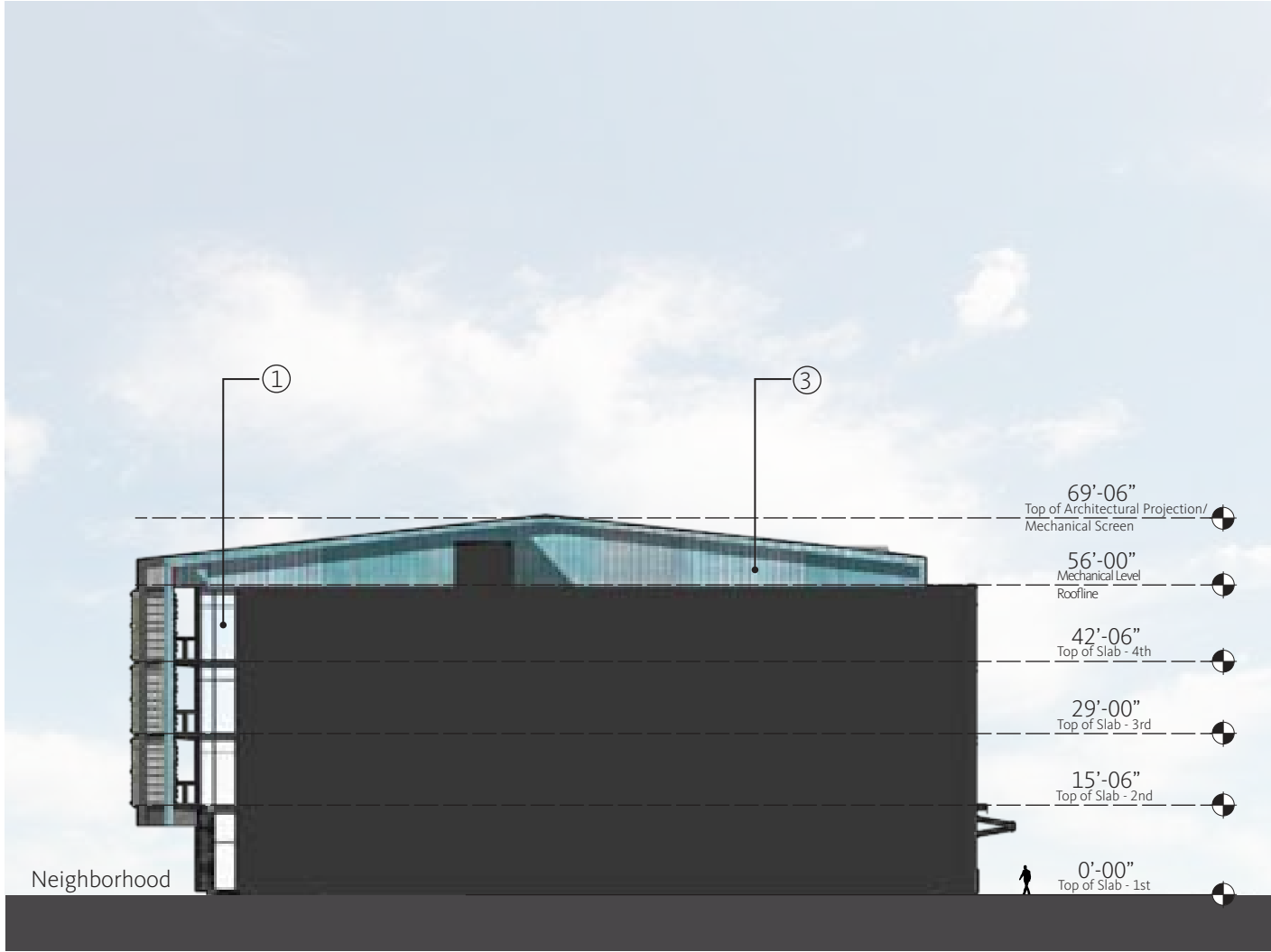
⑥ Painted Brick



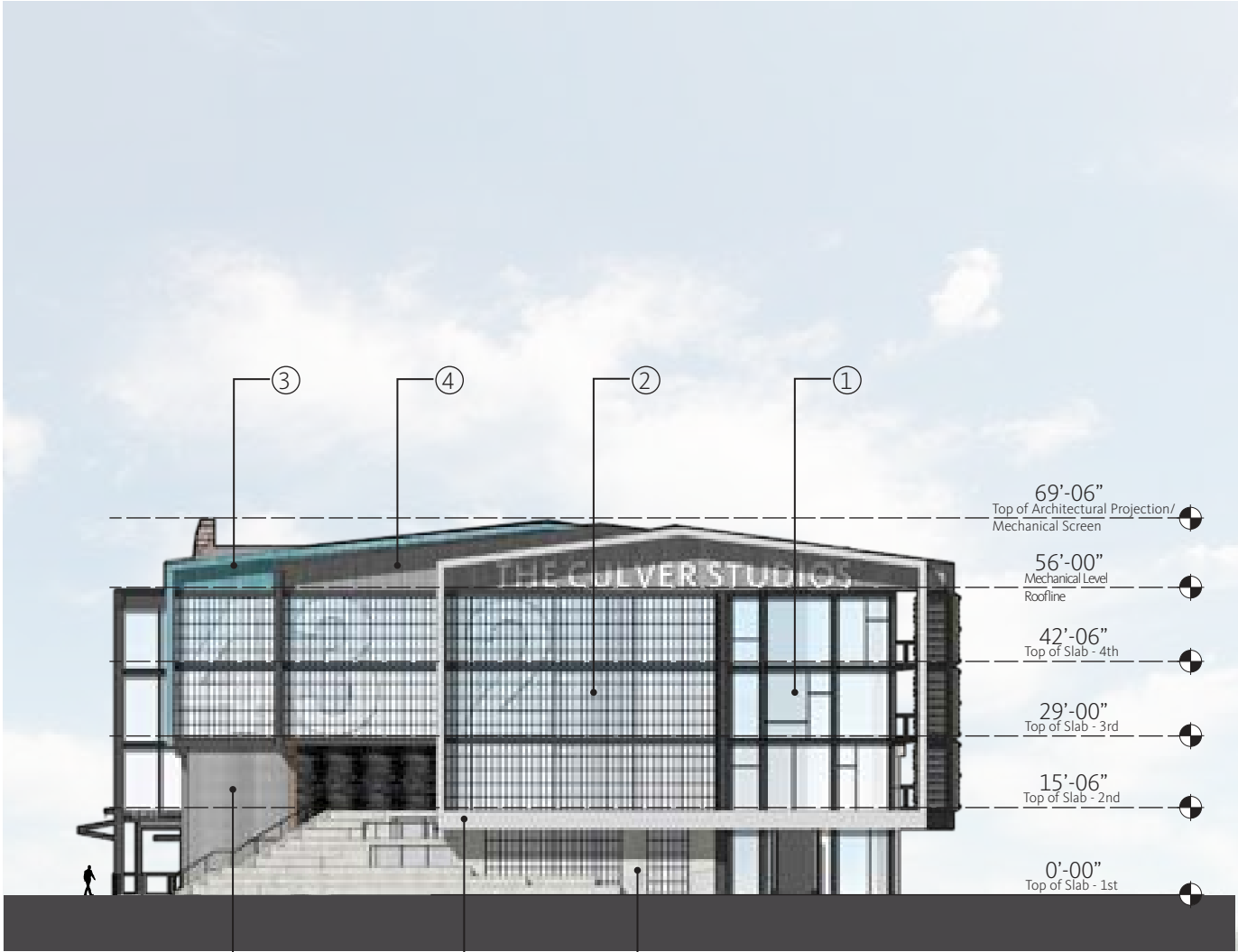
⑦ Perforated Metal

# BUILDING K

## NORTH & SOUTH ELEVATION



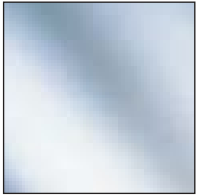
Building K South Elevation  
1/32"=1'-0" @ 11"x17"  
0' 8' 16' 32' 64'



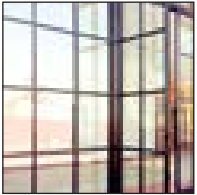
Building K North Elevation  
1/32"=1'-0" @ 11"x17"  
0' 8' 16' 32' 64'



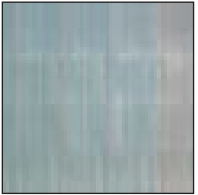
### Materials



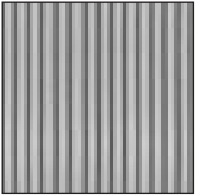
① Glass Type 1



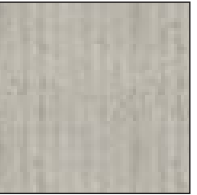
② Glass Type 2



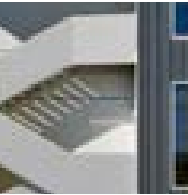
③ Metal Panel



④ Corrugated Metal



⑤ Boardform Concrete /  
Textured Plaster

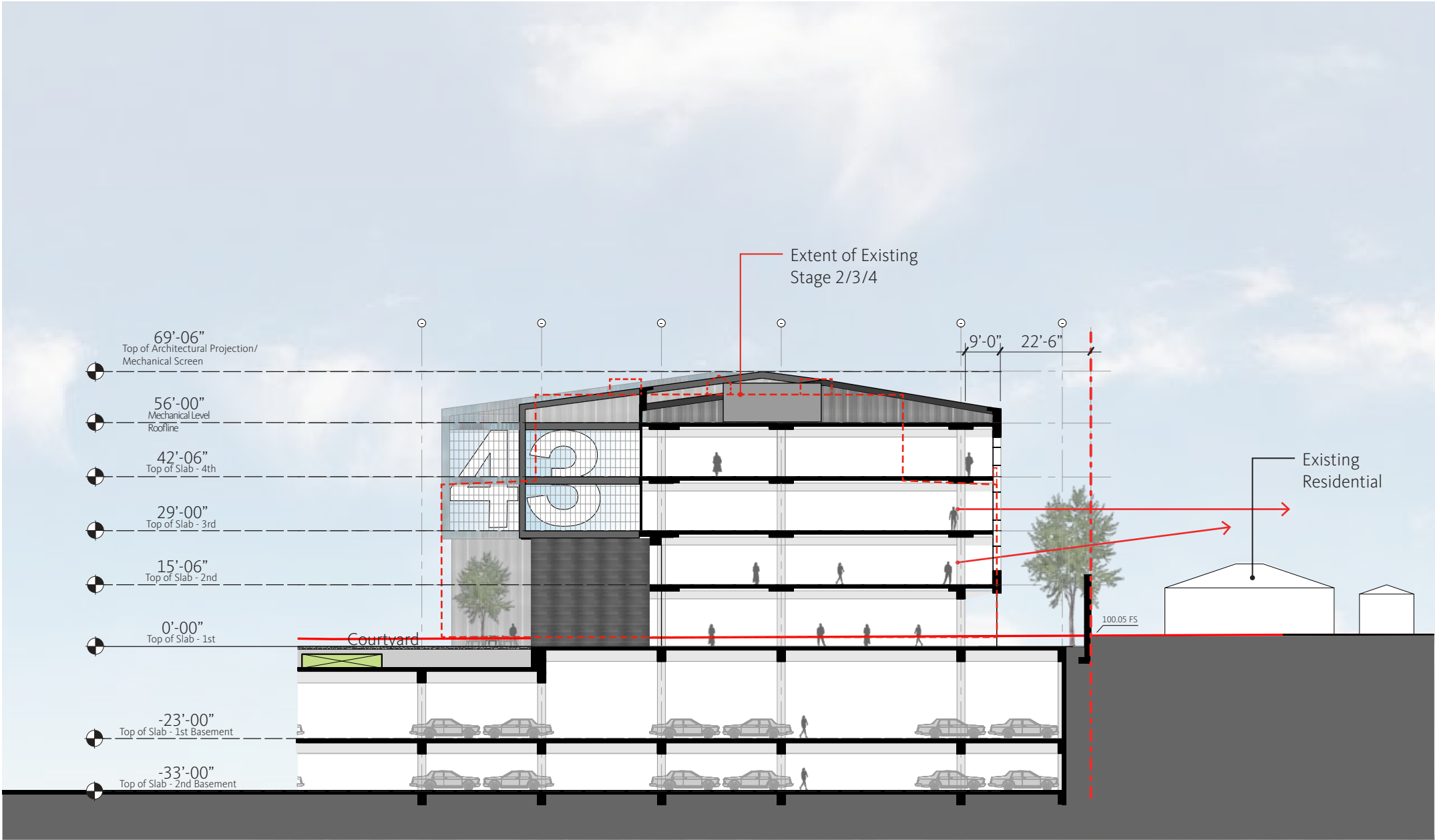


⑥ Powder Coated  
Metal

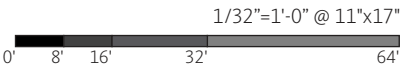


# BUILDING K

## SECTION

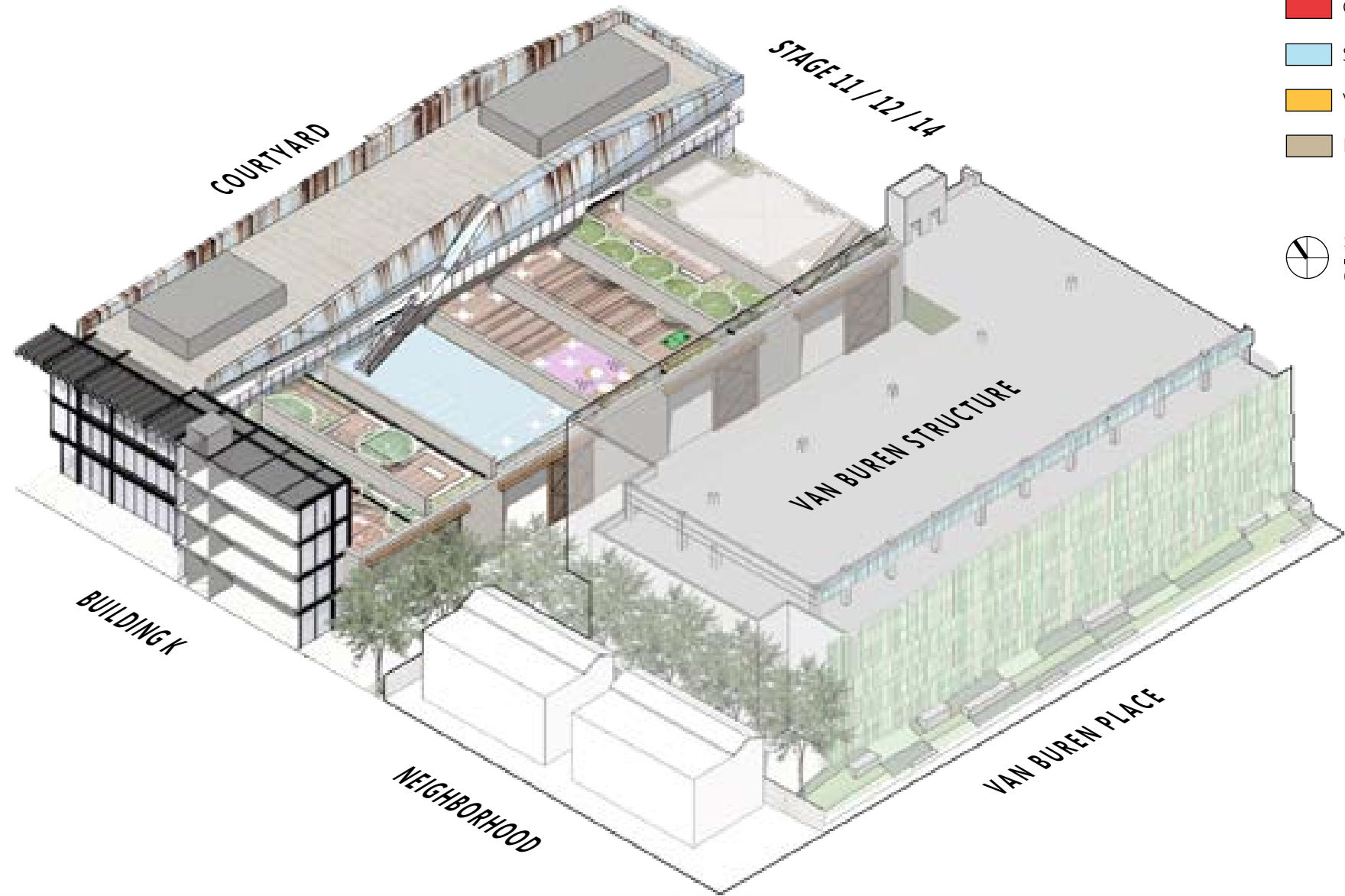


Building K Section



# BUILDING L

## SW AXONOMETRIC



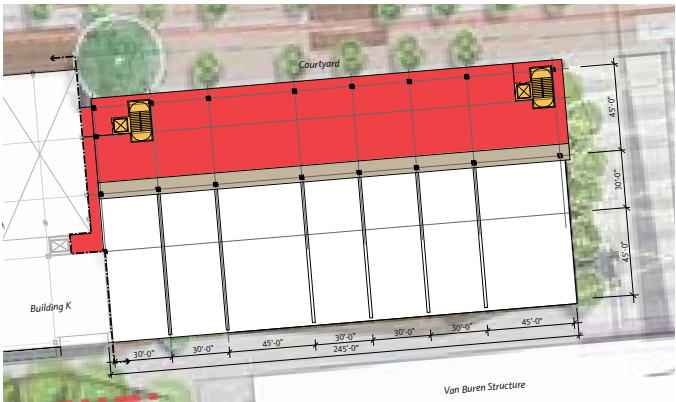
# BUILDING L

## PLANS

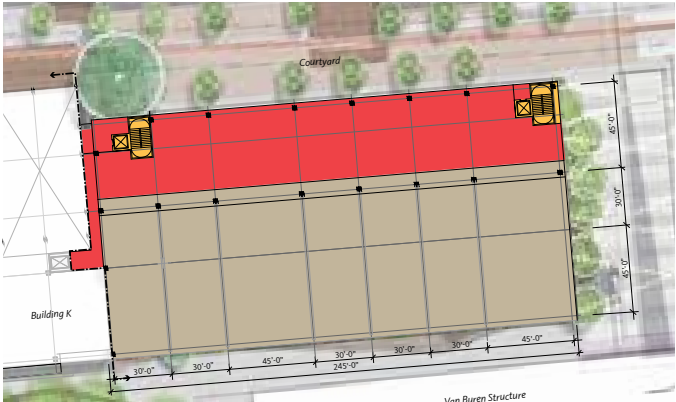
**LEGEND**  
Total Area: 126,100 GSF

- Office
- Stage
- Vertical Circulation
- Patios

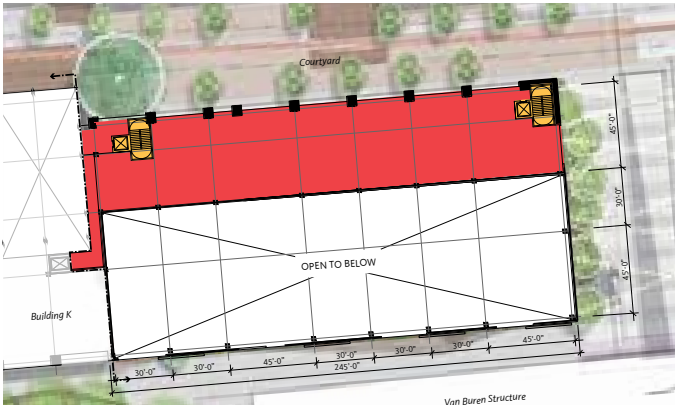
Scale 1"=100'  
0 50 100



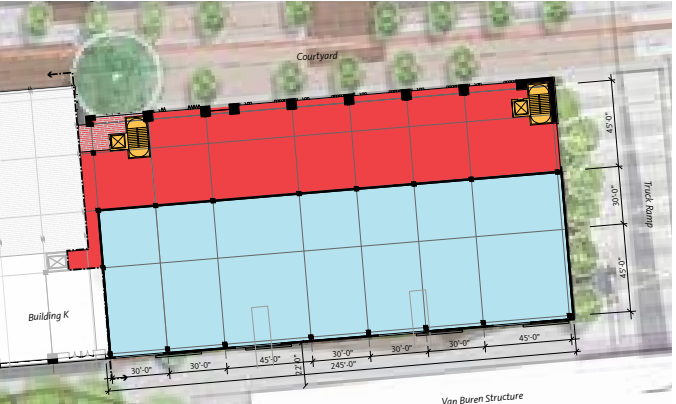
LEVEL 04 FLOOR PLAN



LEVEL 03 FLOOR PLAN



LEVEL 02 FLOOR PLAN



LEVEL 01 FLOOR PLAN

# BUILDING L

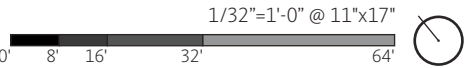
## ROOF

### LEGEND

- Architectural Projection/ Mechanical Screen
- Roof
- Mechanical\*
- Photovoltaic\*\* (845 sf. Required)

\* Final dimension to be determined.  
All mechanical equipment will be screened from public view.

\*\*Final dimension and location to be verified.



### 6.4 BUILDING L

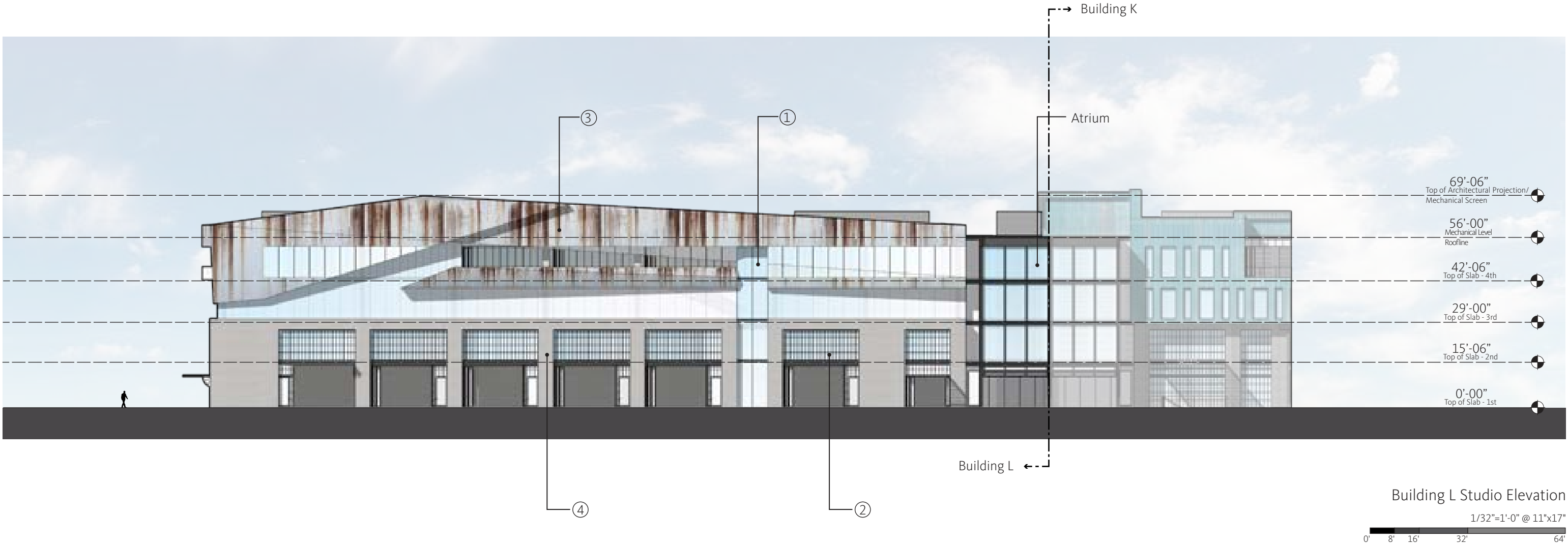
Building L's architectural projection/mechanical screen, as conceptually proposed, is approximately 2,020 square feet or 13.8% of the total roof area. Architectural projection/mechanical screen will not exceed the 15% threshold based on the ratio of Architectural projection/mechanical screen to total roof area.





# BUILDING L

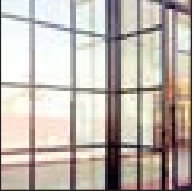
## STUDIO ELEVATION



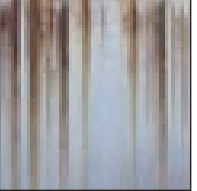
Materials



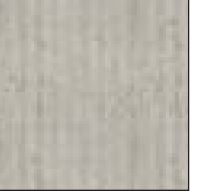
① Glass Type 1



② Glass Type 2



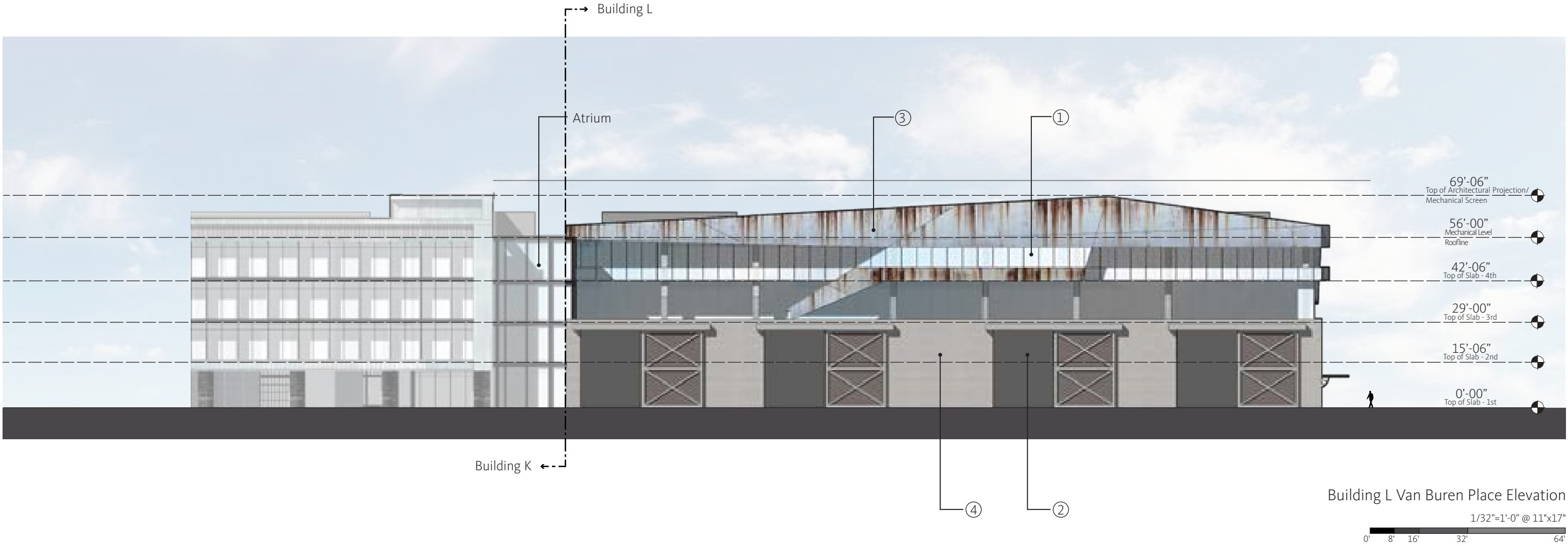
③ Metal Panel



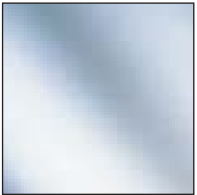
④ Boardform Concrete / Textured Plaster

# BUILDING L

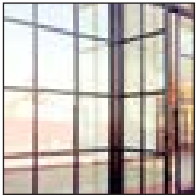
## VAN BUREN ELEVATION



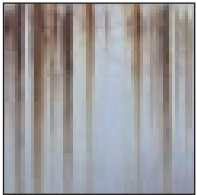
### Materials



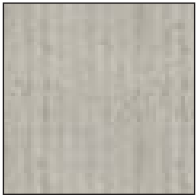
① Glass Type 1



② Glass Type 2



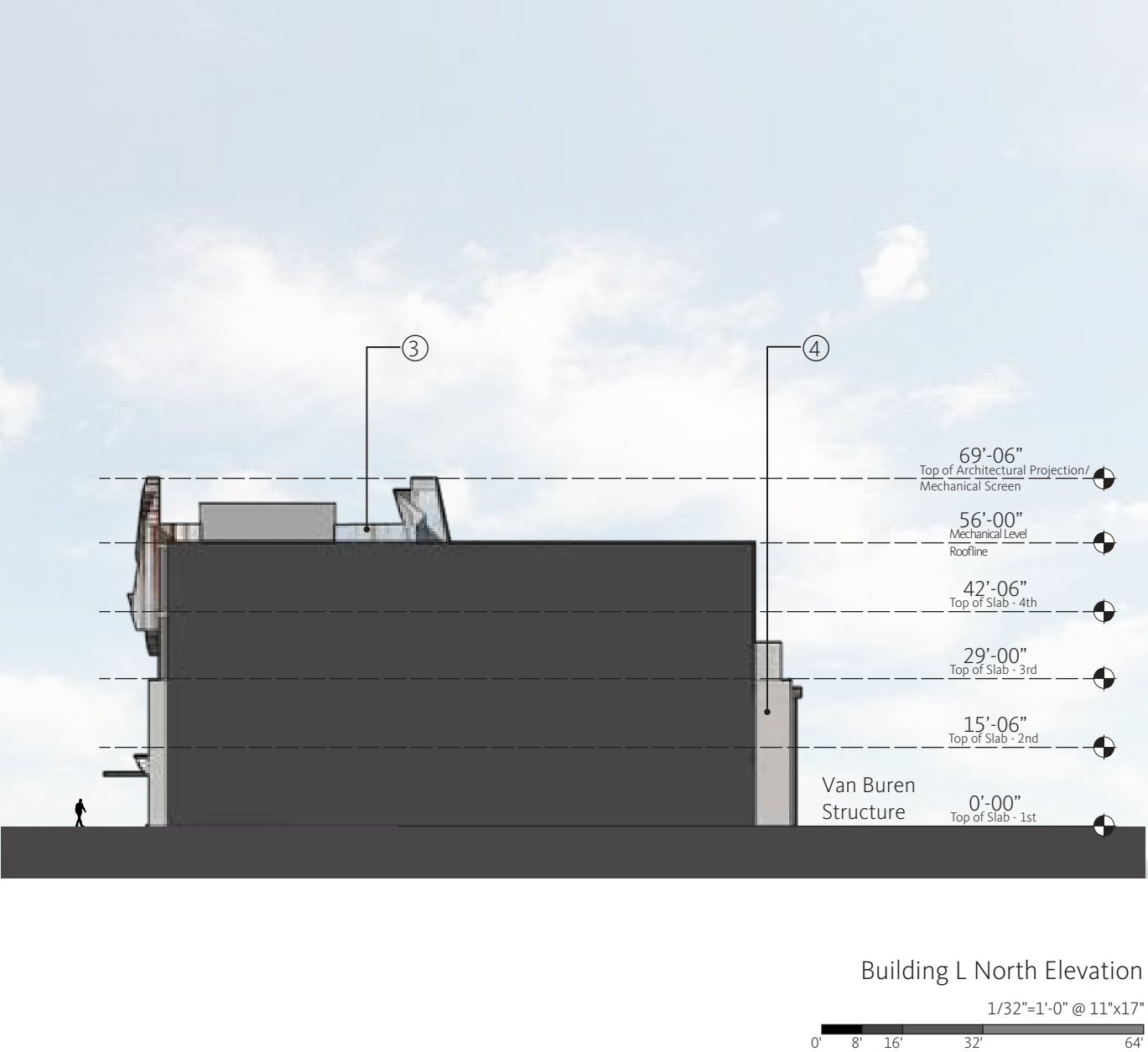
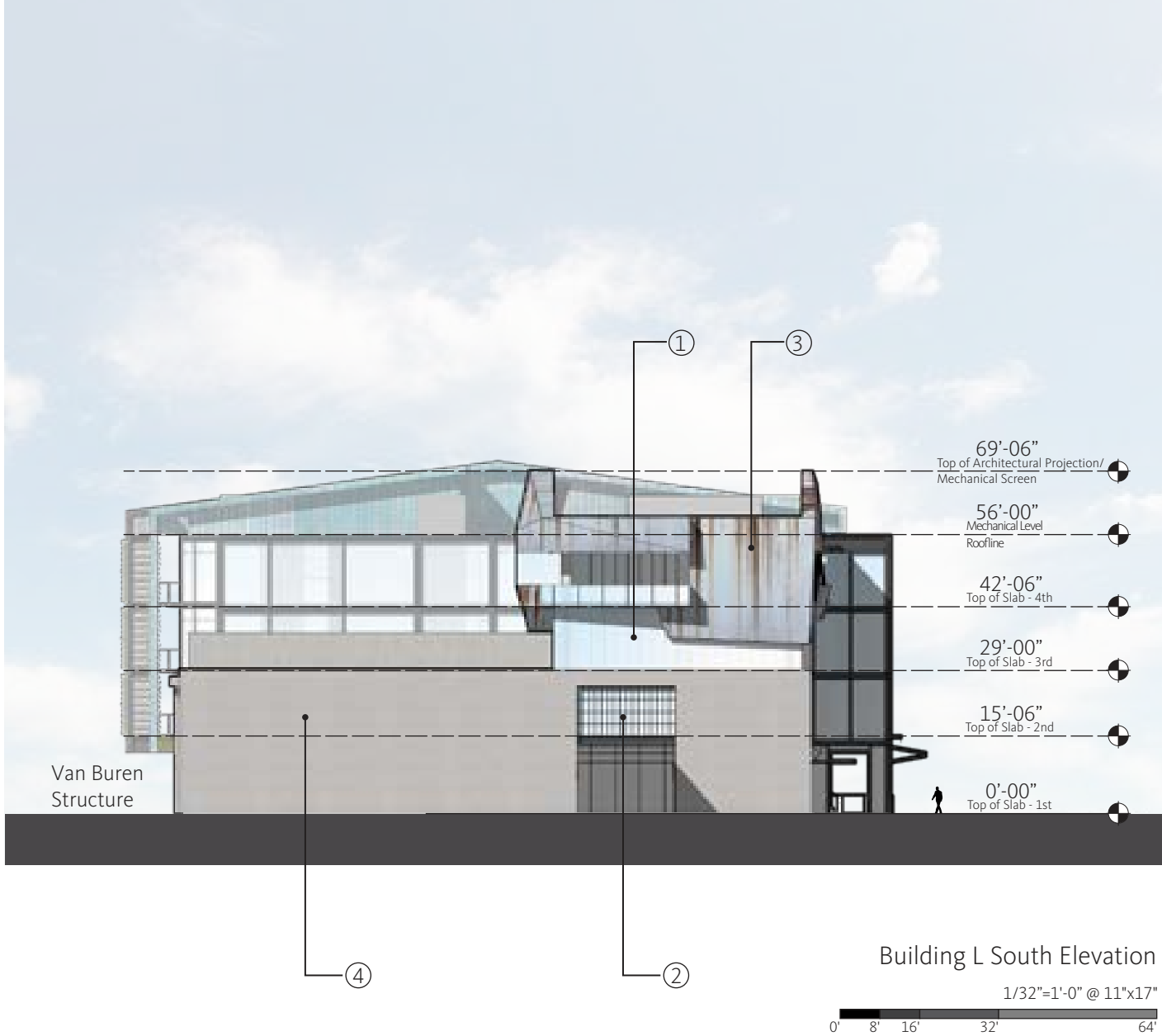
③ Metal Panel



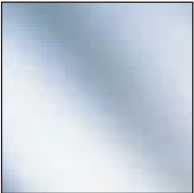
④ Boardform Concrete / Textured Plaster

# BUILDING L

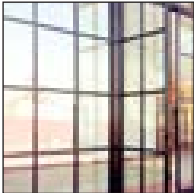
## NORTH & SOUTH ELEVATION



Materials



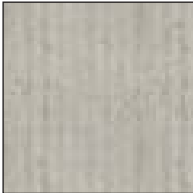
① Glass Type 1



② Glass Type 2



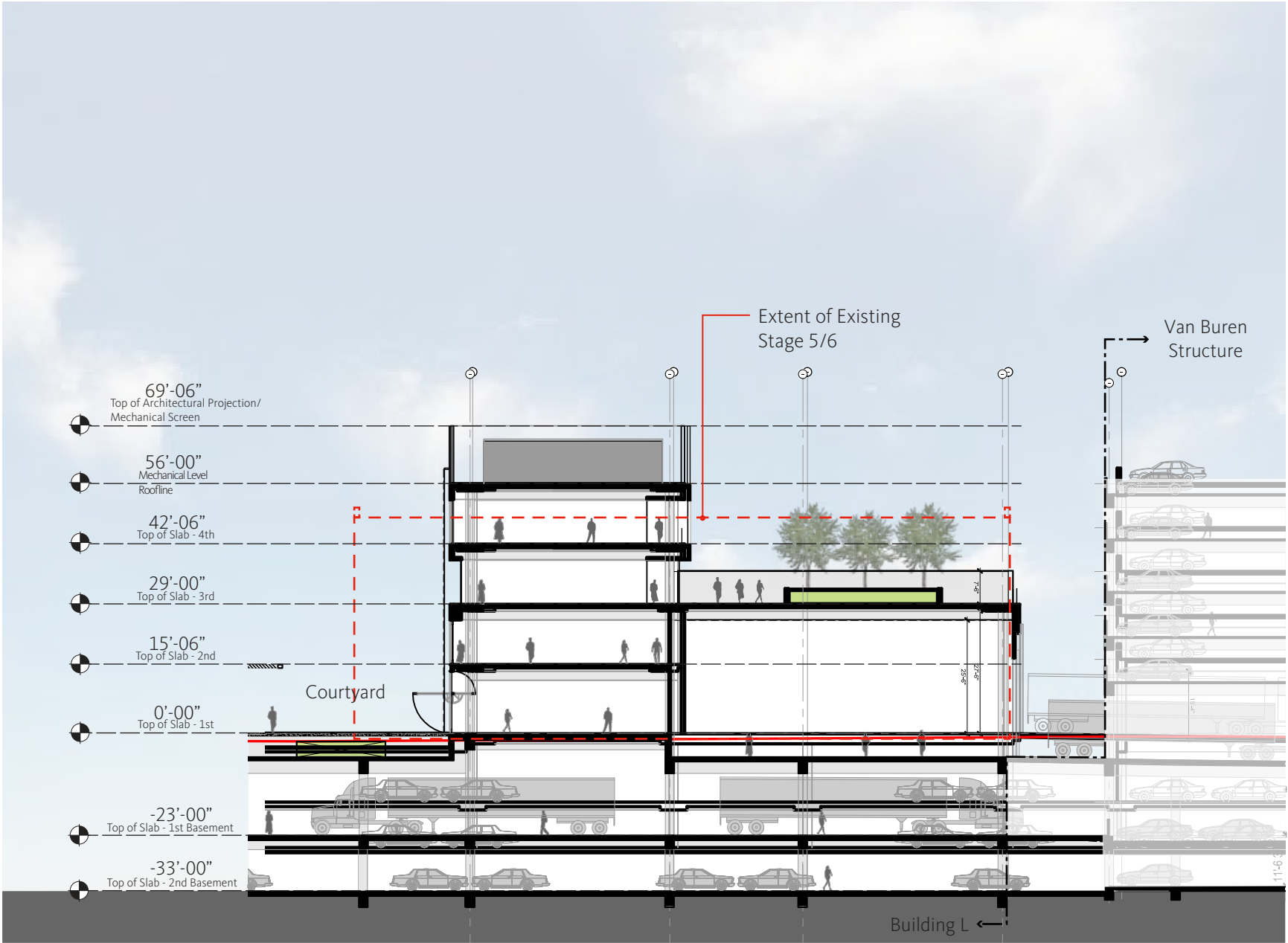
③ Metal Panel



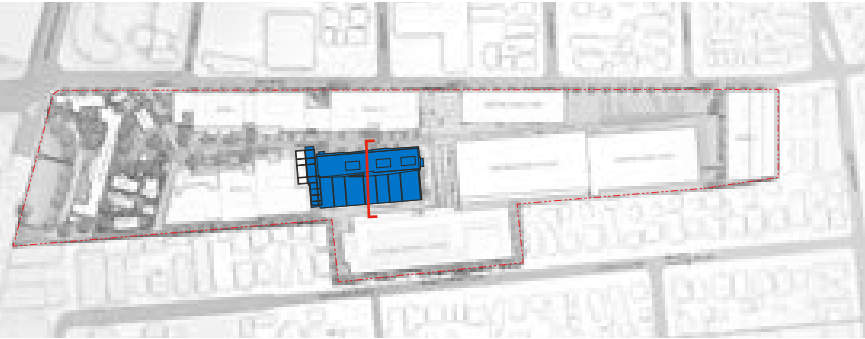
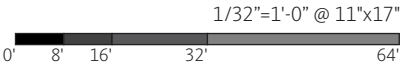
④ Boardform Concrete /  
Textured Plaster



# BUILDING L SECTION

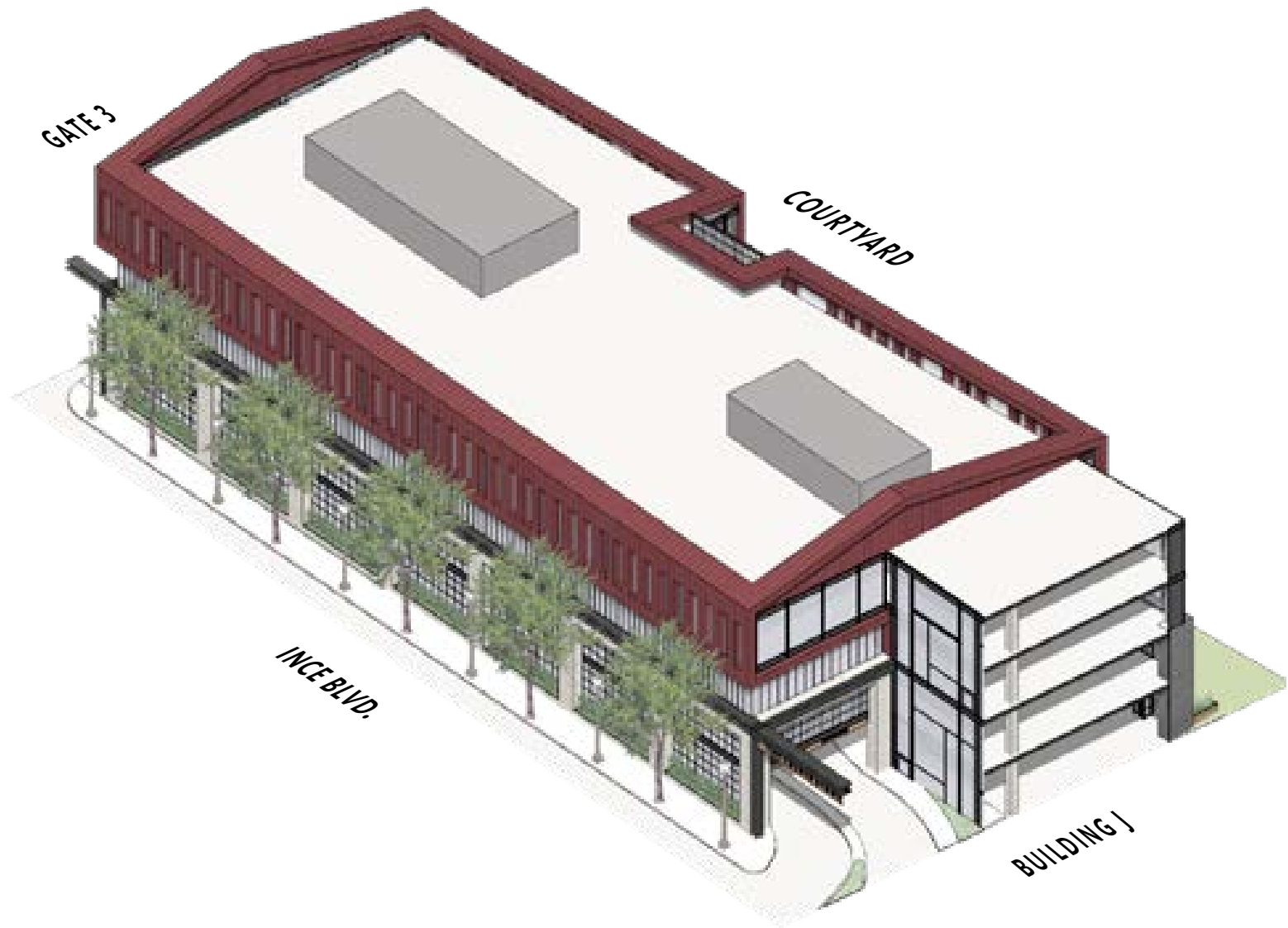


Building L Section



# BUILDING O

## NW AXONOMETRIC

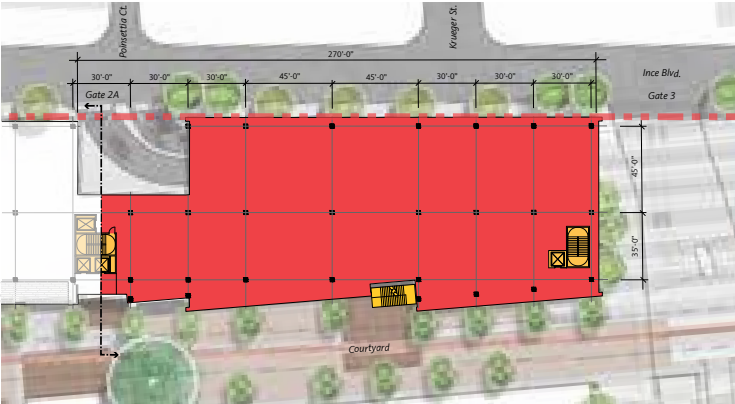
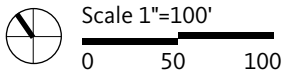


# BUILDING O

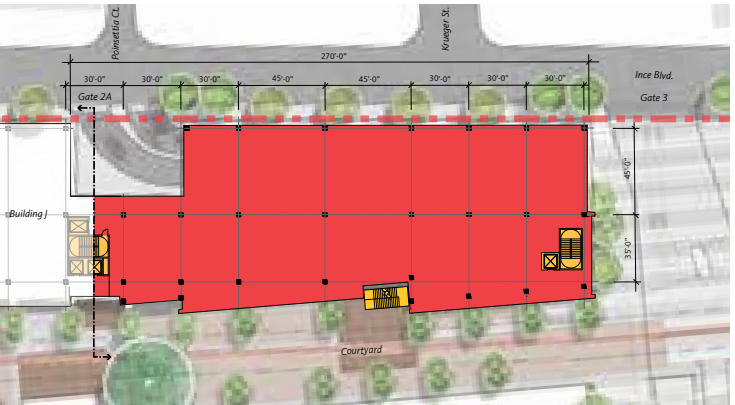
## PLANS

**LEGEND**  
Total Area: 90,400 GSF

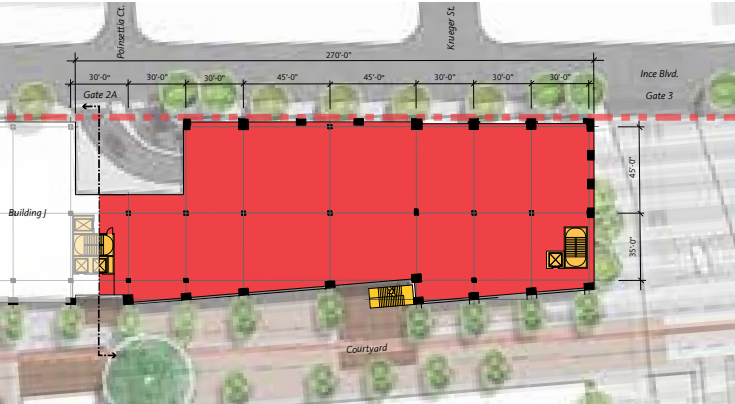
- Office
- Vertical Circulation
- Patios
- Planters / Landscape



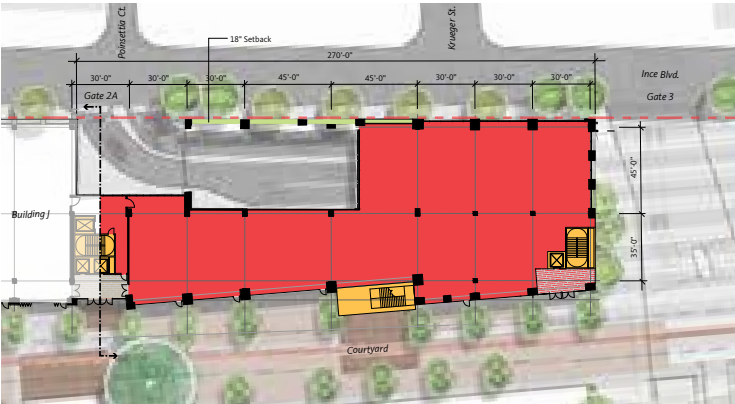
LEVEL 04 FLOOR PLAN



LEVEL 03 FLOOR PLAN



LEVEL 02 FLOOR PLAN



LEVEL 01 FLOOR PLAN

# BUILDING O ROOF

LEGEND

Architectural Projection/ Mechanical Screen

Roof

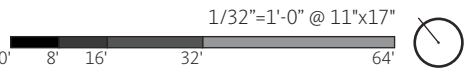
Mechanical\*

Photovoltaic\*\* (606 sf. Required)

Skylight

\* Final dimension to be determined.  
All mechanical equipment will be screened from public view.

\*\*Final dimension and location to be verified.



## 6.5 BUILDING O

Building O's architectural projection/mechanical screen, as conceptually proposed, is approximately 2,593 square feet or 11.6% of the total roof area. Architectural projection/mechanical screen will not exceed the 15% threshold based on the ratio of Architectural projection/mechanical screen to total roof area.



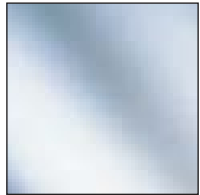


# BUILDING O

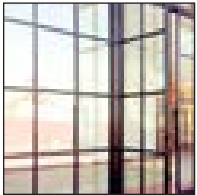
## STUDIO ELEVATION



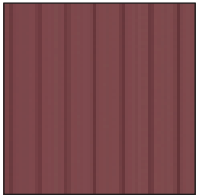
### Materials



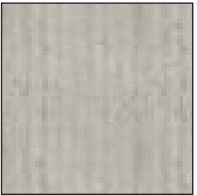
① Glass Type 1



② Glass Type 2



③ Metal Panel



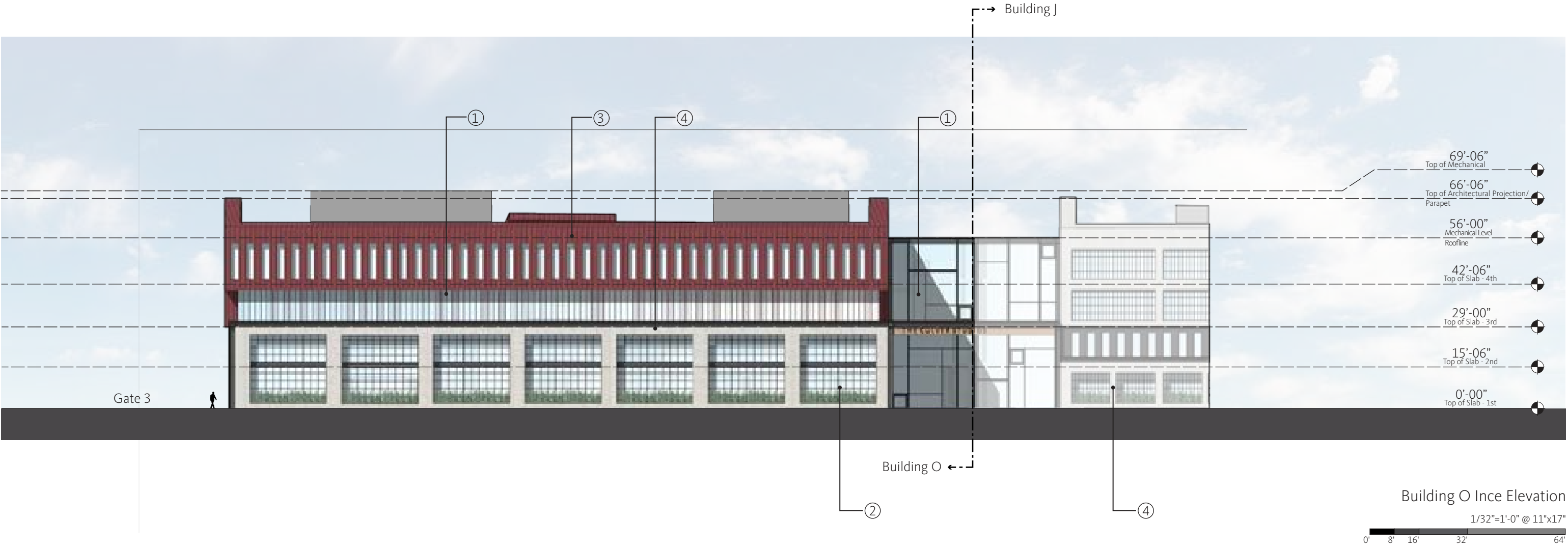
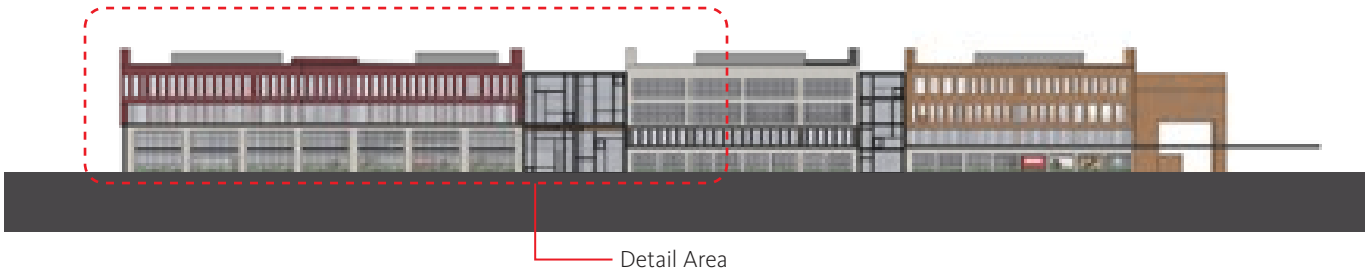
④ Boardform Concrete /  
Textured Plaster



⑤ Textured Metal

# BUILDING O

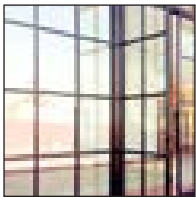
## INCE ELEVATION



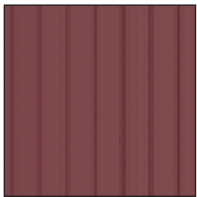
Materials



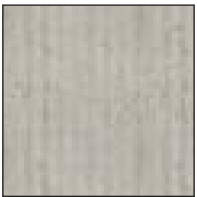
① Glass Type 1



② Glass Type 2



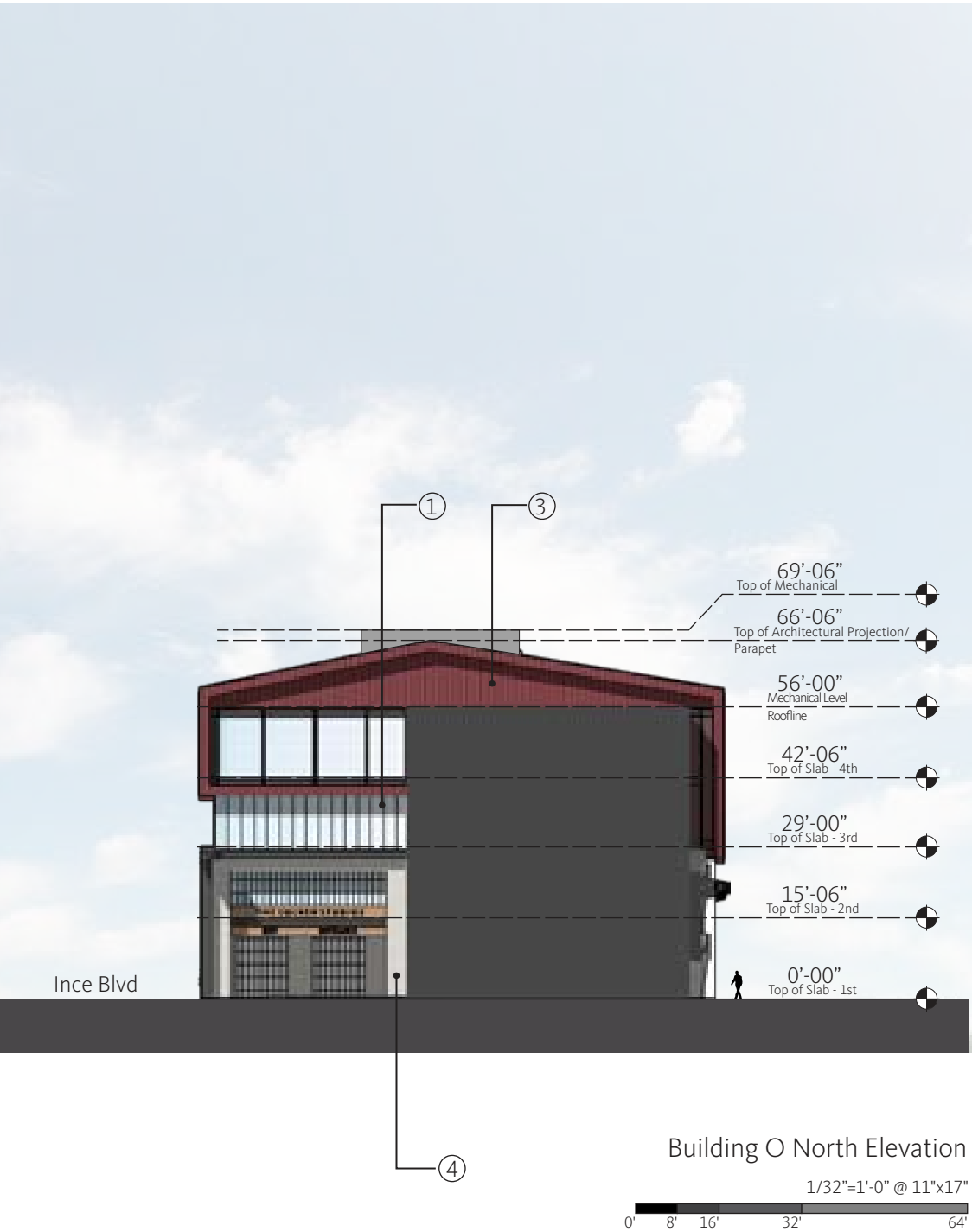
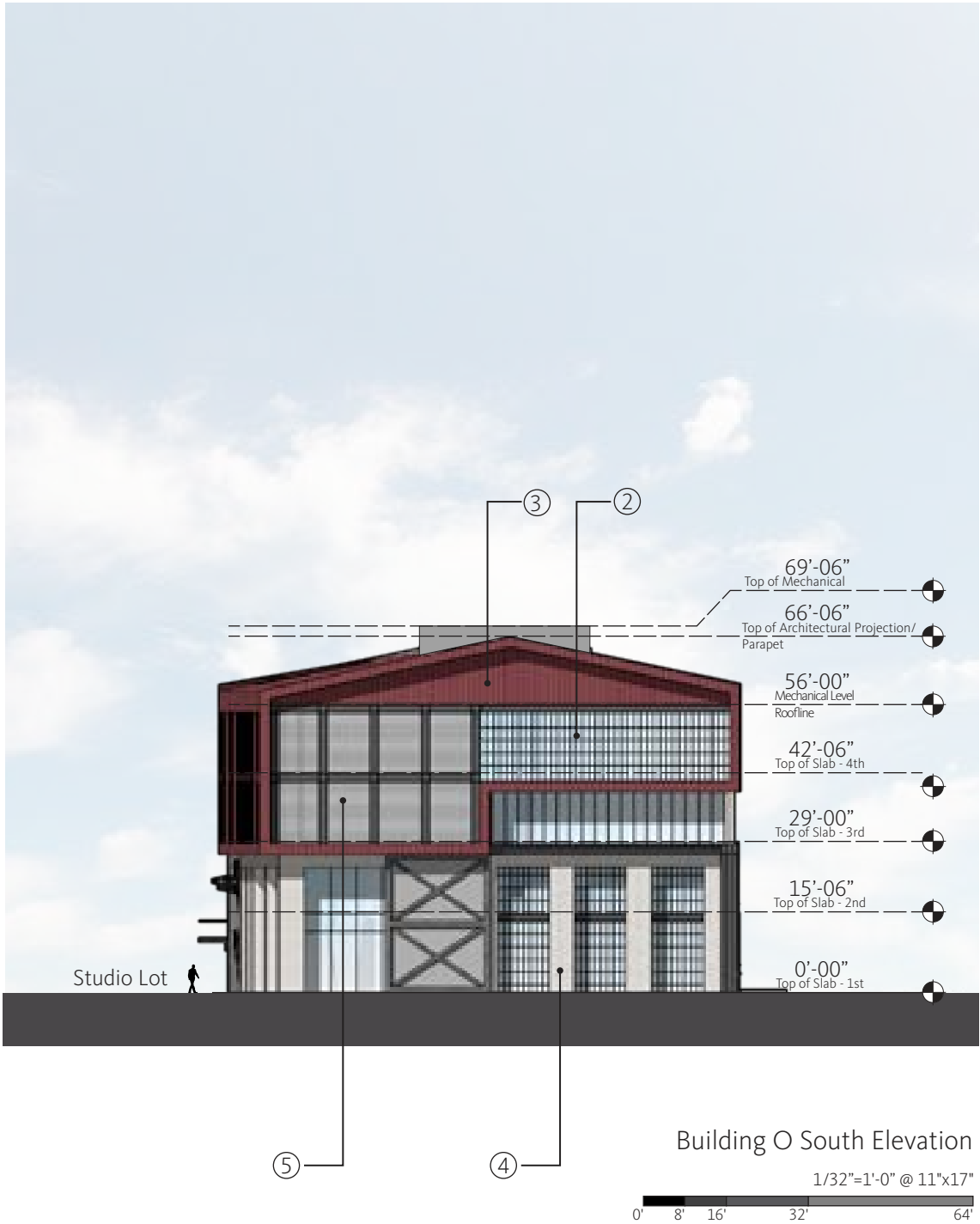
③ Metal Panel



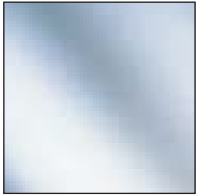
④ Boardform Concrete / Textured Plaster

# BUILDING O

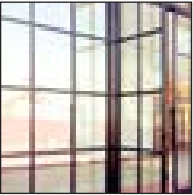
## NORTH & SOUTH ELEVATION



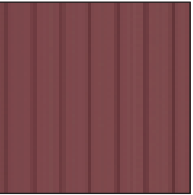
### Materials



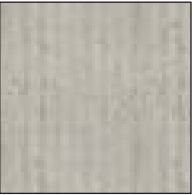
① Glass Type 1



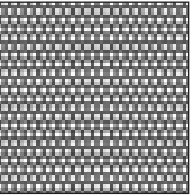
② Glass Type 2



③ Metal Panel



④ Boardform Concrete /  
Textured Plaster

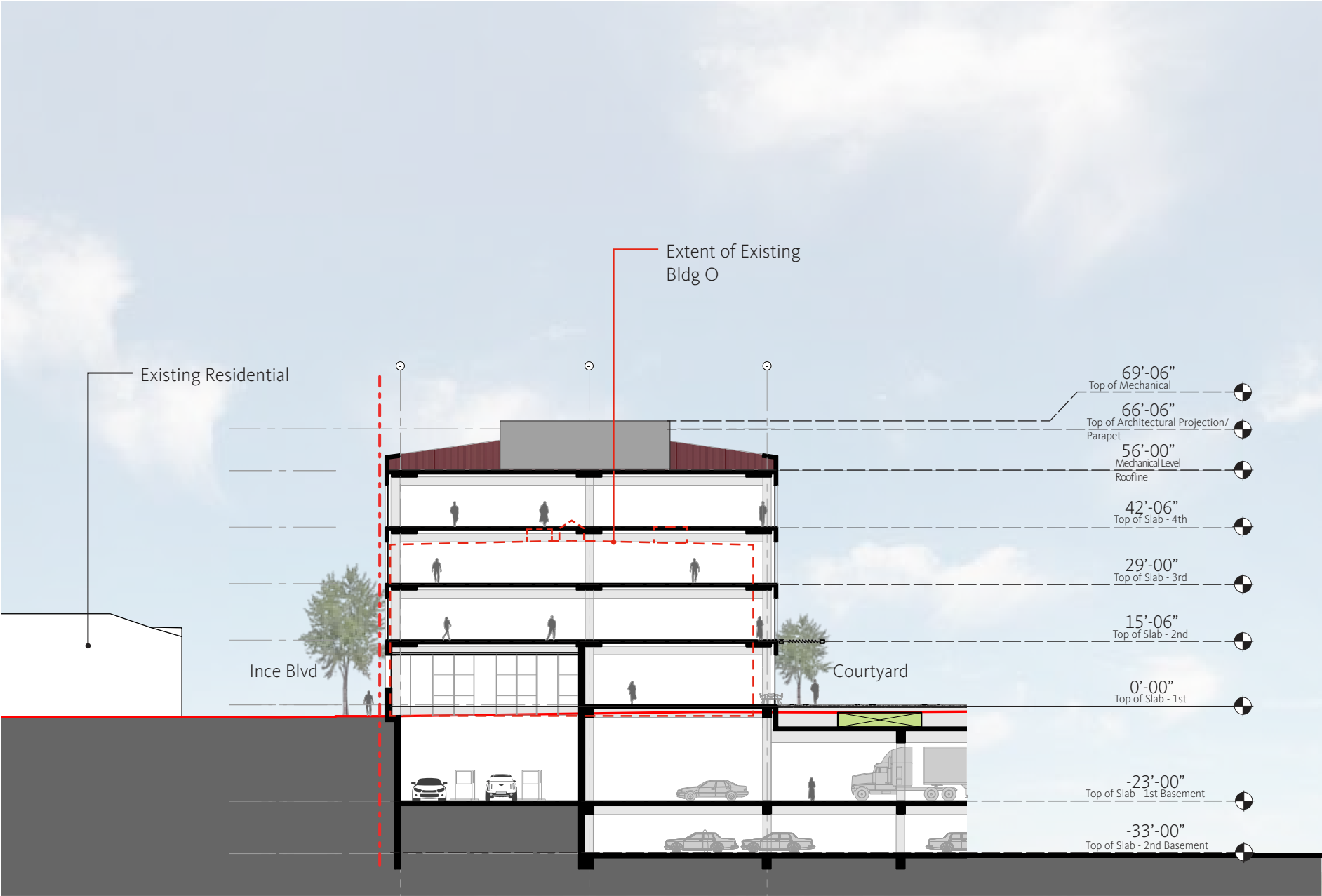


⑤ Perforated Metal

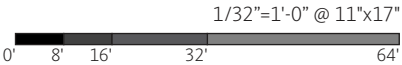


# BUILDING O

## SECTION



Building O Section



# BUILDING Y

## NW AXONOMETRIC



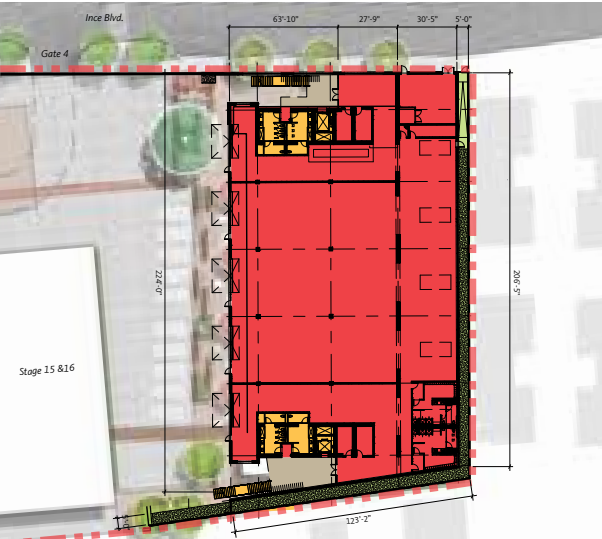
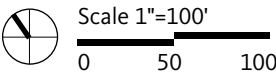
# BUILDING Y

## PLANS

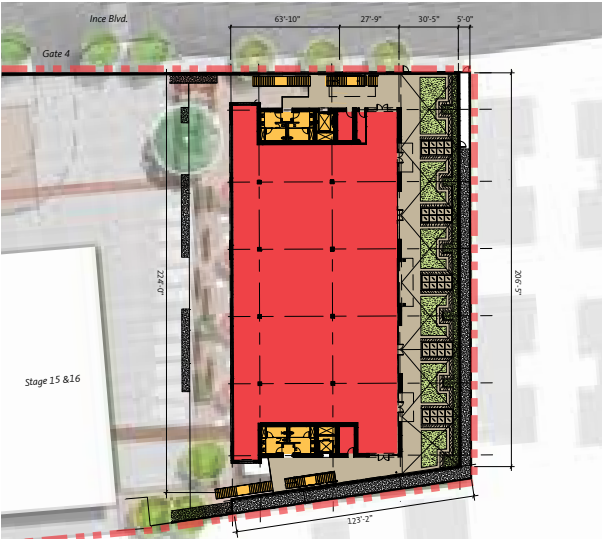
### LEGEND

Total Area: 84,700 GSF

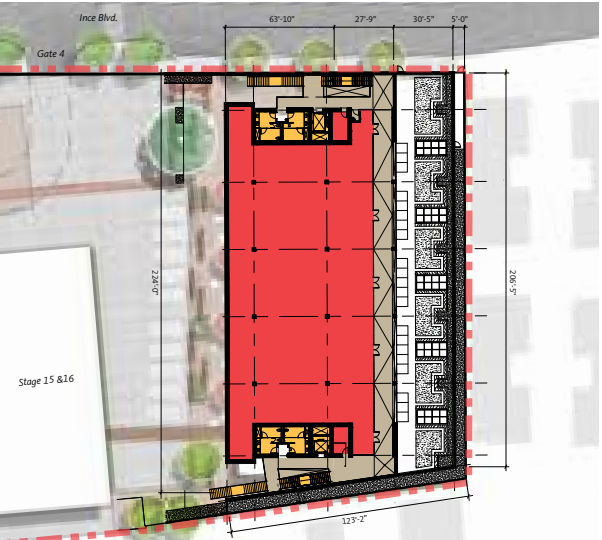
- Office
- Vertical Circulation/ Restrooms
- Patios
- Planters / Landscape



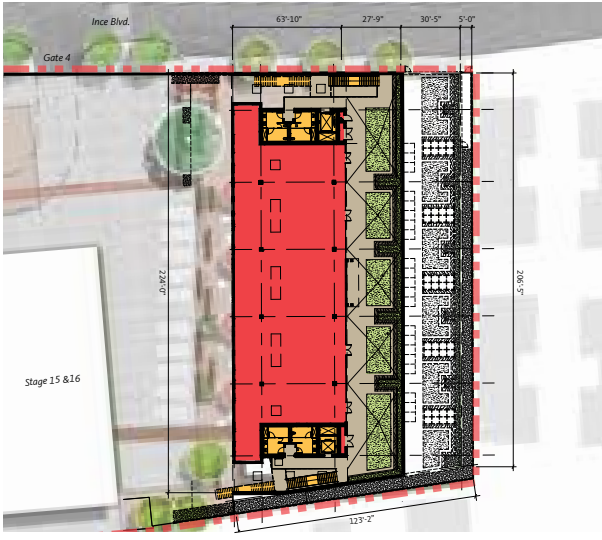
LEVEL 01 FLOOR PLAN



LEVEL 02 FLOOR PLAN



LEVEL 03 FLOOR PLAN

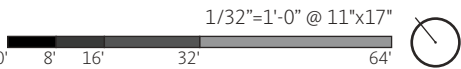


LEVEL 04 FLOOR PLAN

# BUILDING Y ROOF

## LEGEND

- Architectural Projection/ Mechanical Screen
  - Roof
  - Mechanical\*
  - Vertical Circulation/ Restrooms
  - Photovoltaic\*\* (568 sf. Required)
  - Skylight
- \* Final dimension to be determined.  
All mechanical equipment will be screened from public view.
- \*\*Final dimension and location to be verified.



## 6.6 BUILDING Y

Building Y's architectural projection/mechanical screen, as conceptually proposed, is approximately 1,945 square feet or 14.8% of the total roof area. Architectural projection/mechanical screen will not exceed the 15% threshold based on the ratio of Architectural projection/mechanical screen to total roof area.





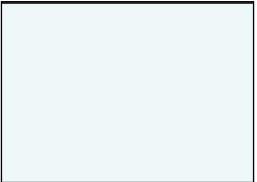
# BUILDING Y

## STUDIO ELEVATION

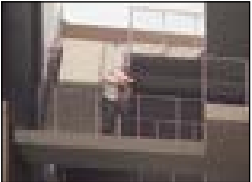
Building Y's west roof wall is angled away from the property line to allow more sunlight and viewable sky on the neighboring properties.



### Materials



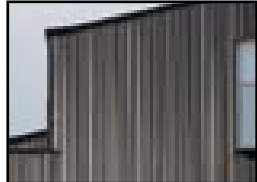
① Glass Type 1



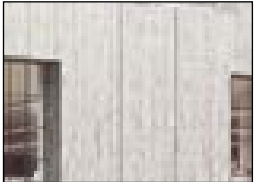
② Railing



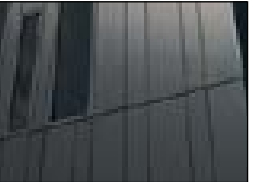
③ Steel Windows & Doors



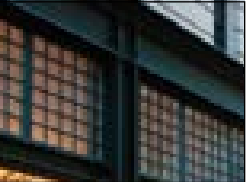
④ Corrugated Metal



⑤ Board Formed Concrete / Textured Plaster



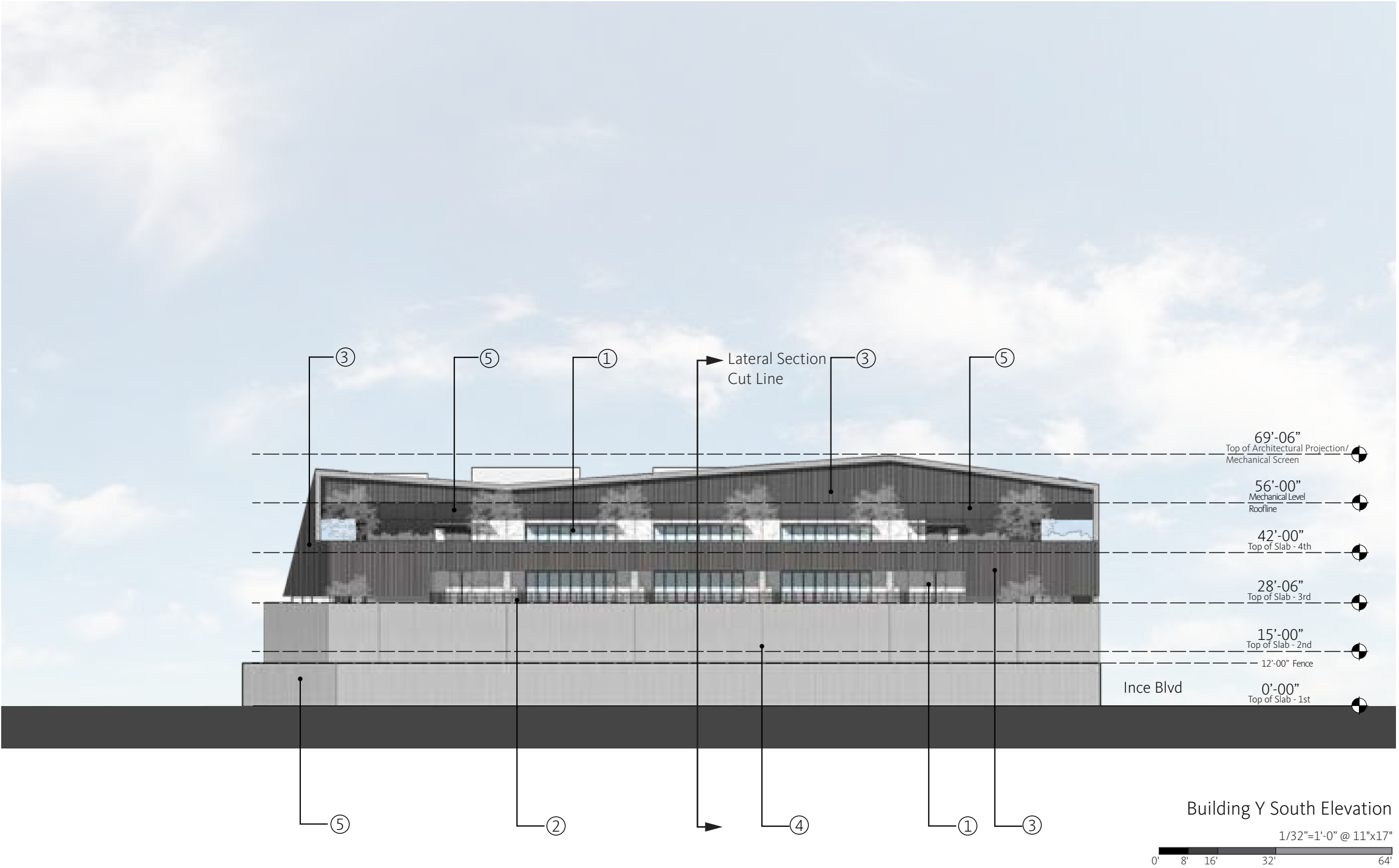
⑥ Metal Panel



⑦ Painted Steel

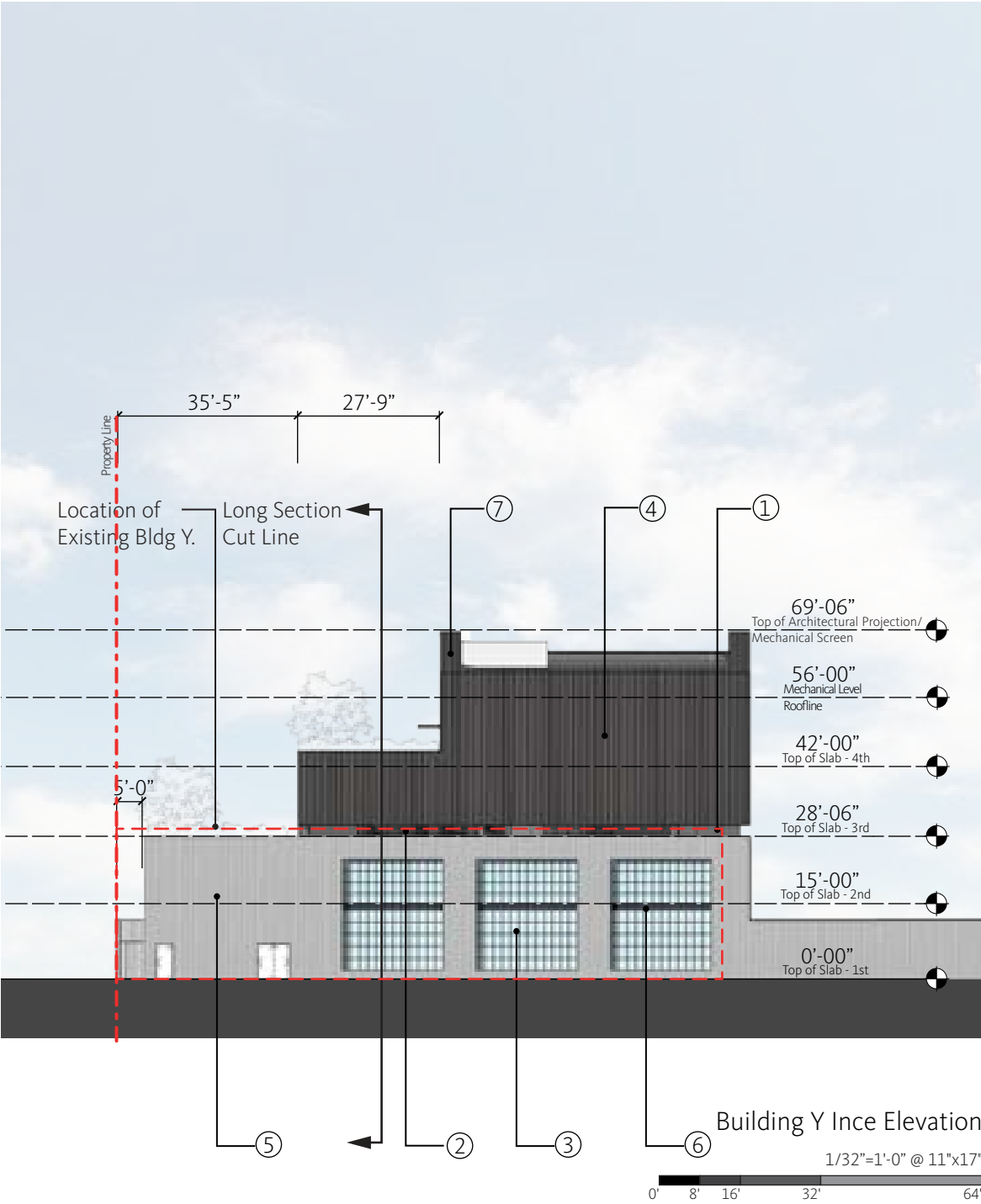
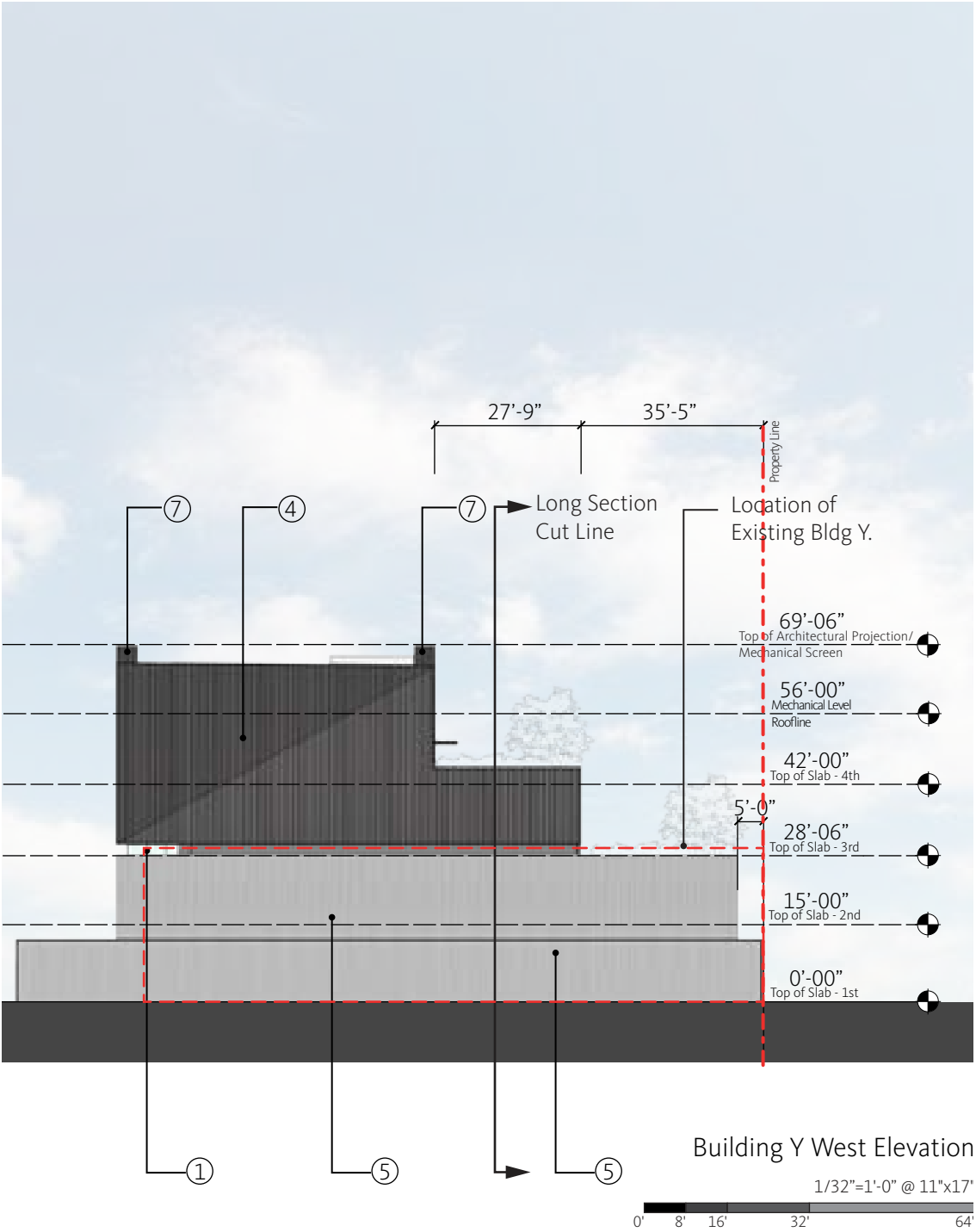
# BUILDING Y

## SOUTH ELEVATION



# BUILDING Y

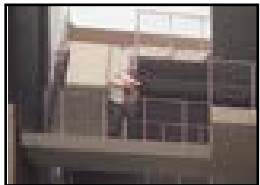
## WEST & INCE ELEVATION



### Materials



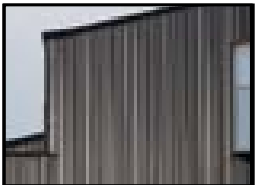
① Glass Type 1



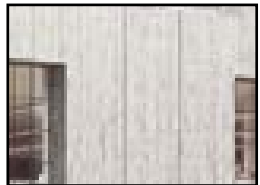
② Railing



③ Steel Windows & Doors



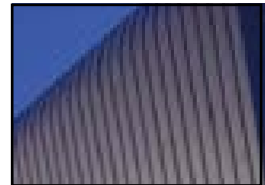
④ Black Corrugated Metal



⑤ Board Formed Concrete



⑥ Painted Steel

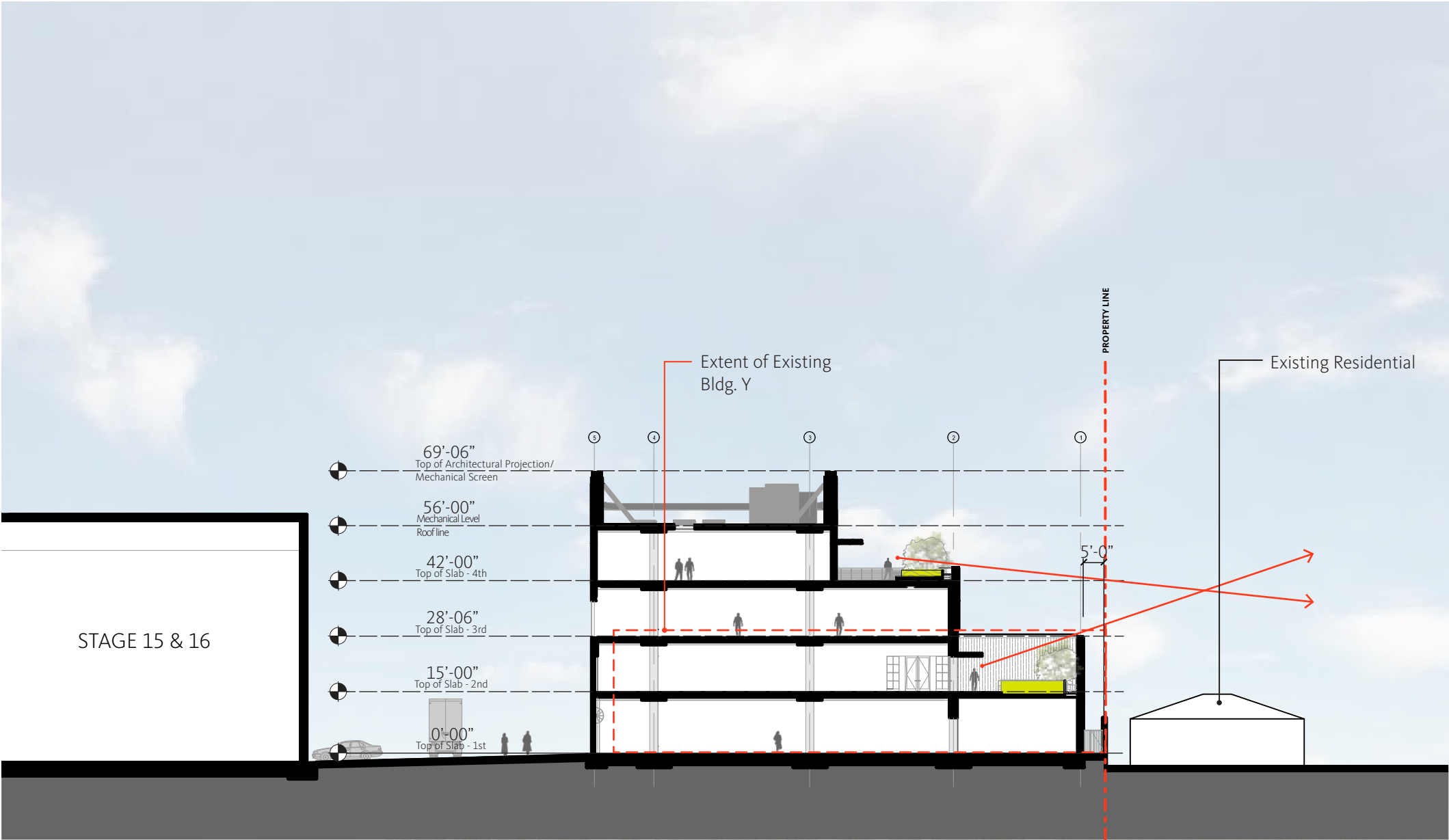


⑦ Standing Seam Metal

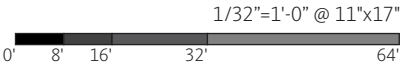


# BUILDING Y

## LATERAL SECTION



Building Y Section



# SHADE & SHADOW OVERVIEW

## 6.7 SHADE & SHADOW

The Project would modify the height of existing structures on the Project Site, which could introduce new or increased shade/shadow effects on adjacent shade-sensitive uses. In order to determine the extent of the shading from these uses, shading diagrams were prepared to indicate the shading patterns that would occur during the times specified in the City of L.A. CEQA (California Environmental Quality Act)Thresholds Guide. Culver City does not have specific shade/shadow thresholds. Thus, the City defers to guidance from the City of L.A. CEQA Thresholds Guide (2006).

According to the City of L.A.’s CEQA Thresholds Guide, significant shading impacts would occur if a shade-sensitive use is shaded for more than three consecutive hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (PST) from mid-November through mid-March, or for more than four consecutive hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (PDT) from mid-March through mid-November. Uses that would be sensitive to shading impacts include “routinely usable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as

pedestrian oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. These uses are considered sensitive because sunlight is important to function, physical comfort, or commerce.

As illustrated by the shading diagrams for the Project contained in this Comprehensive Plan, shadows for all other times of the year can be interpolated between the four seasons and would not exceed the shadows identified as occurring at these four points in time. Shadow lengths, based on the Project’s building heights, are identified for specific times of the day and vary according to the season of the year. In the Project area, sensitive receptor sites include outdoor areas associated with single-family and multi-family residences to the east and west of the existing on-site parking structure on the north side of Van Buren Place, as well as the multi-family residences to the north of Ince Boulevard. No other uses, including various industrial and warehouse uses surrounding the site, are considered shade-sensitive uses.



# PROPOSED SITE PLAN



# SHADE & SHADOW

## WINTER SOLSTICE (DECEMBER 21)

The shading diagrams for winter solstice conditions, which is based on the Project's height and mass, depicts the shading pattern that would be created by the Project's structural components.

Existing Shadow

Proposed Shadow

86 | THE CULVER STUDIOS

**9:00 AM**



**12:00 PM**



**3:00 PM**



# SHADE & SHADOW

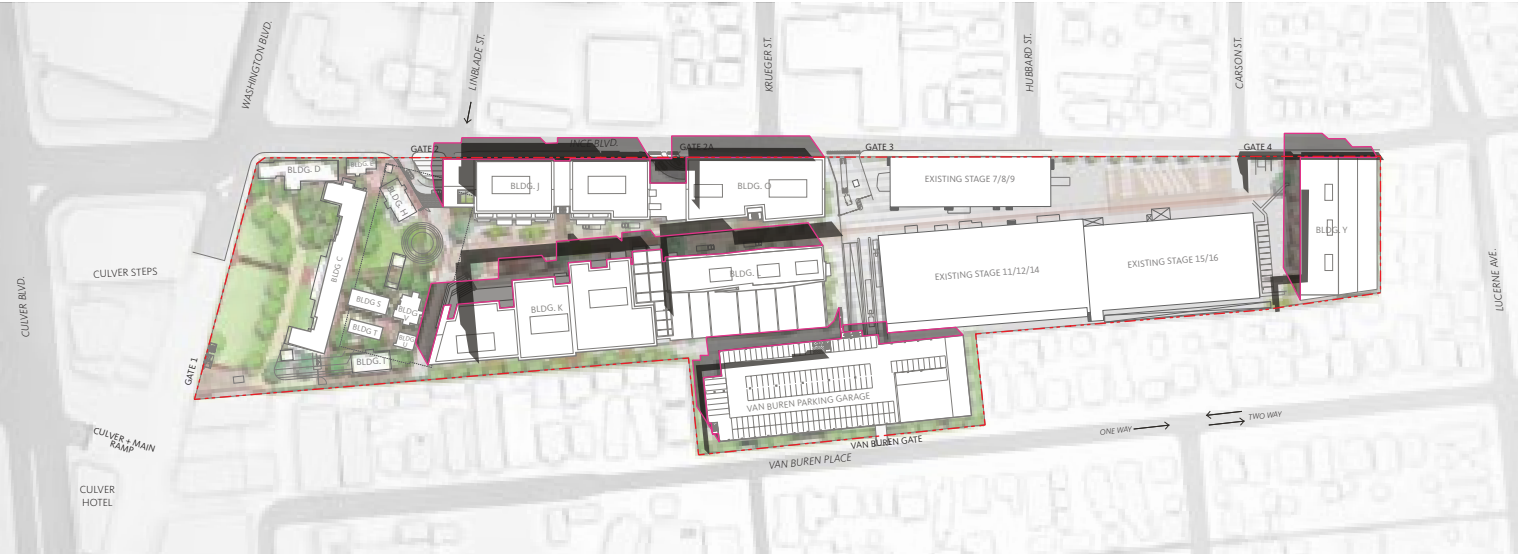
## SPRING EQUINOX (MARCH 21)

The shading diagrams contained in the Comprehensive Plan for the Project illustrate future shade conditions during the spring.

9:00 AM



12:00 PM



3:00 PM



Existing Shadow  
Proposed Shadow



# SHADE & SHADOW

## SUMMER SOLSTICE

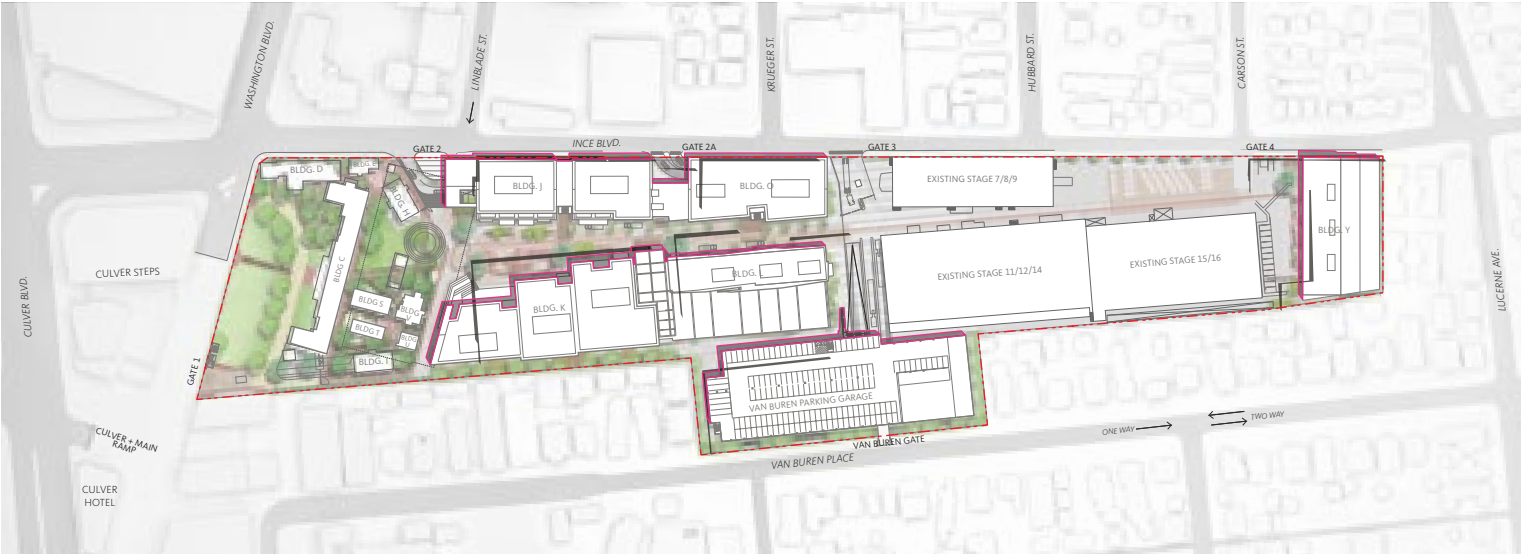
### (JUNE 21)

The shading diagrams contained in the Comprehensive Plan for the Project illustrate future shadow conditions during the summer solstice.

9:00 AM



12:00 PM



3:00 PM



- Existing Shadow
- Proposed Shadow

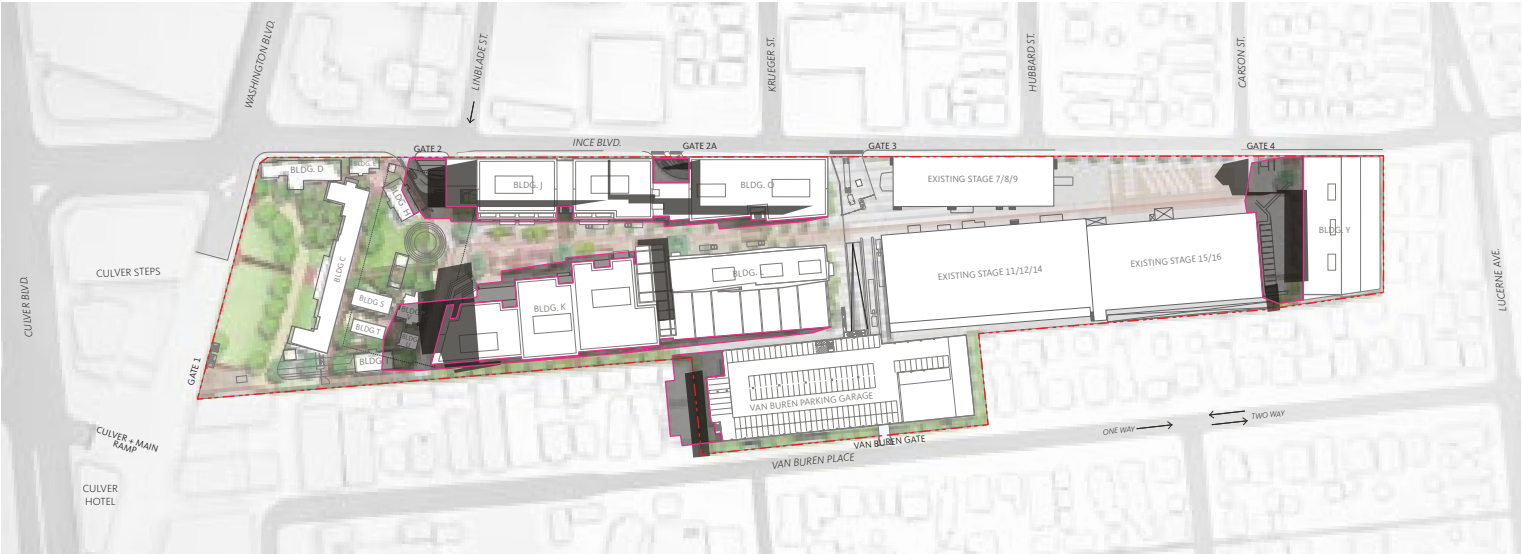


# SHADE & SHADOW

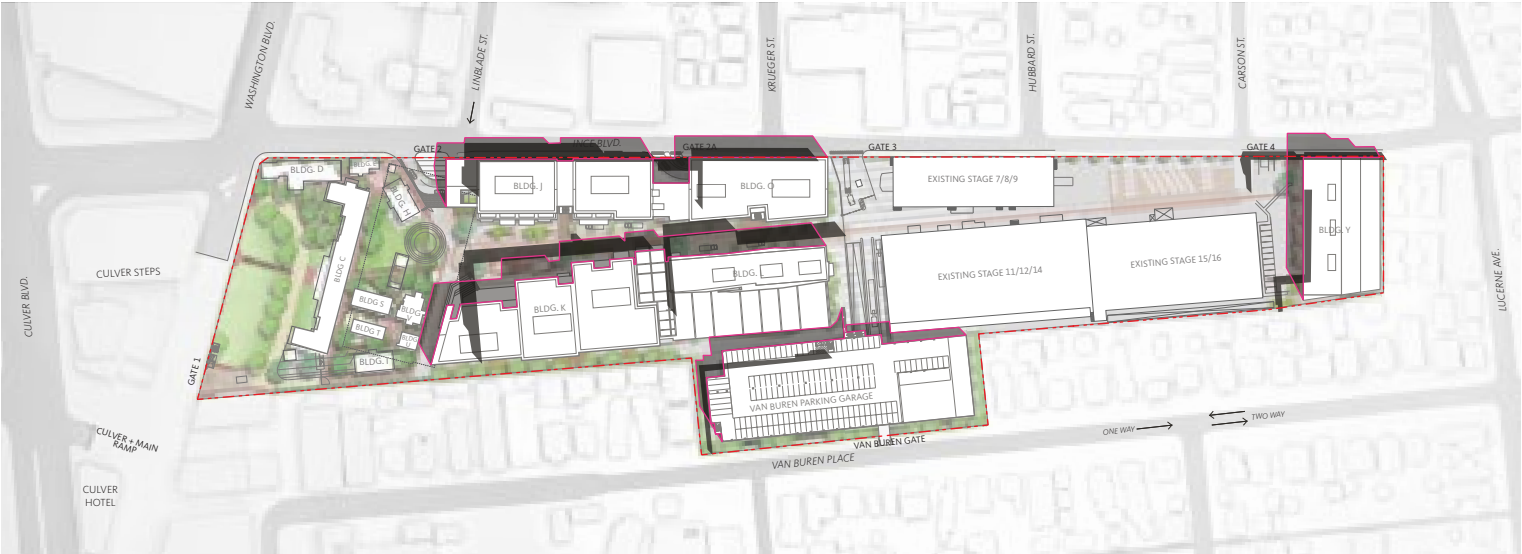
## FALL EQUINOX (SEPTEMBER 21)

The shading diagrams contained in the Comprehensive Plan for the Project illustrate future shade conditions during the fall equinox.

9:00 AM



12:00 PM



3:00 PM



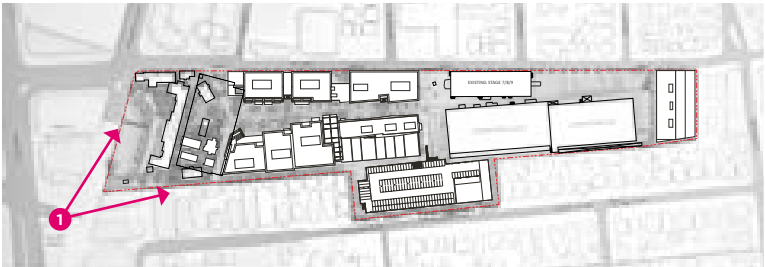
- Existing Shadow
- Proposed Shadow



# BEFORE & AFTER

## TOWN PLAZA

### GATE 01

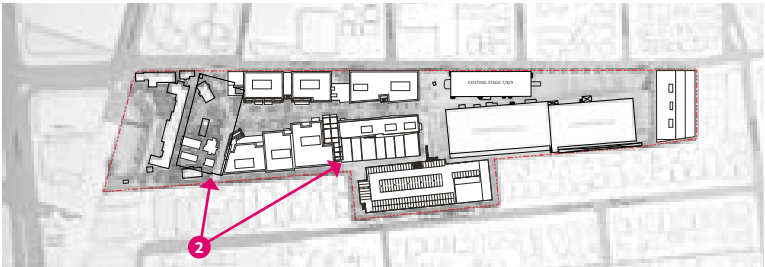








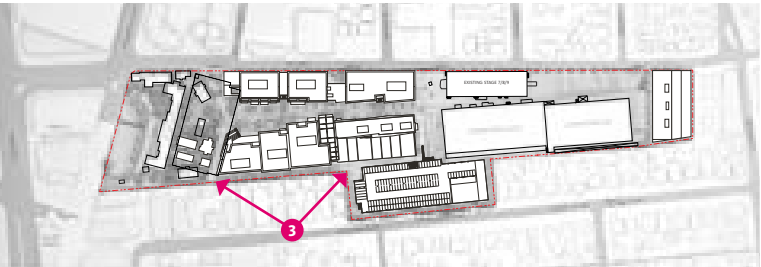
**BEFORE & AFTER**  
VAN BUREN PLACE  
BLDG. K







**BEFORE & AFTER**  
VAN BUREN PLACE  
BLDG. K

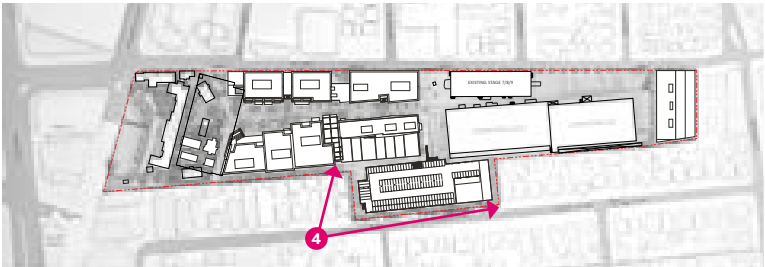








**BEFORE & AFTER**  
VAN BUREN PLACE  
VAN BUREN PARKING STRUCTURE

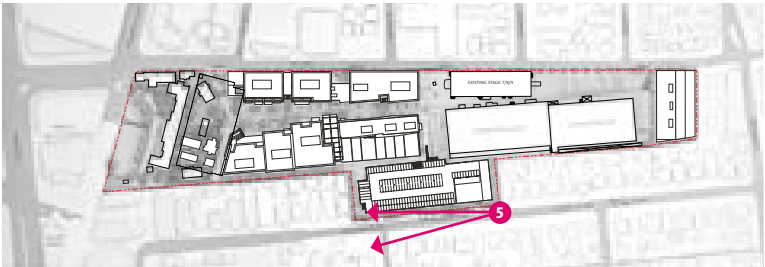








**BEFORE & AFTER**  
VAN BUREN PLACE  
VAN BUREN PARKING STRUCTURE

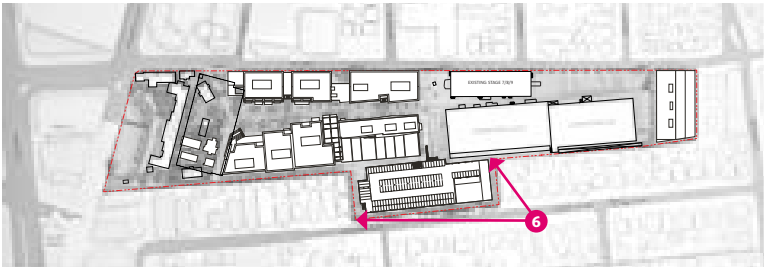








**BEFORE & AFTER**  
VAN BUREN PLACE  
VAN BUREN PARKING STRUCTURE





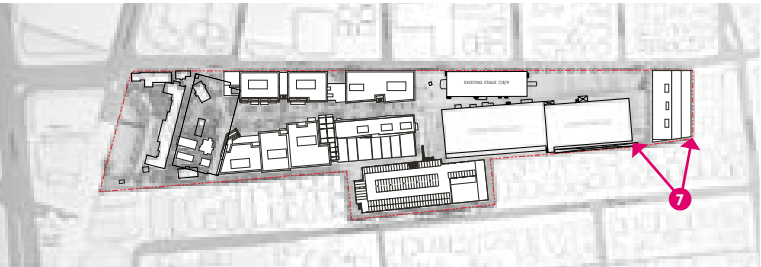




# BEFORE & AFTER

## VAN BUREN PLACE

### BLDG. Y

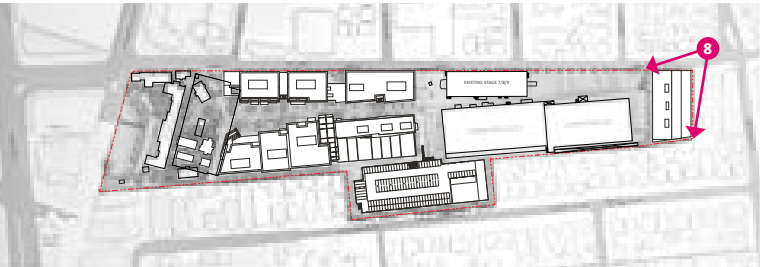








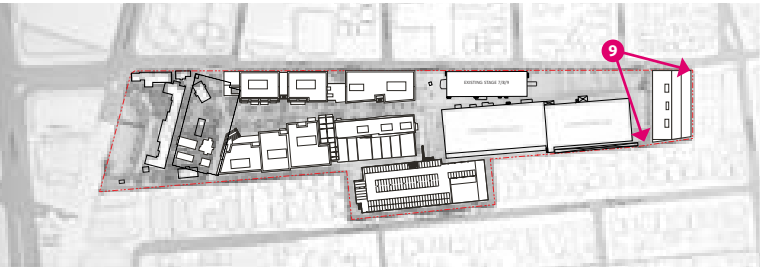
**BEFORE & AFTER**  
INCE BLVD.  
BLDG. Y







**BEFORE & AFTER**  
INCE BLVD.  
BLDG. Y

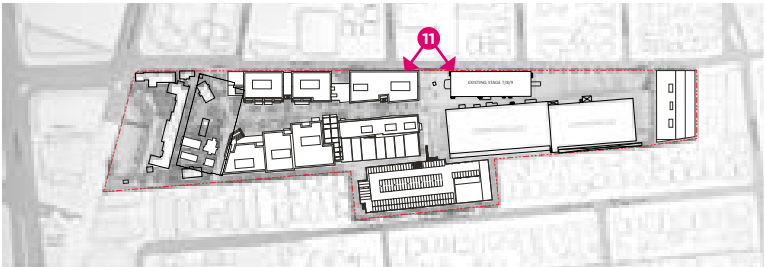






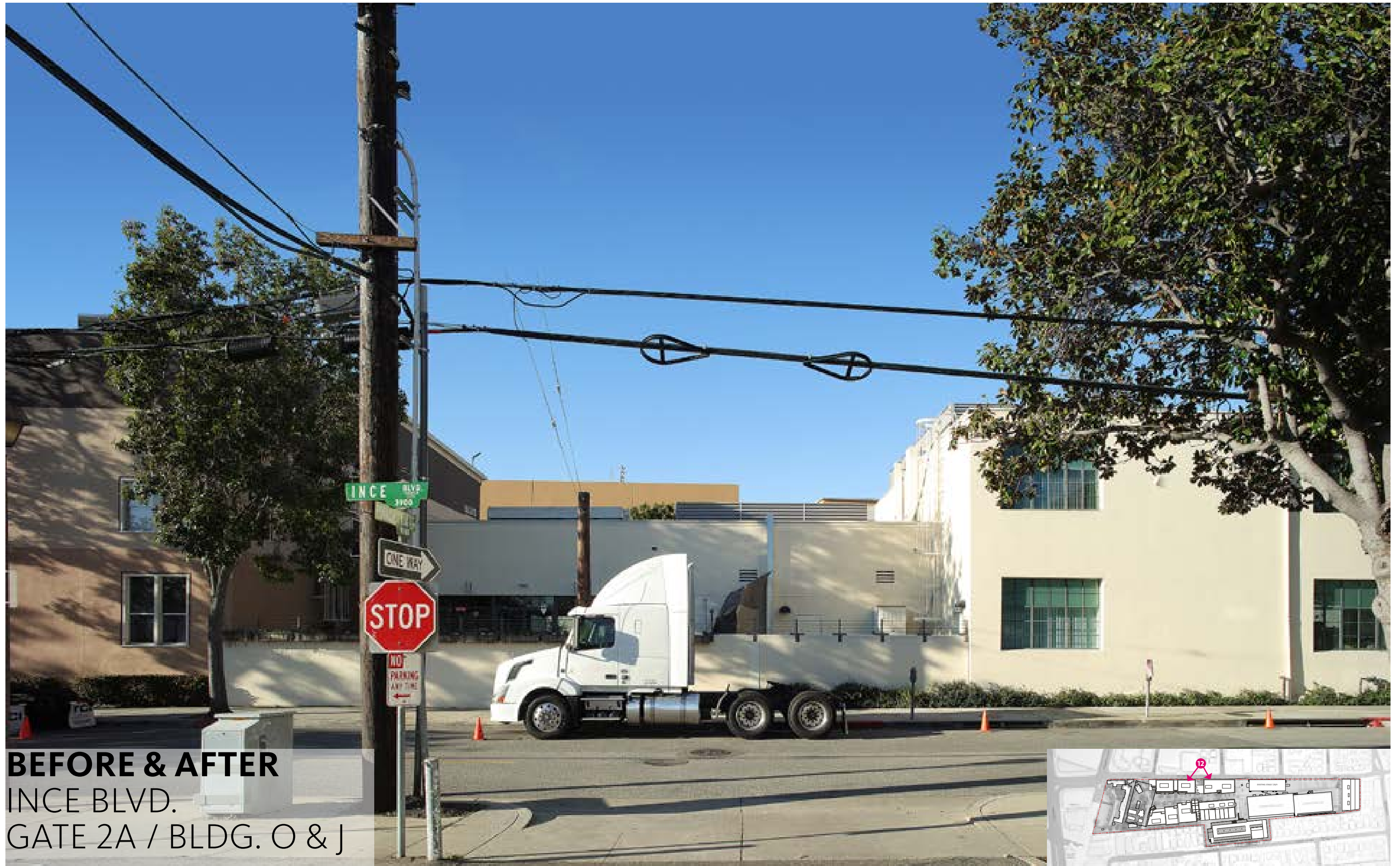


**BEFORE & AFTER**  
 INCE BLVD.  
 GATE 3 / BLDG. O









**BEFORE & AFTER**  
INCE BLVD.  
GATE 2A / BLDG. O & J

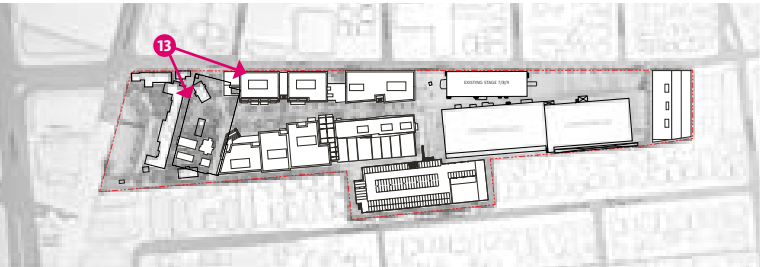




# BEFORE & AFTER

## INCE BLVD.

### GATE 2 / BLDG. J





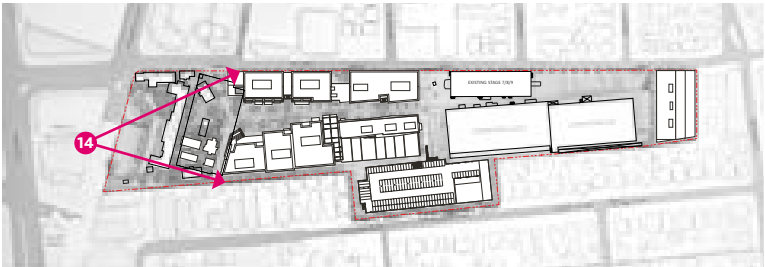




# BEFORE & AFTER

## TOWN PLAZA

### BLDG. C





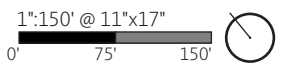
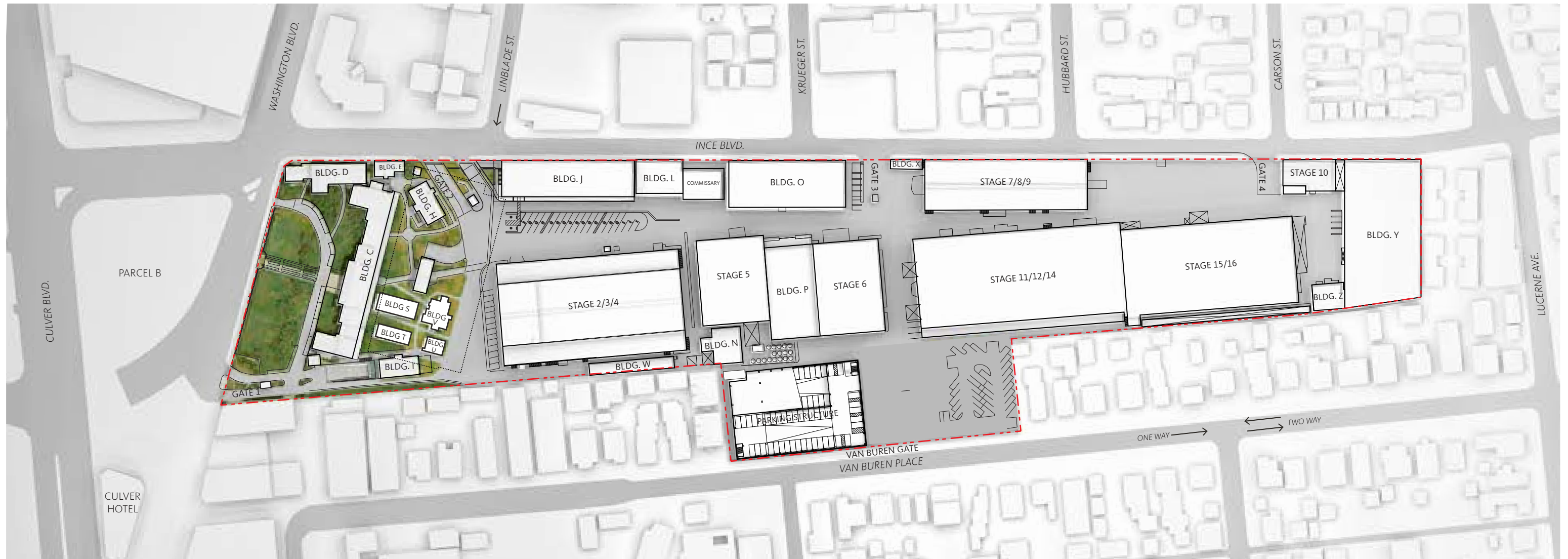


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# 7.0 PROPOSED BUILDINGS C/D RENOVATION





# EXISTING BLDG C CONDITION

## 7.1 EXISTING CONDITION

Constructed in 1918, Building C is the most visible and distinctive building on the Site. Also known as the “Mansion” the building is an excellent example of the American Colonial Revival style. In 1929, the DeMille Theatre was added to the east end of the building and in 1936 the “Selznick wing” was also added to the east end. , Building C faces west towards W. Washington and Culver Boulevards. The main section is two-stories high with a side-facing gable roof flanked by single-storied wings extend from each end and extend forward, forming an overall U-shaped building. The exterior is sheathed with wide wood shiplap siding, trimmed with wide boards at the corners.

The east and west wings are subtly different in design. The west wing is topped with a side-facing gabled roof with gabled dormers which match the center section of the building and a large front-facing gabled wing extends forward. The east wing has a flat roof, bordered by a Chippendale-style wooden balustrade.

Character-defining features of Building C include the large pedimented front-facing gable; dormers; red brick chimneys; wide wood shiplap siding, trimmed with wide boards at the corners; Chippendale-style balustrade; two-story high Doric columns; primary entrance door topped with a Palladian window and segmented cornice, supported by a pair of Doric columns; and six-over-six double-hung windows, flanked with green shutters. Building C is set deeply into the lot from Washington Boulevard, within a formal landscape, which includes a large brick pathway adorned by low clipped hedges and rose bushes. This pathway bisects the broad lawn, which also contains a wide circular driveway of decomposed granite and trees that dot the manicured lawn, and leads directly to the pedimented portico projecting from Building C.

Constructed onto the east wing of Building C in 1927, the primary entrance to the Cecil B. DeMille Theatre faces onto a brick courtyard and has five square wooden posts, with chamfered edges

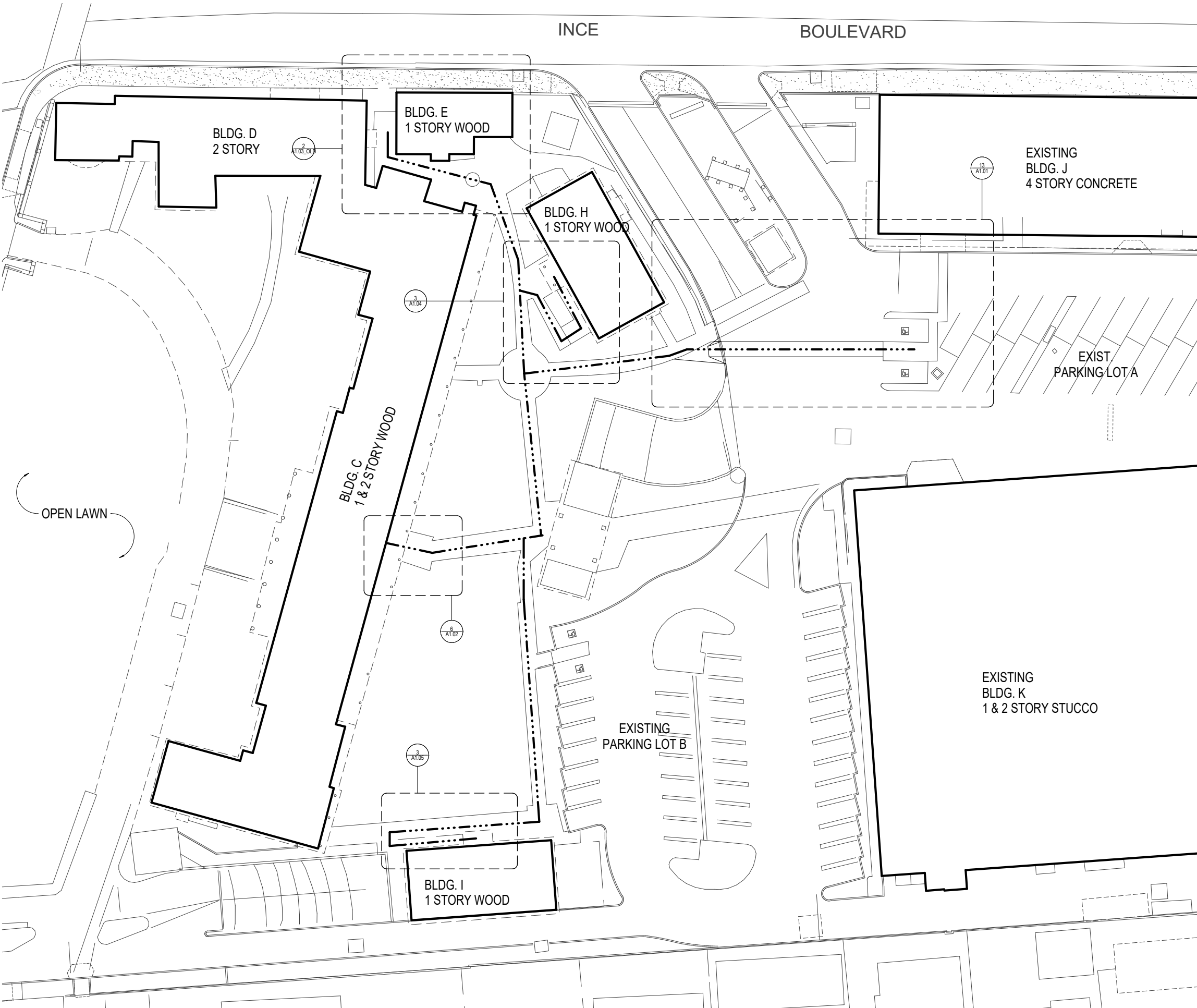
and trimmed at the top with molding, that support the full porch. A pair of paneled wooden doors lead to the small lobby. Character-defining features include the round classical pilasters, supporting a segmented portico; a swagged Palladian window; and six-over-six windows and red brick wainscoting. On July 27, 1984 the DeMille Theatre was dedicated to the famous movie director and producer.



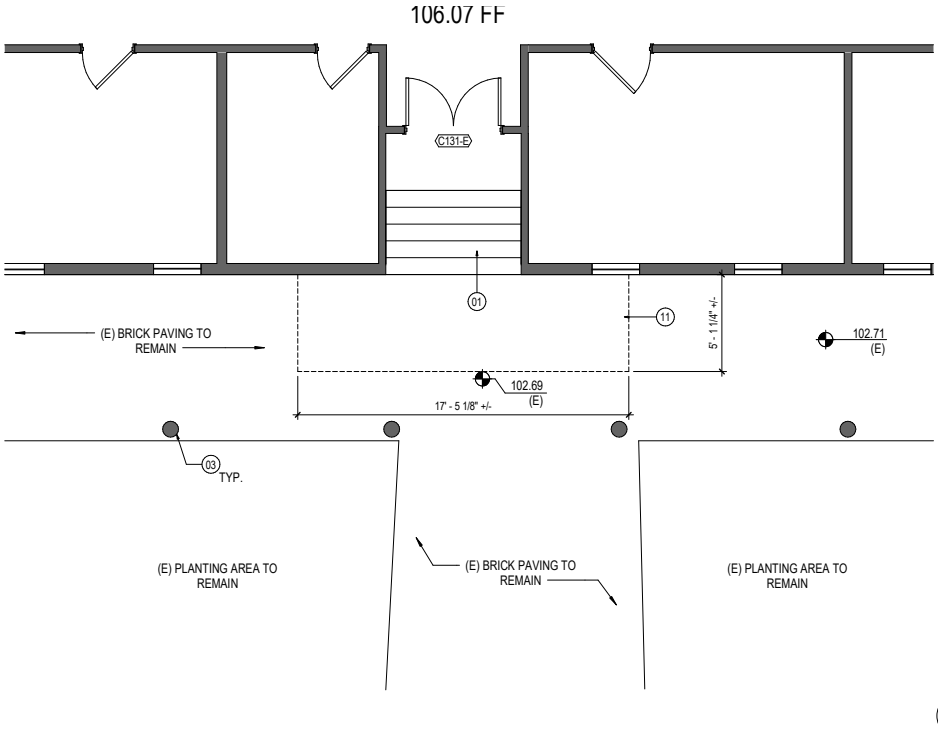
# PROPOSED OVERVIEW

## 7.2 PROPOSED CONDITION

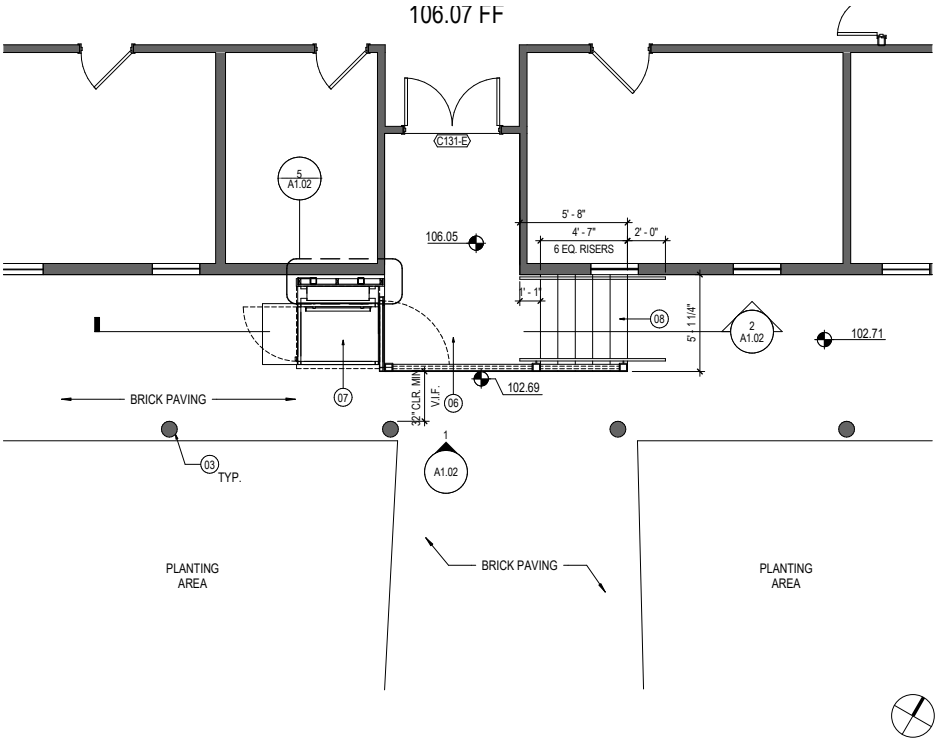
Upgrades to Building C, as part of Comprehensive Plan Amendment No.7, include the addition of accessible paths of travel to the primary entrances of Building C and Building D. Due to the existing condition of each building's first floor level and entry door being a few feet above exterior grade, a combination of new stairs and either an accessible ramp or wheelchair lift will be provided. The southern entrance to Building C will be modified to extend the existing stair to provide a common landing shared between a new stair and wheelchair lift. The southern entrance to Building D will be modified to provide a common landing shared between a new stair and ramp. The new stairs, lift, and ramp will fully comply with accessibility requirements per California Title 24, including slopes, handrails, guardrails, and clearances. Exterior finishes will be complimentary to the existing buildings' exterior materials and colors.



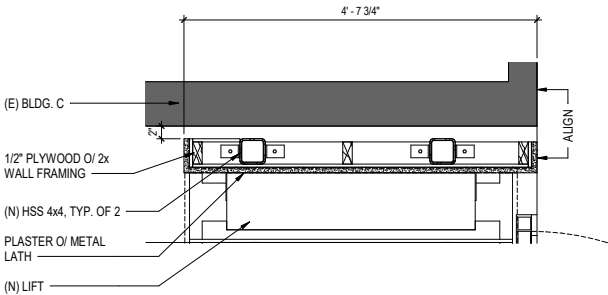
# PROPOSED BLDG C



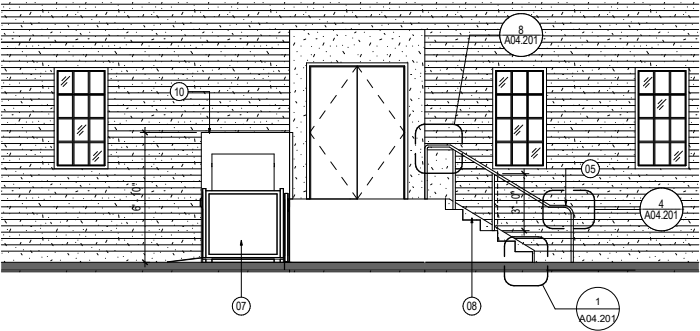
6 SITE PLAN - BLDG. C ENTRY EXISTING  
SCALE: 1/4" = 1'-0"



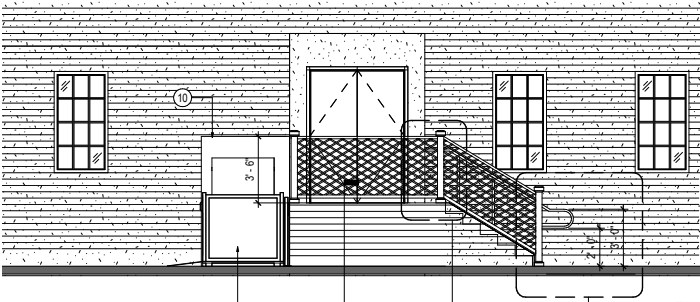
3 SITE CONSTRUCTION PLAN - BLDG. C ENTRY  
SCALE: 1/4" = 1'-0"



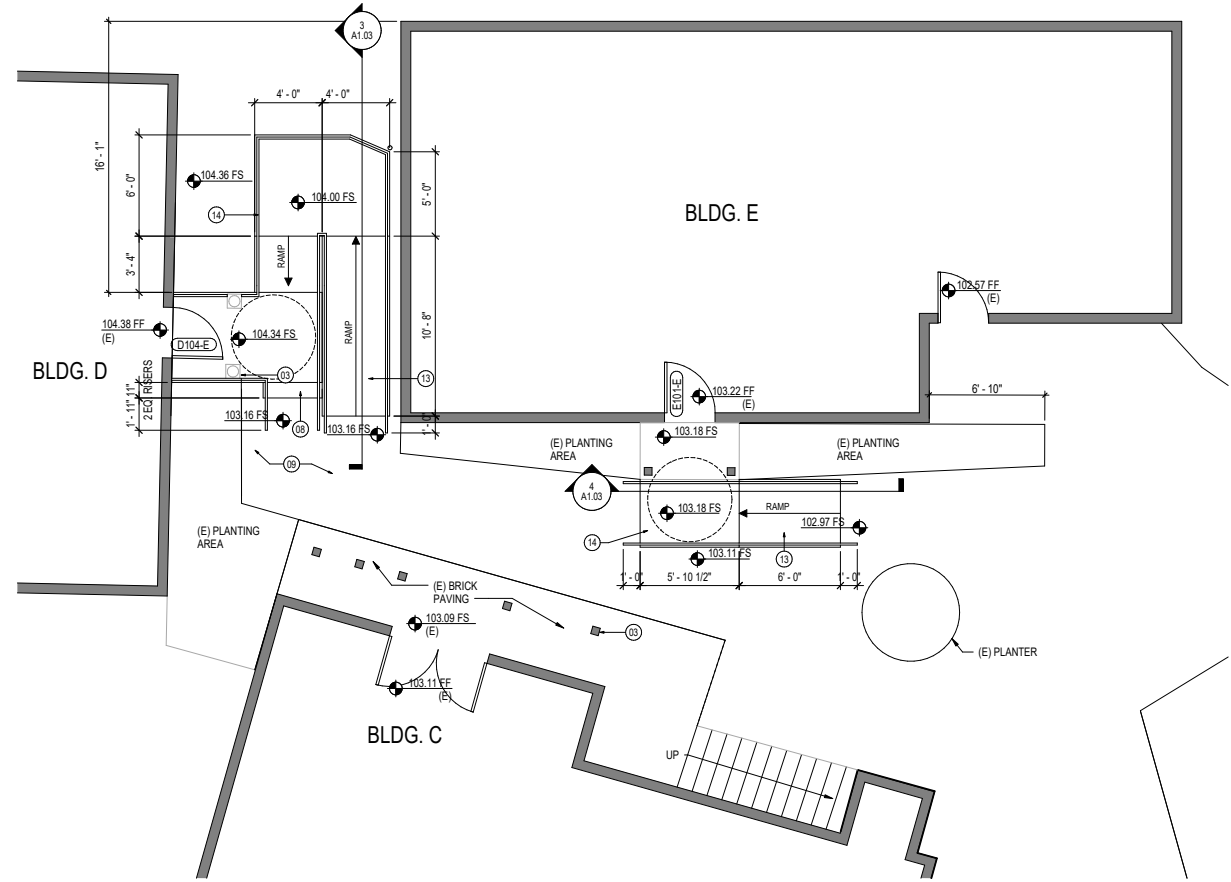
5 SITE CONSTRUCTION PLAN - WALL @ LIFT  
SCALE: 1" = 1'-0"



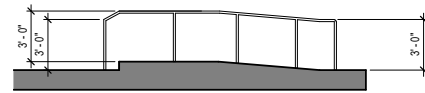
2 Section @ BLDG. C PLATFORM  
SCALE: 1/4" = 1'-0"



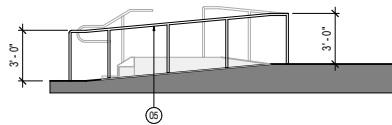
**PROPOSED**  
BLDG D



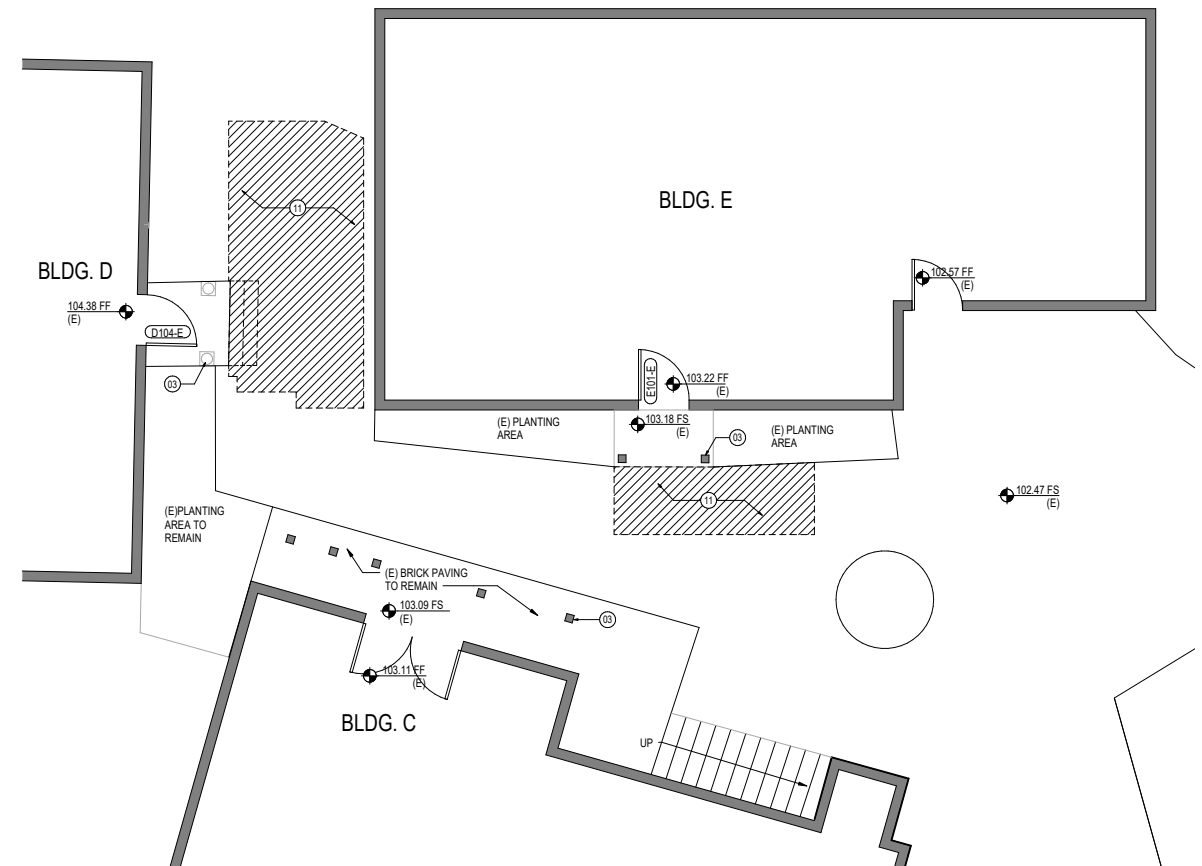
**2 SITE PLAN - BLDG. D AND E Option 2**  
SCALE: 1/4" = 1'-0"



**4 SECTION @ BLDG. E RAMP**  
SCALE: 1/4" = 1'-0"



3 SECTION @ BLDG. D RAMP  
SCALE: 1/4" = 1'-0"



1 SITE PLAN - BLDG. D AND E DEMO Option 2  
SCALE: 1/4" = 1'-0"



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# 8.0 PROPOSED PARKING

# PROPOSED PARKING SUMMARY

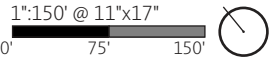
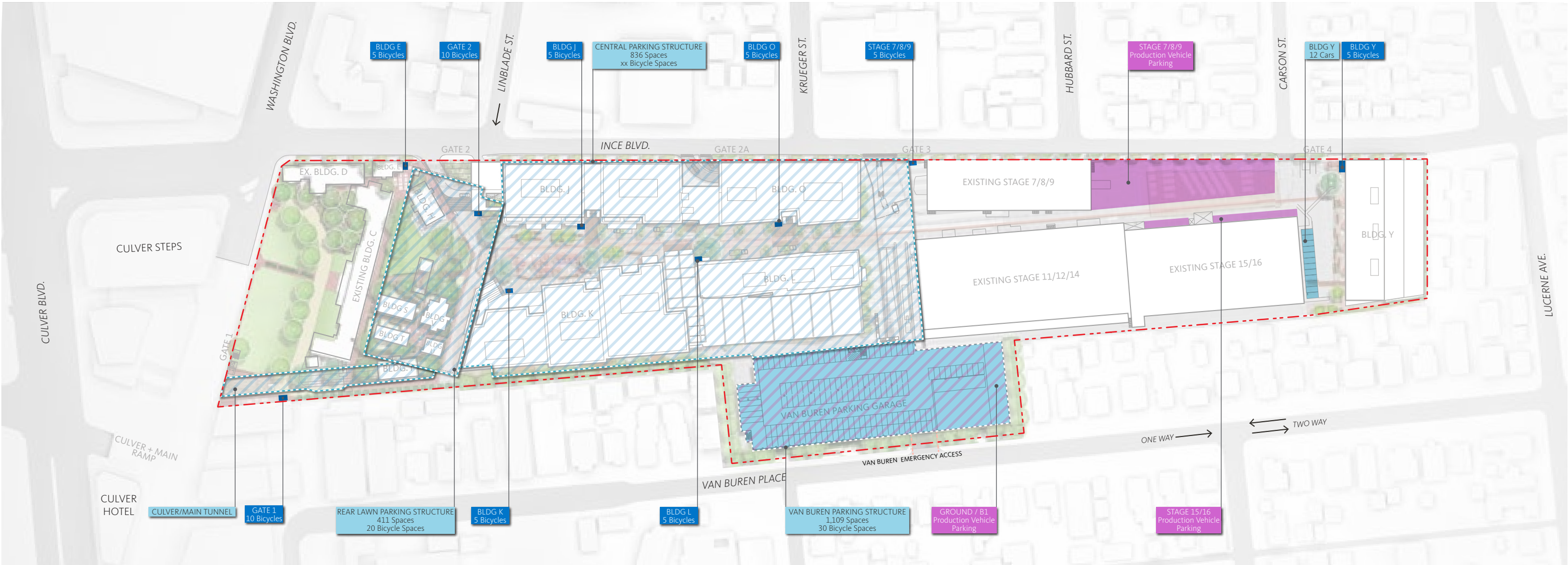
## 8.1 PROJECT & PARKING SUMMARY - Comprehensive Plan Amendment No.7

|         | EXISTING    | EXISTING TO BE DEMOLISHED | PROPOSED     | TOTAL        | NET NEW      |
|---------|-------------|---------------------------|--------------|--------------|--------------|
| OFFICE  | 117,872 GSF | 87,788 GSF                | 544,500 GSF  | 574,584 GSF  | 456,712 GSF  |
| SUPPORT | 74,197 GSF  | 68,625 GSF                | 0 GSF        | 5,572 GSF    | -68,625 GSF  |
| STAGE   | 155,480 GSF | 63,080 GSF                | 20,000 GSF   | 112,400 GSF  | -43,080 GSF  |
| TOTAL   | 347,549 GSF | 219,493 GSF               | 564,500 GSF  | 692,556 GSF  | 345,007 GSF  |
| PARKING | 756 spaces  | 345 spaces                | 1,959 spaces | 2,370 spaces | 1,614 spaces |

| CODE REQUIRED (EXISTING CONDITIONS) |            |             |                  |      |            |
|-------------------------------------|------------|-------------|------------------|------|------------|
| OFFICE                              | SUPPORT    | STAGE       | SPACES/1,000 GSF | GLFA | REQUIRED   |
| 117,872 GSF                         | -          | -           | 2.86 spaces      | 1.00 | 337 spaces |
| -                                   | 74,197 GSF | -           | .52 spaces       | 0.85 | 33 spaces  |
| -                                   | -          | 155,480 GSF | 2.46 spaces      | 1.00 | 382 spaces |
| TOTAL PARKING REQUIRED              |            |             |                  |      | 752 SPACES |

| CODE REQUIRED (CPA 7 PROPOSED) |           |             |                  |      |              |
|--------------------------------|-----------|-------------|------------------|------|--------------|
| OFFICE                         | SUPPORT   | STAGE       | SPACES/1,000 GSF | GLFA | REQUIRED     |
| 574,584 GSF                    | -         | -           | 2.86 spaces      | 1.00 | 1,643 spaces |
| -                              | 5,572 GSF | -           | .52 spaces       | 0.85 | 2 spaces     |
| -                              | -         | 112,400 GSF | 2.46 spaces      | 1.00 | 277 spaces   |
| TOTAL PARKING REQUIRED         |           |             |                  |      | 1,922 SPACES |
| TOTAL PARKING PROVIDED         |           |             |                  |      | 2,370 SPACES |





# PROPOSED PARKING

- Vehicular Parking - At Grade
- Vehicular Parking - Below Grade
- Vehicular Parking - Above Grade
- Production Vehicle Parking
- Bicycle Parking

## 8.2 PROPOSED VEHICLE & BICYCLE PARKING

The Culver Studios is proposing to add 1,959 spaces to an existing supply, after demolition, of 411 spaces located in the below grade parking structure. To accommodate programmatic growth on the campus and to reduce the off-site impacts of production vehicle access and parking, CPA No. 7 proposes a new parking structure that has a dual function of also being a production vehicle staging area on the ground and Basement 01 levels.

The proposed Van Buren parking structure provides 1,109 spaces in a 6 level above and 2 level below ground structure located on the western edge of the property along Van Buren Place. In addition, the Central parking structure, a 2 level below grade structure, consists of 836 spaces, is proposed at the center of the property. The Building I, visitor, and Stage 2 surface parking lot will be converted into the Bungalow courtyard, a loss of 42 spaces. Surface parking will be removed from majority of the property to reduce vehicular/pedestrian. In addition to visitor and employee parking

| VEHICLE PARKING TO REMAIN   | SPACES       |
|-----------------------------|--------------|
| REAR LAWN PARKING STRUCTURE | 411          |
| SUBTOTAL                    | 411          |
| VEHICLE PARKING PROPOSED    | SPACES       |
| VAN BUREN GARAGE            | 1,109        |
| CENTRAL GARAGE              | 836          |
| BUILDING Y                  | 14           |
| SUBTOTAL                    | 1,959        |
| <b>CPA 7 TOTAL PROVIDED</b> | <b>2,370</b> |
| CPA 7 TOTAL REQUIRED        | 1,922        |

areas, zones dedicated to production vehicle staging, free from any dedicated fire lane, are provided for on B1 and at grade in the Van Buren parking structure and in a dedicated zone adjacent to Stage 7/8/9. All new bicycle racks will be Inverted-U in style, or similar, and will adhere to the Culver City Bicycle and Pedestrian Master Plan Design Guide.

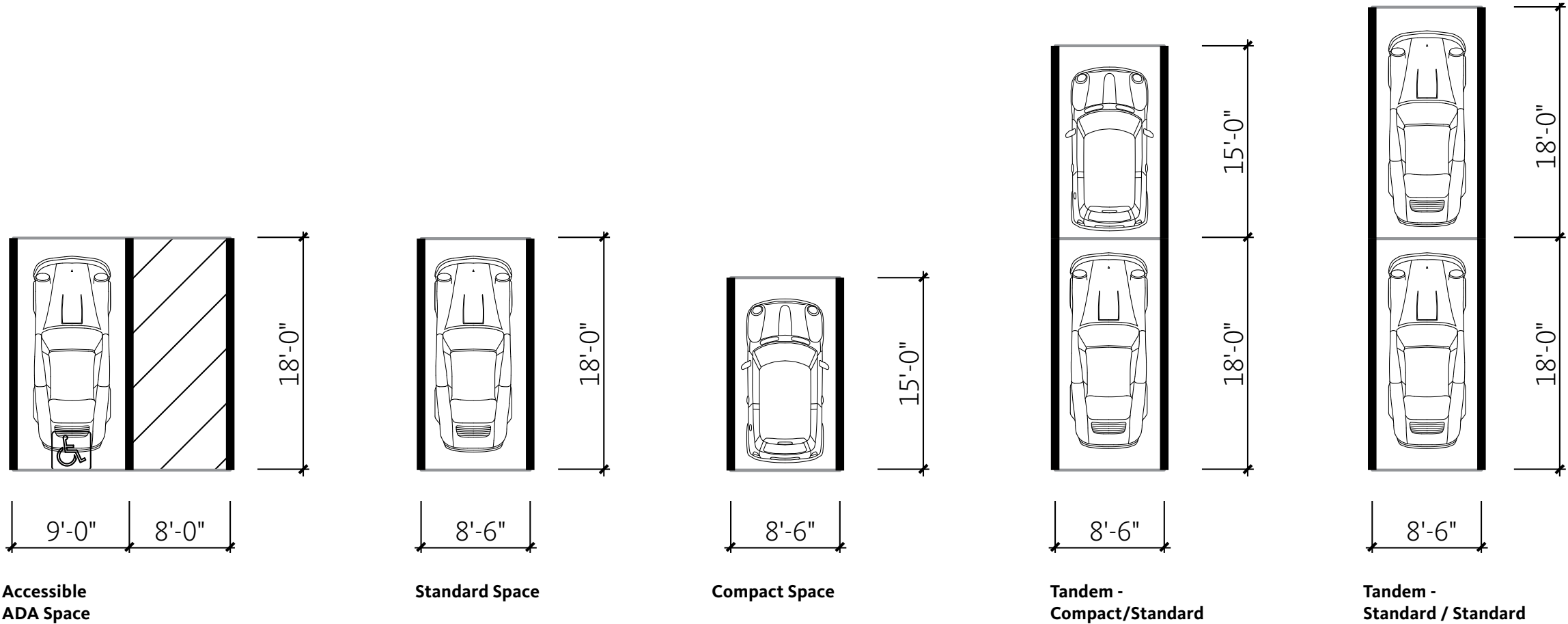
| BICYCLE PARKING PROPOSED    | SPACES     |
|-----------------------------|------------|
| GATE 1                      | 10         |
| GATE 2                      | 10         |
| BLDG E                      | 5          |
| BLDG J                      | 5          |
| BLDG K                      | 5          |
| BLDG L                      | 5          |
| BLDG O                      | 5          |
| BLDG Y                      | 5          |
| STAGE 7/8/9                 | 5          |
| REAR LAWN PARKING STRUCTURE | 20         |
| VAN BUREN PARKING STRUCTURE | 30         |
| <b>CPA 7 TOTAL PROVIDED</b> | <b>105</b> |
| CPA 7 TOTAL REQUIRED        | 105        |

# VAN BUREN GARAGE PARKING SPACE TYPE

## 8.3 VAN BUREN GARAGE

| Level  | COMPACT          |                         |                      |                      | STANDARD         |                         |                      |                      | ACCESSIBLE (ADA) SPACES |                | TOTALS    |                               |
|--------|------------------|-------------------------|----------------------|----------------------|------------------|-------------------------|----------------------|----------------------|-------------------------|----------------|-----------|-------------------------------|
|        | Aisle Accessible | Tandem Aisle Accessible | Tandem Buried 1-Deep | Tandem Buried 2-Deep | Aisle Accessible | Tandem Aisle Accessible | Tandem Buried 1-Deep | Tandem Buried 2-Deep | Standard Accessible     | Van Accessible | SUB-TOTAL | TOTAL with Anticipated losses |
| B2     | 0                | 0                       | 43                   | 0                    | 67               | 43                      | 0                    | 0                    | 0                       | 0              | 153       | 150                           |
| B1     | 0                | 0                       | 32                   | 0                    | 52               | 32                      | 0                    | 0                    | 0                       | 0              | 116       | 113                           |
| Ground | 0                | 0                       | 0                    | 0                    | 5                | 0                       | 0                    | 0                    | 0                       | 0              | 5         | 5                             |
| 2      | 0                | 0                       | 50                   | 0                    | 83               | 50                      | 0                    | 0                    | 0                       | 0              | 183       | 180                           |
| 3      | 0                | 0                       | 50                   | 0                    | 90               | 50                      | 0                    | 0                    | 0                       | 0              | 190       | 187                           |
| 4      | 0                | 0                       | 50                   | 0                    | 90               | 50                      | 0                    | 0                    | 0                       | 0              | 190       | 187                           |
| 5      | 0                | 0                       | 44                   | 0                    | 90               | 44                      | 0                    | 0                    | 0                       | 0              | 178       | 175                           |
| 6      | 31               | 0                       | 0                    | 0                    | 84               | 0                       | 0                    | 0                    | 0                       | 0              | 115       | 112                           |
| TOTAL  | 31               | 0                       | 269                  | 0                    | 561              | 269                     | 0                    | 0                    | 0                       | 0              | 1,130     | 1,109                         |

Tandem parking will be managed per a parking management plan, with parking attendants to be stationed on each tandem level and managed in coordination with The Culver Studios security personnel.



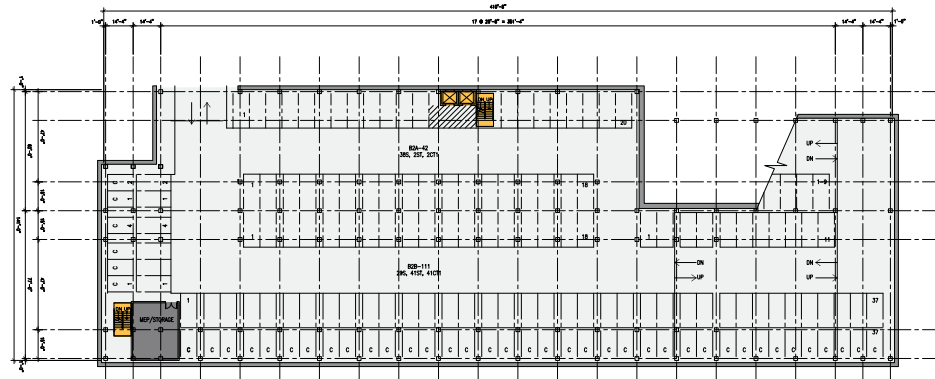
# VAN BUREN GARAGE

## SW AXONOMETRIC

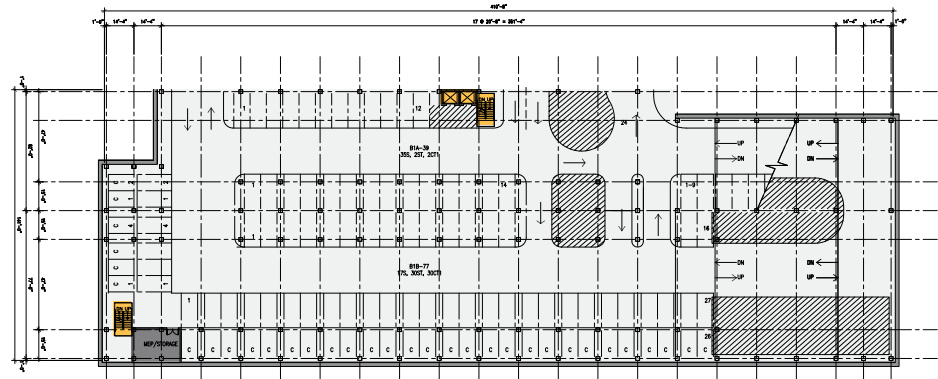




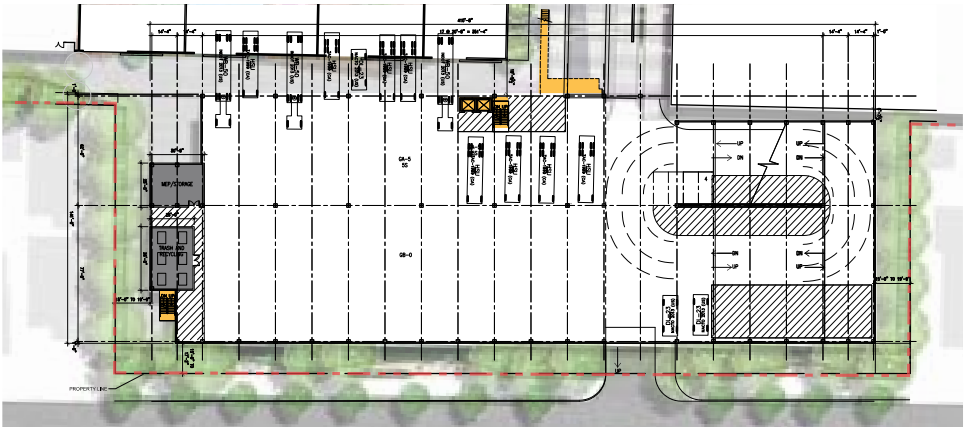
# VAN BUREN GARAGE PLANS



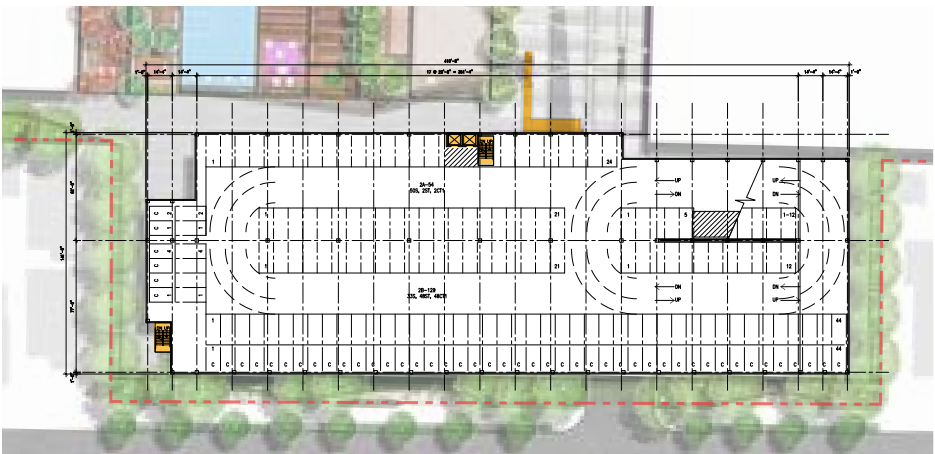
BASEMENT LEVEL 02



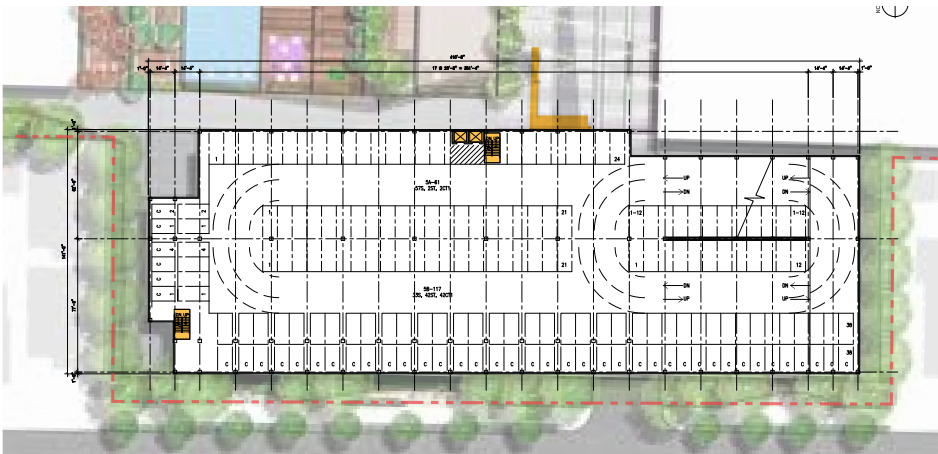
BASEMENT LEVEL 01



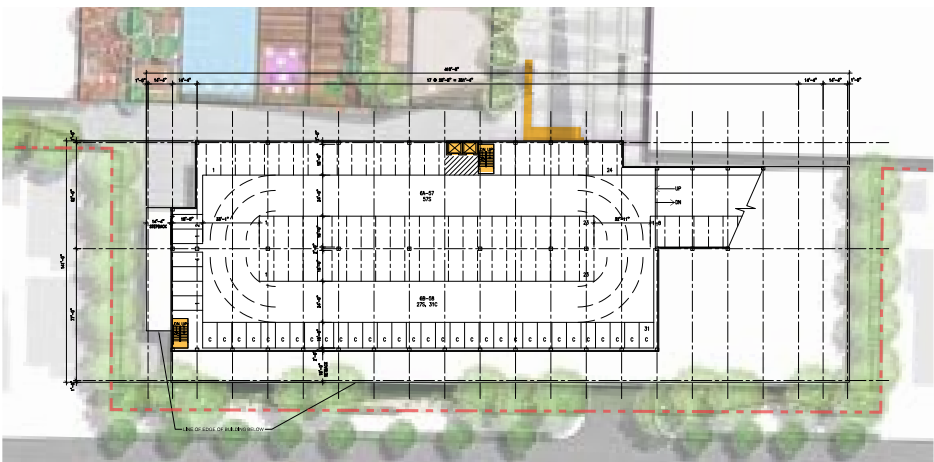
GROUND



LEVEL 02-04



LEVEL 05



LEVEL 06

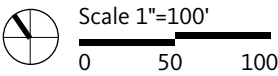


- (S) STANDARD SPACE
- (A) ACCESSIBLE SPACE
- (TA) TANDEM - AISLE ACCESSIBLE STANDARD
- (T1) TANDEM - BURIED 1 DEEP STANDARD
- (T1C) TANDEM - BURIED 1 DEEP COMPACT

Vertical Circulation

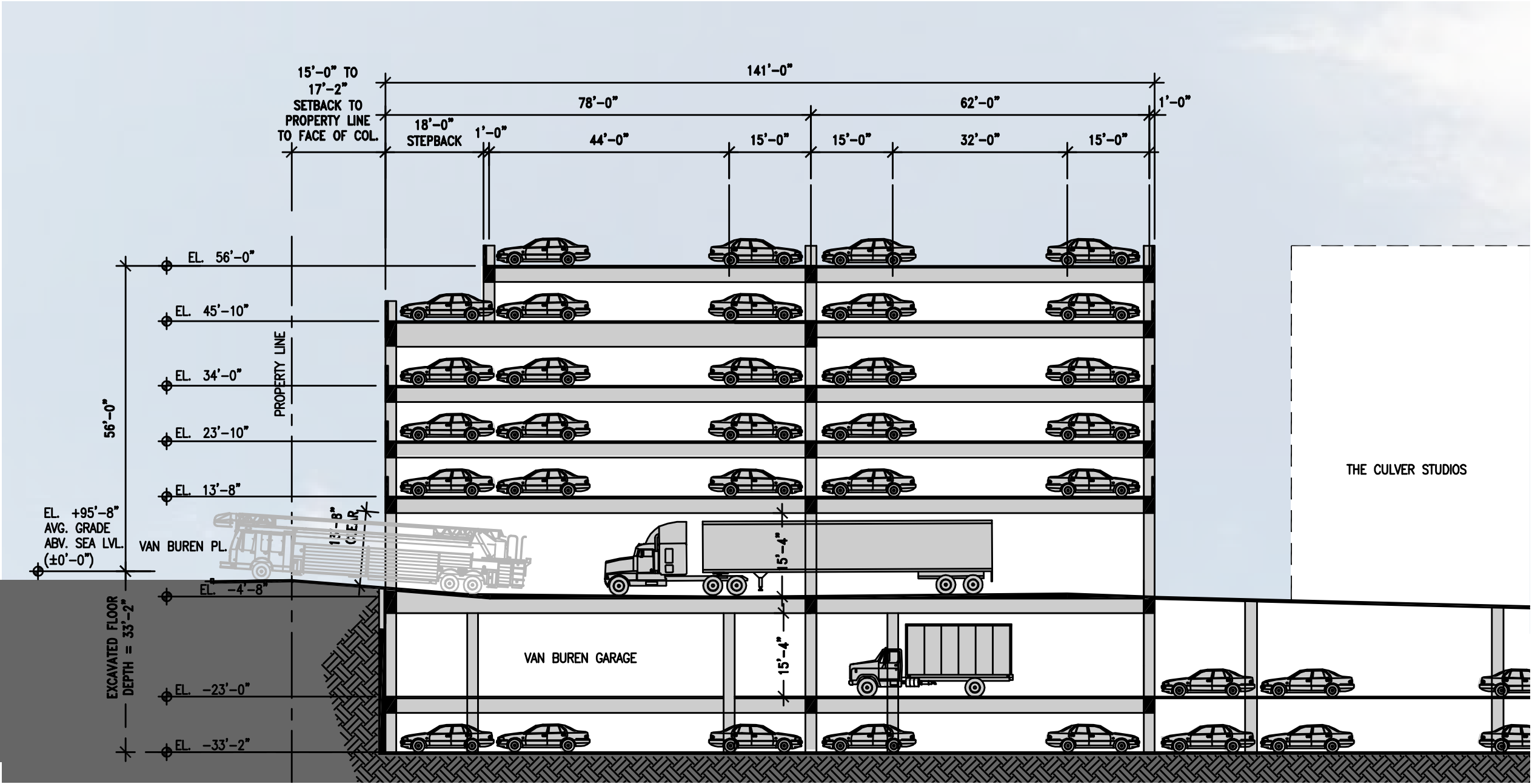
Parking

Mechanical



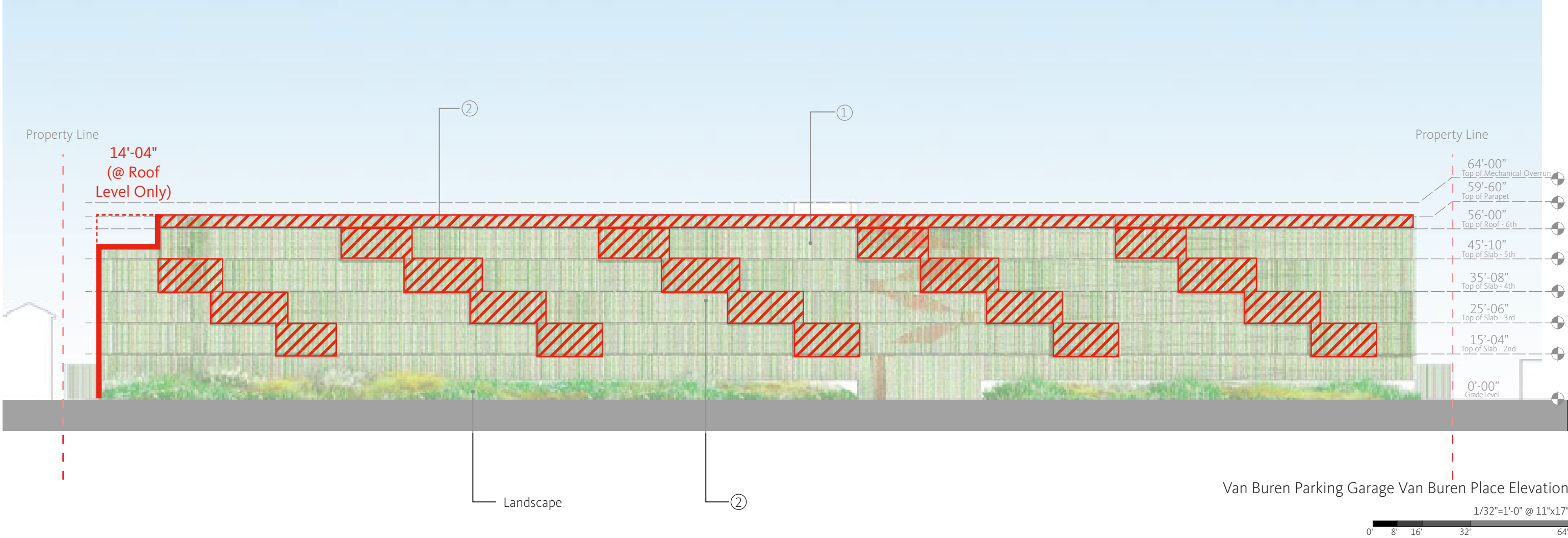
# VAN BUREN GARAGE

## EAST - WEST SECTION

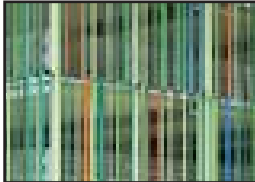


# VAN BUREN GARAGE

## VAN BUREN PLACE ELEVATION



Materials

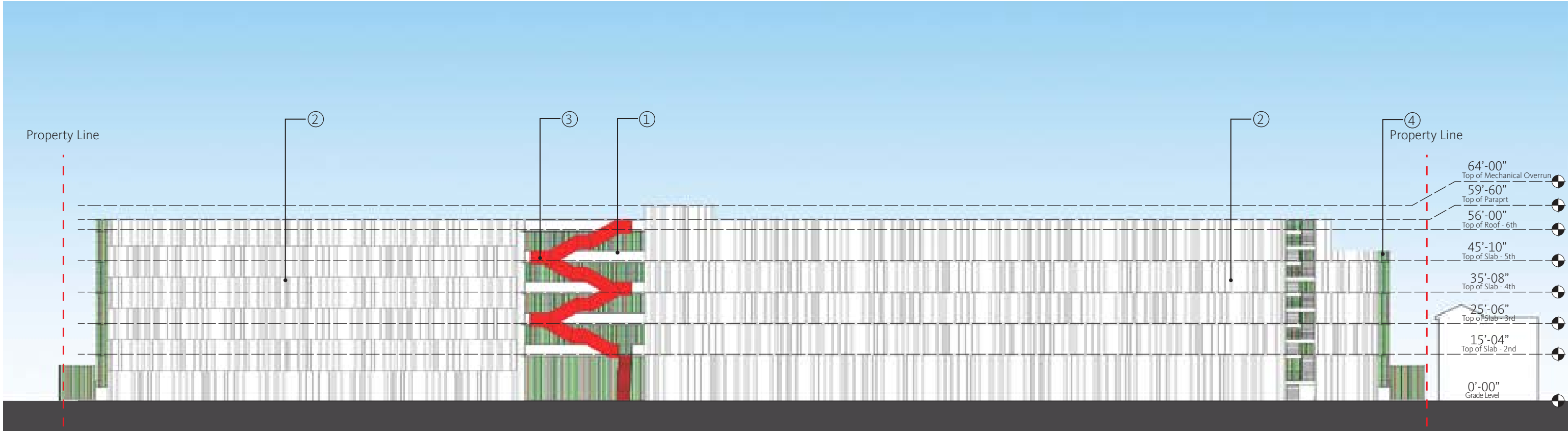
① Concrete

② Aluminum Screen

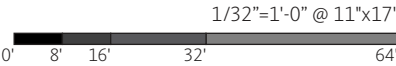


# VAN BUREN GARAGE

## STUDIO ELEVATION



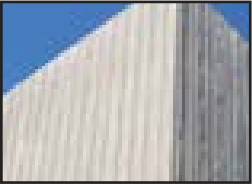
Van Buren Parking Garage Studio Elevation



### Materials



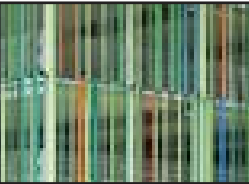
① Concrete



② Pre-cast Concrete Panel



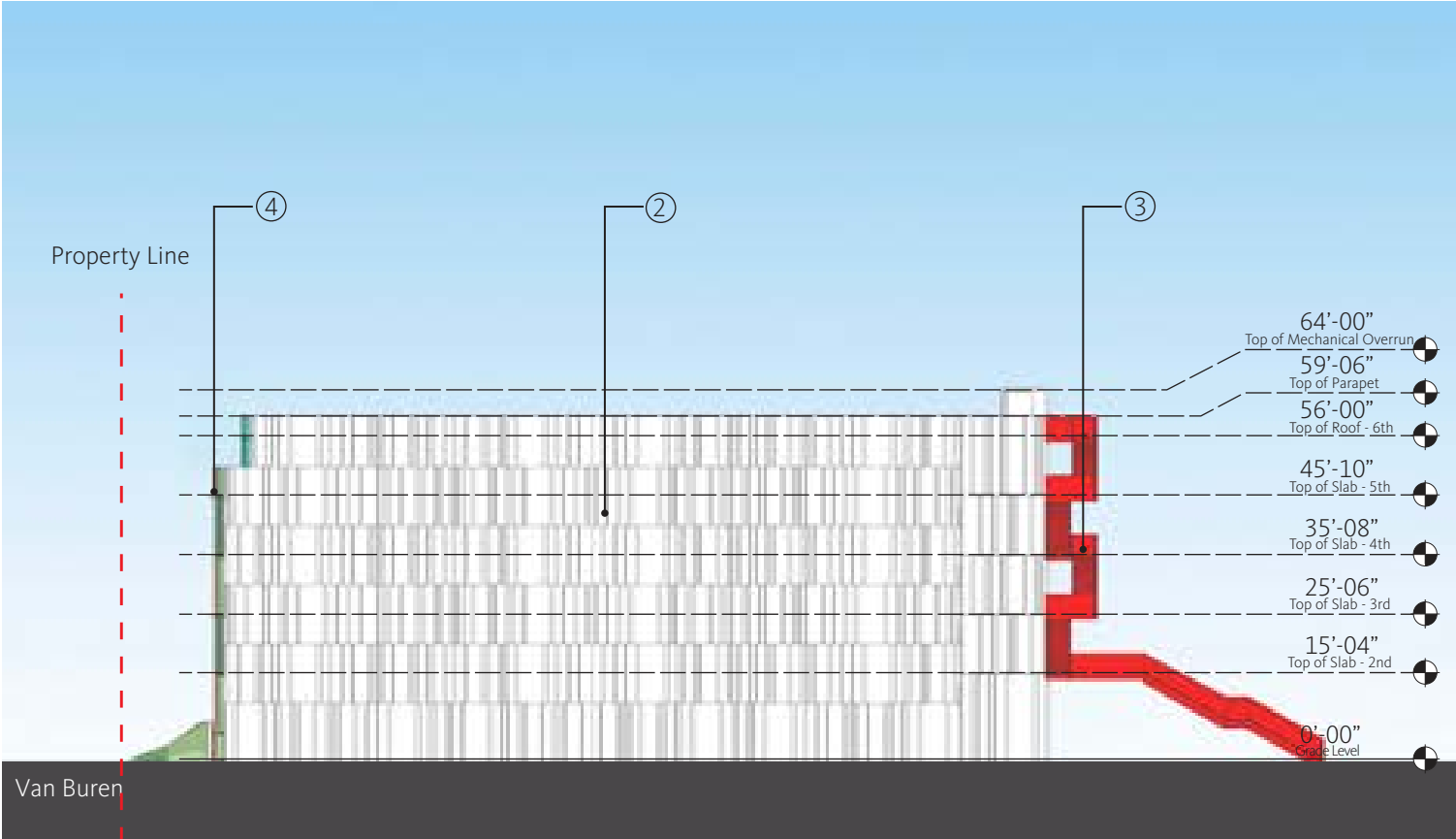
③ Powder Coat Aluminum



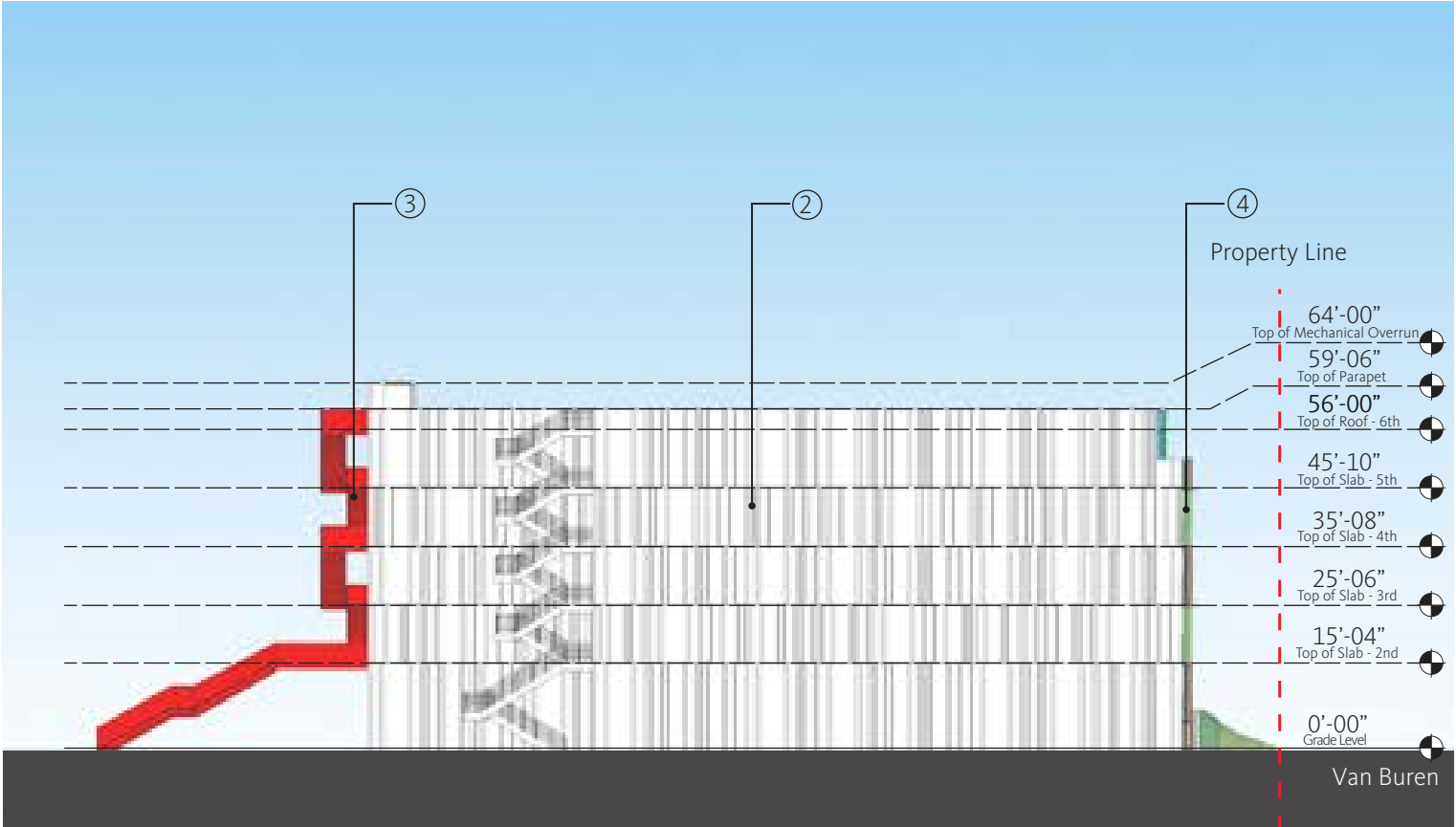
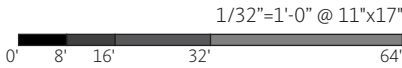
④ Aluminum Screen

# VAN BUREN GARAGE

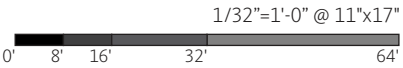
## NORTH & SOUTH ELEVATION



Van Buren Parking Garage East Elevation



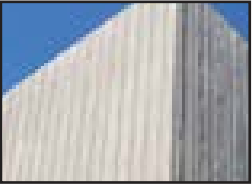
Van Buren Parking Garage West Elevation



### Materials



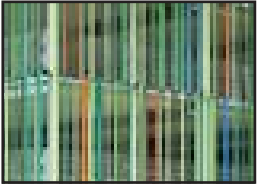
① Concrete



② Pre-cast Concrete Panel



③ Powder Coat Aluminum



④ Aluminum Screen

# VAN BUREN GARAGE

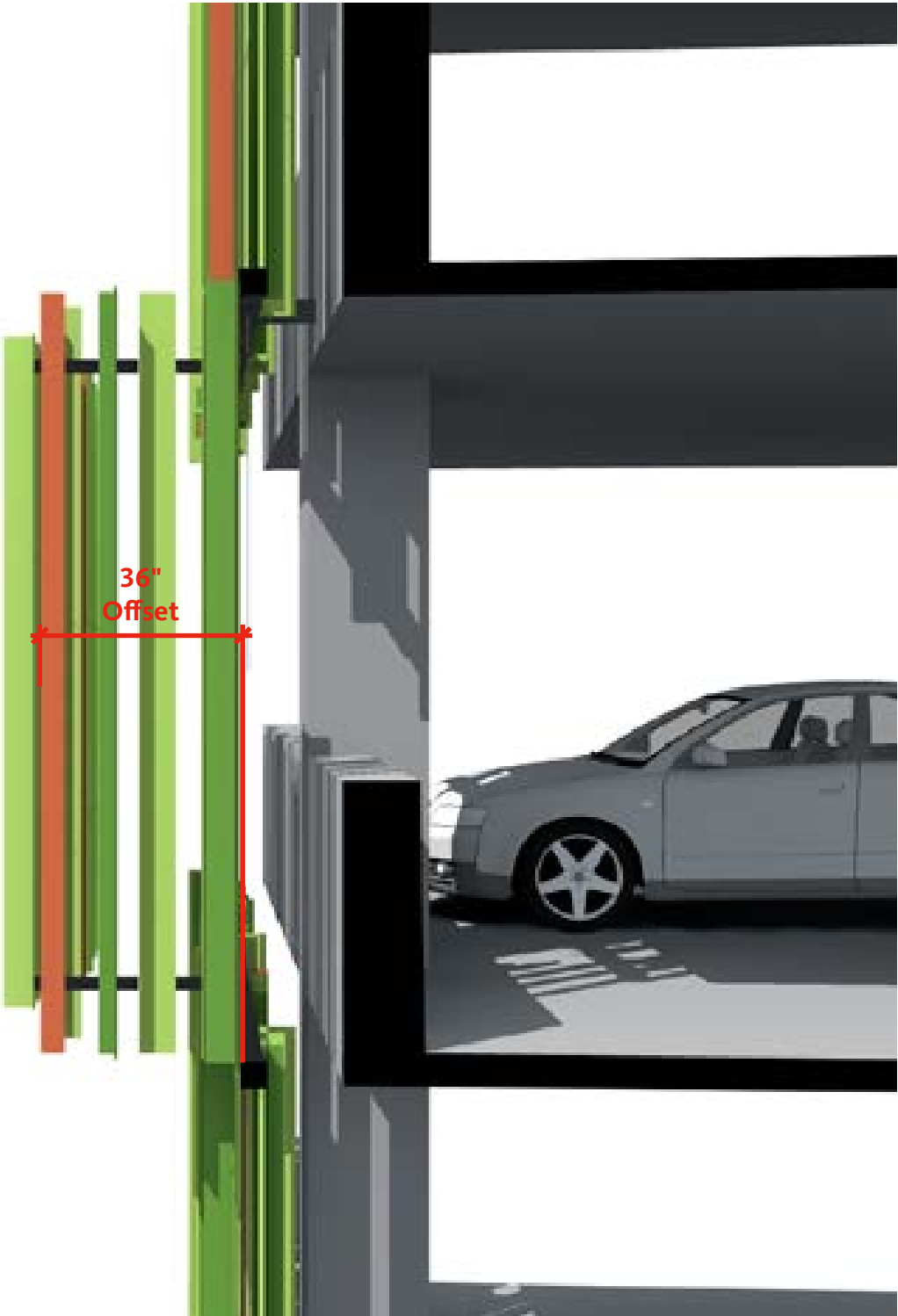
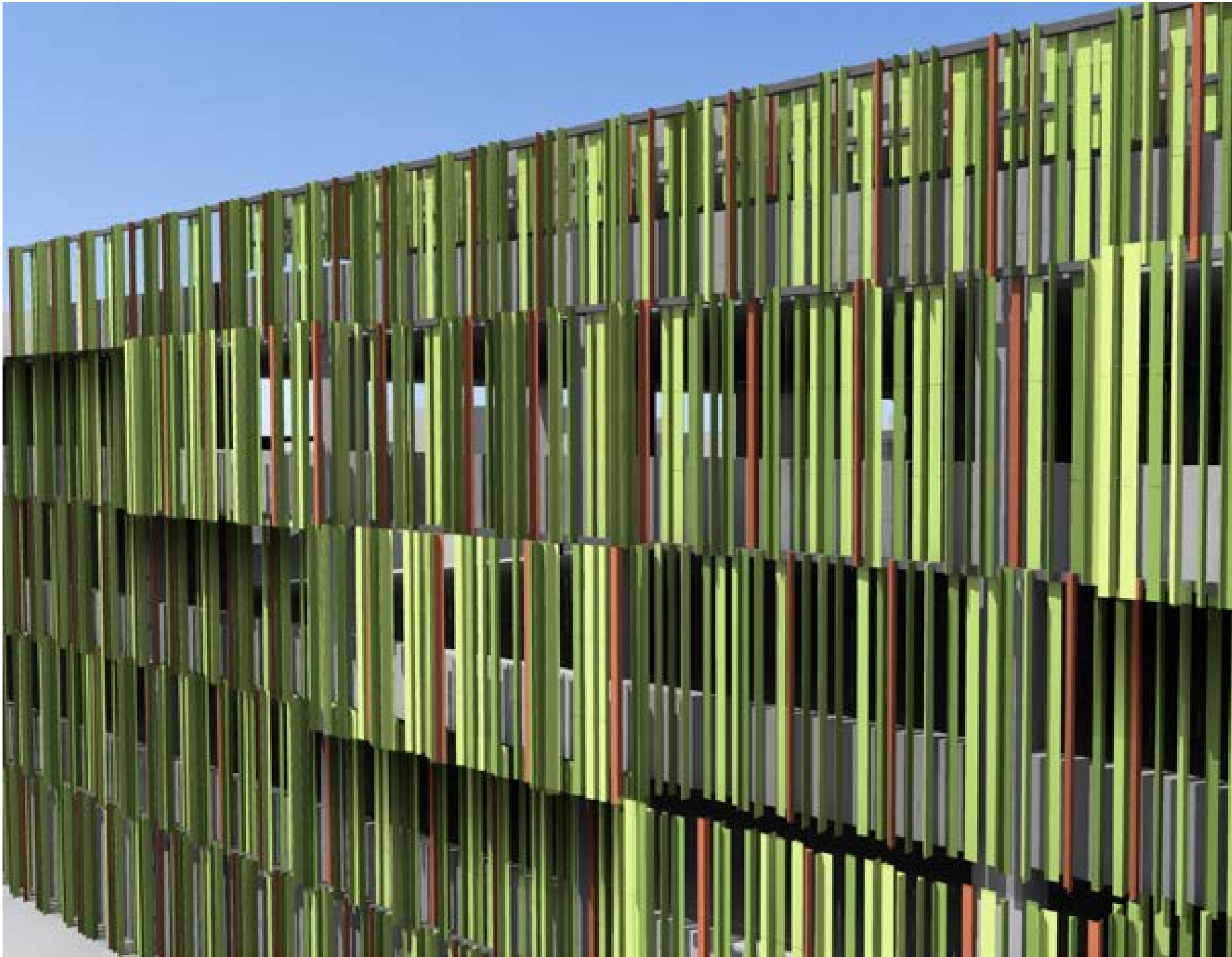
## VAN BUREN PLACE ELEVATION DETAIL





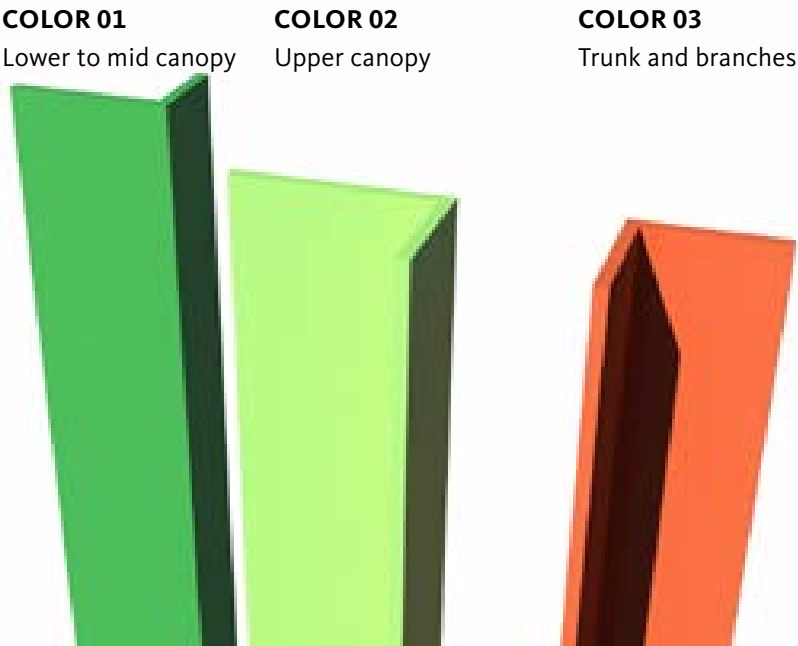
# VAN BUREN GARAGE

## VAN BUREN PLACE PERSPECTIVE



# VAN BUREN GARAGE

## VAN BUREN PLACE FACADE COLOR DEVELOPMENT



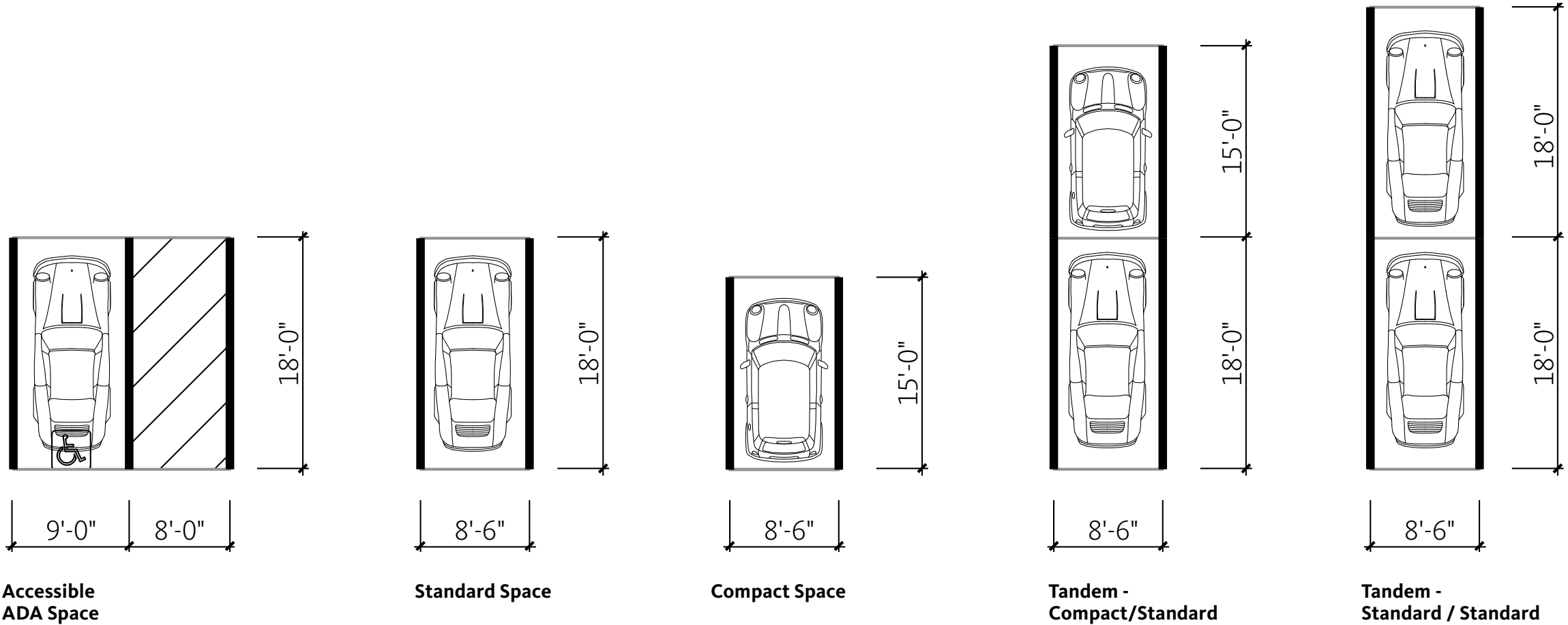
# CENTRAL GARAGE

## PARKING SPACE TYPE

### 8.4 CENTRAL GARAGE

| Level | COMPACT          |                         |                      |                      | STANDARD         |                         |                      |                      | ACCESSIBLE (ADA) SPACES |                | TOTALS    |                               |
|-------|------------------|-------------------------|----------------------|----------------------|------------------|-------------------------|----------------------|----------------------|-------------------------|----------------|-----------|-------------------------------|
|       | Aisle Accessible | Tandem Aisle Accessible | Tandem Buried 1-Deep | Tandem Buried 2-Deep | Aisle Accessible | Tandem Aisle Accessible | Tandem Buried 1-Deep | Tandem Buried 2-Deep | Standard Accessible     | Van Accessible | SUB-TOTAL | TOTAL with Anticipated losses |
| B2    | 9                | 0                       | 52                   | 27                   | 200              | 164                     | 112                  | 3                    | 0                       | 0              | 567       | 522                           |
| B1    | 2                | 0                       | 27                   | 18                   | 76               | 113                     | 86                   | 2                    | 21                      | 9              | 354       | 314                           |
| TOTAL | 11               | 0                       | 79                   | 45                   | 276              | 277                     | 198                  | 5                    | 21                      | 9              | 921       | 836                           |

Tandem parking will be managed per a parking management plan, with parking attendants to be stationed on each tandem level and managed in coordination with The Culver Studios security personnel.





# CENTRAL GARAGE

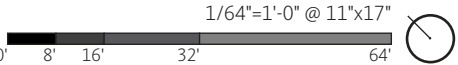
## BASEMENT LEVEL 02



- (S) STANDARD SPACE
- (A) ACCESSIBLE SPACE
- (TA) TANDEM - AISLE ACCESSIBLE STANDARD
- (T1) TANDEM - BURIED 1 DEEP STANDARD
- (T1C) TANDEM - BURIED 1 DEEP COMPACT

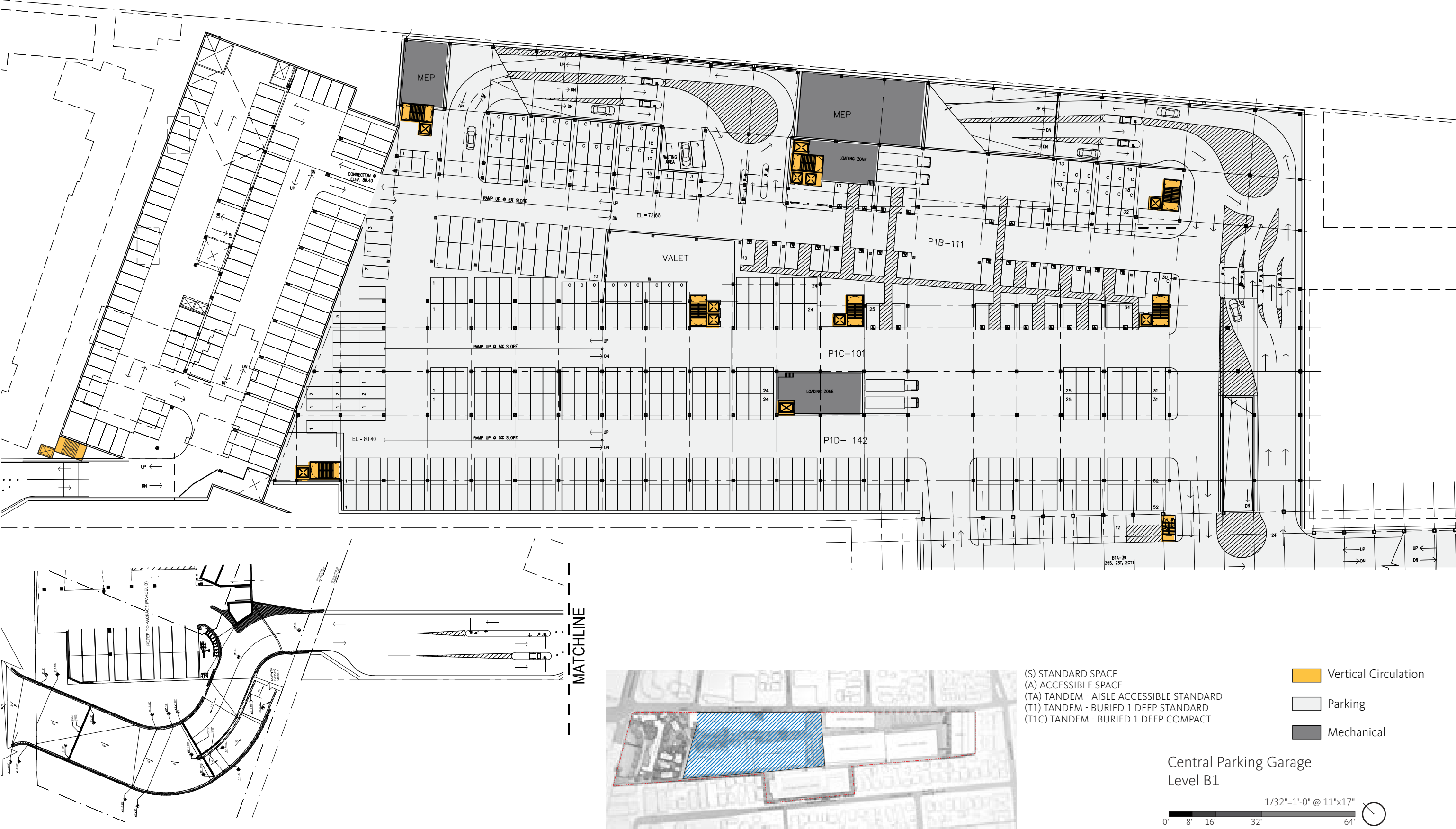
-  Vertical Circulation
-  Parking
-  Mechanical

Central Parking Garage  
Level B2



# CENTRAL GARAGE

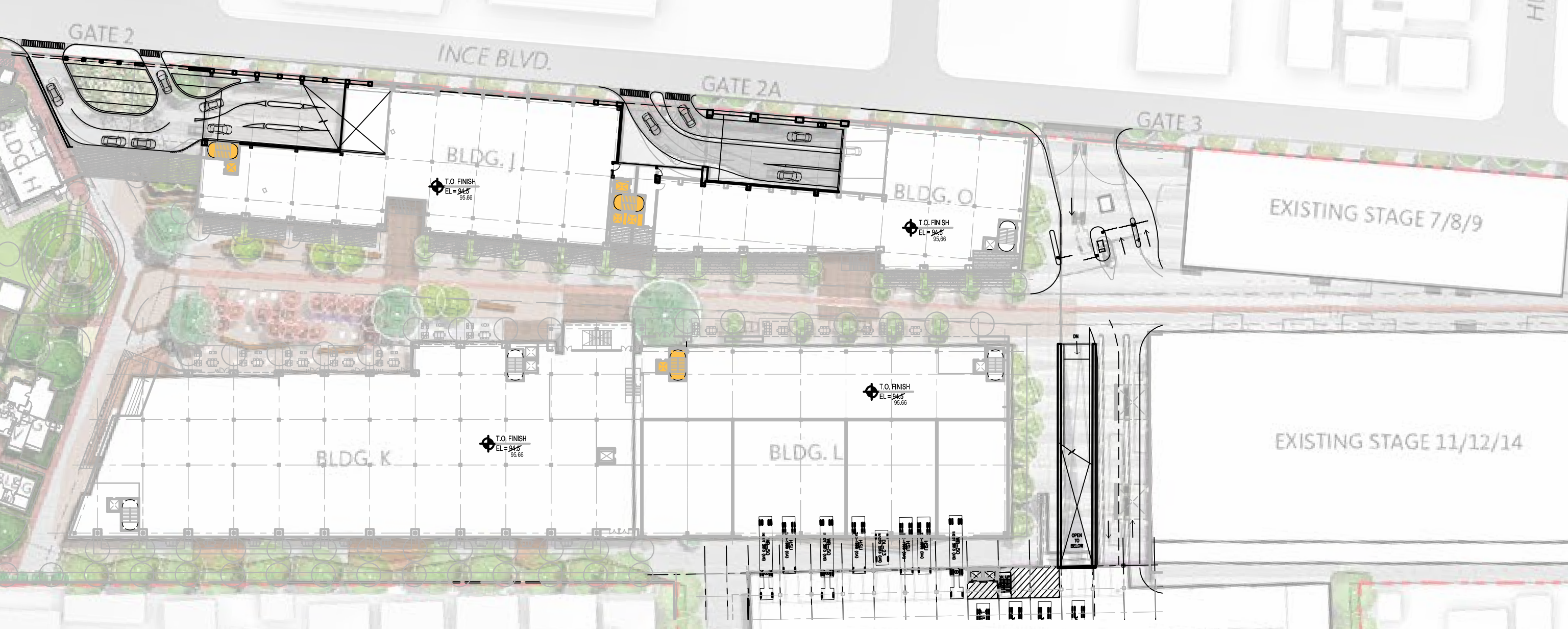
## BASEMENT LEVEL 01





# CENTRAL GARAGE

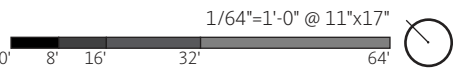
## GROUND



- (S) STANDARD SPACE
- (A) ACCESSIBLE SPACE
- (TA) TANDEM - AISLE ACCESSIBLE STANDARD
- (T1) TANDEM - BURIED 1 DEEP STANDARD
- (T1C) TANDEM - BURIED 1 DEEP COMPACT

Vertical Circulation

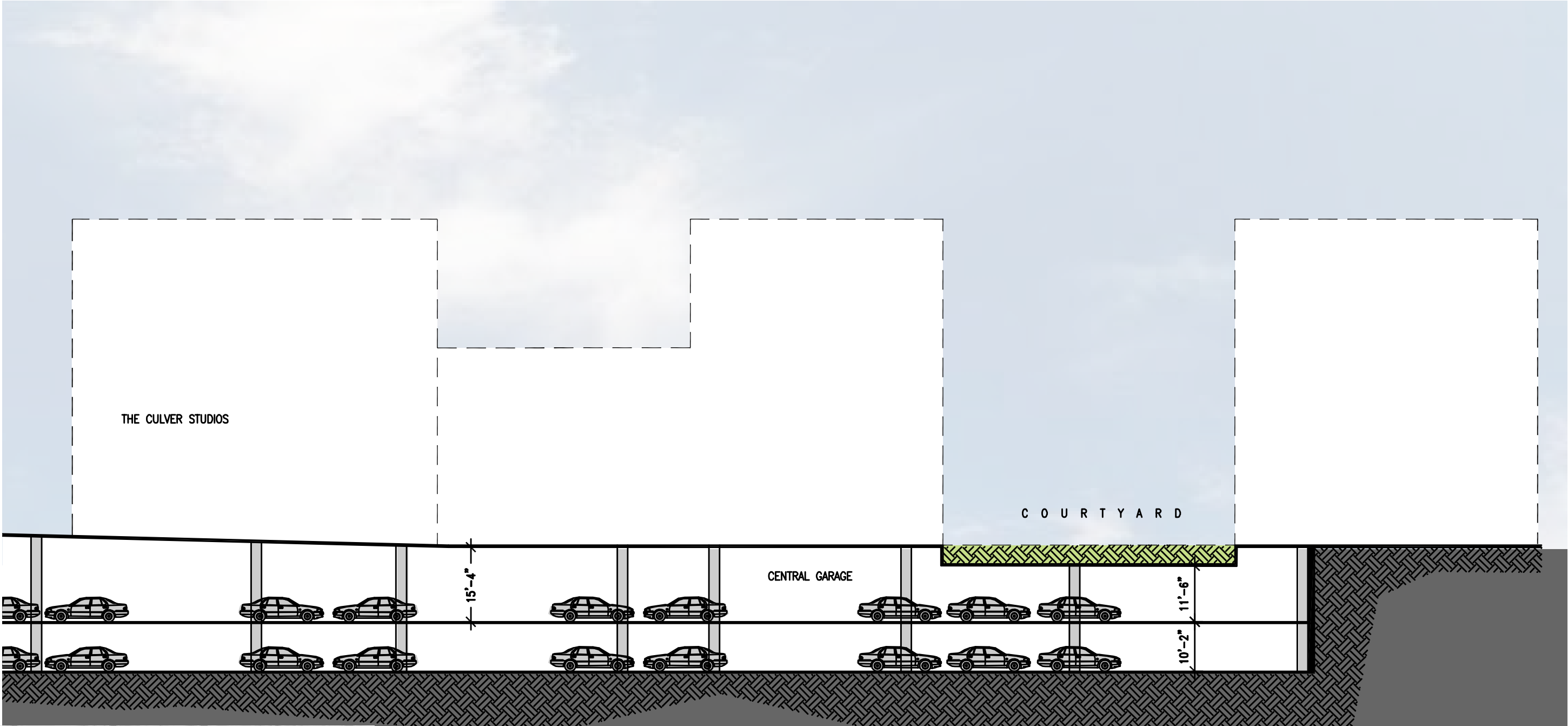
Central Parking Garage  
Level Ground





# CENTRAL GARAGE

## WEST - EAST SECTION



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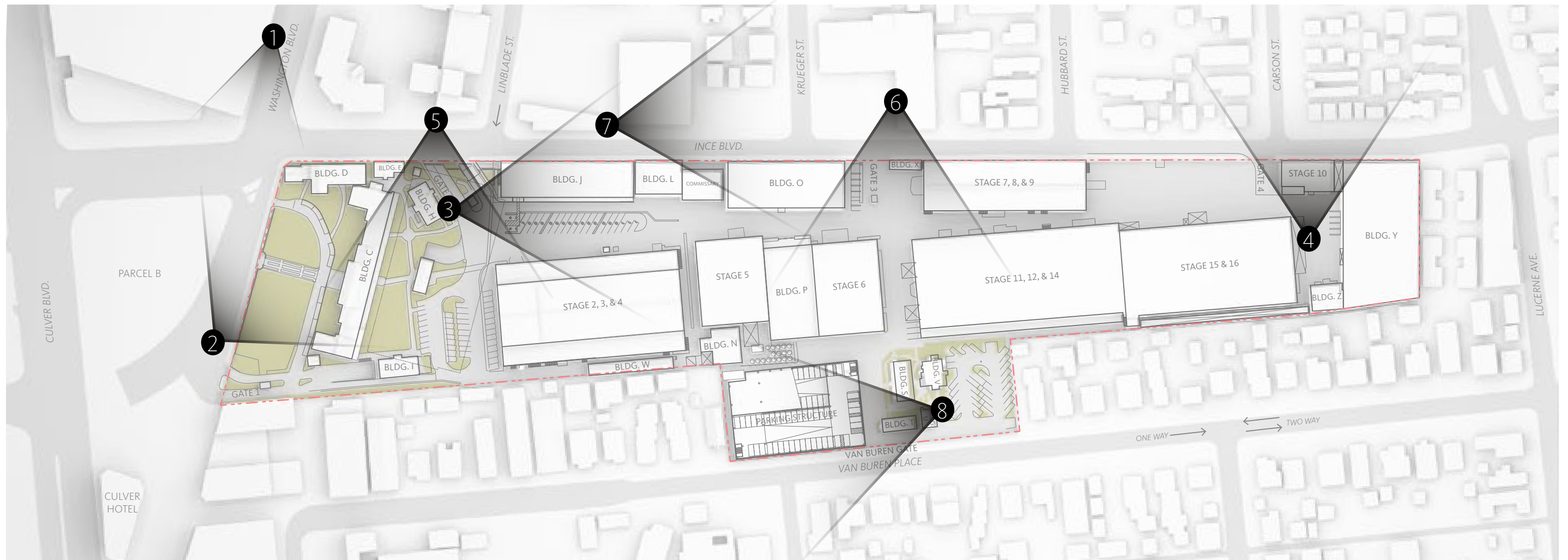
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An aerial photograph of a landscape. In the center, there is a large, light-colored building complex with multiple wings and a central courtyard. To the left of the building complex is a large, open field with some trees. To the right is a large, open field with some trees. In the foreground, there are several smaller buildings and a road. The background shows more fields and some distant buildings.

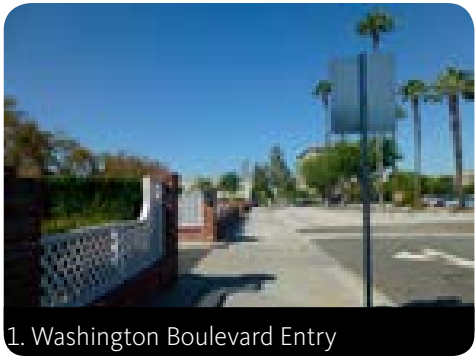
# 9.0 PROPOSED LANDSCAPE





# EXISTING CONDITIONS VISUAL ASSESSMENT

## 9.1 EXISTING CONDITIONS



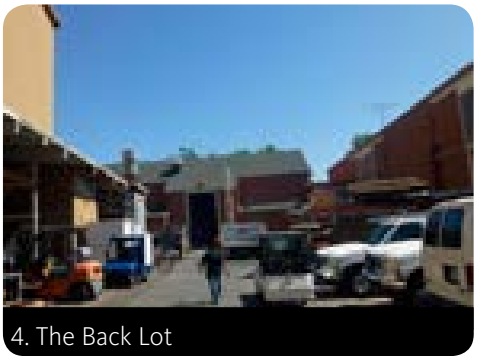
1. Washington Boulevard Entry



2. Culver Studios Entry



3. Studio Center



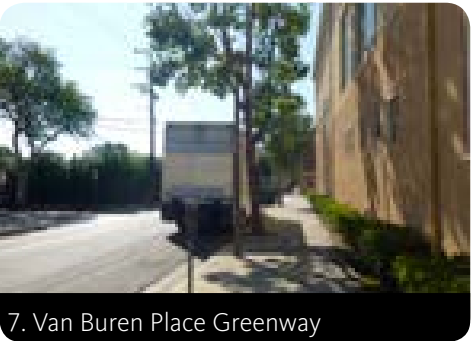
4. The Back Lot



5. Gate 2



6. Gate 3



7. Van Buren Place Greenway



8. Ince Boulevard Greenway



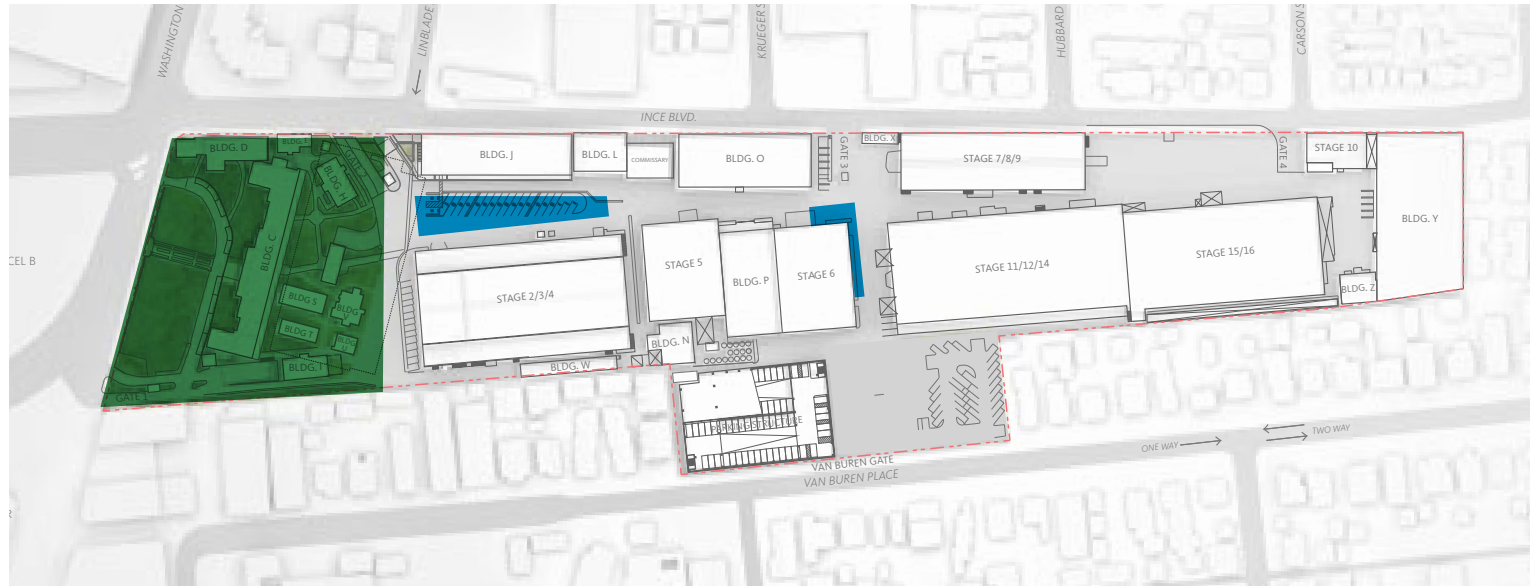
# EXISTING CONDITIONS LANDSCAPE SUMMARY

- Site Trees to Remain
- ✕ Site Trees to be Relocated or Removed
- Site Trees to be Possibly be Relocated, Replaced or Removed
- Street Trees

## 9.2 EXISTING LANDSCAPE SUMMARY

The Culver Studios existing landscaped areas are minimal which is typical for a working studio lot. The site is divided into 4 main landscape areas - The Mansion Area, The Bungalows, The Stage Area and the Site Perimeter. The most significant are the historic Mansion Area and the Bungalows where the majority of landscape occurs. The existing site is approximately 14 acres with approximately 1 acre (8%) of landscape area.





- Mansion Area - Front and Back Lawn
- Site Landscape

# EXISTING CONDITIONS LANDSCAPE SUMMARY

## The Mansion & Bungalow Area

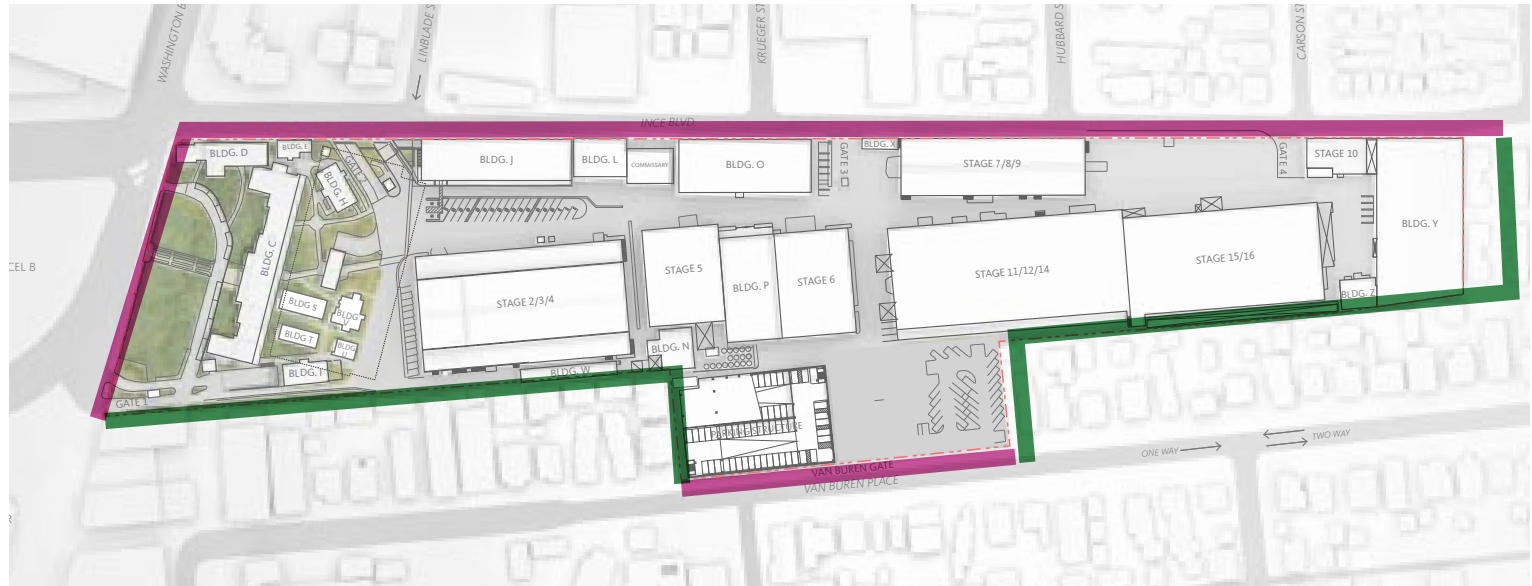
The Mansion Area is the most significant landscape feature on the studio lot. This historic area consists of a large front lawn that faces Washington Boulevard with an iconic wrapping driveway to the Mansion and a back lawn area that is an interior courtyard for the employees on site. The Front Lawn consists of three main elements, 1, the brick and lattice perimeter fence, 2, the Front Lawn and hedges, and 3, the historic Sycamore trees (*Platanus racemosa*) and driveway. In both the Front and Back Lawns, formal hedges and ornamental planting can be found around the perimeter of the buildings and lawn edges. The front lawn is an iconic image for the studio and has significant presence and connection to downtown Culver City throughout the history of Culver City. The rear mansion yard is an existing lawn, trees and shrubs that are above a parking structure. The Bungalows are an intimate space in a lush garden courtyard setting of ornamental garden beds and large canopy trees.

## Stage Area

As the site is a working studio, there is minimal planting within the studio and stage areas. There are areas adjacent to buildings primarily in linear planters. Sweet Gum (*Liquidambar styraciflua*) and Ficus species are the most common trees in this area, primarily in the parking and gate entries.

## Site Perimeter

The Washington Boulevard streetscape opens up to the empty lot of Culver Steps without any streetscape and is currently a wide concrete sidewalk. The Ince Boulevard streetscape is a narrow sidewalk planted with Brisbane Box (*Tristania conferta*) within the public right of way. The Brisbane Box has a tall upright form that screens the building facade from the adjacent neighborhood. At the base of the buildings along Ince Boulevard there are intermittent areas of a 12-inch planting strip. The south property line is primarily a tall wall that separates the studio from neighbors. Along Van Buren Place where the property line occurs, large cedars (*Cedrus deodar*) are planted within the public parkway adjacent to a narrow sidewalk. The large cedars again provide screening from the adjacent neighborhood.



- Public Right of Way
- Walled Private Edge

# PROPOSED LANDSCAPE CONCEPT

## 9.3 LANDSCAPE CONCEPT

The Culver Studios Landscape Plan is centered around a “campus” approach where central areas are created, a variety of landscape spaces provided, and connections within the Studio are made. Sustainability will be at the forefront as soft and hard elements are used. Working with the context and the Historic period, landscape may be recommended to be updated.

The Culver Studios is the heart of the creative Culver City with a historic context and distinct connections. Being an anchor in Downtown Culver City, The Culver Studios engages with the urban fabric of the Culver Hotel and Town Plaza. The site stretches to Ballona Creek and Bike Path and is close to the Culver City Metro Station. The landscape concept centers around “creative assembly” with the purpose of bringing together the creative spirit and collaboration by assembly. Taking cues from technology, entertainment and media, the conceptual approach creates a unique whole from distinct parts that distinguishes modern creativity, innovative thinking, and the inherent “Heart of Screenland” the heritage of Culver City.



Creativity



Media



Neighborhood



Materiality



Community



Innovation



Assembly



Connection





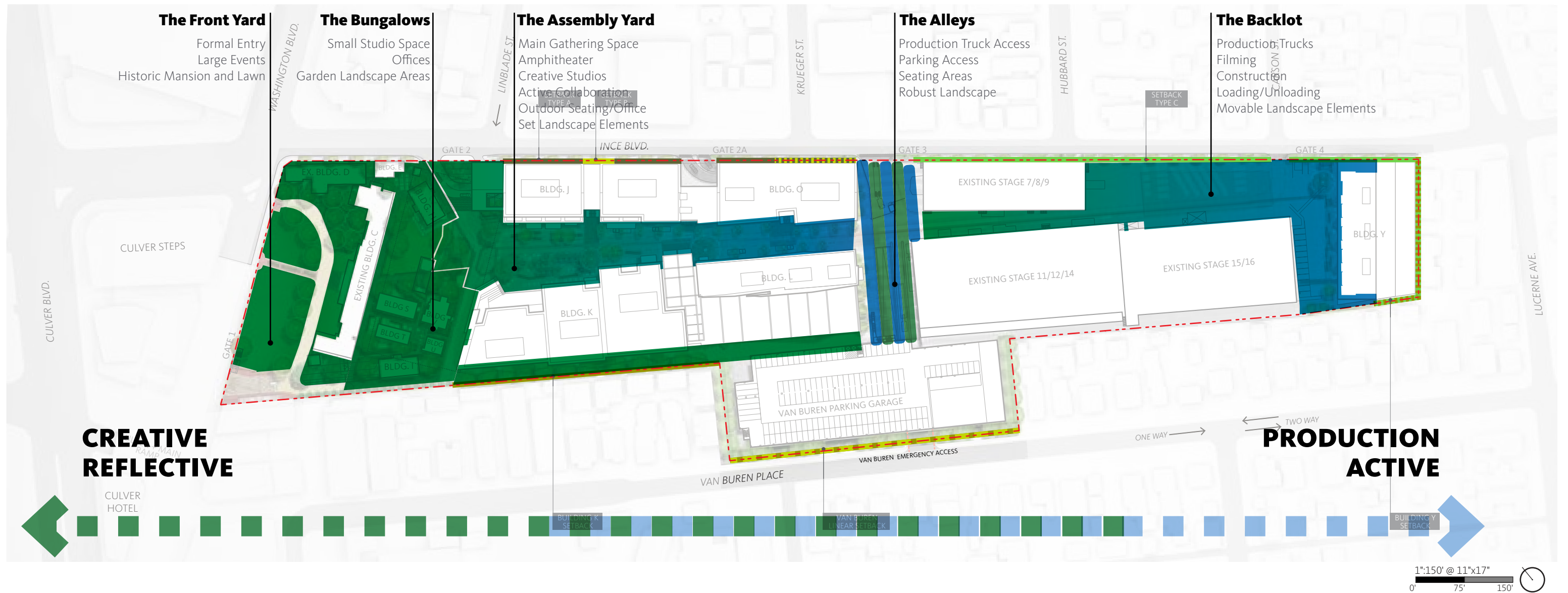
# **PROPOSED** **LANDSCAPE ZONES**

## **9.4 LANDSCAPE ZONES**

The Creative Assembly Concept draws from the media and film world, creating six distinct areas - 1) The Front Lawn and Bungalows, 2) The Assembly Yard, 3) The Track, 4) The Alleys, 5) The Backlot, and 6) The Neighborhood. Each area is responsive to the diverse program of the buildings while instilling the sense of being in an active studio lot. Each area is assembled to create a diverse and collaborative environment.



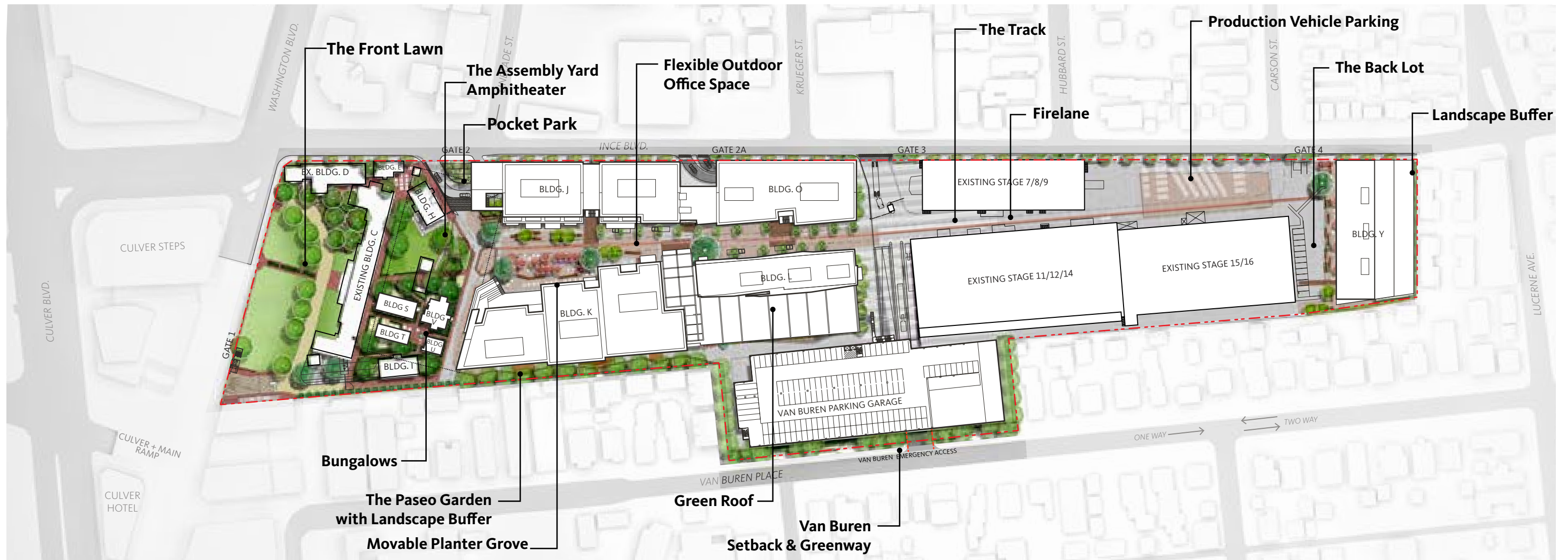




# PROPOSED LANDSCAPE PROGRAM

## 9.5 LANDSCAPE PROGRAM

The program from Culver Studios is a diverse media program. From the west creative and subtle spaces of the Front Yard and Bungalows, the program transforms to the outdoor workspace of smaller digital stages and production. Going east, there is further transformation to production and built stages. At the Backlot, the most active of production and construction occurs.



# **PROPOSED FEATURES**

## **9.6 LANDSCAPE FEATURES**

With each area, there is a distinct identity to the space. From the main entry, there is the historic Front Lawn and Entry. Behind the Mansion are the historic Bungalows and gardens as well as the Assembly Yard for gathering. Further into the Culver Studios, there is flexible outdoor space for creative digital studios. The site transitions to production with more robust landscape elements of seating and planting as trucks and equipment goes by. At the end is the Back Lot, construction and production occurs with an industrial landscape environment of a working studio.





# PROPOSED FRONT LAWN & BUNGALOWS

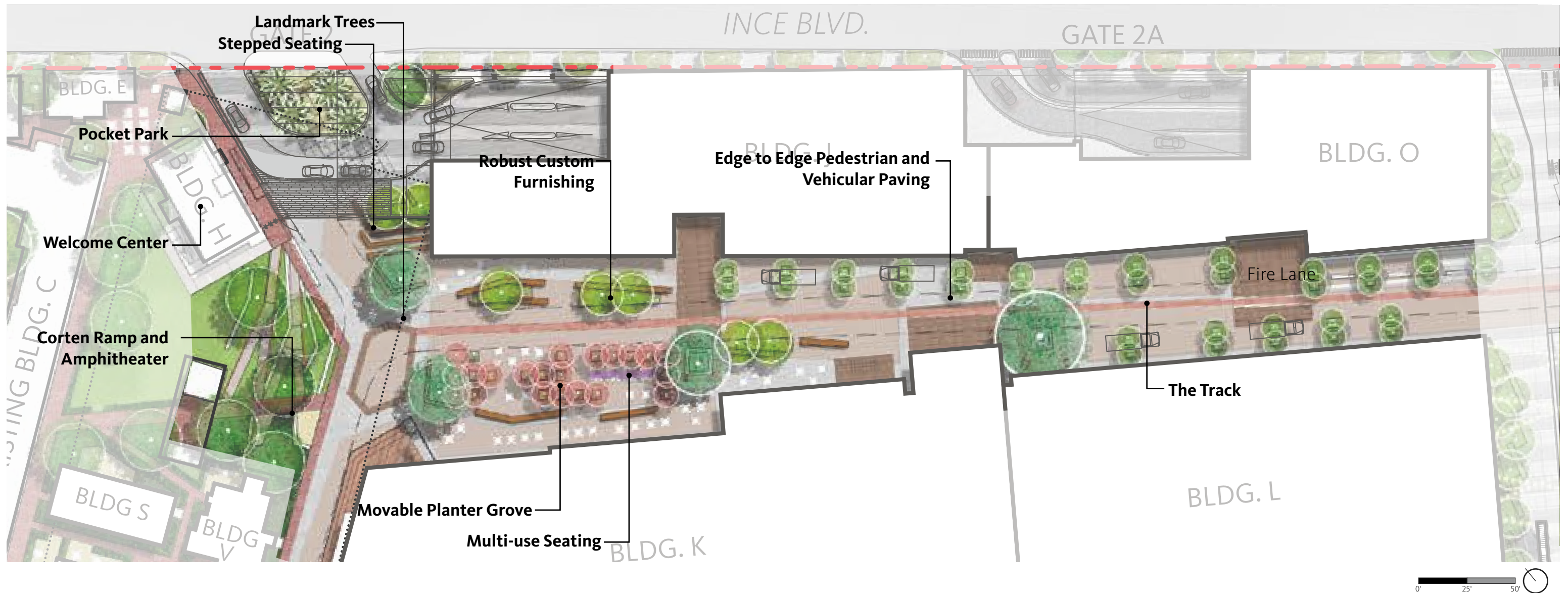
## 9.7 FRONT LAWN & BUNGALOWS

The face of Culver City, the front lawn, is an iconic lawn in entertainment history. Using history and context, a new take on the materials, planting and introducing iconic art will highlight and maintain this centerpiece. Health and sustainability of the landscape will be considered as well as the period of historic significance when interpreting this front lawn and fence.

The four existing Bungalows have been relocated within the rear lawn in a similar setting to create a small garden experience. Using drought tolerant species, the gardens integrate a water feature, courtyards and seating areas.







# **PROPOSED** THE ASSEMBLY YARD

## 9.8 ASSEMBLY YARD

As the main gathering space, the "Assembly Yard" can be used to show off latest innovations, to pitch an idea, or to have an after-work social hour. The "Assembly Yard" anchors the lot, providing space for "all-hands" events for the studio and the Culver City community. Utilizing the natural grade, stepped seating and ramps are incorporated into the seating areas. The studios open onto a central social work space that inspires collaboration. Large movable planters can be organized for group events or for smaller gatherings. The furnishings are made of materials reflect the robustness of the architecture and the history of Studio.



Assembly Yard - Events and Gatherings



Corten/Metal Ramps and Seating



# PROPOSED PRECEDENT IMAGES



Movable Planter Grove



Multi-use Furnishing



Stepped Seating



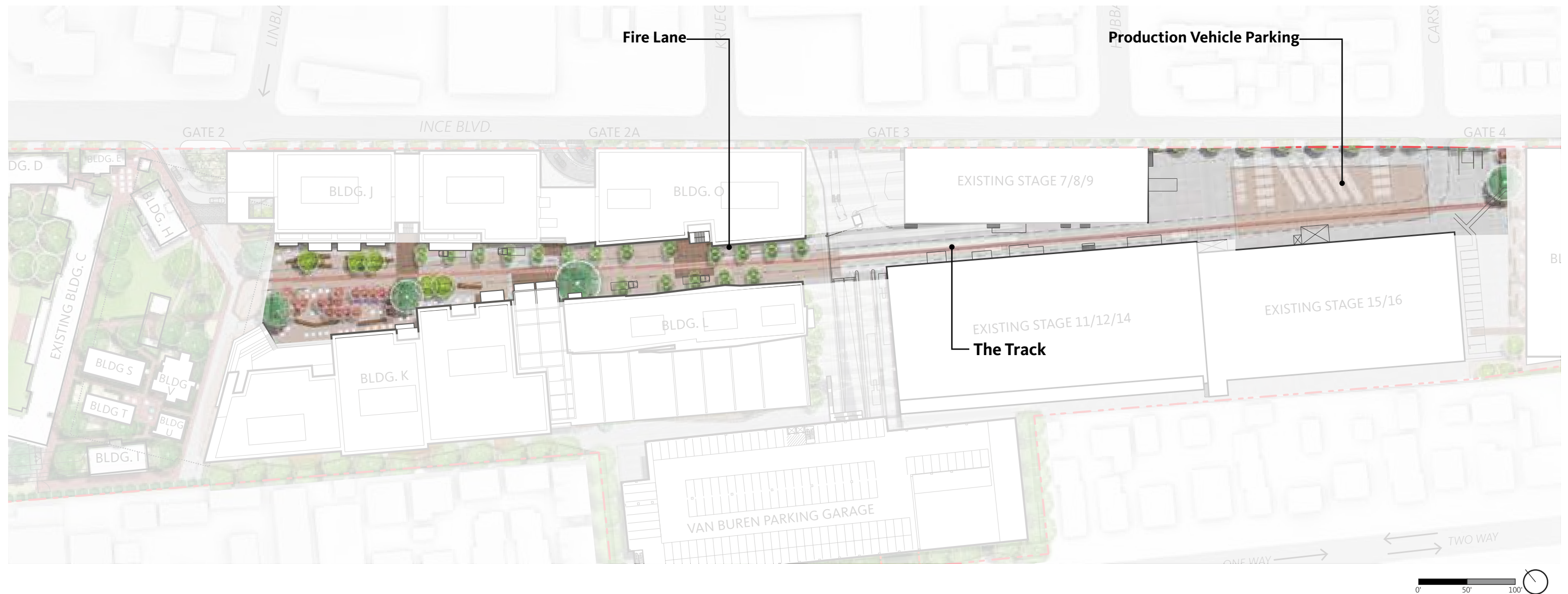
Corten/Metal Wall



Custom Furnishings



Edge to Edge Pedestrian and Vehicular Paving



# PROPOSED THE TRACK

## 9.9 THE TRACK

Named after the simple filming device, the "Track" is laid down the center of the lot and acts as the directional element for pedestrian and vehicles. Designed for pedestrian, the "Track" connects the site with color, signage and seating to bring the entire lot together.



Film Dolly Track

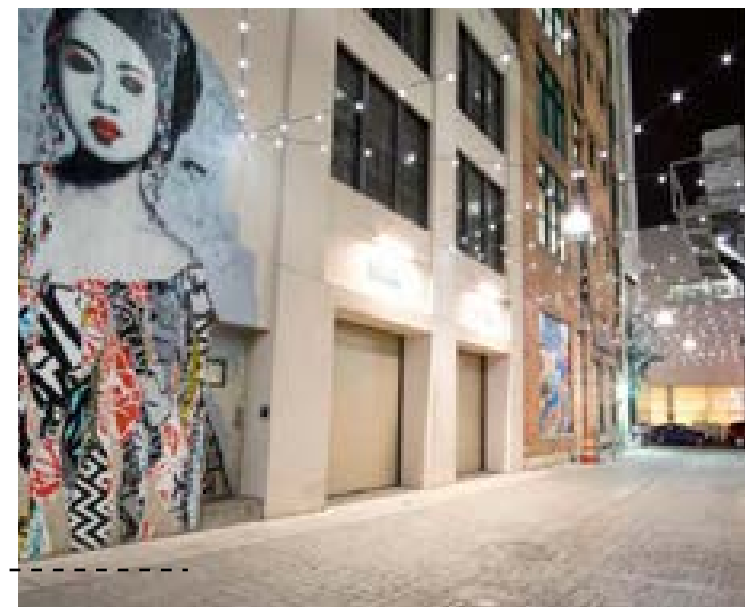
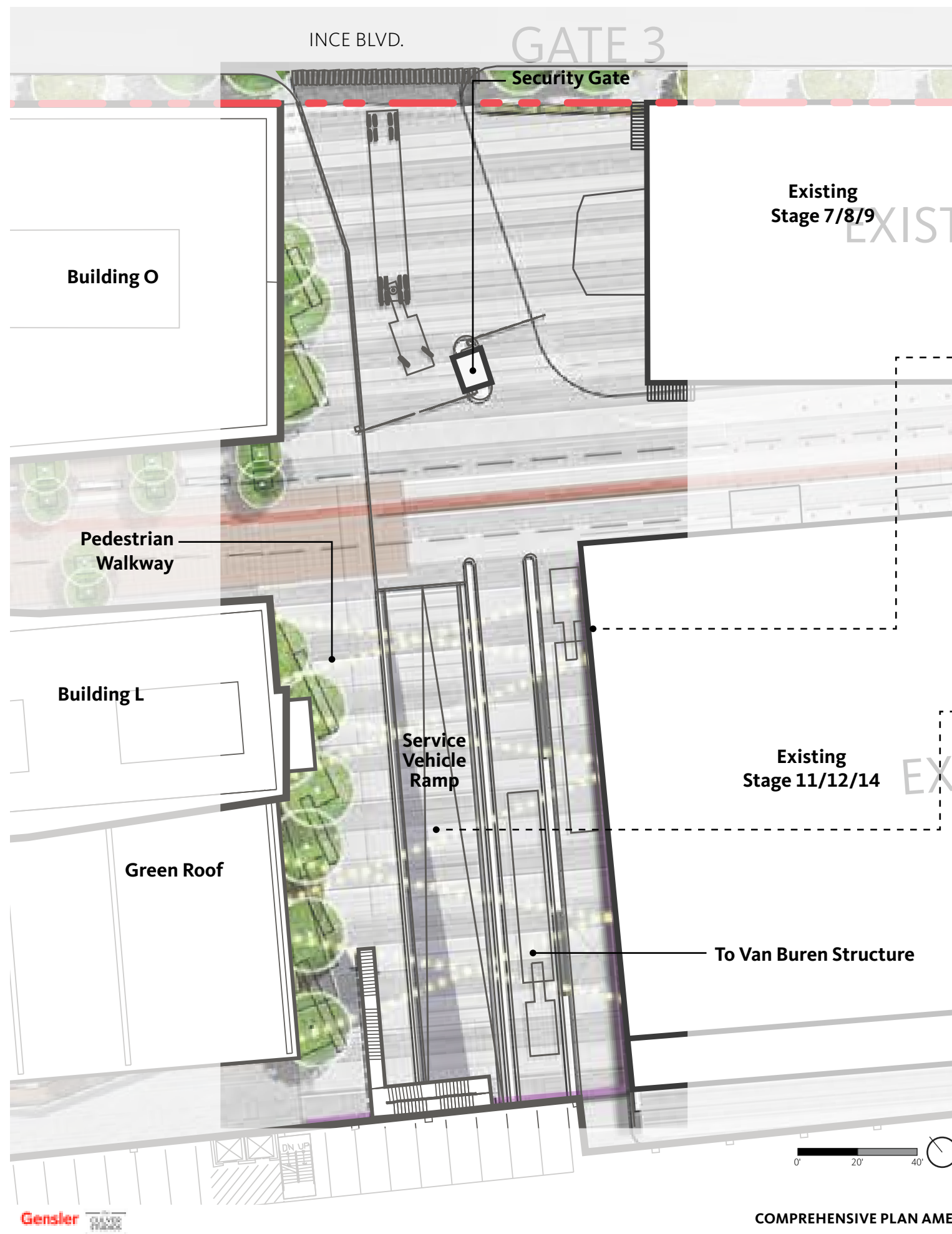


Paving and Drainage



Custom Drain Grate





Mural Walls



Overhead Art and Lighting

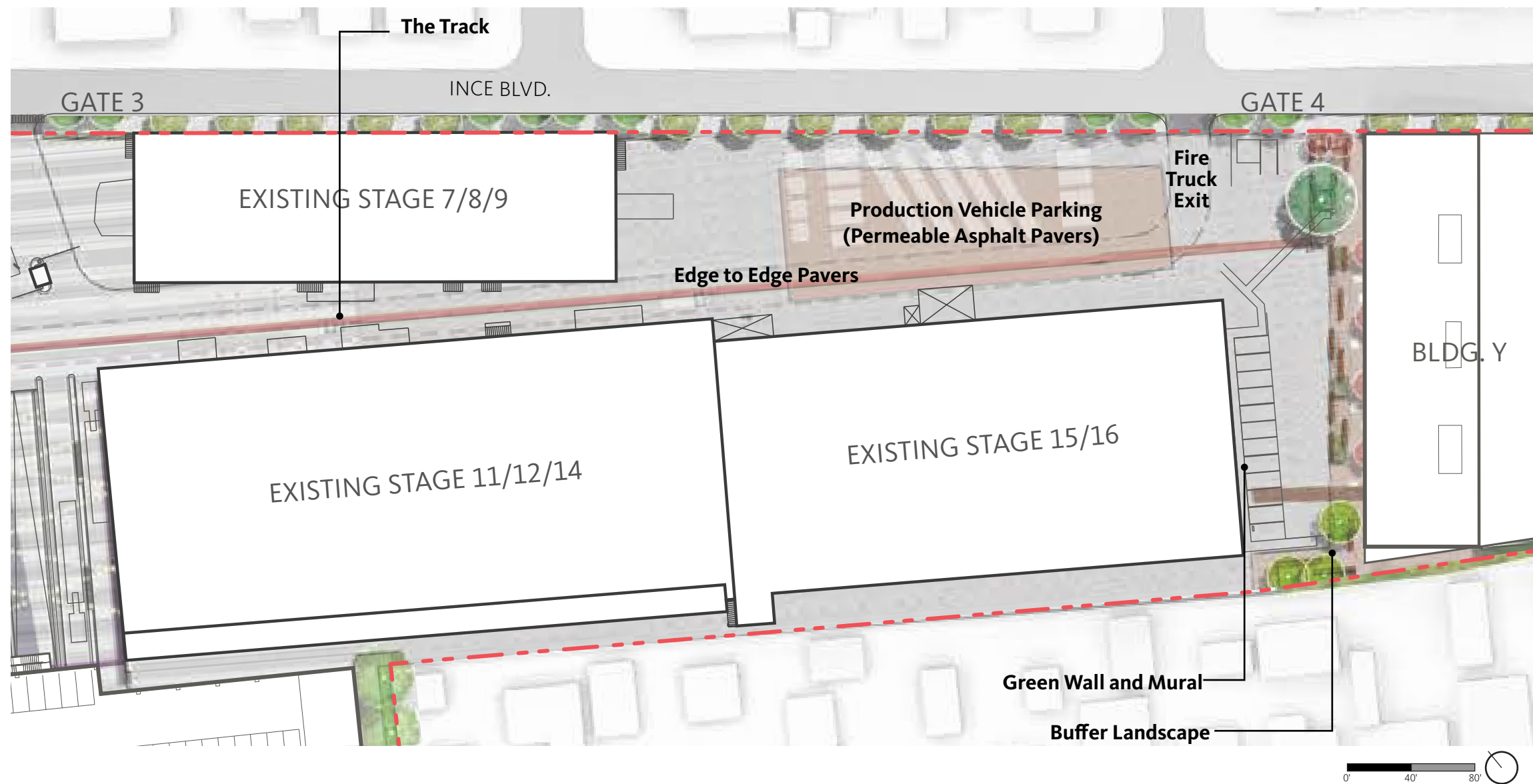


Filming Opportunities

# PROPOSED THE ALLEYS

## 9.10 THE ALLEYS

The "Alleys" create a multitude of interstitial spaces for opportunities. Even with vehicle ramps and driveways, there are opportunities for filming, art, and social gatherings.



Existing Studio Production



Existing Studio Production

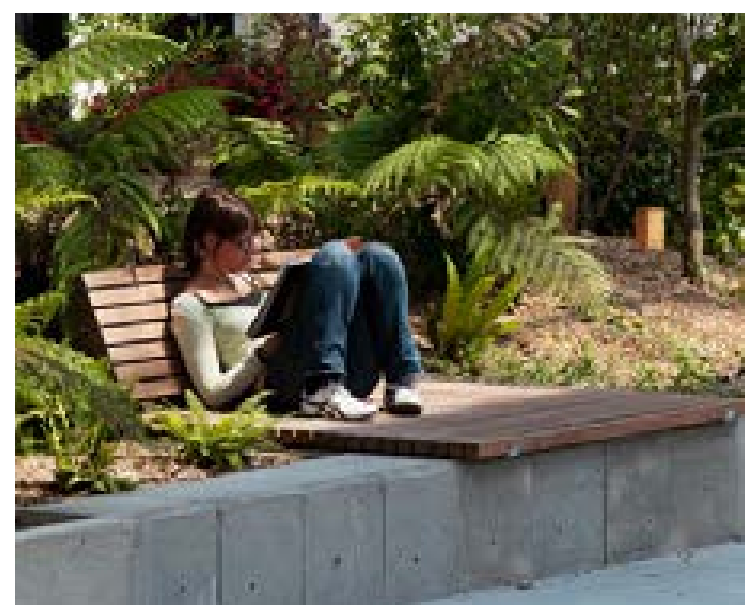
# PROPOSED THE BACKLOT

## 9.11 THE BACKLOT

With iconic furniture and robust planting, the "Back Lot" provides a robust space that acts as a prime multi-use space for active program for production and construction as well as social programs such as collaboration and entertainment. The furniture and planting is designed so that people can create masterpieces with and also relax on. The "Back Lot" is the backdrop to the lot as it brackets the "Assembly Yard".



Iconic Planter

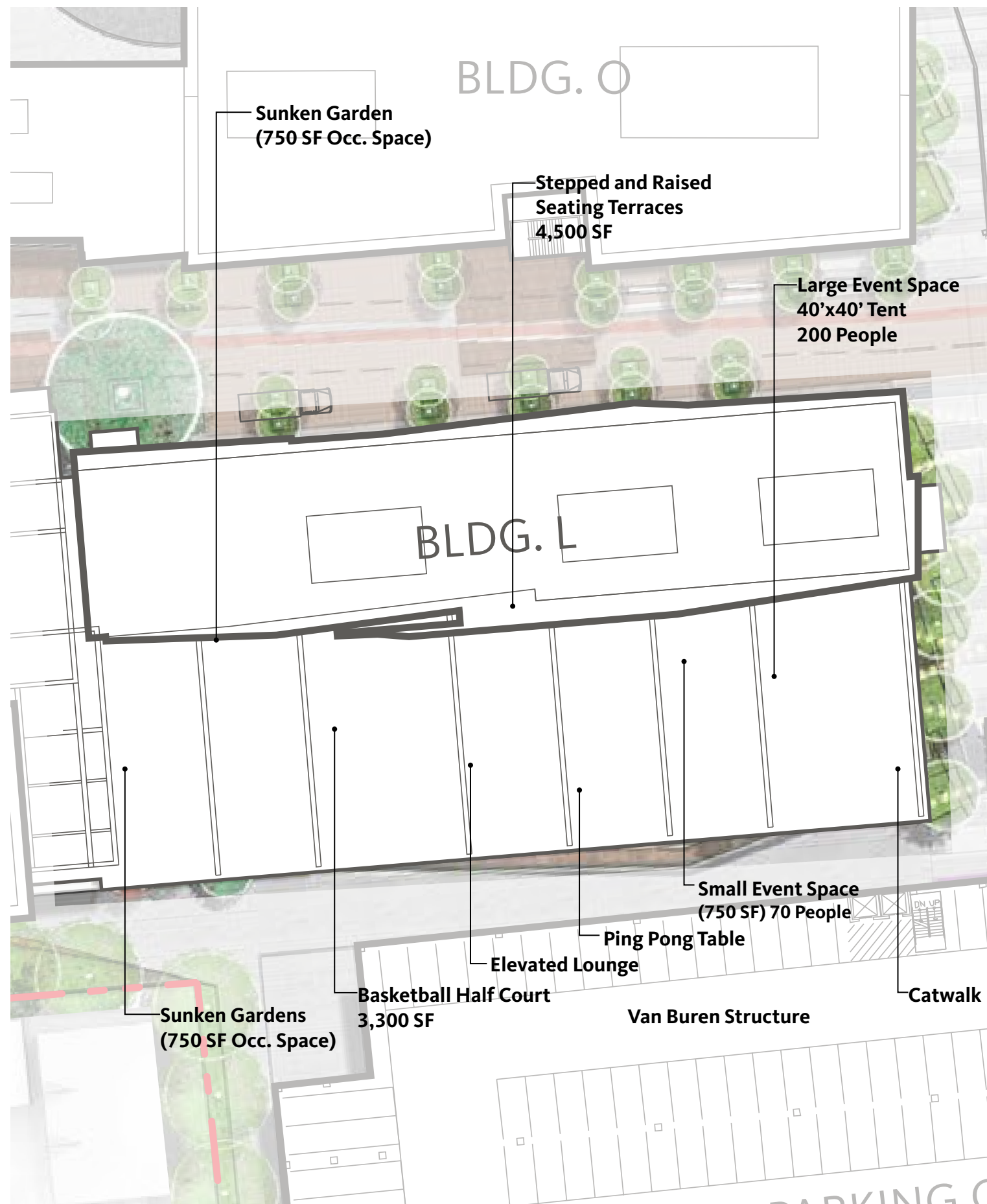


Robust Furnishing



Permeable Asphalt Pavers





Basketball Half Court



Stepped and Raised Seating

# THE DECK BUILDING L ROOF

## 9.12 THE DECK

As a multi-use activity area on Building L, brings together large and small event spaces, sunken gardens, a half basketball court and a stepped terrace with seating, lounge, ping-pong, and overlook Catwalk. The deck is an exclusive area for respite and collaboration and is located behind the Van Buren Structure to provide further buffer for the neighborhood.



Ping-Pong Tables



Projected Art Piece



Large Event Space





# PROPOSED LANDSCAPE SETBACKS

- Setback Type: **A**
- Setback Type: **B**
- Setback Type: **A/B**
- Setback Type: **C**
- Building Y Setback
- Building K Setback
- Van Buren Linear Setback

## 9.13 LANDSCAPE SETBACKS

Comprehensive Plan Amendment No. 7 proposes a variety of landscape setback types and conditions located on the perimeter of the Site. Landscape setback improvements to The Culver Studios will occur either as a component of the Project or as large, continuous sections require upgrades.

- Setback Type **A**: Two-foot in width raised planter setback from property line
- Setback Type **B**: Varies, five to six-foot in width, at grade landscape setback from property line
- Setback Type **C**: Eighteen-inch in width, at grade landscape setback from property line
- Building Y Setback: Five-foot in width setback from property line
- Building K Setback: Varies, twenty to thirty-foot in width, at grade landscape setback from property line
- Van Buren Linear Setback: Fifteen-foot in width setback from property line

Setback Type: **A**



Setback Type: **B**



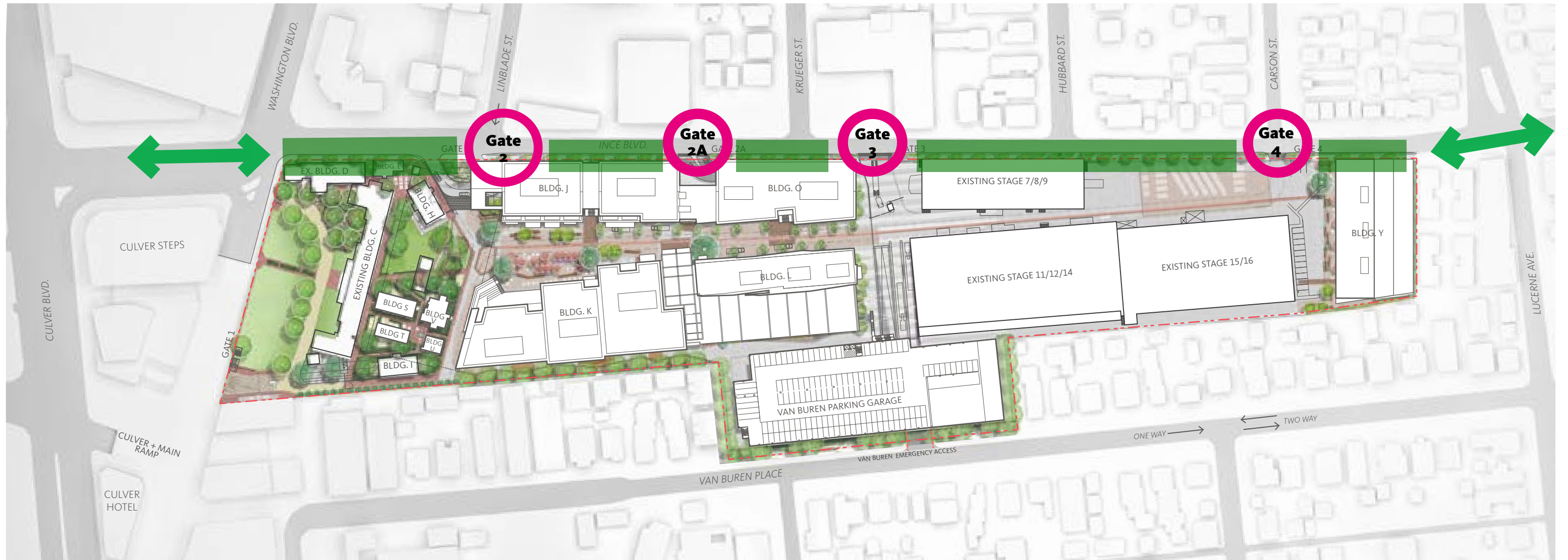
Setback Type: **C**



# PROPOSED LANDSCAPE SETBACKS

Currently, the Ince Boulevard landscape frontage of The Culver Studios property varies from a minimum zero lot-line setback to a maximum eighteen (18) inch setback. Comprehensive Plan Amendment No.7 proposes to enhance the pedestrian experience, provide visual variety, as well as provide potential stormwater functionality along The Culver Studio's property on Ince Boulevard. Three typologies are proposed for Ince Boulevard, ranging from a minimum condition of eighteen (18) inches to a maximum of six (6) feet. The three typologies may be used individually or combined, where feasible and appropriate. Existing streets located within the public right of way (R.O.W.) will remain unless impacted by a proposed project. Where impacts, such as damage or removal, occur, replacement will occur at a two-to-one (2:1) ratio.



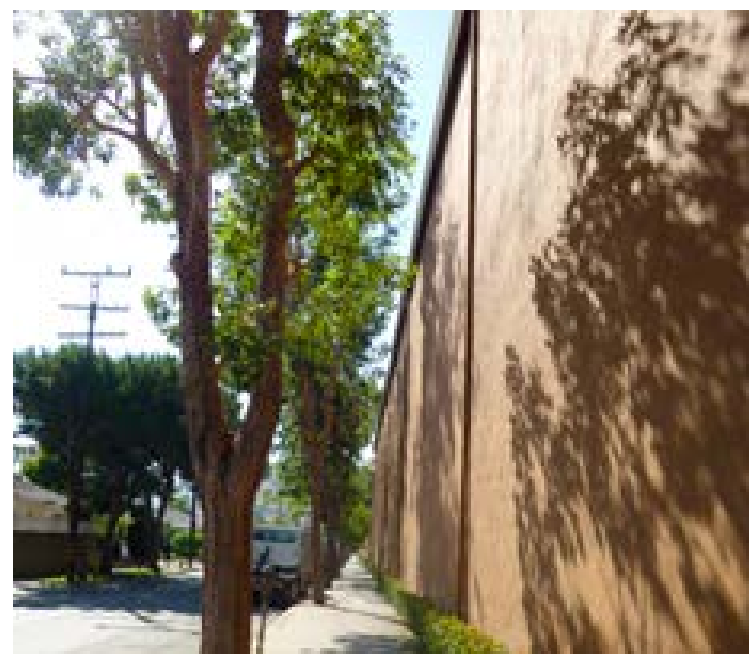


# **PROPOSED** INCE BLVD. STRATEGY

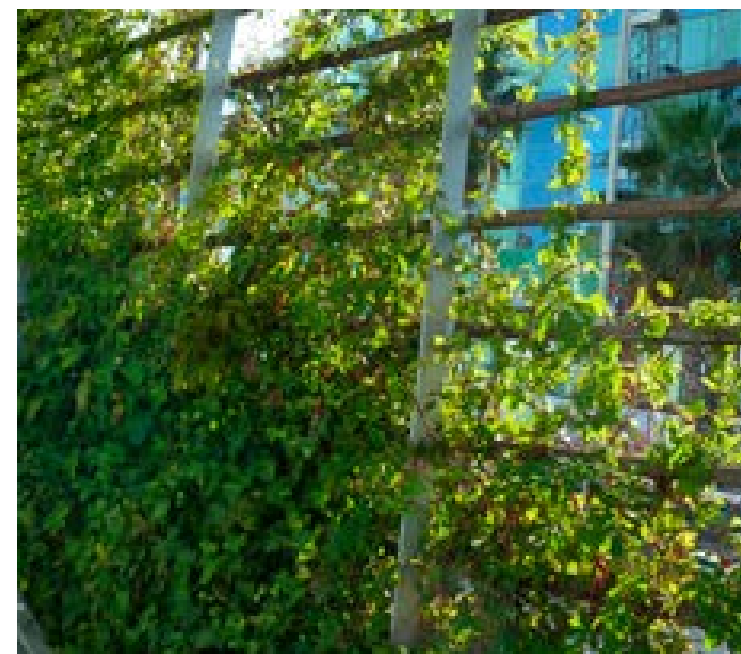
## 9.14 INCE BOULEVARD STRATEGY

The proposed landscape development along the public side of the Ince Boulevard studio buildings adds greenery with linear planters and evergreen planting. Vines and climbing plants will be introduced along the buildings to create a pedestrian scale environment. These additions will buffer the adjacent neighborhood from studio buildings and fences.

The current minimal streetscape will be enhanced while existing trees will be protected and maintained. If needed, additional trees will be used to create a green neighborhood street scape according to Culver City guidelines.



Existing Ince Boulevard Streetscape



Green Wall

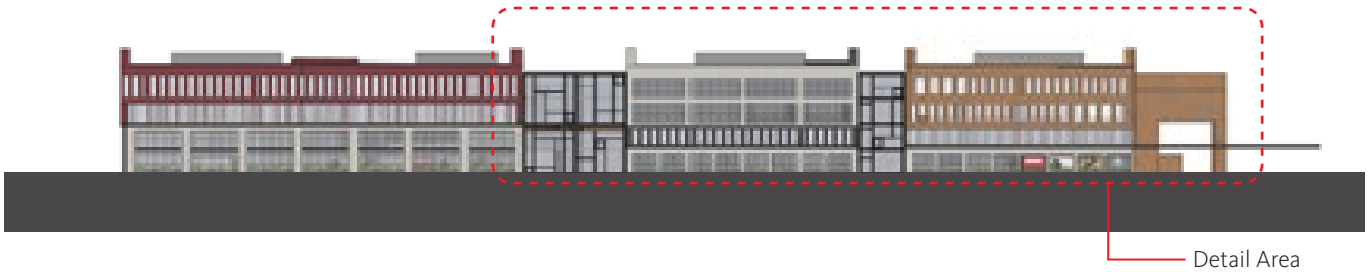


Neighborhood Pedestrian Experience



# BUILDING J

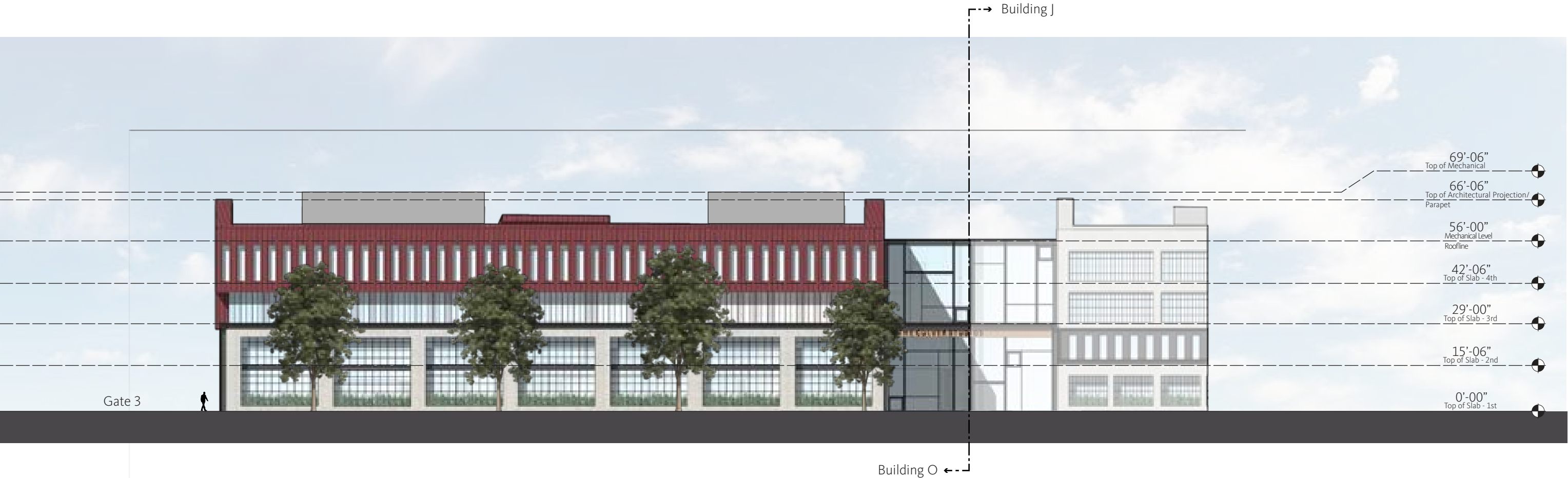
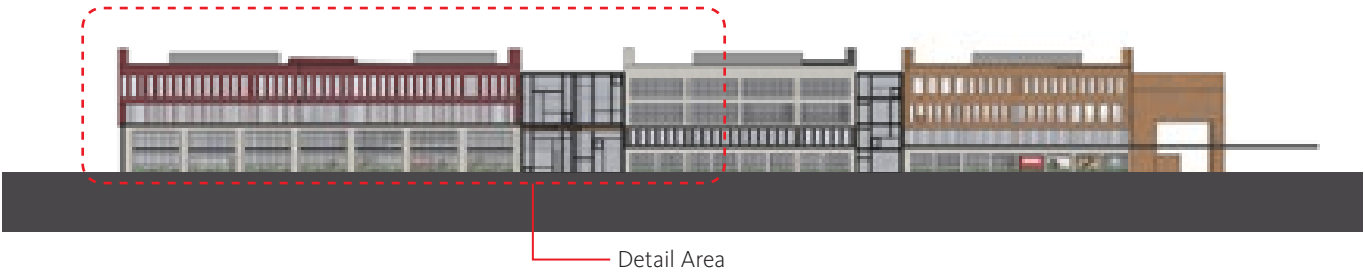
## INCE ELEVATION



Building J Ince Elevation  
1/32"=1'-0" @ 11"x17"  
0' 8' 16' 32' 64'



# BUILDING O INCE ELEVATION

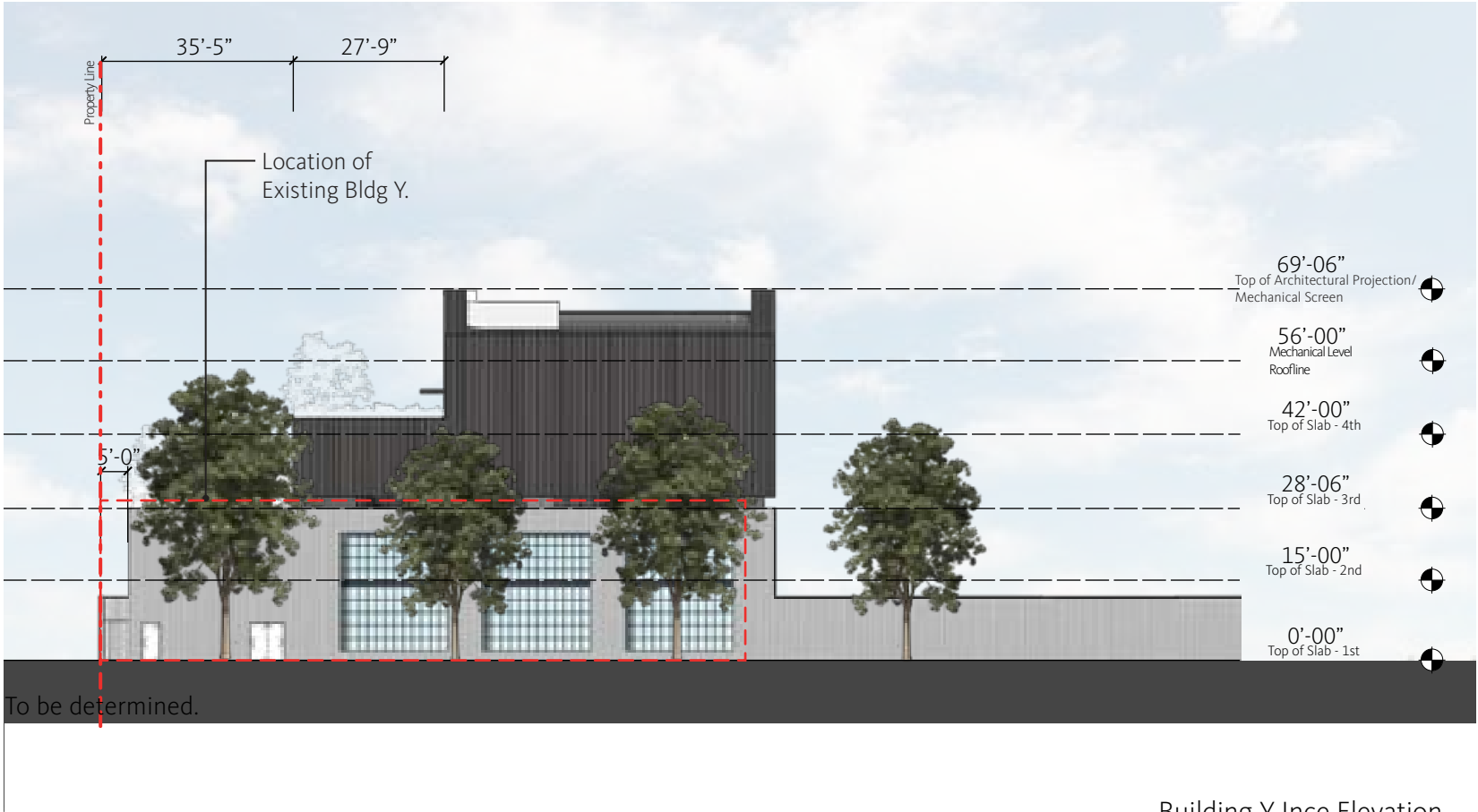


Building O Ince Elevation  
1/32"=1'-0" @ 11"x17"  
0' 8' 16' 32' 64'



# BUILDING Y

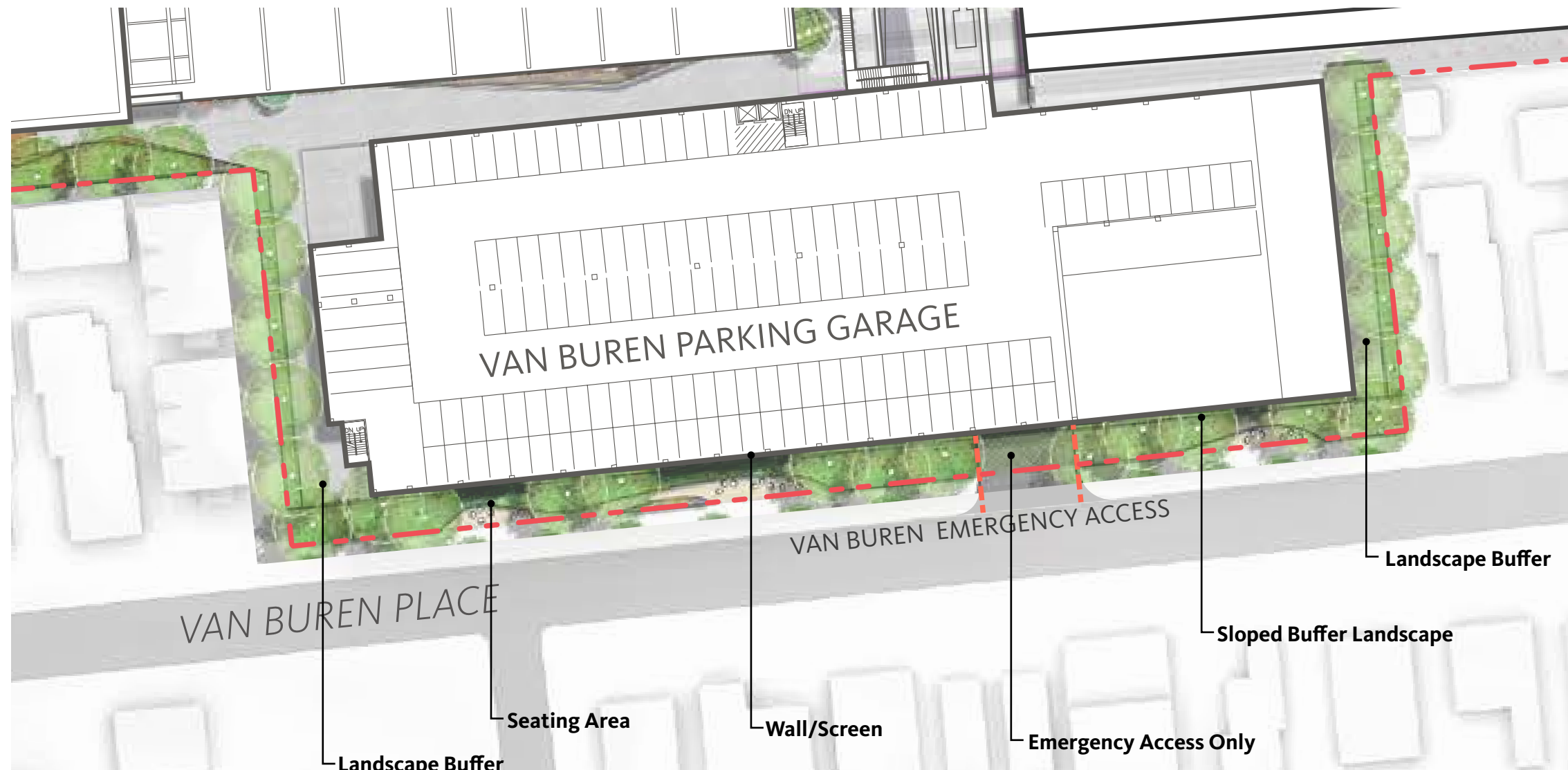
## INCE ELEVATION



Building Y Ince Elevation







# PROPOSED VAN BUREN PLACE STRATEGY

## 9.15 VAN BUREN PLACE STRATEGY

Collaborating with the community, the Van Buren Place greenway will create a neighborhood oriented green space that incorporates existing and new trees to enhance the pedestrian and landscape experience. Landscape will be used to screen the building with vines, planting and trees.



Green Wall



Storm Water Management and Parkway Enhancement



Iconic Seating

# PROPOSED FINISHES, ELEMENTS, & FURNITURE

## 9.16 FINISHES, ELEMENTS, & FURNITURE

### DROUGHT TOLERANT AND CALIFORNIA NATIVE PLANTS



Green Roof



Storm Water Management and Parkway Enhancement



Native Trees



Drought Tolerant Planting

### DISTINCTIVE PAVING AND HARDSCAPE



Reflective Paving



Interpretive Walks



Unique Bicycle Markers



Large Pavers



# PROPOSED FINISHES, ELEMENTS, & FURNITURE

## FURNISHING



Iconic Seating



Individual Workspace



Movable Planter



Bicycle Parking

## RE-PURPOSED MATERIALS



On-Site Materials  
166 | THE CULVER STUDIOS



Vernacular Materials

## ROBUST FURNISHING



Robust Planters  
COMPREHENSIVE PLAN AMENDMENT No. 7 | NOVEMBER 2017



Robust Furnishing



# PROPOSED PLANTING PALETTE - TREES

## 9.17 PLANTING PALETTE



*Platanus racemosa* Sycamore



*Pinus canariensis* Canary Pine



*Quercus agrifolia* Coast Live Oak



*Olea europaea* Swan Hill Olive



*Cercis occidentalis* California Redbud



*Palo Verde Desert Museum*

# PROPOSED PLANTING PALETTE - SITE



*Rosa spp.* Tea Roses



*Heemerocallis spp.* Daylily



*Penstemon eatonii* Penstemon Firecracker



*Salvia clevelandii* Cleveland Sage



*Agapanthus orientalis* Lily of the Nile



*Trachelospermum jasminoides* Star Jasmine



*Festuca glauca* Blue Fescue



*Muhlenbergia rigens* Muhly Grass



*Xylosma congestum* Xylosma Hedge



*Rapheolepsis spp.* Indian Hawthorne



*Rosemarius officialis* Creeping Rosemary



*Agave attenuata* Foxtail Agave



# PROPOSED

## PLANTING PALETTE - VAN BUREN



*Agave tequilana* Weber's Blue Agave



*Agave attenuata* Foxtail Agave



*Polystichum munitum* Western Sword Fern



*Leymus condensatus* Wild Rye



*Juncus patens* California Gray Rush



*Salvia apiana* White Sage



*Distictis buccinatoria* Red Trumpet Vine



*Thymus serpyllum* Creeping Thyme



# PROPOSED

## PLANTING PALETTE - BUNGALOWS



*Cercidium 'Desert Museum'* Desert Museum Palo Verde



*Agave americana* Century Plant



*Agave parryi* Parry's Agave



*Senecio mandraliscae* Blue Chalk Sticks



*Echeveria subrigida* 'Fire and Ice' Red Edge Echeveria



*Aeonium 'Schwarzkopf'* Aeonium Zwartkop



*Salvia clevelandii* Cleveland Sage



*Carex pansa* Dune Sedge



# PROPOSED LOW IMPACT DEVELOPMENT

## 9.18 LOW IMPACT DEVELOPMENT

### EXISTING

The existing site currently does not implement any Low Impact Development (LID) Best Management Practices (BMPs) in place.

### PROPOSED

Since more than 50% of the existing impervious surface is being altered in this Project, the entire project site must comply with LID. Stormwater from the entire site must be collected and treated. The selected treatment method will be capture and reuse through the use of Environmental Passive Integrated Chamber (EPIC) planters. The EPIC System captures and reuses stormwater runoff from the building roofs and impervious paving on the site. The stored water is “introduced directly to the roots of the plants. As water is transpired by the plant, new water is automatically replaced upward into the root zone by capillary action from the sub-surface reservoir. The water film from capillary rise and high oxygen levels among the sand voids provide an ideal growing environment for plant growth”. Any overflow from the planters will be discharged

to the storm drain systems in the surrounding streets. To treat the entire required runoff amount for the 85th percentile rainfall for the entire site, additional storage will be required. Concrete storage boxes beneath each planter are proposed to capture the additional storage required.

The site is split into eight drainage areas; each will have its own EPIC planters to treat the runoff it generates. To treat the 85th percentile storm of 1.1 inches for the site, approximately 19,000 square feet of EPIC planter area is needed, with an additional 1.5-2.5 feet depth of storage underneath each EPIC planter provided by concrete boxes. Stormwater will be collected through a system roof downspouts, catch basins and area drains, and routed to designated EPIC planters. There is one 36-inch storm drain main along Ince Boulevard, along the northeastern edge of the site, that most EPIC planters will to discharge overflow to. However, some EPIC planters will overflow via curb drains to the Project’s surrounding streets.

| AREA:                 |              | LEGEND:                                                                                      |                                                     |
|-----------------------|--------------|----------------------------------------------------------------------------------------------|-----------------------------------------------------|
| BUILDING AREA         | = 334,125 SF | <span style="display:inline-block; width:15px; height:15px; background-color:blue;"></span>  | PROPOSED / EXISTING BUILDING                        |
| IMPERVIOUS AREA       | = 149,593 SF | <span style="display:inline-block; width:15px; height:15px; background-color:green;"></span> | PERVIOUS AREA                                       |
| TOTAL IMPERVIOUS AREA | = 483,518 SF | <span style="display:inline-block; width:15px; height:15px; background-color:brown;"></span> | IMPERVIOUS AREA                                     |
| PERVIOUS AREA         | = 138,633 SF | <span style="display:inline-block; width:15px; height:15px; background-color:red;"></span>   | PROPOSED LOCATION OF EPIC STORMWATER TREATMENT AREA |
|                       |              | <span style="display:inline-block; width:15px; height:1px; background-color:black;"></span>  | BUILDING OUTLINE                                    |
|                       |              | <span style="display:inline-block; width:15px; height:1px; background-color:yellow;"></span> | PROPOSED STORM DRAIN                                |
|                       |              | <span style="display:inline-block; width:15px; height:1px; background-color:green;"></span>  | EXISTING STORM DRAIN                                |

9.19 STORMWATER

EXISTING

The development site gradually slopes from northwest to southeast with elevations ranging from 101.5 to 85 feet. Most of the site primarily drains via sheet flow to a series of localized concrete swales, trench drains, area drains and catch basins. It was noted during the development of the Building J project that the site does not have an extensive underground storm drain system and during rain events there is significant surface runoff. For the majority of the connector pipes servicing the shallow area drains/catch basins, discharge is directed through the curb face along Ince Boulevard and Van Buren Place. Based on the record drawings, the site only carries two main storm drain pipes; one starts with 4-inch pipe in the back of Stage 2/3/4 and changes to 6-inch pipe running south to north between Stage 2/3/4 and Stage 5, and then again increases to 8-inch pipe as it passes through between Building L & Commissary. The other one starts with 12-inch pipe at the

northwest corner of Stage 15/16, wraps around the building and runs with increased 15-inch pipe toward north in the west side of Building Y. Both storm drain pipes connect to the back of existing catch basins on Ince Boulevard for discharge.

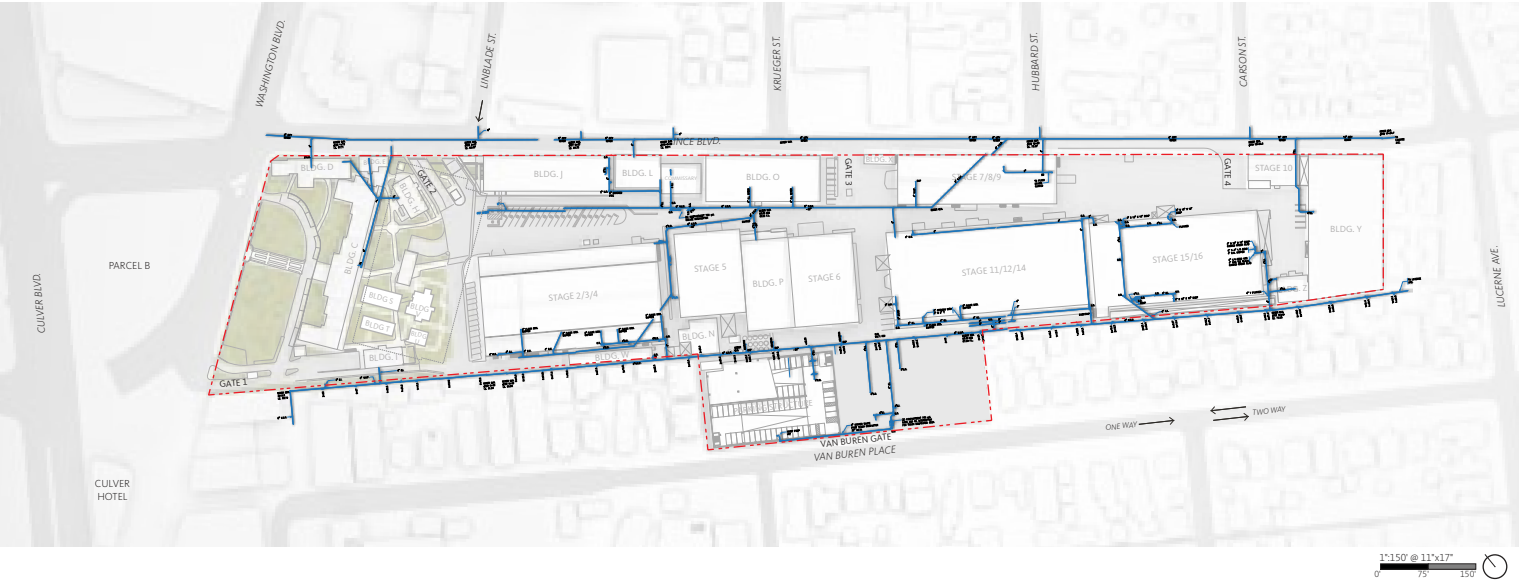
There is a 36-inch RCP storm drain which starts at the intersection of Ince Boulevard and Poinsettia Court, 6.5 feet north of center line of Ince Boulevard. The pipe runs toward east and increases the size to 39-inch RCP as it passes the Carson Street, which then connects into a manhole with a 78-inch Culver City drainage system that eventually outlets into Ballona Creek. The storm drain conveyance system is owned and maintained by the Los Angeles County Flood Control District (LACFCD).

PROPOSED

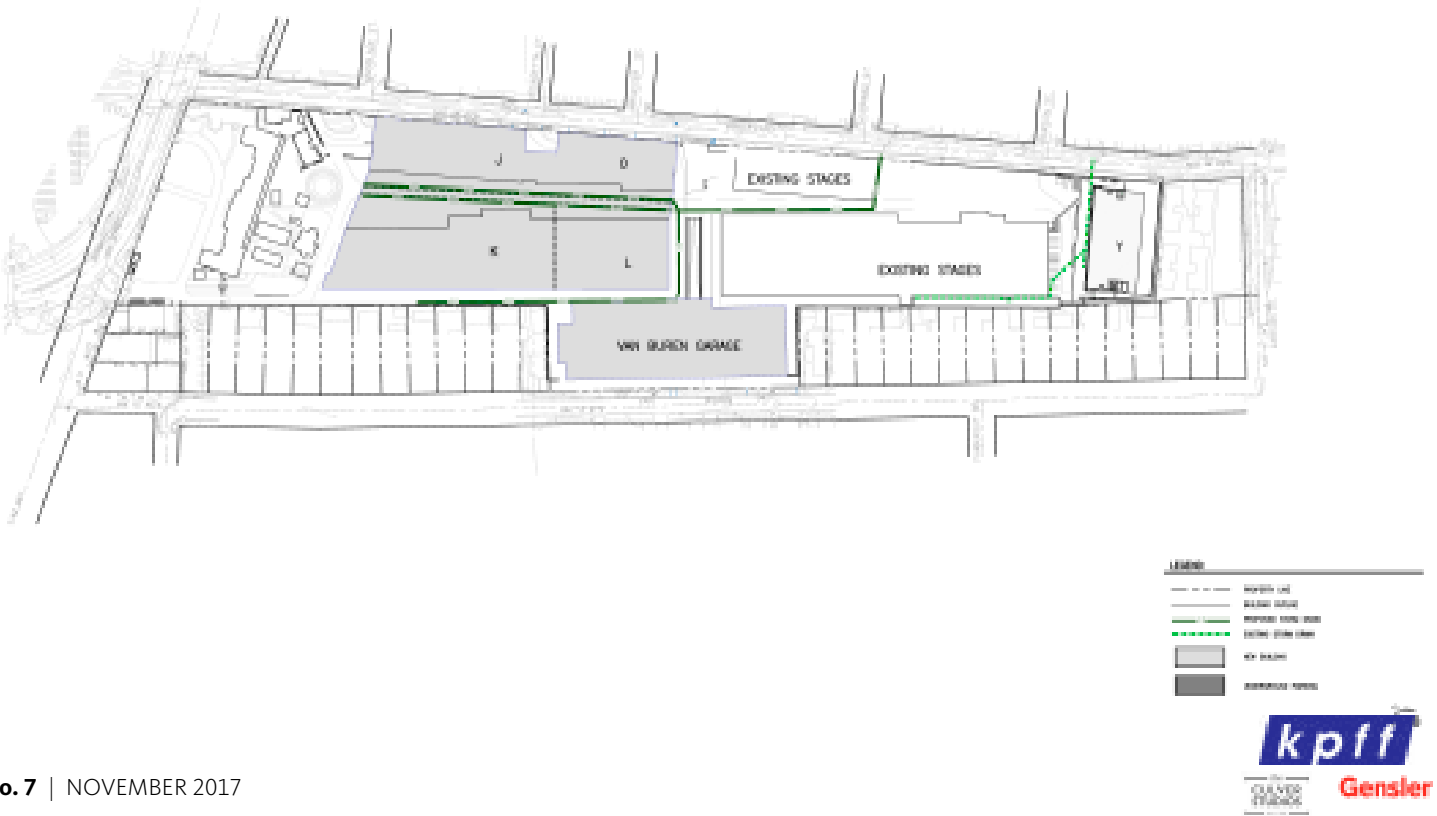
Two storm drain pipes will begin near the northern face of both Buildings J and K and will run parallel on either side of the proposed utilities corridor. These pipes will capture the overflow storm water from the epic systems along Buildings J, K, L, and O. The pipes will merge into a single pipe that will continue to run between the remaining stage buildings, collecting the overflow from the buildings and draining into the existing 36-inch storm drain on Ince Boulevard. Another storm drain pipe will run along the west side of Buildings K and L collecting overflow water from the epic system from Buildings K and L and the Van Buren Garage and turn east to run between Building L and the existing stages then join the drainage pipes running along the utilities corridor. The following storm drains exist adjacent to The Culver Studios property:

**Ince Boulevard.** A 36-inch reinforced concrete pipe (RCP) running west to east on the centerline of Ince Boulevard that expands to 39-inch at Carson Street. This will be the storm drain that the overflow water from the development will be drained to.

EXISTING



PROPOSED





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An aerial photograph of a town, likely Culver, showing a large stadium complex in the center. The stadium has a large, light-colored, curved roof. Surrounding the stadium are various buildings, including houses and commercial structures. The town is situated in a valley with rolling hills in the background. The text '10.0 PROPOSED LIGHTING' is overlaid on the image in a large, bold, black font, enclosed in a black rectangular frame.

# 10.0 PROPOSED LIGHTING



# PROPOSED CONDITIONS LIGHTING STRATEGY & GUIDELINES

## 10.1 PROPOSED STRATEGY

### LIGHTING GUIDELINE GOALS

- Minimize light trespass from the building and site
- Provide comfort, safety, and nighttime visibility through controlled illumination and glare reduction
- Reduce development impact from lighting on adjacent residential properties
- Reduce sky-glow to increase night sky access

### LIGHTING GUIDELINE STRATEGIES

- Automated lighting controls (occupancy sensing, time clock and daylight responsive) will reduce and / or turn off lighting
- Luminaires shall be shielded to control view of light source
- Strategically position luminaires to minimize stray light
- Highly efficient led light sources fixtures will create target illumination levels with reduced power consumption
- Utilize downward directional lighting over omni directional or upward lighting distributions
- Make use of warmer (3000 – 3500k) and high color rendering (min 80 cri) light sources

### TECHNICAL REFERENCE

Exterior and interior lighting power densities shall not exceed those specified in the 2013 title 24 building energy efficiency standards and the adopted outdoor lighting zone by the authority having jurisdiction. Lighting controls for all exterior lighting shall comply with the 2013 Title 24 building energy efficiency standards. Maximum illumination guidelines for exterior areas shall meet or exceed those outlined in the USGBC LEED sustainable site category for reducing exterior lighting pollution. Exterior bug ratings (backlight – uplight – glare) shall comply with Calgreen 2013.

### COMMERCIAL ADJACENCY GUIDELINE

Site and exterior lighting: all site and building-mounted luminaries produce a maximum initial illuminance value no greater than 0.60 horizontal and vertical footcandles at the project boundary and no greater than 0.01 horizontal footcandles 15 feet beyond the site.

No more than 10% of the total design fixture lumens (sum total of all fixtures in the areas with commercial adjacencies) are emitted at an angle of 90 degrees or higher from the nadir (straight down).

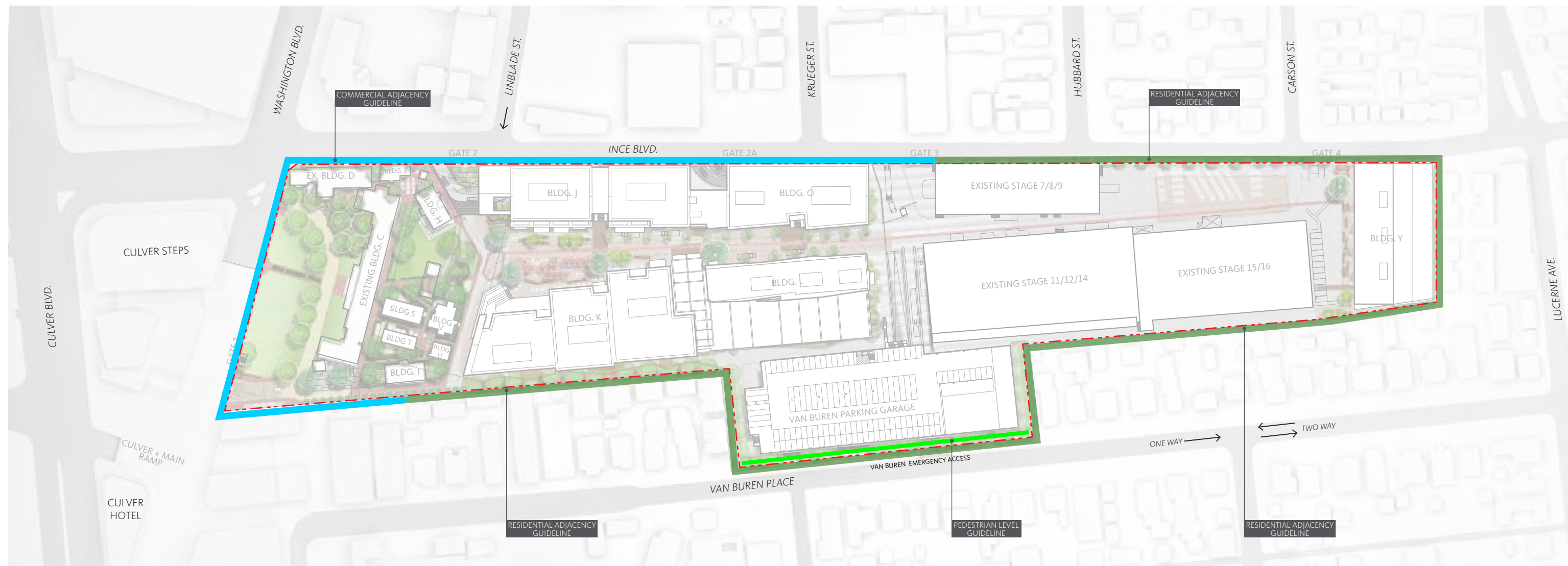
### RESIDENTIAL ADJACENCY GUIDELINE

Site and exterior lighting: all site and building-mounted luminaires produce a maximum initial illuminance value no greater than 0.10 horizontal and vertical footcandles at the project boundary and no greater than 0.01 horizontal footcandles 10 feet beyond the project boundary.

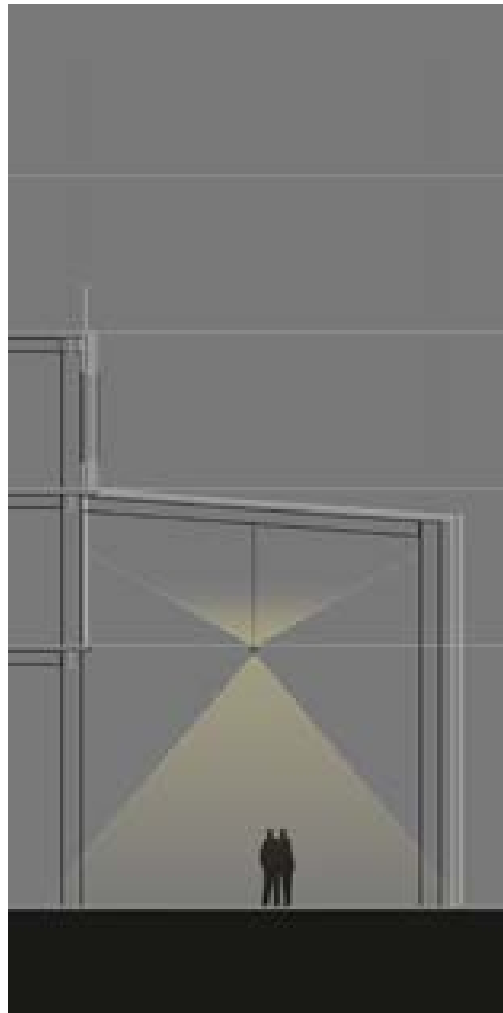
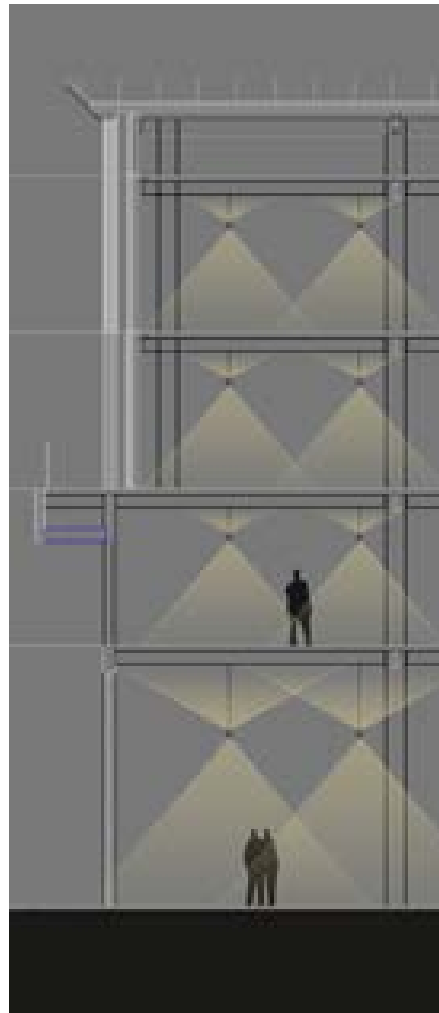
No more than 2% of the total initial designed fixture lumens (sum total of all fixtures in the areas with residential adjacencies) are emitted at an angle of 90 degrees or higher from nadir (straight down).

### PEDESTRIAN LEVEL GUIDELINE

The illumination guidelines for areas with residential adjacencies shall apply to the pedestrian zone. In addition to the illumination metrics outlined herein, qualitative lighting strategies for increasing comfort and safety and creating a more pedestrian-friendly zone with minimal light spill, such as low level landscape lighting, low level lighting around street furniture, and low intensity downlighting from street trees, are encouraged.



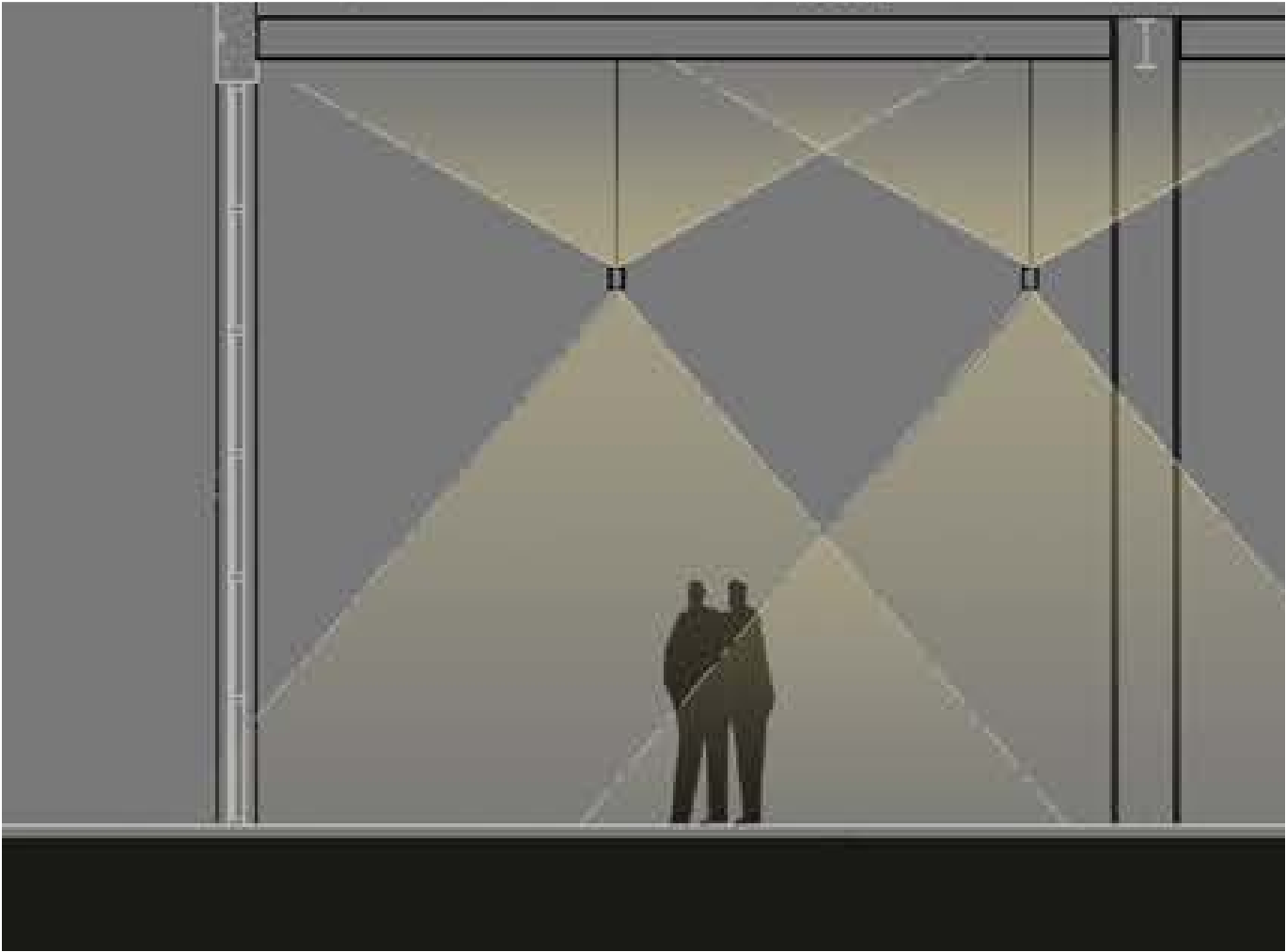
# PROPOSED CONDITIONS LIGHTING GUIDELINES



# **PROPOSED LIGHTING GUIDELINE** TYPICAL COMMERCIAL ADJACENCY

**BUILDING Y INTERIOR LIGHTING**  
 Tenant guidelines will encourage a small percentage of controlled  
 uplight on exterior-facing interiors to create a soft, lantern-like glow  
 to the facade without the need for any exterior luminaires directed  
 onto the facade.



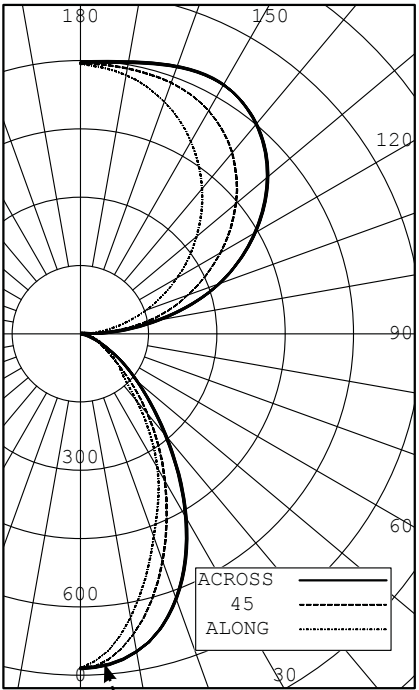


DIRECT, DOWNWARD ILLUMINATION SHALL BE CONTROLLED VIA AN INTEGRAL BAFFLE OR LOUVER



EXAMPLE OF AN APPROVED INTERIOR LUMINAIRE  
STRAIGHT BLADE LOUVER DIRECT/UPLIGHT

LTL# 695284



PEAK CANDELA VALUES FOR DIRECT, DOWNWARD LIGHTING SHALL BE AT MAX 45 DEGREES ABOVE A VERTICAL REFERENCE

# PROPOSED LIGHTING GUIDELINE TYPICAL INTERIOR LIGHTING

INTERIOR LIGHTING GUIDELINES

1. Hold interior lighting fixtures 7-feet back from perimeter glazing
2. Fixtures shall have a percentage of diffuse indirect illumination controlled independently of any direct download light source
3. Direct, downward distribution shall have a peak candlepower value lower than 45 degrees above vertical to eliminate direct lighting from falling beyond curtainwall
4. The direct, downward component of any visible lighting system shall have a baffle or louver to eliminate any direct view of a light source from outside the building
5. The recommended horizontal illumination level for general work spaces is 30 fc at 30-inches off



# EXISTING CONDITIONS VAN BUREN LIGHTING

## 10.2 VAN BUREN LIGHTING

### EXISTING CONDITIONS:

- Unshielded acorn-style pole lights at street level.
- Pole lights provide approximately 2.0 Fc directly under poles and .2 Fc between poles
- Unshielded light fixtures provide limited vertical illumination.
- Light fixtures around the base of the garage are sources of glare and excessive contrast rather than sources of proper illumination.

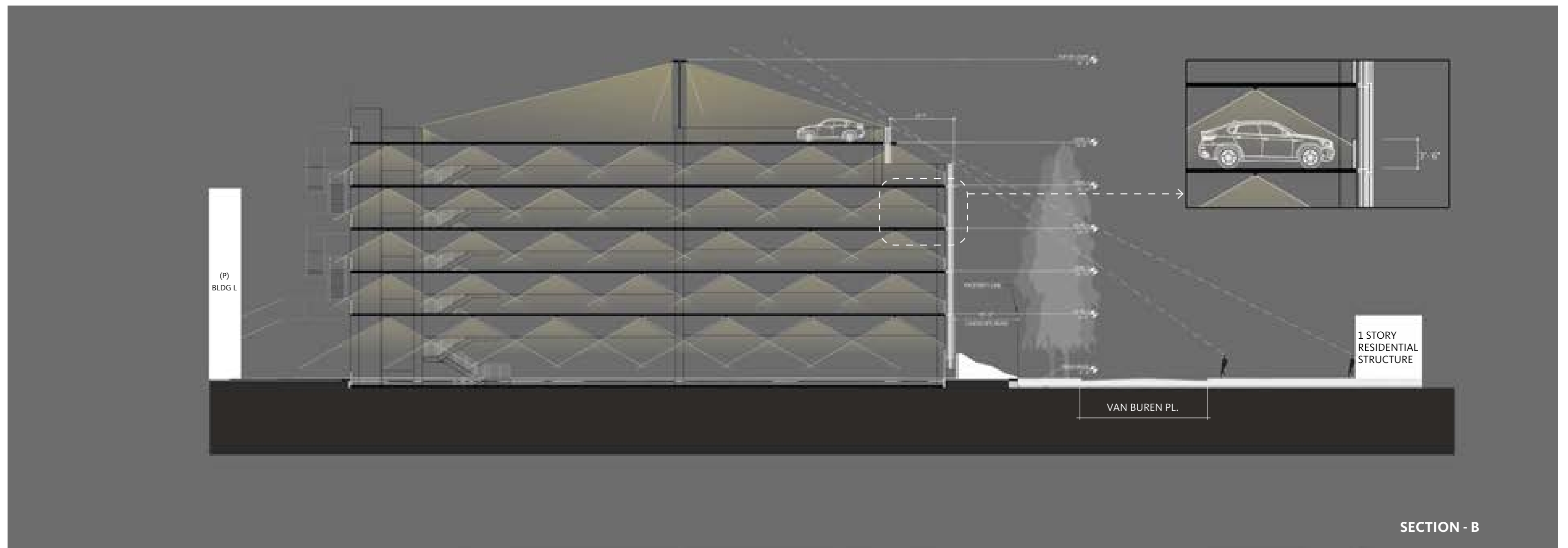


# PROPOSED LIGHTING GUIDELINE PARKING GARAGE INTERIOR

## PROPOSED CONDITIONS:

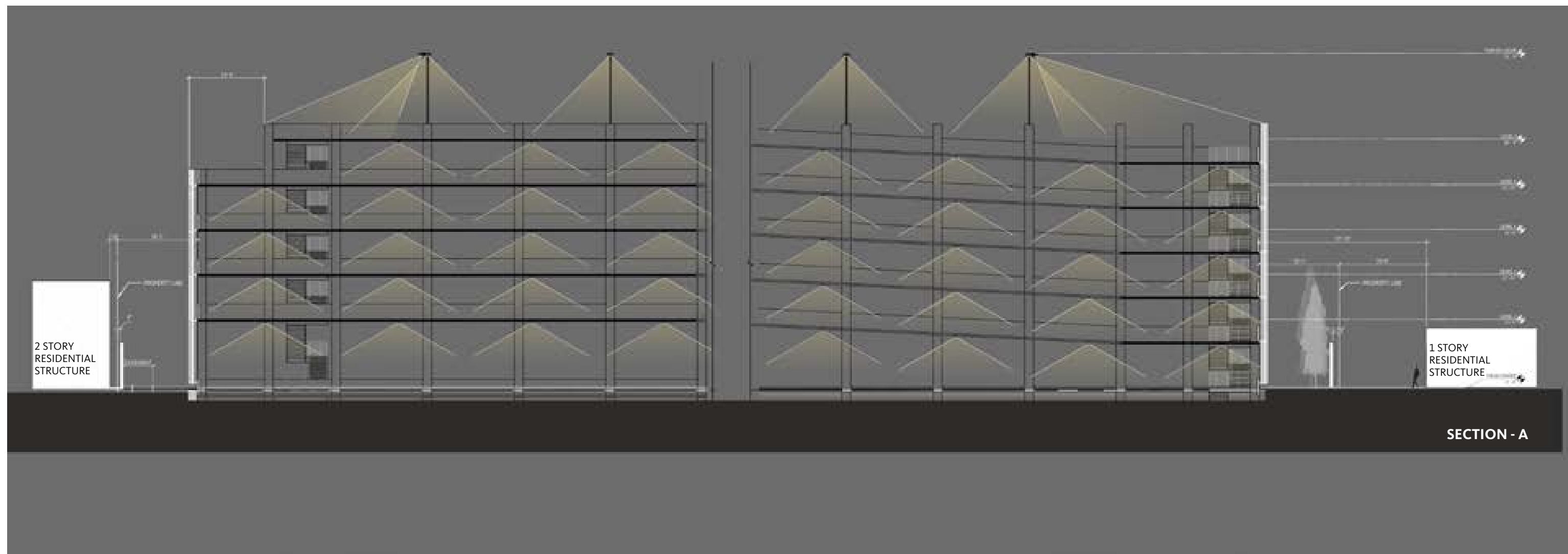
Use of shielded linear small aperture luminaries with opaque sides oriented perpendicular to the facade will minimize views of light sources, reduce glare and light spill outside the garage. In addition, the garage will utilize occupancy sensors to reduce unnecessary lighting when not in use.





# **PROPOSED LIGHTING GUIDELINE**

## VAN BUREN PARKING GARAGE EXTERIOR

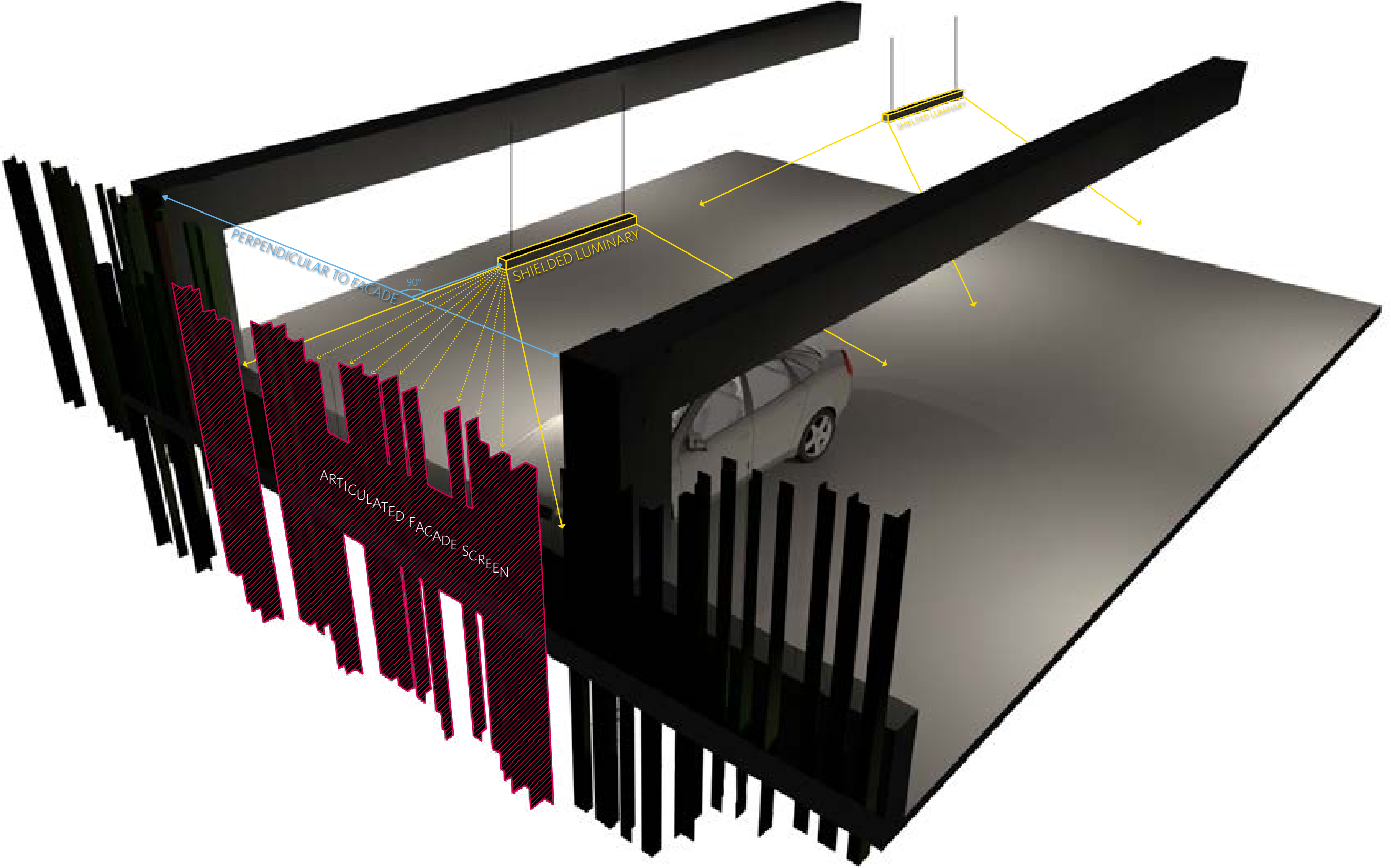


# PROPOSED LIGHTING GUIDELINE

## VAN BUREN PARKING GARAGE EXTERIOR

# PROPOSED LIGHTING GUIDELINE

## VAN BUREN PARKING GARAGE INTERIOR





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