

Redcar Properties LTD.

Community Meeting #1 for 8570 National Blvd, Culver City, CA 90232

Redcar / Olson Kundig Notes 3-18-2021 @ 7:00PM

Location: Online/Zoom

Attendees:

John Bowman, Elkins Kalt
Laura Doerges, Redcar
Bruno Fracassa, Redcar
Mike Namba, Redcar
Zev Miguel-Strah, Redcar
Amir Mikhail, Redcar
John Hallock, Olson Kundig
Kevin Kudo-King, Olson Kundig
Erik Gunderson, Olson Kundig
Mikel mias, Olson Kundig
Michael Benson, MLA
Xhian McIntyre, MLA
Pam Couch (neighbor)
Warren Howell (neighbor)
Florence Takaaze (neighbor)
Richie DeBiekes (neighbor)
Paula Shulman (neighbor)
Gabriela Silva, Culver City Planning Division

Meeting Start:

The meeting began at approximately 7:05 PM

John Bowman welcomed the attendees, described the purpose of the meeting, introduced the development and design team, and provided the agenda, including Q+A instructions.

Laura Doerges provided an overview of Redcar Properties Ltd; its operations, portfolio, and nearby projects.

Kevin Kudo-King presented the project description, imagery, and metrics.

The audience was then invited to present questions and/or comments (participant name in BOLD).

William Howell has lived on Schaefer St. for over 40 years. Feels the project is wonderful/beautiful. Is concerned about traffic and parking; mentioned that another project was stopped because it did not have enough parking (not sure which address); suggested installing speed bumps to slow traffic on Schaefer. Questioned whether the project has enough parking and whether it is relying on other projects for parking. Pointed out that making a left turn from Schaefer onto National is difficult/dangerous as there is no traffic control on National and cars tend to travel at fast rates of speed.

Laura Doerges clarified that the project will be parked per code, and that a valet operator would be managing the

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parking to make the operation as efficient as possible.

John Bowman clarified that the project will be required to provide a traffic assessment as a part of its City approvals – to be submitted to city for record.

Pam Couch is a resident of Schaefer St. She has two small children. Her concern is traffic. She also asked how many parking stalls are in the building and what the occupant load of the building is.

John Hallock mentioned that the current plans show 90-100 cars. He estimated the occupant load to be 60 occupants per floor plus the occupant load of the retail/restaurant space. This adds up to about 130-145 occupants. It was mentioned that not all office users or retail users will arrive via car. The project is set to encourage walk-up and bike arrivals as well as automobile.

Gabriela Silva asked whether the car count meets code. John Hallock mentioned that there are a “few extra” stalls in the current program and that the project will meet or exceed code by a nominal amount.

Florence Takaaze noted that she objects to the project, she says it’s too big, and too tall. She has lived in the neighborhood for over 40 years. She noted there is too much construction in the area, and mentioned Jefferson Blvd, La Cienega, and National/Washington (no specific addresses).

Paula Shulman mentioned that she is concerned about traffic turning onto Schaefer St making a right turn from National Blvd. The corner is more than 90 degrees, and she is worried about accidents at that intersection. She also noted that drivers on National tend to speed and she typically signals a turn with her signal well in advance of turning because drivers behind her don’t slow down when she’s trying to turn on to Schaefer.

Mike Namba then pointed out that the project is hoping to encourage bike use, walking, and train use to access the site. He noted that the site is in close proximity to Metro and that an increase in these forms of transportation will lessen the potential added traffic on National and Schaefer.

Richie DeBeikes lives at 3616 Schaefer. He said he loves the design, and he looks forward to having retail or restaurant on the ground floor.

William Howell asked the team about the impacts of Covid 19 on the leasing of office. He noted there are many office buildings for lease and people aren’t going back to work in some cases. He wondered whether Redcar felt that it would be able to lease the building.

Mike Namba provided information about other Redcar projects and the fact that they are considered more appealing alternatives for office since they aren’t high rise buildings with multiple tenants and one elevator that all tenants have to use. Operable windows and outdoor workspaces are a hallmark of Redcar’s projects which appeals to tenants. In summary, Redcar feels that the building’s design is ideally suited to assuage the concerns for businesses returning post-pandemic.

Laura Doerges added that the information provided by Mike was being evidenced both in conversations with Redcar’s leasing brokers and prospective tenants, and in industry articles.

Paula Shulman mentioned that she would like to see National improved to better serve pedestrians and bikes. She stated that National is currently not very user friendly and that she frequently walks and bikes on National. The limited sidewalk width, large electrical service poles, and traffic speeds make it difficult to feel safe. She encouraged the team to travel the routes from the Metro to the street to understand the issues especially using a

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wheelchair or stroller.

John Bowman noted that the plans would be submitted to the City for review and that Preliminary Project Review would address site access and circulation, and any required public improvements.

Conclusion:

At that point, no other attendees indicated their desire to speak. John Bowman let everyone know that the meeting recording, and notes would be distributed and available to the City and anyone who wants a copy. He also noted that each person was tracked on an attendance list; he also encouraged the attendees to reach out to Amir Mikhail via email to provide phone number and email. That way, future meeting notices will automatically be provided to those attendees.

8570 National Blvd. Culver City, CA 90232
Community Outreach Meeting #2



Date: October 27, 2022

Time: 7:00 PM

Attendees:

- Michael Namba - *Redcar*
- Ian Lesyk - *Redcar*
- Kimberly Fontaine - *Redcar*
- Doug Robertson - *House & Robertson*
- Kevin Kudo-King - *Olson Kundig*
- Erik Gunderson - *Olson Kundig*
- John Bowman - *Applicant Legal Counsel*
- Pam Couch - *Community Member*
- Tracey Martin - *Community Member*
- Kathy Pryzgoda - *Community Member*
- Julie Bernard - *Community Member*
- Hannah Coleman - *Community Member*
- Gabriela Silva - *Culver City Planning*

Outline:

- Meeting Began at approx. 7:05 P.M, allowing a 5 minute grace period for community members to join the call
- Introduction of team presented by Michael Namba with a brief Redcar video shared
- Brief project update provided by Michael Namba
- Kevin Kudo-King presented updated project since first community meeting
- Kevin opens up the floor for team address community questions and concerns (see details below)
- Michael Namba concludes meeting
- Meeting ends at approximately 7:45 P.M

Community Questions/Concerns:

- Pam Couch: What is the building capacity/occupancy?
 - 84 People for Retail, 150-200 people for workplace approximately, per current city code
- Tracey Martin: What kind of retail are you envisioning?
 - Food use for retail (cafe, coffee shop, or other food use). Examples of potential tenants: Birdie G's, Cookbook, Jon & Vinny's, etc
- Kath Pryzgoda: Is parking public?
 - Not publicly accessible
- Tracey Martin: Will there be more traffic on Schaefer coming up from Higuera?
 - Traffic study prepared shows that 90% of cars will be coming from Eastbound National Blvd. and less than 10% coming from Schaefer St.
- So they are not coming from the east? Not coming from the Jefferson area on National where they would have to make that left?
 - Correct, not during peak hours.

- How do we (Redcar) know that?
 - We have a traffic consultant on our team that prepared a study that is shared and viewed with the city. Part of that study shows where cars are coming from whether it be from highways or other neighborhoods and their most likely path of travel based on traffic patterns throughout the city.
- Does it take into consideration where the people that work in this building are coming from?
 - We're relying on these studies to analyze the traffic flows and where it comes from and where it goes to.
- That's not taking into account that there's a building that people are coming to. Normally not that many people at that time are coming to Schaefer that wouldn't be an issue. But now if there's people coming here that work now that traffic study is not going to take that into account.
 - It does, that's what the purpose of the study is. It is to say that environmentally if we were to place this new use and this new occupancy at this location what would be the effect to the traffic and its environment.
- Is it possible for us to get a copy of that study and see it as well?
 - Yes, it is available
- Pam Couch: Did you say that parking is not public? Where will people park who are visiting the retail space?
 - There is parking for the retail space but we're not inviting local parking/local patrons to that parking area; it is designated to that office and retail use.
- Kathy Pryzgoda: Is there a traffic light being considered on Schaefer?
 - At this moment that is not. It is a good consideration, we would support it, but it is not a part of our project application.
- What about parking for the other commercial spaces adjacent?
 - Blackbird has its own parking lot
- Pam Couch: Concerns about Blackbird parking usage (in residential neighborhood) impact to residents
 - Redcar to address Blackbird about event parking
- Kathy Pryzgoda: making left onto street is dangerous and street light seems necessary
 - We've proposed removing one spot on the right side but adding a traffic light is not a part of our project application.
- Tracey Martin: Is there other retail coming in adjacent to Black Bird and this new project?
 - Adjacent to Blackbird we are not contemplating retail but this project could hypothetically service 2 tenants on this plan facing National, one would be on the right side and other would be on the left. It is still open on who would be interested in that, tenant wise. Again, we are looking for food use tenants.
- Pam Couch: Will the 8 A.M. construction start time be enforced?
 - Yes it will be. If the construction team is not abiding by the 8AM start time, feel free to report this to the building department. (contact email provided).
 - Is parking going to be free?
 - Parking will not be free for tenants but it is put into their lease. With regard to retail, it has not been determined yet. It depends on how the operator would like to handle that and that has not been determined yet.

- What is the purpose of this meeting; is it possible for our suggestions/complaints to amend this application?
 - Gabriela explained Culver City has community outreach guidelines for discretionary projects and this meeting is part of fulfilling the requirements of those guidelines. She clarified this is the 2nd meeting and the 1st was conducted before the preliminary submittal. The initial meeting occurs at an early stage to receive feedback from the community and incorporate those comments/concerns into the proposal as appropriate. The second meeting is intended to present further refined plans and how the applicant responded to prior comments. At this stage in the process, the application is able to move forward to the Planning Commission without further changes, with a recommendation that will be formulated based on all the information. During a public hearing, the Planning Commission will determine if the Project is approved or denied with the the recommended conditions or other adjustments based on public input or other factors. The public will be notified of the public hearing and have an additional opportunity to comment at that time; if the Commission deems there are changes or refinements that need to be made to fulfill Municipal Code requirements, they will make that determination.
- Julie Bernard: Will there be any housing in this complex?
 - No, this is not a housing project. The zoning does not allow residential use at this time. This is an industrial zone which allows most commercial uses and a number of industrial uses but not residential.
- Pam Couch: How would we go about asking the city to make sure there are speed bumps or something on the street to protect our kids?
 - Gabriela suggested that community member contact the Mobility and Traffic Engineering department.