Crossings Campus

8833 National | Culver City, CA 90232 8888 Venice | Los Angeles, CA 90232

DRAFT Comprehensive Plan

Planned Development Zone No. 17 (PD-17 Zone) | November 1, 2022

Adopted by City Council on:

by Ordinance No.



Project Team



Applicant

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Design By

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Trammell Crow Company

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Landscape Design

SWA Group

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M/E/P

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Land Use

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Project Description

Section 1.0

Project Description Section 1.1 | Project Site





PROJECT DATA	
Total Site Area	4.46 acre (194,334 square feet)
Site area in Culver City	1.63 acres (71,016 square feet)
Site area in Los Angeles	2.83 acres (123,318 square feet)
Total SF of Office	536,000 square feet
Total SF of Office in Culver City	167,000 square feet
Total SF of Office in Los Angeles	369,000 square feet
Total Number of Parking Stalls	1,216 parking stalls
Number of Parking Stalls in Culver City	478 stalls
Number of Parking Stalls in Los Angeles	738 stalls
Number of EV Parking Stations	415 EV capable
Number of EV Stations in Culver City	48 (EVF) / 96 (EVC)/ 48 (EVR)
Number of EV Stations in Los Angeles	74 (EVCS) / 149 (EVS)
Number of Bicycle Parking	175 bicycle parking stalls
Bicycle Parking in Culver City	17 (short term) / 34 (long term)
Bicycle Parking in Los Angeles	37 (short term) / 87 (long term)
Total Open Space	81,142 square feet
Open Space in Culver City	38,198 square feet
Open Space in Los Angeles	42,944 square feet

Project Description

Section 1.2 | Project Summary

Crossings Campus (the Project) is located at 8833 National Boulevard in Culver City and 8888 Venice Boulevard in Los Angeles. Historically, the Project site addresses included 8825, 8833 National Boulevard and 8771 Washington Boulevard in Culver City, and 8827-8829 National Boulevard and 8876-8888 Venice Boulevard in the City of Los Angeles.

The Project site is approximately 4.46-acres at the southeast corner of Venice and National Boulevards and straddles two city jurisdictions with 1.63-acres in Culver City and 2.83-acres in the City of Los Angeles. Venice Boulevard bounds the Project to the north, Helms Bakery campus to the east, 8777 Washington Boulevard office building to the south, and National Boulevard to the west.

Primary regional access to the Project is by the San Diego Freeway (I-405), located west of the Project, and the Santa Monica Freeway (I-10), northwest of the Project. The Project is served by various public transit options provided by the Los Angeles County Metropolitan Transportation Authority (Metro) including the Exposition Light Rail Transit Line (E-Line), the Los Angeles Department of Transportation (LADOT), and Culver City CityBus. The Project is in the City of Culver City Transit Oriented Development (TOD) District and in a Transit Priority Area (TPA) as defined by Senate Bill (SB) 743 and recognized by both jurisdictions.

Crossings Campus is comprised of a four-to five-story building that provides a total of 536,000 square feet of new office floor area, with a portion of the building in Culver City and another portion in Los Angeles. The overall building is designed with distinct building systems that correlate with requirements for both jurisdictions (e.g., HVAC and utility service). The building area in Culver City is 167,000 square feet and includes 4 levels of office and 3 levels of below grade parking. The building area in Los Angeles is 369,000 square feet and includes up to 5 levels of office and 3 levels of below grade parking. The Project provides a total of 1,216 vehicular parking spaces within the three-level subterranean garage. The Project also provides a minimum of 175 bicycle parking spaces, including spaces for employees and visitors, short-term spaces, and long-term spaces, in compliance with respective City requirements. The office building is designed to accommodate creative office uses, including associated production spaces for multimedia content creation and capture, as well as amenities for building tenants including a cafeteria, coffee stations, and other ancillary uses typical of an integrated office complex development. The Project also includes pedestrian enhanced landscaping at the ground floor on National Boulevard and Venice Boulevard, a publicly accessible, privately maintained open space along Washington Boulevard, as well as an internal courtyard for the use of employees and occasional private tenant events.

The Project objectives are:

- Redevelop a site with existing one-story improvements with an integrated project in both the City of Culver City and City of Los Angeles with consistent land use regulations and design parameters.
- Support City and regional goals and policies to reduce vehicle miles traveled and associated greenhouse gas and regional pollutant emissions by increasing employee density in close proximity to transit, including the Expo Line and numerous bus routes.
- Provide high quality office space to attract and retain desirable innovative (entertainment, media, and/or) technology companies, including a secure project that fulfills such companies' needs for security and privacy.
- Strengthen the area's economic vitality by attracting and retaining highly skilled workers.
- Generate additional revenues for the City in the form of increased property and business license taxes, as well as increased sales taxes from increased economic activity from the additional jobs.
- Provide adequate parking that satisfies anticipated demand on the Project Site.
- Complement and improve the visual character of the area through a high level of architectural design, landscape features, and open space amenities.
- Provide a pedestrian-oriented development that enhances the pedestrian experiences around the Project Site.
- Support environmental sustainability and reduce energy consumption and water demand through such features as electric vehicle charging stations, energy-efficient lighting, water-efficient plumbing fixtures, and water-efficient landscaping.

Section 2.0

Section 2.1 | Land Use

Applicability of this Comprehensive Plan

This Comprehensive Plan is a planning document required for a Planned Development Zone District by the City of Culver City. Given the Project's nature as an integrated office campus located in the City of Culver City and in the City of Los Angeles, this Comprehensive Plan includes development standards and land uses covering the Project.

Surrounding Land Uses

The area surrounding the Project Site is developed primarily with a mix of commercial and residential uses. Land uses located adjacent to the Project Site include: a two-story office building to the north (across Venice Boulevard), a Helms Bakery campus single-story warehouse and retail building to the east, the 8777 Washington Boulevard four-story office building and the Access Culver City five-story mixed use residential building to the south (across Washington Boulevard), and the six to seven-story lvy Station mixed-use project consisting of office, residential, hotel, and retail uses to the west across National Boulevard.

Project Site General Plan

The Culver City General Plan Land Use Designation for the Project Site is General Corridor.

The Los Angeles General Plan ILand Use Designation is Community Commercial by the West Adams-Baldwin Hills-Leimert Community Plan.

Project Site Zoning

The Project Site is zoned Planned Development Zone No. 17 (PD-17), which encourages and allows for a model, sustainable creative office development that effectively brings employment together with nearby mixed-use residential developments and commercial retail with transit in order to promote goals of improved air quality, regional mobility and area revitalization. Prior to the PD-17 Zone, the Culver City Parcel was zoned Industrial General (IG). The frontage of the Culver City Parcel on Washington Boulevard and a portion of the Project frontage on National Boulevard including the alley along the north side of 8777 Washington Boulevard was also located within the East Washington Boulevard Overlay (-EW) Zone. The Culver City Parcel is located within the boundary of the Washington/National Transit Oriented Development District ("Washington National TOD"), the Washington/National Transit Oriented Development District Streetscape Plan area ("TOD Streetscape") as well as Culver City Redevelopment Plan Area 4 ("Redevelopment Plan Area 4"), which expires on November 23, 2029. The property is also located within the Design for Development for Exposition Light Rail Transit and Station Area adopted by the City in 2005 ("Expo Line Design for Development"), which includes standards for design, use, massing, and pedestrian orientation features for development.

The Los Angeles Parcel is zoned C2-2D-CPIO. The C2 Zone permits a wide variety of commercial uses, including office uses and multimedia production. The "2D" designation following the C2 zone designates the Los Angeles Parcel as Height District 2 with a Development Limitation, per Ordinance No. 184796. The CPIO means that the Los Angeles Parcel is subject to the West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay ("CPIO"), which includes regulations on permitted uses, floor area, height, setbacks, parking and landscape.

The Los Angeles Parcel is located within the Venice/National Transit Oriented District (TOD) subarea of the CPIO and is designated as Parcel Group A within that subarea. The applicant is requesting the CPIO "Subarea A" regulations that specifically apply to the Los Angeles Parcel, including height and setbacks, be amended to accommodate the design of the Project. Additionally, the applicant is requesting requested that the Exposition Corridor Transit Neighborhood Plan ("Expo TNP") be amended to remove the Project site.

Relationship to Other Regulations

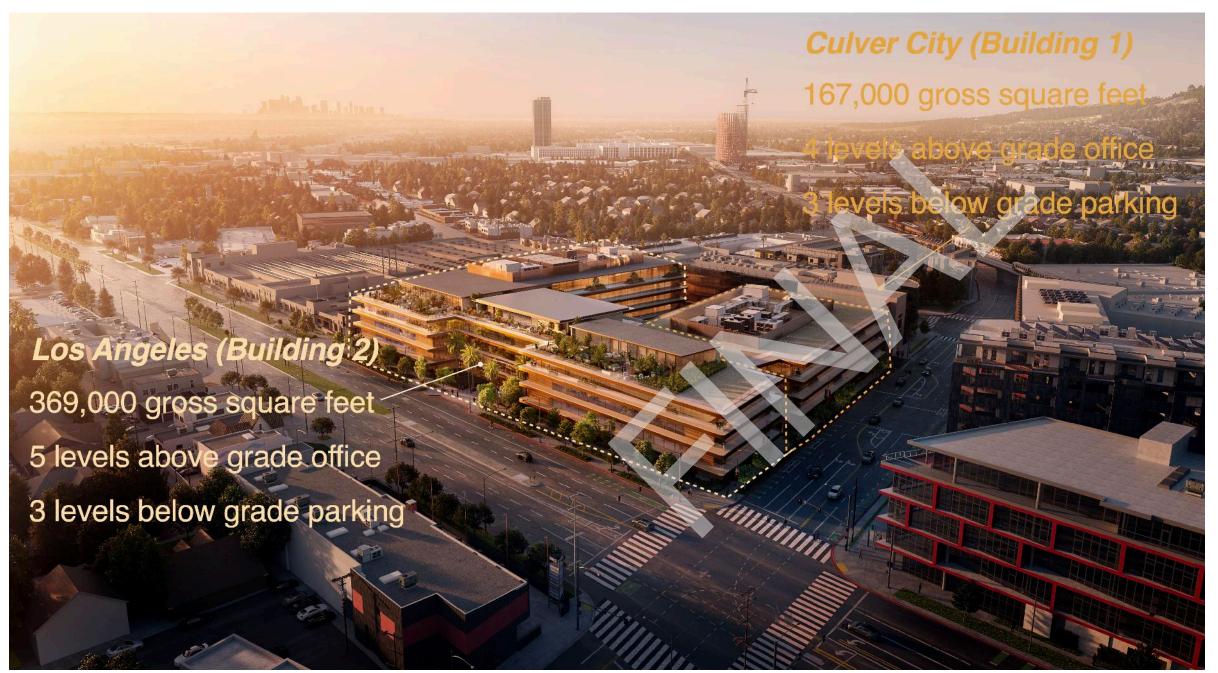
This Comprehensive Plan provides policies, standards, and regulations guiding the development and use of the portion of the Project Site located in the City of Culver City. Specific topics not otherwise addressed or provided in this Comprehensive Plan shall be governed by the Culver City Municipal Code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

Where provisions of this Comprehensive Plan impose more permissive or restrictive regulations than required by any other Culver City ordinance, resolution or policy, the provisions of this Comprehensive Plan shall govern. In the event of any other conflict between the Comprehensive Plan and any other ordinance, resolution or policy, the Director of Planning and Development Services ("Director") or designee shall have the administrative authority to resolve the conflict and determine what standard applies to the Comprehensive Plan.

Modifications to the Comprehensive Plan shall be processed pursuant to the CCMC, §17.560.025 - Comprehensive Plan Modifications, Major and Minor or as amended.

The Comprehensive Plan is for the integrated development and use of the properties commonly known as 8825, 8833 National Boulevard and 8771 Washington Boulevard in Culver City, and 8827-8829 National Boulevard and 8876-8888 Venice Boulevard in the City of Los Angeles. The Project site is addressed as 8833 National Boulevard (formerly 8825 National Boulevard) in Culver City and 8888 Venice Boulevard in Los Angeles.

Section 2.2 | Permitted Uses



Culver City

The Culver City portion of the project is comprised of a four-story office use that is 167,000 square feet in area. The office building is designed to accommodate office uses for creative, media, and technology companies as the primary and principal uses. The office uses also include accessory and incidental uses, including but not limited to associated production spaces for multimedia content creation and capture and technology (as they may evolve over time) such as broadcast studios, media production (indoor support facilities), design, and engineering, administrative, and support uses. Amenities for building tenants, including a café, coffee station and other incidental uses typical of an integrated office complex development, are allowed as well.

Los Angeles

The Los Angeles portion of the project is comprised of a four to five-story building that provides 369,000 square feet of new office floor area. The office building is designed to accommodate creative office uses, including associated production spaces for multimedia content creation and capture such as publishing, motion picture and broadcasting, as well as amenities for building tenants including a café, coffee stations, and other ancillary uses typical of an integrated office complex, all of which are allowable land uses under the C2 zone.

Section 2.3 | Development Standards

The development standards for the Project are modeled after the commercial development standards set forth in CCMC § 17.230.020- Industrial District Development Standards. In addition, the Project shall conform with all applicable Building Codes.

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PROJECT DATA	Culver City	Los Angeles			
Floor Area	167,000 GSF	369,000 GSF			
Floor Area Ratio	No maximum FAR, but project will be governed by setbacks, height and design limitations.	3:1 FAR. See CPIO, Section VI-2.B.1(a).			
Minimum Setbacks					
National Boulevard	12-feet from property line to building line; overhead projections may extend to the property line	See Section 2.3.1; CPIO shall govern*			
	See Section 2.3.1				
Venice Boulevard	Not Applicable	See Section 2.3.1; CPIO shall govern*			
Washington Boulevard	Not Applicable (Washington Parklet)	Not Applicable			
Adjacent Helms Bakery Property	Not Applicable (Project Driveway)	See Section 2.3.1; CPIO shall govern*			
Height	Maximum 56 Feet;	See Section 2.3.2; CPIO shall govern*			
	See Section 2.3.2				
	See CCMC § 17.300.25 Height Measurements and Height Limit Exceptions. The Planned Development (PD) zone allows the building to be built up to 56 feet.				
Landscaping	See Section 7.0; See CCMC § 17.310 - Landscaping	See Section 7.0; LAMC shall govern			
Open Space	See Section 2.3.3	See Section 2.3.3; LAMC shall govern; office use does not require open space.			
Automobile Parking and Loading	1/350 sf; See Section 2.3.4	See Section 2.3.4; CPIO shall govern*			
	Parking on all levels will be managed with valet assist	Parking on all levels will be managed with valet assist			
Bicycle Parking	See Section 4.3	See Section 4.3; 1/10,000 square feet (short term), 1/5,000 square feet (long term) per LAMC			
Signage	See Section 2.3.6; As determined by Master Sign Program, in conformance with Chapter 17.330 (Signs).	See Section 2.3.6; LAMC shall govern			

^{*} The Applicant has requested to amend the CPIO to change this regulation. This standard is subject to approval of the requested amendment.

Section 2.3.1 | Setbacks/Projections (Culver City)

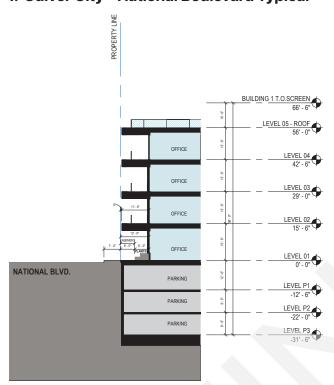
Culver City Setbacks

The Project design strengthens the pedestrian experience along National Boulevard by providing a continuous walkway along National Boulevard, comprised of a 7-foot parkway (within the City right-of-way), a 6-foot sidewalk (at-grade easement), and a 6-foot landscaped planter along the building front.

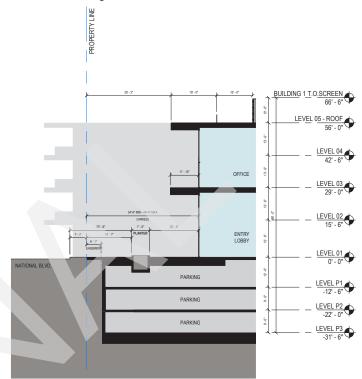
Along the typical portion of the building (reference Image 1), the setback of the building is 12-feet from the property line to the building line, while the overhead projections extend to the property line. The projections are designed to provide natural shade for pedestrians.

At the building entrance (reference Image 2), the setback of the building varies from 34'-6" from the property line to the building line to a maximum of 44'-4" from the property line to the building line.

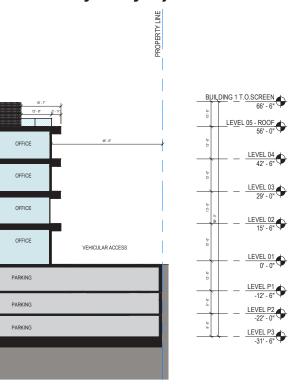
1. Culver City - National Boulevard Typical



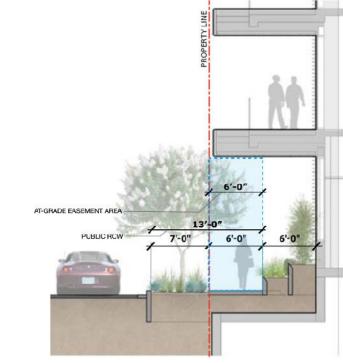
2. Culver City - National Boulevard Entrance

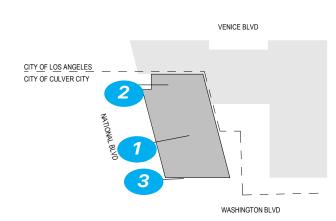


3. Culver City - Alley adjacent to 8777 Washington



National Streetscape Enlarged Detail





Section 2.3.1 | Setbacks/Projections (Los Angeles)

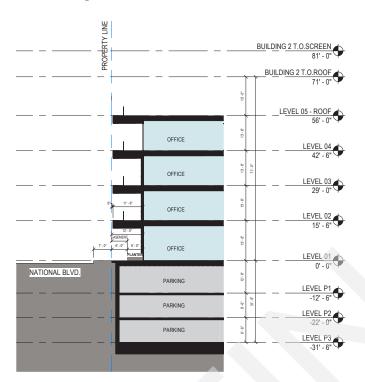
Los Angeles Setbacks

The typical ground level along Venice Boulevard provides a maximum of 9 feet, 6 inches from property line to building line (excluding any overhead projections); overhead projections may extend 2 feet over the property line to provide natural shade. However, the applicant has requested that the CPIO be amended to allow the maximum setback from the property line that may be exceeded up to 32 feet along any portion of a lot line that abuts any Pedestrian Amenities.

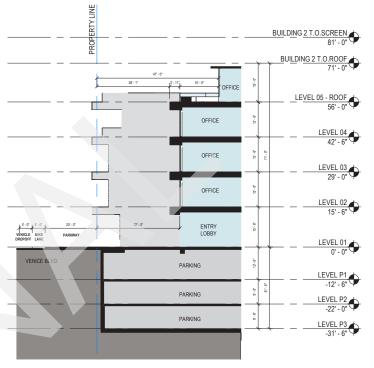
Along National Boulevard, consistent with the Culver City building, the project provides a 7-foot parkway, a 6-foot sidewalk, and a 6-foot landscaped planter along the building front. The Applicant has requested a Waiver of Dedication and Improvement entitlement, allowing for the proposed conditions below, which is subject to approval by the City of Los Angeles. The project provides a 6-foot at-grade easement to Los Angeles and Culver City to maintain a 13-foot public right-of-way along National Boulevard. The building setback is 12 feet from the property line to the property line, while the overhead projections extend to the property line.**

The Applicant has also requested that the building elevation regulations in the CPIO be changed such that elevations are adjacent to the Helms Building shall be (a) set back a minimum of 25 feet or (b) feature a five-foot "step-back" at 30 feet above the sidewalk grade, or at the prevailing height of the Helms Building.

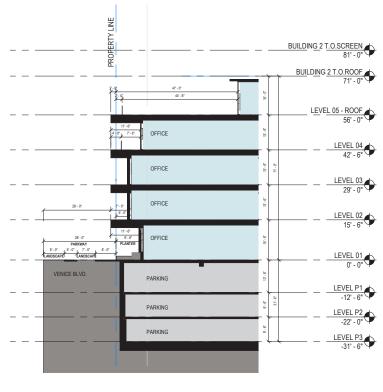
1. Los Angeles - National Boulevard



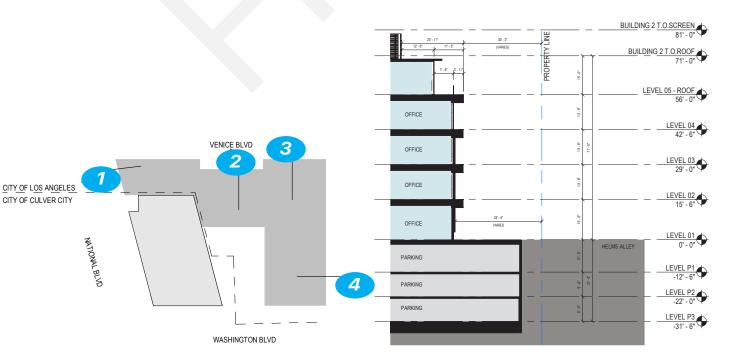
2. Los Angeles - Venice Boulevard at Entry



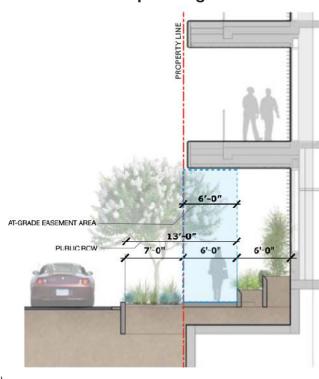
3. Los Angeles - Venice Boulevard Typical



4. Los Angeles - Alley adjacent to Helms Bakery



National Streetscape Enlarged Detail



Section 2.3.2 | Building Heights & Vertical Projections

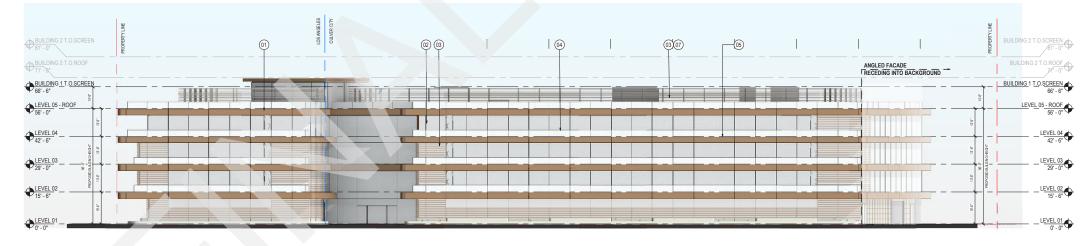
Culver City Heights

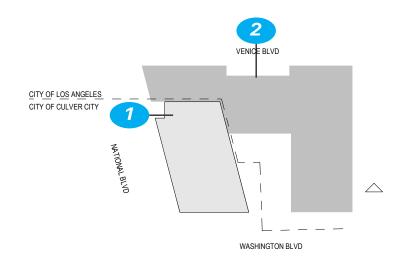
The maximum building height for Culver City is 56-feet to the roof line, consistent with the office building to the south (8777 Washington Boulevard) which is also PD zoned. Ancillary structures mounted on the roof may reach a maximum of 13-feet, 6-inches above the roof line of the building, while structures that house the elevators and stairs may reach a maximum of 16-feet above the roof line of the building. Architectural features, pursuant to the City's Zoning Code, as amended, shall be allowed, up to a maximum of 13-feet, 6-inches above the roof line of the building, and are limited to 15% of the total roof area. The Project includes screened roofmounted equipment, consistent with the architecture of the office structure, including but not limited to air conditioning, heating, exhaust, and ventilation ducts, from public view and adjoining public streets.

Los Angeles Heights

The Los Angeles Parcel is zoned C2-2D-CPIO. This CPIO provides transitional height requirements ranging from 56 feet to 150 feet, pending approval of a CPIO Amendment. In accordance with the applicant's proposed amendment to CPIO Subarea A, the building is tiered from 56 feet in height at the lower levels and reaches 75 feet at the tallest roofline, with a maximum 13-feet, 6-inch mechanical screen on the roof. The Project includes the same architectural features as those designed for the Culver City building to screen roof-mounted equipment.

1. Culver City Building - Maximum Height

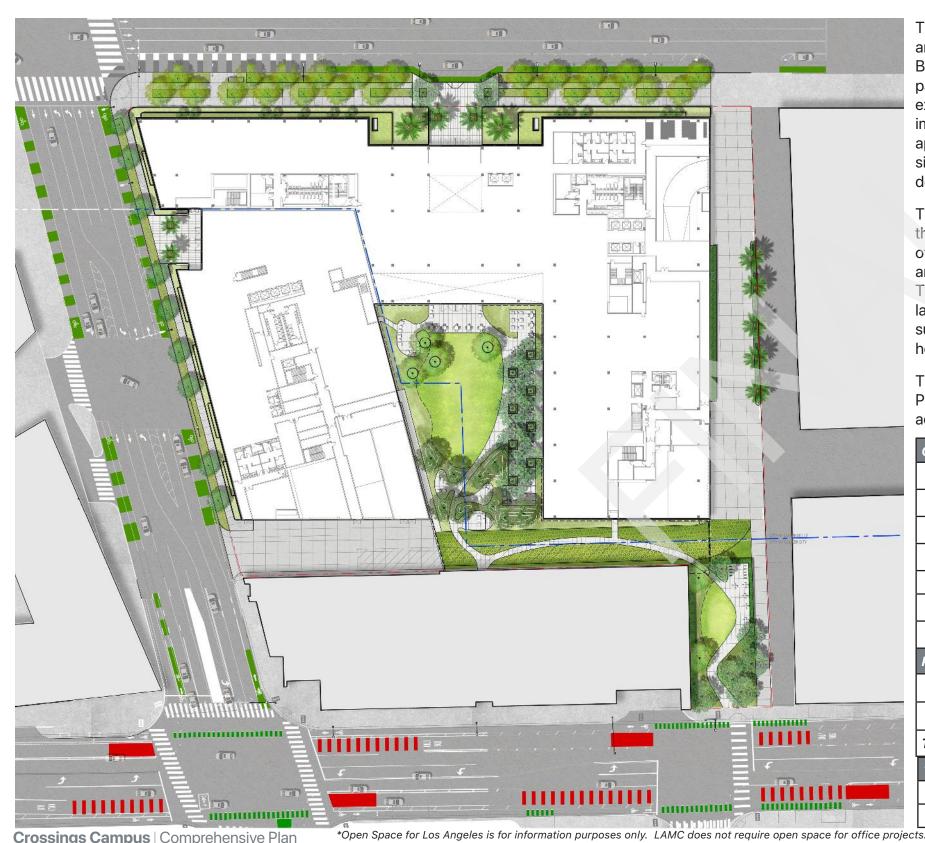




2. Los Angeles Building - Maximum Height



Section 2.3.3 | Open Space



The Project incorporates public-facing landscaping along National Boulevard, Venice Boulevard, and Washington Boulevard. The National Boulevard, Venice Boulevard, and Washington Boulevard streetscapes are enhanced with sizable sidewalks, street trees and landscaped parkway providing greater separation from the roadways and improving the pedestrian experience along the Project frontage. The Project provides substantial streetscape improvements, including a double row (colonnade) of trees along the Venice Boulevard's approximately 28-foot-deep public right-of-way, and 13 feet of landscaped parkway and sidewalk along National Boulevard, subject to approval by the appropriate Los Angeles City departments.

The Project also provides approximately 7,120 square feet of publicly accessible open space via the Washington Parklet. The publicly accessible open space is located in the southeast corner of the Project and is accessed from Washington Boulevard. The parklet will provide open space and greenery along Washington Boulevard where a commercial building is currently located. The purpose of the publicly accessible open space is to provide a small park-like setting with landscaping, seating, and a flexible combination of community uses for the enjoyment of surrounding residents, employees, and visitors. Hours for the parklet generally follow business hours of operation.

The Project includes private open space (available only to Project employees and visitors of the Project), consisting of a central courtyard and terraces throughout the Project, which are accessible from the Project's interior.

On-Site	Culver City	Los Angeles*	Total
Fire Lane Grasscrete	3,231 sf	2,738 sf	5,969 sf
Helms Alley Planter	-	986 sf	986 sf
Interior Courtyard	4,972 sf	16,425 sf	21,397 sf
Washington Parklet	7,120 sf	-	7,120 sf
Remaining Site Landscape***	5,397 sf	5,945 sf	11,342 sf
Remaining Site Hardscape****	17,478 sf	16,850 sf	34,328 sf
Total On-Site	38,198 sf	42,944 sf	81,142 sf
Public Right-of-way	Culver City	Los Angeles**	Total
Landscape	1,749 sf	5,240 sf	6,714 sf
Hardscape	608 sf	10,140 sf	11,023 sf
Total public right-of-way	2,357 SF	15,380 sf	17,737 sf
Tree Count	Culver City	Los Angeles**	Total
Required	19	14	33
Trees Provided	22	66	88

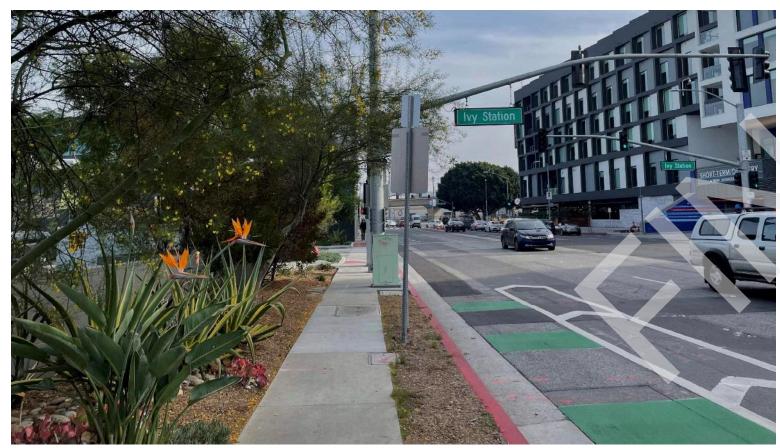
*** Includes remaining planters on site, including streetscape and at the alley

**** Includes remaining hardscape on site, including streetscape and at the alley

^{**} Subject to approval by City of Los Angeles BOE and UFD.

Section 2.3.3 | Open Space

Existing Streetscape - National



Concept Streetscape - National Walkway

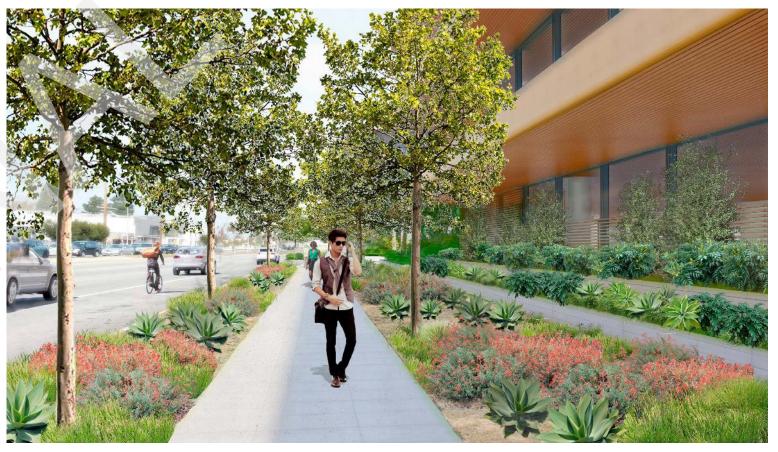


Section 2.3.3 | Open Space

Existing Streetscape - Venice



Concept Streetscape - Venice Promenade



Section 2.3.3 | Open Space

Existing Streetscape - Washington



Concept Streetscape - Washington Pocket Park



Section 2.3.4 | Parking & Security (Culver City)

Vehicle Parking Culver City

A vehicular driveway is located on the south side of the Culver City portion of the building. This driveway also provides access to the loading docks and trash areas. In addition, the below-grade parking for Culver City portion of the building can be accessed via Venice Boulevard and the below-grade parking for the Los Angeles portion of the building. The below-grade parking structures will allow vehicle access between them. The parking garage entrance is approximately 88-feet off of National Boulevard, to keep vehicle queuing within the driveway. Parking meets the Culver City Zoning Code for the standards for aisle width and dimensions for parking spaces. The Culver City project provides a maximum of 478 parking spaces, as required per Culver City Zoning Code.

Parking for the Culver City portion meets the ratio of 1 stall per 350 SF of office floor area. The Project complies with § 17.320.035 - Non-residential Uses, providing 20 percent EV capable parking spaces, 10 percent EV ready parking spaces, and 10 percent of the required parking spaces are Full EV charger/charging station spaces. In total, Culver City includes a total of 192 spaces, of which 48 are Full EV Charger and 48 are EV Ready.

Vehicles enter and exit on the ground level via an automatic entry system and sentry guard that is activated by a key card system. Parking on all levels are managed with valet assist for both the office tenants and office visitors. The below-grade parking levels are composed of multiple tandem spaces. Employees may be directed to monthly parking spaces allocated within the secure, underground parking areas, while visitor parking is directed to designated spaces within the structure.

Preferred parking is provided for low emission vehicles, including hybrid, alternative fuel and electrical automobiles, and carpool vehicles, as required by the California Green Building Code (CGBC). Accessible spaces are provided per California Building Code (CBC) regulations.

Parking Security Culver City

Access to the Culver City parking structure is located off National Boulevard with access also provided through the parking garage off Venice Boulevard. The driveway provides a single lane of ingress and a single lane of egress for the office and visitor spaces. Entry into the parking structure incudes a sentry gate with a short, raised median to separate the ingress and egress traffic.

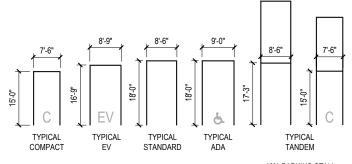
Access to the parking structure is closed between the hours of 8:00 p.m. and 7:00 a.m. on normal business days. Entry into the parking structure is controllable by employees with key card access during and after hours.

Site Security Culver City

The Project incorporates security measures for the safety of employees and visitors. Access to the parking structure is controlled through gated entries, and the entry areas are well illuminated. The Project security includes controlled keycard access to office spaces, security lighting within common areas and entryways, and closed-circuit TV monitoring (CCTV).

City of Culver City Parking		
Required Parking	Office Floor Area*	Stalls
Commercial Spaces Maximum 1 per 350 SF	167,000 sf	478
Total Parking Provided		
LLO1		142
LL02		167
LL03		169
TOTAL Parking Provided in Culver City		478





10% PARKING STALL SPACE REDUCTION PER 17.550

10" CLEAR WIDTH TO BE PROVIDED AT ALL PARKING STALLS LOCATED AGAINST OBSTRUCTIONS PARALLEL TO CAR DOORS, TYPICAL

CAV = CLEAN AIR / CARPOOL / VANPOOL / EV SPACES

^{*} Per § 17.320.020.B Office Floor Area shall be construed to mean gross floor area. The definition of gross floor area per CCMC is "the square footage in a commercial property designed for tenant's exclusive use, which typically includes mezzanines, basements, or upper floors, but does not include shared areas, such as parking garages, public bathrooms, or maintenance areas.

Section 2.3.4 | Parking & Security (Los Angeles)

Vehicle Parking Los Angeles

The vehicular driveway access to the new below-grade parking, as well as loading docks and trash areas, is located at the eastern edge, and is approximately 60-feet off Venice Boulevard. Parking for the Project meets the City of Los Angeles Zoning Code for the standards for aisle width and dimensions for parking spaces. The Los Angeles Building includes up to a total of 738 parking spaces. Parking for the Los Angeles portion of the project is governed by the CPIO, which sets a minimum of 50% and maximum of 90% of the LAMC requirement for office parking. The project requested to amend the CPIO to allow for 100% of LAMC code.

Parking for the Los Angeles portion is designed to a maximum ratio of 2.0 per 1000 SF of office floor area, consistent with Los Angeles Municipal Code (LAMC) requirements. Pursuant to LAMC § 99.05.106.5.3.3 - EV Charging Spaces and EV Charging Station Calculations and LAMC § 99.05.106.5.3.6 - Number of Required Electric Vehicle Charging Stations, the number of required Electric Vehicle Spaces (EV) is 30% of the total number of parking spaces provided and the number of Electric Vehicle Charging Stations (EVCS) is 10% of the total number of parking stations provided; the 10% EVCS stations are counted towards the total EV spaces. The Los Angeles project provides a total of 223 EV spaces, of which 74 are EVCS.

Access to both parking areas, as well as loading dock and trash areas, are provided from the new alley entrance off Venice Boulevard. Vehicles enter and exit on the ground level via an automatic entry system and sentry guard that is activated by a key card system. Parking on all levels is managed with valet assist for both the office tenants and office visitors. The below-grade parking levels are composed of multiple tandem spaces. Employees may be directed to monthly parking spaces allocated within the secure, underground parking areas, while visitor parking is directed to designated spaces within the structure.

Preferred parking is provided for low emission vehicles, including hybrid, alternative fuel and electrical automobiles, and carpool vehicles, as required by the California Green Building Code (CGBC). Accessible spaces are provided per California Building Code (CBC) regulations.

Parking Security Los Angeles

Access to the Los Angeles parking structure is located off the new entrance on Venice Boulevard. The driveway provides a single lane of ingress and a single lane of egress for the office and visitor spaces. Entry into the parking structure includes a sentry gate with a short, raised median to separate the ingress and egress traffic.

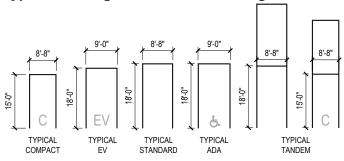
Access to the parking structure is closed between the hours of 8:00 p.m. and 7:00 a.m. on normal business days. Entry into the parking structure is controllable by employees with key card access during and after hours.

Site Security Los Angeles

The Project incorporates security measures for the safety of employees and visitors to the Project Site. Access to the parking structure is controlled through gated entries, and the entry areas are well illuminated. Project Site security includes controlled keycard access to office spaces, security lighting within common areas and entryways, and closed-circuit TV monitoring (CCTV).

City of Los Angeles		
Required Parking By CPIO**	Office Floor Area*	Stalls
Maximum Commercial Spaces 2.0 per 1,000 SF	369,000 sf	Up to 738
Total Parking Provided		
LLO1		196
LL02		284
LL03		258
TOTAL Parking Provided		738

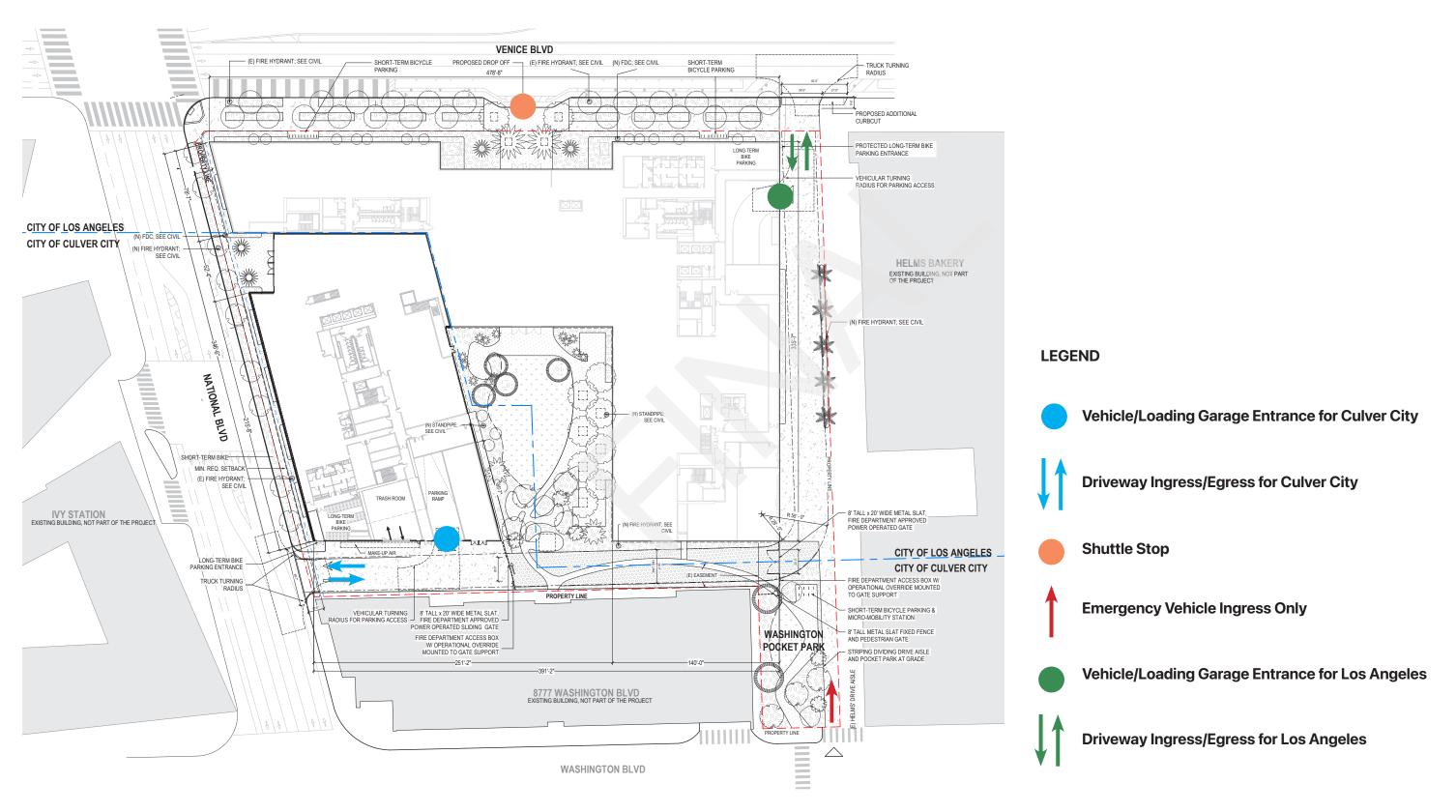
Typical Parking Stall Size for Los Angeles



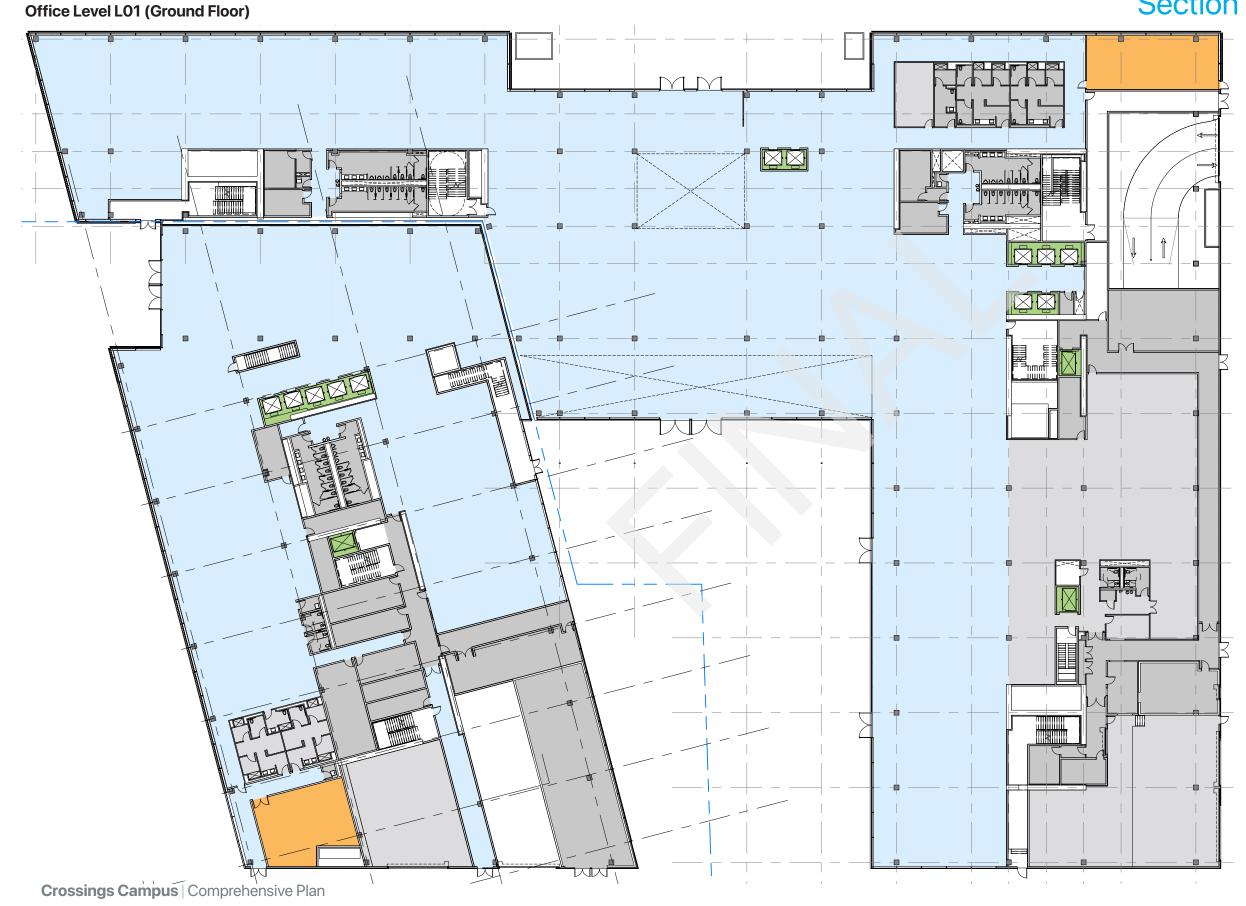
^{*} Per Los Angeles Planning and Zoning Manual Code, Chapter 1, Article 2 Specific Planning Zoning Comprehensive Zoning Plan, 12.21A.4, the definition of floor area per section 12.03 - Floor Area (Amended by Ord. No. 182.386, EFF 3/13/13). The area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building operating equipment or machinery, parking areas with associated driveways and ramps, space dedicated to bicycle parking, space for the landing and storage of helicopters, and basement storage areas.

^{**} The parking requirement is pursuant to the CPIO which sets a max of 90% LAMC code required parking. The Project requested a CPIO amendment to increase the max to 100% of LAMC.

Section 2.3.4 | Parking & Security



Section 2.3.4 | Parking & Security



COLOR LEGEND

Parking Level LL01

Section 2.3.4 | Parking & Security



LL01 Accessible Stall Type			
Туре	Culver City	Los Angeles	
Accessible Standard	7	11	
Accessible Van	2	3	
EVF Accessible	1	2	
EVF Accessible Standard	1	2	
EFV Accessible Van	1	1	
TOTAL	12	19	

LL01 EV Stalls			
Туре	Culver City	Los Angeles	
EVF (EV Full)	48	0	
EVC/EVS (EV Capable/EV Space)	16	0	
EVR/ (EV Ready)	0	0	
EVCS (EV Charging Station)	0	74	
TOTAL	64	74	

LL01 Tandem			
Туре	Culver City	Los Angeles	
Tandem	10	23	
TOTAL	10	23	

LL01 Standard vs. Compact		
Туре	Culver City	Los Angeles
Compact	21	44
Standard	35	36
TOTAL	56	80

LL01 TOTAL PARKING COUNT		
Туре	Culver City	Los Angeles
TOTAL STALLS	142	196

Section 2.3.4 | Parking & Security



LL02 EV Stalls		
Туре	Culver City	Los Angeles
EVF (EV Full)	0	0
EVC/EVS (EV Capable/EV Space)	16	75
EVR (EV Ready)	48	0
EVCS (EV Charging Station)	0	0
TOTAL	64	75

LL02 Tandem		
Туре	Culver City	Los Angeles
Tandem	28	71
TOTAL	28	71

LL02 Standard vs. Compact		
Туре	Culver City	Los Angeles
Compact	24	67
Standard	51	71
TOTAL	75	138

LL02 TOTAL PARKING COUNT		
Туре	Culver City	Los Angeles
TOTAL STALLS	167	284

Section 2.3.4 | Parking & Security



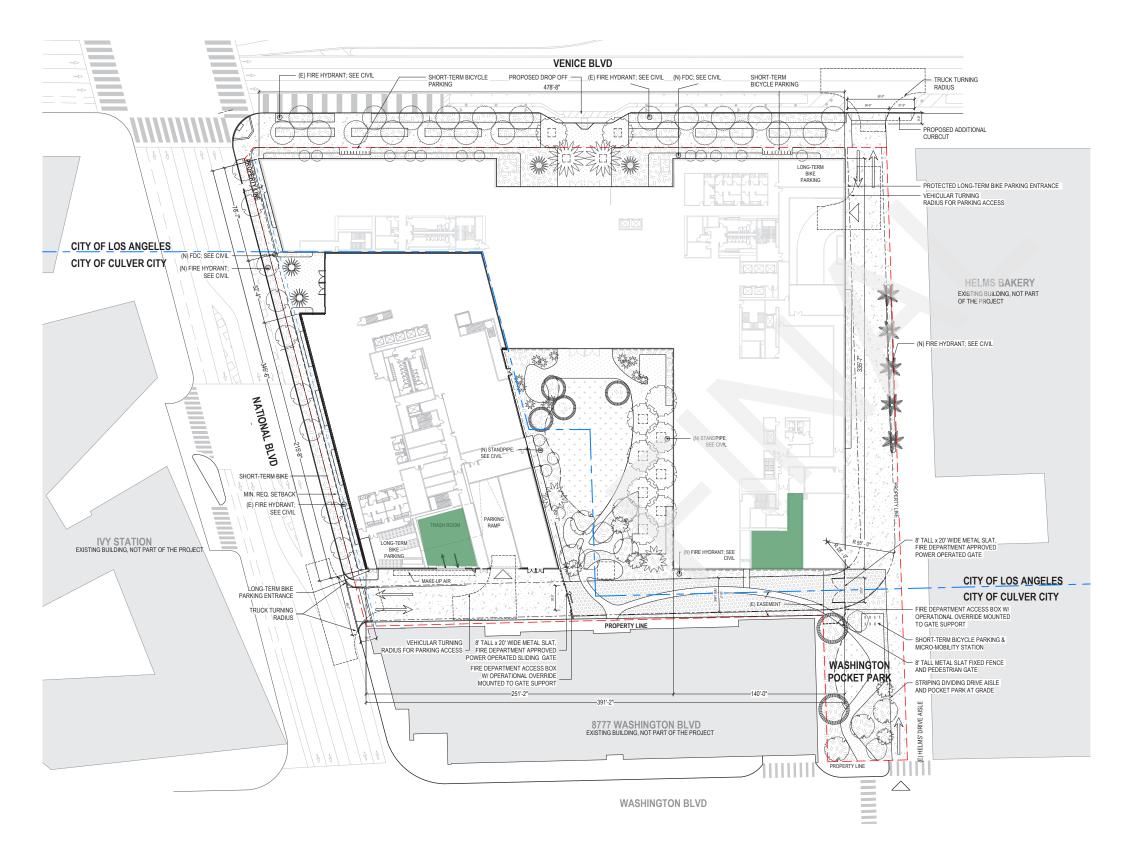
LL03 EV Stalls		
Туре	Culver City	Los Angeles
EVF (EV Full)	0	0
EVC/EVS (EV Capable/EV Space)	64	74
EVR (EV Ready)	0	0
EVCS (EV Charging Station)	0	0
TOTAL	64	74

LL03 Tandem		
Туре	Culver City	Los Angeles
Tandem	35	52
TOTAL	35	52

LL03 Standard vs. Compact		
Туре	Culver City	Los Angeles
Compact	20	62
Standard	50	70
TOTAL	73	132

LL03 TOTAL PARKING COUNT		
Туре	Culver City	Los Angeles
TOTAL STALLS	169	258

Section 2.3.5 | Loading, Trash and Recycling



Culver City

The City of Culver City's Public Works Environmental Programs and Operations (EPO) Division is the City's exclusive franchise collector of trash, recycling, organics, and construction and demolition debris. Trash compactors shall be emptied per the requirements of the City's EPO Division. The trash pick-up point is located at the vehicular entrance off of National Boulevard.

Los Angeles

Solid waste, recyclable waste material, and organic waste handling is performed exclusively by the City of Los Angeles, or its authorized agents. The trash pick-up point is located at the vehicular entrance off of Venice Boulevard.

Project Trash Management System

Trash compactors are utilized as needed to reduce the number of pickups to approximately four per week. All trash/recycling rooms are visually shielded from public view from adjoining public streets and rights-of-way. The Project fosters recycling of reusable materials (e.g., cardboard, plastics and aluminum) by providing dedicated and easily accessible bins.

The office and cafe trash collections are managed by the Property. Organic waste recycling services are provided, generating four cubic yards of organic waste or more per week. Recyclables (e.g., cardboard, plastics, and aluminum) as well as organic waste is collected and stored separately. Dedicated recycling and organic waste bins are provided throughout.

LEGEND



Section 2.3.6 | Conceptual Signage

Locations and final signage plans are subject to the approved Culver City Master Sign Program and the Los Angeles Municipal Code standard sign regulations.

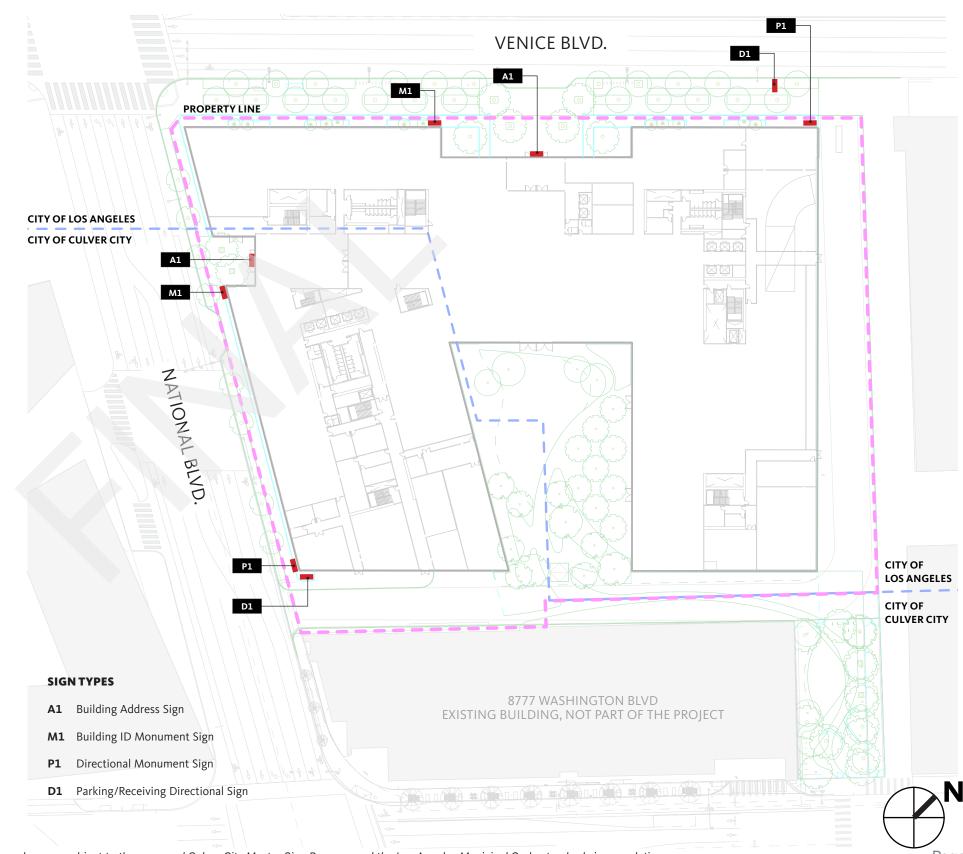
Signage includes identity signage and building and tenant signage. No off premises or billboard advertising is provided as a part of the Project. Signage with flashing, mechanical, or strobe lights is not permitted. Signage is architecturally integrated into the design of the buildings and establishes the appropriate identification for the specific uses.

Project signage is illuminated via low-level, low-glare external lighting, internal halo lighting, or ambient light. Exterior lighting for signage is directed onto signs to avoid creating off-site glare. Illumination used for Project signage complies with light intensities set forth by the Culver City Municipal Code 17.330: Signs, and Los Angeles Municipal Code 14.4.

Freestanding Monument Signs are provided at multiple locations. The monument may feature a digital display that only shows slow, gradient color changes with no abrupt transitions or flashing. Transitions are a minimum of 4 seconds between basic color groups. There are no advertisements, and at no time will the sign appear as a solid color similar to "traffic signal" red or green. Signage is placed adjacent to landscaped planters and in compliance with all freestanding signage safety regulations.

Wall Signs/ Street Address Signs feature an address sign on the facade wall, with "halo" style lighting.

Directional Signs are provided as hanging signs suspended below the parking entrance, with digital displays in order to change the messaging of the lanes from "Enter" to "Exit" throughout the day as required.



Section 2.3.6 | Conceptual Signage

A1 - Conceptual Building Address Sign



7'-7 3/4"

1 1/2" +

3 | **SIDE VIEW** | Scale: 1/2" = 1'

M1 - Conceptual Building ID Monument Sign

7'-5 3/4"

2'-0 1/2"

2'-6"

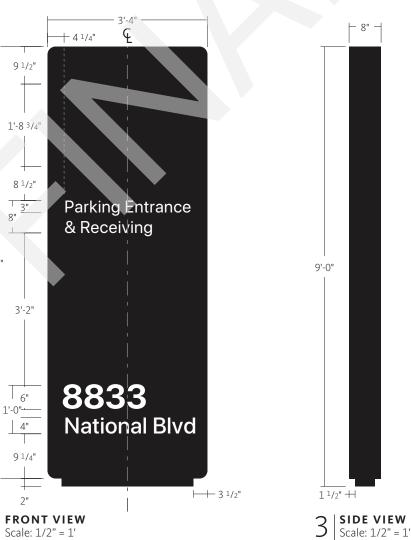
8833

National Blvd

2 FRONT VIEW

Scale: 1/2" = 1'

P1 - Conceptual Directional Monument Sign



D1 - Conceptual Parking/Receiving Directional Sign





 $2 \mid \mathsf{FRONT} \mathsf{VIEW} \atop \mathsf{Scale: } 1/2" = 1'$

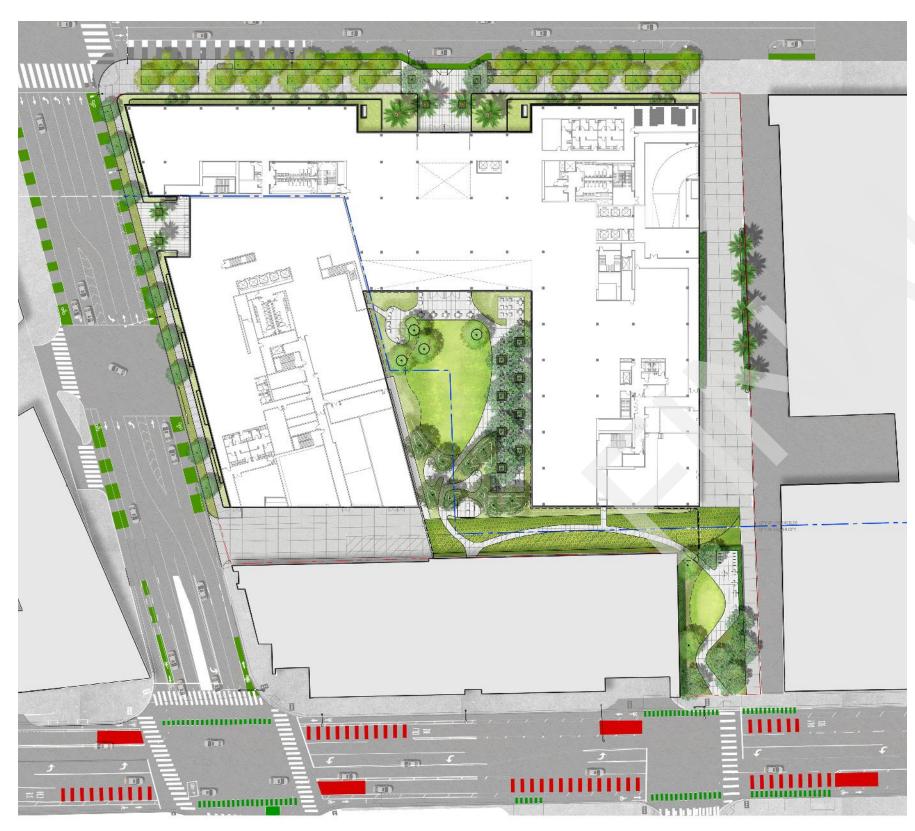
3 | **SIDE VIEW** Scale: 1/2" = 1'

Section 2.3.7 | Public Art

In accordance with CCMC §15.06.125 - Art in Public Places, the project shall contribute to the City's Art in Public Places Program in lieu of incorporating public art into the Project, which contribution will be used to support the installation of art within the Washington/National TOD area under the Cultural Affairs Public Art Program.

In accordance with LAMC §91.107.4.6 - Arts Development Fee, the project shall also contribute to the City of Los Angeles Department of Cultural Affairs Private Arts Development Fee program.

Section 2.3.8 | Special Events and Temporary Events



Various types of special events and temporary events, either outdoor or indoor, public or private, will take place within the publicly accessible open space on Washington Boulevard and the private open space for office tenants. The following special events or temporary events may be allowed pursuant to the provisions of the Culver City Zoning Code Chapter §17.520 "Temporary Use, Special Event, and Temporary Event Permits" and in compliance with the Los Angeles Department of Building and Safety Temporary Special Events Permit, as applicable. Such events include, but are not limited to entertainment and assembly events such as concerts, food events, fundraisers, live entertainment, public relations activities, and other similar events, and which are held on private or public property; outdoor display or exhibit events, including art, cultural, and educational displays, and arts and crafts exhibits; and special events related to the office tenant(s).

Special events and temporary events for the publicly accessible community parklet shall be authorized by the property owner. Development and Operating standards shall comply with CCMC §17.520.035.

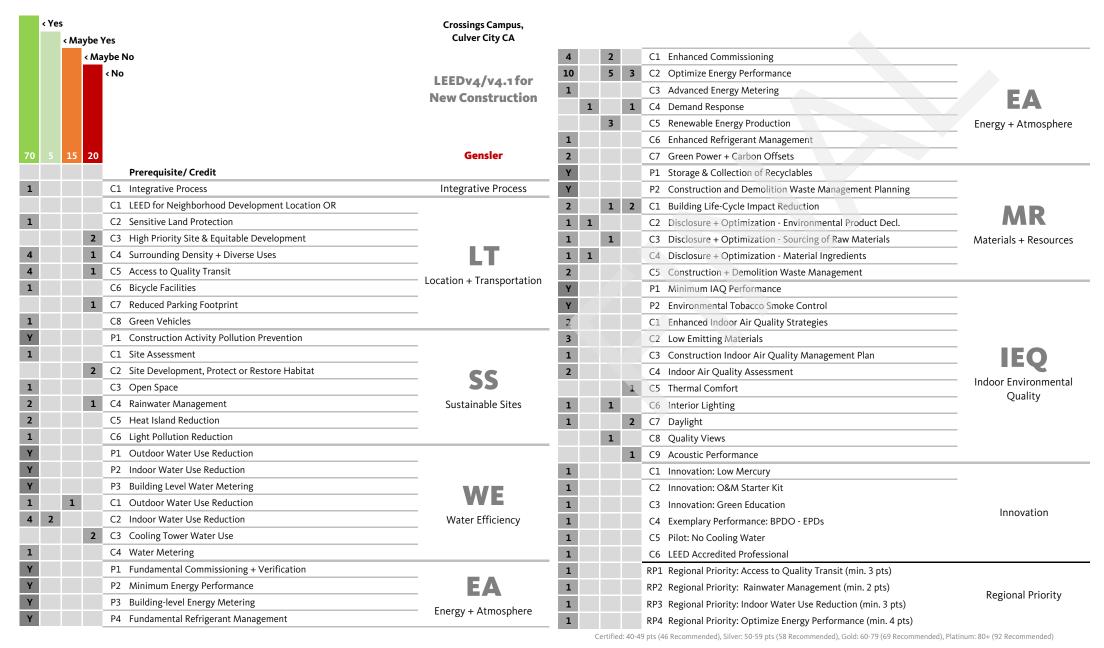
Development and Operating standards for the private office open space area shall comply with Culver City Zoning Code §17.520.035 and the Los Angeles Department of Building and Safety Temporary Special Events Permit, as applicable.

Sustainability Section 3.0

Sustainability

Section 3.1 | Sustainability Narrative





The Project design incorporates environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code, Culver City's Reach Codes, CAL-Green, and LEED Gold Standards. The following sustainability features and technologies are key objectives for meeting these measures:

Divert a minimum 75% of total construction waste and maintain a minimum of 87% operational trash diversion rate;

Plant native and drought tolerant trees and groundcover, and utilize drip irrigation;

Control and retain water runoff from the site for most rainfall events;

Install electric vehicle charging stations with infrastructure to add additional electric vehicle charging stations at a future date;

Project-specific transportation demand management program designed to help implement strategies and amenities that shift travel demand and influence behavior;

Prioritize natural materials and those designed with human health in mind;

Create a system for on-site recycling;

Provide long-term and short-term bicycle spaces;

Select efficient indoor plumbing fixtures to reduce water consumption by 40% of the USGBC baseline calculations;

Design with efficiency measures to lower energy consumption by at least 24% of the ANSI/ASHRAE/IESNA baseline;

Additionally, the Project creates an active pedestrian-oriented walkable streetscape along both National Boulevard and Venice Boulevard with a parklet at Washington to promote interactive gathering spaces, bike mobility, and a walkable connection to the neighboring amenities.

The final LEED scorecard is subject to change upon completion of the Project.

Mobility Plan Section 4.0

Mobility Plan Section 4.1 | Mobility Site Plan

Section 4.1 | Mobility Site Plan



Mobility Plan Section 4.2 | Mobility Narrative

The Project's design encourages safe movement around and within the Project via multiple modes of transportation. The project is designed to encourage various types of transportation, including shuttle services, bus stops, Metro ridership, and long-term and short-term bicycle parking. Compliance with regulatory requirements and site design elements enhances the use of walking, biking, and public transit to serve as alternatives to vehicular transportation. The Project implements the following Transportation Demand Management (TDM) measures subject to Culver City Transportation Department and LADOT review and approval before the issuance of the first building permit for the Project to reduce drive-alone vehicle trips to/from the Project Site:

TDM Program Implementation	Impact	Description
TDM Support Services	Reduces single vehicle travel	The Project offers tailored trip planning assistance with in-house TDM coordinators. Employees may receive assistance online, by email, and by phone. The Project also hosts a weekly virtual kiosk to chat with a team member and answer questions.
Marketing and Communications	Reduces single vehicle travel	The Project provides a comprehensive website detailing alternative transportation options such as carpool, rail, shuttle, coach, bike, and options available for transportation once on campus. To provide transportation information to new employees, the Commute Program makes a presentation at New Employee Orientation. The Commute Program also actively monitors email lists and group lists to discuss and collaborate with employees on improving commute programs. Information dissemination tools includes monthly news updates, web updates, email templates, information centers, communication regarding service expansions, and attending internal employee events.
Commuter Club	Reduces single vehicle travel	A Commuter Club is an opt-in program that offers employees the opportunity to receive Commute Program email updates about schedule updates, new service, events, and programs. Special parking spaces are provided for carshare riders, promoting the reduction of vehicles to and from the site.
Commute Expert Program	Reduces single vehicle travel	This program provides people using a commute alternative an opportunity to meet other employees who are using the same mode who can "mentor" them by providing answers to questions about using that mode, stop locations, routes, or local transit options.
Walking	Promotes alternative travel	The Project provides enhanced access points to the site to improve pedestrian connectivity and expand adherence to the Americans with Disabilities Act (ADA). Employees are educated on the local neighborhood and encouraged to walk to events, meetings, and meals whenever possible. The areas surrounding the walkways and sidewalks are well-landscaped and maintained, with pedestrian-oriented lighting to contribute to the safety of walking at night.
Public Transit	Promotes bus or metro travel	The Project provides its own shuttle system to provide connections to public transit. The Project also offers a monthly transit subsidy which provides a financial incentive for riding transit instead of driving to the Project site.
Bicycle Subsidies and Participation Incentives	Promotes bicycle travel	In addition to providing Code-required bicycle parking and shower facilities, the Project provides a monthly subsidy to employees who commute by bicycle to work, which can be used to pay for bicycle improvements, maintenance, and storage, or towards the purchase of a bicycle. The Project also promotes cycling by participating in the County's annual Bike to Work day, providing discounts on select cycling products, providing a website that has information on safe cycling and cycling apps.
Ride-Share Program	Reduces single vehicle travel	The Project provides an online tool that matches riders with drivers originating from similar locales. This reduces single occupancy vehicle trips to and from the Project.
Pre-Tax Commuter Benefit	Reduces single vehicle travel	A pre-tax commuter benefit is provided to employees for commute-related expenses such as public transit (after the transit subsidy), vanpooling, parking. The commuter benefit supplements the transit and bicycle subsidies.

Mobility Plan

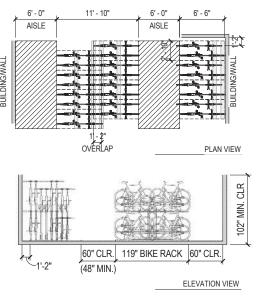
Section 4.3 | Bicycle Parking

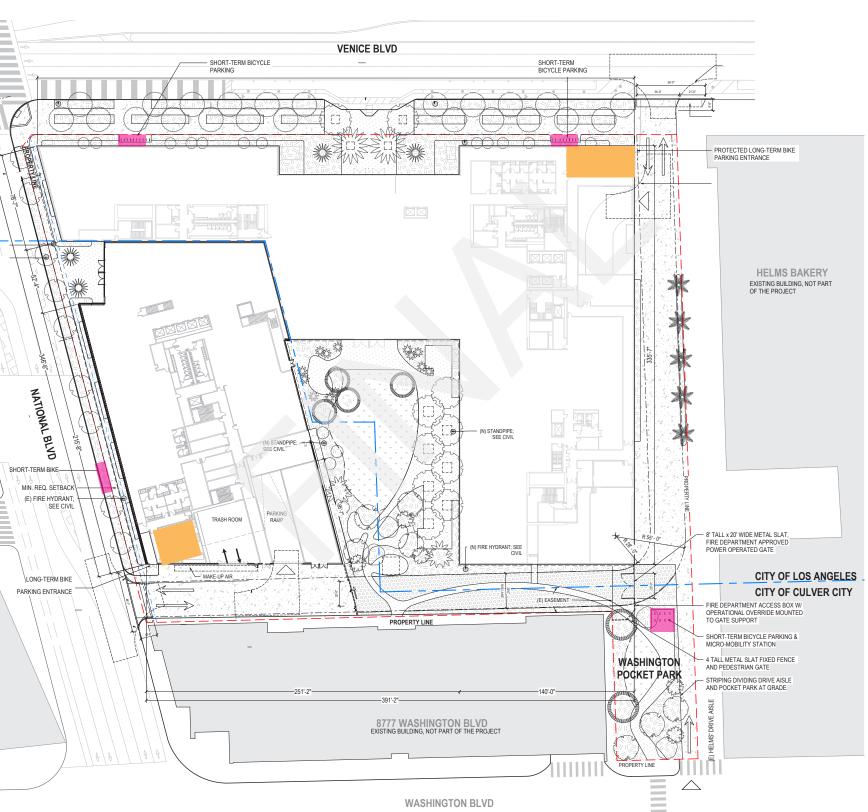
Culver City

Bicyclists access the Project from National, Venice and Washington Boulevards. The Culver City portion provides a minimum of 17 short term bicycle parking spaces, and a minimum of 34 long term bicycle parking spaces for a minimum total of 51 bicycle parking spaces. "Inverted-U" bike racks (or similar as approved by the City of Culver City) are located on Washington Boulevard at the publicly accessible open space to accommodate the 17 short-term bike spaces. Additional short-term bicycle parking spaces are provided on the National Boulevard right-of-way as part of the Washington/ National streetscape activation.

Long-term spaces are provided in a secure enclosure with bike racks, located at the P1 level of the parking structure for Culver City. The Dero Rack Bike stacking system is provided in the long-term bike storage area. A total of 5 showers (2 per gender and 1 unisex) are provided, which is compliant with City requirements. Shower rooms will include locker storage.

TYPICAL BICYCLE PARKING DIMENSIONS





Los Angeles

Bicyclists access the Project from National, Venice and Washington Boulevards. The Los Angeles portionprovides a minimum of 37 short term bicycle parking spaces, and a minimum of 87 long term bicycle parking spaces, for a minimum total of 124 bicycle parking spaces, which is above LAMC requirements of 1/10,000 square feet of office space (short term) and 1/5,000 square feet of office space (long term) (or 111 bicycle stalls).

"Inverted-U" bike racks (or similar as approved by the City of Los Angeles) are located on the east and west side of the Venice Boulevard pedestrian entrance to accommodate the 37 short-term bike spaces.

Long-term spaces are provided in a secure enclosure with bike racks, located at the P1 level of the parking structure for Los Angeles. The Dero Rack Bike stacking system is provided in the long-term bike storage area. A total of 10 showers (4 per gender and 2 unisex), which is above the LAMC 91.6307.1.code requirement of 8 (4 per gender). Shower rooms will include locker storage.

LEGEND

Long Term Bike Storage

Short Term Bike Parking

Mobility Plan Section 4.4 | Shuttle Service

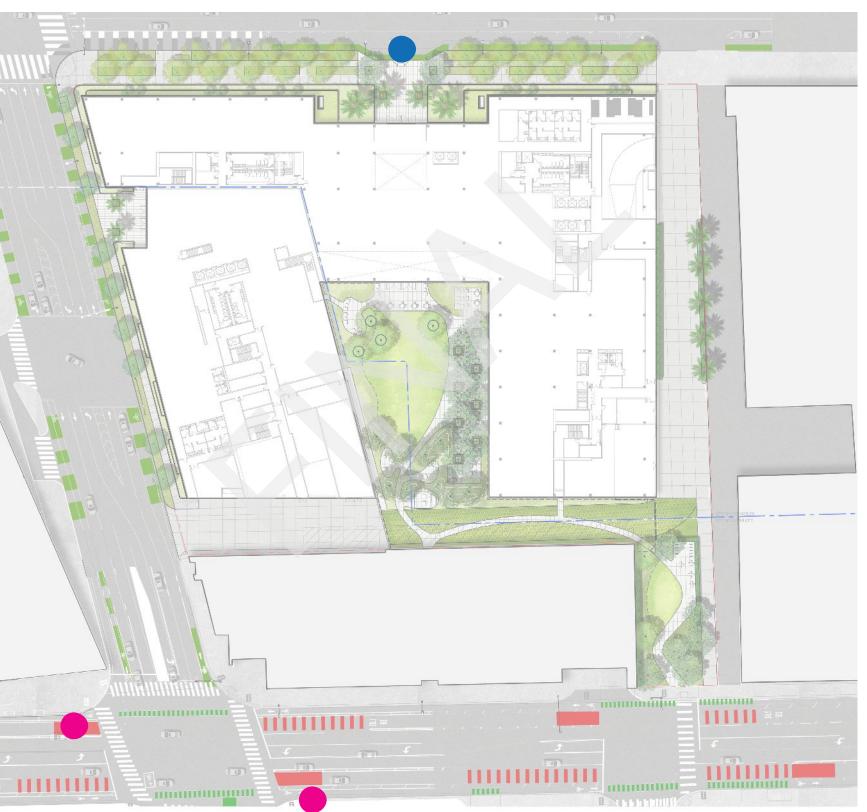
The Project site is served by an existing fixed-route intercampus shuttle program that transports Apple employees between Apple buildings in Culver City and the Metro "E" Line Station. The shuttle runs between 8:00 am to 6:00 pm, Monday through Friday, with a 10-minute to 15-minute frequency. Specific pick-up/drop-off locations for shuttle trips originating from the Project include other occupied buildings in the area. There is one curbside cut-out to serve as pick-up and drop-off areas for the Project, located in front of the Los Angeles building along Venice Boulevard. Additionally, the Project will share the existing Culver City Bus drop off locations going westbound on Washington Boulevard at the corner of National Boulevard and Washington Boulevard and going eastbound on Washington Boulevard at the corner of National Boulevard and Washington Boulevard.

Culver City

The Project shares the City bus stops located on Washington Boulevard, going east and westbound.

Los Angeles

A project specific shuttle drop off loading area is located at Venice Boulevard and is used to promote rideshare and direct office Shuttle service. The stop is located with sufficient distance as to not interfere with the function of the municipal bus stops.



LEGEND

Culver City Shared Pick Up and Drop Off

Venice Shuttle Pick Up and Drop Off

Project Plans Section 5.0

Project Plans Section 5.1 | Context Plan





















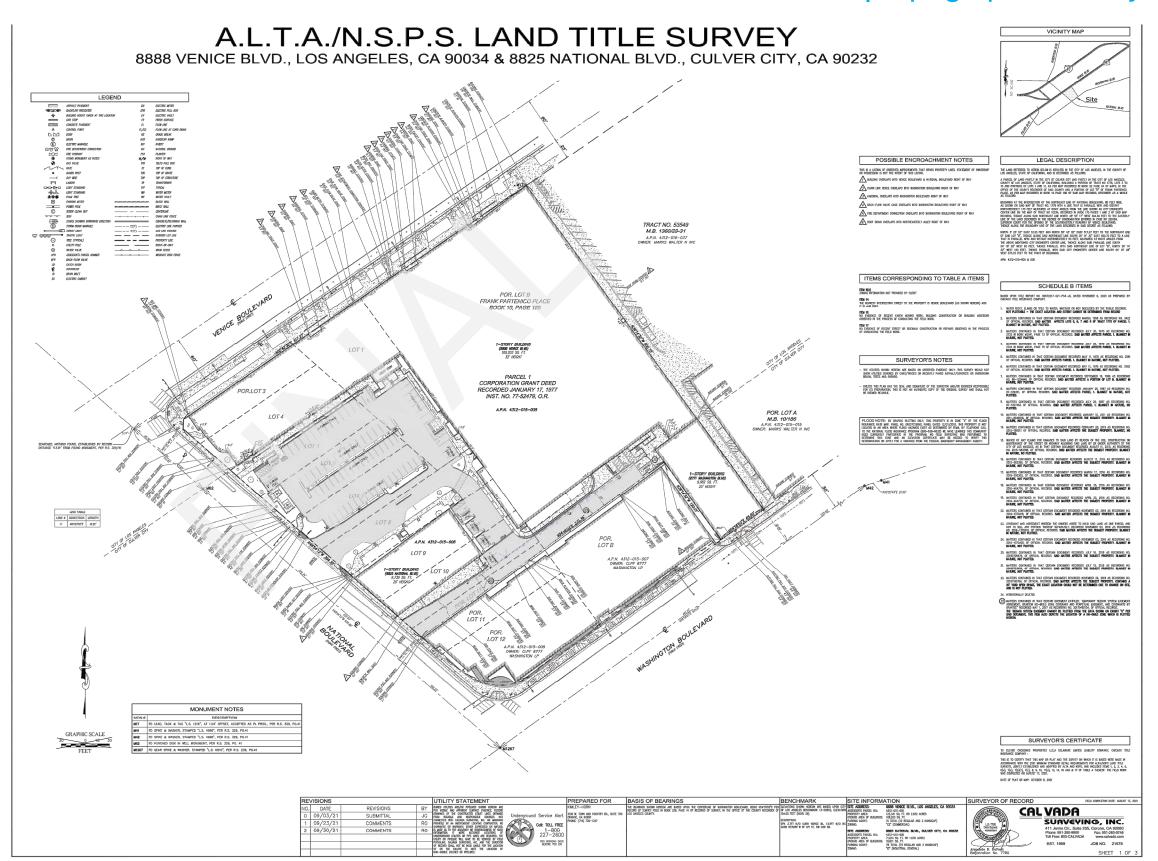




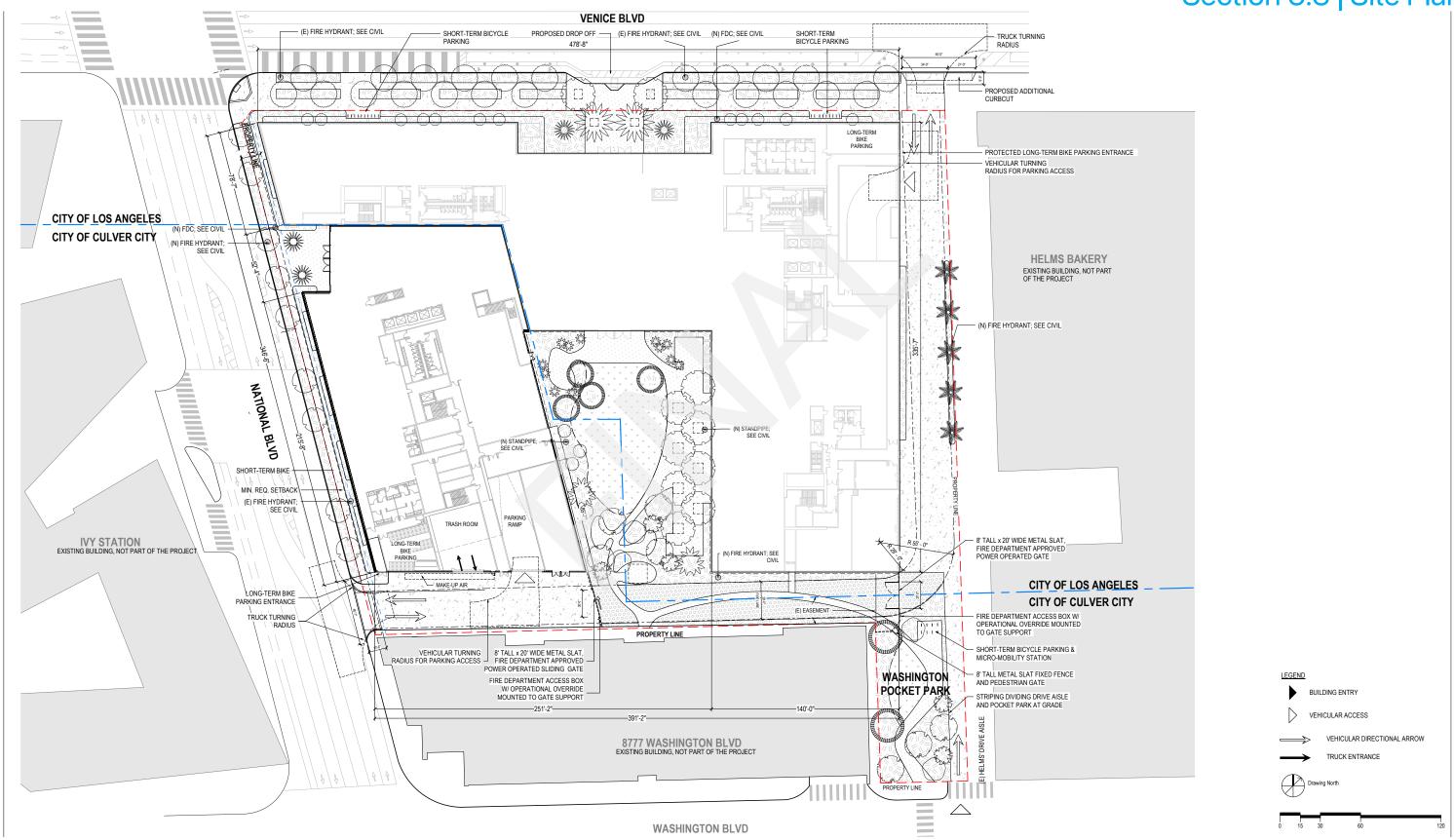




Section 5.2 | Topographic Survey

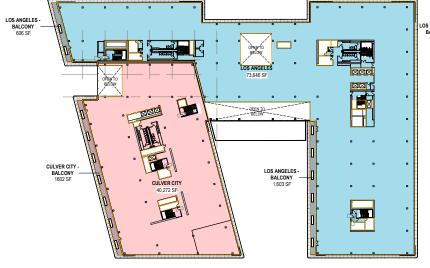


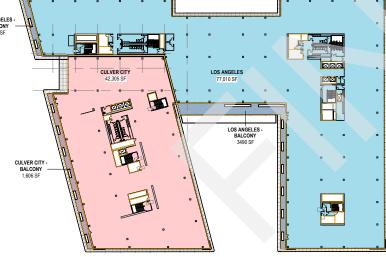
Section 5.3 | Site Plan

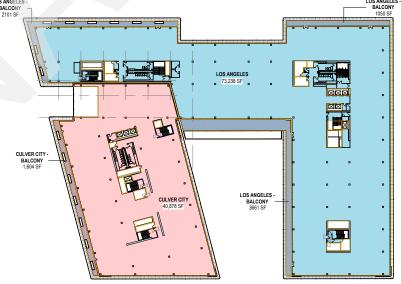


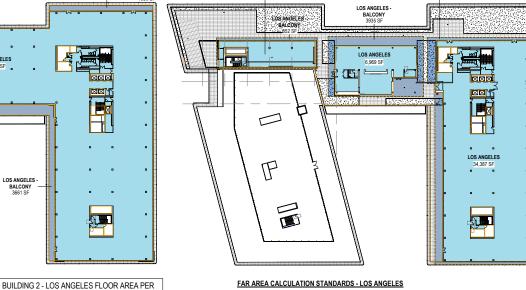
Section 5.4 | Floor Plans/Detailed Plans











FLOOR AREA CALCULATION STANDARDS - CULVER CITY BUILDING 1 - CULVER CITY FLOOR AREA PER CBC SHOWN FOR REFERENCE ONLY

LEVEL	AREA
CULVER CITY	
LEVEL P3	494 SI
LEVEL P2	494 SI
LEVEL P1	954 SI
LEVEL 01	36,790 SI
LEVEL 02	40,272 SI
LEVEL 03	42,305 SI
LEVEL 04	40,878 SI

	102,107 SF
CULVER CITY - BALCONY	
LEVEL 02	1,603 SF
LEVEL 03	1,606 SF
LEVEL 04	1,604 SF
	4.813 SF

PHASE 1 FLOOR AREA

- AREAS WITHIN EXTERIOR WALLS AREAS UNDER ARCH PROJECTIONS OF THE ROOF OR FLOOR ABOVE

- THICKNESS OF INTERIOR WALLS, COLUMNS OR OTHER FEATURES

- EXCLUDES
 SHAFTS
 INTERIOR COURTS
- PARKING, DRIVEWAYS & RAMPS BASEMENT STORAGE AREAS
- ROOMS HOUSING MEP, INCLUDING HEAT PUMP CLOSETS

CODE DEFINITION
CALIFORNIA BUILDING CODE CH. 2 SEC. 202 DEFINES FLOOR AREA, GROSS:
THE FLOOR AREA WITHIN THE INSIDE PERIMETER OF THE EXTERIOR WALLS OF THE BUILDING UNDER CONSIDERATION, EXCLUSIVE OF VENT SHAFTS AND COURTS, WITHOUT DEDUCTION FOR CORRIDORS, STAIRWAYS, RAMPS, CLOSETS, THE THICKNESS OF INTERIOR WALLS, COLUMNS OR OTHER FEATURES. THE FLOOR AREA OF A BUILDING, OR PORTION THEREOF, NOT PROVIDED WITH SURROUNDING EXTERIOR WALLS SHALL BE THE USABLE AREA UNDER THE HORIZONTAL PROJECTION OF THE ROOF OR FLOOR ABOVE. THE GROSS FLOOR AREA SHALL NOT INCLUDE SHAFTS WITH NO OPENINGS OR INTERIOR COURTS.

CULVER CITY CULVER CITY - BALCONY LOS ANGELES

LOS ANGELES - BALCONY

FLOOR AREA

LEVEL	AREA
LOS ANGELES	
LEVEL P3	938 SF
LEVEL P2	938 SF
LEVEL P1	4,906 SF
LEVEL 01	69,849 SF
LEVEL 02	73,646 SF
LEVEL 03	77,010 SF
LEVEL 04	73,238 SF
LEVEL 05 - ROOF	45,733 SF
	346,258 SF
LOS ANGELES - BALCON'	Y
LEVEL 02	1,945 SF

LEVEL 03 4,100 SF 6 812 SF LEVEL 04 LEVEL 05 - ROOF 9,885 SF 22,742 SF PHASE 2 FLOOR AREA 369,000 SF

FAR AREA CALCULATION STANDARDS - LOS ANGELES

- INCLUDES
 AREAS WITHIN EXTERIOR WALLS
- AREAS UNDER ARCH PROJECTIONS EXCEEDING 5FT IN WIDTH RECESSED BALCONY WITH WALLS ON 3 SIDES
- ELEVATOR LOBBY IN GARAGE LEVELS

- EXCLUDES
 EXTERIOR WALL THICKNESS & EXTERIOR COLUMNS
 STAIRWAYS
- SHAFTS
 ROOMS HOUSING MEP, INCLUDING HEAT PUMP CLOSETS
- PARKING DRIVEWAYS & RAMPS
- BASEMENT STORAGE AREAS
- AREAS UNDER ARCH PROJECTIONS NOT INTENDED FOR USE OR OCCUPANCY BALCONIES UNDER ARCH PROJECTIONS THAT QUALIFY AS PRIVATE OPEN SPACE

CODE DEFINITION
LOS ANGELES MUNICIPAL CODE SEC. 12.03 DEFINES FLOOR AREA:
IS THAT AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS. SPACE FOR THE LANDING AND

167,000 SF

Culver City Building - Parking Level LL03

Section 5.4 | Floor Plans/Detailed Plans



Culver City Building - Parking Level LL02

Section 5.4 | Floor Plans/Detailed Plans



Culver City Building - Parking Level LL01

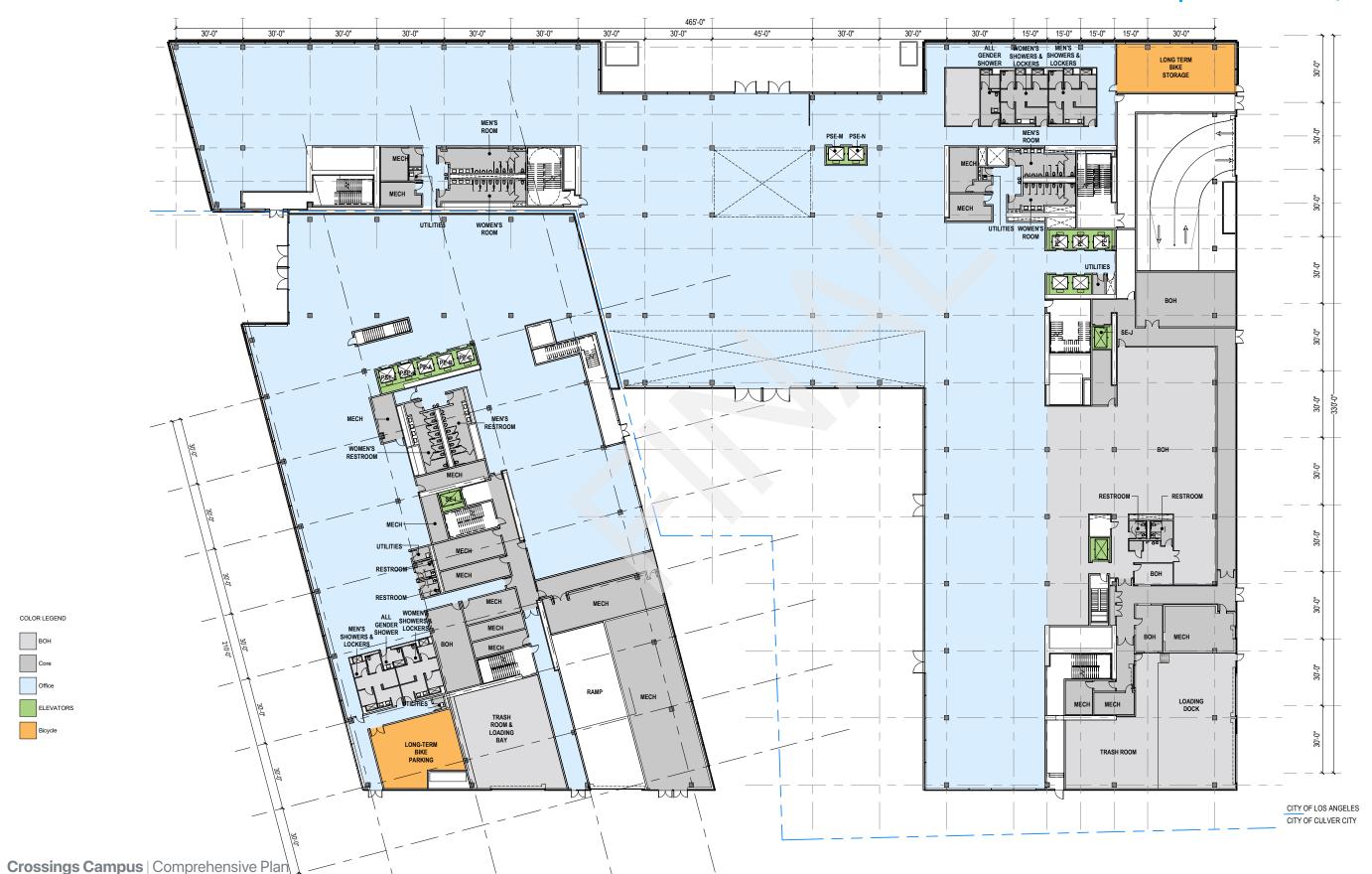
Section 5.4 | Floor Plans/Detailed Plans



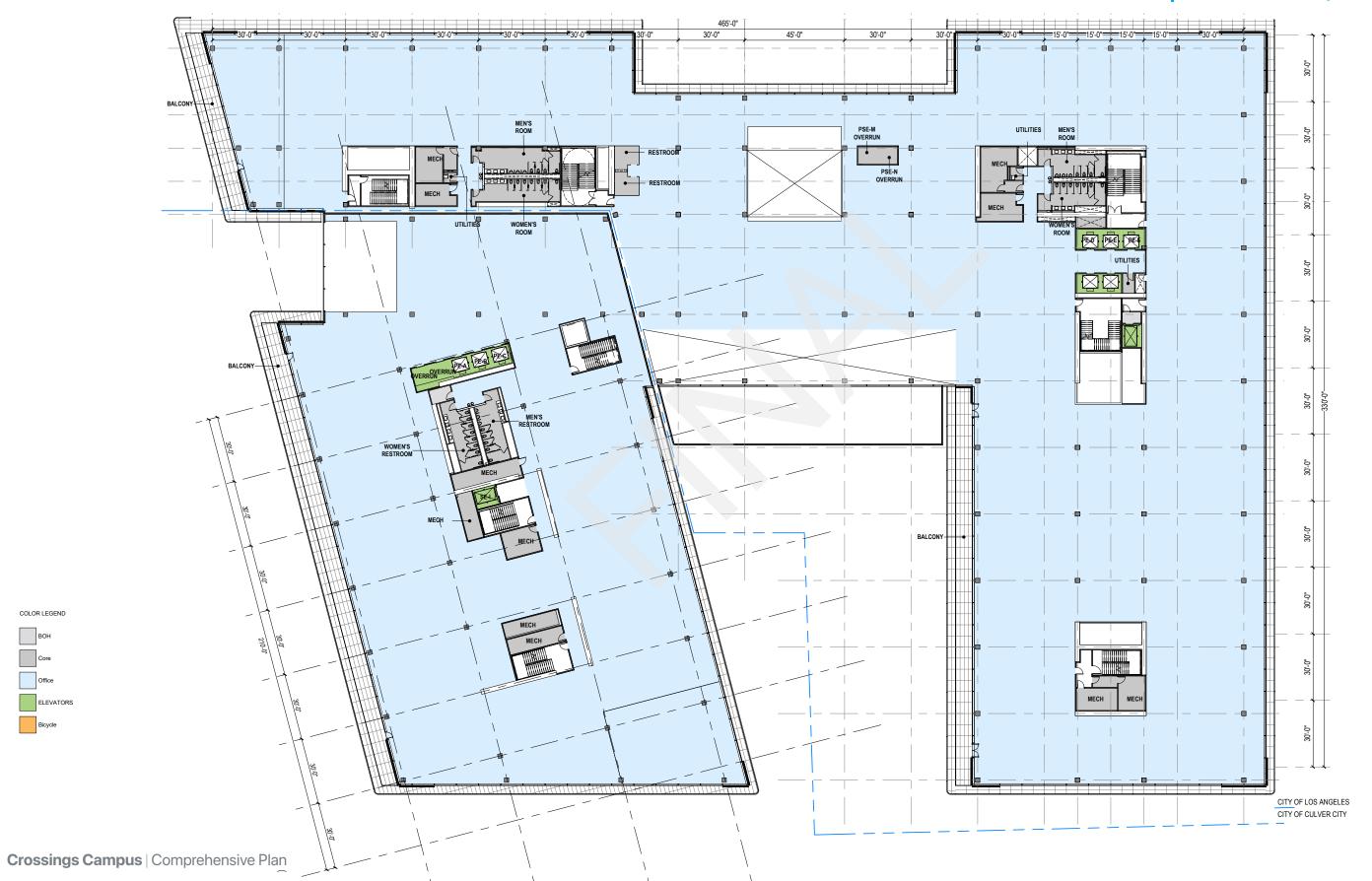
Section 5.4 | Floor Plans/Detailed Plans

Office Level L01

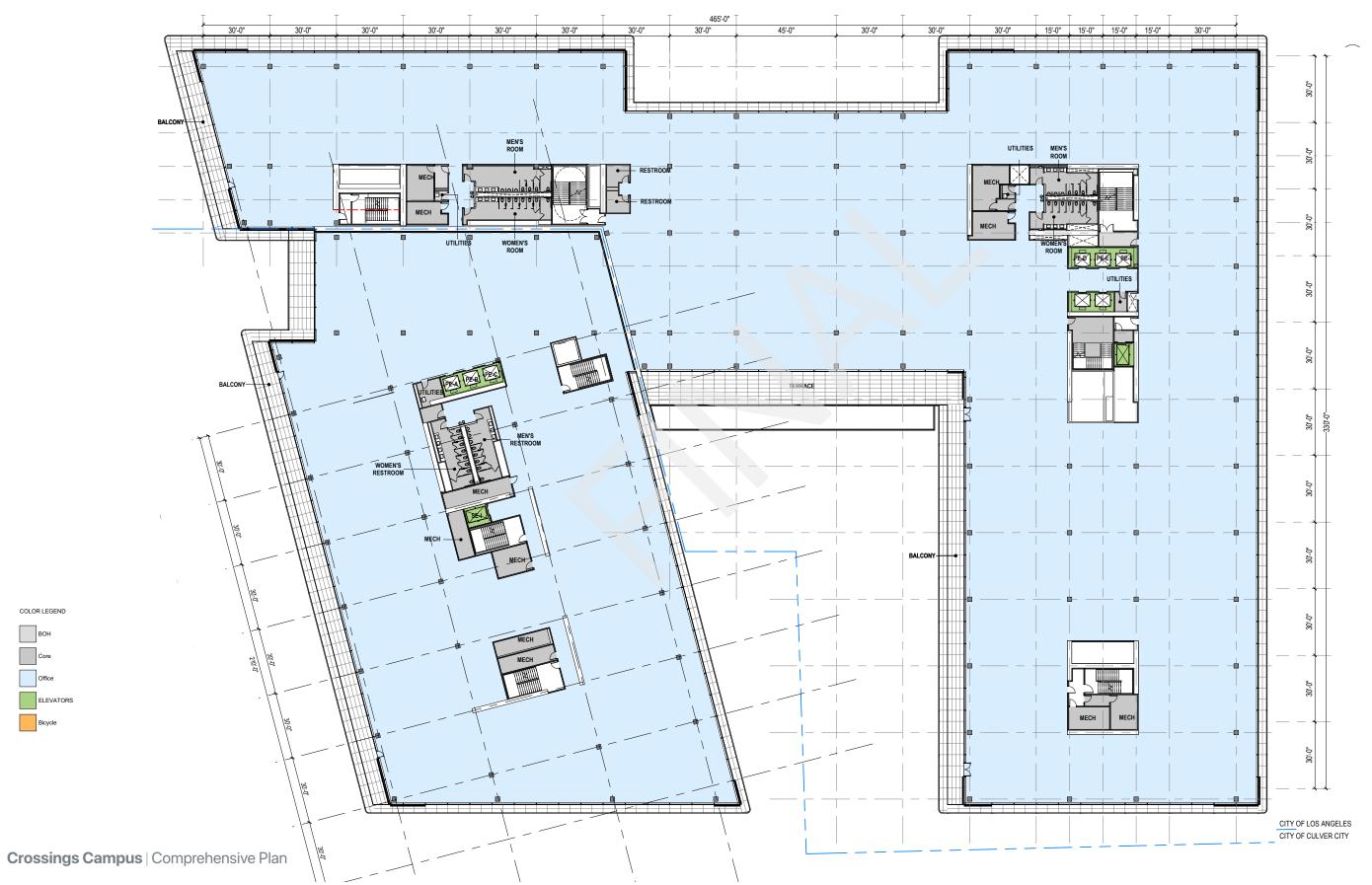
COLOR LEGENE



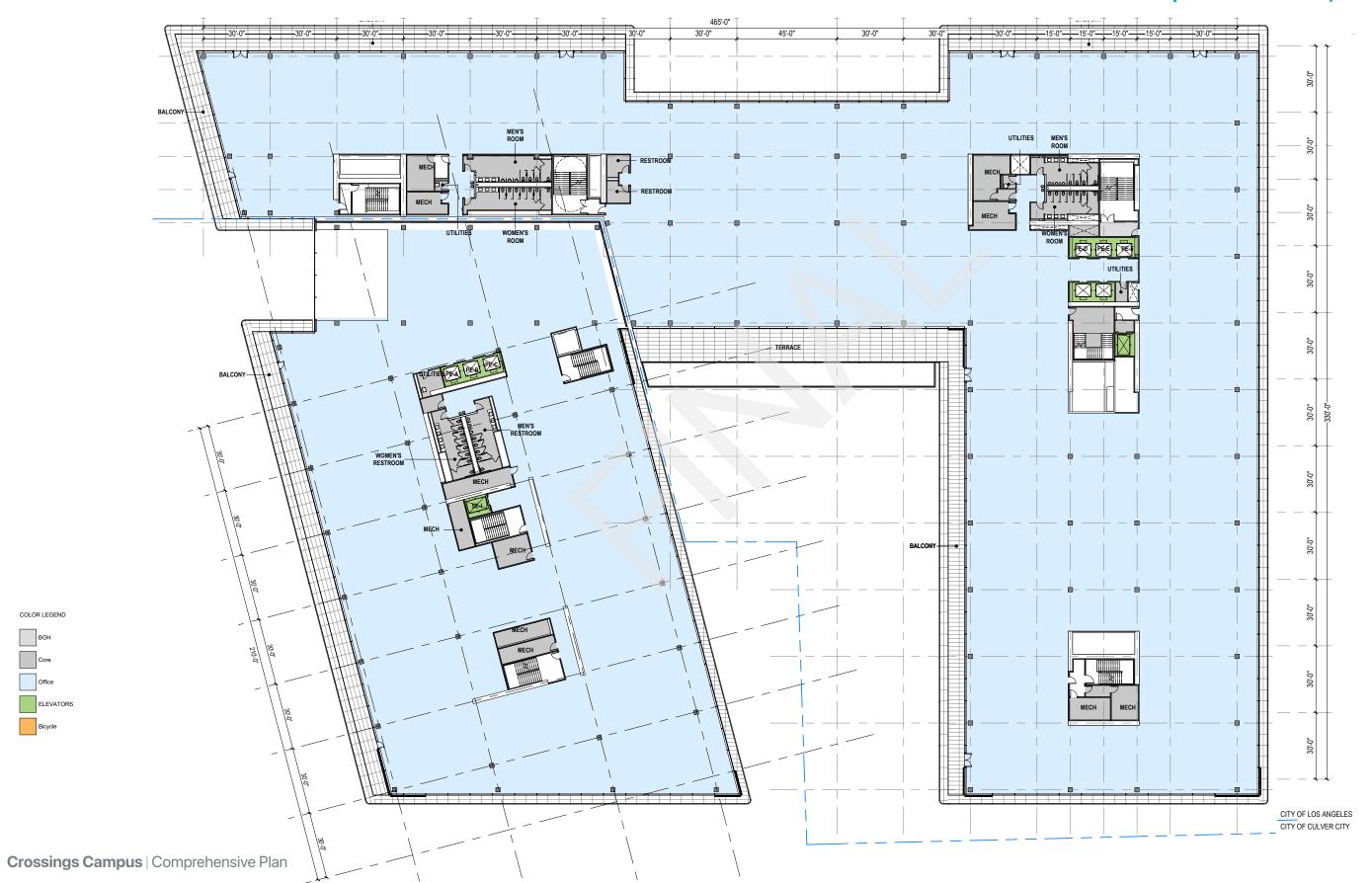
Office Level L02



Office Level L03 Section 5.4 | Floor Plans/Detailed Plans

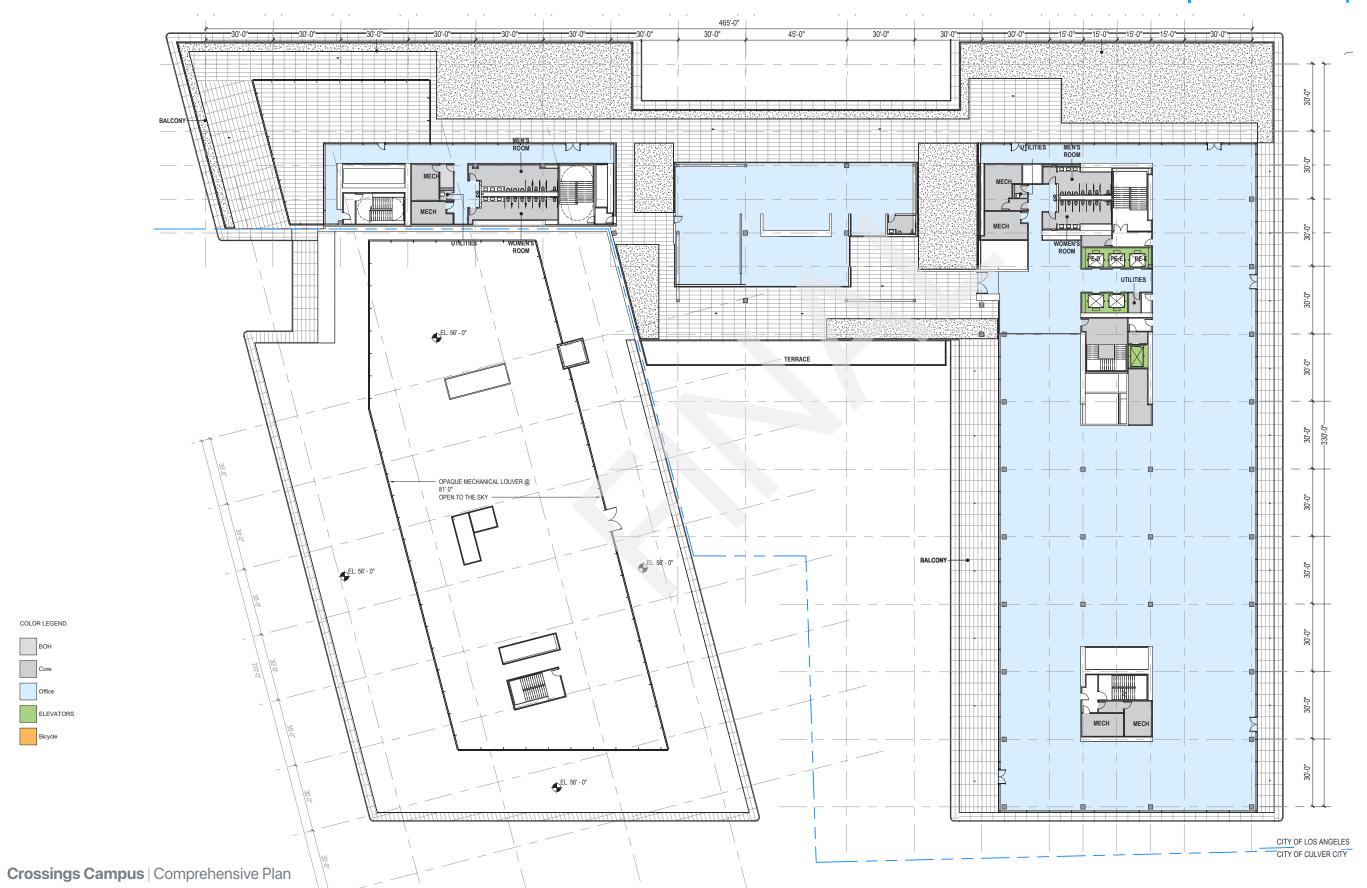


Office Level L04



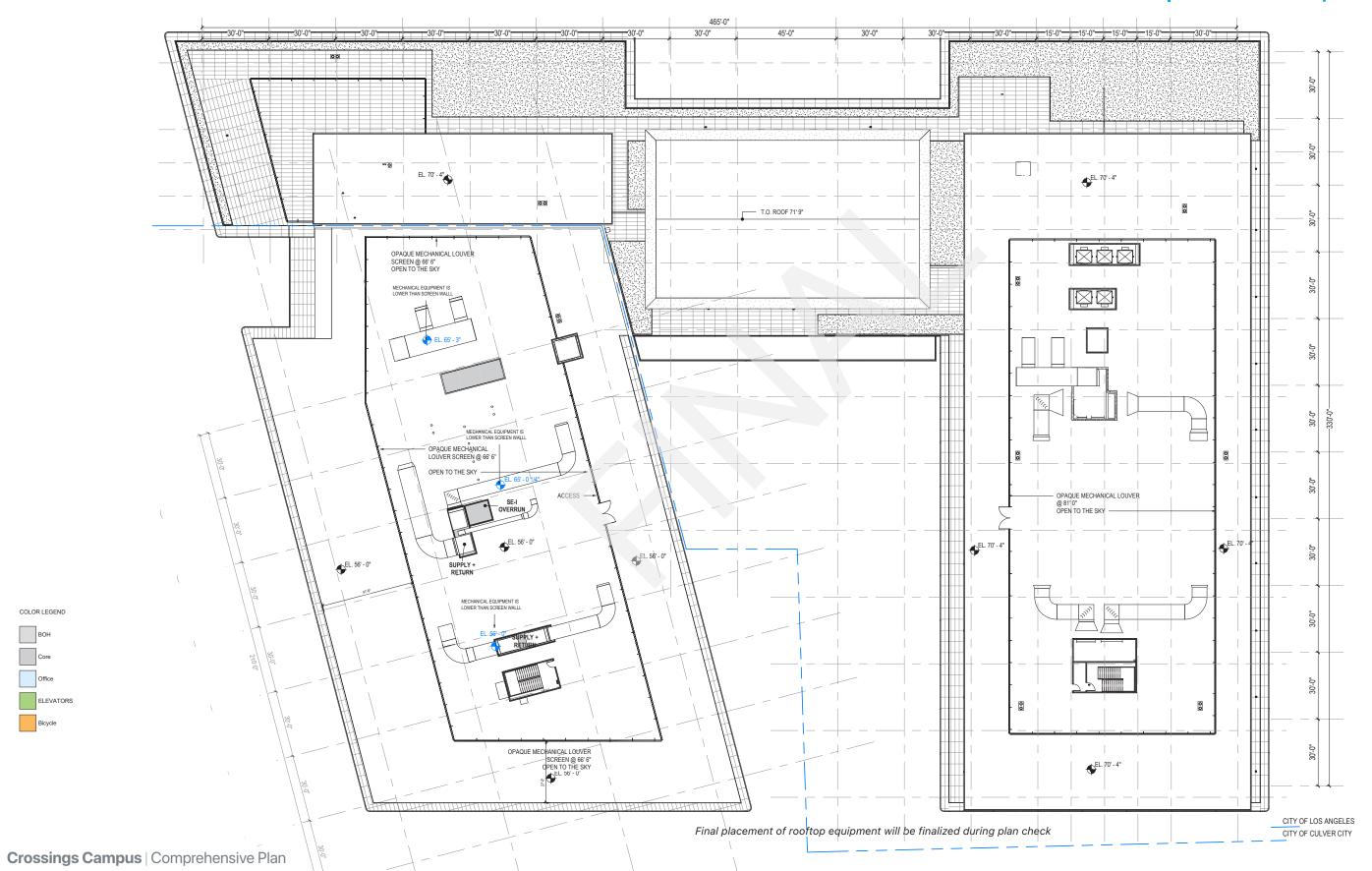
Culver City Building - Roof / Los Angeles Office Level L05

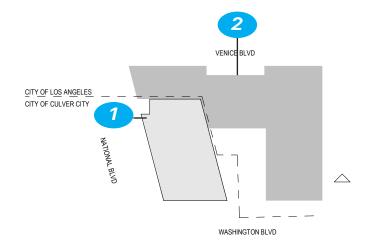
COLOR LEGEND



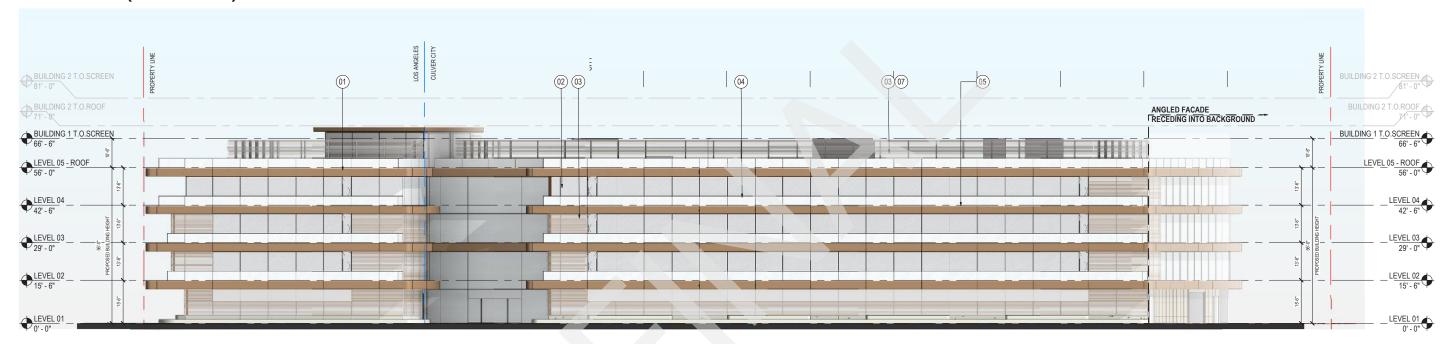
Los Angeles - Roof

COLOR LEGEND





1. West Elevation (National Blvd.)

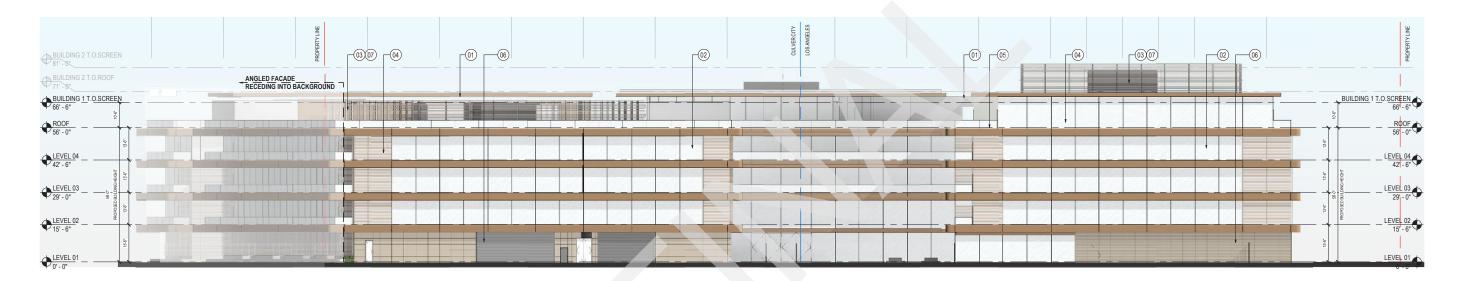


2. North Elevation (Venice Blvd.)

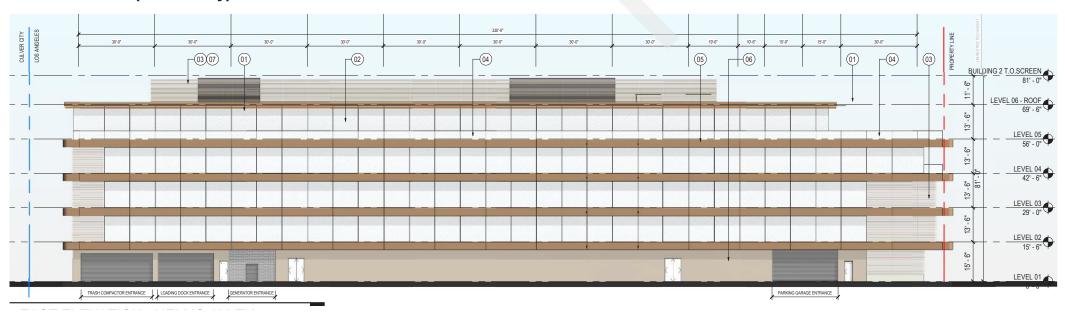


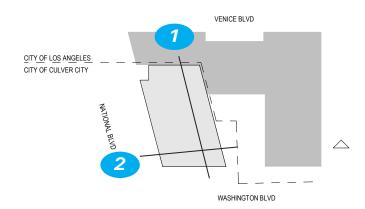
Project Plans Section 5.5 | Elevations & Sections

3. South Elevation (8777 Alley)

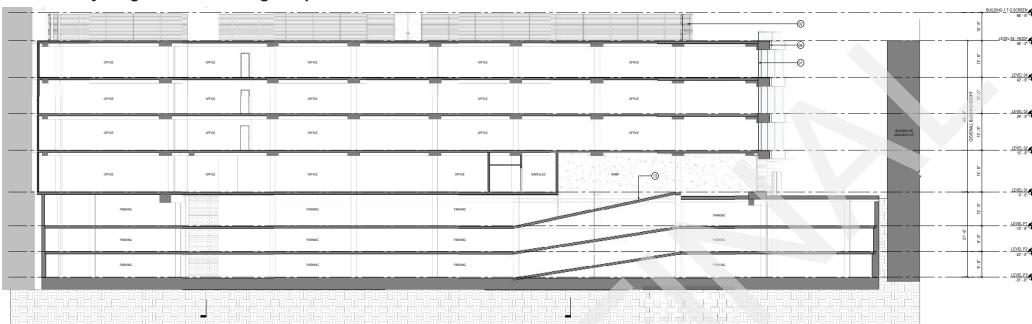


4. East Elevation (Helms Alley)

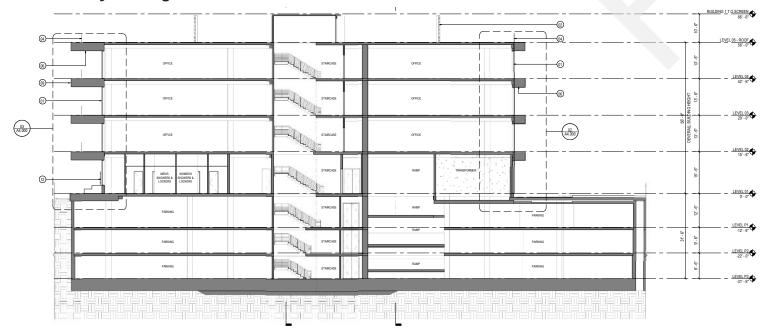


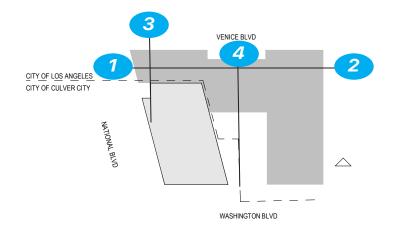


1. Culver City Longitudinal at Parking Ramp

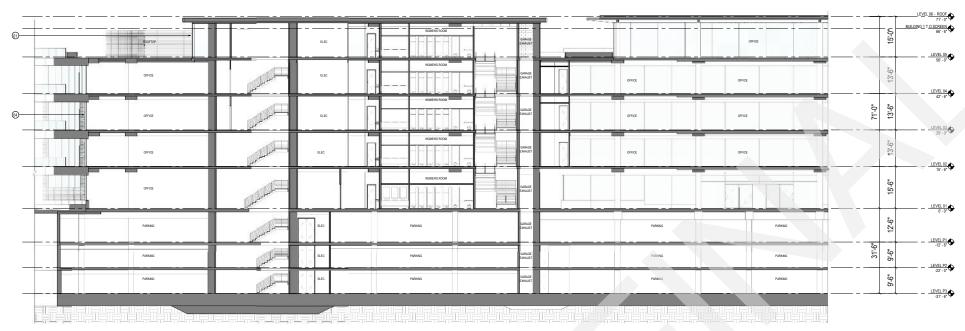


2. Culver City Building Section Cross at Stair





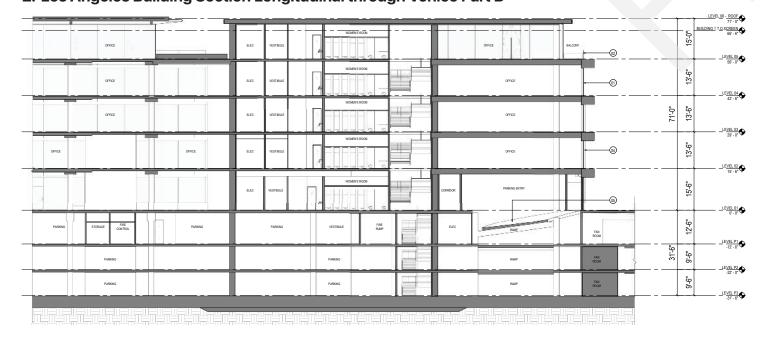
1. Los Angeles Building Section Longitudinal through Venice Part A



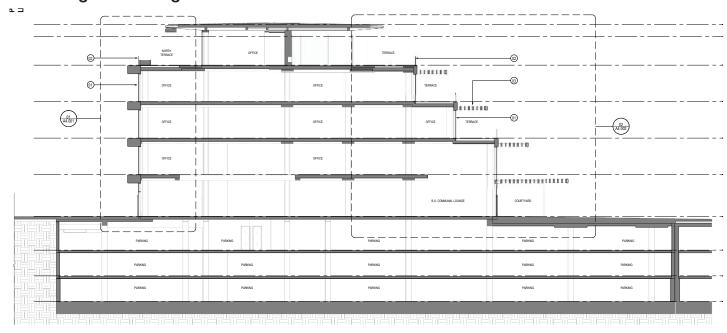
3. Los Angeles Building Section Venice at Corner



2. Los Angeles Building Section Longitudinal through Venice Part B



4. Los Angeles Building Section Tranverse at Venice Entrance



National Boulevard













1. Bronze Metal

2. Wood Soffit

3. Bronze Window Screen

4. Glass Guardrail

5. Outdoor Paver





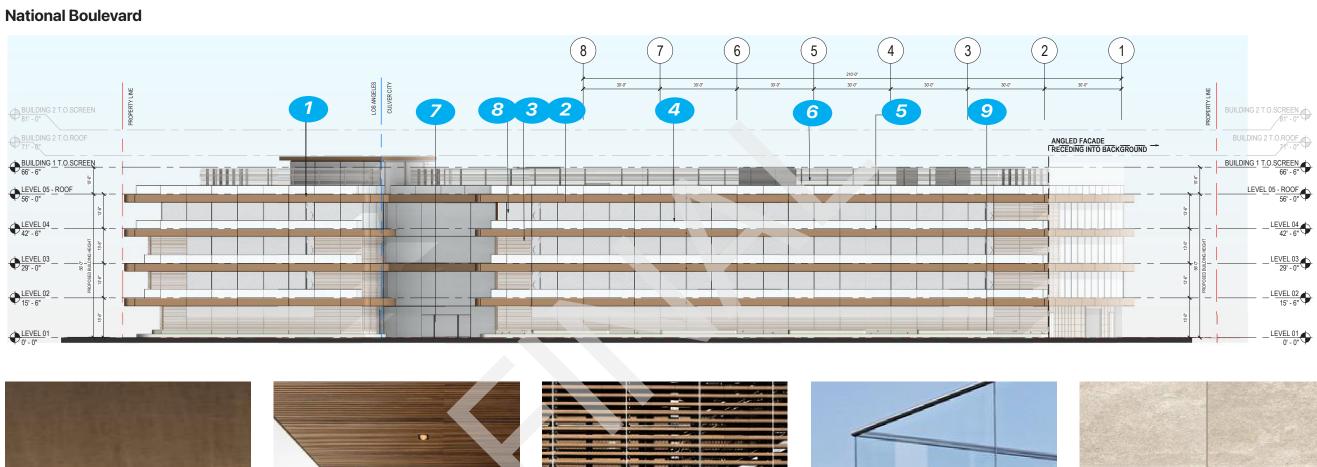


6. Opaque Mechanical Screen

7. All glass entry with stainless steel portal

8. Unitized Window Wall

9. Concrete Planterwall













1. Bronze Metal

2. Wood Soffit

3. Bronze Window Screen

4. Glass Guardrail

5. Outdoor Paver









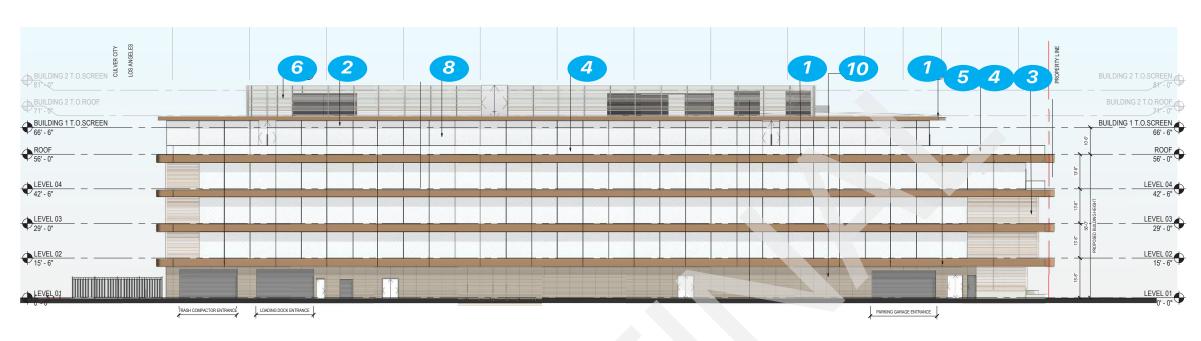
6. Opaque Mechanical Screen

7. All glass entry with stainless steel portal

8. Unitized Window Wall

9. Concrete Planterwall

Helms Alley









2. Wood Soffit



3. Bronze Window Screen



4. Glass Guardrail



5. Outdoor Paver



6. Opaque Mechanical Screen



8. Unitized Window Wall



10. Precast Panel

Venice Boulevard



Corner of Venice Boulevard and National Boulevard



Venice Boulevard Entrance



National Boulevard Entrance



Venice Boulevard Adjacent to Helms Bakery



National Walkway South Side of Streetscape Concept



National Walkway North Side of Streetscape Concept



Washington Parklet Concept



Venice Promenade Concept



Page 67

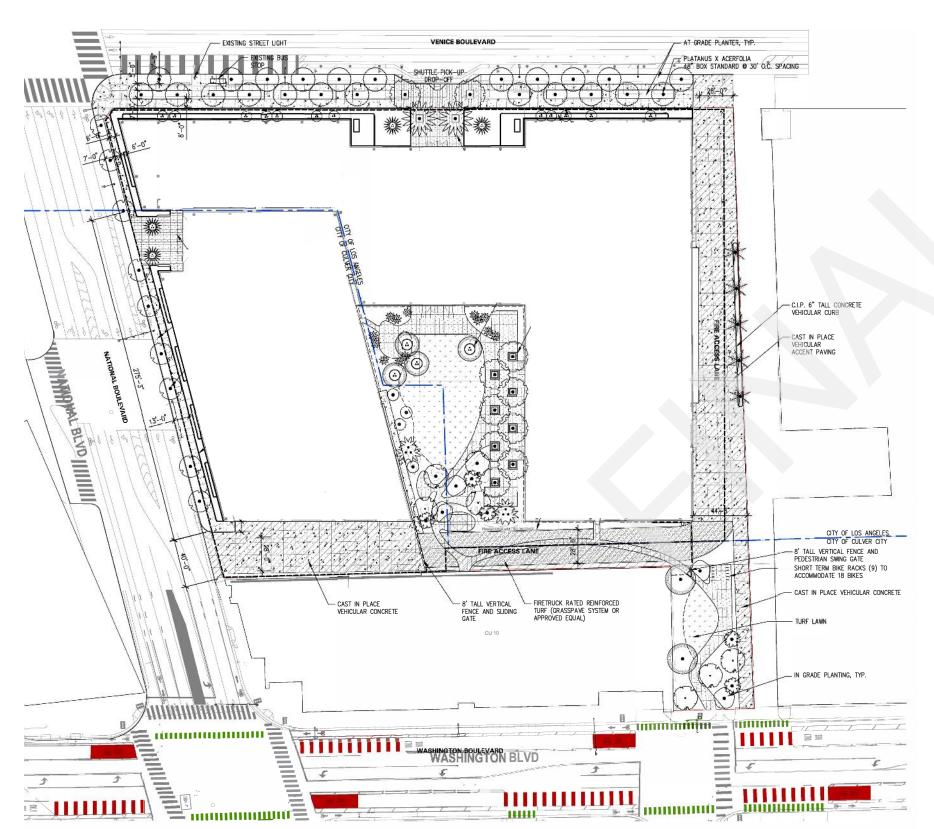
Project View



Conceptual Landscape Section 6.0

Conceptual Landscape

Section 6.1 | Landscape Plan



The conceptual landscape plan for the Project complies with the requirements of the Culver City Washington/National Transit Oriented Development District Streetscape Plan (dated February 2016). Based on jurisdictional requirements, 6 street trees are provided along the Culver City building frontage on National Boulevard, 3 street trees proposed along the Los Angeles building frontage on National Boulevard, and 29 street trees are proposed along the Los Angeles Building frontages on Venice and National Boulevards (within the City of Los Angeles). All existing street trees (trees within the public right-of-way) are proposed to be replaced at a 2:1 ratio in accordance with regulatory requirements and Los Angeles' Urban Forestry Division of the Bureaus of Street Services.

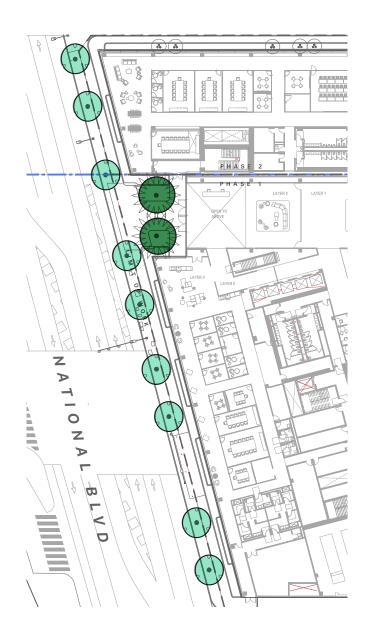
The planting palette for each space includes a variety of native and drought-tolerant plants with low-irrigation water needs. The irrigation systems are tied to the LID storm water design system for water reuse and reclamation and are tied to rain sensors to reduce water. Lighting accents the planting and walkways (see lighting narrative in Section 7.1).

Conceptual palettes for the streetscapes and parklet are shown in the subsequent pages. These palettes may be interchangeable.

Conceptual Landscape Section 6.1 | Landscape Plan

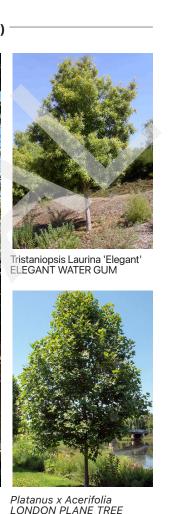
PRIVATE

National Boulevard Tree Plan





WHITE CREPE MYRTLE

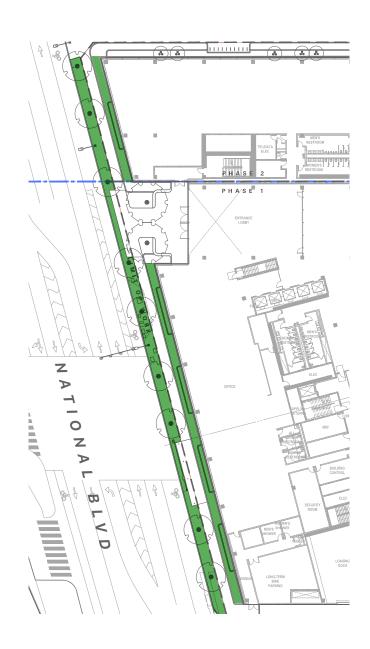




Conceptual Landscape

Section 6.1 | Landscape Plan

National Boulevard Planting Plan







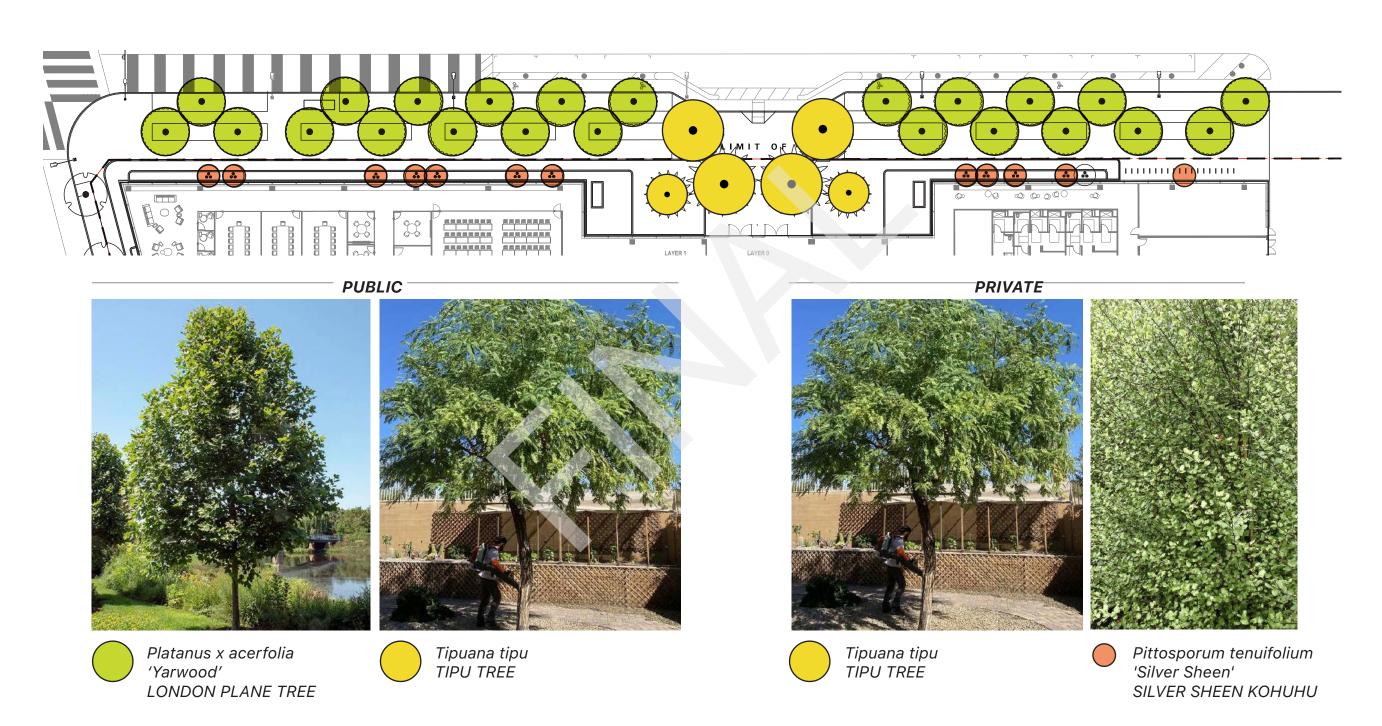
EV = EVERGREEN GRASS

Conceptual palettes for the streetscapes and parklet are shown. Palettes may be interchangeable.

Conceptual Landscape

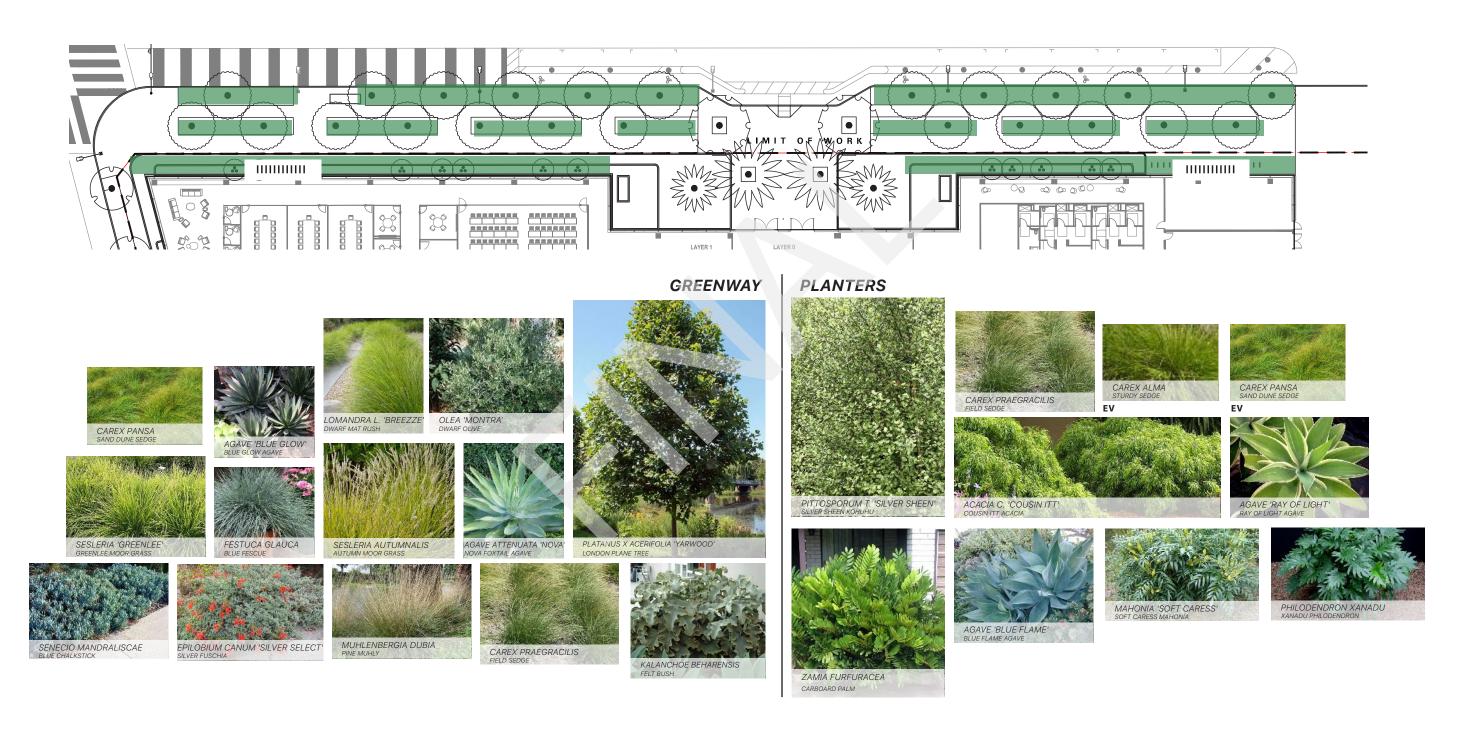
Section 6.1 | Landscape Plan

Venice Boulevard Tree Plan



Section 6.1 | Landscape Plan

Venice Boulevard Planting Plan



Section 6.1 | Landscape Plan

Washington Parklet Landscape Plan



EVERGREEN SHADE GARDEN



SESLERIA AUTUMNALIS

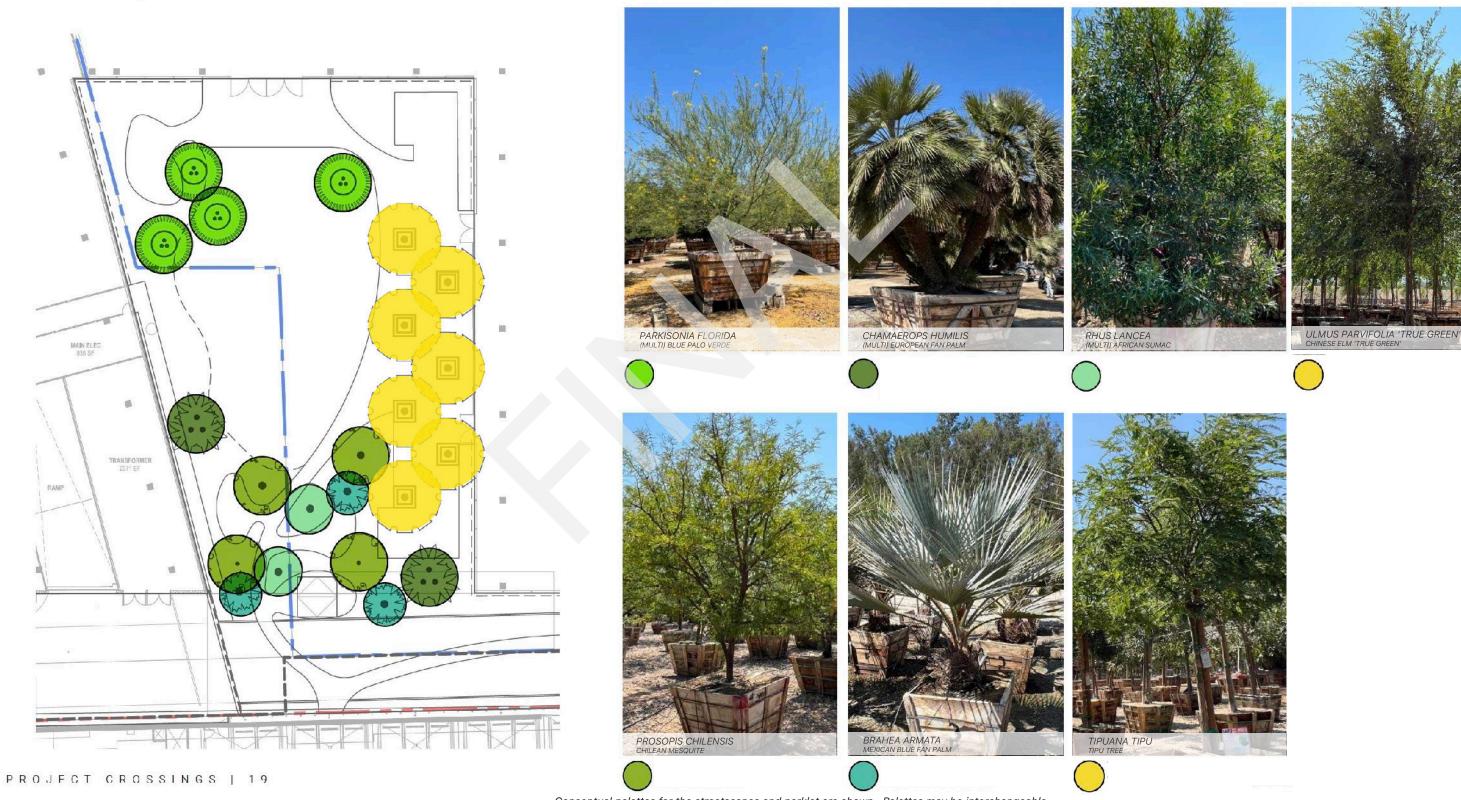
COASTAL DESERT GARDEN



CAREX PANSA

Conceptual Landscape Section 6.1 | Landscape Plan

Courtyard Tree Plan



Conceptual palettes for the streetscapes and parklet are shown. Palettes may be interchangeable.

Conceptual Landscape Section 6.1 | Landscape Plan

Courtyard Landscape Plan





LARGE SHRUBS







SHRUBS AND GROUNDCOVER



TURF (SOD)

















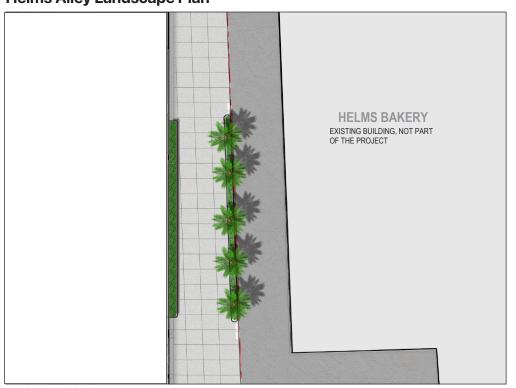




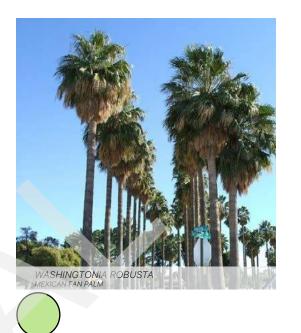


Conceptual Landscape Section 6.1 | Landscape Plan

Helms Alley Landscape Plan









PLANTERS



ZAMIA FURFURACEA

Section 6.2 | Streetscape Details











Washington Parklet

The Project provides approximately 7,120 square feet of publicly- accessible open space via the Washington Parklet. The publicly accessible open space is located in the southeast corner of the Project and is accessed from Washington Boulevard.

The purpose of the publicly accessible open space is to provide a small park-like setting with landscaping, seating, and a flexible combination of community uses, such as the short-term bike storage, seating areas, opportunities for kiosks and temporary and special events. Planned activities in the park could include exercise programs, pop-up bicycle services, pop-up juicer or coffee services, speaker programs, and special events.

Hours for the parklet generally follow business hours of operation.

Section 6.2 | Streetscape Details



Architectural Seating





Architectural Pavement

Integrated Planter Seating



Special Lighting



Interactive QR Code Landscaping



Walkable Green Street via Planter





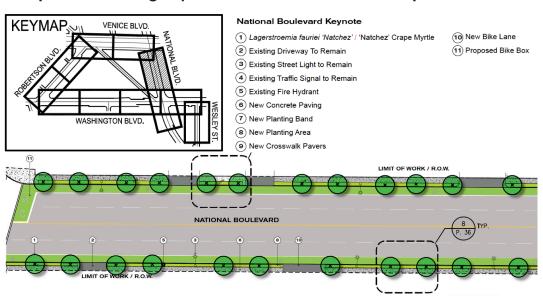
Architectural Pavement



National Boulevard Streetscape Activation Concept

Activation along National complies with the Washington/National Transit Oriented Development District Streetscape Plan (dated February 2016) by providing a walkable green street that connects Venice and Washington Boulevards. Pedestrian friendly enhancements include 30-foot on center tree placement down National Boulevard, a 7-foot parkway and 6-foot walkway with enhancements to the sidewalk through canopy street trees and drought-tolerant landscaping native to Culver City, additional short-term bicycle parking, enhanced paving areas, decorative lighting accenting the building features and landscape planters, and seating areas at the building entrance. in addition to the standard TOD enhancements, the project will provide a subtle activation experience through QR codes throughout the building planters to promote the landscaping, or speakers within the planters to provide soft music while walking down National Boulevard.

Excerpt from Washington/National TOD District Streetscape Plan



Conceptual Lighting Section 7.0

Conceptual Lighting

Section 7.1 | Conceptual Lighting















The conceptual lighting design for the Project provides a visually appealing pathway and ambiance utilizing energy efficient LED lighting to create a soft and warm presence. The building lighting fixtures prevent light transmittance and glare on adjacent properties, while providing an ambient glow that delivers safety for pedestrians and highlights the building architecture at night.

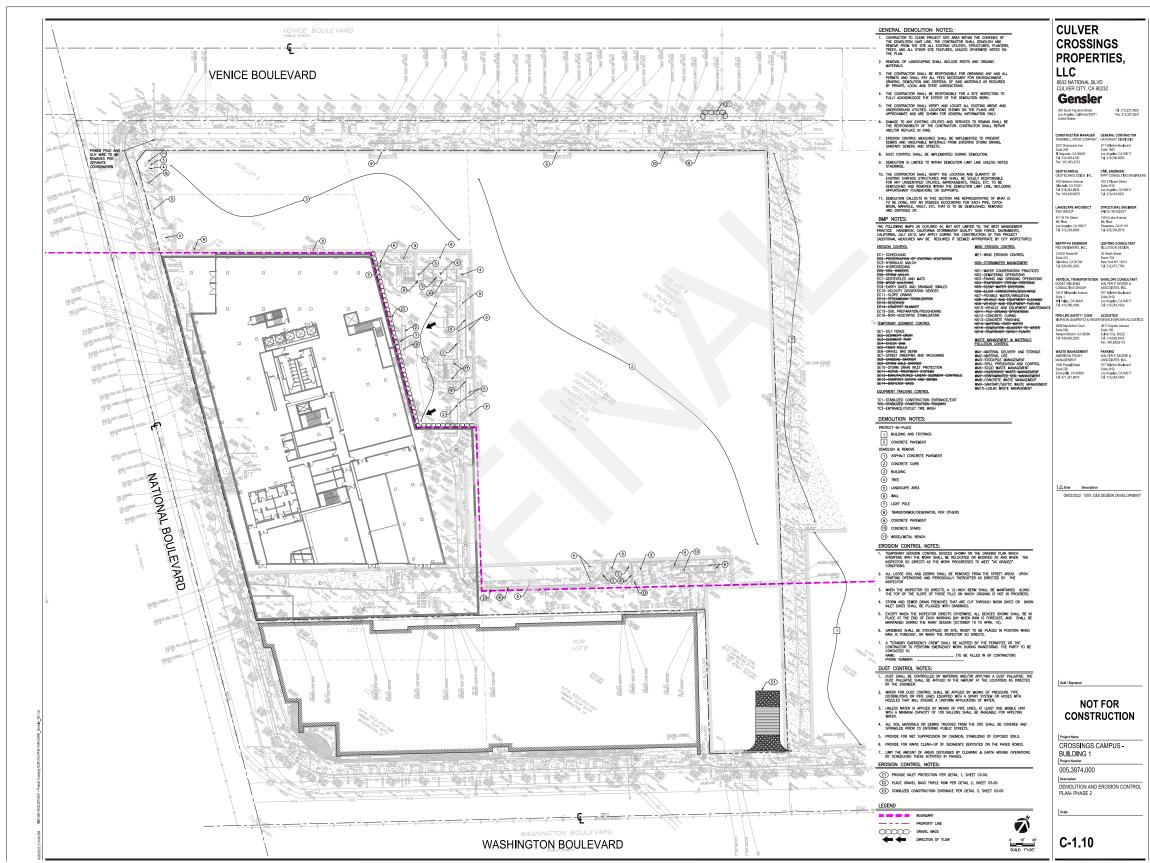
Exterior lighting incorporates low-level lights on the buildings and along pathways for security and wayfinding purposes, while avoiding highly reflective surfaces that result in adverse glare effects. In addition, low-level lighting to accent signage, architectural features, and landscaping elements are accented throughout the Project. Project lighting is designed to minimize light trespass from the Project and complies with all Culver City and Los Angeles Code requirements. All new street and pedestrian lighting within the public right-of-way complies with applicable city regulations and are designed to maintain appropriate and safe lighting levels on sidewalks and roadways while minimizing light and glare on adjacent properties.

All lighting complies with section §17.300.040 of the Culver City Zoning Code and applicable lighting standards under the LAMC, including the following:

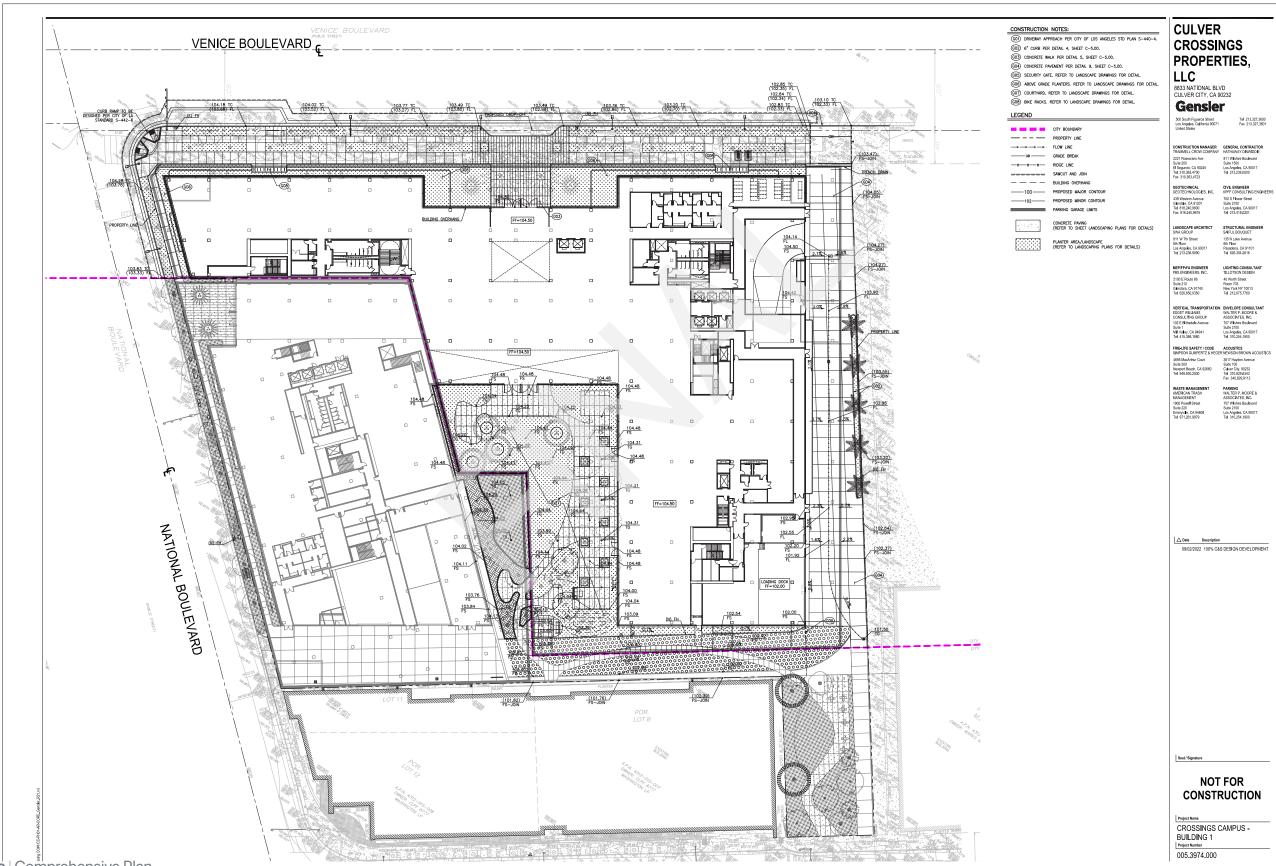
- 1- Lighting fixtures are architecturally integrated with the character of the Culver City and Los Angeles Building. Feature lighting includes illuminated columns and architectural features, seating niches along National Walkway, Venice Promenade and the Washington Parklet, and up lighting on Project Trees.
- 2. All lighting is energy efficient and shielded or recessed so that direct glare and reflections are confined within the boundaries of the site to the maximum extent feasible and is directed downward and away from adjoining properties and public rights-of-way.
- 3. Permanently installed lighting does not blink, flash, and is not unusually high intensity or brightness.
- 4. Timers, where acceptable, are used to turn off lights during hours when they are not needed.
- 5. The Project provides uniformity, or, where appropriate, compatibility of lighting type (i.e. height, wattage, energy efficiency, base support, finish material, texture, color and style of poles and luminaires).
- 6. Landscaping and pedestrian walkway lights are low profile.
- 7. Freestanding light poles and luminaries do not exceed a maximum height of 18 feet.
- 8. Security lighting is provided at entries and exits.

Civil Engineering Section 8.0

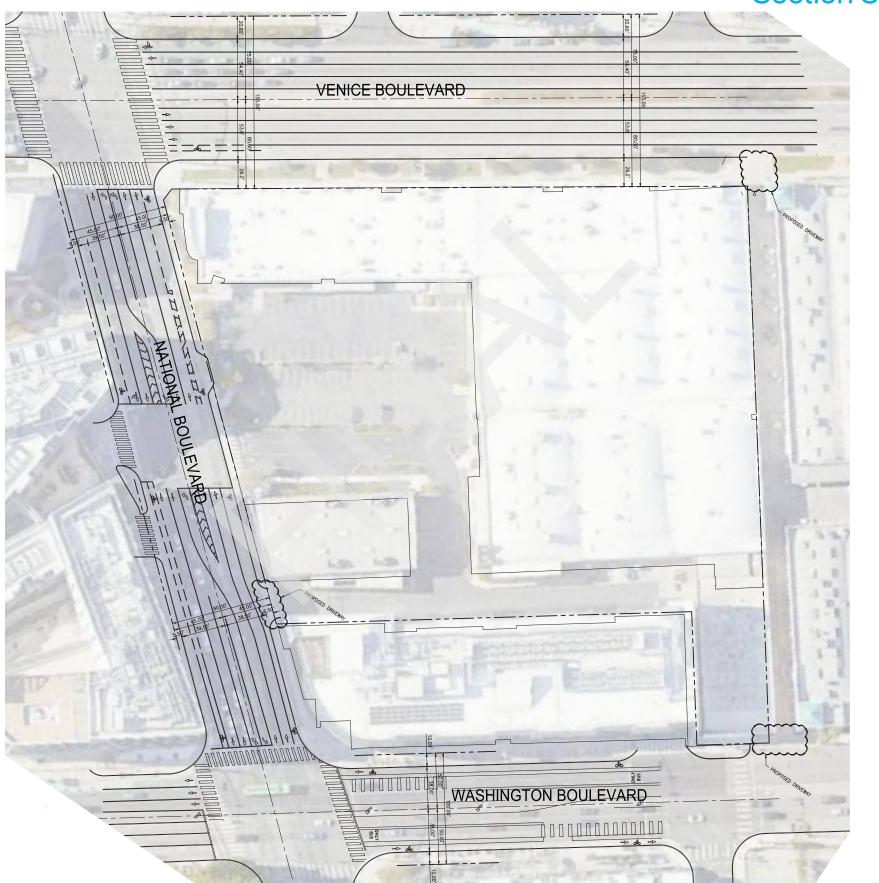
Civil Engineering Section 8.1 | Concept Demolition Plan



Civil Engineering Section 8.2 | Concept Grading Plan

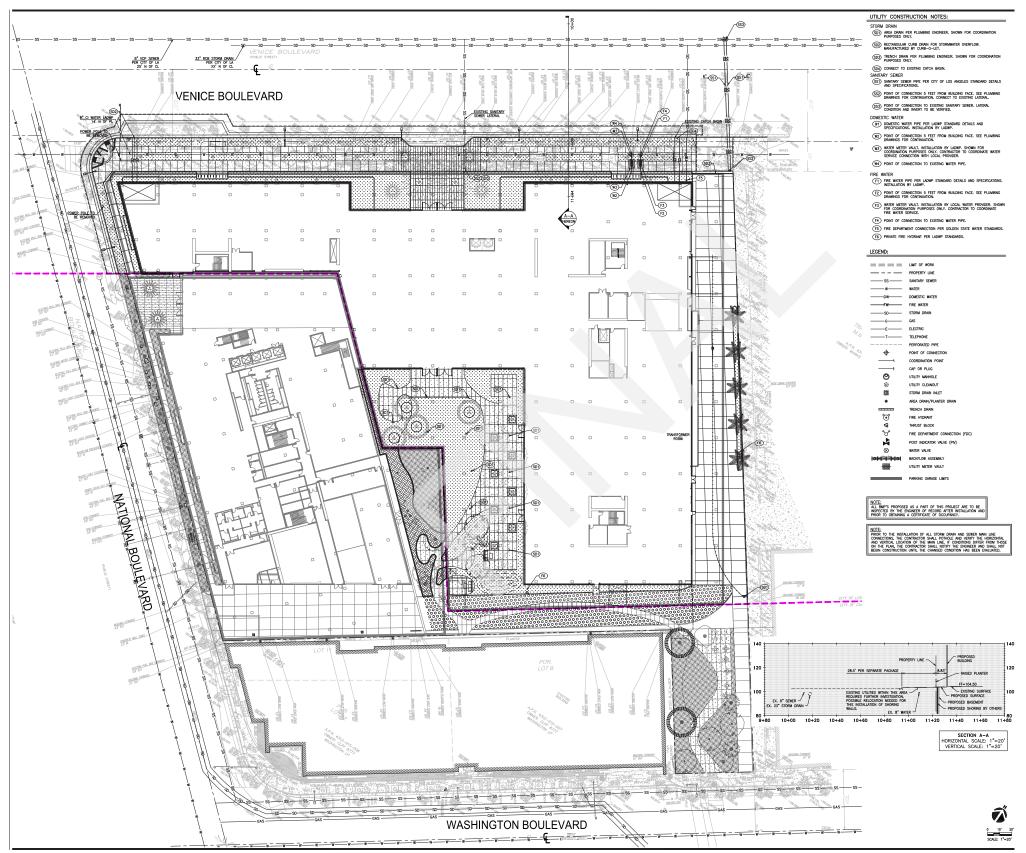


Civil Engineering Section 8.3 | Traffic Striping Plan





Civil Engineering Section 8.4 | Concept Utility Plan



Civil Engineering Section 8.5 | Concept LID/SUSMP Plan

