

**THE CULVER STUDIOS, Comprehensive Plan Amendment No. 7**  
**COMMUNITY MEETING NOTES**

*Meeting No. 1 – December 8, 2016*

*Meeting No. 2 – October 12, 2017*

*Meeting No. 3 – November 30, 2017*

## **The Culver Studios Innovation Plan Community & Scoping Meeting**

### **Notes on Q&A period following presentation at Community Meeting**

December 8, 2016, 6pm

PowerPoint presentation by Michael Hackman, Dave Mannix and Brian Glodney took place from about 6:15pm to 6:45pm. The Q&A started immediately after, at about 6:45pm.

Q: I have heard you mention a ramp to Culver Blvd, can you describe it?

A: The Studio, working with the City and the developers of the Parcel B project that's between Trader Joes and the Culver Hotel, created a new ramp that will come into the studio from the intersection of Culver Blvd and Main St. and go underground, connect underneath Town Plaza, and have a linkage into Parcel B as well as a linkage into the Studio, below grade. That allows the studio to stop using Gate 1, which is the historic gate at the front, and which is currently used for cars (although not many). In the future, it will not have any vehicles except Culver City FD. It will be a signalized, in/out intersection. Main St and Culver used to be a four-way intersection. The ramp restores the "fourth leg" of intersection at Washington Blvd and will allow traffic into the studio. It was part of the project approved last year by the Culver City Council as a separate matter.

Q: Is the studio leasing parking under Parcel B in addition to the parking on the lot?

A: Today, the Studio is leasing some parking on the surface lot at Parcel B. Once Parcel B starts construction, within the next few months, there will be no further utilization of parking on the Parcel B site. After that, there will be no further contact. After it is completed, there will be 2 levels of underground parking, some of which is for the City as public parking, and some of which is supporting the Parcel B development. This is why we are building the Van Buren garage: to accommodate all parking on the studio site, and get folks off the street.

Follow-up Q: And then [once construction is finished] will parking be reserved for the studio [at Parcel B]?

A: No, the plan is to accommodate all parking on the lot, and get all the trucks off the street. The garage is double-height on the first level to accommodate all the trucks. All production activity will be on the lot. The City has elected to create public spaces under Parcel B.

Q: Building K—is that a driveway or a walkway next to the building on the west side? I hope it is a walkway.

A: Yes, it is a pedestrian walkway, a paseo, and it is landscaped to protect the neighbors, and create a nice landscaped edge, and to prevent any privacy intrusions in both directions. We have been through an evolution with Building Y and understand clearly the need for landscaping, setbacks and

stepbacks. Landscaping and setbacks are very important to the overall project. Also, the current building A is in parts up to 80' tall. The proposed building will be 56' tall, much smaller and is further set back by 10 feet.

Q: Is 56' the actual height or is it taller than that?

A: 56' is the height, and there are a further 13.5' above the roof line. There is mandatory screening of mechanical equipment per Culver City code, as well as a mandatory parapet and elevator overruns. Those are in a very small portion of the area.

Comment: I don't mean this with any disrespect, but it causes irritation in the community when people learn that the building is 13.5 feet taller than the height limit...

A: I understand your point and we had a lot of discussion amongst the team about how to we indicate that we are proposing buildings that are compliant with the code, and not just stop there. We attempted to give a more informed and complete answer. I understand your comment about how that can be perceived.

Q: Has there been any thought to undergrounding the electrical lines?

A: Yes, there is a lot of discussion about upgrading the infrastructure and utilities that go into the studio. We are upgrading the electrical systems. Some of that is not really our decision—it's Edison. As part of the year-long process to get the EIR approved, utilities are a major issue. Digital productions need reliable power. Also, the existing power lines along the western boundary are servicing neighboring buildings, not the Studio. The Studio provides power internally through underground power plant and distribution.

Q: On the plan to get rid of trucks on Ince—a sore subject in the neighborhood—Gate 3 will be used for access?

A: Yes, all trucks will access on grade through Gate 3.

Q: Since you are modernizing the studio, how much solar are you using?

A: Culver City has a solar requirement and we can easily accomplish or beat it. Our goal is to be LEED compliant at the Silver level and we will use solar power to get there.

Comment: A couple of weeks ago the Rancho Higuera neighborhood association met at the Studio; their big concern is traffic flow and parking. The Studio has tried to help out in the past but ultimately we had to go to permit parking. We are overrun with people taking kids to school. And they are taking the

bridge down, which will take a year. I don't know how you are going to keep the construction traffic down so where it is not a nightmare. Q: And aren't the buildings you are taking down new?

A: Yes, one of the buildings is new, built under previous ownership.

Comment: Regarding bungalow relocation—at a meeting a year or so ago they were talking about putting the bungalows in front of the Mansion. Behind the Mansion is kind of useless, you can only see them on a private tour.

A: That was considered at one time. However, the front lawn itself is considered a part of the historically-designated landmark; the building façade and landscaping are a historical structure, so we cannot put the bungalows in front. We wanted to create a historic zone by grouping these historically-significant structures together.

Q: The big concern from the people we represent is traffic on Van Buren and on Irving. You know in CPA 6 there were concerns that the traffic study did not analyze those areas. Are we confident that those areas are going to be covered as part of that study?

A: Please do submit your concern as a formal comment, that would be helpful to the City. Currently, the studio takes no access on Van Buren Place, and will in the future take no access. Only the Fire Department has access to the Studio through the Van Buren driveway. That has been the case and will be the case. And given the one-way system that was put into place by previous Culver City councils, we felt that the traffic study that was included previously was an appropriate analysis.

From a design perspective we have looked at all of the gates having an angle of departure from the studio to the public street to flow north-bound only. From a physical standpoint, we are trying to direct traffic to flow northward from the studio.

## Meeting Notes

Project: The Innovation Plan/CPA 7  
Applicant: The Culver Studios  
Meeting: Community Meeting #2  
Location: The Culver Studios, Commissary  
Date/Time: Thursday, October 12; 6:30 pm

### Notes:

Applicant notified 500-foot radius to the end of the block plus interested parties, per City request. Notification went to owners and occupants. Notification was mailed over 2 weeks prior to meeting.

Presentation began approximately 6:45 pm to approximately 50 members of the public. Presentation concluded at 7:10 pm (sign in sheet provided)

For the project applicant, presenters included:

Michael Hackman, CEO, The Culver Studios  
Jim Suhr, Applicant's Representative, The Culver Studios

Additionally, present from the applicant's team were:

Patrick Dempsey, The Culver Studios  
Dave Mannix, The Culver Studios  
Ryan Smith, Hackman Capital Partners  
Tony Biddle, AMA Project Management  
Eric Shabsis, Marathon Communications  
Brian Glodney, Gensler

Immediately following the community meeting, the public was invited to provide comments on the DEIR with stations and staff available to assist with questions. That portion of the meeting was run by the City of Culver City (Michael Allen and Juliet Arroyo), and staffed by ESA Associates, the environmental consultants responsible for preparing the DEIR on CPA 7.

Michael Hackman opened the meeting, welcomed participants, and provided a very high level overview of the project and its goals.

Jim Suhr provided the in depth PowerPoint presentation (copy provided along with script)

Overall comments/questions by audience:

- Paul Cooley (neighbor on Van Buren)
  - Doesn't like the Van Buren Garage. Wanted to know how noise, light and truck beeping will be limited – limited hours?
  - Does not want benches to be included in the final Van Buren Linear Park
- Donna LeBlanc
  - Where is the venting for the Van Buren garage exhausted? What is the noise impact?
  - How does the TDM incentives work for traditional production workers who work per diem, and are not permanent employees.
  - Wants traffic calming measures implemented along Ince.
- Ince Neighbor
  - Wants traffic calming measures in Rancho Higuera to stop cut-through traffic
  - How does this plan ensure that there will be no southbound traffic existing the studio lot onto Ince
  - How does/where does the Culver/Main ramp connect to the parking structures?
- Lee Freehling (Van Buren resident)
  - What construction/mitigation improvements are being provided to Lin Howe School
  - How is the garage designed to mitigate light spillage and intrusion into the neighborhood?
- Unknown resident
  - Where is the traffic determined to be coming from; how are employees/visitors accessing the site and from what direction?
  - How many total parking spaces on the site?
  - How do visitors access the studio lot?
  - If all employees were to drive to work, is there enough parking to accommodate that?
  - Is construction coordinated between The Culver Studios and Parcel B site; are the projects talking to one and another.
- Dan Milder
  - Requested that someone discuss what the EIR is, how is can be challenged, and what community can do to oppose the project, even if the City Council supports it.
    - Jay Ziff answered his question fully

Michael Allen announced the open house for the DEIR and invited the public to learn more about what the DEIR analyzed at the stations, and encouraged participants to provide comments to the DEIR (comment cards provided).

Overall Hackman Capital Partners and The Culver Studios staff and consultant remained, and answered all questions the public had.

## Meeting Notes

Project: The Innovation Plan/CPA 7  
Applicant: The Culver Studios  
Meeting: Community Meeting #3  
Location: Culver City City Hall, Pattachia Room, 1st Floor  
Date/Time: Thursday, November 30; 6:30 pm

### Notes:

Applicant notified 500-foot radius to the end of the block plus interested parties, per City request. Notification went to owners and occupants. Notification was mailed 2 weeks prior to meeting; affidavit filed with Planning Department.

Presentation began approximately 6:45 pm to approximately 5/6 members of the public. Presentation concluded at 7:10 pm (sign in sheet provided).

In addition to the sign in sheet, Grace Nakamura and Dan Milder, both neighbors living in the downtown neighborhood were present, but did not sign in. Councilmember Goran Eriksson and Vice Mayor Thomas Small were also present (did not sign in)

For the project applicant, presenters included:

Michael Hackman, CEO, The Culver Studios  
Jim Suhr, Applicant's Representative, The Culver Studios

Additionally, present from the applicant's team were:

Patrick Dempsey, The Culver Studios  
Dave Mannix, The Culver Studios  
Ryan Smith, Hackman Capital Partners  
Tony Biddle, AMA Project Management  
Eric Shabsis, Marathon Communications  
Brian Glodney, Gensler  
John Wiedner, Gensler  
Jay Ziff, ESA

Present for the City of Culver City:

John Nachbar  
Sol Blumenfeld  
Michael Allen  
Susan Yun  
Juliet Arroyo

Michael Hackman opened the meeting, welcomed participants, and provided a very high level overview of the project and its goals.

Jim Suhr provided the in depth PowerPoint presentation (copy provided along with script)

Overall comments/questions by audience:

- Dan Milder
  - Expressed concern about impacts of construction on his tenant in multifamily buildings along Van Buren, adjacent to The Culver Studios. Specifically, Mr. Milder indicated that he would be present at the Planning Commission to ask for specific detail on how and what will be done during construction to protect his tenants from dust and noise.
    - Both Tony Biddle and Jim Suhr offered to meet with Mr. Milder at his properties to discuss specific construction mitigation plan and to solicit input from him on specific issues of concern.
  - Questioned what was the specific impetus of seeking a smaller project – alternative 6, keeping Stages 7, 8, and 9 and abandoning the construction of Building M.
- Vice Mayor Thomas Small
  - Asked that the applicant be prepared to discuss what steps, if any, they are taking to further minimize impacts of construction on Linwood E. Howe elementary school
    - Jim Suhr discussed the additional improvements that The Culver Studios is paying to implement at the school, including soundproofing of windows and walls; scheduling demolition when school is out of session; and in classroom filtration.

Overall Hackman Capital Partners and The Culver Studios staff and consultants remained, and answered all questions the public had.