

Proposed Office Development
8825 National Blvd. and 8771 Washington Blvd., Culver City
8827-8829 National Blvd. and 8876-8888 Venice Blvd., Los Angeles
First Community Meeting
Meeting Summary

Date: October 22, 2021
Location: WebEx (via computer login or dial-in by phone)
Time: 7:00 – 8:00pm PT
Attendance: 31 stakeholders (including City staff and applicants)

Presenters: Greg Ames, Trammell Crow Company
Nancy Moses, Trammell Crow Company
Gabe Hungerford, Trammell Crow Company

Summary:

At this first Community Meeting for the proposed office project, the developer, Trammell Crow Company, provided an overview of the project and the community outreach process on behalf of the applicant, Culver Crossings Properties LLC. Greg Ames began the meeting by welcoming the attendees and speaking to a slide deck for approximately 15 minutes. The presentation was followed by 45 minutes of Q&A, with questions answered by Greg Ames, Nancy Moses, and Gabe Hungerford. Questions and comments from the participants were provided via the WebEx chat function and by email for those joining the meeting by phone.

Questions:

Design / Program

- I believe the notice advised that there would be plans and renderings available for this call. Is that the case or not?
- The rendering makes it appear that there are at least 3 buildings. Are there only 2?
- Are the rooftops planned to be used by the tenants?
- What are the heights of the two buildings that are currently proposed?
- Where will the driveways for the underground parking be located?
- Since Apple will be leasing the adjacent building at 8777 Washington, will there be any construction to "link" the buildings?
- On an energy and sustainability level, will the building have solar panels and drought resistant vegetation?

- The renderings look very nice.
- Will there be residential space within the proposed structures?
- Considering the TOC and TOD allowances at this particular location, is the exclusion of residential a missed opportunity considering the housing crisis in both cities?
- (Could) this site allow high density housing if included?

Traffic

- What is the anticipated increase to the Culver City population, i.e. work force, building occupants, etc. and how will this impact traffic?
- How does this project fit within the goals of the TOD Visioning process?
- Apple has said they intend to have shuttle buses service the buildings. Where will those shuttles wait and pickup?
- What dollars are you committing to your TDM program?
- Will there be any change to the bus stops on Venice at Venice/National?
- Considering the implementation of higher volume public transport and bikeway on Washington, reducing Washington to one lane each way, would it make sense to have primary vehicle ingress/egress on Venice and not on Washington? Like the Warner building across National?
- Will you be advocating (for) an improvement to roadways, especially on Venice?
- It would make sense (to have) BOTH National and Venice driveways (instead of Washington).

Environmental Review Process / CEQA

- Who will serve as the lead agency under CEQA?
- Why is the lead agency Culver City if the greater portion of the project is L.A.?
- The residential neighborhood to the north has had some noise issues from the Platform project. Specifically, noise reflection from the 10 freeway. Will the EIR include acoustic analysis?
- What do you foresee as your biggest challenge in getting this project through?
- When will you have the environmental report, and will you be sharing that with this group?

Construction

- What's the expected completion timeline?
- You projected a project completion date of 4Q 2025. What is your projected construction start date?
- Are both buildings intended to be constructed simultaneously?
- Where will the large earth mover vehicles stage?

- Will each building do construction on the days/hours allowed by L.A. and Culver City, which are quite different? (Such as Culver City allowing Sunday construction and L.A. not allowing on Sunday.)

Tenant

- What does anchor tenant mean? Does it mean Apple doesn't own these buildings?
- How many years and how many square feet is Apple committing to?
- What business unit is Apple going to house here?
- Are there other businesses (that) have been considered for tenancy?
- Are we aware of any employee incentive for living close to work?

Community Benefits

- Can Apple contribute some of its housing affordability fund to this community as compensation?
- Will there be any open space in the center of the building that the public can use (like the Ivy Station across the street)?
- What ideas are currently on your and your tenant's list for community benefits?
- Considering the focus on music and TV, could the applicant consider an event music venue that could be used to facilitate artist activations and awards shows (such as the Emmys)?

Parking

- What percentage of parking (min 50% of normal, max 90% of normal) will the project have?
- Culver City is talking about eliminating parking minimums. Please provide your opinion on this.
- How many levels of parking will there be?
- Would you consider not building parking on this lot and instead building a remote parking garage and shuttle people in?

Streetscapes / Ground Floor Activation

- Is there any consideration (of) activating street level pedestrian experience with possible retail on the ground floor?
- What will happen to the street park benches along the Venice portion of the project? I've always loved them.
- Will CCP consider public serving ground floor if the community voice for this element is abundant?
- We would like to comment and advocate for retail and street walkability. That is a very important issue for us.

Requested Entitlements

- Will you be asking for any deviations from the Venice/National TOD regulations?
- Please expand (on) what is discretionary from Culver City.
- Can a copy of your application to the city be provided to the public?
- Does the certification of the EIR by the lead agency need to be completed prior to review and adoption of an application by City of L.A.?

Meeting Time / Noticing

- Please speak to this meeting's notification process and scheduling.
- How does this meeting speak towards a commitment to the community?
- Why do you think this meeting (is) so poorly attended?
- Why do you think there have been so few attendees to this meeting?
- Please note this should not be considered the 'First Community Meeting'. Improperly notified and doing it on a Friday evening is unacceptable.

Outreach Process

- Will you be reaching out directly to local neighbors or should they simply plan to attend the community meetings?
- Will the scoping meeting and two additional community meetings be held in person?
- When is the next meeting?
- May the public ask questions in their own voice?

**Crossing Campus
Proposed Office Development
8825 National Blvd. and 8771 Washington Blvd., Culver City
8827-8829 National Blvd. and 8876-8888 Venice Blvd., Los Angeles
Second Community Meeting
Meeting Summary**

Date: December 6, 2021
Location: Zoom webinar (via computer login or dial-in by phone)
Time: 6:00 – 7:00pm PT
Attendance: 93 stakeholders (excluding City staff and applicant team)

Presenters: Greg Ames, Trammell Crow Company
Nancy Moses, Trammell Crow Company
Gabe Hungerford, Trammell Crow Company
Christina Lee, Trammell Crow Company

Summary:

At this second Community Meeting for the Crossings Campus project, the developer, Trammell Crow Company, provided a detailed overview of the project and the community outreach process on behalf of the applicant, Culver Crossings Properties LLC. The Community Meeting was the first half of a two-hour meeting that also included an EIR Scoping Meeting held by the City of Culver City. To ensure ease of access for community members, both portions of the meeting were hosted on a single Zoom webinar, moderated by Culver City and their environmental consultant, ESA. Jeff Anderson of Culver City began the meeting by welcoming the attendees and explaining the meeting format. For the next 30 minutes, Greg Ames spoke to a slide deck that included an overview of the project location, existing condition, neighborhood context, timeline, as well as proposed renderings of the building and streetscapes. The presentation was followed by 30 minutes of Q&A, with questions answered by Greg Ames, Nancy Moses, Gabe Hungerford, and Christina Lee. Community members were able to ask their questions and make comments orally, with Gabe Hungerford directing the moderator to unmute participants for their turn to speak. Community members were also encouraged to send written comments via email if they were unable to speak, such that those comments could become part of the record. A transcript of the Q&A session and PDF copies of any emails received are attached.

Attachments:

1. Community Meeting Q&A – Zoom webinar transcript
2. Email comments received following the meeting

Attachment 1
Community Meeting Q&A – Zoom webinar transcript

159

00:29:48.930 --> 00:29:53.850

Greg Ames (TCC): GABE will you call in the first Community Member, so we can start the Q and a session.

160

00:29:56.040 --> 00:29:57.450

Gabe Hungerford (TCC): yep absolutely Greg.

161

00:29:58.470 --> 00:30:00.900

Gabe Hungerford (TCC): Give me one second here, so we can look at the participant list.

162

00:30:19.560 --> 00:30:26.820

Gabe Hungerford (TCC): watching these queue up here and we're going to spend a lot of Stephen take us off the first one here in just a second.

163

00:30:57.030 --> 00:31:02.760

Gabe Hungerford (TCC): Okay, so let's start with Kareem Salim.

164

00:31:07.860 --> 00:31:08.790

Karim Sahli: hi can you hear me.

165

00:31:09.450 --> 00:31:11.250

Karim Sahli: Yes, okay.

166

00:31:11.400 --> 00:31:16.530

Karim Sahli: Thank you, well, I have a long laundry list, thank you for that presentation, be a quick.

167

00:31:18.330 --> 00:31:25.890

Karim Sahli:

So parking is way to be 1200 50 parking spot is too much you are located next to a metro station that's not okay to have that much.

168

00:31:26.280 --> 00:31:34.860

Karim Sahli: don't build it we don't want any more cars also no entrance and accept both on national and Washington, we want it all on Venice.

169

00:31:35.340 --> 00:31:44.430

Karim Sahli: Do not leave the tmp it's unclear what the GPS frankly I don't I don't know, but if it's a form of contract that tie apple to the metro station.

170

00:31:44.910 --> 00:31:51.150

Karim Sahli: I don't understand why apple should be exempt to the requirement link to its location, they should not leave that agreement.

171

00:31:51.600 --> 00:32:04.320

Karim Sahli: There is not enough backspace or back spot like in the Netherlands, we can expect the employees coming with bikes and I hope so, but also leaving their bikes at work, so they can move around During the lunch hours.

172

00:32:04.650 --> 00:32:11.280

Karim Sahli: We want to encourage them to do so, so if you expect 3000 employees get at least 2000 bikes parts.

173

00:32:12.780 --> 00:32:20.220

Karim Sahli: The park accessible to the public, there is an empty space in the middle of your project, please make it available to the public.

174

00:32:20.730 --> 00:32:31.050

Karim Sahli: Or at least moving towards the the national entrance so we can also enjoy that space Los Angeles is critically missing many parks and we want them more.

175

00:32:31.410 --> 00:32:40.740

Karim Sahli: So if you can reassess the messaging so we can enjoy that part i'll be great there is no housing component within your project I don't understand why it's not part of the initial study.

176

00:32:41.160 --> 00:32:51.000

Karim Sahli: The project bring 3000 employees apple needs to provide some housing on the lot and offer other option or solution to elevate the already stretched market.

177

00:32:52.110 --> 00:33:02.880

Karim Sahli: i'm sorry about the design, but I don't find the design really exciting i'm a designer myself your project seems not tied at all to the AMS the bakery is just another glass building.

178

00:33:03.210 --> 00:33:11.430

Karim Sahli: bring us something unique you design, I mean apple has the donut in cupertino bring us the donut hole or something else, something more exciting.

179

00:33:12.240 --> 00:33:29.520

Karim Sahli: We will pay for the study I guess that's The next question why is there an entrance party anthem sorry, why is there a pedestrian entrance not passing a crosswalk and national It matters because I wonder where will be to drop off stage section would it be on the bike lane, and finally.

180

00:33:30.660 --> 00:33:47.160

Karim Sahli: We do not want to have any impact pedestrian are battling with i'm sorry we do not want any impact on the traffic pedestrian traffic backlink traffic during the construction, we went through two years of the Washington national and it was a disaster Thank you so much.

181

00:33:49.980 --> 00:33:56.880

Greg Ames (TCC): Thank you for your comments Kareem and you're right there was a there was a list there won't hit all of them, because the number of those were comments.

182

00:33:57.690 --> 00:34:06.660

Greg Ames (TCC): relative to parking we were we are providing the code required parking for each of those projects for their independent zoning on each of the sites.

183

00:34:07.350 --> 00:34:16.530

Greg Ames (TCC): relative to vehicular entrances for the projects, as we said we have one building that's in culver city and its primary access will be in culver city.

184

00:34:16.830 --> 00:34:27.300

Greg Ames (TCC): We have another building that's in Los Angeles on Venice and its primary access will be in Los Angeles on Venice on the publicly accessible open space.

185

00:34:28.110 --> 00:34:37.830

Greg Ames (TCC): The interior space is specific to the occupants of the building, which is also one of the reasons why we are in fact creating publicly accessible open space on Washington.

186

00:34:38.340 --> 00:34:43.530

Greg Ames (TCC): So we look forward to hearing more feedback from the Community on the different ways that we might be able to use that.

187

00:34:49.380 --> 00:34:52.380

Gabe Hungerford (TCC): All right next up let's go with bubba fish.

188

00:34:56.640 --> 00:34:58.320

Bubba Fish: There, thank you for the presentation.

189

00:34:59.670 --> 00:35:03.960

Bubba Fish: appreciate all the context, and I want to echo a lot of what cream just said.

190

00:35:05.370 --> 00:35:11.010

Bubba Fish: I live right at Washington national it was a safety disaster for two years.

191

00:35:12.150 --> 00:35:17.940

Bubba Fish: Trying to cross the street as a pedestrians and cyclists, because of the TV station project, so please.

192

00:35:18.540 --> 00:35:25.770

Bubba Fish: We need to make sure that pedestrians and cyclists have full right away and safety during the time of the construction.

193

00:35:26.160 --> 00:35:34.500

Bubba Fish: I would echo the the need for more accessible publicly accessible public space beyond just the section on Washington that you.

194

00:35:35.070 --> 00:35:49.590

Bubba Fish: outlined there, I would echo the desperate need for housing and I think most importantly, the number of parking spaces being you know 27 think hundred parking spaces are 25 or sorry 1200 and 50 parking spaces.

195

00:35:50.790 --> 00:36:02.760

Bubba Fish: is far too many if we're going to be friendly the climate and friendly to the traffic here in culver city my God, we need to incentivize other modes, I did not hear the park the bike parking apologies if I.

196

00:36:03.210 --> 00:36:07.530

Bubba Fish: missed it but would love to know what the bike parking situation is going to be.

197

00:36:07.980 --> 00:36:14.970

Bubba Fish: And you mentioned that we're up to code on the parking requirements, can you be specific about how many parking spaces are required.

198

00:36:15.360 --> 00:36:21.870

Bubba Fish: By city code and how many you're providing and if it's going at all over the requirements and you have to adhere to the partner minimums.

199

00:36:22.440 --> 00:36:40.020

Bubba Fish: Can you be specific about whether this is going above the parking minimums or not, because we really need to reduce the parking as much as we can, traffic is going to explode, the more we allow folks to park their cars here and it's point one mile away from the biggest you know.

200

00:36:41.370 --> 00:36:48.930

Bubba Fish: The train station and from all the major bus routes in La or in culver city, so it seems unnecessary unnecessary.

201

00:36:50.790 --> 00:36:52.860

Bubba Fish: yeah Those are my Those are my main notes, thank you.

202

00:36:57.180 --> 00:36:57.690

Greg Ames (TCC): Thank you.

203

00:36:59.070 --> 00:36:59.520

Greg Ames (TCC): So.

204

00:37:00.930 --> 00:37:06.840

Greg Ames (TCC): Certainly out one of the things that will be studying during both the sequel review process and i'm sure that.

205

00:37:07.320 --> 00:37:24.780

Greg Ames (TCC): ESA in the city will be looking at it or construction and making sure that there's a smart plan for construction and to minimize and stay on top of any potential construction impacts so we're certainly stay focused on those as as we look at the project in planet going forward.

206

00:37:27.000 --> 00:37:35.820

Greg Ames (TCC): As it does relate to housing, one of the things that we did not address during the presentation, but there is a significant linkage fee for affordable housing.

207

00:37:36.450 --> 00:37:51.000

Greg Ames (TCC): That both projects will be paying or the project in its totality to both culver city and the city of Los Angeles so even though it's an office project that will be directly contributing to affordable housing in the immediate area.

208

00:37:52.560 --> 00:37:54.120

Greg Ames (TCC): And then on bike parking.

209

00:37:55.440 --> 00:37:58.530

Greg Ames (TCC): Nancy do you have the bike parking information.

210

00:38:00.360 --> 00:38:01.050

Greg Ames (TCC): By any chance.

211

00:38:06.480 --> 00:38:10.110

Nancy Moses (TCC): hi Greg I am pulling that up right now.

212

00:38:12.240 --> 00:38:20.490

Nancy Moses (TCC): I believe that we have over 120 parking bicycle parking but Christina is going to give you the actual number.

213

00:38:30.480 --> 00:38:32.970

Greg Ames (TCC): Why don't we go ahead and move on to the next question, while we look that up.

214

00:38:33.690 --> 00:38:34.710

Nancy Moses (TCC): Sorry she's on mute.

215

00:38:40.170 --> 00:39:00.000

Christina Lee (TCC): Sorry i'm bicycle parking we're providing in culver city 24 employee and visitor parking 17 short term and 34 long term and in Los Angeles we're providing 74 short term 87 long term.

216

00:39:10.140 --> 00:39:10.560

Greg Ames (TCC): Thank you.

217

00:39:11.910 --> 00:39:12.150

i'm.

218

00:39:13.830 --> 00:39:15.330

Greg Ames (TCC): capable you take the next question.

219

00:39:17.730 --> 00:39:22.980

Gabe Hungerford (TCC): Greg before we go on, we should also just mentioned really briefly about the parking ratio for the vehicles.

220

00:39:23.010 --> 00:39:38.070

Gabe Hungerford (TCC): So on for Los Angeles will be parking at two per thousand and in culver city will parking at one parking stall for 350 square feet and both of those are the the base code requirements.

221

00:39:41.070 --> 00:39:41.430

Greg Ames (TCC): Thank you.

222

00:39:41.790 --> 00:39:44.580

Gabe Hungerford (TCC): Alright, so next up we've got been needleman.

223

00:39:51.600 --> 00:39:52.470

Ben Needleman: hello, can you hear me.

224

00:39:53.340 --> 00:39:54.180

Greg Ames (TCC): Yes, we can Ben.

225

00:39:54.870 --> 00:40:08.460

Ben Needleman: hi i'm Ben needleman, thank you for the presentation, I had a question how does this affect the are one zoning that is currently in place in the neighborhood that is directly affected, and this speaks to the housing, of all the employees, thank you.

226

00:40:16.440 --> 00:40:23.070

Greg Ames (TCC): yeah so the the project itself or as a part of our entitlements is.

227

00:40:24.120 --> 00:40:34.080

Greg Ames (TCC): Really utilizing the existing zoning that's designated for both sites, the culver city portion of this property is currently zoned.

228

00:40:34.650 --> 00:40:56.190

Greg Ames (TCC): Industrial general and the Los Angeles portion of the property is zoned see to commercial and both of those openings allow the contemplated use so part of the projects goal is, we look at it really is to provide office space that's proximate to the Expo line or the line, excuse me.

229

00:40:57.690 --> 00:41:05.070

Greg Ames (TCC): And and transit and really to serve the creative industries and talents that already do exist in the in the local area.

230

00:41:06.180 --> 00:41:18.630

Greg Ames (TCC): And again we're paying a linkage fee for affordable housing will have no impact on the zoning of the of the r1 zoning in the adjacent community from zoning or development perspective.

231

00:41:20.730 --> 00:41:21.570

Ben Needleman: No impact.

232

00:41:22.650 --> 00:41:30.900

Greg Ames (TCC): or we're not changing the are one zoning we're only we're, in fact, when I am changing our zoning we're operating within the zoning that's been applied to this property.

233

00:41:31.080 --> 00:41:34.200

Ben Needleman: I understand the zoning on your property I get that.

234

00:41:34.200 --> 00:41:37.110

Ben Needleman: But does it mean on the literally the neighborhood that will be.

235

00:41:37.140 --> 00:41:53.940

Ben Needleman: effected, you know I live off of Washington right off where you did the where the current not you, but where the city did the current bike lane and bustling I live off Washington, and I am concerned, if the zoning is going to change to accommodate all of these employees.

236

00:41:56.400 --> 00:42:03.210

Greg Ames (TCC): Again we're not proposing to change the zoning zoning allows the the uses that we're contemplating here.

237

00:42:08.580 --> 00:42:08.820

Okay.

238

00:42:11.850 --> 00:42:12.450

Greg Ames (TCC): next question.

239

00:42:15.270 --> 00:42:17.700

Gabe Hungerford (TCC): Okay next up we've got Carl herbst.

240

00:42:29.340 --> 00:42:32.880

Gabe Hungerford (TCC): Carl looks like you might be so on mute there is that on our end.

241

00:42:33.210 --> 00:42:35.580

Karl Herbst: I think it's on my to my you hear me now.

242

00:42:36.300 --> 00:42:36.990

Absolutely.

243

00:42:38.460 --> 00:42:49.050

Karl Herbst: thanks for the presentation guys first time, seeing it, I had a couple of questions um the I wanted to know, three to do any mix use on the bottom floor.

244

00:42:49.440 --> 00:43:03.330

Karl Herbst: Again, if you're trying to create space where people's pedestrians are interacting within the space is it all going to invest the office, or is there going to be some sort of areas that are accessible by the Community is mixed use of the base.

245

00:43:03.990 --> 00:43:12.960

Karl Herbst: First question second question is what kind of infrastructure work are you helping with the city to accommodate all the additional use of water sewer.

246

00:43:13.800 --> 00:43:22.650

Karl Herbst: Electricity I know is saying all renewable, but again how's that actually being channeled to this particular building or is it going to be generated on site.

247

00:43:23.520 --> 00:43:27.330

Karl Herbst: And then, lastly, with the parking questioning, and people are throwing numbers out.

248

00:43:27.750 --> 00:43:44.550

Karl Herbst: Of the headcount and the number of parking spaces, but I didn't actually maybe I missed that and you guys slide presentation, can we actually get an official numbers of headcount and propose headcount for the buildings and then number of spaces on the three floors below for each building.

249

00:43:52.530 --> 00:44:02.520

Greg Ames (TCC): Thank you, Carl so let's see i'm to take a quick list here so as it relates to us is on the bottom floor the.

250

00:44:03.240 --> 00:44:12.750

Greg Ames (TCC): Primarily use or the primary use in the ground floor is his office use in that again is along that front of John Venice and primarily on national.

251

00:44:13.260 --> 00:44:34.170

Greg Ames (TCC): And then the Community open space on Washington to connect the retail on helm or fronts that front sounds bakery building along to 8777 Washington in the in the art for trains there, so if there is a retail component again the pop up coffee juice bar.

252

00:44:35.310 --> 00:44:49.440

Greg Ames (TCC): bike repair, whatever it may be that will be found along Washington, however, the frontage is on Venice and national right now are anticipated to be office uses on the the.

253

00:44:50.520 --> 00:45:01.380

Greg Ames (TCC): Renewable impacts on infrastructure there's kind of two questions there, I think one of them is the impacts on infrastructure in culver city and also in Los Angeles.

254

00:45:02.100 --> 00:45:13.710

Greg Ames (TCC): Both of those will be evaluated as a part of the E ir process as it reviews the potential impact of the project on the infrastructure and confirms that the.

255

00:45:15.000 --> 00:45:23.430

Greg Ames (TCC): The infrastructure is available to support the project or not, and what the project will need to do in order to address that if it does require support.

256

00:45:23.880 --> 00:45:37.470

Greg Ames (TCC): And then the second half of that as relates to sustainability and renewable clearly the project, as we said, is going to be designed to a leed gold standard, and that applies to really all the building systems.

257

00:45:38.070 --> 00:45:46.620

Greg Ames (TCC): The renewable commitment from apple is really a part of their regional commitment and includes both.

258

00:45:48.690 --> 00:46:01.350

Greg Ames (TCC): being very smart design locally on this project and then also the application of off site credits that could be applied to the project as well to minimize the the impact and effectively.

259

00:46:01.890 --> 00:46:16.380

Greg Ames (TCC): Bring that renewable impact to to zero on the parking counts, we really just have the total square footage versus the total parking counts, so the the square footage is is we, as we brought them up before.

260

00:46:17.880 --> 00:46:21.060

Greg Ames (TCC): In the original project presentation we're.

261

00:46:23.220 --> 00:46:33.270

Greg Ames (TCC): As we as we presented them and we'll just have everybody walk you through those one more time if Christina you want to earn day bye see you turn your camera on you want to get that.

262

00:46:34.920 --> 00:46:45.570

Gabe Hungerford (TCC): Well, we can speak to it in two parts one the the parking we're providing based on the city's respective codes, I think the question was in relation to the headcount.

263

00:46:46.740 --> 00:47:03.090

Gabe Hungerford (TCC): The initial study and makes note that we're studying that there would be up to 2400 employees in the project and we don't have the breakdown available on hand between the two buildings but that's what's being studied in the initial study and the ir.

264

00:47:09.630 --> 00:47:11.760

Gabe Hungerford (TCC): Alright, with that let's go to jake whelan's.

265

00:47:20.580 --> 00:47:22.650

Gabe Hungerford (TCC): jake I think you might need to get there you are.

266

00:47:23.040 --> 00:47:23.580

Jake Willens: you hear me.

267

00:47:24.600 --> 00:47:25.680

Gabe Hungerford (TCC): We can thanks.

268

00:47:25.710 --> 00:47:34.170

Jake Willens: yeah i'm i'm my issue is more is a different probably suited for a different meeting more with the city about the one lane on Washington.

269

00:47:34.740 --> 00:47:43.050

Jake Willens: But i'm just figuring out, I mean already since they moved to one lane traffic has like doubles on Washington going both ways.

270

00:47:43.680 --> 00:47:57.120

Jake Willens: And i'm wondering how what what you're specifically doing to mitigate traffic getting even worse on Washington boulevard with this many new employees coming in this many new other businesses coming in.

271

00:47:58.350 --> 00:48:12.420

Jake Willens: I just can't even fathom you know they've already cut out half of the passage way so that doubles traffic right there, but what specific things do you guys looking out to try to mitigate Washington traffic.

272

00:48:15.330 --> 00:48:31.830

Greg Ames (TCC): Well, one of the primary things that we're doing that will mitigate traffic on Washington is introducing an entrance on Venice where it does not exist now we are proposing to introduce again the primary entrance for the for the 360 9000 square foot.

273

00:48:34.020 --> 00:48:39.450

Greg Ames (TCC): Los Angeles building along Venice presumably that will have a.

274

00:48:43.170 --> 00:48:52.350

Greg Ames (TCC): positive impact on on the situation is at least as it relates to how we might impact traffic in the area, but certainly as a part of the.

275

00:48:53.370 --> 00:49:12.270

Greg Ames (TCC): move culver city project and the adjustments to Washington boulevard that have recently occurred, clearly, all that is going to have to be included in contemplated as a part of the traffic design, so we are we're very much aware of the dynamic on on Washington boulevard and certainly.

276

00:49:13.980 --> 00:49:15.240

Greg Ames (TCC): understand your sentiments.

277

00:49:16.680 --> 00:49:17.070

Greg Ames (TCC): Thank you.

278

00:49:23.550 --> 00:49:26.370

Gabe Hungerford (TCC): Alright, so next up let's go with dylan godwin.

279

00:49:29.910 --> 00:49:30.510

Dylan Gottlieb: Good evening.

280

00:49:32.040 --> 00:49:35.610

Dylan Gottlieb: Obviously traffic is the what's on the agenda today.

281

00:49:37.350 --> 00:49:51.570

Dylan Gottlieb: So I have a couple of questions if this the traffic minimums had been brought up a couple of times, so the code there if the city were to allow a variance allowing for reduction of minimum parking for the project take advantage of that.

282

00:49:53.610 --> 00:50:05.310

Dylan Gottlieb: it's always I mean we know what the city allows for now, but things have been a little bit more progressive on this, especially due to traffic and there's different thoughts coming around.

283

00:50:07.170 --> 00:50:14.340

Dylan Gottlieb: Is the project looking into alternative mobility options and what will you be doing to incentivize public transit.

284

00:50:15.450 --> 00:50:17.850

Dylan Gottlieb: Another one is I would.

285

00:50:18.990 --> 00:50:29.520

Dylan Gottlieb: hope for more local businesses on the street level, so we don't have this big dead space that is only accessible by him, please.

286

00:50:30.630 --> 00:50:40.020

Dylan Gottlieb: You know, going in and we're just seeing basically a wall on the outside, for one huge square block and then finally about the bike parking I would.

287

00:50:40.800 --> 00:50:54.690

Dylan Gottlieb: Give yourself a lot of space in case you need to grow it, you know it, you know you can start with what you said, but then give you the have the ability, where it's not you're not hitting a wall if you it turns out that it's a.

288

00:50:55.860 --> 00:50:57.780

Dylan Gottlieb: good thing that's all I got Thank you.

289

00:51:00.330 --> 00:51:03.090

Greg Ames (TCC): If you done gave do you want to address those.

290

00:51:04.860 --> 00:51:15.300

Gabe Hungerford (TCC): yeah Johnny brought up a couple great things that we have in our plans, I mean one of the things that will be doing to help mitigate traffic and also to encourage multimodal transportation to and from work.

291

00:51:15.780 --> 00:51:29.430

Gabe Hungerford (TCC): Is the traffic demand management plan and really what that means for the will be working closely with apple and figuring out how we can best do this, but the plan will be to incentivize alternative modes of transportation.

292

00:51:30.720 --> 00:51:41.340

Gabe Hungerford (TCC): Things like transit subsidies bicycle subsidies, subsidies for other types of transportation, whether it be rideshare others they're also going to be.

293

00:51:41.820 --> 00:51:46.680

Gabe Hungerford (TCC): Employee shuttles that should be moving folks around and that will hopefully reduce traffic as well, so.

294

00:51:47.130 --> 00:51:55.860

Gabe Hungerford (TCC): there's really a holistic approach to getting folks to and from the building that's going to be a part of the plan, not just parking and so.

295

00:51:56.130 --> 00:52:08.520

Gabe Hungerford (TCC): Like it may, it may be very well that there we have more demand for those bicycle stalls, as you mentioned, so we'll be keeping that in mind, but right now that's that's kind of some of the things that we're thinking about will be happy to elaborate on that as we go along.

296

00:52:18.870 --> 00:52:20.790

Gabe Hungerford (TCC): All right next up we've got.

297

00:52:22.350 --> 00:52:23.370

Gabe Hungerford (TCC): Diesel Lindgren.

298

00:52:31.980 --> 00:52:42.630

Disa Lindgren: presentation and I did want to echo the comments of some of the previous speakers regarding the issue of parking I would encourage you to.

299

00:52:44.400 --> 00:52:48.000

Disa Lindgren: Really bold and request from both cities.

300

00:52:49.200 --> 00:53:05.700

Disa Lindgren: And exemption from the parking minimums in the future we just will not be as dependent on cars, as so many of us are today and in order to you know use your resources more wisely, you could save an awful lot of money on the.

301

00:53:06.870 --> 00:53:08.880

Disa Lindgren: Development so much underground parking.

302

00:53:09.930 --> 00:53:19.680

Disa Lindgren: I realized that you're not proposing a project that would be mixed use to include housing, but it would be fantastic to see some housing.

303

00:53:20.430 --> 00:53:34.920

Disa Lindgren: On an upper levels we just stretched so grateful to have the Expo line it's just extremely close to this project so it'd be wonderful to be welcoming employees to arrive by public transit.

304

00:53:36.000 --> 00:53:40.680

Disa Lindgren: And the other thing I wanted to ask is if it's possible you might consider.

305

00:53:43.980 --> 00:53:56.280

Disa Lindgren: Proposing and installing a scramble formation, you know there it's really helpful to have a crosswalk that is formed like an x with a box around it for the close by intersection.

306

00:53:56.640 --> 00:54:09.270

Disa Lindgren: So that people pedestrians can easily cross the street in all directions and then the cars just wait it's very safe and very quick way to move people on foot and another modes of transportation.

307

00:54:10.350 --> 00:54:14.970

Disa Lindgren: And just Finally I really appreciate that the building is going to have such high level of.

308

00:54:15.870 --> 00:54:24.390

Disa Lindgren: Certification and you know that demonstrates a real concern for sustainability, but the really key way to help with sustainability and green and this.

309

00:54:24.900 --> 00:54:36.270

Disa Lindgren: is to get a Center by incentivize that people using the the facilities in the building to kind of hear in ways other than cars as much as possible.

310

00:54:36.750 --> 00:54:47.010

Disa Lindgren: And finally, if you could, if there's any way to include some dining facilities, I think that would be fantastic, and of course we're so happy to have people patronize our local.

311

00:54:47.580 --> 00:55:02.880

Disa Lindgren: cafes and restaurants, but it's an awful lot of people that will be working there seems like it would be a real added amenity for the employees and the Community if there was some ground level i'm making opportunities for people Thank you so much.

312

00:55:04.020 --> 00:55:05.880

Greg Ames (TCC): Thank you very much for the comment set this up.

313

00:55:15.510 --> 00:55:21.480

Gabe Hungerford (TCC): I want to move quickly because we're we don't have a ton of time here so let's go to Godfrey one kira.

314

00:55:31.350 --> 00:55:31.740

Greg Ames (TCC): Yes.

315

00:55:32.010 --> 00:55:41.010

Godfrey Wachira: Okay sorry yeah no so i'm going through our serum and we create la again, I just want to thank you for the presentation against is my first time.

316

00:55:41.820 --> 00:55:50.010

Godfrey Wachira: attending one of these Community meetings and we look forward to a robust environment and land use review process, and I think.

317

00:55:50.520 --> 00:55:59.580

Godfrey Wachira: This project will impact, not just the neighborhood but the city in the region in general, so the decisions that you make will have a huge impact.

318

00:56:00.180 --> 00:56:10.230

Godfrey Wachira: So far, so far there's a lot to like about the project, especially from a Community benefit standpoint like thing that linkage fees for affordable housing.

319

00:56:10.740 --> 00:56:25.950

Godfrey Wachira: I think that's really good because they're not providing housing with the project, obviously, but given money for affordable housing, I think, is a step in the right direction, we like the environmental sustainability features and also your city.

320

00:56:27.030 --> 00:56:45.600

Godfrey Wachira: streetscape ideas, really, really good Now we just hope that Greg in the development team will sit down with more community groups to further enhance their Community benefits package so far, so good, but you can always be better, thank you, we hope to talk to you soon, thank you.

321

00:56:47.640 --> 00:56:56.130

Greg Ames (TCC): Thank you very much for the APP for the comments at Godfrey and we certainly look forward to speaking with all the Community Members as we move the project forward.

322

00:56:58.890 --> 00:57:01.140

Gabe Hungerford (TCC): Okay next up, we have bianca kula.

323

00:57:10.800 --> 00:57:15.720

Gabe Hungerford (TCC): yeah I think you might be saw me if I did see you I think flick off mute for a second there there you are.

324

00:57:16.320 --> 00:57:18.030

Bianca Akula: hello, thank you for the presentation.

325

00:57:19.260 --> 00:57:26.520

Bianca Akula: it's my understanding that all westbound traffic will need to go down Washington boulevard even to get to the Los Angeles building.

326

00:57:27.690 --> 00:57:43.050

Bianca Akula: So i'm curious why you haven't considered a new traffic light on Venice to accommodate cars from all directions two more questions why I also echo concerns about not having enough ground floor retail, aside from the pop up juice or coffee shop.

327

00:57:44.250 --> 00:57:52.290

Bianca Akula: Something similar to IV station would be much appreciated and then my last question is which city do the business license taxes, go to.

328

00:58:00.360 --> 00:58:06.900

Greg Ames (TCC): So thank you bianca i'm on the first element relative to traffic, we will be looking at.

329

00:58:07.950 --> 00:58:14.910

Greg Ames (TCC): is a part of our traffic study how to optimize traffic and the circulation and we will be looking very, very closely.

330

00:58:15.390 --> 00:58:28.590

Greg Ames (TCC): At Venice boulevard and what we can do there to to help optimize that so your your feedback and your commentaries is is heard and it's received and we'll be looking at all of those options as we evaluate the project.

331

00:58:29.880 --> 00:58:30.570

Greg Ames (TCC): On the.

332

00:58:31.710 --> 00:58:43.080

Greg Ames (TCC): ground floor retail we simply speaking, we believe that our activation through the occupancy of the occupy office occupiers which we will be able to guarantee.

333

00:58:43.620 --> 00:58:51.060

Greg Ames (TCC): will provide significant street engagement and pedestrians, who will then actually go to.

334

00:58:51.750 --> 00:59:07.350

Greg Ames (TCC): use and utilize the neighborhood retail as a part of us actually being in the neighborhood in the Community in that that will provide a significant amount of again streetscape and pedestrian activation in the Community.

335

00:59:09.390 --> 00:59:17.520

Greg Ames (TCC): We could not guarantee without with our own retail, which would compete with existing local neighborhood retail, we would much rather patronage.

336

00:59:17.910 --> 00:59:36.030

Greg Ames (TCC): It ourselves and then on the business licenses the business license taxes i'm fairly sure that those are specific to each of the buildings and the footprints of the buildings they'll have to put a little asterisk in that and i'll ask any of my team Members who.

337

00:59:37.140 --> 00:59:38.310

Greg Ames (TCC): believe that that's a.

338

00:59:39.360 --> 00:59:43.890

Greg Ames (TCC): If if I said that correctly or not to go ahead and weigh in, but I do believe that that the.

339

00:59:45.240 --> 00:59:52.860

Greg Ames (TCC): culver city taxes are specific to the culver city project and the La taxes will be specific to that light project should be should be straightforward.

340

00:59:56.760 --> 01:00:00.540

Gabe Hungerford (TCC): Right that's right and so let's go next to Ken manned.

341

01:00:07.440 --> 01:00:14.940

Ken Mand: hi Thank you um I guess most of my comments so i'll hold off for the E ir scoping meeting.

342

01:00:16.230 --> 01:00:28.980

Ken Mand: But just a couple requests, I think that all the comments made during this meeting, since they were promoted as one and it's one zoom should be considered.

343

01:00:29.910 --> 01:00:42.090

Ken Mand: As part of comments for the E ir scoping so that's a request to make all of these comments that you're hearing from the public considered part of the ir scoping meeting.

344

01:00:43.590 --> 01:00:50.760

Ken Mand: And also, would you be able to please share your screen showing the list of participants, as a public meeting.

345

01:00:51.030 --> 01:01:04.170

Ken Mand: it's important that the public gets to see who else in the Community is aware of the meeting and it's interested in this, so I kindly ask that you share your screen to please share that information, thank you.

346

01:01:09.690 --> 01:01:17.760

Greg Ames (TCC): Thank you very much, Ken for the for the comments and suggestions, there we are following the format of the call and presentation.

347

01:01:18.690 --> 01:01:27.480

Greg Ames (TCC): As we set this up with the city of culver city in order to follow precedents that were set by other projects so that the city can be equal.

348

01:01:28.080 --> 01:01:43.890

Greg Ames (TCC): In the way that they treat project applicants in the Community, through the process, but again I think both of those are probably better directed at the city than then at us and with that we do recognize that it is the end of our time frame.

349

01:01:48.750 --> 01:01:56.310

Greg Ames (TCC): And we will turn the call back over to the city, we would very much like to thank everyone for your participation.

350

01:01:56.970 --> 01:02:05.880

Greg Ames (TCC): In the Community meeting this this evening, and please stay with us as the city takes over for the ir scoping meeting to hear an overview of the E ir process.

351

01:02:06.480 --> 01:02:21.930

Greg Ames (TCC): We look forward to continuing to hear your feedback through this process with all of you, and once again we do encourage you to send us your comments via email, so that we have them in in the clearest format, we can so that we can follow up as we move this along.

352

01:02:23.610 --> 01:02:23.970

Greg Ames (TCC): Thank you.

Attachment 2

Email comments received following the meeting

Subject: Fwd: Community meeting

Date: Tuesday, December 7, 2021 at 2:17:15 PM Pacific Standard Time

From: CCP Manager

To: Moses, Nancy @ Los Angeles

External

Sent from my iPhone

Begin forwarded message:

From: CCP Manager <community@ccpmanager.com>

Date: December 6, 2021 at 5:35:55 PM PST

To: Nancy Moses <nmoses@trammellcrow.com>

Subject: Fwd: Community meeting

Sent from my iPhone

Begin forwarded message:

From: Victoria Huang <victoriahuang@gmail.com>

Date: December 6, 2021 at 5:19:03 PM PST

To: CCP Manager <community@ccpmanager.com>, jeff.anderson@culvercity.org

Subject: Community meeting

Hi,

I'm hoping to attend tonight's community meeting regarding the development of Apple's new building and learn what is being considered.

In case I am not able to make it on time, I'd like to say that as a resident who lives on Sherbourne Dr I would strongly like to request that the development please consider having the main entrance and exit off of Venice Blvd. I commute on Washington blvd as the only way to get to my home and can say the traffic at Washington and National and other entry points like Robertson or Cattaraugus are already severely impacted.

Even at 5pm, I'll frequently find myself sitting at the light from National to Washington for at least 3-4 traffic light cycles trying to turn left to get home. With the recent decrease of lanes from the Move project, this has only gotten worse. Cars are now starting to get backed up to Venice from National now. I am concerned that any additional traffic from a large employer like Apple being directed to National or Washington would worsen an already overwhelmed street. Venice, being a large thoroughfare with multiple lanes, would make a lot more sense to this layman.

Thank you for your time and consideration of this local resident who will be directly affected by this development.

Victoria Huang

Sent from my iPhone

Subject: Fwd: Apple's submittal for parking entrance on Washington Blvd..
Date: Wednesday, December 15, 2021 at 10:15:24 AM Pacific Standard Time
From: CCP Manager
To: Moses, Nancy @ Los Angeles

External

Sent from my iPhone

Begin forwarded message:

From: Jim Berland <jim.berland@berlandtech.com>
Date: December 15, 2021 at 9:55:56 AM PST
To: CCP Manager <community@ccpmanager.com>
Subject: FW: Apple's submittal for parking entrance on Washington Blvd..

Mistyped your address on the first try.

Jim Berland
Berland Technologies, Inc.
Founded 1988
Cell 310-713-6804

From: Jim Berland
Sent: December 15, 2021 9:52 AM
To: jeff.anderson@culvercity.org; commuynity@ccpmanager.com
Subject: Apple's submittal for parking entrance on Washington Blvd..

Re: Apples plans for their new Venice and National Parking routes:

This does not seem like the best planning. They have taken an already narrowed street and proposed another stoplight and driveway for buildings that are located on Venice Blvd, also directing all Westbound traffic to their Venice Blvd. buildings, down Washington. Given the wideness of Venice, and the traffic patterns, it would seem far more thoughtful to build a left turn lane with a light that would be coordinated to the long open periods from Eastbound Venice traffic, which results from the already operational light at National.

Please know that my wife and I share these strong feelings. We are excited by and supportive of the Washington Blvd. changes with the bus and bike lanes, and don't want to have them undercut by the Apple plan.

Sincerely,

Jim and Brenda Berland
3330 Sherbourne Drive
Culver City, CA 90232
residents 46 years.

Subject: Fwd: Urgent light needed on Venice for Arts District Apple Project Crossings
Date: Tuesday, December 7, 2021 at 2:16:52 PM Pacific Standard Time
From: CCP Manager
To: Moses, Nancy @ Los Angeles

External

Sent from my iPhone

Begin forwarded message:

From: Christie Gaynor <christiemg@gmail.com>
Date: December 6, 2021 at 5:56:25 PM PST
To: jeff.anderson@culvercity.org, CCP Manager <community@ccpmanager.com>
Subject: Fwd: Urgent light needed on Venice for Arts District Apple Project Crossings

Please note:

Apple Employees & Associates will not get to work on time if entering from Washington Blvd.

At this time:

The new single lane system on Washington is extremely crowded to the maximum Westbound in the mornings.

I respectfully submit:

To facilitate entering Apple parking lots:
A new Light is URGENTLY needed at:
Venice & The Access Alley,
East of Building 2.

This will optimize the traffic flow in all directions for all concerned.

We would appreciate your exploring this as a viable option.

Thank you in advance for your kind & wise attention in this timely matter.

Respectfully,

Christie
Arts District Residents Association

Christie

Subject: Fwd: Apple Project, venice/washington/national
Date: Tuesday, December 7, 2021 at 2:15:40 PM Pacific Standard Time
From: CCP Manager
To: Moses, Nancy @ Los Angeles

External

Sent from my iPhone

Begin forwarded message:

From: Jim Shanman <shanmanjim@gmail.com>
Date: December 6, 2021 at 7:18:44 PM PST
To: CCP Manager <community@ccpmanager.com>
Subject: Apple Project, venice/washington/national

Concerns on the project at the Washington/Venice/National.

I think it's great that Apple is coming to this corner of the world. I live in Culver City with an office in the Helms Bakery so this project will impact me both personally and professionally.

Having said that, with the exception of the wider and better landscaped sidewalks along Venice and National, I find the entire project rather underwhelming. Frankly, I would have expected so much more from Apple, or at least form a team designing a space for Apple.

- Wonderful it's a LEED certified building and somewhat energy self-sufficient, but, for example, 150 bike parking spaces? That's not even 10% of the projected occupancy! We have more bike parking at our middle school. And what type is it? Is it a safe, convenient and easy to use bike cage, or is it a jumble of u-racks? Why not include a bike rack in offices and common areas and provide free bike helmets, locks, safety classes and commuting incentives?
- As you heard, traffic concerns along Washington are a sensitive issue. And for good reason. The traffic impact of adding 3000 + employees to that corner will be huge.
- Will you consider off site parking? For example, why not build/lease a lot near the 10 frwy La Cienega off ramp and prevent people from driving here in the first place?
- How about DIS-incentivizing parking by literally charging employees to park?
- Subsidies for bikes and transit? How about local housing subsidies at Access or Ivy Station or nearby Palms?
- How about every employee simply GETS an e-bike and annual transit pass?
- How about giant perks for rideshare and transit use? (and by giant, I mean large enough that the employees brag about it and the press eats it up as corporate responsibility)
- These are being considered as 2 separate projects. This concerns me because I would assume then 2 separate EIRs. And my experience is that each review is based on the impact of THAT project and the others surrounding it are not taken into consideration. Is this your way of minimizing the result of those reports? This feels like developer slight of hand.
- Are Culver City and Los Angeles working in tandem on this? Will one get more mitigation \$\$ out of it than the other?

Thank you;

Jlmm Shanman

Subject: Fwd: Mailing list

Date: Tuesday, December 7, 2021 at 2:15:33 PM Pacific Standard Time

From: CCP Manager

To: Moses, Nancy @ Los Angeles

External

Sent from my iPhone

Begin forwarded message:

From: Victoria Huang <victoriahuang@gmail.com>

Date: December 6, 2021 at 8:56:20 PM PST

To: CCP Manager <community@ccpmanager.com>

Subject: Mailing list

Hi, I caught the first 30min of this evenings meeting on the new development on Washington and National.

Thank you for the presentation. Very concise and clear and happy to hear that the Washington entrance is ingress only and there is a clear mindfulness of the traffic — particularly westbound on Washington. Also excited to see what happens to that open, public space.

Could I also request to be added to the mailing list for future updates?

Thanks

Victoria Huang

Sent from my iPhone

Subject: Fwd: Apple Complex Questions/Concerns

Date: Tuesday, December 7, 2021 at 2:15:03 PM Pacific Standard Time

From: CCP Manager

To: Moses, Nancy @ Los Angeles

External

Sent from my iPhone

Begin forwarded message:

From: Karl Herbst <kherbst@me.com>
Date: December 7, 2021 at 10:22:58 AM PST
To: CCP Manager <community@ccpmanager.com>
Subject: Apple Complex Questions/Concerns

Thank you for the presentation last night, very informative and overall I'm impressed with the initial concept design.

I do feel there is a missed opportunity here to make this complex feel like its more integrated into the community vs being dropped into it as a glass fortress. A mixed use design on the ground floor, even if it's just the corner of Venice and National would help that. What tends to happen at ground levels is shades will go on the windows to give privacy unless the internal design is using the outer perimeter as hallways or open space. If they are to be offices along the Venice/National sides it might as well be the solid concrete walls that are currently there since the shades will just conceal the space anyway.

I understand the security issues of the center space not being accessible by none employees of the complex, but adding things like a few shops or restaurants on the outer perimeter would really help. These services are needed for the community and those who will work there and this feels as it's not even being considered, I feel its a real negative the community will continue to have about this project.

I asked a couple of questions that I feel really did not get answered fully, so posting here again.

1) Will there be an onsite commissary for employees?

2) Is the development going to help upgrade the infrastructure in the area during construction?

I ask this as most of the infrastructure in the area is older and needs updating. Other proposed projects in the past have included looking at things like upgrading power (putting underground), sewer and water. Given the roads are not in great shape and will most likely be damaged more during construction, will the developer here take care of these types of issues or will that be left to each city to deal with?

3) 100% renewable power is one of those statements that is very complicated. Is it buying credits? Is it solar generation on site? Is it a mix? Can this be defined better than a single line?

4) Parking and traffic.

I'm not one of the members of this community that is on the hunt to penalize those who need to

commute by car which seems to be the push by many. Not everyone can commute by bike and train, that's just nonsense. The mass transit in LA is not ready to deal with how all the employees of this new complex will most likely need to travel even with the train/buses as is and not everyone can live close to their job. So I'm more concerned that there will not be enough flow for traffic and not enough parking so people will start parking on side street neighborhoods creating additional neighborhood traffic and more congested parking. We already see this in other areas of the community and the Move project at this stage has only made things worse along Washington, this complex will most certainly make things even worse on Washington. Would there be a push by the developers to reopen the lanes on that side of town?

Given the intent to have only two access points for parking underground, do those two structures connect? I can see an issue with the entrance on Venice that will then push more cars down National, so will those cars be able to enter on National and have access to all the available parking?

The 10 Freeway will be one of the main arteries for those traveling by car, is part of the impact study going to be if the roads and access to the 10 needs to be upgraded and expanded? It's already over capacity as is.

Thank you,
Karl Herbst

Subject: Fwd: Apple complex at Venice/National

Date: Friday, December 17, 2021 at 3:47:32 PM Pacific Standard Time

From: CCP Manager

To: Hungerford, Gabriel @ Los Angeles

External

Sent from my iPhone

Begin forwarded message:

From: Erik <erik@emarstudio.com>
Date: December 9, 2021 at 12:28:19 PM PST
To: CCP Manager <community@ccpmanager.com>
Cc: jeff.anderson@culvercity.org
Subject: Apple complex at Venice/National

Hi,

I attended the Zoom meeting this past Monday on the proposed Apple complex fronting National Blvd. between Venice Blvd. and Washington Blvd. I am a resident and small business owner in the Helms Arts District and would like to have the following added to the list of comments by local residents.

- **Housing.** The project should include a housing component, including affordable units. While the Culver City zone may not allow for housing without a variance, the C2 LA City zone does allow for housing. This was a common request from the various participants, and it is the most important one for me. While this will require a reworking of the pro forma and will require resubmittal of the entitlements package, perhaps Apple's \$200 billion in cash on hand will be sufficiently large to accommodate the additional work.

- **Sustainability.** The developer says the project will meet LEED Gold equivalent standards and will be powered by "100% renewable" energy. While official LEED certification may not be desirable due to the additional costs and time associated, there are a few points to be made regarding this proposal:

a. Because CA Title 24 is so strict, virtually all new buildings meet LEED Silver standards for Energy & Atmosphere (arguably the most important category) just by meeting code. Gold is only one step above. For a prominent project such as this, with a client who loudly proclaims their sustainability bona fides at every opportunity, LEED Platinum should be a minimum, and Net Zero should be the goal.

b. The developer should be clear about exactly how the project is Gold "equivalent". If it meets, for example, the Sustainable Sites criteria, but does not meet the E & A or verification credit criteria, it is a very weak equivalency.

c. The 100% renewable energy claim is also ambiguous. Does this simply mean that they will purchase their electricity from 100% renewable sources (e.g., Culver City's Clean Power Alliance)? Or does it mean that the building will be 100% electrified, with no fossil fuel use for water heating or forced air heat? Although purchasing 100% renewable electricity is a good step, a better step would be to do that in addition to offsetting a reasonable percentage of calculated energy use with in-site solar, with the elimination fossil fuels entirely from the building.

- **Parking.** The developer says that they are meeting applicable parking codes. Does this mean that they

are at the minimum, or do they exceed it? Also, it is likely that we as a city will soon be over-parked, with too much parking availability to meet demand. When and if this occurs, what will happen to the large amount of space that the project aims to devote to parking? Can it be retrofitted to accommodate other uses? Obviously, this is a very difficult issue to resolve, due to the confluence of different space, construction type, egress, and light/ventilation requirements for B and S occupancies, and it will likely require a reworking of the building massing, to allow for more light and air shafts down to the underground levels. Regardless, I believe that all new buildings with underground parking should be addressing this issue. If the developer chooses to address it by disregarding it, that's their right, but they should state so explicitly.

- **Sustainability (part 2).** During the comments period for both the design and EIR presentations, local tradespeople made the case for local contracting and hiring for the construction phase. I would like to reinforce this and make it a verifiable requirement, not simply a show of "good faith" efforts as is common. Local hiring not only reduces traffic, and therefore carbon, impacts during the construction period, but it also provides multipliers for the local economy, thereby recouping some of the tax and other breaks that the developer has probably negotiated with the municipalities, without adding much, if anything, to the construction budget.

Thanks for your attention,
Erik Mar
3341 Helms Ave.
Culver City, CA 90232

Subject: Fwd: Urgent light needed on Venice for Arts District Apple Project Crossings
Date: Friday, December 17, 2021 at 3:46:10 PM Pacific Standard Time
From: CCP Manager
To: Hungerford, Gabriel @ Los Angeles

External

Sent from my iPhone

Begin forwarded message:

From: Jillian Windfall <jillian.windfall@gmail.com>
Date: December 6, 2021 at 8:49:25 AM PST
To: jeff.anderson@culvercity.org, CCP Manager <community@ccpmanager.com>
Subject: Re: Urgent light needed on Venice for Arts District Apple Project Crossings

Hi Jeff

Please note:

Apple Employees & Associates will not get to work on time if entering from Washington Blvd.

At this time:

The new single lane system on Washington is extremely crowded to the maximum Westbound in the mornings.

I respectfully submit:

To facilitate entering Apple parking lots:

A new Light is URGENTLY needed at:

Venice & The Access Alley,
East of Building 2.

This will optimize the traffic flow in all directions for all concerned.

We would appreciate your exploring this as a viable option.

Thank you in advance for your kind & wise attention in this timely matter.

Respectfully,

Jillian,
Arts District Residents Association

Crossings Campus
Proposed Office Development
8825 National Blvd. and 8771 Washington Blvd., Culver City
8827-8829 National Blvd. and 8876-8888 Venice Blvd., Los Angeles
Third Community Meeting
Meeting Summary

Date: May 12, 2022
Location: Webex webinar (via computer login or dial-in by phone)
Time: 7:00 – 8:00pm PT
Attendance: 37 stakeholders (excluding City staff and Applicant team)

Presenters: Greg Ames, Trammell Crow Company
Nancy Moses, Trammell Crow Company
Gabe Hungerford, Trammell Crow Company
Christina Lee, Trammell Crow Company
James Kelly, Gensler
Alice Lee, Gensler

Summary:

At this third Community Meeting for the Crossings Campus project, the Developer, Trammell Crow Company, provided a detailed update of the project and the community outreach process on behalf of the Applicant, Culver Crossings Properties LLC. Greg Ames of Trammell Crow Company began the meeting by welcoming the attendees and explaining the meeting format. For the next 30 minutes, Greg Ames spoke to a slide deck that included an overview of the project location and timeline of the proposed office development located in Culver City and the City of Los Angeles, key members of the team, existing and proposed design, site access, neighborhood context, and project commitments. The presentation was followed by 30 minutes of Q&A, with questions answered by Greg Ames, Nancy Moses, Gabe Hungerford, and James Kelly. Community members were able to ask their questions and make comments orally, with Gabe Hungerford directing the moderator to unmute participants for their turn to speak, or make written comments via the Q&A function. Community questions and comments made during the meeting are summarized below, and a raw Webex transcript of the Q&A session is provided as an attachment.

Attachments:

1. Community Meeting Q&A – Webex webinar transcript

Community Questions and Comments

Oral Comments

Attendee	Comment / Question
Karim Sahli	I appreciate you taking the time, it seems like you have made some significant, or at least attempted to make some significant changes in the project. How many parking spots were scheduled to happen during the 1st meeting? And how much do we have today? I want to make sure that I make a clear request that the next meeting needs to be fully either online or hybrid. This is important because we may not be able to attend and I see a lot of people attending tonight. So it needs to be a hybrid at the very least. Why are we here tonight? Because the city mandates every developer to have at least three meetings, the intent is for the developer to reshape his project so it fits nicely in the location. The resident's input is critical, because we're going to live with that project for the next 3 decades. At least it's hard to predict what will happen in 30 years, but nature is already giving us some serious clues. The dynamic pressures are already here and because we are stubbornly building gigantic parking structures, like, tonight, the parking structures that absolutely are not needed, are overgrown, and overbuilt. The climate crisis will only be exacerbated. We send you a clear message, no parking. No, less parking and more bikes and more housing and certainly, no traffic on Washington. I see that you get the idea of no traffic on Washington and you brought back this idea of a light, but the parking is way too big, absolutely gigantic. If you put down leaving a small footprint for the environment by building a LEED building then why are you building a parking structure that will do the exact opposite? You will not only affect the planet, but also the residents around it. We want to reduce the number of vehicle miles traveled and not give the employees an incentive to drive to Culver City. I appreciate the change you made, but they are not big enough and you need to reduce the parking. Now, looking at the design that you proposed, I just want to emphasize the need for a bike lane and a protected bike lane in particular. The sidewalks are great, there is an intent to please the pedestrians, but you can do more and ensure that we have a protected bike lane. Make sure to minimize the bike conflict that we're going to have at National. Please also request to have a scramble at National and Washington. I hope you are not going to make those meetings some sort of joke; but it's just wasting our time if you don't want to listen to us, 2,500 parking spots in front of the Metro station is just not acceptable.
Ken Mand	Thank you for the presentation and this opportunity to speak, and also, thank you for the commitment to continue the studies about the traffic light on Venice, and the traffic, as related to the MOVE Culver City as-built condition and working that into the analysis. I know that there is an expectation of many throughout the arts district, as well as, throughout Culver City, and thank you for incorporating that. Obviously, it would have been nice if it got done before this meeting, but (I am) still hopeful.

	You know, when it comes to the project parking, whatever you can do to re-analyze your need. We're right next to the train station. We got, you know, understanding what can be done from a TDM standpoint and since this is discretionary, there is also the discretionary ability of the city to allow for less parking. If the City wanted. The streetscape is looking better, as well as, the design in general. Excited to hear more about your thoughts for how that community space on Washington can be programmed and involve various community stakeholders.
Erik Mar	I have a 2-part comment. The 1st has to do with parking like everyone's talking about, and we all know it's feasible that commercial zones for the City of LA allows housing by right. So, if you're really interested in getting rid of parking and addressing some of those issues, I think one of the best ways would be to incorporate some housing into the project. Now, I understand how difficult that is at this late stage. But I just wanted to make clear that the single best way to reduce traffic and reduce vehicle miles traveled is to include what the zoning code allows you to do by right. That is point number 1, point number 2 has to do with the LEED goal standard that you are targeting. I feel that for such a high profile project, LEED Gold is way too low. As for many of the items that you mentioned such as drought tolerance, landscaping, low VOC material, construction waste diversion - those are all required pretty much by code anyway, so you're not really doing anything special, except for meeting code by mentioning those items. Then when you say that the building is going to be powered by 100 percent renewables, I believe that simply means that the project is going to get power from clean power alliance and their 100% renewable options. So, how many renewables are you providing on-site and what percentage of the building consumption are those going to offset?
Dylan Gottlieb	I just wanted to also talk about the parking. While I fully understand that you are in compliance with the City's parking minimums, I think it does not embrace the vision. You are across the street from the Metro station. You are on the Culver City border and I think this would be a wonderful opportunity to be a leader and showing that a corporation, as big as Apple, is embracing this change and that they will use other forms and mobility to get to work and that there would just be an understanding that employees come with, and they may, perhaps, live more locally, ride bikes, take the bus, and take the train. Also, I would say that trying to remove the entrance from Washington would also help alleviate traffic so that the forms of mobility can run smoother. One last thing, if you decide to lower the parking, I'm sure the city might be willing to work with you. I mean this has been a topic that the City has been talking about in length.
Christie Gaynor	I wanted to thank you for your being conscientious about the parking and everything else. I'm actually in the recruiting industry and obviously live here, and so, the issue that I've been finding is that a lot of my clients who are fairly large firms, as well as smaller firms, are doing a lot more remote work and hybrid work. And so, I was wondering, I missed a part of the presentation. But I just wanted to know what you were thinking in terms of what your position is going to be in regards to those people who do want to work remote and what that percentage may be. Because obviously, if you are looking at right now, less than 50 percent of employees actually having a parking space that might

	be moot if the majority of them will actually be working a remote schedule or a hybrid schedule where they can share a parking spot. I'm actually not a big MOVE person. So, I know that I have to drive far away and not everybody can use the Metro. I do understand that, but at the same time, you know, I live here and I don't want cars being parked on my street because they couldn't find enough parking spaces. But I just want to ask the work remote possibility?
--	--

Written Comments (submitted via Q&A function)

George Montgomery	Even though Trammell Crow is not Apple, understandable, clearly the Developer is the facilitator of the public meetings and how messaging gets to that tenant. Since a concept comes to mind that at the same time the Developer is building the building, which I'm sure is a huge contribution to the community, wouldn't it be possible for Apple to apply some of its affordable housing funding that they're doing toward housing. That would help the City. You guys are bringing 2,400 people to build housing here. That would be an incredible contribution. It may not seem like the obvious thing, but these 2 things are happening simultaneously and this a huge environmental impact to bring 2,400 people here.
George Montgomery	Why would the National vehicle entrance not be at the existing signalized intersection?
Erik Mar	LEED Gold is too low a standard for such a high-profile project. "100% renewable" simply means that you're buying from the Clean Power Alliance, but it says nothing about building efficiency. Drought tolerant landscaping, Low VOC materials, and construction waste diversion are all essentially required by code anyway. Please be straightforward about which environmental measures you're taking that are not already required by code. Thanks.
Erik Mar	If the project is truly concerned about reducing traffic impacts, probably the best way would be to include housing on the LA City portion of the site. Housing is allowed in C zones in LA City, although not yet in Culver City.
George Montgomery	Can Apple allocate new funds or from its affordable housing fund to this community to contribute to RHNA requirements of the local municipality that will offset the housing impact of the project? Even if not on the site but to the region.
Angela Anthony	Is there a website for this project as yet?
Michael Monagan	I'm in support of keeping Apple traffic off of Washington. It's busy enough. Design is great but what impact you have on the people living here is more important.
Christie Gaynor	I am one of the residents that does not like the MOVE project because they have taken out a lane and have caused bottle necks. I am hoping they change it back to two lanes but regardless, any exit to Washington will only further the already horrible traffic MOVE has created. NOT A QUESTION
(unknown participant)	Please work with the city to keep sidewalks and bike lanes open during construction.

Attachment 1
Community Meeting Q&A – Webex webinar transcript

150

00:26:58.374 --> 00:27:11.693

So, with that we would like to open it up for the Q and a portion of the meeting, uh, in order to do that, uh, you should select the raise hand button located at the bottom of the Webex window.

151

00:27:12.233 --> 00:27:18.503

Uh, if you join by phone, you can press star 3, in order to raise your hand virtually.

152

00:27:19.163 --> 00:27:34.044

Uh, and you may also choose to write your question by selecting the Q and a button, uh, located at the bottom of the Webex window and you can type your question or comment and then press enter on the keyboard in the interest of time.

153

00:27:34.044 --> 00:27:46.463

And, uh, hopefully hearing as many questions as we can, we're limiting, uh, each speaker to a 1 minute, uh, in order to provide your comment, or, uh, pose your question. Uh, as we approach 80 PM.

154

00:27:46.463 --> 00:27:57.894

Uh, if you have a question that you're waiting to ask, and it appears that we may run out of time before we get to you uh, we would like to ask you to submit your question via the Q and a function.

155

00:27:58.648 --> 00:28:09.479

So that we can actually have a, a written copy of it, uh, going into our record here, following the call. So, with that gave, would you like to, uh.

156

00:28:09.479 --> 00:28:14.009

Get this started and tapped the 1st community member for a.

157

00:28:14.009 --> 00:28:21.538

Questions yeah, absolutely. Greg. And I think our, our 1st, 1 to raise the hand here was Kareem.

158

00:28:30.419 --> 00:28:33.598

Okay looks like you're off mute Kareem.

159

00:28:33.598 --> 00:28:37.439

Okay, can you confirm that? You can hear me please.

160

00:28:37.439 --> 00:28:40.828

Yes confirmed we can hear you. Thank you so much.

161

00:28:40.828 --> 00:28:43.828

Thank you so much for this presentation.

162

00:28:43.828 --> 00:28:48.209

I appreciate you taking the time, it seems like you made some significant, um.

163

00:28:48.209 --> 00:28:51.388

Or, at least attempted to make some significant changes.

164

00:28:51.388 --> 00:28:57.419

In the project, um, before I go with my, uh, I answer a question.

165

00:28:57.419 --> 00:29:04.108

How many parking spot where scheduled to happen during the 1st meeting? And how much do we have today?

166

00:29:11.098 --> 00:29:20.368

Do you mind I'm showing before I keep going? Sure not at all. Uh, Kareem, we have the same amount of parking in the project that we that we presented with our last meeting. So we have not changed that part.

167

00:29:20.368 --> 00:29:25.679

Okay, and the number is about 1200 dollars Kareem, which is the, uh.

168

00:29:25.679 --> 00:29:29.068

The code required number of parking spaces.

169

00:29:29.068 --> 00:29:32.909

Between the 2 cities. Okay.

170

00:29:33.564 --> 00:29:47.513

Well, that is a very big disappointment before I start reading my my text, I want to make sure that I would I will make a clear request that the next meeting needs to be fully either online or hybrid.

171

00:29:47.604 --> 00:29:54.443

This is important because we, we may not be able to attend and I see a lot of people attending tonight. And so it needs to be a.

172

00:29:55.013 --> 00:30:07.314

It needs to be hybrid at the very least. Why are we here tonight? Because the city mandates, every developer to have, at least 3 meetings, the intent is for the developer to reshape his project.

173

00:30:07.463 --> 00:30:15.894

So it fits nicely in the location. The resident's input is critical, because we're going to leave with that project for the next 3 decades.

174

00:30:15.923 --> 00:30:23.064

At least it's hard to predict what will happen in 30 years, but nature is already giving us some serious clues.

175

00:30:23.993 --> 00:30:38.273

The dynamic presses is already here and because we are stubbornly building gigantic parking structure, like, tonight, the parking structure that absolutely not needed overgrown overbilled the crisis will only be exacerbated.

176

00:30:38.578 --> 00:30:42.898

We send you a clear message. No parking.

177

00:30:42.898 --> 00:30:50.699

No, less parking and more more bikes and more housing and certainly, no traffic on Washington. I see that. You.

178

00:30:50.699 --> 00:30:54.479

You get the no traffic in Washington and you, you brought back the.

179

00:30:54.479 --> 00:30:59.009

This idea of a light, but the parking is way too big.

180

00:30:59.153 --> 00:31:13.284

Absolutely gigantic. If you, if you put down leaving a small footprint for the environment by building a lead building and why are you building a parking structure that will do the exact opposite?

181

00:31:13.344 --> 00:31:17.874

You will not only the planet, but also the residents around it.

182

00:31:18.239 --> 00:31:22.439

Um, we want to reduce the number of vehicle miles traveled.

183

00:31:22.439 --> 00:31:28.979

And, uh, and not give the employees an incentive to drive to Culver City. Um.

184

00:31:28.979 --> 00:31:34.439

I appreciate the chance you made, but they are not big enough and you need to reduce the parking.

185

00:31:34.439 --> 00:31:44.759

Now, looking at the design that you proposed, I just also want to emphasize the need for bike lane and protected by any particular.

186

00:31:44.759 --> 00:31:48.778

The sidewalks are great there is an intent to, uh.

187

00:31:48.778 --> 00:31:59.939

To please the pedestrians, but you can do more and ensure that we have protected back, laying around and make sure also to minimize the back conflict that we're going to have our national.

188

00:31:59.939 --> 00:32:07.469

Please also request to have a scramble at the national in Washington and that's it for tonight. Um.

189

00:32:07.469 --> 00:32:11.159

I hope you are not gonna make those meetings, some sort of a joke.

190

00:32:11.159 --> 00:32:17.308

Um, but it's just wasting our time if you don't want to listen to us 2500 parking spot in front of.

191

00:32:17.308 --> 00:32:21.358

Metro station is just not acceptable. Thank you so much.

192

00:32:23.669 --> 00:32:35.213

We appreciate your, uh, your comments, Kareem and and, uh, appreciate that feedback and just to clarify, though, we are preserving all of the bike lanes that that are existing.

193

00:32:35.213 --> 00:32:40.344

But I believe that your comment was to suggest that they should be protected bike lanes.

194

00:32:40.739 --> 00:32:46.828

And so that's in the city's jurisdiction as a part of the, uh, uh, uh.

195

00:32:46.828 --> 00:32:54.689

Department of transportation, but, uh, we're at a very least we're protecting the, uh, the existing bike lanes.

196

00:32:54.689 --> 00:32:59.308

And we'll put put your comment down our list of things to follow up on. Thank you.

197

00:33:04.138 --> 00:33:16.048

Okay, uh, next up, we have Ken manned, right? Ken it looks like you're live here.

198

00:33:16.048 --> 00:33:19.138

Can you hear me? Yep.

199

00:33:19.138 --> 00:33:26.338

Cool. Can you hear you can yeah, thank Thank you. Guys for the presentation and this opportunity to speak. Um.

200

00:33:26.338 --> 00:33:37.769

And also, thank you for the commitment to continue this study's about the traffic light on Venice. Um, the.

201

00:33:37.769 --> 00:33:41.368

Using the traffic, um.

202

00:33:41.368 --> 00:33:50.338

As related to the move Culver city as built condition, and working that into the analysis. Um.

203

00:33:50.338 --> 00:34:00.413

I know that that is an expectation of many throughout the arts district as well as throughout Culver City. And thank you for incorporating that.

204

00:34:00.443 --> 00:34:07.374

Um, obviously it would have been nice if it got done before this meeting but, um, still helpful. Um.

205

00:34:07.679 --> 00:34:12.148

Also, um, you know, really.

206

00:34:12.148 --> 00:34:16.438

You know, the, when it comes to the parking.

207

00:34:16.438 --> 00:34:23.548

You know, whatever you can do to re, analyze your need. We're right next to a train station.
Um.

208

00:34:23.548 --> 00:34:27.449

We got, you know, understanding what.

209

00:34:27.449 --> 00:34:41.728

Can be done from a standpoint, and since this is discretionary, there is also the discretionary,
um, ability of the city to allow for less parking. If you guys wanted. Um.

210

00:34:41.728 --> 00:34:47.309

The streetscape is looking better, um.

211

00:34:48.809 --> 00:34:52.708

And as well, as the design in general, um.

212

00:34:52.708 --> 00:35:06.719

Excited to hear more about your thoughts for how that community space on Washington can
be programmed and involve various community stakeholders. Thank you.

213

00:35:11.094 --> 00:35:12.083

Thank you very much Ken,

214

00:35:12.384 --> 00:35:17.364

and we appreciate your your comments and in particular patients on the,

215

00:35:17.664 --> 00:35:19.824

on the traffic signal review,

216

00:35:21.114 --> 00:35:21.353

you know,

217

00:35:21.353 --> 00:35:21.773

it is,

218

00:35:21.773 --> 00:35:22.193

uh,

219

00:35:23.213 --> 00:35:23.423

you know,

220

00:35:23.423 --> 00:35:24.083

11 of the challenges,

221

00:35:24.083 --> 00:35:27.713

they're coming out of cobit and work from home.

222

00:35:27.713 --> 00:35:40.463

Nobody wanted to race it and take preliminary or early traffic counts and attempt to rely on those. So we spent a good amount of time working with the city in order to determine when we could have the best data available.

223

00:35:40.463 --> 00:35:51.474

And, unfortunately, that meant as a result of that, pushing the analysis, the signal further down the road. So we 2 would have loved to have those answers before we came to the meeting tonight.

224

00:35:51.474 --> 00:36:04.043

But we're even happier to have more accurate, more reliable data when we do look at that. And so we're able to evaluate it properly with the most realistic numbers we can given.

225

00:36:04.224 --> 00:36:08.423

Again, as you said, what's happened on to move Culver city and.

226

00:36:09.898 --> 00:36:20.304

Again, you're the 2nd, speaker who's spoken about the, the parking so we, uh, we'll we'll, we'll take your comment for consideration there. Clearly.

227

00:36:20.304 --> 00:36:29.094

We've got a very, very large population of folks in the parking that's proposed is a fraction of what the population the building would be.

228

00:36:29.094 --> 00:36:41.213

And we have a very, very strong commitment to traffic demand management program and coming up with smart ways in order for Apple to get their employees to, and from the project and the building.

229

00:36:41.514 --> 00:36:56.034

So, we're very, very focused on that in regards to the community space on Washington. This is something we're actually very excited about. We've got a ways to go on the evolution of that design and what it will ultimately become and look like.

230

00:36:56.034 --> 00:36:59.784

But the vision is that it's engaging, it's flexible.

231

00:36:59.784 --> 00:37:03.684

We may have the opportunity for events or retail or picnics,

232

00:37:03.684 --> 00:37:04.764

or having your lunch,

233

00:37:05.273 --> 00:37:08.304

and certainly appreciate the opportunity to,

234

00:37:09.384 --> 00:37:12.083

to engage and get input from,

235

00:37:12.324 --> 00:37:14.634

from folks on how that space might be best,

236

00:37:14.634 --> 00:37:16.673

programmed and utilized.

237

00:37:16.673 --> 00:37:25.253

So, we're, we're very, very excited about what's going to happen at that park with space on Washington and we're very glad to hear that you are too. So thank you for your support, Ken.

238

00:37:25.559 --> 00:37:32.039

Hey, next step we have Eric.

239

00:37:41.278 --> 00:37:52.018

Hey, Eric, it looks like you're off mute. Oh, it may be back on. I'm not sure.

240

00:37:58.318 --> 00:38:04.559

Okay, Eric, I'm not sure if your chart. Oh, it looks like you're back on there. Yep. Gotcha.

241

00:38:04.559 --> 00:38:08.128

Okay, thanks. Sorry about the technical.

242

00:38:08.128 --> 00:38:14.250

Um, so I have a 2 part comment. The 1st has to do with parking like, everyone's talking about.

243

00:38:14.250 --> 00:38:20.579

And we all know that it's feasible commercial zones the city of L. A. allows housing by right?

244

00:38:20.579 --> 00:38:34.170

So, if you're really interested in getting rid of parking and addressing some of those issues, I think 1 of the best ways would be to incorporate some housing into the project. Now, I understand how difficult that is at this late stage.

245

00:38:34.170 --> 00:38:37.409

But I just want to make clear that the single best way.

246

00:38:37.409 --> 00:38:46.440

Um, to reduce traffic and reduce vehicle miles traveled is to include what the zoning code allows you to do by. Right? Anyway.

247

00:38:46.440 --> 00:38:52.619

Okay, so that's point number 1 point number 2 has to do with the lead goal.

248

00:38:52.619 --> 00:39:07.409

Standard that you are targeting, I feel that for such a high profile project week old is way too low. A bar many of the items that you mentioned such as drought tolerance, landscaping, low material.

249

00:39:07.409 --> 00:39:18.630

Construction waste diversion. Those are all required pretty much by code anyway so you're not really doing anything special, except for meeting code by mentioning those items.

250

00:39:18.630 --> 00:39:26.250

And then when you say that the building is going to be powered by 100 renewables, I believe that simply means that you're going to get your power.

251

00:39:26.250 --> 00:39:30.119

From the clean power alive and they're 100% renewable.

252

00:39:30.119 --> 00:39:39.119

Option, so how many renewables are you providing on site and what percentage of the building consumption are those going to offset.

253

00:39:39.324 --> 00:39:53.425

Thank you, thank you, Eric.

254

00:39:53.425 --> 00:40:02.664

I was just taking a moment to make sure that I, uh, type down your, your comments and your questions as best. I could on the sustainability.

255

00:40:02.664 --> 00:40:03.414

I'm going to ask,

256

00:40:03.715 --> 00:40:08.934

gave to tap someone who's more precisely prepared to respond to some of your questions,

257

00:40:08.934 --> 00:40:13.735

because you were very specific on some of those and I'm not sure that we'll have all of the information,

258

00:40:13.735 --> 00:40:21.085

but we can certainly provide you some additional insight into the approach to sustainability,

259

00:40:21.085 --> 00:40:26.394

and I think most folks would recognize that Apple,

260

00:40:26.994 --> 00:40:32.724

as a company is really 1 of the world leaders in their commitment to sustainability,

261

00:40:32.724 --> 00:40:35.755

particularly in their projects in their operations.

262

00:40:35.755 --> 00:40:46.434

And I can certainly assure you, even if I don't have the technical commands to express it, the way that they intend to run this project is absolutely above and beyond.

263

00:40:47.005 --> 00:40:58.974

That's what is required by code or the city or or Cal green or anything else. But I will let our project architect speak to that at the end, as it relates to the use of the site.

264

00:40:59.574 --> 00:41:06.625

We appreciate the comment that a lot of folks or some folks have suggested that housing might be a more appropriate use of the land.

265

00:41:07.164 --> 00:41:22.014

However, this is an office user and it's an office development site, and it's equally allocated and zoned for for office use. So that's the project that we're contemplating building here. And with that, I will hand it off.

266

00:41:22.045 --> 00:41:28.494

I think James, you're going to speak to the, uh, the sustainability piece. I'll hand it to you. Thanks.

267

00:41:28.824 --> 00:41:40.855

Thank you. Great guys, thank you Eric, for, for the question and I really appreciate the, uh, the depth of knowledge that you that you went into with that. Um, absolutely. I think the intent is, is to exceed the minimum that's required by code.

268

00:41:40.855 --> 00:41:54.655

And even when we look at lead gold as a standard to to look beyond that to how we can do more as we move towards a carbon neutral future things that we're doing with the design as it evolves would include simple passive measures,

269

00:41:54.655 --> 00:41:56.184

like daylight day lighting.

270

00:41:56.184 --> 00:41:56.994

And the interior,

271

00:41:57.534 --> 00:41:59.815

some of the measures we're taking on the exterior with the,

272

00:41:59.815 --> 00:41:59.934

uh,

273

00:41:59.965 --> 00:42:01.434

particularly with the West side,

274

00:42:01.644 --> 00:42:13.284

how we introduce shading that reduces the energy gain of the building high performance glazing or measures that can help reduce the energy loads of the building and move towards the,

275

00:42:13.315 --> 00:42:16.135

the ultimate goals that I think we all aspire to,

276

00:42:16.465 --> 00:42:17.155

as we as,

277

00:42:17.155 --> 00:42:19.405

we can find the climate crisis of 0,

278

00:42:19.405 --> 00:42:20.635

carbon net 0,

279

00:42:20.635 --> 00:42:21.085

energy,

280

00:42:21.565 --> 00:42:22.494

other measures,

281

00:42:22.494 --> 00:42:26.784

we're taking beyond beyond what we have to grey water systems for landscape is something.

282

00:42:26.784 --> 00:42:37.315

We would absolutely be looking at you talked a little bit to about onsite renewables. 1st of all tax is something that's certainly up for consideration as we, as we move through the development of the project. So again.

283

00:42:37.590 --> 00:42:49.434

Uh, we share the commitment that you do, um, everything that can be done certainly, with, uh, with someone like Apple who is at the absolute forefront of the commitment to, uh, to to a brighter future for the planet.

284

00:42:49.795 --> 00:42:54.385

Um, but we're, we're working towards those goals. So, again, appreciate the question.

285

00:43:03.659 --> 00:43:07.679

Okay, thanks, James. And next step we are till on Outlook.

286

00:43:16.409 --> 00:43:22.860

I just wanted to also talk about the parking while I.

287

00:43:22.860 --> 00:43:30.750

Fully understand that you are in compliance with the city's parking minimums. I think it does not.

288

00:43:30.750 --> 00:43:34.650

Embrace the vision.

289

00:43:34.650 --> 00:43:38.309

You are across the street from the Metro.

290

00:43:38.309 --> 00:43:41.610

You are on the.

291

00:43:41.610 --> 00:43:51.329

Move Culver City borders you and I think this would be a wonderful opportunity to be a leader.

292

00:43:51.329 --> 00:43:57.780

And showing that a corporation, as big as Apple is embracing.

293

00:43:57.780 --> 00:44:01.320

This change and that.

294

00:44:01.320 --> 00:44:06.059

Uh, they will use other forms and mobility to get to work.

295

00:44:06.059 --> 00:44:11.039

And that would just be an understanding that employees.

296

00:44:11.039 --> 00:44:16.590

Come with, and they may be perhaps lived more locally.

297

00:44:16.590 --> 00:44:20.070

Ride bikes, take the bus, take the train.

298

00:44:21.090 --> 00:44:25.380

And, uh, also I would say that.

299

00:44:25.380 --> 00:44:31.110

Trying to remove the entrance from Washington would also help.

300

00:44:31.110 --> 00:44:37.260

Alleviate the traffic so that the forms of mobility can run.

301

00:44:37.260 --> 00:44:42.780

Smoother Thank you. Oh, you know, 1 last thing. Sorry?

302

00:44:42.780 --> 00:44:48.659

If, uh, if you do decide to lower it, uh, the parking.

303

00:44:50.519 --> 00:44:58.889

I'm sure the city might be willing to work with you. I mean, this has been a topic that the city
has been talking about in length.

304

00:44:58.889 --> 00:45:03.510

Is parking minimums versus parking maximums so.

305

00:45:03.510 --> 00:45:08.039

Definitely bring that topic up be that leader.

306

00:45:08.065 --> 00:45:14.574

Thank you for your comment,

307

00:45:14.574 --> 00:45:14.965

Dylan,

308

00:45:15.025 --> 00:45:15.445

we will,

309

00:45:15.445 --> 00:45:15.744

uh,

310

00:45:15.775 --> 00:45:17.335

make sure we put that down and,

311

00:45:17.335 --> 00:45:17.514

uh,

312

00:45:17.545 --> 00:45:18.534

add that to the,

313

00:45:18.594 --> 00:45:25.315

to the parking comment list and just to again make make the point.

314

00:45:25.434 --> 00:45:26.065

Um.

315

00:45:26.369 --> 00:45:31.860

We're very, very focused on having a very smart traffic demand. Uh, you know.

316

00:45:31.860 --> 00:45:46.710

Management plan that focuses all the different ways that folks can get to. And from this, uh, this project site, so many times, those parking minimums that are established are a function of square footage.

317

00:45:46.710 --> 00:45:57.719

Uh, and they're not necessarily a function of the density of the occupancy of the space. And so it's not that they can always be compared apples to apples. In this case. There's.

318

00:45:58.644 --> 00:46:01.465

Less than 1 parking space for every 2 employees,

319

00:46:01.465 --> 00:46:06.474

which assumes at least 50% of the people are coming and going to the office in alternative modes of transportation,

320

00:46:06.474 --> 00:46:14.755

which is substantially higher than almost any other project that we've seen of this scale developed in the area.

321

00:46:14.755 --> 00:46:22.554

And and so we're absolutely focused on it. We're trying to be very, very smart about having the right amount of parking.

322

00:46:22.554 --> 00:46:37.315

No 1 wants to overbuild something that clearly there there wouldn't be a, a desire requirement to use and this occupier. Apple is incredibly intelligent and thoughtful in their decision making relative to sustainability.

323

00:46:38.639 --> 00:46:49.590

Transit traffic and access, so we are very, very focused on this issue and we'll continue to be focused on it throughout the design process. So so thank you for your comment.

324

00:46:58.559 --> 00:47:01.800

Next up we have Christy.

325

00:47:09.869 --> 00:47:16.079

Okay, Chris, you're on, can you hear me? Can you hear me.

326

00:47:17.099 --> 00:47:30.000

Yes, okay. Um, no, I, I wanted to thank you for, for your being conscientious about the parking and everything else. I'm actually in the recruiting industry and obviously live here.

327

00:47:30.594 --> 00:47:45.085

And so, the issue that I've been finding is that a lot of my clients who are fairly large firms as well as smaller firms are doing a lot more remote work and hybrid work.

328

00:47:45.175 --> 00:47:55.585

And so I was wondering, I missed part of the presentation. So, please, forgive me if you might've already um, it's actually coming from work if you might have already discussed this.

329

00:47:55.614 --> 00:48:08.994

But I just wanted to know what you were thinking in terms of what your position is going to be in regards to those people who do want to work remote and what that percentage may be.

330

00:48:08.994 --> 00:48:14.215

Because obviously, if you're looking at right now, less than 50 of.

331

00:48:14.844 --> 00:48:25.914

Employees, actually, having a parking space that might be news if the majority of them will be actually we're working a remote schedule or a hybrid schedule, where they can share a parking spot.

332

00:48:26.275 --> 00:48:39.175

Um, I'm actually not a big move person. So, I know that I have to drive far away and not everybody can use the Metro. Um, so I do understand that, um.

333

00:48:39.480 --> 00:48:50.219

But at the same time, you know, I live here and I don't want cars being parked on my street because they couldn't find enough parking spaces. But anyway, I just wanted to ask ask about your, um.

334

00:48:50.219 --> 00:48:56.010

The remote, uh, possibility and I'll, I'll it's a.

335

00:48:56.010 --> 00:49:06.059

Great question, particularly from where we are right now in, uh, in in our evolution as a society and, uh, you know.

336

00:49:06.059 --> 00:49:19.019

W, work from home and hybrid models, et cetera. Um, we cannot speak on behalf of, uh, of the, the project tenant operator Apple as to what their.

337

00:49:19.019 --> 00:49:20.965

Workplace strategies,

338

00:49:20.965 --> 00:49:23.125

or policies are,

339

00:49:23.125 --> 00:49:23.844

or will be,

340

00:49:24.414 --> 00:49:24.715

um,

341

00:49:24.744 --> 00:49:25.525

but again,

342

00:49:25.525 --> 00:49:30.625

sort of going back to the comment that we had before they are incredibly thoughtful,

343

00:49:31.074 --> 00:49:31.375

uh,

344

00:49:31.405 --> 00:49:34.614

in their process as it relates to again.

345

00:49:34.735 --> 00:49:36.114

Um, the, the.

346

00:49:36.775 --> 00:49:51.295

The workforce elements, um, who's coming to the office who's working present who's remote?

Uh, all of these things, they are incredibly analytical and thoughtful on and and I can assure you, they would not build.

347

00:49:51.630 --> 00:50:02.184

1 square foot more than they needed, or 1 desk more than they needed, or 1 parking space more than needed in order to have a successful operation here. So we travel crew company.

348

00:50:02.184 --> 00:50:11.394

The project developer again can't speak to what their policies or practices are or will be. We serve as a developer. Certainly see more flexibility.

349

00:50:11.394 --> 00:50:16.195

But what that actually translates into is many companies are going to a hotel format,

350

00:50:16.224 --> 00:50:23.275

which allows them to assign twice as many people to a given spaces would normally be there so,

351

00:50:23.275 --> 00:50:27.114

that it's operating at roughly 100% or some,

352

00:50:27.144 --> 00:50:27.925

you know,

353

00:50:27.925 --> 00:50:29.275

high efficiency level of occupancy.

354

00:50:29.275 --> 00:50:43.824

Even though some people are working, remotely and hybrid. So, as we sort of work our way around the band, and we figure out how to do this and work like, this more successfully, we're going to see more and more companies moving to that type of a model.

355

00:50:43.824 --> 00:50:55.764

Where there's flexible occupancy in the building, but that will drive up the actual occupancy there, which will allow them to again assign more people to a, to a given building them. What we've seen historically, in the past.

356

00:51:05.400 --> 00:51:09.420

The next the next hand we see here is from from GM.

357

00:51:16.409 --> 00:51:22.769

Okay, it looks like you're off mute. Hi, this is George from, uh.

358

00:51:22.769 --> 00:51:33.360

And George, there's a, so so, even though the travel code is not Apple, understandably, clearly the, you guys are the facilitator of the public meetings and how.

359

00:51:33.360 --> 00:51:47.820

Messaging gets to that tenant since, um, so, uh, a concept comes to mind that at the same time, you guys are building the building, which I'm sure is a huge contribution to the community. Um.

360

00:52:09.090 --> 00:52:09.780

Uh,

361

00:52:10.135 --> 00:52:10.614

person,

362

00:52:10.855 --> 00:52:11.275

um,

363

00:52:12.324 --> 00:52:14.934

appointment to this building um,

364

00:52:15.204 --> 00:52:28.315

wouldn't it probably could it be possible for Apple to apply some of its affordable housing funding that they're doing towards.

365

00:52:28.619 --> 00:52:38.130

Housing that would help the, uh, the city you guys are bringing 2400 people to, um, build housing here.

366

00:52:38.844 --> 00:52:51.625

That could be an incredible contribution. It may not seem like the most obvious thing, but these 2 things are happening simultaneously. And this is a huge environmental impact to bring 2400 people here.

367

00:52:54.599 --> 00:52:57.900

Um, guess, I guess I'm looking just for a comment or.

368

00:52:58.465 --> 00:53:12.804

You know, that you guys can communicate that we can absolutely communicate that, uh, that that message to it to Apple. And and as you stated, they are tremendously committed to affordable housing, uh, both.

369

00:53:13.320 --> 00:53:25.289

Financially policy wise and their direct involvement in affordable housing projects. So we'll, we'll, we'll be happy to deliver that, uh, that suggestion to them. So, it.

370

00:53:25.289 --> 00:53:38.880

You know, is not necessarily a part of this project, and we do not anticipate that it would be a part of this project. We know that, you know, Apple are our advocates of affordable housing, statewide. So, thank you.

371

00:53:42.985 --> 00:53:56.094

And then George looks like we had a written comment from you as well regarding the, the National entrance and specifically a question as to why wouldn't? Or why would the national vehicle entrance not be at the existing.

372

00:53:56.369 --> 00:54:06.295

signalize intersection, and I'm happy to speak to that just a little bit. Um, there's, there's a couple things going on on national that the design team took into account and James.

373

00:54:06.295 --> 00:54:14.304

I'm just kind of speaking on your behalf here, but this has been something we've thought about from the beginning was really how to try to create national and make it.

374

00:54:14.579 --> 00:54:20.610

A week say it's like a front of house experience and to have it really feel like the front of the building and not.

375

00:54:20.610 --> 00:54:27.599

The rear for lack of a better word. Um, so we wanted to have as much uninterrupted, sort of building frontage as we could.

376

00:54:27.599 --> 00:54:31.860

And that meant kind of reducing the number of driveways and relocating them a bit.

377

00:54:31.860 --> 00:54:42.750

It also allowed us to create a greater amount of of public space and another in uninterrupted streetscape. Um, that's free of an existing driveway that would kind of cut through it.

378

00:54:42.750 --> 00:54:52.110

So really from a design stand standpoint and creating that experience on national and those are the things that really took that were taken into account to come up with that location.

379

00:54:57.719 --> 00:55:01.530

Okay, our next hand race here is Lisa.

380

00:55:08.519 --> 00:55:16.554

And, actually, before you ask a question, I, I just want to point to the, to the clock here. We're about 3 minutes out.

381

00:55:16.554 --> 00:55:28.585

So, depending on this link to this question, if there are still outstanding questions, and we're not able to get to you, uh, please submit those in the, in the written. Q. a section Thank you.

382

00:55:29.280 --> 00:55:43.074

And again, we will also be posting the names of the participants to the best of our ability. If if Christina working on the back end, has actually been able to successfully pull that off. So, we hope to share that with that, with you, as we committed at the beginning of the call.

383

00:55:43.315 --> 00:55:44.815

So, sorry for the interruption.

384

00:56:05.730 --> 00:56:10.769

Are the ideas on having even more parking.

385

00:56:10.769 --> 00:56:17.760

Available because IV stations tapped out, uh, in regards to exiting to Venice.

386

00:56:24.750 --> 00:56:28.559

Simple answer is no, we're, we're not looking at more parking.

387

00:56:47.309 --> 00:56:52.289

I see there's 1 last written question here actually from.

388

00:56:52.289 --> 00:56:56.130

Angela Anthony, and the question is, is there a website for the project yet?

389

00:56:56.130 --> 00:57:06.090

Um, Angela, we're just using the city's website to kind of post things about the project and reaching out to everyone directly via our mailing list. At the moment.

390

00:57:25.375 --> 00:57:32.635

So it looks like we're coming up on 8 o'clock, want to thank everyone for your participation tonight.

391

00:57:32.695 --> 00:57:42.054

And if you can get those any last minute questions submitted into the Q and a box, we will be sure to get those down and include them.

392

00:57:42.324 --> 00:57:54.025

And as appropriate communicate, the applicable ones, uh, Upline and there, it is look at that Christina was actually able to pull it off. So good job with that.

393

00:57:54.025 --> 00:58:01.494

Christina and that's the list of the, the registered attendees on the call right now.

394

00:58:01.494 --> 00:58:01.885

So,

395

00:58:01.885 --> 00:58:02.215

again,

396

00:58:02.215 --> 00:58:03.175

thank you for joining,

397

00:58:03.925 --> 00:58:08.485

we anticipate that we will be back in front of you sometime this summer,

398

00:58:09.594 --> 00:58:14.545

just before the release of the draft with information in hand,

399

00:58:14.695 --> 00:58:17.815

relative to another topics that folks were very,

400

00:58:17.815 --> 00:58:28.614

very focused on and I would like to personally thank you for the patience with my environmentally sensitive design environment here that's been shutting the lights off on me continuously,

401

00:58:28.644 --> 00:58:31.405

because I have not been moving in the phone booth.

402

00:58:31.434 --> 00:58:36.655

I'm making the call from so, forgive me for the lighting situation, but it's part of the sustainable world that we live in.

403

00:58:37.494 --> 00:58:49.405

So, with that on behalf of the, the project team, we'd like to thank you for your participation tonight and we look forward to to the meetings I had. So thank you very much.

Crossings Campus
Proposed Office Development
8825, 8833 National Blvd. and 8771 Washington Blvd., Culver City
8827-8829 National Blvd. and 8876-8888 Venice Blvd., Los Angeles
Fourth Community Meeting
Meeting Summary

Date: October 6, 2022
Location: Helms Design Center; 8745 Washington Blvd, Culver City, CA 90232
Webex webinar (via computer login or dial-in by phone)
Time: 7:00 – 9:00pm PT
Attendance: 19 stakeholders (excluding City staff and Applicant team)

Presenters: Greg Ames, Trammell Crow Company
Gabe Hungerford, Trammell Crow Company
James Kelly, Gensler

Summary:

At this fourth Community Meeting for the Crossings Campus project, the Developer, Trammell Crow Company, provided a detailed update of the project and the community outreach process on behalf of the Applicant, Culver Crossings Properties LLC. Greg Ames of Trammell Crow Company began the meeting by welcoming the attendees and explaining the meeting format. For the next 30 minutes, Greg Ames and James Kelly spoke to a slide deck that included an overview of the project location and timeline of the proposed office development located in Culver City and the City of Los Angeles, key members of the team, existing conditions, proposed design, site access, neighborhood context, project commitments, and construction logistics. The presentation was followed by 30 minutes of Q&A, with questions answered by Greg Ames and Gabe Hungerford. Community members were able to ask their questions and make comments in-person with a microphone, and orally via Webex, with Gabe Hungerford directing the moderator to unmute participants for their turn to speak. Following the Q&A session, some community members continued a discussion of the project in smaller groups anchored around tables with printed images on easels. Project team members were on hand to answer questions on topics such as traffic, construction, and design. Community questions and comments made during the meeting Q&A session are summarized below, and a raw Webex transcript of the Q&A session is provided as an attachment.

Attachments:

1. Community Meeting Q&A – Webex webinar transcript
2. In-person Comment Cards

Community Questions and Comments

Oral Comments (In-person and Webex)

Note: Due to the limitations of the meeting audio, the questions/comments below are paraphrased summaries of the comments that were made in-person.

Attendee	Comment / Question
Meg Sullivan (via Webex)	My question has to do with the terrazzo benches that used to be on Venice. I see that your design doesn't include them. What's the plan for them? Where are they now? What's going to happen with them? I love them.
Ken Mand (In-person)	Ken's comments were first, in reference to the construction vehicle access (off Washington) and appreciating the effort that the project team has made to try to minimize that and hoping that can be minimized even further. Ken's second comment was in regard to the process for the Venice signal, specifically related to receiving feedback from, or a final opinion from (LADOT) on the Venice signal prior to going to Planning Commission, and subsequently City Council. And in the event that we don't have (LADOT sign-off) how that might affect the schedule and questioning whether or not this schedule could be maintained in the face of that.
Steve (In-person)	Steve's question was specific to the Venice signal and if it's contemplated to be a four-way signal connecting to Ivy to the north across Venice Boulevard, or if it's anticipated to be a three-way signal. Steve's follow up question was regarding another anticipated project on Venice Boulevard, that's just a block or two away, that's being sponsored by our hosts ownership (Wally Marks) and whether or not that project is required to contemplate the traffic coordination with this project. Steve's observation is that the bus line on the north side of Venice will introduce some challenges potentially associated with (bus service during) construction for the other project.
Angela (In-person)	Angela asked a question relative to site security and walkability in the evenings. (She is) very happy about the improvements that have been made next door and just making an appeal at some levels that folks focus on security and safety.
Dan (In-person)	Asked a question on the potential impacts of Culver City removing the parking minimums on the project.
George Montgomery (In-person)	George's suggestion was to build the park first.
Jim (In-person)	Asked a question regarding the potential bicycle detour on Venice and how it would work. Also, how construction truck staging for the project would function during construction.

Attachment 1
Community Meeting Q&A – Webex webinar transcript

WEBVTT

1 "Gabe Hungerford" (1015310848)

00:02:16.435 --> 00:02:16.615

Hello.

2 "Gabe Hungerford" (1015310848)

00:02:45.930 --> 00:02:59.100

Hello.

3 "Gabe Hungerford" (1015310848)

00:02:59.100 --> 00:03:03.090

I mean.

4 "Gabe Hungerford" (1015310848)

00:03:03.090 --> 00:03:07.410

Okay.

5 "Gabe Hungerford" (1015310848)

00:03:07.410 --> 00:03:12.960

Hey, there just want to let everybody know we'll probably be starting in about 5 minutes.

6 "Gabe Hungerford" (1015310848)

00:03:12.960 --> 00:03:16.560

So, if you could find a seat, sometime in the next 5 minutes.

7 "Gabe Hungerford" (1015310848)

00:03:16.560 --> 00:03:19.620

We'll get started here and in the live broadcast.

8 "Gabe Hungerford" (1015310848)

00:03:19.855 --> 00:03:20.275

Thank you.

9 "Gabe Hungerford" (1015310848)

00:11:06.775 --> 00:11:07.855

For, uh.

10 "Gabe Hungerford" (1015310848)

00:11:08.129 --> 00:11:12.719

Coming tonight, hopefully there's the live feed is, uh, is going on here.

11 "Gabe Hungerford" (1015310848)

00:11:12.719 --> 00:11:18.119

But, um, good evening.

12 "Gabe Hungerford" (1015310848)

00:11:18.204 --> 00:11:31.434

My name is Greg games. I've spoken with some of you before we, uh, we got started pleasure and hope to speak with everyone before we all leave tonight, but I'm a managing director of tramel Co company.

13 "Gabe Hungerford" (1015310848)

00:11:31.434 --> 00:11:38.694

We are the developer of the project on behalf of the project applicant, cover crossings, property LLC.

14 "Gabe Hungerford" (1015310848)

00:11:38.879 --> 00:11:48.689

I'm joined here tonight by a number of the travel Crow company team members who are working on the project. Um.

15 "Gabe Hungerford" (1015310848)

00:11:48.689 --> 00:11:52.229

I got Christina Lee, Morgan Bell.

16 "Gabe Hungerford" (1015310848)

00:11:52.229 --> 00:11:58.679

Jamie bond yard Andrew Wallace Nancy Moses gape, hunger Ford.

17 "Gabe Hungerford" (1015310848)

00:11:58.764 --> 00:12:08.844

Ali, Isaac, Bruce burden, all these folks are working on this project in the background, in order to continue to carry this forward and I will actually be leaning on my team to help with the Q amp.

18 "Gabe Hungerford" (1015310848)

00:12:08.874 --> 00:12:22.524

A, because they are all the subject matter experts in the parts of the project where they're working, and you definitely want their more precise answers than my 10,000 foot ones. If, if you happen to have them. So you'll probably see more of them later.

19 "Gabe Hungerford" (1015310848)

00:12:22.524 --> 00:12:28.404

And at the very least at the various stations, after the formal. formal

20 "Gabe Hungerford" (1015310848)

00:12:29.904 --> 00:12:40.224

Live feed events. We also have some other folks here with us. James Kelly is the project architect from ganzer. We'll be Co presenting. We'll be walking everyone through the project.

21 "Gabe Hungerford" (1015310848)

00:12:40.224 --> 00:12:47.694

Architecture also want to give a shout out to to the city of Culver City represented.

22 "Gabe Hungerford" (1015310848)

00:12:47.909 --> 00:12:56.879

Susan HARBISON, who's here representing and Jeff Anderson also with the city of Culver City.

23 "Gabe Hungerford" (1015310848)

00:12:57.384 --> 00:13:10.704

Here to make it tonight. Jeremiah rose with Karen piers is the city's traffic consultant on the project. We also have a few representatives of the project tenant Ryan Kelly.

24 "Gabe Hungerford" (1015310848)

00:13:11.484 --> 00:13:20.004

Rebecca tolentino. Gary Chad and Katie Sunday got that 1, right? I hope we were working on that before.

25 "Gabe Hungerford" (1015310848)

00:13:21.389 --> 00:13:30.294

What are those ones that you read it? And you think you've got it and then you speak and you find out that you don't before we go further, though, I do very much want to say, thank you to our hosts tonight.

26 "Gabe Hungerford" (1015310848)

00:13:31.134 --> 00:13:44.784

Helms bakery and Walter and marks incorporated for allowing us the use of their space tonight. Tremendous assets for the community and a great, great partner. A neighbor for us to have as a.

27 "Gabe Hungerford" (1015310848)

00:13:44.969 --> 00:13:52.139

As project developers, so, as you no doubt, uh, understood, we're doing a hybrid format tonight.

28 "Gabe Hungerford" (1015310848)

00:13:52.139 --> 00:14:02.364

So, thank you in advance for your patience on this. We will. We're going to have to try and call an audible because I don't think any of us have actually done this before.

29 "Gabe Hungerford" (1015310848)

00:14:02.364 --> 00:14:17.154

So, we don't have a lot of experience and expertise here to lean on, but we'll be doing a Q and a later after we do the presentation, I would normally love to walk around and interact with folks while I present but I need to.

30 "Gabe Hungerford" (1015310848)

00:14:17.459 --> 00:14:23.519

Do my best to, uh, to stay on camera here so I will remain plan it

behind the, the podium.

31 "Gabe Hungerford" (1015310848)

00:14:23.784 --> 00:14:36.894

So, as most of you are probably aware the project published our draft environmental impact report on July 21st, we put that out for a public comment, period, which closed on September 6th,

32 "Gabe Hungerford" (1015310848)

00:14:36.894 --> 00:14:44.664

and we've been in the process of updating the draft to incorporate the responses to those comments to convert into a final.

33 "Gabe Hungerford" (1015310848)

00:14:44.664 --> 00:14:53.454

Our hope is that that final will be in a publishable form and be published over the next couple of weeks. So. so

34 "Gabe Hungerford" (1015310848)

00:14:53.519 --> 00:14:57.089

Clearly be on the on the lookout for that. Um.

35 "Gabe Hungerford" (1015310848)

00:14:57.564 --> 00:15:08.784

We've also listened over the prior community meetings and understood how importance or the record of attendance is. So we'll be able to pick up everyone who's who's participating on the Webex.

36 "Gabe Hungerford" (1015310848)

00:15:09.144 --> 00:15:12.864

But for those of you who are here in person, if you have not signed in.

37 "Gabe Hungerford" (1015310848)

00:15:13.169 --> 00:15:26.219

Please sign in, and at the end of this, we will consolidate that list or those lists I should say so that we've got a single list of everyone who participated both live and and online.

38 "Gabe Hungerford" (1015310848)

00:15:26.219 --> 00:15:33.624

A number of you have have been involved and engaged in the project today. Thank you. Very, very much for that.

39 "Gabe Hungerford" (1015310848)

00:15:33.624 --> 00:15:45.654

This will be a lot of things that you've seen and heard before, but there are also folks here who this is your 1st experience and exposure to project tonight. So thank you very much for coming.

40 "Gabe Hungerford" (1015310848)

00:15:46.164 --> 00:15:54.324

It's very, very important for us to hear the community feedback on the project. Understand your your perspectives and to maintain this dialogue.

41 "Gabe Hungerford" (1015310848)

00:15:55.169 --> 00:15:58.739

So our real purpose here tonight.

42 "Gabe Hungerford" (1015310848)

00:15:58.739 --> 00:16:04.409

Is really just that we want to update you on the project where we are.

43 "Gabe Hungerford" (1015310848)

00:16:04.409 --> 00:16:16.734

The most or the most current project concept that we have, and how it's evolved. So you can see the the beautiful architecture and the design and the thoughtfulness that this has been put together.

44 "Gabe Hungerford" (1015310848)

00:16:17.124 --> 00:16:19.524

And then to, of course, continue our community.

45 "Gabe Hungerford" (1015310848)

00:16:19.739 --> 00:16:33.294

Dialogue and maintain these lines of communication, which are very important and we'll also update everyone at the end of the presentation on how to contact us in the event that you have additional feedback for us.

46 "Gabe Hungerford" (1015310848)

00:16:33.504 --> 00:16:36.234

So, the format tonight is going to be presentation.

47 "Gabe Hungerford" (1015310848)

00:16:37.284 --> 00:16:52.284

After we do the presentation, we'll open it up for Q and a, and this is where it's going to get really interesting for us because we have both the Webex folks who are on the live feed who gets a virtually raise their hand.

48 "Gabe Hungerford" (1015310848)

00:16:52.494 --> 00:17:06.594

And then all of you who are here live, who gets you actually raise your hand and so we'll do our best to judiciously, go back and forth to make sure that we're covering as many questions as we possibly can at 8 o'clock. We're going.

49 "Gabe Hungerford" (1015310848)

00:17:06.599 --> 00:17:12.149

To ends the live Webex. However, those of you who are still here in person.

50 "Gabe Hungerford" (1015310848)

00:17:12.924 --> 00:17:27.084

Please feel free to stay talk to us. We'll have folks at all different stations for you to talk to and it continue to get your input and answer your questions in the event that we were not able to get to them during the, the more formal Q. A.

51 "Gabe Hungerford" (1015310848)

00:17:27.629 --> 00:17:31.709

So, with that, I think we're ready to start.

52 "Gabe Hungerford" (1015310848)

00:17:34.499 --> 00:17:42.299

Got that okay. All right. Um, well, I'm going to really train my neck on this. I got that really left justified.

53 "Gabe Hungerford" (1015310848)

00:17:42.299 --> 00:17:56.369

And probably off camera, because it's a little different on my list. So, agenda tonight is, of course, a refresher on the existing site and just to let, you know, all know who the key team members of the development team are.

54 "Gabe Hungerford" (1015310848)

00:17:56.369 --> 00:18:02.999

We'll walk through an overview on the on the project design, and that will mostly be led by James.

55 "Gabe Hungerford" (1015310848)

00:18:02.999 --> 00:18:09.989

Uh, we'll also discuss site access or project commitments on the IEE the things that we're doing for, uh.

56 "Gabe Hungerford" (1015310848)

00:18:09.989 --> 00:18:17.639

For the community on sustainability, we'll update everyone on the pedestrian streetscape, which is very, very important element of the project.

57 "Gabe Hungerford" (1015310848)

00:18:17.639 --> 00:18:24.029

We'll talk about construction access. We'll also give everyone an update on the current project timeline.

58 "Gabe Hungerford" (1015310848)

00:18:24.029 --> 00:18:27.059

Uh, and then additional information on how to contact us.

59 "Gabe Hungerford" (1015310848)

00:18:28.919 --> 00:18:36.779

So, uh, our team for the project again many are, are here some or not but the project applicant.

60 "Gabe Hungerford" (1015310848)

00:18:36.779 --> 00:18:43.169

Okay, project applicant, as we said is cover crossings properties. Llc.

61 "Gabe Hungerford" (1015310848)

00:18:43.169 --> 00:18:47.844

The anchor tenant of the project is Apple the developer travel Crow company.

62 "Gabe Hungerford" (1015310848)

00:18:47.844 --> 00:19:00.354

The project architect is Gensler the project civil engineer is our landscape architect is and our land use counselors. armbruster Goldsmith and.

63 "Gabe Hungerford" (1015310848)

00:19:07.259 --> 00:19:10.319

Oh, and it was me who jumped ahead and went to the wrong.

64 "Gabe Hungerford" (1015310848)

00:19:10.319 --> 00:19:17.879

So, we'll hit that in a moment, but you got all the information now. So, uh, orienting everyone on the, uh, on the actual site.

65 "Gabe Hungerford" (1015310848)

00:19:17.879 --> 00:19:23.004

Um, you can see us in blue and green right there. Uh, it's a 4 and a half acre site.

66 "Gabe Hungerford" (1015310848)

00:19:23.004 --> 00:19:35.394

That's roughly bound on the north by Venice on the West by national on the South by the 8,777, Washington building, which sits on Washington, our next door neighbor.

67 "Gabe Hungerford" (1015310848)

00:19:35.394 --> 00:19:41.274

From where we're sitting right here that's not a part of this project. It doesn't have the same ownership. the same ownership

68 "Gabe Hungerford" (1015310848)

00:19:41.369 --> 00:19:48.444

It's not owned by our project tenant. There's simply a tenant in that building as they're going to be a tenant, uh, in the new building.

69 "Gabe Hungerford" (1015310848)

00:19:48.924 --> 00:19:57.474

And then, of course, we're fronted on the eastern edge Eastern elevation by the Helms bakery where we're all.

70 "Gabe Hungerford" (1015310848)

00:19:57.749 --> 00:20:07.289

Sitting and standing tonight zooming in and I guess rearranging a little bit. So we're in a bit more of a Cartesian grid.

71 "Gabe Hungerford" (1015310848)

00:20:07.289 --> 00:20:10.589

Um, zooming in on the building, you can see the.

72 "Gabe Hungerford" (1015310848)

00:20:10.589 --> 00:20:16.319

The green section, and the blue sections are very, very important because the property itself straddles.

73 "Gabe Hungerford" (1015310848)

00:20:16.319 --> 00:20:19.829

The city lines between Culver City.

74 "Gabe Hungerford" (1015310848)

00:20:19.829 --> 00:20:25.919

And the city of Los Angeles in this introduces some complexities.

75 "Gabe Hungerford" (1015310848)

00:20:26.544 --> 00:20:41.424

Both cities have different zonings, both cities have different land use requirements. There's a lot that goes into figuring out a cohesive project that crosses 2 city boundaries. The way that this project does. But the team has been very, very thoughtful.

76 "Gabe Hungerford" (1015310848)

00:20:41.669 --> 00:20:50.994

To technically design the buildings so that they functioned as standalone independent buildings in each of the jurisdictions,

77 "Gabe Hungerford" (1015310848)

00:20:51.144 --> 00:20:58.194

but read and appear from an exterior basis as if it's a single cohesive building and can also function in that manner.

78 "Gabe Hungerford" (1015310848)

00:20:58.379 --> 00:21:02.309

So, it's been a very, very tricky process.

79 "Gabe Hungerford" (1015310848)

00:21:02.309 --> 00:21:08.189

But the team has done a fantastic job of addressing those challenges.

80 "Gabe Hungerford" (1015310848)

00:21:08.189 --> 00:21:12.599

And we should be able to skip this slide now, since I covered that before.

81 "Gabe Hungerford" (1015310848)

00:21:13.829 --> 00:21:27.809

And with that, uh, I will hand it the microphone or the lavalier, the podium, whatever, going to call it to James. Kelly James is the is a principal with Gensler and he is also the project architect.

82 "Gabe Hungerford" (1015310848)

00:21:27.809 --> 00:21:37.739

Switch it out Thank you very much. And I'll add my thanks to Greg's for everybody coming out tonight. Great to see a good crowd.

83 "Gabe Hungerford" (1015310848)

00:21:37.739 --> 00:21:44.154

Here to hear about the project. Um, so this is the existing site, which we're obviously right adjacent to it.

84 "Gabe Hungerford" (1015310848)

00:21:44.394 --> 00:21:55.884

Um, you know, an existing compilation of low slung warehouses, surface, parking, rather desolate, narrow walking sidewalks, going clockwise from the top left.

85 "Gabe Hungerford" (1015310848)

00:21:55.914 --> 00:22:04.944

Obviously, here, we're looking across the intersection of national and Dennis towards towards the site, uh, the other top image, uh, looking across.

86 "Gabe Hungerford" (1015310848)

00:22:05.129 --> 00:22:11.879

Um, from Helms, uh, from from Ivy station towards 1 of 2 entrances to the site on national Boulevard.

87 "Gabe Hungerford" (1015310848)

00:22:11.879 --> 00:22:17.544

And then at the bottom, obviously, we're looking along westwood's along Venice Boulevard towards Ivy station.

88 "Gabe Hungerford" (1015310848)

00:22:17.784 --> 00:22:22.344

So, we're really excited with that little introduction to introduce to you,

89 "Gabe Hungerford" (1015310848)

00:22:22.344 --> 00:22:37.014

or to share with you the latest on our project and the elevation that we think it's going to bring to the neighborhood really creating a connection between Helms bakery attestation to the neighborhood at large and really bringing something drastically different and improved to the streetscape

90 "Gabe Hungerford" (1015310848)

00:22:37.014 --> 00:22:38.784

surrounding surround on the site.

91 "Gabe Hungerford" (1015310848)

00:22:40.499 --> 00:22:50.579

So next slide, so, you know, prior to commencing any design, we always want to really understand our context and we bring a really sort of keen focus on understanding where we are.

92 "Gabe Hungerford" (1015310848)

00:22:50.579 --> 00:22:58.164

And what's very unique about this project obviously, Greg was saying is it's location on this boundary between Culver city and L. A.

93 "Gabe Hungerford" (1015310848)

00:22:58.524 --> 00:23:13.314

and when we go into that we start looking at what that means, we create clear project goals that allow us to really get into the DNA of what's going to make this project unique, especially in Culver City. So rich with diverse public and commercial activity. It's artistic.

94 "Gabe Hungerford" (1015310848)

00:23:13.344 --> 00:23:17.394

Look around us, so we really want to infuse all of that into what we do.

95 "Gabe Hungerford" (1015310848)

00:23:18.264 --> 00:23:33.264

With that we really narrow this project down to 4 very clear. The 1st, obviously to embrace that duality between Culver city and L. A. 1 foot in each city. It's a really unique opportunity to celebrate the architecture of the culture.

96 "Gabe Hungerford" (1015310848)

00:23:33.474 --> 00:23:47.904

The legacy of both of these neighborhoods. And create a new connection between both of them and secondly, to honor and embrace the very distinct urban quality, the project of the product side, and the

existing culture public space.

97 "Gabe Hungerford" (1015310848)

00:23:47.999 --> 00:23:57.294

That's so uniquely and intrinsically Culver City. That's a really key part to this neighborhood into where we are. And then, thirdly, again, we're in a certain context.

98 "Gabe Hungerford" (1015310848)

00:23:57.294 --> 00:24:08.994

It's critical that we create connections to everything that's around us to either station to the metro line to move cover. And what they do to Helms bakery really important that all that we do with this project knits all of that together.

99 "Gabe Hungerford" (1015310848)

00:24:09.389 --> 00:24:17.429

And then, lastly, and perhaps most importantly, and this really should apply to any project that anybody does in this day and age.

100 "Gabe Hungerford" (1015310848)

00:24:17.429 --> 00:24:30.569

We need to do all of this while leaving a small and infant on the environment as we can by designing to lead gold standards in addition to specific project commitments that go beyond that. So we'll talk a little bit about that too. Tonight.

101 "Gabe Hungerford" (1015310848)

00:24:30.569 --> 00:24:38.639

So, on to the next slide, so, here we are, uh, we're in the air bird's eye view, just above the intersection of Venice.

102 "Gabe Hungerford" (1015310848)

00:24:38.639 --> 00:24:49.344

A national looking, uh, across a fair city, uh, Los Angeles and Culver City bird's eye view of the project. Uh, really giving you a sense of how the project blends into its neighborhood.

103 "Gabe Hungerford" (1015310848)

00:24:49.344 --> 00:24:54.234

Obviously Helms, bakery, uh, to to the East and to the West.

104 "Gabe Hungerford" (1015310848)

00:24:54.329 --> 00:24:58.889

And you get a sense of the scale of our project and heart begins to mix this.

105 "Gabe Hungerford" (1015310848)

00:24:58.889 --> 00:25:02.879

Structure Venice Boulevard and national Washington together.

106 "Gabe Hungerford" (1015310848)

00:25:02.879 --> 00:25:10.319

Next slide we want to get into a few facts and figures of course. So, to talk about the Culver city building 1st.

107 "Gabe Hungerford" (1015310848)

00:25:10.319 --> 00:25:14.969

And that will be about 167,000 square feet over 4 levels of office.

108 "Gabe Hungerford" (1015310848)

00:25:14.969 --> 00:25:21.449

3 levels of below grade parking, the Los Angeles building, uh, which is highlighted there 2.

109 "Gabe Hungerford" (1015310848)

00:25:21.449 --> 00:25:35.789

Quite a bit larger 369,000 square feet, approximately after 5 levels of office again, given those different zoning allowances and 3 levels also of below grade parking. So, in total about 536,000 square feet.

110 "Gabe Hungerford" (1015310848)

00:25:35.789 --> 00:25:41.039

And as Greg was saying, even though there are 2 functionally independent buildings.

111 "Gabe Hungerford" (1015310848)

00:25:41.039 --> 00:25:44.939

Designed that way, because they need to be to respect the boundaries of the city.

112 "Gabe Hungerford" (1015310848)

00:25:44.939 --> 00:25:53.399

Uh, really, they're intended to operate as a completely unified contiguous campus to really allow us to function as a, as a unified.

113 "Gabe Hungerford" (1015310848)

00:25:53.399 --> 00:26:01.799

The project, the city's consultants perform the environmental review to that effect to capture the total impact. The project we'll have.

114 "Gabe Hungerford" (1015310848)

00:26:02.274 --> 00:26:16.674

We should talk a little bit about parking those 3 levels of subterania and include up to 1216 parking stalls, which is a ratio of about 1 to every 2 employees or half a parking store per employee of those over 400 are capable.

115 "Gabe Hungerford" (1015310848)

00:26:16.674 --> 00:26:28.314

And then, in addition to that bicycle parking, obviously we're at a transit help here not a modalities available to users of the property, 175 bicycle stalls, which come with obviously easy access for bike storage.

116 "Gabe Hungerford" (1015310848)

00:26:28.314 --> 00:26:31.794

stalls which come with obviously easy access for bike storage

117 "Gabe Hungerford" (1015310848)

00:26:31.799 --> 00:26:36.299

Lockers and all of the accessories that enhanced that use.

118 "Gabe Hungerford" (1015310848)

00:26:37.559 --> 00:26:50.844

So, we really continued since since we've, uh, since the last year to refine the architecture of the project to really transition between the historic nature of homes and the very contemporary nature of Ivy, uh,

119 "Gabe Hungerford" (1015310848)

00:26:50.874 --> 00:27:05.454

our project takes a very specific angle at a very time this warm modern inspired approach that really attempts to celebrate the unique elements that make Culver city and Los Angeles again at this.

120 "Gabe Hungerford" (1015310848)

00:27:05.549 --> 00:27:13.734

Intersection of the 2 cities, so very unique, a few notable features that are incorporated include the terraces on the exterior,

121 "Gabe Hungerford" (1015310848)

00:27:13.974 --> 00:27:23.934

which really serve multiple functions beyond just functional purpose for the occupants of the property speaking. A little bit about sustainability.

122 "Gabe Hungerford" (1015310848)

00:27:23.934 --> 00:27:35.454

They provide some shading reducing cooling loads on the buildings are really specific, uh, use that they have and really also serve to break down the mass of the building and give a sense of some, some sort of.

123 "Gabe Hungerford" (1015310848)

00:27:35.549 --> 00:27:48.269

Forgiveness to the street scapes around us. So the design piece is a very high level of focus on the architectural design and really on creating active, engaging streetscape around, which we're going to get into in a little more detail.

124 "Gabe Hungerford" (1015310848)

00:27:48.269 --> 00:27:58.559

If we go to the next slide, we go down to street level. So, here we are again at that intersection of national events, looking Southeast towards the property.

125 "Gabe Hungerford" (1015310848)

00:27:58.559 --> 00:28:09.354

Um, you can really see how we've located the entrance on national Boulevard over to the far right there, which actually aligns with the entrance to every station across national.

126 "Gabe Hungerford" (1015310848)

00:28:09.354 --> 00:28:15.174

So we really could begin to create a visual and structural connection across the street with that gesture.

127 "Gabe Hungerford" (1015310848)

00:28:16.194 --> 00:28:30.924

To the next slide so we're on national and Venice Boulevard now again, looking westwards. And if you have in your mind that image from earlier where we were about the same spot with ivy station in the distance, you'll get a sense of just how much has changed.

128 "Gabe Hungerford" (1015310848)

00:28:31.229 --> 00:28:38.609

So, what we're doing here, putting the building substantially back from the street, adding a wide sidewalk, a lot of lush landscaping.

129 "Gabe Hungerford" (1015310848)

00:28:38.609 --> 00:28:42.659

Um, really enhancing the pedestrian experience.

130 "Gabe Hungerford" (1015310848)

00:28:42.659 --> 00:28:57.419

And creating a lot of visual interest for those, using the street, whether they are unfortunate, or on bicycles and even even driving by the building, obviously, at this stage is 5 stories, high modulates from 5 to 4 stories around the corner are national.

131 "Gabe Hungerford" (1015310848)

00:28:57.419 --> 00:29:10.529

And the mapping is articulated along this frontage by this recess portion on Venice Boulevard, which functions? As long as the 2nd, main entrance to the property obviously low vegetative planters, uh, street trees.

132 "Gabe Hungerford" (1015310848)

00:29:10.529 --> 00:29:18.149

Really activate this pedestrian realm and create a sort of distinct

public, private interface along with this footage.

133 "Gabe Hungerford" (1015310848)

00:29:18.149 --> 00:29:27.509

So, we're really seeking to do is really to enhance the vulnerability and the appearance of Venice Boulevard. I think, when you consider what it is today, what it will become quite a drastic difference.

134 "Gabe Hungerford" (1015310848)

00:29:27.509 --> 00:29:34.469

Really creating a remarkable stretch from Ivy station down all the way to Helms bakery.

135 "Gabe Hungerford" (1015310848)

00:29:35.579 --> 00:29:47.964

So, to the next slide, this is a close up of the National Boulevard entrance. So we've gone around the corner of our national Boulevard with our backs to Ivy station, looking at the building similar to approach on Venice.

136 "Gabe Hungerford" (1015310848)

00:29:47.994 --> 00:29:53.724

Uh, we've pulled the building back from the street to allow substantial space for landscaping, a wider sidewalk.

137 "Gabe Hungerford" (1015310848)

00:29:54.029 --> 00:30:02.099

And a really kind of front of house experience on this, uh, this aspect of the building um, and onto the next slide.

138 "Gabe Hungerford" (1015310848)

00:30:02.099 --> 00:30:12.089

We've gone back around the corner and this is, you really just to demonstrate the relationship between the project and Helms bakery where we've pulled our building back nearly 30 feet.

139 "Gabe Hungerford" (1015310848)

00:30:12.089 --> 00:30:18.509

From the boundary just to give a little difference in respect to Helms bakery, uh, the historic building that it is.

140 "Gabe Hungerford" (1015310848)

00:30:18.509 --> 00:30:21.599

And to create a visual and physical separation.

141 "Gabe Hungerford" (1015310848)

00:30:21.599 --> 00:30:27.839

Uh, wow, the historic architecture, the space that it needs to, uh, to remain expressed.

142 "Gabe Hungerford" (1015310848)

00:30:27.839 --> 00:30:37.229

So, with that, I hope that gives you some sense of what the project is the architecture, the design be very happy to answer any questions later in the evening with that.

143 "Gabe Hungerford" (1015310848)

00:30:37.229 --> 00:30:44.249

Right, I think you're back up.

144 "Gabe Hungerford" (1015310848)

00:30:46.679 --> 00:30:50.879

Turn that back on hopefully we're live. You can go to the next slide.

145 "Gabe Hungerford" (1015310848)

00:30:52.529 --> 00:31:01.349

So this slide which many of you have seen before, uh, expresses the existing condition of the property.

146 "Gabe Hungerford" (1015310848)

00:31:01.349 --> 00:31:08.489

And it's very important to note that right now the property is primarily accessed off of national.

147 "Gabe Hungerford" (1015310848)

00:31:08.489 --> 00:31:21.419

There are 2 entrances and exits to curb cuts that currently exist on national. And so, even the property that's fully in Los Angeles is effectively service through, uh, Culver City.

148 "Gabe Hungerford" (1015310848)

00:31:21.419 --> 00:31:24.449

There is 1 existing, um.

149 "Gabe Hungerford" (1015310848)

00:31:25.044 --> 00:31:39.654

Driveway access in and out on Washington, just in between this building and 8,777, Washington and of course, as we stated, there are no entrance or access off of off of Venice.

150 "Gabe Hungerford" (1015310848)

00:31:39.654 --> 00:31:41.334

off of off of venice

151 "Gabe Hungerford" (1015310848)

00:31:46.139 --> 00:31:50.309

And unfortunately, I will look at that here that was quick. Um.

152 "Gabe Hungerford" (1015310848)

00:31:50.309 --> 00:31:57.629

Those of you on line there, our image was obscuring. The or the camera shot was obscuring. The.

153 "Gabe Hungerford" (1015310848)
00:31:57.629 --> 00:32:01.229
The shared screen, so, in any case.

154 "Gabe Hungerford" (1015310848)
00:32:01.229 --> 00:32:04.829
The project is currently contemplated.

155 "Gabe Hungerford" (1015310848)
00:32:04.829 --> 00:32:09.689
Has it's primary access off of Venice?

156 "Gabe Hungerford" (1015310848)
00:32:09.689 --> 00:32:23.244
Uh, we absolutely heard the community we listened to you about your concerns on traffic on Washington Boulevard, and not having a project access off of Washington Boulevard. So we actually focused the orientation of the building.

157 "Gabe Hungerford" (1015310848)
00:32:23.244 --> 00:32:30.114
We focused the organization of the parking garage in order to function, optimally being serviced off of Venice.

158 "Gabe Hungerford" (1015310848)
00:32:30.269 --> 00:32:33.689
We're in the process of studying.

159 "Gabe Hungerford" (1015310848)
00:32:33.689 --> 00:32:42.689
A traffic signal to be placed there at, which would have a new configuration cutting through the island of Venice.

160 "Gabe Hungerford" (1015310848)
00:32:42.689 --> 00:32:49.049
That would allow traffic circulation in both directions at at this point.

161 "Gabe Hungerford" (1015310848)
00:32:51.149 --> 00:32:55.109
This is currently studies as a sequel alternative to the project.

162 "Gabe Hungerford" (1015310848)
00:32:55.109 --> 00:33:10.019
Candidly, it's our preference, the data seems to suggest that it's better. However, that's only at a preliminary level. We've had a number of meetings with the Los Angeles Department of transportation.

This traffic signal is in their jurisdiction.

163 "Gabe Hungerford" (1015310848)

00:33:10.019 --> 00:33:18.209

We're working our way through the process with them to hopefully have clarification and approval on it, but.

164 "Gabe Hungerford" (1015310848)

00:33:18.209 --> 00:33:33.084

Again, that's all contingent on the city of Los Angeles signing off that. In fact, they're readings consistent with ours and that this is a better solution. So, hopefully, we have that resolved prior to going to planning commission here in the city of Culver City.

165 "Gabe Hungerford" (1015310848)

00:33:33.084 --> 00:33:42.174

So, this issue is behind us, and we have clarity on it. We're pushing very, very hard for that to be the case. We were hoping that that would be the case before we came to you here tonight.

166 "Gabe Hungerford" (1015310848)

00:33:42.269 --> 00:33:46.289

But it's still an outstanding item, and we continue to work through it.

167 "Gabe Hungerford" (1015310848)

00:33:46.289 --> 00:33:52.559

Regardless of what happens with the signal the primary access for the project is off of Venice.

168 "Gabe Hungerford" (1015310848)

00:33:52.559 --> 00:34:01.889

And that's the way the project is designed and the way that it circulates, we remove 1 of the drive ways that access is off of national. We retain 1 of those.

169 "Gabe Hungerford" (1015310848)

00:34:01.889 --> 00:34:09.389

And that, uh, lower entrance and exit that currently exists right now is.

170 "Gabe Hungerford" (1015310848)

00:34:09.504 --> 00:34:23.814

Redesigned and reconfigured to be accessible by emergency vehicles only that's actually a condition of approval right now in the project between the city of Culver city and ourselves. So that's going to be the case.

171 "Gabe Hungerford" (1015310848)

00:34:23.814 --> 00:34:32.634

There's not going to be a project access off of Washington. If you're not an emergency vehicle, so that was a very, very important item to us.

172 "Gabe Hungerford" (1015310848)

00:34:32.634 --> 00:34:39.324

We listened to the comments, especially in regards to move over and how a Washington Boulevard functions in.

173 "Gabe Hungerford" (1015310848)

00:34:39.389 --> 00:34:43.769

So, we committed not to have a project entrance on the on Washington.

174 "Gabe Hungerford" (1015310848)

00:34:47.279 --> 00:34:56.249

So, um, I think everyone is very, very well aware of of our tenant Apple and what an incredible, um.

175 "Gabe Hungerford" (1015310848)

00:34:57.509 --> 00:35:02.904

Steward, they are of everything that they're involved in, and everything that they do.

176 "Gabe Hungerford" (1015310848)

00:35:03.264 --> 00:35:17.814

So any project in which they occupy, they mandate that that project reflects the values that they have as an organization as it relates to sustainability, diversity, diversity, a whole number of other fronts,

177 "Gabe Hungerford" (1015310848)

00:35:17.814 --> 00:35:26.874

but very, very high level. Some of the project commitments that they've made are have asked us to make on this particular project are 1st.

178 "Gabe Hungerford" (1015310848)

00:35:27.509 --> 00:35:29.309

To a lead gold standard.

179 "Gabe Hungerford" (1015310848)

00:35:29.309 --> 00:35:36.779

And that's lead goal, design and construction. The specific elements of that are primary limiting the water use.

180 "Gabe Hungerford" (1015310848)

00:35:36.779 --> 00:35:41.219

Sourcing bio based materials and low materials.

181 "Gabe Hungerford" (1015310848)

00:35:41.219 --> 00:35:45.359

Committee knew an onsite recycling and collection facility.

182 "Gabe Hungerford" (1015310848)

00:35:45.359 --> 00:35:47.994

We have a construction waste diversion plan.

183 "Gabe Hungerford" (1015310848)

00:35:47.994 --> 00:35:55.644

That's a part of the development plan, a commitment for no natural gas for the building operations themselves,

184 "Gabe Hungerford" (1015310848)

00:35:55.884 --> 00:36:06.024

a commitment from native and drop tolerant plants and the development itself and the occupancy thereafter will be subject to a transportation demand management plan,

185 "Gabe Hungerford" (1015310848)

00:36:06.264 --> 00:36:11.814

which will help minimize and reduce the traffic impacts of the project that's part of the lead gold package.

186 "Gabe Hungerford" (1015310848)

00:36:12.029 --> 00:36:16.139

Uh, that the project is committed to additionally.

187 "Gabe Hungerford" (1015310848)

00:36:16.139 --> 00:36:22.919

They have asked us to make a commitment to have at least 30% of the project value.

188 "Gabe Hungerford" (1015310848)

00:36:22.919 --> 00:36:27.599

Awarded to diverse suppliers.

189 "Gabe Hungerford" (1015310848)

00:36:27.599 --> 00:36:35.579

Subcontractors consultants, et cetera, so 30% of the project cost will be awarded to.

190 "Gabe Hungerford" (1015310848)

00:36:35.579 --> 00:36:43.799

Diverse businesses, and that is a very, very high standard. That's a higher standard than public agencies. Hold.

191 "Gabe Hungerford" (1015310848)

00:36:43.799 --> 00:36:57.144

Uh, substantially higher, and it's the highest of my knowledge that that corporate America has asked anyone to do and that's that's exceptional. And then the last 1 is is a part of their commitment to

be fully carbon neutral by 2030.

192 "Gabe Hungerford" (1015310848)

00:36:57.144 --> 00:37:08.574

and so they've made a commitment to use 100% renewable energy on this project with a focus on water conservation, 95%, operational waste version and then overall energy conservation plans and devices.

193 "Gabe Hungerford" (1015310848)

00:37:08.574 --> 00:37:12.414

then overall energy conservation plans and devices

194 "Gabe Hungerford" (1015310848)

00:37:14.759 --> 00:37:25.169

Let's go to the next 1. this is actually a really nice slide and I think a new 1 to the, to the overall deck for those who have been with us before, um.

195 "Gabe Hungerford" (1015310848)

00:37:25.169 --> 00:37:35.009

The goal here is to have a very, very active, pedestrian oriented project. There's over 750 linear feet of green space.

196 "Gabe Hungerford" (1015310848)

00:37:35.009 --> 00:37:41.459

That cover the perimeter of the project and the theme is really to be a neighborhood connector.

197 "Gabe Hungerford" (1015310848)

00:37:41.459 --> 00:37:51.479

And to connect the neighborhoods, the pedestrian pathway of begins and runs, and basically all 4 corners of our project block and.

198 "Gabe Hungerford" (1015310848)

00:37:52.764 --> 00:38:02.214

We were trying to follow and I would say, candidly, exceed the IV station precedent that was set across the street by that exceptional development.

199 "Gabe Hungerford" (1015310848)

00:38:02.574 --> 00:38:08.934

And that is their sidewalk across the street to give you a sense of context for the images that we're about to run through.

200 "Gabe Hungerford" (1015310848)

00:38:10.649 --> 00:38:21.030

So this is an oldie, but goody, this is the existing view on national looking south. So, right now our side of the street.

201 "Gabe Hungerford" (1015310848)

00:38:21.415 --> 00:38:36.205

Has a 4 foot sidewalk and call it an overall 7 foot wide Parkway, right away. It runs from the, uh, the, the limit of the, uh, the sidewalk to the edge of the curb base.

202 "Gabe Hungerford" (1015310848)

00:38:36.300 --> 00:38:42.300

Is only about 7 feet and that's an important dimension. So we'll go to, let's go to the next slide.

203 "Gabe Hungerford" (1015310848)

00:38:42.300 --> 00:38:47.220

And this moves it, and it just a little bit.

204 "Gabe Hungerford" (1015310848)

00:38:47.220 --> 00:38:54.570

But what you can see on this particular plan is that that 4 foot sidewalk has been replaced by a 6 foot sidewalk.

205 "Gabe Hungerford" (1015310848)

00:38:54.570 --> 00:38:59.250

And the 3 foot strip of grass is been replaced with, um.

206 "Gabe Hungerford" (1015310848)

00:38:59.250 --> 00:39:06.690

7 feet of of landscaping and that is again native landscaping, drought, tolerant and it's in order to invite.

207 "Gabe Hungerford" (1015310848)

00:39:06.690 --> 00:39:21.535

That connection in order to make this space enjoyable and so it sort of extend that connection between the crosswalk at at Ivy station platform and around the corner to the Washington for trains and

208 "Gabe Hungerford" (1015310848)

00:39:21.535 --> 00:39:25.135

everything else. We actually have another another image.

209 "Gabe Hungerford" (1015310848)

00:39:25.440 --> 00:39:39.840

Which focus this is actually a part of the streetscape plan that we've been working on with Susan and and Erica, and the team with the city. And that is really to focus on. Um.

210 "Gabe Hungerford" (1015310848)

00:39:40.045 --> 00:39:52.045

How the street is activated and engaging, and there are a number of elements to it that we'll talk through in this slide. And I believe another 1 so the entry courtyard, the project is organized.

211 "Gabe Hungerford" (1015310848)

00:39:52.045 --> 00:40:05.725

So that the primary pedestrian entrance of the project is on national and on the Culver City side and we've pushed that about as far north as we can and still keep that in Culver City. So that we can get that as close to that crosswalk.

212 "Gabe Hungerford" (1015310848)

00:40:05.725 --> 00:40:09.535

That connects with the Ivy station, the Expo line as we can.

213 "Gabe Hungerford" (1015310848)

00:40:09.840 --> 00:40:15.540

And a part of that, we want to make sure that we maintain an engaged entry courtyard with the architectural seating.

214 "Gabe Hungerford" (1015310848)

00:40:15.540 --> 00:40:21.625

Uh, that's outside the planters that the 2 tier planners that we have along the Parkway.

215 "Gabe Hungerford" (1015310848)

00:40:22.105 --> 00:40:37.015

We're actually planning to obviously not only plant those with data and drought tolerance species, but actually to make it interactive and provide QR codes that folks can scan and understand and have a sense of what the built environment around that actually is.

216 "Gabe Hungerford" (1015310848)

00:40:37.015 --> 00:40:45.445

So, you can understand the plannings and their habitat and how they fit here. And and why our team thinks they're a great choice for the project. And hopefully, you'll see more of these.

217 "Gabe Hungerford" (1015310848)

00:40:45.540 --> 00:41:00.445

Kind of new technologies coming up in developments and other projects as we move forward, but very, very happy that the team is elected to be a trendsetter here. And then also we have bike parking and enhanced paving along the sidewalks.

218 "Gabe Hungerford" (1015310848)

00:41:00.445 --> 00:41:08.275

It's not just your standard Portland cement, concrete sidewalks, but we actually have pavers and enhance paving so that there are moments.

219 "Gabe Hungerford" (1015310848)

00:41:08.370 --> 00:41:11.970

As you go along the sidewalk, so we can.

220 "Gabe Hungerford" (1015310848)

00:41:11.970 --> 00:41:25.680

And so, these are, this is right, this is 1 of those moments a little bit further down the sidewalk. We've got the enhanced painting, the bicycle parking, and the interactive displays along the front.

221 "Gabe Hungerford" (1015310848)

00:41:25.680 --> 00:41:28.680

So, huge improvement to what there was before.

222 "Gabe Hungerford" (1015310848)

00:41:29.940 --> 00:41:39.840

And then along to Venice, another 1 of our, our favorite go 2 shots here. Uh, so the existing Venice frontage, it's about 22 feet.

223 "Gabe Hungerford" (1015310848)

00:41:39.840 --> 00:41:50.160

Uh, from the facades of the building in the, or excuse me? It's about 20 foot 2 foot wide on the sidewalks and about 25 feet from the facades buildings to, uh.

224 "Gabe Hungerford" (1015310848)

00:41:50.160 --> 00:41:53.340

To Venice and not a lot of protection there and not a lot of comfort.

225 "Gabe Hungerford" (1015310848)

00:41:53.340 --> 00:42:07.230

Go to the next slide and so clearly, this is very, very much, uh, reimagined. Uh, we take the, we set the building back an additional 3 feet so that instead of having a.

226 "Gabe Hungerford" (1015310848)

00:42:07.230 --> 00:42:20.970

25 feet of space, and they really only have 22 feet of space on the sidewalks. We push that all the way out and we make that 28 feet wide so that there's a lot of public open space. We actually very, very uniquely.

227 "Gabe Hungerford" (1015310848)

00:42:20.970 --> 00:42:32.550

Have a double row of trees, this colonnade of trees that we have lined up that run the 500 foot facade of the building that 1 from 1 edge of the property than others. So that.

228 "Gabe Hungerford" (1015310848)

00:42:32.550 --> 00:42:43.650

Someone's out there, they're either crossing the property because they're trying to catch the Expo line or they're walking their dog, or they're walking home from a restaurant. Whatever it is.

229 "Gabe Hungerford" (1015310848)

00:42:43.650 --> 00:42:58.470

Uh, that this walk is shaded and covered and protected and and feels like a warm and inviting, uh, green space that everyone can share. So, we're, we're very, very excited about, uh, what we're planning to do along Venice.

230 "Gabe Hungerford" (1015310848)

00:42:59.790 --> 00:43:09.115

And then on Washington, so this is the building in between where we are now we're actually in the building on the right in the 8,777 building with the veterans would be on the left.

231 "Gabe Hungerford" (1015310848)

00:43:09.115 --> 00:43:19.825

So this is the southern edge of the portion in Culver city that fronts on Washington Boulevard, and that's actually the driveway entrance to this building. So this gets. this building so this gets

232 "Gabe Hungerford" (1015310848)

00:43:19.920 --> 00:43:23.880

Uh, demolished and removed as a part of the project.

233 "Gabe Hungerford" (1015310848)

00:43:23.880 --> 00:43:34.320

And replaced with, uh, an open Parklet. So we found a lot of inspiration from the platform Parklet across the street.

234 "Gabe Hungerford" (1015310848)

00:43:34.320 --> 00:43:47.695

Uh, and the, uh, great feedback that we've had from, uh, the, the community in folks who have, uh, who have spoken very, very highly of their experiences there. And we thought that that was a great lead to follow.

235 "Gabe Hungerford" (1015310848)

00:43:48.235 --> 00:43:51.085

So, we, our hope is that this, uh, this.

236 "Gabe Hungerford" (1015310848)

00:43:51.535 --> 00:44:04.915

Parklet creates a connection between Helms and the trains and IV station and of course, ultimately, even the platform park on the other side of the intersection. This is about the same size.

237 "Gabe Hungerford" (1015310848)

00:44:04.915 --> 00:44:08.725

Roughly the same size is about 6,000 square feet in total.

238 "Gabe Hungerford" (1015310848)

00:44:08.725 --> 00:44:21.205

And so the idea is to have an activated streetscape with terrorists seating landscape walkways and really be a neighborhood lawn to provide outdoor seating and, and eating areas. areas

239 "Gabe Hungerford" (1015310848)

00:44:21.270 --> 00:44:28.500

And even, you know, possibly event space, but our hope is and I think we can go to the next slide.

240 "Gabe Hungerford" (1015310848)

00:44:28.500 --> 00:44:35.760

That it is engaging and inviting a, and dynamic place for the community to enjoy.

241 "Gabe Hungerford" (1015310848)

00:44:35.760 --> 00:44:39.060

So we think that's going to be a huge, huge improvement.

242 "Gabe Hungerford" (1015310848)

00:44:39.060 --> 00:44:43.680

Uh, from the, uh, from the garage that sits there now.

243 "Gabe Hungerford" (1015310848)

00:44:48.180 --> 00:44:55.860

Okay, pedestrian, uh, uh, and, uh, bicycle access during construction. This is broad. Been brought up as a comment.

244 "Gabe Hungerford" (1015310848)

00:44:55.860 --> 00:45:10.075

Um, during, uh, during 1 of our prior community meetings is being a an important point to consider and so we made sure that, in fact, we did, and we collaborated with, uh, with our architect, um, with our, uh, general contractor,

245 "Gabe Hungerford" (1015310848)

00:45:10.075 --> 00:45:19.135

and with the city, uh, to put together a very thoughtful plan as it related to pedestrian access, uh, in bicycle access, uh, during construction.

246 "Gabe Hungerford" (1015310848)

00:45:19.770 --> 00:45:26.040

And so you can see along Venice Boulevard along the North, and I guess royal blue.

247 "Gabe Hungerford" (1015310848)

00:45:26.040 --> 00:45:37.345

We're going to have a protected protected pedestrian path with a temporary bicycle detour while we install and place that and on

national Boulevard,

248 "Gabe Hungerford" (1015310848)

00:45:37.705 --> 00:45:47.095

we will also have a protected pedestrian path and a bicycle lane that will be preserved throughout the duration of construction.

249 "Gabe Hungerford" (1015310848)

00:45:47.695 --> 00:45:55.795

So both of those elements, the pedestrian circulation and the bicycle circulation will be maintained and protected over the course of the.

250 "Gabe Hungerford" (1015310848)

00:45:56.040 --> 00:45:57.390

Construction period.

251 "Gabe Hungerford" (1015310848)

00:45:57.390 --> 00:46:09.895

Uh, and then, um, down on our southern on there, we're not going to do any temporary modifications to the, uh, to the sidewalk or the bike lanes during construction and all those are, those will not be necessary during construction.

252 "Gabe Hungerford" (1015310848)

00:46:10.165 --> 00:46:13.585

So, Washington will stay, uh, the way that it is throughout.

253 "Gabe Hungerford" (1015310848)

00:46:15.930 --> 00:46:30.535

Uh, construction, vehicular access, we're equally focused on the impacts of the projects as a part of that our, our review but, uh, just more importantly from a, from a common sense perspective,

254 "Gabe Hungerford" (1015310848)

00:46:30.535 --> 00:46:43.525

and working with, uh, the city of Culver city to make sure we've got a good plan for construction and we've, we've thought it out, we're minimizing the impacts the primary service of the project much like the vascular service.

255 "Gabe Hungerford" (1015310848)

00:46:43.620 --> 00:46:53.490

When it's built, but the construction service during construction is going to be on Venice Avenue. That's actually where everything is going to occur in Venice Boulevard.

256 "Gabe Hungerford" (1015310848)

00:46:53.490 --> 00:46:56.550

There is going to be access off of national.

257 "Gabe Hungerford" (1015310848)

00:46:56.550 --> 00:47:07.170

For a few months, simply because we're doing construction on national, uh, and that project is permitted separately and we're going to feed that, uh, at the beginning of the project separately.

258 "Gabe Hungerford" (1015310848)

00:47:07.170 --> 00:47:21.025

And then There'll be a short, very, very short period of time, uh, given the overall project schedule that we will actually have to service the project from, uh, from Washington. And that's only to manage the construction that's going on in that in that corner.

259 "Gabe Hungerford" (1015310848)

00:47:21.295 --> 00:47:31.885

It can't be built without accessing accessing it from, uh, from Washington, but candidly, we're incredibly excited that in a project that lasts 3 years. We're.

260 "Gabe Hungerford" (1015310848)

00:47:32.190 --> 00:47:44.220

Probably have 8 months of some level of increased vehicular construction traffic on national and a little on Washington, but we've been able to keep all of it.

261 "Gabe Hungerford" (1015310848)

00:47:44.220 --> 00:47:47.940

Uh, for the duration on Venice and that's a that's a huge win for the project.

262 "Gabe Hungerford" (1015310848)

00:47:51.300 --> 00:47:58.050

Okay, uh, update on, uh, where we are, uh, in the process right now and and what the path ahead looks like.

263 "Gabe Hungerford" (1015310848)

00:47:58.050 --> 00:48:01.920

So, tonight, we're we're that 1st, bullet on the left.

264 "Gabe Hungerford" (1015310848)

00:48:01.920 --> 00:48:11.575

Uh, which is our 4th community meeting, as I said, at the beginning, we're hoping that our final, er, uh, will be published in the next couple of weeks.

265 "Gabe Hungerford" (1015310848)

00:48:11.605 --> 00:48:17.455

Uh, and then that will be out for circulation and review and, uh, uh, we're.

266 "Gabe Hungerford" (1015310848)

00:48:17.760 --> 00:48:26.460

Looking forward to being in front of the planning commission, we hope in in November, and also very, very much hoping that we'll be in a.

267 "Gabe Hungerford" (1015310848)

00:48:26.460 --> 00:48:37.255

We approved and in front of the city council for their review, and hopefully their support and approval in December and the reason for that is,

268 "Gabe Hungerford" (1015310848)

00:48:37.615 --> 00:48:47.845

we are very much organizing to actually build this project and get it done. There's a lot of things out there that are renderings and never become real, but we're committed.

269 "Gabe Hungerford" (1015310848)

00:48:48.715 --> 00:49:03.445

As is our tenant for this to be a real project, and we're planning to start in the 1st, quarter of 2023 with the La portion lagging behind by a few months, simply because the city of Los Angeles approval lags a few months behind the city of Culver City approval,

270 "Gabe Hungerford" (1015310848)

00:49:03.445 --> 00:49:14.605

and we'll start the construction of that portion. Once we're through the process on that end. And then hopefully everything will be done by by 2025. done by by two thousand and twenty five

271 "Gabe Hungerford" (1015310848)

00:49:16.320 --> 00:49:27.115

The next line, we're going to do the best we can to track all the comments that are made tonight and that come in.

272 "Gabe Hungerford" (1015310848)

00:49:28.195 --> 00:49:33.925

We have received comments in our prior community meetings and both before and after.

273 "Gabe Hungerford" (1015310848)

00:49:35.430 --> 00:49:40.440

These are 2 great ways to get a hold of us to provide you the feedback after tonight.

274 "Gabe Hungerford" (1015310848)

00:49:40.440 --> 00:49:47.040

And that's to to email us at community at CCP manager dot com.

275 "Gabe Hungerford" (1015310848)

00:49:47.040 --> 00:49:59.245

And we monitor that email regularly, and if you've got a comment, we'll do our best, we can to respond to you. If you ask to be added to the mailing notice list, we will absolutely do that as well.

276 "Gabe Hungerford" (1015310848)

00:49:59.575 --> 00:50:02.245

And then additionally you can contact us by phone.

277 "Gabe Hungerford" (1015310848)

00:50:02.550 --> 00:50:10.020

Uh, 3103634709thatnumberisa, dedicated number for this project.

278 "Gabe Hungerford" (1015310848)

00:50:10.020 --> 00:50:17.485

So, you can call leave a message or contact information, whatever it happens to be and we check that regularly.

279 "Gabe Hungerford" (1015310848)

00:50:17.995 --> 00:50:28.645

If your inquiry requires a response, we will do our best to get back to you in a very timely manner with, uh, with whatever you're looking for. You just want to leave a comment or some feedback. We'll take it there as well.

280 "Gabe Hungerford" (1015310848)

00:50:28.825 --> 00:50:36.655

And we'll make sure that it gets documented into the record along with the, with everything else. So before we open it up for the Q and a.

281 "Gabe Hungerford" (1015310848)

00:50:37.020 --> 00:50:40.410

I just want to make sure, um.

282 "Gabe Hungerford" (1015310848)

00:50:40.410 --> 00:50:44.760

Uh, everyone we hit this at the beginning, but.

283 "Gabe Hungerford" (1015310848)

00:50:44.760 --> 00:50:49.290

We can go to the QA instructions. I think you have this W. W. there we are.

284 "Gabe Hungerford" (1015310848)

00:50:49.290 --> 00:50:54.300

This is the 1 that pertains to everyone on the camera and not necessarily at home.

285 "Gabe Hungerford" (1015310848)

00:50:54.300 --> 00:51:00.600

So, if you've got a question or comment on online.

286 "Gabe Hungerford" (1015310848)

00:51:00.600 --> 00:51:09.900

You can raise your hand you can also type in a written question in the Q a section on the Webex interface.

287 "Gabe Hungerford" (1015310848)

00:51:09.925 --> 00:51:24.055

Game hunger for who not only being our in house entitlements and lead is also apparently our digital and technologies moderator tonight.

288 "Gabe Hungerford" (1015310848)

00:51:24.085 --> 00:51:30.565

So he'll be helping all of us with the comments that come in that way. Obviously here will do it the way.

289 "Gabe Hungerford" (1015310848)

00:51:30.900 --> 00:51:34.470

We used to do everything in person that's to raise our hands.

290 "Gabe Hungerford" (1015310848)

00:51:34.470 --> 00:51:38.910

Uh, and we will keep the, uh, Q and a.

291 "Gabe Hungerford" (1015310848)

00:51:39.115 --> 00:51:46.915

Going out online for, uh, until 8 o'clock and then after that, we'll drop the Webex.

292 "Gabe Hungerford" (1015310848)

00:51:46.915 --> 00:51:55.375

So, maybe if we have Webex, we could go with those 1st, because we've got a short period, we'll run a few over and then we can break out set breakout stations afterwards.

293 "Gabe Hungerford" (1015310848)

00:51:55.650 --> 00:51:59.640

Do you have a few questions? Okay, so you.

294 "Gabe Hungerford" (1015310848)

00:52:01.470 --> 00:52:05.910

Well, just a moment, we're taking an online question. 1st.

295 "Steven Johnson" (3742853632)

00:52:07.140 --> 00:52:14.550

Hey, Greg, it looks like we have made.

296 "Gabe Hungerford" (1015310848)

00:52:14.550 --> 00:52:19.800

1st, go ahead.

297 "Gabe Hungerford" (1015310848)

00:52:25.440 --> 00:52:32.700

Is he muted? I can hear us. Okay if, uh, you might be still on mute.

298 "Meg Sullivan" (3094816000)

00:52:32.700 --> 00:52:45.960

Can you hear me there? We are, we can hear you now. Perfect. Sorry my question has to do with, uh, I guess that's how you say it uh, Toronto benches that used to be on.

299 "Meg Sullivan" (3094816000)

00:52:45.960 --> 00:52:55.530

Venice, I see that your design doesn't include them. What's the plan for them? Where are they now? What's going to happen with them?

300 "Gabe Hungerford" (1015310848)

00:52:58.530 --> 00:53:08.190

I love, you know, we don't actually know, uh, candidly what's, uh, what happened to the Venice batches.

301 "Gabe Hungerford" (1015310848)

00:53:08.190 --> 00:53:12.690

Those were removed, not a part of our projects or us.

302 "Gabe Hungerford" (1015310848)

00:53:12.690 --> 00:53:18.510

So, we actually, we don't have any insight into into what happened there.

303 "Gabe Hungerford" (1015310848)

00:53:26.460 --> 00:53:32.070

That's next question. Yeah. Okay. Uh, let's do a live.

304 "Gabe Hungerford" (1015310848)

00:53:32.070 --> 00:53:36.600

Ken was the 1st, 1 with his hand up so we'll go with Ken. 1st.

305 "Gabe Hungerford" (1015310848)

00:53:37.800 --> 00:53:41.760

And I guess andrew's going to walk the Mike around.

306 "Gabe Hungerford" (1015310848)

00:53:47.790 --> 00:53:51.570

Well, I'm going to have to repeat your question to the folks.

307 "Gabe Hungerford" (1015310848)

00:53:51.570 --> 00:54:01.350

Because the microphone won't pick that up. Interestingly enough. So

you'll ask the question. We'll repeat it for the online audience and then do our best to respond.

308 "Gabe Hungerford" (1015310848)
00:54:02.550 --> 00:54:16.320
Um.

309 "Gabe Hungerford" (1015310848)
00:54:27.720 --> 00:54:32.400
Awesome.

310 "Gabe Hungerford" (1015310848)
00:54:49.350 --> 00:54:54.745
Pull up the milestones so before we go to the milestone question, I'm going to let the folks online.

311 "Gabe Hungerford" (1015310848)
00:54:55.135 --> 00:55:04.795
ken's 1st comments were 1st, a comment reference to the construction vehicle access and.

312 "Gabe Hungerford" (1015310848)
00:55:06.210 --> 00:55:17.220
Appreciating the effort that we've made to try to minimize that and hoping we can minimize that even further, which will obviously be studied in a more detailed manner in the in the.

313 "Gabe Hungerford" (1015310848)
00:55:17.220 --> 00:55:26.790
Near an immediate future and then also a comment regarding the process in regards to our Venice signal.

314 "Gabe Hungerford" (1015310848)
00:55:26.790 --> 00:55:30.840
Application, so now we're on the milestones you can ask a question now.

315 "Gabe Hungerford" (1015310848)
00:55:30.840 --> 00:55:39.150
So, let's see.

316 "Gabe Hungerford" (1015310848)
00:55:41.070 --> 00:55:47.010
S.

317 "Gabe Hungerford" (1015310848)
00:55:47.010 --> 00:55:52.710
Hello.

318 "Gabe Hungerford" (1015310848)

00:55:52.710 --> 00:55:56.550
Uh.

319 "Gabe Hungerford" (1015310848)
00:55:57.720 --> 00:56:00.900
Style.

320 "Gabe Hungerford" (1015310848)
00:56:00.900 --> 00:56:04.740
From a single scribe.

321 "Gabe Hungerford" (1015310848)
00:56:06.810 --> 00:56:11.940
And it was so.

322 "Gabe Hungerford" (1015310848)
00:56:11.940 --> 00:56:15.240
Okay.

323 "Gabe Hungerford" (1015310848)
00:56:17.190 --> 00:56:21.270
So, if you could have a time.

324 "Gabe Hungerford" (1015310848)
00:56:27.780 --> 00:56:31.770
So.

325 "Gabe Hungerford" (1015310848)
00:56:31.770 --> 00:56:40.380
Thanks so I'll try to summarize and then, uh, do our best respond.

326 "Gabe Hungerford" (1015310848)
00:56:40.380 --> 00:56:49.705
So, ken's comment regarding the schedule was relative to receiving feedback from,

327 "Gabe Hungerford" (1015310848)
00:56:50.125 --> 00:56:58.375
or I'd say a final opinion from on the Venice signal prior to going to planning commission, and subsequently city council.

328 "Gabe Hungerford" (1015310848)
00:56:58.645 --> 00:57:07.615
And in the event that we don't have that how that might affect the schedule and questioning whether or not this schedule could be maintained in the in the face of that.

329 "Gabe Hungerford" (1015310848)
00:57:07.920 --> 00:57:11.790
And then if we don't get it what the, what the particular plan might

be.

330 "Gabe Hungerford" (1015310848)

00:57:11.790 --> 00:57:18.750

So, I did not mean to suggest that we haven't heard back from.

331 "Gabe Hungerford" (1015310848)

00:57:19.225 --> 00:57:32.845

We have been engaged ever since we did the alternate study, and ever since we did the traffic, or actually the cities traffic consultant did the analysis as an project alternative for.

332 "Gabe Hungerford" (1015310848)

00:57:33.840 --> 00:57:45.960

Following that we were able to begin dialogue with the city of Los Angeles, relative to the feasibility. So that dialogue has been ongoing. So it's not that.

333 "Gabe Hungerford" (1015310848)

00:57:45.960 --> 00:57:54.090

Nobody has heard from them, it's that the, the dialogue is is is moving forward and actually a very quick and timely manner.

334 "Gabe Hungerford" (1015310848)

00:57:54.415 --> 00:58:08.575

So, we don't control how quickly the city of Los Angeles Department of transportation candidly does anything, but they've been very, very responsive to us on this because they understand the importance and the urgency for for our project.

335 "Gabe Hungerford" (1015310848)

00:58:08.575 --> 00:58:15.085

And we've been leaning on them incredibly hard to work in a timely manner that best suits us. So.

336 "Gabe Hungerford" (1015310848)

00:58:15.535 --> 00:58:30.145

As a project applicant, we very much hope that we have that resolved prior to going to planning commission. And so we're pushing very, very hard. Can for that to be. The case is stated before we would love to just put this thing to bed.

337 "Gabe Hungerford" (1015310848)

00:58:30.480 --> 00:58:34.710

Fortunately, we're not in a position to do that at this point in time. Um.

338 "Gabe Hungerford" (1015310848)

00:58:34.710 --> 00:58:38.160

The traffic study.

339 "Gabe Hungerford" (1015310848)

00:58:38.160 --> 00:58:44.070

Currently does show that the project traffic, um.

340 "Gabe Hungerford" (1015310848)

00:58:44.070 --> 00:58:48.960

Functions properly being designed and service the way that we have it.

341 "Gabe Hungerford" (1015310848)

00:58:48.960 --> 00:59:00.955

With, or without the traffic signal that with, or without the traffic signal, there is nothing but emergency access off of Washington and the traffic patterns that actually, again,

342 "Gabe Hungerford" (1015310848)

00:59:00.955 --> 00:59:09.925

they've been analyzed by the cities traffic consultants and it very much appears that it should function the way that that we hope.

343 "Gabe Hungerford" (1015310848)

00:59:10.200 --> 00:59:20.485

By having a primary access on Venice the, the expectation is that the signal is a nominal improvement. It's not going to be earth shattering. The data suggests that it's a nominal improvement.

344 "Gabe Hungerford" (1015310848)

00:59:20.905 --> 00:59:27.985

But again, we're hoping that the city of Los Angeles confirms that analysis and agrees.

345 "Gabe Hungerford" (1015310848)

00:59:28.080 --> 00:59:33.930

Uh, to to allow that signal to, to go forward, but and we can't speak for them tonight.

346 "Gabe Hungerford" (1015310848)

00:59:36.180 --> 00:59:42.480

Ohh, ohh, sir. Can can we get your name?

347 "Gabe Hungerford" (1015310848)

00:59:42.480 --> 00:59:46.530

See, okay, thank you.

348 "Gabe Hungerford" (1015310848)

00:59:54.840 --> 01:00:00.510

Yep.

349 "Gabe Hungerford" (1015310848)

01:00:01.495 --> 01:00:10.495

Yeah, yeah, so for folks online steve's question was specific to the Venice signal.

350 "Gabe Hungerford" (1015310848)

01:00:10.675 --> 01:00:19.735

And if it's contemplated to be a 4 way signal connecting to Ivy to the north across dinosaur, if it's anticipated to be a 3 way signal,

351 "Gabe Hungerford" (1015310848)

01:00:20.695 --> 01:00:27.445

we are working with the city of Los Angeles right now on a 3 way concept. The city is.

352 "Gabe Hungerford" (1015310848)

01:00:27.780 --> 01:00:38.460

1 of the issues is that they are concerned about the temptation to run the alley across the alley of these types of things. And 1 of the details that everyone needs buy in is that issue.

353 "Gabe Hungerford" (1015310848)

01:00:41.430 --> 01:00:48.600

Okay, yeah.

354 "Gabe Hungerford" (1015310848)

01:00:50.910 --> 01:00:58.380

So, this the plan is to specifically design it in a way that candidly, you can't even physically do that.

355 "Gabe Hungerford" (1015310848)

01:00:58.380 --> 01:01:02.340

So, we've got a big sensitivity that asked us the city.

356 "Gabe Hungerford" (1015310848)

01:02:17.790 --> 01:02:28.350

So, steve's follow up question is regarding another anticipated project on Venice Boulevard, that's just a block or 2 away.

357 "Gabe Hungerford" (1015310848)

01:02:29.035 --> 01:02:43.495

That's being sponsored by our, our hosts ownership and whether or not that project is required to contemplate the traffic coordination with this project.

358 "Gabe Hungerford" (1015310848)

01:02:43.770 --> 01:02:47.460

More or less, um.

359 "Gabe Hungerford" (1015310848)

01:02:47.460 --> 01:02:51.870

So.

360 "Gabe Hungerford" (1015310848)
01:03:03.720 --> 01:03:07.140
Yeah.

361 "Gabe Hungerford" (1015310848)
01:03:07.675 --> 01:03:20.785
Uh, thanks.

362 "Gabe Hungerford" (1015310848)
01:03:20.965 --> 01:03:23.484
So, steve's observation is that the, uh.

363 "Gabe Hungerford" (1015310848)
01:03:23.760 --> 01:03:27.900
The bustline on the north side of Venice will, uh, introduce some challenges.

364 "Gabe Hungerford" (1015310848)
01:03:27.900 --> 01:03:42.570
Potentially associated with construction service for the other project, we don't have those impacts, or I would say those obstacles on on our side. So so not something that we'll have to deal with but to go back to your, um.

365 "Gabe Hungerford" (1015310848)
01:03:42.570 --> 01:03:46.200
Prior question that Steve, um.

366 "Gabe Hungerford" (1015310848)
01:03:46.200 --> 01:03:54.150
All projects under are actually required to consider proposed projects that are going on near them.

367 "Gabe Hungerford" (1015310848)
01:03:54.150 --> 01:04:02.725
Whether they've been executed or not, if they're in the actual project approval process during the project review.

368 "Gabe Hungerford" (1015310848)
01:04:03.055 --> 01:04:11.275
So they actually are required to consider our project as if 1 is if it were already built, when they're going through and doing their traffic analysis.

369 "Gabe Hungerford" (1015310848)
01:04:11.275 --> 01:04:24.145
And when they're doing their construction impact analysis, also, regarding who else is, uh, what else is planned and anticipated as a matter of practice that project is in the city of Los Angeles and.

370 "Gabe Hungerford" (1015310848)

01:04:24.445 --> 01:04:39.055

Having built lots of things in the city of Los Angeles. They absolutely do require their project applicants to coordinate access. If there is an overlap in the timing of projects that are in proximity to each other. So that's an obligation.

371 "Gabe Hungerford" (1015310848)

01:04:39.055 --> 01:04:53.995

Or that's actually managed by the city of Los Angeles as a part of the Los Angeles department building and safety approval authority, as it relates to the construction execution. 1 thing is in the planning process to analyze the potential impacts. The other 1 is the actual.

372 "Gabe Hungerford" (1015310848)

01:04:54.150 --> 01:05:00.210

Practical interface with the contractor when they go to do the work and so those are managed by different groups.

373 "Gabe Hungerford" (1015310848)

01:05:00.210 --> 01:05:03.900

But they both are, do we have another online.

374 "Gabe Hungerford" (1015310848)

01:05:03.900 --> 01:05:08.550

No okay. Yes, ma'am. Uh, Andrew, we've got a question.

375 "Gabe Hungerford" (1015310848)

01:05:08.550 --> 01:05:19.650

Uh, right up here in back of Bruce is green, the light needs to be green.

376 "Gabe Hungerford" (1015310848)

01:05:20.035 --> 01:05:20.515

Okay.

377 "Gabe Hungerford" (1015310848)

01:05:49.650 --> 01:05:51.780

See.

378 "Gabe Hungerford" (1015310848)

01:05:59.280 --> 01:06:09.750

Okay.

379 "Gabe Hungerford" (1015310848)

01:06:36.175 --> 01:06:50.995

Um, so, uh, Angela, I asked a question relative to site security and and, uh, walk ability of the community, uh, in the evenings. Very happy about the improvements that have been made next door and just.

380 "Gabe Hungerford" (1015310848)

01:06:51.300 --> 01:06:58.440

Making an appeal at some levels that folks focus on security and safety.

381 "Gabe Hungerford" (1015310848)

01:06:58.440 --> 01:07:05.550

And I don't think that our tenant could agree with you anymore.

382 "Gabe Hungerford" (1015310848)

01:07:05.550 --> 01:07:18.420

You're absolutely correct. Angela, the safety and security along the sidewalks is not just a community focus and a project focus.

383 "Gabe Hungerford" (1015310848)

01:07:18.420 --> 01:07:25.230

But also, you know, even as as an employer, you know, their hope.

384 "Gabe Hungerford" (1015310848)

01:07:25.230 --> 01:07:33.805

Is you know, we understand and certainly the traffic demand management plan studies would suggest is that the employers are using the transit system,

385 "Gabe Hungerford" (1015310848)

01:07:33.985 --> 01:07:48.235

and they're walking in their biking to and from work and they're dining at local restaurants the safety of this neighborhood in these streets is of paramount interest to us as a developer, the project, and as for Apple,

386 "Gabe Hungerford" (1015310848)

01:07:48.235 --> 01:07:54.925

presumably as a long term operator and occupier. So, 1 of the huge improvements that's going to happen is not just the.

387 "Gabe Hungerford" (1015310848)

01:07:55.230 --> 01:07:56.970

Escaping the beautification.

388 "Gabe Hungerford" (1015310848)

01:07:56.970 --> 01:08:09.295

With the lighting that goes along with it as well so the sidewalks are safe and walkable in the evenings and yes. They will be managing and maintaining with the presence to ensure that that they're safe.

389 "Gabe Hungerford" (1015310848)

01:08:09.295 --> 01:08:12.505

That's kind of an, that they they do everywhere.

390 "Gabe Hungerford" (1015310848)

01:08:12.750 --> 01:08:23.010

So, I'm saying that as someone who observes versus someone who is speaking on their behalf, which I'm certainly not, but yeah, it's a big focus safety and security.

391 "Gabe Hungerford" (1015310848)

01:08:23.010 --> 01:08:32.220

Thanks Angela yeah. In the Parklet here that will be developed this privately maintained.

392 "Gabe Hungerford" (1015310848)

01:08:32.220 --> 01:08:37.800

So it would be privately maintained, privately managed so there will not be encampments there.

393 "Gabe Hungerford" (1015310848)

01:08:37.800 --> 01:08:42.930

There will not be people sleeping there that will be 100% managed. So that that's not the case.

394 "Gabe Hungerford" (1015310848)

01:08:45.120 --> 01:08:50.190

Thank you Dan.

395 "Gabe Hungerford" (1015310848)

01:09:00.330 --> 01:09:04.260

For I.

396 "Gabe Hungerford" (1015310848)

01:09:19.465 --> 01:09:19.675

Hello.

397 "Gabe Hungerford" (1015310848)

01:09:23.395 --> 01:09:38.155

Yeah, that's a topic we've been tracking and not just aware of in regards of this project, but as a real estate developer on every project that we do, we do a great deal of work at or near transit.

398 "Gabe Hungerford" (1015310848)

01:09:38.935 --> 01:09:47.425

So, 1 of the things that we consider in the projects, um, trying to figure out what the correct amount of parking is, is there's a little bit of a tug of war.

399 "Gabe Hungerford" (1015310848)

01:09:47.730 --> 01:10:01.080

Between having too much parking, not having enough parking and maintaining the appropriate balance not just to have the building

function properly, but candidly to have the community function properly as well.

400 "Gabe Hungerford" (1015310848)

01:10:01.080 --> 01:10:06.870

We are sensitive to the fact that not everyone that we want to work in this building.

401 "Gabe Hungerford" (1015310848)

01:10:06.870 --> 01:10:12.240

Uh, or will over all time, live on a transit note.

402 "Gabe Hungerford" (1015310848)

01:10:12.240 --> 01:10:16.290

We have to recognize that there's diversity out there.

403 "Gabe Hungerford" (1015310848)

01:10:16.290 --> 01:10:27.300

On where people live and how they live and there will indeed be people that need to commute by car. We certainly don't want a situation where every single employee of this building.

404 "Gabe Hungerford" (1015310848)

01:10:27.985 --> 01:10:38.845

Buys all the houses that are 3 blocks away. That's not good for the community. It's not good for the project. So we need to make sure that the project itself is accessible and easy to get to as in many ways as we can.

405 "Gabe Hungerford" (1015310848)

01:10:39.235 --> 01:10:45.205

So, the parking count that we've arrived at for the project is actually less than.

406 "Gabe Hungerford" (1015310848)

01:10:46.410 --> 01:10:55.890

Half for all the occupants of the building so for every 2 occupants of the building, there's less than 1 parking space.

407 "Gabe Hungerford" (1015310848)

01:10:56.185 --> 01:11:02.905

So, by definition, our expectation is that, at least 50% of the occupants get to the building some other way.

408 "Gabe Hungerford" (1015310848)

01:11:02.905 --> 01:11:17.395

And that seems to be a very, very good balance, given the way where people tend to live and how they tend to come to work. And that's not just the case for this occupier. If we were putting anyone in this building. building

409 "Gabe Hungerford" (1015310848)

01:11:18.235 --> 01:11:32.515

And considering its functionality in the future, you would want to size it about about that. So it's good that the, you know, the governor passed that that's going to allow everyone to sort of optimize the parking requirements.

410 "Gabe Hungerford" (1015310848)

01:11:32.515 --> 01:11:39.235

So well, you'll see a big relief on that. This is my, my personal theory is where you have mixed use projects.

411 "Gabe Hungerford" (1015310848)

01:11:39.330 --> 01:11:45.870

Uh, where you have overlapping parking requirements, because not all cities are are, uh, uh.

412 "Gabe Hungerford" (1015310848)

01:11:45.870 --> 01:11:55.980

Forward thinking enough or have the data that they can comfortably rely on that says if you have this much office and this much retail in this much multifamily.

413 "Gabe Hungerford" (1015310848)

01:11:56.395 --> 01:12:10.015

This is how much parking you need, because the tables as, you know, say office gets this much multi family gets that much. Retail gets that much. And you add it all up at the bottom. That's how many parking spaces you need. Even if some of them are only there in the morning, and some of them are only there at night.

414 "Gabe Hungerford" (1015310848)

01:12:10.315 --> 01:12:21.145

So, my perception is my own thought where the governor's policy is going to come into play is really right sizing a lot of the candidly, the residential projects.

415 "Gabe Hungerford" (1015310848)

01:12:22.890 --> 01:12:30.570

Thanks, Dan. So, uh.

416 "Gabe Hungerford" (1015310848)

01:12:30.570 --> 01:12:38.670

Oh, do we have a we have a question back there. It's, uh, Mike to George.

417 "Gabe Hungerford" (1015310848)

01:12:39.475 --> 01:12:39.715

Yeah.

418 "Gabe Hungerford" (1015310848)

01:13:08.670 --> 01:13:17.280

George's suggestion was build the park. The 1st.

419 "Gabe Hungerford" (1015310848)

01:13:17.280 --> 01:13:29.430

And we will, we will put that down on the list, George, but candidly, speaking, our biggest focus as it relates to the construction phasing and planning is minimizing the impacts.

420 "Gabe Hungerford" (1015310848)

01:13:29.430 --> 01:13:35.220

And right now we contemplate using that space for organizing on site.

421 "Gabe Hungerford" (1015310848)

01:13:35.220 --> 01:13:39.330

And circulating on site, so we're not doing it on the streets. So.

422 "Gabe Hungerford" (1015310848)

01:13:40.650 --> 01:13:51.150

We will, we will absolutely figure out that we believe us the project is going to do as much as you can as quickly as he can in that Parklet will be open. As soon as we can possibly have it open.

423 "Gabe Hungerford" (1015310848)

01:13:53.310 --> 01:13:57.750

Sure.

424 "Gabe Hungerford" (1015310848)

01:14:06.325 --> 01:14:08.425

Device belief that

425 "Gabe Hungerford" (1015310848)

01:14:27.415 --> 01:14:29.245

you take a lack of those.

426 "Gabe Hungerford" (1015310848)

01:14:32.790 --> 01:14:36.840

Because I will gave a hunger for the, the, the.

427 "Gabe Hungerford" (1015310848)

01:14:36.840 --> 01:14:41.850

The professional has steady those ad nauseum be the right guy to respond.

428 "Gabe Hungerford" (1015310848)

01:14:41.850 --> 01:14:49.440

Greg's overselling it a little bit, but we're working on it about the by plane specifically. So, I mean.

429 "Gabe Hungerford" (1015310848)

01:14:49.440 --> 01:14:54.840

We need to work closely with the on that, and figure out how we want to accommodate that.

430 "Gabe Hungerford" (1015310848)

01:14:54.840 --> 01:15:02.460

It's still something that we're working on figuring out, but there would be a detour that starts before the site and finishes after the site.

431 "Gabe Hungerford" (1015310848)

01:15:02.460 --> 01:15:08.400

So, it's still something that's getting hammered out, but the thought is to make sure that those folks have a safety.

432 "Gabe Hungerford" (1015310848)

01:15:08.400 --> 01:15:12.510

I still try to test the site, so, keep me up.

433 "Gabe Hungerford" (1015310848)

01:15:12.510 --> 01:15:22.620

Sorry, there will be a on Venice, but that won't be for the bicycles. That'll really be for the pedestrians. But thank you Greg for reminding me of that.

434 "Gabe Hungerford" (1015310848)

01:15:22.620 --> 01:15:32.490

You know, with with the protections that we're making on national 1 of the things that we've had to contend with is just that some impacts would be embedded. So that's where the bicycle link feature comes in.

435 "Gabe Hungerford" (1015310848)

01:15:32.490 --> 01:15:43.860

And staging truck staging. Yeah. And then related to truck staging Culver city has a very strict ordinance that trucks can't stage on the street. And folks in this room are probably aware.

436 "Gabe Hungerford" (1015310848)

01:15:44.065 --> 01:15:51.355

So that's off the table and then Elena is also concerned with making sure that we don't clock Venice. So we're going to have to figure that out as well.

437 "Gabe Hungerford" (1015310848)

01:15:52.405 --> 01:16:03.535

And I think 1 thing that the construction team is really thinking on is just making sure that the operations and the timing of everything is as efficient as possible and that we're working both within the

hours and making sure that we don't have.

438 "Gabe Hungerford" (1015310848)

01:16:03.840 --> 01:16:16.825

Uh, trucks Cueing, uh, in the places where you need to drive to work, perhaps, and also in the hours in which you're trying to do it. So I'd say on both of those, we're still working with to figure it out, but there's going to be a plan.

439 "Gabe Hungerford" (1015310848)

01:16:17.215 --> 01:16:21.175

Um, That'll be approved by the city that was mitigate both of those things.

440 "Gabe Hungerford" (1015310848)

01:16:22.830 --> 01:16:33.840

Yeah, illegally in the parking areas yeah here. Yeah.

441 "Gabe Hungerford" (1015310848)

01:16:39.510 --> 01:16:50.940

I mean, at night we'd be, uh, probably wouldn't be having this conversation, and most of the construction activities are going to happen, you know, during the middle of the day. And I think that's really the part time they would need to worry about. That's also when we have.

442 "Gabe Hungerford" (1015310848)

01:16:50.940 --> 01:16:57.420

Certainly the greatest amount of traffic 1 benefits as well. So that's where the condition that we're going to be. 0.

443 "Gabe Hungerford" (1015310848)

01:16:57.420 --> 01:17:01.560

Yeah.

444 "Gabe Hungerford" (1015310848)

01:17:01.560 --> 01:17:15.840

With with that, we, uh, we have run over on the on the live feed and in the in person and we also recognize that not everyone wants to ask questions in front of a large group. And so we want to make sure that that.

445 "Gabe Hungerford" (1015310848)

01:17:17.220 --> 01:17:31.915

We can break up into smaller groups to allow the communication and the questions to continue to the extent that you'd like, we have the space, I believe, until 830. so please feel free to stay and and talk to us and give us your feedback.

446 "Gabe Hungerford" (1015310848)

01:17:31.915 --> 01:17:32.515
feedback

447 "Gabe Hungerford" (1015310848)
01:17:32.790 --> 01:17:37.410
Okay, thank you very much.

Attachment 2
In-person Comment Cards

COMMENT CARD

Crossings Campus Proposed Project Community Meeting October 6, 2022

Name: Ken Mand Organization: _____

Address: _____

Phone: _____ Email: _____

Please provide us with your comments in the space below:

FOR THE RECORD:
IF ^{LA} DOT does not allow
signal at alley, a ~~redesign~~ redesign
of project would be necessary
to align a signal in another
place. All cars from the
east cannot depend on
Washington.

COMMENT CARD

Crossings Campus Proposed Project Community Meeting October 6, 2022

Name: Mehra Organization: _____
Address: 3232 Fay Ave, 90034
Phone: _____ Email: 18perdha@yahoo.com

Please provide us with your comments in the space below:

I am very concerned about traffic. We have to drive our kids to school daily and the traffic is already terrible. Also, will all of the cool restaurants be gone?

COMMENT CARD

Crossings Campus Proposed Project Community Meeting October 6, 2022

Name: GEORGE MONTOMERY Organization: ARTS DISTRICT
BID

Address: _____

Phone: 424-290-0726 Email: GM3DME.COM

Please provide us with your comments in the space below:

ALTHOUGH IT MAY SEEM
COUNTER-INTUITIVE PERHAPS
CONSIDER BUILDING THE
PARKLET FIRST

IT MIGHT WORK AS ~~AN~~
A GREAT AMENITY THAT
COULD OFFSET SOME
COMPENSATORY POLIER
FOR THE 3 YEARS AFTER

THIS COULD FORESHADOW
THE COMMUNITY INTENT OF THE
TENANT AS THE NEIGHBORS ENDURE
THE CONSTRUCTION