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ATTACHMENT NO. 5

memorandum

date	March 25, 2022
to	City of Culver City
from	Jay Ziff Jacqueline De La Rocha
subject	Class 32 Categorical Exemption for the 8631 Hayden Place Project

Introduction

ESA has prepared this analysis to assist the City of Culver City in their assessment of the potential for environmental effects associated with the 8631 Hayden Place Project (Project), pursuant to the California Environmental Quality Act (CEQA). The analysis below, along with supporting technical studies, concludes that the Project (described in more detail below) qualifies under CEQA for a Class 32 (Infill Development) Categorical Exemption, and therefore would not require further review under CEQA.

Project Description

Project Location and Existing Conditions

The Project Site is an approximately 116,607-square-foot (SF) (2.68-acre) property located at 8631–8635 Hayden Place in the Lucerne/Higuera neighborhood area of the City of Culver City (City). The Project Site is approximately 5.92 miles from the Pacific Ocean and approximately 6.63 miles from Downtown Los Angeles. The Project Site is bounded by Higuera Street followed by residential uses to the north, Hayden Place and industrial/warehouse uses to the south, Nant Studios to the east, and industrial/warehouse uses to the west. **Figure 1, Regional and Project Vicinity Location**, illustrates the location of the Project Site from a regional and local perspective.

As illustrated in **Figure 2, Aerial Photograph with Surrounding Land Uses**, the Project Site is currently improved with a two-story, approximately 64,480 SF building fronted by landscaping and a surface parking lot along Hayden Place, with a blank façade and mature trees along Higuera Street. The existing building was constructed in 1977, with subsequent alterations. The existing building is currently occupied with studio uses. Ingress/egress to the Project Site is available via two driveways located along Hayden Place and two driveways located along Higuera Street, currently chained off.

SOURCE: ESRI, 2021; ESA, 2021

8631 Hayden Place Project

Figure 1
Regional and Project Vicinity Location

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SOURCE: ESRI, 2021; ESA, 2021

8631 Hayden Place Project

Figure 2
Aerial Photograph with Surrounding Land Uses

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Surrounding Uses and Development

The Project Site is generally surrounded by a mix of commercial, industrial, and residential uses. Surrounding land uses include:

- North – Higuera Street forms the northern boundary of the Project Site. Residential uses are located north of the Project Site, across Higuera Street.
- South – Hayden Place forms the southern boundary of the Project Site. Industrial/warehouse uses including a gym and distillery are located south of the Project Site, across Hayden Place. Ballona Creek is located further to the south.
- East –Nant Studios is located directly adjacent to and east of the Project Site. Industrial/warehouse uses are located further to the east.
- West – Industrial/warehouse uses are located directly adjacent to and west of the Project Site. Residential uses are located further to the west.

Planning and Zoning

The Culver City General Plan designation for the Project Site is Industrial, which allows a variety of manufacturing and industrial uses, as well as commercial uses. The Industrial designation is intended to support and encourage industrial businesses as a valuable component of the City's economic base. The existing zoning designation of the Project Site is Industrial General (IG). As described in the Culver City Municipal Code (CCMC), Chapter 17.230, the IG zoning designation permits industrial, manufacturing and processing uses; some recreation and education uses; retail uses; and service uses (including offices and storage facilities). Per Section 17.230.020 of the CCMC, the minimum setbacks required within the IG zoning designation are 5 feet along the street facing property line and none along the side or rear property lines. The height limit is 43 feet, with specified exceptions for mechanical equipment and architectural features (see CCMC, Section 17.300.025.C.). The Project Site is located within a transit priority area (TPA). Public Resources Code (PRC) Section 21099(d) defines a "TPA" as an area within 0.5 miles of a major transit stop that is existing or planned. A "major transit stop" is defined as a site containing an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. Pursuant to PRC Section 21099(d)(1, a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if: (1) the project is a residential, mixed-use residential, or employment center project, and (2) the project is located on an infill site within a TPA. Specifically, the Project Site is located approximately 0.43 miles southeast of the Los Angeles County Metropolitan Transportation Authority (Metro) "E" Line Station and multiple regional and local bus lines that run along National and Washington Boulevards.

Project Characteristics

The Project would involve development of a new, approximately 244,000 SF office building up to a maximum of 43 feet in height, over three levels of subterranean parking. The building would be U-shaped, with the eastern portion of the building three-stories in height (i.e., Levels 1 through 3) and the western portion of the building four-stories in height. Level 1 of the office building would include a lobby, accessible from Hayden Place, as well as a potential fitness center and/or commissary and a tenant patio that would be available for use by on-site employees. Level 1 also includes an exterior public community area along Higuera Street. The remaining areas on Level 1, and the upper levels would include office uses with upper-level landscaped outdoor terraces for use by employees and visitors to the Project Site. The roof level of the building would include an outdoor terrace at the center of the U-shaped

building, with roof mounted mechanical equipment (e.g., air conditioning, heating, exhaust, and ventilation ducts, etc.), and wired photovoltaic (PV) panels.

A summary of the Project is provided in **Table 1, Project Square Footage Summary**, and **Figure 3, Conceptual Site Plan** illustrates the general site plan of the Project.

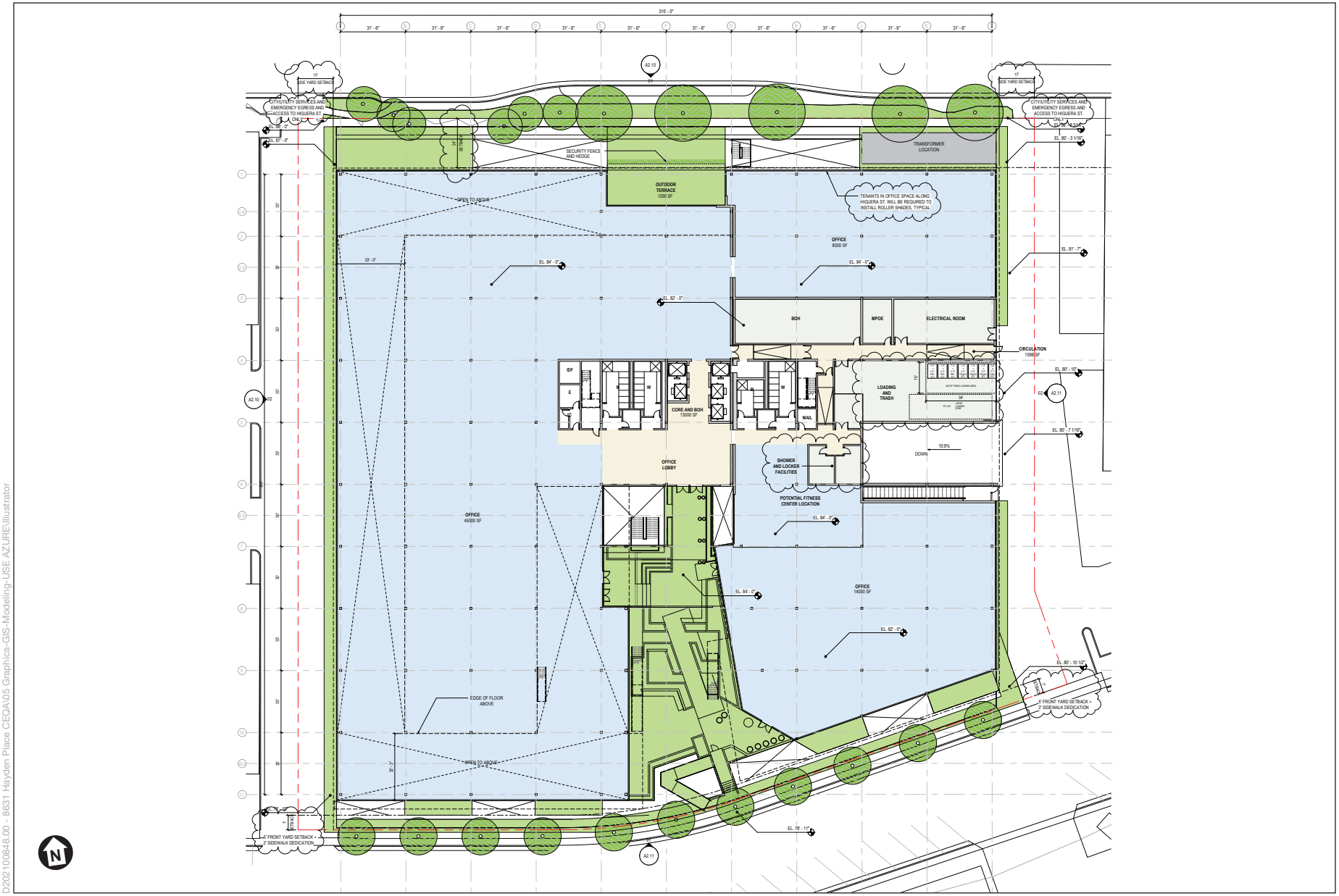
TABLE 1
PROJECT SQUARE FOOTAGE SUMMARY

Office Building (Levels 1 – Roof Level)	
Level 1	80,000 SF
Loft Level 1	25,000 SF
Level 2 East	35,000 SF
Level 2 West	45,000 SF
Level 3 East	34,000 SF
Loft Level 2	25,000 SF
Total	**244,000 SF**
Aboveground Open Space (Levels 1 – Roof Level)	
Level 1	1,400 SF
Level 2 East	1,100 SF
Level 2 West	4,300 SF
Level 3 East	2,700 SF
Roof Level	7,500 SF
Total	**17,000 SF**
Vehicle Parking (Parking Level 1 – Parking Level 3)	
Parking Level 1 (266 vehicle parking spaces)	112,500 SF
Parking Level 2 (290 vehicle parking spaces)	112,500 SF
Parking Level 3 (194 vehicle parking spaces)	85,000 SF
Total (750 vehicle parking spaces)	**310,000 SF**
Site Area	**116,607 SF**

SF = square feet

Note that square feet used in this table refers to gross square feet.
SOURCE: Gensler, 2022.

The Project would maintain the four existing driveways. Specifically, as illustrated further in Figure 3, the two driveways off of Hayden Place would maintain ingress/egress while the two driveways off of Higuera Street would be used for fire access and emergency services, other municipal services, and general mobility (including but not limited to bicycles, scooters, walkers, and other mobility uses). However, no project access to the subterranean parking structure would be allowed from these driveways off of Higuera. The entrance to the subterranean parking garage would be provided from the eastern driveway off of Hayden Place. The loading dock and trash area would also be accessed from the eastern driveway entrance off of Hayden Place as well, but through a separate driveway. A ride share pick-up/drop-off area would be provided off of Hayden Place in front of the main building entrance.



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SOURCE: Gensler, 2022

8631 Hayden Place Project

Figure 3
Conceptual Site Plan

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As described above, vehicle parking spaces would be provided within three subterranean levels with a combined parking area totaling 310,000 SF. The Project's parking would be designed to accommodate valet service and accommodate vehicles through a combination of standard, tandem, and ADA compliant parking spaces. A total of 750 vehicle parking spaces would be provided, meeting, and exceeding the 698 vehicle parking spaces minimum required by code. Of these vehicle parking spaces, approximately 280 vehicle parking spaces would be electric-vehicle capable (EV) parking spaces, as required by CCMC Section 17.320.035.O.3.

Pursuant to CCMC Section 17.320.045 and the California Building Code, the Project would provide 23 short-term and 46 long-term bicycle parking spaces. Short-term bicycle parking spaces would be provided near the ride share pick-up/drop-off area off of Hayden Place in front of the building entrance with long-term parking spaces provided within Parking Level 1.

Landscaping would be provided along each of the property boundaries. The landscape design includes neighborhood screening and a buffer along the northern boundary of the Project Site and along the southern boundary to break up the perceived mass of the facades of the office building, and to provide an aesthetically pleasing environment along the public street frontages. Along the northern boundary of the Project Site, the existing mature trees would be retained, if possible, and understory plantings in this area would be provided to enhance the visual quality of the streetscape, promote a better walking environment, and provide a transition and buffer between the development and the Higuera Street residential neighborhood. A community accessible open space area would also be provided along this edge of the Project Site. The landscaping along the east and west facades would include a low raised planter along both sides of the building. These planters would create space for a mix of planting to help scale and soften the building façade, reinforce the geometry of the architecture, while enhancing views in the oblique from Higuera Street. A series of planters and trees would also be provided along Hayden Place. The Project plant material would be a mix of 75 percent low water use and 25 percent medium water use.

The office building would be up to 43 feet in height in compliance with the maximum allowed height for the Project Site. Roof-mounted mechanical equipment (e.g., air conditioning, heating, exhaust, emergency generator, and ventilation ducts, etc.) would be screened from public view along adjoining public streets and rights-of-way. The method of screening would be architecturally compatible with other on-site development in terms of colors, materials, and architectural style. Materials that would be used for the proposed building include metal, plaster, glass, and/or cement fiber paneling. A rendering of the Project is provided in **Figure 4, Conceptual Renderings.**

Site signage would be used for tenant identity, building identification, pedestrian wayfinding, rideshare pick up/drop off, bike and scooter parking, and security markings. It would be designed in compliance with applicable CCMC requirements and located to be compatible with the architecture and landscaping of the Project. No off-site signage is proposed. The signage design would employ minimal forms with classic complimentary finishes pulled from the architectural palette and would emphasize clear wayfinding elements.

SOURCE: Gensler, 2021

8631 Hayden Place Project

Figure 4
Conceptual Renderings

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Lighting for the Project is intended to minimize light trespass and glare from the office building and the Project Site onto adjacent residential properties, through shielded, focused and directed illumination, careful placement of exterior lighting, motion controlled interior lighting, and use of window shades. All proposed lighting for the Project would be provided in accordance with CCMC Section 17.300.040, which provides the general standards for outdoor lighting to regulate lighting fixtures and design, energy use, light shielding, light intensity, and lighting placement. The lighting system would be designed to comply with local and federal codes, including 2019 California Title 24, Part 6 Building Energy Efficiency Standards. Project lighting would be designed at intensities that would avoid any significant light trespass onto adjacent residential uses to the north. Specifically, lighting would be limited to no more than 2 foot-candles of lighting intensity on adjacent residential uses.

Sustainable Design Elements

Energy saving and sustainable design elements would be incorporated throughout the Project. The Project would incorporate green building design, which would promote conservation, energy efficiency, and carbon emission reduction. Energy saving and sustainable design elements include, but are not limited to: installation of EV-ready charging stations and Full EV Charging Stations for a total of 280 EV capable spaces; installation of a photovoltaic system equivalent to one kilowatt (kW) of solar photovoltaics per 10,000 SF of new development; water saving fixtures in all locations, including low flow urinals in public restrooms and water saving landscaping; incorporation of low-water and drought tolerant plants in the landscape plan; and reliance on fluorescent, LED or other type of high efficiency systems for interior and exterior lighting, among others.

The Project would also include a comprehensive Transportation Demand Management (TDM) Program. The TDM Program includes strategies and action plans that consist of a transportation coordinator, bicycle hub/share, transit subsidies, telecommuting, marking program, carpool/vanpool incentives, and bicycling/walking incentives. The Project's TDM Program would be consistent with the requirements of Culver City's Traffic Code, Chapter 7.05: Motor Vehicle Air Quality Management.

Construction Schedule/Activities

It is anticipated that construction activities would commence as early as the second quarter of 2023 with full build-out occurring in the fourth quarter of 2024, for a total of 18 months of construction. Construction phasing would include demolition; site preparation; grading and excavation; draining, utilities and trenching; foundations/concrete pour; building construction and exterior finishes; and paving. The maximum depth of ground disturbance at the Project Site is expected to reach a depth of 35 feet below ground surface (bgs).

Project Design Features

The Project includes Project Design Features (PDFs) that will be implemented as construction of the Project is carried in order to reduce and avoid environmental impacts.

> **PDF TRAF-1: Construction Management Plan.** A Construction Management Plan (CMP) will be developed by the Project contractor in consultation with the Project's traffic and/or civil engineer. The CMP will define the scope and scheduling of construction activities as well as the proposed construction site management responsibilities in order to ensure that disturbance of nearby land uses or interruption of pedestrian, vehicle, and alternative transportation modes and public transit are minimized to the extent feasible. The CMP will be subject to review and approval by Culver City's Building Official, City Engineer and/or Planning Manager, as applicable, prior to issuance of any Project demolition, grading or excavation permit. The CMP will also be reviewed and approved by Culver City's fire and police departments.

Prior to the commencement of Project construction, the contractor will meet with the Public Works Inspector and Building Inspector (Inspectors) to discuss the construction schedule. The CMP will assess Project construction impacts and provide effective strategies to limit the use of the public right-of-way (streets and sidewalks) during peak traffic periods and would be subject to adjustment by City staff as deemed necessary and appropriate to preserve the general public safety and welfare.

The CMP will, at a minimum, include the following:

- The name and telephone number of a contact person who can be reached 24 hours a day regarding Project construction, construction traffic complaints or emergency situations.
- An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination will include the assessment of any alternative access routes that might be required through the Project Site, and maps showing access to and within the Project Site and to adjacent properties.
- Construction plans and procedures to address: community and City notification of key construction activities; temporary construction fencing and maintenance of construction areas visible from the public right-of-way; noise controls; dust management and control; and worker education regarding best practices to reduce any potential disturbances to adjacent and nearby land uses.
- Procedures for the training and certification of flag persons.
- As applicable, identification of the location, times, and estimated duration of any roadway closures; procedures for traffic detours, pedestrian protection; and plans for the use of protective devices, warning signs, and staging or queuing areas.
- The location of temporary power, portable toilet and trash, and materials storage locations.
- The timing and duration of any street and/or lane closures will be made available to the City in digital format for posting on the City's website and distribution via email alerts on the City's "Gov Delivery" system. The plans will be updated during the duration of Project construction, as determined necessary by the City.

The Project would also comply with Culver City's allowable construction hours pursuant to CCMC Chapter 9.07: Noise Regulations, Section 9.07.035 Construction:

- Monday-Friday: 8:00 a.m. through 8:00 p.m.
- Saturdays: 9:00 a.m. through 7:00 p.m.
- Sundays: 10:00 a.m. through 7:00 p.m.

PDF NOI-1: Temporary noise barriers shall be installed along the northern Project boundary to shield the sensitive receptors from construction noise. The northern barrier shall have a minimum height of 16 feet and be made of plywood or other solid material capable of reducing noise levels by 16 dBA. The temporary noise barrier shall be in place during shell and core construction phase (e.g., grading/excavation and building construction).

PDF NOI-2: Since construction machines operate intermittently, and the types of machines in use at the Project Site change with the stage of construction, noise emitted during construction would be mobile and highly variable. The following noise reduction measures shall be implemented during Project construction to reduce noise levels:

- Maintain all construction tools and equipment in good operating order according to manufacturers' specifications;
- Limit use of major excavating and earth-moving machinery to daytime hours;
- To the extent practicable, schedule construction activity during normal working hours on weekdays when higher sound levels are typically present and are found acceptable;
- Equip any internal combustion engine used for any purpose on the job or related to the job with a properly operating muffler that is free from rust, holes, and leaks;
- For construction devices that utilize internal combustion engines, ensure the engine's housing doors are kept closed, and install noise-insulating material mounted on the engine housing consistent with manufacturers' guidelines, if possible.

PDF LIGHT-1: Light Shielding. In order to minimize lighting emanating from the Project Site during operation of the Project, the Project will minimize light trespass through shielded, focused and directed illumination, careful placement of exterior lighting, motion controlled interior lighting, and use of window shades. All proposed lighting for the Project shall be provided in accordance with CCMC Section 17.300.040. Project lighting shall be designed at intensities that would avoid significant light trespass onto adjacent residential uses to the north, lighting shall be limited to no more than 2 foot-candles of lighting intensity on adjacent residential uses.

Necessary Approvals

Required approvals for the Project would include, but may not be limited to, the following:

- Administrative Use Permit for the use of valet-managed parking (CCMC 17.530.010)
- Demolition Permits to remove the existing on-site structure to allow for construction of the proposed building.
- Construction Permits, including building, grading, excavation, foundation, and associated permits.
- Haul Route Permit, as may be required by Culver City.
- Other approvals as needed.

Assessment of Class 32 In-Fill Development Project Exemption

Exemption Criteria

Article 19 of the California Environmental Quality Act (CEQA Guidelines Sections 15300 to 15333), includes a list of classes of projects that have been determined to not have a significant effect on the environment and as a result, are exempt from review under CEQA.

This document demonstrates that the Project, which includes the demolition of the existing buildings on the Project Site as well as the construction of a new building, qualifies for an exemption under CEQA Guidelines Section 15332, In-Fill Development Projects, as a Class 32 project that meets the following conditions:

a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

c. The project site has no value as habitat for endangered, rare or threatened species.

d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

e. The site can be adequately served by all required utilities and public services.

The analysis below describes the Project's consistency with the applicable Class 32 exemption criteria.

Criterion (a): The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

As indicated above, the Project Site is located in the Lucerne/Higuera neighborhood in Culver City. The Project Site is also located within the Eastern Sub-Area, which includes the Lucerne/Higuera and McManus neighborhoods. The Project Site is designated Industrial and is zoned Industrial General (IG) based on the City's General Plan Land Use Element Map.[1] As described in the Culver City Municipal Code (CCMC), Chapter 17.230, the IG zoning designation permits industrial, manufacturing and processing uses; some recreation and education uses; retail uses; and service uses (including offices and storage facilities). The Project's proposed uses are consistent with the General Plan and zoning designations for the Project Site.

The City's General Plan Land Use Element has several land-use policies that are relevant to the Project, including the following specifically applicable for the Eastern Sub-Area of Culver City. **Table 2, Consistency with Applicable General Plan Land Use Element Objectives and Policies for the Eastern Sub-Area of Culver City**, presents an evaluation of the Project's Consistency with applicable City General Plan Land Use Element objectives and policies for the Eastern Sub-Area of Culver City.

TABLE 2
CONSISTENCY WITH APPLICABLE GENERAL PLAN LAND USE ELEMENT OBJECTIVES AND POLICIES FOR THE EASTERN SUB-AREA OF CULVER CITY

Objectives and Policies	Consistency Analysis
Objective 23. Eastern Sub-Area	
Policy 23.A. Protect the predominately low-density, single-family character of the McManus neighborhood by limiting the potential for additional units.	**Not Applicable.** The Project Site is located in the Lucerne/Higuera neighborhood of Culver City and not the McManus neighborhood. The McManus neighborhood is located approximately 0.33 mi northeast of the Project Site. As such, this policy is not applicable to the Project.
Policy 23.B. Encourage compatible uses (such as markets, dry cleaners, and shoe repair shops) adjacent to the McManus neighborhood through focused land use designations, Design for Development standards and flexible zoning options.	**Not Applicable.** As discussed above, the Project Site is located in the Lucerne/Higuera neighborhood of Culver City and the McManus neighborhood is located approximately 0.33 mi northeast of the Project Site. As such, this policy is not applicable to the Project.
Policy 23.C. Encourage the location of at least one supermarket within the Eastern Sub-Area.	**Not Applicable.** This is a policy for the City to implement. As such, this policy is not applicable to the Project. However, the Project would not preclude the development of a supermarket within the Eastern Sub-Area.
Policy 23.D. Support the existing clusters of new car dealerships along Washington Boulevard between Ince and National Boulevards by encouraging the location of new dealerships on adjacent parcels.	**Not Applicable.** The Project is not located along Washington Boulevard; therefore, this policy is not applicable.

[1] City of Culver City, City of Culver City General Plan Land Use Element Map, August 2007, https://www.culvercity.org/Services/Building-Development/General-Plan. Accessed February 2022.

Objectives and Policies	Consistency Analysis
Objective 23. Eastern Sub-Area	
Policy 23.E. Pursue opportunities to acquire land and to development a neighborhood park in the Lucerne/Higuera neighborhood.	**Not Applicable.** This is a policy for the City to implement. As such, this policy is not applicable to the Project. However, the Project would not preclude the development of a neighborhood park within the Lucerne/Higuera neighborhood. In addition, the Project includes the development of a community accessible open space area along the northern boundary of the Project Site on Higuera Street.
Policy 23.F. Improve the Eastern Sub-Area's identity as part of Culver City by assigning high priority signage, gateway, and streetscape improvements for this Sub-Area.	**Consistent.** The Project would support this policy as it includes improvements to the streetscape along Higuera Street and Hayden Place. Specifically, as described above, landscaping would be provided along each of the property boundaries. The landscape design includes neighborhood screening and a buffer along the northern boundary of the Project Site and along the southern boundary to break up the perceived mass of the facades of the office building, and to provide an aesthetically pleasing environment along the public street frontages.
Policy 23.G. Set specific criteria to minimize and mitigation potential safety, noise, access, and aesthetic impacts to the McManus and Lucerne/Higuera neighborhoods from possible construction and operation of transit within the Exposition Right-of-Way along National Boulevard.	**Not Applicable.** The Project is not located within the Exposition Right-of-Way along National Boulevard. As such, this policy is not applicable to the Project. However, the Project would generally support this policy as the project includes safety measures as well as noise measures that would serve to minimize safety and noise impacts to the Lucerne/Higuera neighborhood located to the north of the Project Site.
Policy 23.H. Determine appropriate short-term and long-range uses and design standards for the Hayden Tract industrial area as part of a Focused Special Study, including: • The appropriate range of uses and standards that will encourage viable and creative development and minimize environmental hazards. • Whether and where residential uses or live-work arrangements would be appropriate. • Joint development and intensity incentives related to transit. • Design and development standards that will create a positive visual image for the City and the adjacent neighborhood. • Parking strategies that provide incentives for revitalization and also protect adjacent residential neighborhoods. • Reuse of Exposition Right-of-Way Spurs. • Identification of possible areas for park or recreational uses.	**Not Applicable.** This is a policy for the City to implement. As such, this policy is not applicable to the Project.
Policy 23.I. Improve aesthetic, safety and traffic conditions in the area between La Cienega Boulevard and Fairfax Avenue and between La Cienega Boulevard and Ballona Creek.	**Not Applicable.** The Project is not located within the areas specified in this policy. As such, this policy is not applicable to the Project.
Policy 23.J. Encourage extended-hour businesses along East Washington Boulevard which are compatible with adjacent residential neighborhoods in order to increase levels of activity and security.	**Not Applicable.** The Project is not located on Washington Boulevard. As such, this policy is not applicable to the Project.
Policy 23.K. Protect existing and potential future residential uses by updated existing studies and requirement new ones with respect to the Alquist-Priolo Earthquake Fault Zone.	**Not Applicable.** This is a policy for the City to implement. As such, this policy is not applicable to the Project.

SOURCE: City of Culver City, General Plan Land Use Element, 2000; ESA, 2022.

As discussed in Table 2, the Project would be consistent with applicable City's General Plan Land Use Element policies for the Eastern Sub-Area of the City of Culver City. Furthermore, as discussed above, the Project would be consistent with the City's General Plan designation of Industrial, which allows a variety of manufacturing and industrial uses, as well as commercial uses, and the City's zoning code designation of Industrial General (IG), which permits industrial, manufacturing and processing uses; some recreation and education uses; retail uses; and service uses (including offices and storage facilities). Therefore, the Project would meet this criterion.

Criterion (b): The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The Project Site is located within the City of Culver City limits on an approximately 2.68-acre site within a developed urban neighborhood. The Project Site is surrounded by urban uses as shown in **Figure 2**, above. Therefore, the Project would meet this criterion.

Criterion (c): The project site has no value as habitat for endangered, rare or threatened species.

The Project Site is located within a highly developed area. As described above, the Project Site is fully developed and currently improved with a two-story, approximately 64,480 SF industrial building, a surface parking lot, and associated areas with ornamental landscaping. Thus, the Project Site does not have habitat suitable for sensitive animal or plant species. Furthermore, as discussed above, the area surrounding the Project Site is fully developed with urban uses. Therefore, the Project would meet this criterion.

Criterion (d): Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Traffic

The following analysis of potential traffic impacts is based on the Transportation Study for 8631 Hayden Place, Culver City, California (Transportation Study) prepared by Gibson Transportation Inc., provided in Attachment A of this memorandum. The Transportation Study evaluates the potential transportation impacts associated with development of the Project. The findings of the Transportation Study that apply to the transportation related questions included in Appendix G of the CEQA Guidelines, are summarized below.

- **Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycles, and pedestrian facilities?**
  - As evaluated on pages 45 through 50 in Attachment A of this memorandum, the Project would not conflict with and is considered to be consistent with the Culver City Traffic Code, Chapter 7.05; the policies of the General Plan Circulation Element; the policies and objectives of the General Land Use Element, including policies related to the Focused Special Study Area of the Hayden Industrial Tract; Neighborhood Traffic Management Program; goals, objectives and policies of the Short-Range Transit Plan; policies of the Bicycle and Pedestrian Action Plan; the Complete Streets Policy; the Local Roadway Safety Plan; and Vision Zero. As such, development of the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. *Impacts would be less than significant.*
- **Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?**
  - The Project is located in a Transit Priority Corridor Area (TPCA)/High Quality Transit Service Area (HQTSA) and is therefore exempt from the CEQA vehicle miles traveled (VMT) Analysis, as further discussed on page 52 in Attachment A of this memorandum. Nonetheless, as previously detailed, the Project would implement strategies and action plans as part of a comprehensive TDM Program to reduce

single occupancy vehicle trips while promoting the use of alternative transportation modes, thereby reducing VMT. The Project, therefore, does not cause a significant impact relative to CEQA Guidelines Section 15064.3, Subsection (b). *No impacts would occur.*

- **Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**
  - As described above the two driveways off of Hayden Place would maintain ingress/egress while the two driveways off of Higuera Street would be used for fire access and emergency services, other municipal services, and general mobility (including but not limited to bicycles, scooters, walkers, and other mobility uses). However, no project access to the subterranean parking structure would be allowed from these driveways off of Higuera. An analysis of the Project access design is discussed further on pages 54 through 56 in Attachment A of this memorandum. As analyzed therein, the Project design would not include unusual or new obstacles considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians. The Project driveways would be improved to remain clear of hardscapes, vegetation, or signage that would impede sight lines. All driveway improvements would be subject to review by the City. In addition, as analyzed in the Transportation Study, based on the trip generation estimates for the Project, the Project would generate fewer than four vehicles per minute at any driveway. Thus, pedestrians and bicyclists around the Project Site would have adequate gapes in vehicular traffic at the Project driveways to safely cross and the Project is unlikely to cause an increase in vehicle-pedestrian and vehicle-bicycle conflicts. Therefore, development of the Project would not substantially increase hazards due to a geometric design feature or incompatible uses. *Impacts would be less than significant.*

- **Result in inadequate emergency access?**
  - While it is expected that the majority of construction activities for the Project would be confined on-site, construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day, including during construction of potential off-site infrastructure upgrades/improvements (i.e., water and sewer lines). As provided above in the Project Description subsection of this memorandum, the Project would implement PDF -1, Construction Management Plan, which includes designation of a haul route, to ensure that adequate emergency access is maintained during construction. Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for patrons and employees. Subject to review and approval of Project Site access and circulation plans by the Culver City Fire Department (CCFD), as necessary, the Project would not result in inadequate emergency access. *Impacts would be less than significant.*

<u>Conclusion:</u> Based on the Transportation Study, the Project would not result in a significant transportation impact pursuant to CEQA. For additional details, refer to the Transportation Study provided in Attachment A of this memorandum.

Noise

The following review of potential noise impacts is based on the Noise and Vibration Technical Report prepared by ESA (included as Attachment B of this memorandum) for the Project. The Noise and Vibration Technical Report evaluates the potential noise and vibration impacts associated with construction activities, surface transportation, and other aspects of Project construction and operations that have the potential to impact noise sensitive land uses. The findings of the Noise and Vibration Technical Report that apply to the noise related questions included in Appendix G of the CEQA Guidelines are summarized below:

- **Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

- As analyzed on pages 31 through 42 in Attachment B of this memorandum, construction of the Project has the potential to generate an increase in temporary or periodic noise through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. Construction activities would be required to comply with Culver City's allowable construction hours of between 8:00 a.m. and 8:00 p.m. Mondays through Friday, 9:00 a.m. and 7:00 p.m. Saturdays, and 10:00 a.m. and 7:00 p.m. Sundays, and would be temporary in nature. The approach to construction of the Project includes adherence to PDFs in order to reduce noise and vibration effects. As shown above, Project Design Features PDF NOI-1 and PDF NOI-2 include noise limits during construction, noise barriers during shell and core construction phase (e.g., grading/excavation and building construction), and proper maintenance and operating mufflers of construction tools and equipment, among other features. With these PDFs implemented, together with shielding provided by existing intervening buildings between the Project Site and off-site sensitive receivers to the west (residences) and south/southeast (park/trail), construction noise levels associated with the Project would not result in a substantial increase (10 dBA or more over) in ambient noise in the Project vicinity. The addition of haul truck trips to roadways during construction would be less than the current traffic volumes on access roads and result in less than a 3 dBA barely perceptible noise level increase and would not increase noise levels by a "clearly noticeable" increase of 5 dBA over the ambient condition. Off-site haul truck trip would not substantially increase noise levels over the ambient condition. In addition, construction activities would occur only during daytime hours within the allowable hours specified in the City's Municipal Code. Project compliance with the City's noise standards as well as Project-related operational noise levels being below the prevailing ambient noise-based thresholds (ambient noise level + 5 dBA) at off-site sensitive receptors would ensure that operational noise impacts are less than significant. The Project's noise impacts on existing offsite development from on-site operational stationary noise sources and traffic would not exceed established thresholds of significance. Based on the above development of the Project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards. *Impacts would be less than significant.*

- **Generation of excessive groundborne vibration or groundborne noise levels?**
  - As analyzed on pages 43 through 46 in Attachment B of this memorandum, construction activities would generate vibration from the use of heavy equipment and haul trucks. Consistent with the City's General Plan requirements, the Project would incorporate general industry standard best practices to minimize vibration impacts resulting from heavy duty construction equipment. Vibration velocities from operation of construction equipment would range from approximately 0.001 to 0.031 inches per second PPV at 50 feet from the source of activity. When accounting for PDF NOI-1 and PDF NOI-2, off-site sensitive receptors or buildings would be exposed to vibration levels below 0.017 PPV from onsite construction activity. In addition, during operation, groundborne vibration generated by each of the operational activities would generate approximately up to 0.005 inches per second PPV adjacent to the Project Site. As such, operation of the Project would not result in vibration levels that would affect nearby sensitive receptors. Therefore, the development of the Project would not generate excessive groundborne vibration or groundborne noise levels. *Impacts would be less than significant.*

- **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**
  - As described on page 46 Attachment B of this memorandum, the Project Site is not located within an airport land use plan or within two miles of an airport. The nearest airport is the Santa Monica Municipal Airport, located approximately 3.4 miles west of the Project Site. Therefore, the Project would not expose people in the Project vicinity to excessive noise levels from airport use. *No impacts would occur.*

<u>Conclusion:</u> Based on the Noise and Vibration Technical Report, the Project would not result in a significant noise impact pursuant to CEQA. For additional details, refer to the Noise and Vibration Technical Report provided in Attachment B of this memorandum.

Air Quality

The following review of potential air quality impacts is based on the Air Quality Technical Report prepared by ESA (included as Attachment C of this memorandum) for the Project. The Air Quality Technical Report evaluates the potential air quality impacts associated with construction activities, mobile sources, building energy demand, and other aspects of Project construction and operations that have the potential to generate criteria air pollutant emissions. The findings of the Air Quality Technical Report that apply to the air quality related questions included Appendix G of the CEQA Guidelines are summarized below.

- **Conflict with or obstruct implementation of the applicable air quality plan?**
  - As analyzed on pages 45 through 49 in Attachment C of this memorandum, in response to Criterion 1, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for ozone. In addition, in response to Criterion 2, the Project incorporates into its design appropriate control strategies set forth in the 2016 Air Quality Management Plan for achieving its emission reduction goals, and would be consistent with the demographic and economic assumptions upon which the plan is based. Furthermore, the Project would be consistent with and not conflict with the General Plan. Based on the analysis provided in Attachment C of this memorandum, the Project would not conflict with or obstruct implementation of applicable air quality plans. *Impacts would be less than significant.*

- **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**
  - Construction of the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from grading and construction activities. However, the Project would ensure compliance with South Coast Air Quality Management District (SCAQMD) rule requirements, including Rule 403 (Control of Fugitive Dust) (i.e., watering twice daily and track out prevention measures) and Rule 1113 (Architectural Coatings) for controlling VOC emissions from architectural coatings. As analyzed further on pages 50 through 51 in Attachment C of this memorandum, construction-related daily emissions would not exceed the SCAQMD numeric indicators of significance and emissions levels would be below the applicable numeric indicators. As it relates to operational emission, and as discussed in Attachment B of this memorandum, operational criteria pollutant emissions were calculated for area, energy, mobile, and stationary sources (such as the conservatively assumed emergency generator) for the Project operational year. Operations would adhere to the applicable codes including 2019 Title 24 Green Building Code. Operational emission estimates would also include compliance with SCAQMD Rule 1113 (Architectural Coatings), which limits the VOC content of architectural coatings. The Project's operational-related daily emissions would not exceed the SCAQMD numeric indicators for any criteria pollutants. Based on the above, development of the Project would not result in cumulative considerable net increase of any criteria pollutant. *Impacts would be less than significant.*

- **Expose sensitive receptors to substantial pollutant concentrations?**
  - As analyzed on pages 54 through 59 in Attachment C of this memorandum, localized construction emissions would not exceed the SCAQMD localized significance thresholds. The Project would comply with regulatory control measures including the California Air Resources Board (CARB) Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and would exceed the CARB In-Use Off-Road Diesel Vehicle Regulation that requires fleets to retire,

replace, or repower of older, dirtier engines with newer emission-controlled models through the use of Tier 3 engines; compliance with these would minimize emissions of toxic air contaminants (TACs) during construction. During operation, localized operational emissions would also not exceed the SCAQMD localized significance thresholds. As discussed in Attachment C of this memorandum, toxic or carcinogenic air pollutants are not expected to occur in any substantial amounts in conjunction with operation of the proposed land uses within the Project Site. Based on the uses expected on the Project Site, potential long-term operational impacts associated with the release of TACs would be minimal, regulated, and controlled, and would not be expected to exceed the SCAQMD numerical indicator of significance. Therefore, development of the Project would not expose sensitive receptors to substantial pollution concentrations. *Impacts would be less than significant.*

- **Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**
  - As analyzed on page 59 in Attachment C of this memorandum, during construction, through mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people. In addition, as it relates to operation, the Project does not include any uses identified by the SCAQMD as being associated with substantial odors. As a result, the Project is not expected to discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD Rule 402. As such, development of the Project would not result in other emissions adversely affecting a substantial number of people. *Impacts would be less than significant.*

<u>Conclusion:</u> Based on the Air Quality Technical Report, the Project would not result in a significant air quality impact. For additional details, refer to the Air Quality Technical Report provided in Attachment C of this memorandum.

Water Quality

The following analysis of potential water quality impacts addresses the water quality related questions include in Appendix G of the CEQA Guidelines.

- **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**
  - Point-source pollutants are discharged directly from pipes or spills. Raw sewage draining from a pipe directly into a stream is an example of a point-source water pollutant. The Project consists of a development of office building, with parking provided in a three-floor subterranean parking garage, and associated landscaping. The Project would not include any uses that would generate point source pollutants. Therefore, water quality impacts due to point sources would be less than significant.

    Non-point-source pollutants (NPS) cannot be traced to a specific original source. NPS pollution is caused by rainfall moving over and through surface areas. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them directly or indirectly into lakes, rivers, wetlands, coastal waters, and even underground sources of drinking water. These pollutants can include: excess fertilizers, herbicides and insecticides from residential areas; oil, grease, and toxic chemicals from urban runoff; sediment from improperly managed construction sites, eroding areas with bare or unvegetated soils; bacteria and nutrients from pet wastes, and faulty sewer systems; and atmospheric deposition and hydro modification.

    The Project would be subject to existing regulations associated with the protection of water quality. Construction activities would be carried out in accordance with the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Permit issued by the Los Angeles Regional

Water Quality Control Board (LARWQCB), as applicable. According to the Geotechnical Investigation prepared for the Project by Geocon West, Inc. (2020), temporary excavations of up to 35 feet maximum depth are anticipated to construct the proposed three subterranean parking levels. As excavations for the parking structure would extend beyond the historic groundwater, which was encountered at depths of 20 feet below ground surface (bgs), dewatering will be required during construction. In addition, during operation, the proposed subterranean parking structure would be designed to resist hydrostatic forces or a permanent dewatering system would be installed at the base of the structure.

As construction of the Project would involve grading, including the export of approximately 170,000 cubic yards of soil, on an approximately 2.68-acre site, the Applicant would be required to submit a Storm Water Pollution Prevention Plan (SWPPP) to the City of Culver City Public Works Department as the Project would disturb more than one acre of soil. Consistent with the SWPPP, the Project would implement best management practices (BMPs) to manage storm water drainage during construction through methods such as retention basins of sufficient size; filtering by use of a barrier system, wattle or other method approved by the enforcing agency prior to being conveyed to a public drainage system; compliance with a lawfully enacted storm water management ordinance in order to avoid discharging pollutants into waterways; or other approved method. Pursuant to the City's Municipal Code 5.05.035, Requirements For Industrial/Commercial and Construction Activities, the Project would submit a local SWPPP and Wet Weather Erosion Control Plan for construction activities consistent with the NPDES General Construction Permit to the City of Culver City Public Works Department. Therefore, development of the Project would not result in any significant effects relating to water quality due to construction activities. As an urban commercial development, operation of the Project would add typical, urban, nonpoint-source pollutants to storm water runoff. These pollutants are permitted by the countywide Municipal Separate Storm Sewer System (MS4) permit and would not exceed any receiving water limitations. In addition, the Project would comply with County and City Low Impact Development (LID) requirements, which require implementation of a stormwater treatment system that captures the 85th percentile runoff for treatment. The Project would implement a proprietary biofiltration system and/or a capture and reuse system, if proven feasible. In order to conserve potable water, the irrigation system would make use of captured rainwater contained within a cistern located in the subterranean levels of the parking structure. Furthermore, while there are currently no existing drainage features or water quality measures on site, the project proposes to introduce both which would improve the current condition. Therefore, operation of the Project would not violate any water quality standards or waste discharge requirements and would have no related significant impacts. *Impacts would be less than significant.*

- **Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**
  - As required by Section 303(d) of the Clean Water Act, the State and the Regional Water Boards assess water quality data for California's waters every two years to determine if they contain pollutants at levels that exceed protective water quality criteria and standards.[2] The LARWQCB most recently prepared a list of impaired waterbodies in the region as part of the 2016 assessment cycle. This list is referred to as the 303(d) list. All waterbodies on the 303(d) list are subject to the development of a Total Maximum Daily Load (TMDL). The nearest water body to the Project Site that has been identified as an impaired water body is Ballona Creek Reach 2, located between National Boulevard and Centinela Avenue, approximately 370 feet south of the Project Site. Impairment for Ballona Creek Reach 2 include trash, toxic pollutants, bacteria, metals, and sediment.

    In terms of polluted runoff, the Project's proposed uses would be typical of office uses and would not introduce substantial sources of polluted water that a use such as an industrial use would generate, for example. As described above, the Project is required to comply with County and City LID requirements,

[2] State Water Resources Control Board, Impaired Water Bodies, https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml. Accessed February 2022.

which require implementation of a stormwater treatment system that captures the 85th percentile runoff volume for treatment. In compliance with this requirement, the Project would implement a capture and reuse system, which would serve to address any potential polluted runoff generated by the Project. As such, the Project would not conflict with or obstruct any water quality control plans for Ballona Creek. No other water quality control plans or sustainable groundwater management plans would be affected by development of the Project. *Impacts would be less than significant.*

Conclusion: Based on the above analysis, the Project would not result in a significant water quality impact.

Conclusion for Criterion (d)

As the Project would result in less than significant impacts with respect to traffic, noise, air quality, and water quality, the Project would meet this criterion.

Criterion (e): The site can be adequately served by all required utilities and public services.

Utilities

The Project would be located on an urban infill site currently developed with a two-story, approximately 64,480 SF building currently occupied with studio uses in an existing highly urban area well served by existing public utilities and services. The City of Culver City Department of Public Works and Southern California Edison (SCE) would provide electricity, solid waste collection and sewer services. The City of Culver City Department of Public Works has provided a will serve letter (provided in Attachment D of this memorandum) indicating that sewer services are available for the Project. Golden State Water Company would provide water services to the Project Site and a will serve letter has been received by Golden State Water Company for the Project (provided in Attachment D of this memorandum). SoCal gas provides natural gas services to the City of Culver City and would be expected to serve the Project. Thus, the Project meets this criterion.

Public Services

Fire Protection

Fire protection and emergency medical services for the Project Site are provided by the Culver City Fire Department (CCFD), which is supported by the fire departments of the cities of Los Angeles, Santa Monica, and Beverly Hills, and by the Los Angeles County Fire Department through mutual aid agreements. As the Project Site is located in an urbanized area within the City of Culver City, it is well served by CCFD. The Project Site is located within Fire District 1, Rescue/EMS District 1, and Fire Management Zone 5. The closest fire station to the Project Site is Fire Station 1 (headquarters), located at 9600 Culver Boulevard, approximately 0.5 miles west of the Project Site. Fire Station 2 and Fire Station 3 are located less than 3 miles from the Project Site. The proposed office building would comply with fire protection design standards, as necessary, per the California Building Code, California Fire Code, the CCMC, and the CCFD, to ensure adequate fire protection. Culver City's standard conditions of approval generally require that plans for building construction, fire flow requirements, fire protection devices (e.g., sprinklers and alarms), fire hydrants and spacing, and fire access including ingress/egress, turning radii, driveway width, and grading would be prepared for review and approval by the Culver City Fire Department. In light of the Projects compliance with the California Building Code, California Fire Code, and the CCMC, pursuant to associated reviews and approvals by the CCFD, and its close proximity to Fire Station 1, the Project would have adequate fire protection services.

Police Protection

Police protection for the Project Site is provided by the Culver City Police Department (CCPD). As the Project Site includes uses that are currently served by CCPD and is located in an urbanized area within the City of Culver City,

it is well served by CCPD. Furthermore, the nearest CCPD station is located in close proximity at 4040 Duquesne Avenue, approximately 0.6 miles west of the Project Site. The Project would include 24-hour/seven-day video surveillance security program to ensure the safety of Project employees and visitors. The cameras would be located to capture views at the perimeter of the building, at main pedestrian and vehicular entries, at terrace locations, and at stair/elevator lobbies. Site security features would also include building access key card system that would assist in crime prevention efforts and to reduce the demand for police protection services, including the lighting of entryways and public areas. Although the occupancy of the Project Site would increase over existing conditions, the added security measures would reduce demand for police protection services. In light of the Projects security features, the existing level of police services on the Project Site and in the Downtown area, and its close proximity to the CCPD station, the Project would have adequate police protection services.

Conclusion for Criterion (e)

As the Project would result in less than significant impacts with respect to utilities and public services, the Project would meet this criterion.

Exceptions to Categorical Exemption

CEQA Guidelines Section 15300.2 lists six exceptions to a categorical exemption. These exceptions include the following conditions:

a. Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

b. Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

c. Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

d. Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified environmental impact report (EIR).

e. Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

f. Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The analysis below demonstrates that the Project or its circumstances would not result in any exceptions identified in CEQA Guidelines Section 15300.2.

Criterion Section 15300.2(a): Location

Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

This exception applies to CEQA exemptions under Classes 3, 4, 5, 6, and 11. This Project qualifies as a Class 32 (Infill Development) Categorical Exemption, and therefore this criterion section is not applicable to this exemption. In addition, the Project Site is located in a previously developed urban infill location surrounded by existing urban uses and is not located in a particularly sensitive environment.

Criterion Section 15300.2(b): Cumulative Impact

All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type and in the same place, over time is significant.

Under this exception, exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. There is no evidence of a potential significant cumulative impact because successive projects of the same type in the same place have not been approved and are not currently proposed. A total of 24 related projects were identified. Of these, the related projects in the immediate vicinity of the Project include: 1) Willows School (an expansion project including the addition of 100 students to the existing Willows School located approximately 720 feet east of the Project Site); 2) 9401-9449 Jefferson Boulevard (an 88,000 SF office building located 940 feet southwest of the Project Site); 3) Warner Parking Structure (a 51,520 SF retail/restaurant development located 1,088 feet east of the Project Site); 4) Coffee Bean & Tea Leaf Headquarters (a 123,527 SF office, 64,206 SF manufacturing, and 2,200 SF coffee shop located 1,269 feet southeast of the Project Site, across Ballona Creek); 5) 3516 Schaefer Street (a 9,847 SF office expansion project located approximately 1,541 feet north of the Project Site); and 6) 8570 National Boulevard (a mixed use project including 23,285 SF of office uses and 7,699 SF of restaurant uses located 1,839 feet north of the Project Site). Given the size and type of uses proposed for the above listed related projects, project-level or cumulatively significant impacts are not anticipated. The related project would adhere to similar City requirements as the Project related to water quality, utilities, and public services. The Project's Transportation Study did not identify significant cumulative traffic impacts with regards to the Project and buildout of future developments. As it relates to noise, no related projects are located directly adjacent to the Project. As such, construction of the Project would not combine with any related projects to cumulatively contribute to significant cumulative noise impacts with regards to the Project and buildout of the related projects. In addition, the Project would not result in significant cumulative air quality since the Project's incremental contribution to long-term emissions of non-attainment pollutants and ozone precursors, considered together with cumulative projects, would not be cumulatively considerable. As a result, there is no evidence of significant cumulative impacts from successive projects of the same type in the same place, over time. Therefore, this exception does not apply to the Project.

Criterion Section 15300.2(c): Significant Effect

A categorical exemption shall not be used for an activity where there is a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.

This exception applies when there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. As described above, the Project would consist of the development of

an approximately 244,000 SF office building up to a maximum of 43 feet in height, over three levels of subterranean parking. The Project is consistent with the General Plan Land Use Element designation and Zoning Code designation, consistent with applicable General Plan Land Use Element Objectives and Policies for the Eastern Sub-Area of the City of Culver City and is similar in size and scale to other developments in the area and is not unusual for the location. The Project is located in a developed urban neighborhood, provides commercial uses with convenient access to nearby high-quality public transit options, and is directly surrounded by urban uses in all directions. Although the Project's setting adjacent to residential uses is not unusual, it should be noted as described above in the Project Description, that the Project lighting plan is intended to minimize light trespass and glare from the office building onto adjacent residential properties through shielded, focused and directed illumination, careful placement of exterior lighting, motion controlled interior lighting, and use of window shades. All proposed lighting for the Project would be provided in accordance with CCMC Section 17.300.040, as included in PDF LIGHT-1, as provided above in the Project Description subsection of this memorandum. Project lighting would be designed at intensities that would avoid significant light trespass onto adjacent residential uses to the north, lighting would be limited to no more than 2 foot-candles of lighting intensity on adjacent residential uses Based on the above, the Project would not have a significant effect on the environment due to unusual circumstances, therefore, this exception does not apply to the Project.

Criterion Section 15300.2(d): Scenic Highway

A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

This exception applies to a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. Based on a review of the California Scenic Highway Mapping System,[3] the Project Site is not located on or near an officially designated scenic highway. The Project would have no impacts on an officially designated scenic highway. Therefore, this exception does not apply to the Project.

Criterion Section 15300.2(e): Hazardous Waste Sites

A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

This exception applies to a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. Government Code Section 65962.5 refers specifically to a list of hazardous waste facilities compiled by the Department of Toxic Substances Control (DTSC). According to the Phase I Environmental Site Assessment Report (Phase I ESA) prepared for the Project by GRS Group (2019) for the Project Site, the Project Site is not included on the DTSC's hazardous waste facilities list. Thus, the Project Site has not been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this exception does not apply to the Project.

[3] For State-designated scenic highway: California Department of Transportation, California State Scenic Highway System Map, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983. Accessed September 2021.

Criterion Section 15300.2(f): Historical Resources

A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Based on the Phase I ESA (2019), the existing building on the Project Site was constructed in 1977, making the building 45 years old, less than the National Register of Historic Places and California Register of Historical Resources minimum age criterion of 50 years. Furthermore, it has not been identified as a historical resource by the City and has been subject to modifications over time. As such, demolition of the building would not have a direct impact on historical resources. In addition, no historical buildings are located within the immediate Project vicinity that would be adversely affected by construction vibration, changes in their historic settings or through obstruction of views to such resources. As such, the Project would have no indirect impacts to historical resources.

Summary/Conclusions

A PROJECT qualifies for a Class 32 (Infill Development) Categorical Exemption if it is developed on an infill site and meets the five (5) conditions described in this report. Based on the technical analyses above, and consistent with the attached technical reports, the 8631 Hayden Place Project meets the criteria for a Class 32 (Infill Development) Categorical Exemption. Furthermore, none of the exceptions to a Class 32 (Infill Development) Categorical Exemption listed in the CEQA Guidelines Section 15300.2 apply to the Project, as supported by the technical analyses provide above. Therefore, based on the analyses and findings presented in this technical memorandum and in the attached technical reports, the Project qualifies for a Class 32 (Infill Development) Categorical Exemption, and can be found exempt from further review under CEQA.

Attachments

Attachment A – Transportation Study

Attachment B – Noise and Vibration Technical Report

Attachment C – Air Quality Technical Report

Attachment D – Utility Will Serve Letters