

ATTACHMENT NO. 6

SUMMARY BULLET POINT OF THE COMMUNITY MEETINGS

1st Community Meeting - Tuesday, December 4, 2018

Approximately 30 people attended the meeting, and the applicant began with an overview of the Project, conceptual design, uses, and massing, followed by a Question-and-Answer period.

Key issues and questions raised at the meeting included:

- Building is too dense with not enough affordable housing.
- Should be smaller units and increased low to mod units.
- Loss of 99 Cent Store and suggested Trader Joe's in the large retail space.
- Traffic and circulation around nearby residential streets.
- Increased green space along Washington Blvd and preservation of existing trees.
- Green building features.

The applicant responded to comments and questions:

- The Project at this stage is conceptual and design is still under development.
- Project technical studies still in development and potential impacts still under review.
- Ground floor tenants unknown at this time.
- Concerns noted and there will be subsequent community meetings.

2nd Community Meeting Thursday, April 15, 2021

Approximately 10 people attended the meeting, and the applicant began with an overview of the Project, refined design, Project amenities, and massing. This was followed with a Question-and-Answer period.

Key issues and questions raised at the meeting included:

- Project intensifies the site compared to its current uses.
- A lot of development along Washington Blvd.
- Increased traffic and street parking demand.
- Height and building massing.
- Should be more affordable housing in Culver City.
- Would like to see community serving store on ground floor.
- Design is improved from previous design.
- Leed status.
- Construction impacts.

The applicant responded to comments and questions:

- In Los Angeles the Zoning Code height limit is 56 FT and several new developments in Los Angeles are 56 FT high.
- In Culver City height increases as a concession under State Density Law and is one floor taller than adjacent Lucky mixed use project.
- The Site is in a Transit Priority Area and is well served by public transportation.
- Developer would like to have neighborhood serving retail like a small grocery store or drug store but cannot confirm at this time the ground floor uses.
- Project will apply for a CEQA exemption as a Sustainable Communities Strategy development.

- The area has grown and more housing including affordable housing is needed.
- Mixed use projects like the one proposed are most appropriate along commercial corridors like Washington Blvd.
- The back of the Project facing Zanja Street is designed to let light into the residential area north and east of the Project Site.
- Previous plan has 12 affordable units and now 19 affordable units are proposed.
- The Project is going above Cal Green requirements but is not requesting LEED certification. If compared to LEED, the Project is between LEED Certified and LEED Silver.
- The Project will submit a Construction Management Plan to the City for review before building permit issuance.
- Construction time will be approximately 20 months.

3rd Community Meeting Tuesday, May 24, 2022

Approximately 10 people attended the meeting, and the applicant began with an overview of the Project, final design, Project amenities, massing, affordable concessions explanation, public improvements, and completed technical studies. This was followed with a Question-and-Answer period.

Key issues and questions raised at the meeting included:

- Sufficient parking for residents.
- Building massing and shadow impacts.
- Widening of Zanja Street.
- Increased Project traffic through residential streets because there is no access off Washington Blvd.
- Project deliveries.
- Potential ground floor commercial tenants.
- Traffic Study.
- Tenant application process for affordable units.
- Density Law and allowed density increases.

The applicant responded to comments and questions:

- Project offers code and State density compliant parking.
- A shade and shadow study indicates building design will cause shadows inside the project.
- Project will cast the most shadow in winter during the early morning and evening when the Sun is lowest on the horizon.
- The City is not requiring a dedication to widen Zanja Street; there is no reason to widen the street.
- Without widening, a full parking lane is preserved.
- Mixed use projects always strive to have access from side streets and not break up pedestrian path with driveways off the commercial frontage.
- Loading area for Project deliveries is within the ground floor parking level and screened from view unlike the previous 99 Cent Store site that had delivery items stored in the alley.
- Mixed use projects rely on economically viable ground floor tenants that will not negatively impact the residents above; a commercial tenant that is over taxing building services leads to loss of apartment tenants.

- A Vehicle Miles Travel or VMT analysis is not required because the Project is within a Transit Priority Area (near major mass transit) and has less than 50,000 SF of commercial space.
- A supplemental traffic analysis or Level Of Service study is required.
- Applicant summarized application process for affordable units and rent levels.
- Applicant summarized density allowed increases under State Density Law.

TRIANGLE COMMUNITY MEETING #1 MINUTES – DECEMBER 4, 2018

The main concern of the surrounding neighbors is that the building is too dense with not enough affordable housing. They would like to see more affordable housing. They feel 8 units is not enough. Can we do smaller units and increase the low mod units?

They are concerned about the low-income people who currently shop at the 99 Cent Store and where they will shop moving forward. Some people suggested a Trader Joe's in the large retail space.

Some are concerned about making sure there are enough entry and exit points for cars as they can't get out of their driveway on Zanja during rush hours.

They would like to see even more green space along Washington and preserve some of the existing trees.

Include lighted bollards around the parklet for safety against vehicles.

They encourage solar water as well as other green (Leed) options.

L.A. Councilman, Mike Bonin, might want more affordable housing on LA side.

They would like to keep existing trees on Zanja and Meier.

Suggested Bonuses: Anything having to do with the dangerous intersection. One person suggested a round-about to alleviate the long time it takes to cross the street.

TRIANGLE CENTER COMMUNITY MEETING # 2 MINUTES - APRIL 15, 2021

Elizabeth Belser - Comments

Lives down the street

Her concern is going from light footprint to much more density.

Already tremendous development on Washington.

She is concerned about traffic getting backed up on Washington Blvd.

Concerned about height of project. How does it compare to other buildings in the area?

Concerned that retail in Culver City is sitting empty and we are creating more retail space.

Says she's all for development, but she thought the previous footprint of 99 Cent Only Store was more appropriate for the site.

Wants more affordable units going into Culver City, but thinks the project is too dense.

Would like to know what the cost of a Low-Income unit would be.

Asked when an environmental report would be available for review

Kevin Read – Reply

Most of projects you see going up right now are 56' including those being built in the neighborhood to the north of us, particularly those along Zanja. In Los Angeles R3 areas have for the past

several years been developed at 56' generally. The State Density Bonus Law allows for 11' increase above the 56' foot for CG zoned properties in Culver City. At the request of Culver City Planning, we set the building back from the property line as well as set the top floor back from the rest of the building to mitigate the concerns of building height. Relative to the building next to us, The Lucky, we are approximately one floor taller than them.

As per traffic, this project is in a Transit Priority Area which is defined as an area within a half mile of major transit stops. The project is extremely well served by public transit as well as bike paths and lanes. The area is described as extremely walkable. Consequently, the project can be parked at reduced parking ratios per state density bonus law. The previous user on the site, the 99 Cent Only Store, was a high traffic generator, as I'm sure you're all aware.

As per environmental, we are filing this under SB330 which allows us to proceed without a full environmental study or an MND document if we meet all the conditions pursuant to SB330 which include sustainability features on the project, particularly energy usage.

Christopher Acosta

Low-income student. Lives walking distance from site

Would like to see a store that serves the community like Target, 99 Cent Only, etc.

Concerned about new developments driving up local rents.

Not enough accessibility to affordable housing in Culver City.

Feels project is too much for the local community.

Kevin Read – Reply

No one really knows what retailing is going to look like post-covid. We have space along Zanja which is designed to be affordable retail space. We are fully cognizant to the fact that retail is an amenity to the community and not just for profit. Neighborhood serving would be the intent of our retail space. We just must see how retail shakes out in the post-covid future.

Jane Abromowitz - Comments

Concerned about mixed-use concept of project. Feels it's outdated building design and not appropriate for big cities.

Not enough affordable units. Feels like the ratio of affordable units to the density is a gross misuse of these laws.

She has experience with retail in NYC and thinks retail at the bottom of these buildings is illogical. She says people are not going back to stores.

Moved from New York where there are high buildings because she thought there were no high buildings here.

She thinks developments of this type are "old-fashioned thinking".

Michael Miller

Lives across the street on Zanja. Says he is an architect

Feels design is more appealing than last concept presented at last meeting

Concerned with parking on Zanja as it is narrow street.

Concerned about density and traffic in morning and afternoon in conjunction with Venice High School traffic.

Wanted to be sure we are following rules pertaining to setbacks.

Feels the project is overwhelming in size for the neighborhood.

He thought there were more affordable units in our previous plan.

Kevin Read - Reply

We are all aware that there is a huge housing issue in Los Angeles which is particularly acute in Culver City and the surrounding area due to a jobs-housing in-balance. The area has grown significantly. Who would have thought that Google, You Tube, and Apple were going to move into the city and bringing all these jobs in. Those folks need to live somewhere. The least impactful place to put this type of projects is on major boulevards like this because you have an arterial for any traffic that would come out of them. Along West Washington in Culver City a lot of the commercial sites back onto R3 neighborhoods behind them allowing for these projects to be much less impactful on residential neighborhoods. Since these sites have the same zoning to our site allowing for density and height. In this project we sought to open the back of the building to provide that light into the neighborhood versus massing along Zanja. Lastly, there were 12 affordable units in the previous plan, now there are 19 affordable units in the current plan. Beyond the designated affordable units, we are also seeking to provide additional affordability in the project by designing a range of unit types, particularly micro units, studios, and one-bedroom units.

Unknown

Wants us to incorporate more characteristics of the neighborhood.

Seems inappropriate to have such a high building in the area.

Concerned with lighting on the building disturbing the surrounding neighbors.

Concerned about activating the sidewalks around the project.

Concerned about traffic

Wants retail to serve the low-income residents of the area.

Kevin Read – Reply

We can look at lighting on the building to make sure that any light that is thrown on off the building is not intrusive to the neighborhood.

If we can find that good neighborhood serving retail use, our intent will be to get them in there. We just don't know if they are still around post-pandemic. We certainly have designed it for that with the loading bay and trash enclosures. Hopefully our marketing will be good enough to attract a small grocery store, a drug store, or something like the 99 Cent Only Store.

Michael Miller

No access to building from Washington Blvd.

Wondered about ETA for starting the construction. He's hoping we would have some hearings as part of the approval process.

Kevin Read - Reply

There will be a meeting in front of Culver City Planning Commission in the next 4 to 6 months.

Concerning traffic on Meier, there is a highway dedication there. We are widening the street by a couple of feet which might not sound huge but will have quite an impact in terms of mobility on the street while preserving existing street parking.

As per previous question about setbacks, we are following all the appropriate codes as per Culver City and LA and in some cases we are exceeding them. For example, we are setting the building back an additional 8' along Washington Blvd.

Jane Abromowitz

How wide are sidewalks?

Kevin Read - Reply

The public sidewalk is 10' from the curb providing a total of 18' of pedestrian area. Down the Zanja side it is 16' or 18'. On Meier the building is set back an additional 15' from the property line which totals 25' from the curb.

Stacy Shure

Eastern corner of Zanja and Washington will have a 2-story preschool going in.
Are we planning to do any lighting or enhanced pedestrian crosswalks at that corner?
Where are we on the LEED Standard scale?

Brian Poloquin – Reply

We are going above Cal Green requirements. We are not LEED on this. If compared to LEED, we would be somewhere between LEED Certified and LEED Silver.

Kevin Read – Reply

On the crosswalk, that's a very fair thing to say and we would work with Culver City Engineering on that.

Michael Miller

Hopes we will not block the sidewalk on Zanja where all the kids go to and from school during construction.

Kevin Read - Reply

That is something for us to take into consideration. We will have a construction barrier and walkway. We are going to have to tear up that sidewalk to re-do it. We will work with Culver City Building and Safety when we get into the pre-construction phase of the project.

Minerva

How long is the project expected to take to complete?
Concerned about foot traffic on the sidewalk
Concerned about traffic on Washington because of Costco and with all the construction going on in community.

Kevin Read – Reply

We wouldn't start construction in the best case, between 12 to 18 months. Theoretically, the construction on Zanja would be complete.

The residents above will utilize the retail below which reduces traffic generated by the project. Regarding Costco, hopefully the reconfiguration of the Costco Center alleviates some of the traffic by better queueing, allowing traffic not to back up onto Washington Blvd.

Minerva

How long will construction take to complete once it starts?
Asked if Kevin Read lives in the neighborhood.

Kevin Read - Reply

Approximately 20 months total.

Our office is in Culver City. We all live locally.

Triangle Center Community Meeting #3 Minutes - May 24, 2022

Introduction from Kevin Read:

Explanation of various meetings

Different from last meeting: our traffic study complete

Full project description while showing accompanied slides

Explanation of dual jurisdiction

Explanation of parking requirements and actual spaces, EV spots, car sharing program

Bike space requirements and actual

Open space requirements and actual

Type of retail and size of units

Description of street presence on all sides of project

Widening sidewalk on Zanja

Enhanced crosswalk to pre-school

Panic button for emergency services

Bus stop located at Meier and Washington. Also, an emergency button

Height description

State density bonuses on both sides – results in affordability

MOU requirements by Culver City and signed off by LA

SB375 – sustainable community explanation

Left turn at intersection of Meier/Washington currently has no signal. Taking a left from Meier onto Northbound Washington. Culver City requested we restrict the movement and allow no left turns from Meier onto Northbound Washington – right turn only.

Getting rid of curb cut on Washington so that curb cuts to go into on grade retail are of Zanja/Washington. Below grade access off Meier.

Bikes, bus, pedestrian modalities enhanced by the project. Primarily by us bringing the Westbound bike lane through our site and beyond Lucky. Still have a bus stop at Meier/Washington and maintain parking spots along Washington.

Neighborhood Comments:

Taylor:

I live a couple of streets over. Does below grade parking have enough for tenants or will they rely on street parking?

Kevin:

We are parked over code on both residential and retail. We have just 2 spots shy of what 99 Cent Store had. Adding one more parking space on street by getting rid of curb cuts currently on Zanja. Car sharing program. Resident can go into app or online and reserve, remotely unlock car and drop off and plug back in. Affordable. Will help reduce number of cars on site.

Michael:

Neighbor to the north. You are trying to block the daylight out of me. Trying not to have the highway dedication. I think you should have a higher highway dedication. Your highway dedication should have at least another lane so that Zanja can handle all the traffic that you bring in. There is a light right in the center of your building on Washington. You decided to close the two aprons.

If you can use that light and figure out a way for the cars turn on Washington it will save the cars from going through 2 residential streets to get back to Washington.

I want to start by talking about the new company that you are renting the space to. Every morning before 7:00 they make noise as they start their day. On Sundays or Saturday, they wash their cars. Not sure if it's even legal for them to wash their cars when I'm trying to sleep.

You're bringing all the traffic through the small streets when you have ramps on Washington. You have a light right there. Other than the fact you are taking away from your retail space to me it's much better. I'd like to see the traffic studies and see what they said because it doesn't make any sense to me. I'd like to see the dedication grow to another lane. I'd like to see the buildings a little lower on my side so that I have some daylight. Right now, if you go today outside at noontime, the trees cast a shadow in the middle of the street. Your building is more than twice that height. That's going into my property.

Kevin:

We'll start with shade/shadow and then we'll go from there. I'm kind of surprised that the trees would cast a shadow on the street because we are approaching summer solstice so the sun is at its highest point so really it shouldn't be throwing shadows out there. The sun during summer solstice really hits due east/west which runs Zanja. The shade/shadows that we've done and the way we've oriented the building by making that big cut along Zanja, really casts the shadow inside the site. Winter solstice is always tough because the sun is lowest on the horizon. We will cast some shadow during that time – during the early morning and evening. Unfortunately, that's that time of year. This time of year, you're going to be in full sun the entire day. Even when this building is completed.

As to the highway dedication: Culver City doesn't require a highway dedication. So, where the boundary line is you're one lane and a parking lane only in Culver City. Going above that along Zanja on the L.A. side, there's no reason to widen the street if you're going down, you're still going to hit that widened sidewalk and narrower street so why not be consistent with it. You're not going to get a second lane in there no matter what you do. Particularly because you have the parking lane. The widening that we have on our side of the street is only five feet. It's not a full lane. So, in our thought, better to have a wider sidewalk that people can utilize than more street. On our side of Zanja, you're still maintaining a full lane and a parking lane. It's really the other side of the street where you are on, that the street is too narrow. Unfortunately, if you really wanted to get that sidewalk and parking lane on the north side of Zanja, it goes through all those apartment buildings that you're in.

As to taking the traffic onto the secondary streets and not putting it on Washington: It's a general rule amongst all cities, especially in Culver City and in Los Angeles that you take your project driveways and access onto secondary streets. They do not like access to come on primary streets to come on Washington because they don't want turning movement in and out as it backs up traffic. They want Washington to be free flowing. The traffic study that we had done indicated that Zanja was at a D level which is extremely good in the city of LA. Meier was a C except for that left turn move coming out that I discussed before. The city of LA and Culver City would not allow us to have curb cuts along Washington. They force us to put it on Zanja and Meier so that is not something that we would be allowed to do.

Michael:

What about trucks serving the commercial.

Kevin:

This was an issue when the 99 Cent Store was there. We looked at the Conditional Use Permit. That was the reason why we put the loading dock interior of the project. That whole area is covered underneath there as well as we have the residential units and service rooms along Zanja so that should provide cover from deliveries that occur. We are putting them inside the site. The 99 Cent Store was basically dropping everything in the alley at Zanja or even on the street and that was a bit of a pain.

I forgot to address the current user. They're putting in the fiber optics in Culver City, so they are using that as a staging area for a couple of months. They should not be doing anything on Sunday. If you say they are there before 7:00 I'm not sure they should even be there before 8:00. That's something we'll take care of. We will get that squared away right away. And for that, I'm sorry. We'll get on that. That also goes to construction on the site. The hours of operation in Culver City I believe are 8:00 – 6:00. On Saturdays it's 9:00 to 4:00 or 5:00. Those times are posted, a trailer will be on site with a live body there if there are any issues. We are required to post our information on there. And my telephone number. So, if there's any issues, you'll be able to pick up the phone and call or walk across the street and talk to somebody. But I am sorry, those guys shouldn't be doing that right now.

Michael:

Can we see the transportation report – the traffic study?

Kevin:

Yeah, that will get coordinated through Culver City. Once it is accepted, it will be made available at the counter there. They like to control who sees it and who doesn't because they like to take notes on that.

Michael:

Can you also say under what terms you got the alley as part of the building?

Kevin:

It's not needed. Quite honestly, that alley is a remnant of 1911. And quite frankly nobody even knew who owned it for a while. Well, we own it. We own the property underneath it. The alley is an easement for utility and access purposes between the two cities. Because we're creating a single project on it, the alley is no longer needed. So, it's merged into the LA portion of the site.

Michael:

That was not the reason for the highway dedication?

Kevin:

No, not at all. Separate. LA has a policy of trying to get rid of their alleys because they are tasked with having to maintain them. But in terms of traffic circulation, they are not really super helpful in terms of the streets system, so the attitude of BOE is that if they can get rid of it, they want to get rid of it. What they're getting rid of at this point isn't the land, they're getting rid of the easement to go over it. If you notice we've already done the work to reroute and underground the power lines that were running through the site. There's a couple low volt or cable television line that are going through that will ultimately be rerouted as well. We're just leaving them on the line to avoid

the immediate cost today. We'll underground those when construction starts. What we're really doing is getting rid of all the utilities that are in that alley. That's the right of the city and the utility companies in that alley. Other than that, we own the dirt.

Kathleen:

I got a flier that says that this is the first meeting, but this is the first one I got, so how do I stay in the loop.

Kevin:

They come in the mail. The website you accessed to get on this will be updated. There is contact information that you can always call and speak to a live person. There is also an email address if you'd like to email us and ask a question.

Kathleen:

I'd like to get on your list to get notifications if there's another meeting.

Kevin:

If you got this letter, you are on the list. As to why...we can go back and look at the previous list and see if you were included in those mailers.

Kathleen:

I was not.

Kevin:

You're a long-time resident in the area?

Kathleen:

Culver City West on North St. one block over from Meier.

Kevin:

So, I'll go check that out. We'll make a note of you and your address.

There will be an additional mailer for any public hearings on the project which you will get a mailer on. I'll make sure you're included on that.

Kathleen:

You said that you are going to have the same number of parking spots as the 99 Cent Store? 68?

Kevin:

No. They had I believe 8 more than we have.

Kathleen:

Oh, so they had more parking spots than you're going to have?

Kevin:

They had that surface lot. When you look at it. Just because somebody stripes a parking space doesn't necessarily mean that they could use it. Where Zanja and Meier came together they had some parking spaces that were striped which I'm not quite sure how they were able to be used.

Kathleen:

If you ever saw their parking lot, it was a disaster and I hope that yours isn't going to be in the same configuration.

Kevin:

No. it isn't. And yes, it was a disaster. The problem with 99 Cent Store is they had a lot of different functions going along in that parking lot. They had trash and storage and delivery. They were piling stuff outside which is how the fire started. The pallets that they had behind. I do not foresee having a tenant...that 99 Cent Store was one of their busiest. That was like having a Trader Joes right next to you.

Kathleen:

I almost never parked there. I mostly walked there.

Kevin:

I do not think, and I do not foresee putting that type of tenant in. A big part is that it's kind of tough in a mixed-use project to have a tenant that is that stressful on your parking and your building services. Mixed use projects like this are going to be economically viable based on the units above, not at grade. You need to make your residents happy. If you have a tenant down below that is over taxing your building services, you're going to lose apartment residences and that is where you're making your money.

Kathleen:

Did you say that retail parking is on two different levels?

Kevin:

Yes. It will disperse it. You're not going to have that parking issue where parking is into the neighborhood in the back. The way the project is programmed now is there is a dedicated two-stop elevator between the P1 retail parking and that larger tenant (unit A) so that those folks can go straight up and down with carts etc. And that on grade parking can be more short term as well as for the in-line retail tenants that we have on the corner of Washington and Zanja. One of the things I want to point out is one of the things that Culver City pushed us to do was create the bosc, that area at the tip. That's about 5,000 sf of open space. The idea of the city was to create the bosc which is the organized trees that are located there. That should provide some relief to the neighborhood as well.

Kathleen:

And what was the other study that Culver City wanted? I didn't catch that. LOS or something?

Kevin:

Yes. Level of Service Study. It's kind of antiquated now. It looks at specific intersections. The VMT Study that states now require for CEQA purposes is, I'm going to call it, more holistic in that they're really looking for Vehicle Miles Traveled. That is how many car trips they're putting through the entire system versus individual intersections.

Kathleen:

Okay. Yeah. Cause parking is my main concern. I live below Washington but I'm fearful that people will come down there. And they've just taken away a lot of our parking and made it two-hour parking.

Kevin:

Again, we're parked over code; ten more parking spaces for the retail, a few more for the residential. Some of the efforts like the increased bike lockers and bike racks, the shared car service might help tenants not to feel obligated that they need two cars in a 2-bedroom apartment or even if you have a studio. Say you work at Sony and you're taking the #1 up to the studio, that on the weekend if you need a car, you can just use a car service. We'll find out. It's a brave new world.

Kathleen:
Okay, thank you.

Marcia:
My question is about the 19 units low income. How to apply and when and where.

Kevin:
I would suggest monitoring the website. What we've discussed on the affordable units is that those would go to current area residents and Culver City residents. If you're within a mile or two radius or 1000-yard radius of the project, we try to give you first crack at it or if you're a Culver City resident. The rents on the very lows go from approximately \$650 - \$850 a month. And the workforce units would go from approximately \$1,500 - \$2100 for a 2 bedroom. So, they're in that range.

Marcia:
Yeah, I work just across the street, so that's why I'm interested. I live in Palms.

Kevin:
You're our kind of person. So, monitor our site.

Marcia:
Okay, I will monitor. Thank you.

Michael:
There is going to be some hearing for this to get through.

Kevin:
Yes, the first hearing we will have will be through Culver City which will be a Planning Commission hearing. L.A. does not require a hearing; it's considered an administrative approval.

Michael:
Even though you're asking for more than you are allowed outright.

Kevin:
Yes, on the L.A. side we are using the State Density Bonus to increase the density from 30 to 40 units because we are below 49 units on the L.A. side. The city of L.A. considers that not a big project, so you are approved through a zoning administrator.

Michael:
Okay. Thanks.

Kevin:

Can I answer anyone else's question? Anything at all?

No one had additional questions.

Kevin:

We'll wrap it up unless someone has something to ask. Again, we will be sending notices and there will be public posting on the site for the public hearing of the project in Culver City so you can monitor that. Beyond that, if you have additional questions, please go to the website which has our contact information and...

Michael:

Since no one is talking about it...The 5000 sf of open space includes the sidewalk and everything along that area. It's not coming out of your property, correct?

Kevin:

No. The open space that we have is internal to the property.

Michael:

Okay. The other thing is I realized after you talked about the highway dedication and I asked for a lane and you said that wouldn't make sense because as you get closer to the corner, I understand now. That part is Culver City and does not require a highway dedication and you're saying since there's no highway dedication there, you will not widen that part and therefore, the additional lane that I'm asking for wouldn't make sense.

Kevin:

Correct. Yeah. You'd get this weird jog in the sidewalk. If you had a lane there, somebody barreling down Zanja would have to merge into a single lane at that point. If you could do it. But again, that dedication is five feet. It's not a full lane that they're looking for.

Michael:

I was asking for the entire lane to be the entire block. I wasn't asking just to widen the highway dedication to a lane.

Kevin:

Understood.

Michael:

Just to clarify to everyone else.

Kevin:

Any last questions. If not, we'll wrap it up. Keep an eye out for mailers and posting on the site. Hopefully, we'll be in front of Culver City within the next couple of months.

I want to thank everybody. If you have questions, please call us, or email us. We'll respond as best we can. Thanks very much. We appreciate everybody taking time out.