



PRELIMINARY MOBILITY PLAN NARRATIVE 12300 WASHINGTON BLVD.

VEHICULAR TRANSIT

The project's location at the heart of Culver City provides opportunities for the project to explore multiple modes of mobility through sustainable means. The project includes new ground-up construction for a 4-story creative office building and proposes 32 new parking stalls with a valet service during business hours. Beyond the traditional means of transportation, the project seeks to move beyond current modes of transit to arrive at the site as a comprehensive plan for present and future occupation.

Per the City requirements, the project requires 32 stalls to build the 4-story building. The project proposes a valet attendant on the project to accommodate the operation of the 30 standard tandem stalls per code. Two rows of tandem stalls on each side of the drive aisle (see sheet A1.001) facilitate the visitor's arrival to the stall and departure with sufficient turnaround spaces to maneuver vehicles without spillover onto Campbell Dr.

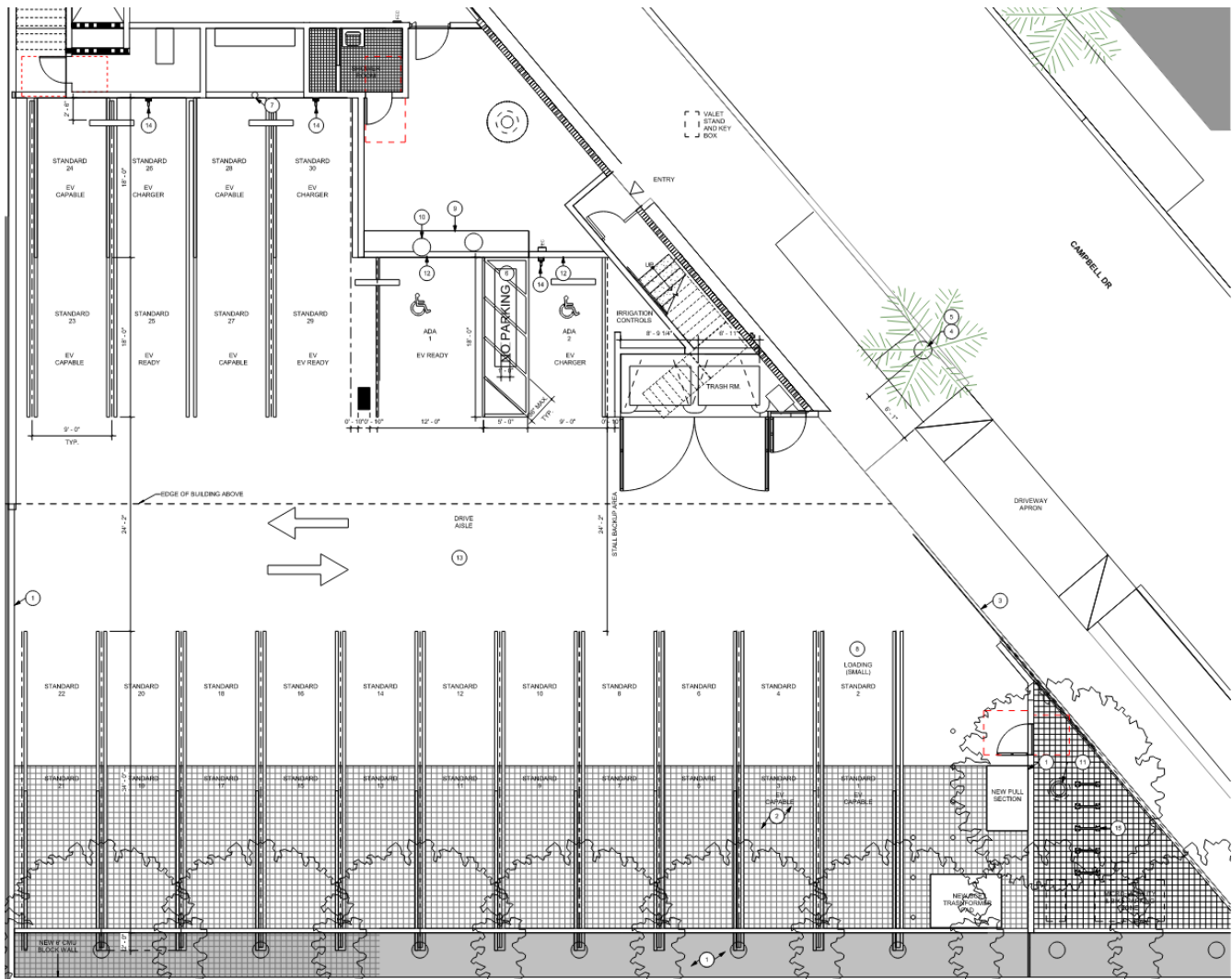
The project is expected to generate no more than 76 daily trips per the approved Memorandum of Understanding with 11 am trips and a total of 38 total trips. Parking operation hours will be standard Monday through Friday. The hours of operation for managed parking are proposed from 7am to 6pm. From 7am to 10am, the parking lot is expected to see parking activity each business day as employees arrive per the managed parking plan. All users are expected to park at their own discretion at all standard stalls. Once the inner-most stalls are filled, the 2nd row of users are expected to park but then meet the parking attendant to drop off their keys upon entry into the building. This will expedite the parking process and limit the intervention of multiple steps in the parking process. When an employee of the inner-most stall needs to leave, the parking attendant moves the car that is blocking to allow them to exit from the location where their car was parked. The parking attendant will prioritize all stalls other than the loading to ensure it is available. When closed, the parking attendant will bring the valet stand and key box into the lobby for each employee's access once they end their day. Over time, the parking attendants will familiarize themselves with the schedules of regular employees and can accommodate variations in the hours of operation.

To promote non-vehicular transit, the first step will be to offer subsidized transit as a substitution for the relinquishment of parking stalls to each employee who chooses to. As an effort to maintain an extended period of relinquishment, the system will be an annual subscription. The type of transit offered will vary upon the employee's request due to the proximity of the multiple transit operators and the multitude of micro-mobility scooters.

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NON-VEHICULAR TRANSIT

The site's proximity to a major intersection (Washington Blvd. & Centinela Ave) provides both visitors and employees with the opportunity to take advantage of existing regional transit systems. The nearest Bus stop is 250' away. If selected, employees can substitute the parking stall for a year to have an annual subscription to a transit provider of their choice. As an efficient and sustainable method to move about the City, the existing Big Blue Bus & Culver City Bus lines can facilitate more local transit to the site. Schedules & Maps will be provided digitally to employees in the lobby and, ultimately, pedestrians as they walk by to promote the use of this system.

While the closest Metro Rail stop is approximately 2.87 miles away from the site, the project will seek to promote its use by offering regional transit passes as an annual subscription to substitute individual car transit. Up to 44 pass offerings can be provide as part of the annual program.

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Micro-mobility transit has engendered the creation of a program from the Culver City's Mobility Division. Our site will dedicate a portion of the site to public parking for micro-mobility vehicles in an effort to consolidate these to a specific location on-site. With the goal of promoting their use, employees and visitors will be able to access these vehicles and use them in tandem with other longer transit trips.

The bike parking stalls are distributed on the site to provide options for both visitors and employees beyond code-minimum requirements. At the front of the site along Washington Blvd., there are two short term stalls for visitors or employees using the Big Blue Bus or Culver City Bus system or other major transit systems. Four additional stalls are located to the rear of the site along Campbell Dr adjacent to the micro-mobility zone. These stalls will serve employees or visitors arriving to the site via the residential street and, without any enclosure, can be for public use for neighboring commercial visits. In addition, two long term bike stalls are provided inside the front lobby with a lockable device per code. This will accommodate employees or visitors who require extended time at the site.

To further promote sustainable transit, a shower and private bathroom will be provided to each employee and visitor arriving on-site. As both a changing room and shower room, users will use this space to facilitate the transition between travel and work.



SUSTAINABILITY

As part of the city's efforts to recognize and promote a healthy environment, the site will provide Electric Vehicle charging stations and all the necessary infrastructure to support this endeavor. Approx. 12 stalls will either provide the ability to charge a vehicle via the charging station unit or the infrastructure such as circuitry for the expansion of the electrical

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vehicle charging program in order to accommodate a potential increase in electrical vehicles to the site over time.

The project will generate 1 Kilowatt of energy per 10,000 SF to ease the site's use of energy on the electrical grid as part of the sustainable principles the City is promoting. Photovoltaics cells will be oriented towards the south to maximize their exposure. With its integration into the electrical load of the building, the panels could provide a platform for the addition of photovoltaic panels.

Overhangs, north-facing curtain wall and ample greenery will also reduce the amount of energy used on-site. Artificial lighting will be substituted during the day as each floor has access to natural light. Fresh air will be brought inside with the versatility of the curtain wall system and window operability to ease the use of the mechanical system.

INDOOR ENVIRONMENT & HEALTH

Mental health and indoor environmental quality are part of the core principles driving the design of this project where the terraced spaces are adjoined by a full curtain wall system to visually bring soothing greenery into the space. Employees will have the option to slide open the curtain wall panels to bring in cool fresh air regulated by the landscaping provided. Additionally, as a sustainability measure, all on-site planting will be irrigated with on-site. This, in turn, will reduce the energy use of the project with artificial lighting as the windows are oriented north-west to bring ample natural light into the space.

Not only do these improvements occur on-site, but also off-site. The pedestrian streetscape will receive natural drought-tolerant planting as a visual resource for the public's use. This strategy is also employed adjacent to the public micro-mobility & bike parking dedication.

Please let us know if you have any questions.

Thanks,

Adrien F.

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