

OFFICIAL MINUTES

REGULAR MEETING OF THE
CITY COUNCIL
CULVER CITY, CALIFORNIA

February 1, 2021
6:00 p.m.

Call to Order & Roll Call

Mayor Fisch called the regular meeting of the City Council to order at 6:02 p.m. in the Mike Balkman Chambers at City Hall via Virtual Webex.

Present: Alex Fisch, Mayor
Daniel Lee, Vice Mayor*
Göran Eriksson, Council Member
Yasmine-Imani McMorris, Council Member
Albert Vera, Council Member

*Vice Mayor Lee joined the meeting at 7:05 p.m.

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Pledge of Allegiance

Mayor Fisch led the Pledge of Allegiance.

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Community Announcements by City Council Members/Information Items from Staff

Council Member McMorris acknowledged Black History Month and the need to honor the contributions of Black people, past and present.

Council Member Vera reiterated that applications were being accepted until February 22 for those interested in serving on a Commission, Board or Committee in the City with additional information available at culvercity.org/serve, and he shared a quote by Shirley Chisholm: "If you don't have a seat at the table, bring a folding chair."

Jeremy Green, City Clerk, thanked Council Member Vera for discussing the application period for service on Commissions,

Boards and Committees, noting that additional information is available at www.culvercity.org/serve or by calling (310) 253-5851.

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Joint Public Comment - Items NOT on the Agenda

Mayor Fisch invited public comment.

The following member of the public addressed the City Council:

Les Surfas requested clarification regarding what financial reporting is required for the moratorium on rents and utilities; discussed a lack of flexibility by the Sanitation Department; he clarified that he was discussing commercial real estate; requested consideration for smaller businesses; and he did not feel that landlords should be discriminated against.

Robert Zirgulis was called to speak, but was not present on Webex.

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Receipt and Filing of Correspondence

Mayor Fisch reported that 259 pages of correspondence had been received.

MOVED BY COUNCIL MEMBER VERA AND SECONDED BY COUNCIL MEMBER ERIKSSON THAT THE CITY COUNCIL RECEIVE AND FILE CORRESPONDENCE.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: ERIKSSON, FISCH, MCMORRIN, VERA
NOES: NONE
ABSENT: LEE

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Order of the Agenda

No changes were made.

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Consent Calendar

MOVED BY COUNCIL MEMBER VERA AND SECONDED BY COUNCIL MEMBER MCMORRIN THAT THE CITY COUNCIL APPROVE CONSENT CALENDAR ITEMS C-1 THROUGH C-3.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: ERIKSSON, FISCH, MCMORRIN, VERA
NOES: NONE
ABSENT: LEE

Item C-1

CC - Approval of an Agreement with Network Integration Company Partners (NICP) for Network Software/Hardware Maintenance Support for the City's Telephone and Data Networking Systems in an Amount Not-to-Exceed \$97,578.00 for the Term from January 1, 2021 to December 31, 2021 with Four Optional One-Year Extensions in an Amount Not-to-Exceed the Prior Year's Cost by More than 15%

THAT THE CITY COUNCIL:

1. APPROVE AN AGREEMENT WITH NETWORK INTEGRATION COMPANY PARTNERS INC. (NICP) FOR SUPPORT AND MAINTENANCE FOR THE CITY'S TELEPHONE AND DATA NETWORKING SYSTEMS IN AN AMOUNT NOT-TO-EXCEED \$97,578.00 FOR THE TERM FROM JANUARY 1, 2021 TO DECEMBER 31, 2021 WITH FOUR OPTIONAL ONE-YEAR EXTENSIONS IN AN AMOUNT NOT-TO-EXCEED THE PRIOR YEAR'S COST BY MORE THAN FIFTEEN PERCENT;
2. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND
3. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

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Item C-2

CC - (1) Approval an Agreement with Lumen for the Purchase of Ciena's Cloud Hosted Networking Services to Support the Municipal Fiber Network (Culver Connect) in an Amount Not-To-Exceed \$93,000; and (2) Approval of a Related Agreement with MOX Networks for the Purchase of Equipment and Professional Services in an Amount Not-to-Exceed \$150,000

THAT THE CITY COUNCIL:

1. APPROVE AN AGREEMENT WITH LUMEN FOR THE PURCHASE OF CIENA'S CLOUD HOSTED NETWORKING SERVICES TO SUPPORT THE MUNICIPAL FIBER NETWORK (CULVER CONNECT) IN AN AMOUNT NOT-TO-EXCEED \$93,000; AND
2. APPROVE AN AGREEMENT WITH MOX NETWORKS FOR THE PURCHASE OF EQUIPMENT AND PROFESSIONAL SERVICES IN AN AMOUNT NOT-TO-EXCEED \$150,000; AND
3. AUTHORIZE THE CITY ATTORNEY TO REVIEW/PREPARE THE NECESSARY DOCUMENTS; AND
4. AUTHORIZE THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS ON BEHALF OF THE CITY.

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Item C-3

CC - Approval and Ratification of the Submission of the Following Six Grant Applications to Cycle 10 of the Highway Safety Improvement Program Funding for Traffic Safety Improvement Projects: (1) Sepulveda Boulevard from Centinela Avenue to the Westfield Mall Access; (2) Overland Avenue from Maytime Lane to Northgate Street; (3) Three Signalized Intersections on Overland Avenue and Bristol Parkway; (4) Ten Signalized Intersections on Washington Boulevard, Culver Boulevard, Overland Avenue, Jefferson Boulevard, Centinela Avenue and Sepulveda Boulevard, (5) Twelve Non-Signalized Intersections on Washington Boulevard, Sepulveda Boulevard, Washington Place and Higuera Street; and (6) Segments of Jefferson Boulevard and Sawtelle Boulevard

THAT THE CITY COUNCIL: APPROVE AND RATIFY GRANT APPLICATIONS TO CYCLE 10 OF THE HIGHWAY SAFETY IMPROVEMENT PROGRAM FUNDING FOR THE FOLLOWING: TRAFFIC SAFETY IMPROVEMENT PROJECTS: (1) ON SEPULVEDA BOULEVARD FROM CENTINELA AVENUE TO THE WESTFIELD MALL ACCESS, (2) ON OVERLAND AVENUE FROM MAYTIME LANE TO NORTHGATE STREET, (3) AT THREE SIGNALIZED INTERSECTIONS ON OVERLAND AVENUE AND BRISTOL PARKWAY, (4) AT TEN SIGNALIZED INTERSECTIONS ON WASHINGTON BOULEVARD, CULVER BOULEVARD, OVERLAND AVENUE, JEFFERSON BOULEVARD, CENTINELA AVENUE AND SEPULVEDA BOULEVARD, (5) AT TWELVE NON-SIGNALIZED INTERSECTIONS ON WASHINGTON BOULEVARD, SEPULVEDA BOULEVARD, WASHINGTON PLACE, AND HIGUERA

STREET, AND (6) ON SEGMENTS OF JEFFERSON BOULEVARD AND SAWTELLE BOULEVARD.

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Action Items

Item A-1

CC - (1) Presentation by Staff on the MOVE Culver City Quick-Build Mobility Lane Pilot Project; (2) Approval of the Design Guidelines, the Design Decision Recommendations, and the List of Key Materials Outlined in the Staff Report and in the Presentation; (3) Authorization to Staff to Finalize the Design Based on the Design Guidelines, the Design Decision Recommendations, and the List of Key Materials; and (4) Direction to the Transportation Department as Deemed Appropriate

Rolando Cruz, Chief Transportation Officer, discussed alternative mobility solutions and congestion in Culver City; he provided a project overview; discussed goals of the City Council Strategic Plan; recognizing active and public transportation as viable modes; the transportation revolution; renaming the Parking and Traffic Subcommittee to the Mobility, Traffic and Parking Subcommittee; changing the focus from designing solely for the automobile; the Transit Oriented Development (TOD) Visioning Plan; City Council direction; approval of the consultant contract; MOVE Culver City; collaboration; outreach and engagement; the Community Project Advisory Committee (CPAC); Phase One, Corridor One; the mobility lane; the Culver City circulator; the existing bus stop improvement process; community input received; and ongoing public engagement.

Diana Chang, Project Manager, provided the background on the project; discussed proposed guidelines; project boundaries; the Quick Build approach; conducting pilot programs; monitoring; adjustments; maintenance of existing auto access; the intent to transfer one lane into a general mobility lane; establishing Gateway Mobility stops; connectivity to mobility services; improving visibility and a sense of community; use of tactical materials; the project goal of moving people over cars; the convergence of bike facilities in the area; the intent to create a paradigm shift; planned service hours and frequency for the circulator service; reduced parking demand; the Request for Proposals (RFP) process for circulator vehicles; solicitation of community input; establishment of the project's guiding

principles; incorporation of comments; and evolution of the project designs in response to comments received.

Joe Iacobucci, Sam Schwartz Engineering, provided background on himself and the company; discussed the support team; traffic congestion in the region; jobs coming to the City and the current lack of mobility options; induced demand; setting the stage for sustainable mobility to grow; the amount of space it takes to move people via vehicles vs. via sustainable modes; the experiences of other cities; the Tactical Transit Study; project monitoring; approach and design; existing parking and curb cuts; setting a modal priority; retention of access points; utilization of the mobility lane by emergency vehicles; support for the combined mobility lane; ensuring continuity and coherence of the corridor; using paint to enhance safety; conflict zones; design decision recommendations; the E-Line station; Americans with Disabilities Act (ADA) compliance; bike boxes; turning movements; conflict zones; curb extensions; asphalt art; protected movements; current outdoor dining; loading zones; floating parking; and the design for the corridor.

Rolando Cruz, Chief Transportation Officer, discussed next steps; the bid for the construction contractor; public outreach; asphalt art; circulator planning; bus stop design; installation; the aim to go live with the mobility lanes in late May or June; the 12-month pilot phase; community feedback; appropriate responses and adjustments; key performance indicators; evaluation rounds; he presented pictures of current and proposed conditions; and he clarified the action before the Council.

Jeremy Green, City Clerk, indicated that Vice Mayor Lee had arrived at 7:05 p.m.

Mayor Fisch invited public comment.

The following members of the public addressed the City Council:

David Coles, Bike Culver City, speaking on behalf of himself, expressed support for the project; discussed ending the dominance of cars in Los Angeles county; the need to make transit use convenient for all; the importance of connectivity to the Ballona Path; he felt MOVE Culver City did not go far enough but was a step in the right direction; and he asserted that Complete Streets would help business.

Adrian Killigrew echoed the comments of the previous speaker; noted that Culver City was a modern city, but behind New York; discussed the weather; increased bike riding due to COVID; programs by large companies to reward employees to take alternative transportation to work; and he thanked the City for their efforts.

Art Nomura noted the importance of improving mobility; praised the leadership of the Transportation Director; discussed the new normal of active transportation and convenient public transport; exponential growth of bicycle ownership and use during the pandemic; increased telecommuting even after the pandemic; and he asked for support of Quick Build Version 4 without revision.

Horace Williams expressed support for the project, the work of the consultants, and the City; discussed changes during the pandemic; the outdoor dining program; and he wanted to see the City set the standard for the region.

Jim Suhr provided background on himself; applauded efforts to bring more mobility solutions to the downtown area; discussed street geometry; complexity of the design; the need for innovation; a solution advocated by the Downtown Business Association (DBA); studying the downtown segment in greater detail; and he acknowledged the efforts of Hackman Capital on the improvements to Culver Steps.

Nancy Barba provided background on herself; urged the approval of Version 4 as presented without any further concessions to car traffic; she discussed the benefits of Complete Streets; growth of the City; the responsibility of ensuring that all residents are served; and the importance of providing access to other modes of transport.

Jonathan Beckhardt indicated living adjacent to Culver City on La Cienega; expressed strong support for the project; wanted to see movement away from car centered transportation; and hoped Culver City would be a mobility leader for the county.

Ryan Smith, DBA, thanked staff and the consultants for their efforts; he felt that the downtown portion of the plan had not had sufficient time for input from the affected stakeholders; discussed abnormal traffic movement during the pandemic; timing of the pilot program; he requested additional time for study to identify alternative solutions that still satisfy the goals of every constituent; discussed current outdoor dining conditions

and the temporary closure of Main Street; data-driven facts leading to the best solution; and he asked that all affected downtown stakeholders be allowed to participate in the process.

Eric Shabsis discussed the long-term success of the downtown area and the need to take data and science into account; inclusion of all downtown users and demographics; other areas allowed more time and input; the TOD Visioning Study; significant issues; future solutions for Main Street; addressing concerns of the business community; valet pickups and drop offs, loading and delivery, vehicular access to the Culver Steps parking garage; unsafe conflicts; and he proposed funding an additional study of the downtown segment with the same consulting team to create a workable solution for everyone.

Shant Keoghlian, Culver City Toyota, expressed support for mobility solutions; discussed concerns of the downtown businesses; rerouting necessary to make changes happen; and he proposed delayed implementation until further guidance could be provided.

Brent Ilouljian was called to speak but did not respond.

George Hewitt expressed support for Version 4 of the proposed plan; discussed the efficiency of buses; concessions made to single occupancy vehicles; equity; mobility options; the amount of work put into the project; and consensus within the community.

Jean Keating was called to speak but did not respond.

Benjamin Wiles provided background on himself; discussed the Ballona Creek Bike Path; access; and he expressed support for the proposed plan.

Bubba Fish thanked everyone for their efforts in the process; discussed the goals of Bike Culver City; the status quo; car-centric design; inequity; bringing easy, affordable options to the City; support for initial efforts to affect change; length of the process; concern with attempts to derail and delay the project; and he asked that the project be approved with long-term support, and without any more concessions made to car traffic.

Michelle Weiner commended the City for their efforts and for the extensive process undertaken; she objected to criticism of

issues around the entrance to the parking garage on Main Street; and she urged the City Council to support Version 4.

Travis Morgan provided background on himself; thanked the City for their efforts; encouraged data-driven decision making; and discussed studies that show mobility lanes result in positive impacts to impacted local businesses.

Jim Berland was called to speak but did not respond.

Mary Daval expressed support for Version 4.0; acknowledged that change is scary; discussed benefits of recent downtown street closures; policies that favor cars over people and facilitate cut-through traffic vs. policies that support sustainability and equity in a community-based approach to problem solving; she discussed previously adopted policies indicating that residents want safe, equitable choices for mobility; the Quick Build process; tactical urbanism; and application of what is learned to improve the City.

Linda The was called to speak but did not respond.

Beth Lane provided background on herself; thanked the City for their efforts; reported participating in the process; discussed benefits of the changes; and she asked about the proposed art installations included in the project.

David Haake provided background on himself; thanked the City for their work on the project; and he urged the City Council to approve Quick Build Option Version 4 as presented without any delay or amendments as he felt that the project would be a further revitalization of the downtown area.

David Metzler discussed issues with commuting; the need for additional options for travel other than a car; he felt there had been too much study and not enough action; discussed his decision to eliminate a car and his support for Quick Build Option Version 4; he thanked the City for their efforts; acknowledged issues with the proposed project, but noted opportunity for adjustments and improvements; he asserted the importance of moving forward before traffic returned; and he expressed faith in the process.

Gabrielle Hackman, Hackman Capital and The Culver Steps, discussed collaborative work with the City and the community; the commitment to mobility; support for the ultimate goals of

MOVE Culver City; and getting the downtown plan right so that people are happy and businesses can thrive.

Eric Sims, Center Theater Group and the DBA, thanked the City for their work on the project and expressed support for multi-modal transportation; discussed the importance of providing convenient access; the Kirk Douglas Theater; customer experience; bringing in people from all over the region; project design with flexibility in mind; and he expressed support for the plan of the DBA to study the project further.

Neill Brower, Jeffer, Mengels, Butler and Mitchell, spoke representing Ken Garth Automotive, expressed support for mobility efforts of the City; concern with the late addition of the downtown area to the project; acknowledged efforts to consider the concerns; outstanding issues; timing of the pilot program; representative data; the trend of declining transit ridership; the California Environmental Quality Act (CEQA) exemption; and study requirements.

Michael Hackman, Culver Studios, Culver Steps, and Sony Animation, discussed his support for mobility solutions; concern that the downtown segment was not part of the consultant's scope, nor part of the Sam Schwartz study, or based on data or science; the lack of buy-in from the business community; numerous potential flaws that could lead to project failure and dissipation of support; workable solutions; he reported that the DBA would fund a study by Sam Schwartz to develop a workable plan for all stakeholders; and he indicated that they wanted to collaborate on a successful project for everyone and to support economic development.

Patricia Bijvoet expressed support for Version 4; noted that issues that arise would allow for identification of improvements; discussed car-dominated infrastructure; and she felt businesses would reap the benefits of the changes and the project would enhance City life for everyone.

Rob Weber provided background on himself; expressed support for the project; discussed safety issues; high traffic volumes; changes already in place; the proposed Circulator Service; and he expressed support for Version 4.

Disa Lindgren expressed support for Version 4 of the MOVE Culver City Quick Build project and hoped it would be adopted as presented; discussed encouraging people out of their cars with enhanced safety; the importance of providing alternatives to

cars; private interests fearful of change; flexibility of the project; openness to change; and she asserted that the project could not afford to be delayed any longer.

Sarah Cha, IDS Real Estate Group, Culver Steps, requested additional study of traffic and safety concerns specific to the downtown area; cited specific questions regarding the proposed program; discussed the necessity for reciprocal changes to accommodate shifts in traffic; slower traffic flow as a result of elimination of turn lanes; parking intrusion; reduced vehicular capacity; and accommodation of pick up/drop off and delivery traffic.

Alex Kessel was called to speak but did not respond.

Darrel Menthe, DBA, expressed support for mobility improvements; discussed stress on downtown businesses due to the many changes over the past year; finding a way forward to address concerns; and he urged the City to approve the project with the current timeline while additional study of the downtown segment funded by the DBA is conducted.

Riley O'Brien, Westside Cities Council of Governments, expressed support for the proposed project; discussed priorities for investment; approved funding; the Measure M Multi-Use Subregional Program; and he urged the City Council to move forward with the crucial project.

Stu Freeman was called to speak but did not respond.

Peggy Koyanagi was called to speak but did not respond.

John Bowman, Elkins Kalt, representing the Culver Studios, discussed the application of CEQA to the project; exemptions; the proposal to retain outdoor dining; creating a wholesale change in traffic circulation; the categorical exemption; and he expressed support for deferring the downtown portion of the project pending additional study.

Melissa Lanni, IDA Real Estate Group, Culver Steps, discussed the uncertain times for retailers; impacts of temporary conditions on Culver Boulevard; concern with adding more traffic conditions; the intent to create a destination; negative impacts to loading and unloading as well as access for sanitation; and support for the DBA taking additional time to study the situation.

David Saeta, Culver Steps, discussed efforts to serve the community, and expressed support for waiting until identification of a solution to address all concerns before making physical changes.

Kathy Johnson, The Culver Hotel, provided background on herself; expressed support for MOVE Culver City and for surrounding businesses; discussed providing a safe and accessible way for guests to visit the hotel; the desire to make things better and safer for downtown businesses; the busy valet area; concern that the current plan would create more volume in the valet zone; safety concerns with cyclists in the area; support for funding an additional study of the downtown segment; and she did not believe that additional study would cause a delay.

Kim Page was called to speak but did not respond.

Ross Rivas was called to speak but did not respond.

Paul Swim was called to speak but did not respond.

Tamar Christensen discussed the need for reconciliation between residents and businesses as well as for a sustainable solution to get around the City, and she encouraged approval of the project as is, in order to learn how to do better for residents and businesses.

Hector Calvinisti was called to speak but did not respond.

Irene Balza was called to speak but did not respond.

Jeff Morrical provided background on himself; expressed support for Version 4 of the plan; echoed previous comments in support of the project; and noted the need for different modes of transportation.

Lee Chernotsky, Arts District Business Improvement District Board, discussed the process of making the community more accessible and he expressed support for the current plan.

Donna Washington was called to speak but did not respond.

Meghan Sahli-Wells provided background on herself; applauded the Mobility Plan as an equity plan; discussed prioritization of those who need to get around most and often do not have choices with regard to mode share; noted the sense of urgency in moving forward; money being put into outdoor dining; the post

COVID era; pass-through traffic; prioritizing multi-modal options for residents and for those visiting residents in the City; she asserted that businesses should not have a louder voice than residents; and she felt that delays would kill the project.

Hope Parrish expressed support for the project but felt it should be considered when traffic conditions get back to normal; discussed cut-through traffic; the need for additional consideration; and she expressed appreciation to the Transportation Department for their diligent work.

Ken Mand expressed support for the project; discussed enhancements; diverting cut-through traffic; making the temporary outdoor dining program into a permanent City attraction for the next two years; starting a formal project to study and design a permanent reconfiguration of the curb line and traffic signals throughout the corridor; robust outreach; and he asked that the new lane be referred to as the Local Lane to prioritize the community.

Solve Loken was called to speak but did not respond.

Karim Sahli discussed businesses vs. residents; extensive outreach and input for the project vs. the lack of public input for the parking lot being cited as an issue; and he indicated that now was the time for Michael Hackman to follow through on his previous statement in response to issues with the parking lot, that if downtown is poised to be pedestrian, he would build a tunnel from the current exit to Venice Boulevard.

Maya Mallick discussed comments made by Kathy Johnson regarding the Culver Hotel; safety issues with the valet zone; overall traffic backup with reduced lanes going eastbound on Culver; concern with the characterization that businesses and residents are on different teams; she felt that a solution could be found for everyone; and she expressed support for the project with a hold placed on the downtown area while concerns are addressed, including business recovery and reopening.

Abby Wood provided background on herself; discussed safety concerns that hinder parents who would like to switch to biking; she indicated that she would be a heavy user of the proposed infrastructure; expressed support for approving Version 4, although she felt the project could go further; discussed prioritizing people over cars; and she proposed adding a bike path through Culver Steps.

Brent Ilouljian thanked the City for their hard work; expressed support for downtown mobility solutions as critical to the long-term success of the area; felt solutions should be enacted taking proper data into consideration; discussed the lack of appropriate planning and stakeholder engagement in the downtown portion of the process; finding a way to serve everyone with a logical plan; significant issues with the proposed plan; future solutions relative to outdoor dining; concern that the current plan would hamper economic recovery; and he expressed support for allowing identification of a workable solution with additional study by the consultants.

Sandrine Cassidy, Ballona Creek Renaissance, expressed support for Version 4 of the plan, noting that it was the ideal time to move forward; discussed mobility solutions; the watershed; negative impacts of traffic issues; inaccessibility of the downtown area; encouragement of mass transit; concern with allowing businesses to derail the promise of improved accessibility; support for local businesses; improving safety for students and families; encouragement of biking, walking, and public transit; and support for voting in line with the Culver City Unified School District (CCUSD).

Lisa Marie Desai was called to speak but did not respond.

Freddy Puza expressed support for the project; discussed decreasing dependency on cars; becoming a more sustainable City; focusing on other areas in the City besides the downtown area; providing more alternatives to taking a car; becoming a destination City rather than a pass-through; providing infrastructure to support local businesses and restaurants; equity issues; helping people flow through the City; and providing additional safety for cyclists.

Houssein Haghighat, Culver City Honda, provided background on himself; expressed support for a greener, cleaner, safer City for all; concerns with current narrowing of roads that has forced traffic into the neighborhoods; discussed reduced traffic during the pandemic; additional businesses coming into the area; accommodating increased traffic with narrowed streets; cut-through traffic; and he expressed support for additional discussion and analysis with the downtown stakeholders.

George Montgomery provided background on himself; discussed taking the public right of way to help businesses; the Culver Steps; adding a tunnel; providing bike right of way through

Culver Steps; businesses contributing to the overall plan; concern with slowing down the process; and he expressed support for moving ahead with the plan.

Lisa Marie Desai provided background on herself; expressed support for Version 4 without delay; and she read the names of 20 people who had contacted her in support of Version 4.

James Callier provided background on himself; expressed concern with detrimental effects of the proposed changes to downtown businesses; relevance of providing equitable access; and the need to find solutions to accommodate both groups that make up Culver City.

Mayor Fisch received clarification that Solve Loken did not have any comments.

Discussion ensued between staff and Council Members regarding appreciation to staff for their efforts; agreement that study is important, but can be overdone; clarification about concerns raised regarding CEQA; staff belief that the project meets the criteria for the statutory exemption; general findings of a CEQA exemption; the intent of staff to return with a general resolution setting forth the required findings at the time that the plans and specs are considered by the City Council for approval at a future meeting; comments from Mr. Brower; feasibility of additional study to address concerns in the downtown area without delaying the project; the Quick Build project; flexibility; acknowledgement that pandemic conditions are not normal; related expenses with a permanent program; concern with delaying the project; creating a new vision for downtown; support for moving forward with the pilot project while examining more permanent solutions in the downtown area taking identified concerns into account; involvement of the Public Works Department; further study in conjunction with design implementation; the project as a source of data for a data-driven design of the downtown area; the opportunity to see what needs further refinement; the purpose of the pilot project; moving ahead as proposed; and engaging in continued discussion for a potential ultimate design at the end of the pilot period.

Additional discussion ensued between staff and Council Members regarding support expressed for the project; rethinking what normal is as a result of the pandemic; different cultural shifts; use of public space; investment in sustainable infrastructure; equity; just and fair inclusion so everyone can participate and reach their full potential; engaging in a power

analysis in who is being served; the observation that cars don't buy things, people do; engaging in studies simultaneously with implementation; urgency in getting the program underway; being clear on the design philosophy; making changes on the ground and fixing things that were not foreseen; support for the approach taken with this project and for showing the rest of the City the same attention; creating a sustainable City; private investment on the corridor; traffic volumes on Culver; reducing the difference in speeds between bikes, pedestrians and cars; providing similar levels of service and consistent travel times; clarification that the actions are bold for the Los Angeles area, but the proposed changes have been made successfully all over the world; increased trips to the area as a result of positive experiences; providing options; molding behavior; creating networks to ensure utilization; elevating transit; providing a time advantage for modes moving more people through the area sustainably; speed; increased safety; standing out as a region; drawing attention to businesses; lack of evidence that the changes will hurt businesses or result in additional neighborhood cut-through traffic; getting the southside started; expanding the scope of work; and looking at a more robust plan.

Vice Mayor Lee apologized for arriving late, citing an engagement made previous to the scheduling of the meeting.

Further discussion ensued between staff and Council Members regarding tactical urbanism; experimenting in a short time frame with semi-permanent changes; investigation of the TOD and the Arts District; the importance of including downtown Culver City in order to get the full story; agreement that additional information is needed and acknowledgement that it would be gained through the program; appreciation to staff for their efforts; the need to build Culver City for the people who live in it; companies coming to the City; shaping behavior; support for having a bike lane through Town Plaza; deploying a quick, inexpensive project in order to gather information; frustration with the pace of change; making it harder for people to come through; traffic reduction; revenue derived from sales tax; benefits to businesses with solutions that have been implemented; providing other ways for people to travel into the City; providing ample opportunity to test tactical urbanism in the City; Elenda in the Clarkdale/Studio Estates area; people who come to the City for the walkability; concerns from an economic perspective; proof that tactical urbanism increases business; opposition to change; pushing mobility to reduce greenhouse gases, move climate goals forward, and increase

patronization of businesses in the City; encouraging different viewpoints and different modes of commuting to cut down traffic; and evidence to support positive effects of the changes.

Additional discussion ensued between staff and Council Members regarding appreciation to staff for their efforts; acknowledgement that change is necessary; clarification that businesses would not be losing outdoor dining space; monitoring of potential cut-through traffic; the need to listen to the business and residential communities; unintended consequences; support for moving forward on the east end while the DBA and Hackman Capital conduct their studies over a 30-day period; concerns with entering and exiting the parking lot; safety concerns voiced by the Culver Hotel; and ensuring that concerns are addressed while the project moves ahead.

Further discussion ensued between staff and Council Members regarding taking the DBA up on their offer to finance a study of the downtown area with Sam Schwartz; instruction not to change Main Street and the outdoor dining program; looking at the process to make the program permanent; resuming indoor operation in restaurants; changes to the median; public/private partnerships; approval of the design guidelines; support for the project from the businesses; taking the opportunity to get more options; and the need to listen to businesses which know what they need to do in order to recover.

Council Member Eriksson moved to approve the design guidelines and design decision recommendations; the list of materials; the finding that the project is exempt from CEQA and the Public Research Code Section 21080.25.210 and Class 1 Existing Facilities Categorical Exemption Section 15b01; and direct the Director of Transportation to engage with the DBA to move forward with their suggestion to hire consultants to investigate the downtown area as soon as possible.

Additional discussion ensued between staff and Council Members regarding location filming; development of instructions for how movie companies can operate within the new design; and a suggestion for an additional motion directing staff to return with the resolution granting the exemption under CEQA concurrently when the project plans and specifications come back to the City Council for consideration.

Council Member Eriksson accepted the addition to his motion.

Discussion ensued between staff and Council Members regarding the film permit process; the intent to retain the current process; work with FilmLA; clarification that the changes would not limit filming; the proposed simultaneous review by the DBA; ensuring that work to agree upon a scope does not delay the current project; evolution of westbound Culver Boulevard traffic; infrastructure changes; monitoring results with several report-backs; consideration of permanent mobility plans; whether the goal of the DBA is to ensure that permanent work benefits the businesses; moving forward with the original plan; concern with shifting the focus of the program; transparency of data collected; accountability metrics; measuring success of the program; information available on the MOVE Culver City website; the timeline; key performance indicators; posting a scorecard; ensuring transparency; objection by the developers to the direction the City has chosen; moving forward with the process as stated in Version 4; making sure that the City does not accept outside money to push the process forward; concern with implication of outside influence; those who wanted to see the City go farther; united business interests; thinking about what is being communicated to the community; the motion to approve the design guidelines, decision recommendations, key materials in the staff report and authorization to staff to finalize the design with CEQA findings and additional direction to move forward with the study; accepting funds from a stakeholder; expanding the scope beyond what the consultant was tasked with; previous direction to retain the outside dining and to keep Main Street closed; changes when the pandemic is over; and using the same firm to go further to find a better solution to address concerns of the downtown businesses while moving forward with the project as it stands.

Council Member Vera seconded the motion proposed by Council Member Eriksson.

Additional discussion ensued between staff and Council Members regarding disappointment with vague concerns expressed by the business owners regarding potential detrimental impacts; the need for additional information; expanding access to multiple modes of information for more people; concern with moving forward on vague concerns; funding to address an inadequately defined problem; City Council consideration for any scope of work presented; concern with asking the consultant to work on the current pilot program while also figuring out a deviation to the plan; potential derailing of the current project; scope-creep; ensuring that the timeline for Version 4 is not

compromised; adding the flexibility to look at a post-pandemic business solution; focusing on the final design; information coming from the pilot program to help provide a clearer solution; what the extra money would specifically be used for; the process; tactical urbanism; ensuring that people know that the process is not compromised; partnering with the DBA; maintaining the high level of engagement; ensuring that the item comes back to the Council before the project moves forward; looking at one private use of the street and turning it over to another private use of the street; and consideration by the Mobility Traffic and Parking Subcommittee.

MOVED BY COUNCIL MEMBER ERIKSSON, SECONDED BY COUNCIL MEMBER VERA AND UNANIMOUSLY CARRIED, THAT THE CITY COUNCIL:

1. RECEIVE A PRESENTATION BY STAFF ON THE MOVE CULVER CITY PROJECT; AND,
2. APPROVE THE DESIGN GUIDELINES, THE DESIGN DECISION RECOMMENDATIONS, AND THE LIST OF KEY MATERIALS OUTLINED IN THE STAFF REPORT AND THE PRESENTATION; AND,
3. AUTHORIZE STAFF TO FINALIZE THE DESIGN BASED ON THE APPROVED DESIGN GUIDELINES, THE DESIGN DECISION RECOMMENDATIONS, AND THE LIST OF KEY MATERIALS; AND,
4. DIRECT STAFF TO DEVELOP INSTRUCTIONS ON HOW BUILDING COMPANIES CAN OPERATE WITHIN THE NEW DESIGN, COME UP WITH A PLAN FOR FILM COMPANIES, INVESTIGATE DOWNTOWN FURTHER WITH DESIGN RECOMMENDATIONS, AND RETURN WITH A RESOLUTION GRANTING AN EXEMPTION OF THE REQUIREMENT FOR CEQA.

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Public Comment - Items Not on the Agenda

Mayor Fisch invited public comment.

Jeremy Green, City Clerk, indicated that no additional public comment had been received.

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Items from Council Members

None.

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Council Member Requests to Agendize Future Items

Vice Mayor Lee received City Council consensus to agendize consideration of resolution against child marriage which is still legal in California, and he discussed work with a group bringing awareness to child marriage and human trafficking.

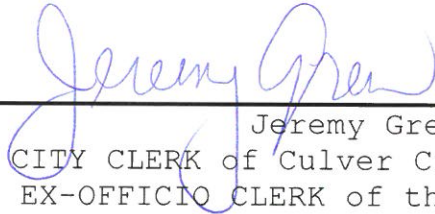
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February 1, 2021

Adjournment

There being no further business, at 10:37 p.m., the City Council adjourned to a regular meeting on February 8, 2021.

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Jeremy Green
CITY CLERK of Culver City, California
EX-OFFICIO CLERK of the City Council
Culver City, California



ALEX FISCH
MAYOR of Culver City, California

Date: 22 February 2021