

From: [REDACTED]
Subject: New eComment for MOBILITY, TRAFFIC, AND PARKING SUBCOMMITTEE on 2022-10-25 3:00 PM - Special Meeting - Hybrid
Date: October 24, 2022 at 1:30 PM
To: [REDACTED]



[REDACTED]

New eComment for MOBILITY, TRAFFIC, AND PARKING SUBCOMMITTEE on 2022-10-25 3:00 PM - Special Meeting - Hybrid

Ray Fernandez submitted a new eComment.

Meeting: MOBILITY, TRAFFIC, AND PARKING SUBCOMMITTEE on 2022-10-25 3:00 PM - Special Meeting - Hybrid

Item: PUBLIC COMMENT - Items NOT On The Agenda

eComment: Slauson & La Cienega Overpass Traffic Lights NOT SYNCHRONIZED CAUSING EXTREME BACKUP AND UNNECESSARY ENGINE IDLING ON SLAUSON GOING EASTBOUND. The green lights allowing traffic to go East on Slauson stay on for a very short time. There are TWO traffic lights on the La Cienega overpass. The first light is at the start of the overpass, and the second light is at the end of the overpass. Going Eastbound, the first light goes green first, while the second light stays red . . . this causes the traffic to start and then STOP at the second light. SOLUTION: the second light needs to go Green first, and the first light needs to go green a few seconds afterwards . . . allowing for continuous flow of traffic. ADDITIONALLY, the green needs to stay on for more time (Currently, it's green for too short a time for the volume of traffic going eastbound). CAN THIS BE LOOKED INTO, and some technicians be sent to have a look into this? This traffic bottleneck has been going on for like forever. Thank You

[REDACTED]

[REDACTED]

[REDACTED]

October 20, 2022

City of Culver City Current Planning Division
Attn: John Nachbar, Gabriela Silva, Andrea Fleck
9770 Culver Boulevard,
Culver City, California 90231

Re: The establishment of Parking Maximums in Culver City

Hudson Pacific Properties is a commercial landlord of office and studio properties and has relationships with world class technology, media, and production companies interested in either expanding or introducing their footprint in Culver City. Hudson has been successful in our developments activating neighborhoods by placing major tenants in our buildings and studios. We support urbanism, walkability, and pedestrian-oriented development. As an institutional owner within Culver City and as a developer of future studio and office space in Culver City, Hudson believes that the establishment of Parking Maximums would significantly hinder our ability to attract tenants and investment to our existing buildings and future projects in Culver City and would create additional traffic and parking impacts on the surrounding community.

Recently, Assembly Bill 2097 removed parking minimums across the State of California for housing, retail, and commercial developments within a half-mile of major public transit stops. There are many cases and scenarios for the removal of minimum required parking when there is robust, dedicated and frequent transit within a walkable distance of the development. However, in our experience we have found our tenants are only willing to sign leases when we have provided parking above and beyond the code-required minimum parking. To that end, tenants who Hudson hopes to attract to Culver City have had and continue to have an expectation of three spaces per 1,000 square feet of office space and 2- to 2.3 spaces per 1,000 square feet of studio development.

To provide parking at this ratio comes at great financial expense to Hudson, as with all developers, as we assume costs of approximately \$20,000-\$25,000 per stall to build above-grade parking and approximately \$50,000 or greater per stall to build below grade parking. On some constrained sites, we have estimated costs to exceed \$75,000 per stall. Of course, Hudson would financially benefit in the pro forma from the reduced hard costs by providing less parking. But it would undermine our ultimate goal of attracting rent paying tenants, as insufficient parking would disqualify the property as a contender to attract the major tenants that historically infuse so much economic activity into the area.

We have not found a reality that tenant-required parking is malleable in the market, even when it is supplemented or bolstered with other incentives like rideshare

or nearby public transit. This is corroborated by our own tenant, NFL Inc, that occupied our property at 10950 Washington Boulevard until 2020. Back in 2017, NFL notified Hudson that the amount of provided parking on-site (439 spaces at 3.16/1,000 sf) which was at-code requirement, was insufficient for their tenant needs. The City provided discretionary approval for the addition of parking stackers on the site to add 164 spaces and bring the ratio up to 4.35/1000. While this was an improvement, this ratio was not enough for the tenant and was one of the contributing factors in NFL's departure from our property to the City of Inglewood.

We believe that if Parking Maximums are established it would create an obstruction for landlords like Hudson to attract major tenants to our properties and would significantly hinder the potential to sign leases without provisions like providing shuttles or valet services to offsite lots. We have already seen tenants close their parking supply gap by providing shuttle services and valet services to offsite lots. If parking maximums were to be established in Culver City, we believe we would see a drastic increase in this practice, thereby increasing the number of vehicles on the road and drivers cruising for parking in neighborhoods. We believe the unintended impacts of parking maximums reach beyond the ability of landlords such as ourselves to attract businesses to Culver City: they would exacerbate neighborhood traffic, compound walkability challenges and diminish the safety of the public realm.

We are supporters of public transit development and believe that Parking Maximums can be an effective supply-side intervention toward encouraging mode shift in some situations, particularly for sites within walking distance of a Major Transit Stop. We are proponents of privately owned public spaces and walkability, as we have demonstrated with the architecture of our headquarters in Brentwood, Netflix buildings in Hollywood and our One Westside development in West LA. In this time of recovery for our office markets, with uncertainty for future development and without frequent far-reaching permanent dedicated micro transit network in the City, we believe that the establishment of Citywide parking maximums at this period of time will discourage investment, development and the ability to attract office and studio tenants to Culver City.

Traffic

Judith Krain [REDACTED]

Wed 10/5/2022 5:15 AM

To: Works, Public [REDACTED]

Traffic on Culver Blvd. near Main St is. Nightmare and can easily be fixed by changing the timing of three traffic lights. What will it take to get that done?

Judith Krain

Judith