ATTACHMENT NO. 11

8631/8635 Hayden Place
1st Community Meeting Minutes
Tuesday, September 14, 2021 at 7 PM (Virtual)

Participants/Presentation:

- HCP:
  - Brian Glodney
  - Ryan Smith
  - Larisa Eichacker
  - Eric Shabsis (HCP Consultant)
- IDS:
  - Kyle Hammerstein
  - Sarah Cha
- Gensler:
  - Peter Barsuk
  - Tom Perkins
- Culver City:
  - Jose Mendivil
- Other Attendees:
  - Jay Bergman (Neighbor across the street on Hayden Pl.)
  - Lance (last name not provided)
  - Thomas Bertling (Resident)
  - Min Pan (Resident on Schaeffer St.)

Questions:

- **Thomas Bertling (Resident):** Will there be public space?
  - Public sidewalk
  - Robust landscaping setback
  - Delineation between Higuera St. and the building - 24ft
- **Jose Mendivil (Culver City):** What is minimum setback proposed for 2 street frontages - Higuera and Hayden?
  - 24ft from Higuera
  - 5ft from Hayden Pl
    - The 5 ft. Reflects the 2 wings
    - Although, there will be a substantial setback in central courtyard.
    - Additionally, each terrace will be stepped back.
    - East and West side of project have 17ft on each side (total of 34 ft. to surrounding buildings).
- **Thomas Bertling (Resident):** What is the timeline for planning and construction at this point?
  - No set construction timeline at this point.
  - City required process ultimately influences the timeline.
  - Meeting with City on PPR requirements
  - Keeping the existing project within code.
  - Will be hosting more community meetings and incorporate the feedback we receive.
- **Min Pan (Resident on Schaeffer St.):** How many parking spaces added?
  - 3/1000 sf parking density is our goal
- **Thomas Bertling (Resident):** How tall is the current building?
  - 34 ft., but our plan is to develop a 43 ft. building which complies with code requirements.
- **Jose Mendivil (Culver City):** Will you examine making 24 ft. open (to public)?
  - Considering ground level access on Higuera St.

- Also considering security gates to ensure additional building security.
- There will be robust landscaping along Higuera St.
- There are opportunities for a sustainability enhancement for the project
- Will be open, but not exactly sure what will be accessible to the public.

8631/8635 Hayden Place
2nd Community Meeting Minutes
Tuesday, November 9, 2021 at 7 PM (Virtual)

Participants (ranged between 15 and 27 over the 2 hour zoom meeting)
Participants/Presentation:

- **HCP - Applicant:**
  - Brian Glodney
  - Larisa Eichacker
  - Ryan Smith
  - Eric Shabsis (HCP consultant) – suggest putting Eric in a separate category as outreach
- **IDS (3) - Applicant:**
  - Kyle Hammerstein
  - Sarah Cha
  - David Saeta
- **LRM – Landscape Architect**
  - Charles Elliot
- **Gensler - Architect:**
  - Peter Barsuk
  - Tom Perkins
- **Culver City:**
  - Jose Mendivil
- **Other Attendees (16):**
  - Tom Foley/Resident directly across the street
  - Mike Reisbord/Managing partner for Reisbord Family Investment Partnership. Owners 8660 Hayden Place
  - Lance Bergman/Hayden Place Neighbor
  - Clayton Garcia
  - Lori Garcia
  - Simon Horwitz/Founder of Rancho Higuera Neighborhood Association.
  - Jay Bergman/Hayden Place Neighbor
  - Craig
  - Neal
  - Thomas Small
  - Caroline and Kevin Hoover
  - Ken Mand
  - Dylan Gottlieb
  - Stacey Neroni/Member of Rancho Higuera Neighborhood Association Part of Traffic Study for Rancho Higuera neighborhood.
  - George Montgomery/Board Member on Rancho Higuera Neighborhood Association
  - Nancy Barba

Presentation:

- **Slide #1: Project Overview – Vicinity Map**
  - Project site outlined within the outline of the Hayden Tract.
  - Project's proximity to Downtown, public transportation, Ballona Creek.

- **Slide #2: Aerial View from Southeast**
  - Aerial view of current site.
  - Current dimensions, zoning, existing conditions, and parking.
- **Slide #3: Aerial View from Northeast**
  - Aerial view of Higuera. Visual buffer provided by existing trees – to remain to the extent feasible.
- **Slide #4: Views from Higuera Street**
  - Visual buffer provided by existing trees – to remain to the extent feasible. Existing conditions / use - Production setup
- **Slide #5: Site Plan**
  - Proposed project utilizes existing zoning requirements

  Adheres to existing height limit – 43-feet

  Not seeking exemptions

  Working through the City's process to secure environmental clearance – works in parallel with entitlement application.

  Anticipated to submit entitlement application by the end of 2021.
  - Higuera Street

  24-foot setback from Higuera property line

  Addition of softening of streetscape

  Layering landscaping/screening/buffering

  Retaining existing trees if possible
  - Hayden Place

  Active front door and main point of project arrival

  5-foot setback
  - Project Features

  Landscaped central courtyard, patios, decks, and roof terrace

  Parking is wholly contained within (under) the site – 3 spaces per 1,000 GFA

  Multiple points of vehicular entry – employee, visitor, and service
  - Reduced project queuing on adjacent streets
  - Dedicated service and loading zone removed from primary public views
  - Dedicated ride share drop off zone on Hayden Place
  - Short/Long Term Biking Facilities on site
- **Slide #6: Design Concept**
  - Green – represents an enveloping series of green spaces - intending to screen, soften, and increase user-comfort and safety from Hayden Place to Higuera Street.
  - Dark black line - represents quieter façade that still allows a substantial amount of natural light to interior workspaces but is quieter and more subdued facing the residential uses adjacent to the Project.
  - Thin black line – represent a more transparent façade with increased glass areas for increased indoor/outdoor connection and project visibility to surrounding natural amenities.
- **Slide #7: South Aerial**
  - Evolution of the Project illustrative concept - continue to work with City, stakeholders, and our team to refine the design.
  - Illustrates Hayden Place edge.
  - Highlights terraces surrounding the central courtyard.
  - Focuses activity to interior of project.

    Consists of terraces, patios, balconies, and decks.

    Exterior stairs act as entrances.
  - Building entry and activity is oriented towards Hayden Place.
  - Sustainability & Green features

  Continuing to explore both active and passive ways to reach our sustainability goals.

  Sawtooth Roof

- Photovoltaics natural light wells
- High Performance Glazing
- Informs mechanical system design and performance; minimizes the use of limited resources.
- Passive ventilation into Garage through sloped landscaping.

- **Slide #8: Southeast Perspective**
  - Highlights landscaping, pedestrian traffic, & photovoltaic sawtooth.
  - Parking Entry is located within the easement area east of the building

  Ample interior drive space keeps queuing off Higuera Street and Hayden Place.
- **Slide #9: Northeast Perspective**
  - View from Higuera Street.
  - Highlights layering of landscaping

  Keeping existing trees
  - More residential view and quieter side of the building.
  - Improved pedestrian/public realm
- **Slide #10: Northwest Perspective**
  - View from Higuera Street.
  - Multilayered vegetation on 24 ft setback.
  - Can see the shared access drive shared with our neighbor.
- **Slide #11: Southwest Perspective**
  - View from Hayden Place.
  - Can see down the corner where the quiet and active facades meet.
- **Slide #12: South Aerial**
  - Repeat (See slide #7).

Questions & Answers:

- **Lori Garcia:** Will there be no ingress/egress on Higuera?
  - Primary Project ingress/egress from Hayden Place.
  - Main garage entry is from eastern side of project within a shared access easement.
  - Studying right turn in/right turn out from/to Higuera Street to quickly and efficiently allow project trips to access the site and take trip-pressure off the Higuera/Hayden intersection.
- **Mike Reisbord:** Of the proposed 230,000 square-feet of redevelopment, how much is leasable office versus parking?
  - Project is proposed as 230,000 square-feet of office.
  - Parking is in addition but located fully below grade.
- **Caroline and Kevin Hoover:** What is the estimated change in daily population travelling to and from this office building from its current use?
  - Current use (studio) has a high number of existing trips related to an active production - actors, crew, trucks, commissary uses, etc.
  - Our technical traffic report will study all the existing demand will consider the increased project demand.
- **Craig:** What will the impacts be to neighboring uses when this project is at full capacity?
  - Anticipated little to no impacts to community and neighboring uses but will be further studied in our technical reports.
  - Utilization of the 24-foot buffer with layered landscape along Higuera Street to reduce visibility of Project.
  - The Project is depressed on the Higuera Street side (below the 43 feet height limit).
  -
  - Change of character along Higuera Street will be minimal – the existing building is 30- feet and proposed Project is approximately 38 to 40-feet.
- **Simon Horwitz:** It appears there will be a vehicle entrance into the project from Higuera Street, this is going to create more traffic here. I propose that we cul-de-sac Higuera – this

has been suggested by the Rancho Higuera neighborhood Association for some time, but now is probably time to bring it up again. Please let me know your thoughts regarding this.
    - We would need to study this with the City, adjacent residential neighbors, and business owners to further understand outcomes of the RHNA proposal – beyond the scope of this Project alone.
    - For our project purposes, we are trying to get vehicles off Higuera Street as soon as possible and into the project to alleviate circuitous routes to the Project.
    - The goal by providing access off Higuera Street would be to allow cars, bike, and pedestrians off Higuera as soon as possible. We are continuing to study an efficient flow into the campus with our technical consultants.
- **Caroline and Kevin Hoover:** Could you please elucidate the detailed flow of motor vehicle traffic to the building?
    - We do not have exact data as we have not completed the technical studies.
- **Dylan Gottlieb:** Would you be willing to reduce the parking if the city were willing? Also have you thought about alternate mobility options for getting employees to the site?
    - Current trend is projects have been seeing 4-7 people/1,000 GLA in the building
    - Our project: 3 spaces/1000 sf / City Code: 2.86 spaces/1000sf – a small incremental difference.
    - Providing dedication short and long-term bike parking which includes gym/locker room/shower.
- **Simon Horwitz**: How many people are expected to work at this location – How many parking spots included?
    - We don't currently know population of the project, but population densities in this area are 4-7 people/1000 GLA. Our parking density will be 3 spaces/1000 GLA.
- **Tom Foley**: Have you done traffic analysis of traffic on Higuera pre-covid?
    - We have existing data to track existing use and conditions. We would be happy to study data that is pre-COVID should the City allow utilization of data of that age.
- **Stacey Neroni**: Can you show overview so we can see where cars are driving to/from to get to Hayden?
    - Access is from Hayden Place and Higuera Street through our shared access driveways.
      Garage entrance is from the east shared access driveway.
- **Neal**: You stated your project complied with all height restrictions. What are those restrictions and how do you stay within them? Namely, height in feet.
    - IG zone has a 43-foot height limit.
- **Ken Mand:** How is there no impact when you are adding 600 plus parking spots?
    - We have not concluded on the number of spaces and are awaiting the results of the technical traffic study.
- **Ken Mand**: How can you encourage car trips to come from the Higuera bridge versus from
    - Washington Boulevard? Right in and right out seems contrary to this goal?
    - Determined on future population base of the tenants. We cannot calculate this
    - currently, but we can study efficient ingress/egress and traffic flows into our project. We need to work through this with local community members and City to solve the greater Culver City challenges.
- **Craig**: How do you triple the size of the project on the parcel without impacting the neighboring commercial businesses. It is well known that the street is already gridlocked.
    - Intent is the project becomes a pressure valve that allows Companies to grow and stay in Culver City rather than leaving the community and going elsewhere.
    - Close proximity to downtown Culver City amenities will help local businesses.
- **Caroline and Kevin Hoover:** Would it be possible to see the traffic flow on a diagram?
    - Shared access diagram and committed to providing an expanded diagram ..
- **Ken Mand:** Code required parking is approximately 650, why are you proposing to overwork this to 750? Will you drop to code minimum?

- We attempt to provide the appropriate number of parking spots for the use demand onsite so that vehicles will not try to park in the adjacent community.

- **Tom Foley**: How are you planning to filter/mitigate/vent the exhaust from your underground garage holding over 750 vehicles?
  - We are currently studying the ability to naturally ventilate the below grade parking like other above-ground parking structures.
  - This would bring natural light and air to lower levels.
  - Decreases the demand on resources by lowering mechanical system demand.
- **Neal**: This project will require large amounts of construction equipment, including many cement trucks. How will you ensure the traffic of heavy machinery does not pose a nuisance to the community?
  - We will be adhering to Culver City building code as to construction hours and logistics.
  - Construction is anticipated to stage from Hayden Place.
  - Traffic flows and staging still need to be further studied.
- **George Montgomery:** For the past 2 decades all ingress/egress from Higuera has been limited with primary entry through Hayden Place. Large traffic calming initiatives have taken place on Higuera Street from the barrier at Hayden Place to the recent mitigations for NTMP. Is the project making consideration that there may be very little buy in from neighbors for using Higuera Street and adding 1,200 car trips?
  - Absolutely. We have taken consideration of Higuera's existing capacity and use into our Project. It is our hope to be part of the answer and not increase any existing challenges.
  - If we only rely on Hayden Place, we are sending all the employees further down Higuera Street, rather than getting them off as quickly as possible.
- **George Montgomery:** Have you considered a bridge over La Ballona Creek and offsite parking?
  - Our challenge is to control the land that we own.
  - Building a bridge and parking garage in another area is beyond our project scope.
  - We would be happy to join greater City-wide transportation strategy conversations.
- **Ken Mand:** Why a "quieter front" on Higuera? I am a resident and would like to see something beautiful and activated.
  - We want to be respectful that there is commercial/industrial use on one side and residential on the other side.
  - We want to find a balance of being a great neighbor and having an architecturally appealing building.
- **Ken Mand:** Could a public facing café be included on the Higuera side?
  - We are evaluating the internal amenities for the Project.
  - Standalone retail use along Higuera is most likely not part of the plan.
- **Stacey Neroni:** How are you going to ensure tenants are from existing businesses. Isn't that just a guess? You aren't going to restrict the leases right?
  - Correct, we would not restrict our leases to Culver City only businesses.
  - Inclination is derived from talking to existing tenant base and our experience in the City.
  - Many people who work in Culver City love working there and do not want to leave.
- **Ken Mand:** What will your TDM measures be?
  - We have not completed a TDM analysis.
  - Technical studies are underway.
  - We have ride share, bike rooms, etc. accommodated for in the Project.
- **Caroline and Kevin Hoover**: Is there a plan to alter traffic flow from Jefferson, National, and Washington?
  - We have not yet completed the technical studies, so it is hard to tell if any improvements are needed at this time (or at all).
- **George Montgomery:** When would the buildings go live and what would be the basic construction timeline?

- We are looking at submitting application at the end of the year.
- Entitlement process in throughout 2022. Construction to hopefully commence in late 2022 or early 2023.
- Construction Timeline: estimated to be 18-24 months.

Open Forum:

- **Ken Mand**:
  - Parking and traffic are huge concerns (TDM and alternate access routes).
  - The design doesn't need to be quiet on Higuera Side. Could be an opportunity to be something beautiful and cool for the community. Opportunity to push design limits without being obnoxious to community.
  - Public amenities worked in would be nice for the community.
  - When we get into construction management logistics, it should become a community conversation. Haul routes should not go through Rancho Higuera. Everything should come and go from Higuera bridge.
  - In a position to have HCP push City traffic improvement initiative.
- **Lori Garcia:**
  - Why not send out meeting notices beyond 500 ft?
    We strictly adhere to City guidelines. As our engagement expands, we add to and amend the list. We include everyone that would like to be.
  - Comments:
    Slide 7: Not happy about the community.
    Slide 10: Doesn't look like Higuera St.
    Notice: Wished to see a larger map that shows more streets.
    Concerned about her neighborhood and the effects the building will have on traffic.
    Let's work together and be honest.
- **Simon Horwitz:**
  - The neighborhood association has been involved with Hackman over the course of the last few years for The Culver Studios project.
  - Rancho Higuera Neighborhood Association proposed cul-de-sacking Higuera Street.
    - Traffic to go down Jefferson and National
    - Don't need to come through residential neighborhoods.
    - Consensus from neighborhood.
  - Temporary traffic mitigations are in place for another year.
  - Not against these projects but now they need to step on the gas in isolating Hayden Tract from their neighborhood.
  - Wants to see HCP work with the City to help the neighborhoods traffic concerns – will make it a lot easier for everyone if we are onboard.
- **Tom Foley:**
  - Directly affected by this project – right across the street.
  - Prior to COVID – cars were backed up every morning Monday-Friday pre-Amazon Studios, Apple, etc.
  - Concerned about bringing in 600-700 cars into the neighborhood.
  - Have you done an environmental impact study on the shadows that would cast on Tom's house?
  - We may want to downsize the project – the traffic is a huge concern and the environmental impact associated with this.
- **Stacey Neroni**
  - When she walked door to door to discuss with neighbors (hundreds), every neighbor she talked to wanted Higuera cul-de-sac.
  - Neighborhood Association is going to be pushing for this regardless of our project.

- Stacey liked our project design. Respected the quiet façade on Higuera.
- Wants to ensure we involve the Rancho Higuera Neighborhood Association.

- **George Montgomery**
  - 600 homes within this neighborhood should be notified about this project due to the potential traffic consequences.
    Having people access the project from the other major streets would be a huge win with the community.
    Wants us to start thinking about this now so that there is a well thought out solution.
  - Most shared driveways have chains on them
  Don't want us to start a trend.
  - Temporary measures on Higuera took 5 years to get in.
  - Likes the project.
  - Bike/pedestrian bridge from Culver Stairs to Hayden Tract would be a great amenity.
  Opportunity to think big and solve some of these problems.
  - Notify other memberships throughout community – expand to other impacted groups.
- **Dylan Gottlieb**
  - The gated entrances that are there now…are they considered fire gates?
    Shared access is part of original development on Hayden. Used for a variety of uses – need to stay as a fire lane.
  - For entrances now, would you require a variance for that? No
  - Likes the design – thinks it's a great addition to Hayden Tract.
  - Issue is going to be Higuera Street.
    Believed George's idea of garage with pedestrian walkway/bridge is a great idea.

8631/8635 Hayden Place
3rd Community Meeting Minutes
Thursday, June 23, 2022 at 7 PM (Virtual)

Participants (approximately 25 attendees over the 47-minute Zoom meeting):

- **Culver City**
  - Jose Mendivil
  - Susan Herbertson
- **HCP - Applicant**
  - Brian Glodney
  - Ryan Smith
  - Larisa Eichacker
- **IDS - Applicant**
  - David Saeta
  - Steve Methot
  - Sarah Cha
- **Eric Shabsis Public Affairs**
  - Eric Shabsis
- **LRM – Landscape Architect**
  - Charles Elliott
- **Gensler - Architect**
  - Tom Perkins
- **Environmental Science Associates**
  - Jacqueline De La Rocha
- **Gibson Transportation Consulting**
  - Emily Wong
- **Elkins Kalt**
  - John Bowman
- **Other Attendees**

- Apu Sikri
- Richard Lowe
- Amir Mikhail
- Aprajita
- Archit
- B Lane
- Cindy Bailey
- Sara Jo Ward
- Donna Leblanc
- Babli
- 310-253-5757

Presentation:

- Slide #1: March 2022 vs June 2022 design from southeast viewpoint

- March 2022 entitlement design and June 2022 100% SD design shown
  - The design is respectful of the IG zoning. The project is fully within the confines of the IG zone.
  - The building is within the allowed 43' height limit. The project is not requesting any exceptions/exemptions.
  - The building envelope has been restrained and refined. It includes a tighter and lower volume than the March 2022 design.
  - The building edge is subdued towards the residential and commercial stakeholders but highlighted at the "front door" off Hayden
- The two driveway points onto Higuera for project access were eliminated based on community feedback. Project will be solely accessed from Hayden

- Slide #2: March 2022 vs June 2022 design from northwest viewpoint
  - Updates were made to the "community" edge from Higuera side
  - Significant setback along the edge from the property line to provide robust landscaping, buffering, and screening is still there. The tree canopies provide additional separation between the project, street, and stakeholders.

- Slide #3: March 2022 vs June 2022 design site plan
  - Main central courtyard and open space
  - Loading zone for rideshare or food truck opportunities off Hayden
  - Robust perimeter landscaping
  - All the vehicular access is now off Hayden

- Slide #4: March 2022 vs June 2022 P1 lower-level parking
  - Project provides parking onsite via three levels of subterranean parking
- Slide #5: March 2022 vs June 2022 ground level
  - Infusion of green space throughout central courtyard and project edges
  - General project and diagram remain consistent from the March presentation

- Slide #6: March 2022 vs June 2022 Level 1 west loft, level 2 east
  - Green decks, terraces, outdoor work environments face Hayden, not Higuera

- Slide #7: March 2022 vs June 2022 Level 2 west, level 3 east
  - Evolution of outdoor spaces climb up to the third floor
- Slide #8: March 2022 vs June 2022 Level 2 west loft

- Slide #9: March 2022 vs June 2022 Level 2 roof level
  - Centrally located roof terrace removed from the perimeter of the project

- Not visible from our neighbors

- Slide #10: March 2022 vs June 2022 exterior south and east elevations
  - Architecture has evolved from edge to edge. The design is more restrained
  - Sawtooth lighting has been removed

- Slide #11: March 2022 vs June 2022 exterior north and west elevations
  - Simple façade and more industrial base. Creative office at the top.

- Slide #12: March 2022 vs June 2022 building section east-west
- Slide #13: March 2022 vs June 2022 building section north-south
- Slide #14: March 2022 vs June 2022 building corner angles
  - The building has been modified to pull in at the corners. It's been angled in a little bit so that there's a bit more relief at the corners. There's greater differentiation between the base and top for a little more architectural variety while remaining contextual with the warehouse language that's very familiar within the Hayden Tract. The design brings in the modernization of office use within that form. The Hayden side is active and engaging especially at our front door. Higuera side is a quieter and more restrained façade.

- Slide #15: March 2022 vs June 2022 building corner Hayden Place southeast corner
- Slide #16: March 2022 vs June 2022 building corner Hayden Place southwest corner
- Slide #17: March 2022 vs June 2022 building corner Higuera Street northeast corner
- Slide #18: March 2022 vs June 2022 building corner Higuera Street northwest corner
  - The two existing driveways would remain accessible only for emergency purposes such as fire life safety, and not for project purposes.

- Slide #19: March 2022 vs June 2022 project square footage
  - Project has remained consistent in regard to program
  - Approximately 244,000 gross SF project with approximately 750 parking spaces
  - Architectural form, mass, edge, landscaping, vehicular circulation refinements were made over time

- Slide #20: Long-term bike parking access
  - Mobility has different levels of interaction with the city and community
  - Riders can access the bike storage from Higuera or Hayden which promotes to bike usage

- Slide #21: Short-term bike parking and ride share pick-up / drop-off
  - The project is walkable distance from the Metro line station and downtown Culver City. Hayden side - dedicated ride share / food truck / drop-off and pick-up zones that will not be within the actual drive lanes. There will be dedicated space for these zones so traffic will not be impacted.
  - The landscaped buffer is shown in this image
  - It's important for the building to be green and healthy. This is accomplished via building canopies for the glazed edges, internal courtyards, natural ventilation, natural lighting.

Questions & Answers:

- **Archit:** What measures are being taken to minimize/reduce inconvenience to residential neighbors during the construction phase?
  - We have a very professional assortment of contractors who we have worked with in urban conditions. We worked through The Culver Studios in a very complex situation with many residential stakeholders. Construction nuisances will be kept to a minimum. If/when there are construction nuisances, we will react to them as

soon as possible via strong and consistent communication and outreach as issues are coming up. We intend to stage the construction activities from the Hayden side.

- **Archit:** Project timelines? When should we expect heavy lift and impact in terms of dust/road closures/blocks?
    - It is our intention to move through planning commission and finish project documents then review construction measures by year end.
    - We are planning a construction start date of April 2023.

- **Archit:** Are you able to share if any of the tenant have signed up?
    - We are actively engaged but no committed tenant yet.
- **Cindy Bailey:** Is there a possibility to dead end Higuera permanently so the 750 folks that would be parking will not be arriving there through the residential neighborhood streets of Lucerne, Ince, Higuera, Wesley, Helms, and Schaefer.
    - This is a conversation the neighbors shared with us in the past many months as part of the greater neighborhood transportation plan. It's a proposal that falls outside of the scope of this project. The city is aware of the community's desire for this, and it would require further study by the city as it affects public roadways.
- **B Lane:** How many total parking spaces are being planned? I missed that slide tonight regarding the parking structure…
    - Approximately 750 spaces provided within the project which is consistent with what we have shared in prior community meetings
- **Bhavnani and Sikri:** How many months is the actual construction before tenants move in?
    - Our aim is to go through construction as quickly as possible. 14-to-18-month construction schedule overall but this may be affected with the global supply chain crisis.
- **Amir M.:** Are you working on a traffic management plan during construction? Also, in addition to bikes are you providing EV stations/other environmentally friendly measures?
    - Yes, we'll be working with traffic management to help ensure the nuisances from construction activities are diminished.
    - Yes, we will have dedicated EV charging stations, and showers and lockers for bike users.
- **Jose:** Someone asked if there would be street closures during construction - do you anticipate that?
    - We anticipate no long-term street closures. There may be short-term street closures for public works projects such as sidewalks, curb and gutter, utility connections.
- **Archit:** Who is the Project Management vendor?
    - We are a collaboration of Hackman Capital Partners and IDS Real Estate Group. IDS is working as the main project manager in conjunction with HCP.
- **Donna Leblanc:** Could the neighborhood rent parking spots for special events
    - It will depend on the tenant
- **Donna Leblanc:** What about noise and the other studio shooting across the street from your project?
    - The noise and the other studio are not something we can control. Separate properties, ownership, and tenant(s).
- **Aprajita's iPhone:** How much actual office space and how many tenants will it accommodate?
    - Our project is approximately 244,000 SF. It is designed to accommodate up to multiple tenants.
- **B Lane:** Would these food trucks be available to residents during the day like what is further down on Hayden going east or only for your tenants?
    - Yes, unless the food truck is there for a private event specifically paid for by the tenant.

- **Aprajita's iPhone:** Is there any risk to the project proceeding in terms of financing given changed market environment?
    - We have supreme confidence in the market demand in Culver City.
- **Donna Leblanc:** what about a dog fountain for the Higuera side of the building
    - It's a level of detail we haven't explored yet, but we will take note.
- **B Lane:** Have you thought of scaling back on total of tenant parking spaces?
    - We have had many conversations with our neighbors and stakeholders regarding this. The project is just over a parking ratio of 3.07. The city required parking minimum is 2.86. We are threading the needle between what tenants will need from a parking standpoint.
- **B Lane:** Would the construction project have a community outreach person for emails or calls re: concerns?
    - Yes.