



# City of Culver City

## Staff Report

File #: 23-434, Version: 1

Item #: PH-1.

**CC - PUBLIC HEARING: (1) Adoption of a Resolution Certifying the Environmental Impact Report (EIR) and Adoption of the Findings Required by CEQA and a Mitigation Monitoring Program (MMP), and Adoption of Statement of Overriding Considerations (P2021-0272-EIR) in Compliance with the California Environmental Quality Act (CEQA) for a Creative Office Development on a 4.46-Acre Site at 8833 National Boulevard and 8888 W. Venice Boulevard (Project); (2) Introduction of an Ordinance Amending the Culver City Zoning Map Establishing Planned Development Zone No.17 (P2022-0144-ZCMA), and Approving the Comprehensive Plan (P2022-0144-CP) for the Project; and (3) Adoption of a Resolution Approving a Request for Extended Construction Hours for the Project.**

**Meeting Date:** December 5, 2022

**Contact Person/Dept:** Jeff Anderson / Contract Project Manager  
Erika Ramirez/ Current Planning Manager

**Phone Number:** 310-253-5710

**Fiscal Impact:** Yes  No  **General Fund:** Yes  No

**Public Hearing:**  **Action Item:**  **Attachments:** Yes  No

**Commission Action Required** Yes  No  **Date** [11/9/22]

**Commission Name:** Planning Commission

**Public Notification:** (Mailed) Property owners and occupants within a 1,000-foot radius of the Project site (11/10/2022), (E-mail) Notification List (11/11/2022), (Posted) City website (11/11/2022), (Sign) Posted on the site (11/14/2022), (Published) Culver City News on 11/10/2022, (E-Mail) Meetings and Agendas - City Council (11/30/22)

**Department Approval:** Jesse Mays, Assistant City Manager (11/17/22)

### **RECOMMENDATION:**

Staff recommends the City Council take the following actions relating to the Project:

1. Adopt a Resolution certifying the Final Environmental Impact Report (EIR), adopting findings required by CEQA, adopting the Mitigation Monitoring Program (MMP) and adopting Statement of Overriding Considerations (P2021-0272-EIR) for a creative office development on a 4.46-acre site at 8833 National Boulevard and 8888 W. Venice Boulevard (Project) (Attachment No. 1); and

2. Introduce an Ordinance, amending the Culver City Zoning Map, as referenced in Title 17, Zoning, of the Culver City Municipal Code (CCMC), Section 17.200.015, establishing Planned Development Zone No. 17 (Zoning Map Amendment, P2022-0144-ZMA) and approving a Comprehensive Plan (P2022-0144-CP) for the Project, subject to Conditions of Approval (Attachment No. 2); and
3. Adopt a Resolution approving of an Extended Construction Hours request for the Project, subject to the Conditions of Approval (Attachment No. 3).

### **PROCEDURES:**

1. The Mayor seeks a motion to receive and file the affidavit of publication and posting of the public hearing notice.
2. The Mayor calls on staff for a brief staff report and City Council poses questions to staff as desired.
3. The Mayor seeks a motion to open the public hearing, providing the Applicant the first opportunity to speak, followed by the general public.
4. The Mayor seeks a motion to close the public hearing after all testimony has been presented.
5. The City Council discusses the matter and arrives at its decision.

### **BACKGROUND:**

#### **Existing Conditions**

The Project site is 4.46 acres and split between the City of Culver City and the City of Los Angeles. The Project site is bounded by Washington Boulevard, National Boulevard, Venice Boulevard, and the Helms Bakery campus. The Culver City portion is located adjacent to Washington and National Boulevards while the Los Angeles portion is adjacent to Venice Boulevard and the Helms Bakery campus.

The City of Culver City and City of Los Angeles are processing and coordinating required entitlements in parallel to ensure good planning and an integrated review process. The Planning Commission's action and subsequent City Council decision involves the Culver City portion, but plans include the entire development site. Project background and analysis of the staff report concentrates on the Culver City requirements except as otherwise noted.

The Project site is currently two parcels that are improved with single-story structures that have been converted into retail, office, warehousing and surface and enclosed parking lots. The Culver City parcel is developed with two warehouse buildings including a 9,739 square foot building used for office and storage located on National Boulevard and a 9,082 square foot building that is vacant and

located on Washington Boulevard. The Los Angeles parcel is improved with an 86,226 square foot warehouse building that is used for office and retail, as well as enclosed vehicular parking. The two parcels will be tied as one lot. All the existing improvements are proposed for demolition for the development of the Project.

The Culver City portion of the site has a General Plan land use designation of General Corridor Commercial. The site is currently zoned Industrial General (IG) with the frontage of Washington Boulevard and a portion of the frontage on National Boulevard (including the alley along the north side of the 8777 Washington Boulevard office building) located within the East Washington Boulevard Overlay (-EW) Zone. While the East Washington Boulevard Overlay Zone provides a more limited range of allowable uses relative to the underlying IG zone; office uses including creative office and multimedia production are allowed within the IG Zone and EW Overlay Zone.

The Los Angeles portion has a designation of Community Commercial by the West Adams-Baldwin Hills-Leimert Community Plan (Community Plan), which is part of the Los Angeles General Plan Land Use Element. The property is zoned C2-2D-CPIO. The C2 Zone permits a wide variety of commercial uses, including office uses and multimedia production. The "2D" designation following the C2 zone designates the Los Angeles Parcel as Height District 2 with a "D" Development Limitation. Entitlements for the Los Angeles portion include but are not limited to: Boundary Change to Expo Transit Neighborhood Plan, Amendment to Development Standards of Subarea A of CPIO and Site Plan Review.

The surrounding zoning and land uses are as listed below.

- North: City of LA; CM-2D-CPIO and C2-2D-CPIO Zones (one- and two-story commercial development)
- East: City of LA; C2-2D-CPIO Zone (one-story Helms Bakery campus)
- South: Commercial General (CG) Zone (four-story office building (8777 Washington Blvd.)
- West: Planned Development 12 Zone (six to seven-story Ivy Station development across National Blvd)

There are residential uses near the Project site to the west (100 feet, Ivy Station) and south (120 feet, Access Culver City). There are also residential uses to the north (250 feet) behind the commercial buildings along Venice Boulevard and to the east (370 feet) south of Washington Boulevard.

### Request

Culver Crossings Properties LLC (Applicant) is requesting approval for development of the proposed Project for a creative office campus that could include associated production spaces for multimedia content creation and capture. The Project will serve as the Culver City headquarters for Apple Inc. The Project, including both Culver City and LA segments, would be 536,000 square feet on a 4.46-acre site. The development includes two buildings, one that is four story and the other five story. Both buildings include 3 levels of subterranean parking. These subterranean parking facilities are interconnected allowing vehicle access between them. A chart is provided in Attachment No. 12 showing the Project statistics as well as the subtotals for Culver City and Los Angeles.

The Project provides one building on National Boulevard (Building 1) that is located within the City of Culver City, and another building along Venice Boulevard and a portion of National Boulevard that is

located within the City of Los Angeles (Building 2). After construction, the two buildings would be connected when the shared wall along the National Boulevard frontage is opened. The buildings are proposed to frame an internal courtyard area of private open space available to the tenants of the buildings.

In addition, the Culver City parcel provides a small area that includes frontage on Washington Boulevard (8771 Washington Boulevard) that is currently improved with a commercial building. The commercial building would be demolished, and the area converted to a 7,120 square foot privately owned park open to the public (Washington Parklet). The applicant voluntarily offered this as part of their plan.

Pedestrian access to the buildings would be located at an entry alcove on National Boulevard and one on Venice Boulevard. Vehicular access would be provided via a drive aisle on National Boulevard to the north of the building at 8777 Washington Boulevard and a drive aisle on Venice Boulevard adjacent to the Helms Bakery campus alley. The drive accesses would allow access to the subterranean parking structures of the buildings. The applicant has worked with the City of Los Angeles and secured approval of a 3-way traffic signal on Venice at the easterly drive access. The drive access on National Boulevard would be right in and right out only. A third vehicle access is provided as one-way ingress on Washington Boulevard for emergency vehicles only.

When a proposed development involves parcels in different jurisdictions, the California Environmental Quality Act (CEQA) allows one of the jurisdictions to act as the lead agency for the purpose of environmental review. For this project, the City of Culver City is the lead agency. Therefore, the City of Culver City reviews the proposed development and prepares an Environmental Impact Report (EIR). When Culver City has acted and certified the EIR, the City of LA will then review their portion of the development. However, they will not need to certify the EIR. The Project requires the following entitlements for Culver City:

- Comprehensive Plan - to establish development standards and design for the Culver City portion of the development.
- Zoning Map Amendment (ZMA) - to change the zoning of the Culver City portion of the site to Planned Development No. 17, which requires the approval of a Comprehensive Plan. The ZMA will include removal of the East Washington Overlay as well.
- Extended Construction Hours - to allow construction to begin at 7:00 a.m. on weekdays rather than 8:00 a.m.

Culver City requires a notification radius of 500 feet; however, the Director or designee may expand the notification radius on a case-by-case basis. In this case the mailing radius was expanded to 1,000 feet from the boundary of the Project site. The mailing radius requires the notification of 989 property owners and occupants.

As part of the process of review of the entitlements, the applicant has provided a Preliminary Construction Management Plan, held Community Outreach meetings, and processed an Environmental Impact Report (EIR) to review the effect of the project on the environment. An analysis of these items is included following an analysis of the entitlements.

### Planning Commission Recommendation

On November 9, 2022, the Planning Commission adopted Resolution Nos. 2022-P019, 2022-P020 and 2022-P021, recommending to the City Council certification of the Project EIR; approval of a Zoning Map Amendment to establish a Planned Development Zone; approval of a Comprehensive Plan; and approval of an Extended Construction Hours request, subject to Conditions of Approval.

During the public hearing, testimony was provided by 15 individuals, including community members and individuals representing businesses, agencies, and organizations. Most of the speakers spoke in support of the Project.

During the Planning Commission discussion, comments were centered around three topics; the 3-way traffic signal on Venice Boulevard, the amount of parking proposed, and the Washington Boulevard Parklet. Specifically, there was Commission direction to (1) include a condition pertaining to the anticipated 3-way traffic signal on Venice Boulevard; (2) to allow less parking to be developed if the applicant determined that reduced parking would be desirable; and (3) incorporate lawn or artificial turf (similar to Culver Steps) rather than decomposed granite in the flexible use area, a lighting design similar to Platform), and inviting seating areas into the Parklet. These comments and other questions prompted the recommendation of additional conditions of approval. The following changes were made to the project Conditions of Approval:

1. A 3-Way Traffic Signal shall be installed at the intersection of Venice Boulevard and Ivy Street at the Project's eastern driveway access in the City of Los Angeles pursuant to the approved Traffic Signal Warrant Analysis by LADOT. The Applicant shall provide the Traffic Signal Improvement Plans to the Mobility and Traffic Engineering Manager with the City of Culver City Public Works Department for review prior to permit issuance by the City of Los Angeles Bureau of Engineering.
2. A request to reduce the amount of parking from the required parking specified in the Comprehensive Plan may be processed and approved by the Planning and Development Services Director or designee through a Minor Modification request to the Comprehensive Plan considering Zoning Code parking standards in place at the time. Prior to Building Permit Issuance, the Comprehensive Plan shall be revised to add this provision to Page 18 at the end of the section titled "Vehicle Parking Culver City".
3. The design of the Washington Parklet shall include more usable public space subject to the review and approval by the City's Landscape Architect and Current Planning Division prior to issuance of Building Permits.

### **ANALYSIS:**

To facilitate the proposed project, a Zoning Map Amendment and Comprehensive Plan are required pursuant to Zoning Code Section 17.240, Planned Development Zoning Districts and Section 17.560, Comprehensive Plans. The proposed Zoning Map Amendment includes re-zoning the Culver City portion of the site. The proposed Comprehensive Plan includes the development standards and allowed land uses in the newly established PD zoning district. The intent of a Comprehensive Plan is to allow for flexibility in the application of the Zoning Code standards for larger scaled developments. A Comprehensive Plan considers innovation in site planning to respond more effectively to site

features, uses on adjoining properties, and other impacts that the Zoning Code may not be able to adequately address. The PD zoning district is the zoning designation created for a site that has been entitled with a Comprehensive Plan.

For full information on the proposed Project, please refer to the Planning Commission staff report dated November 9, 2022 (Attachment No. 4) and Draft Planning Commission Minutes (Attachment No. 13).

### Zoning Map Amendment

The portion of the Project in Culver City currently has a zoning designation of Industrial General (IG) and East Washington Boulevard Overlay (-EW) Zone. To facilitate the proposed development, the Applicant is requesting a Zoning Map Amendment to rezone the property to Planned Development No. 17 (PD-17) (Exhibit A of Attachment No. 2). To develop within the PD zone, a Comprehensive Plan must be approved (CCMC Section 17.560) that includes standards and design for the proposed development.

The Project site is generally surrounded by commercial uses, with some residential uses (multi-family) in the vicinity. In addition, the site is located near the intersection of two primary arterials within Culver City, Washington Boulevard and National Boulevard, as well as a major roadway in Los Angeles (Venice Boulevard). The site is also located near the Metro E Line Culver City station located immediately to the west of Ivy Station. Therefore, the property is suitable for commercial complexes designed as a planned district.

The frontage of the Culver City parcel on Washington Boulevard and a portion of the Project frontage on National Boulevard is located within the East Washington Boulevard Overlay (-EW) Zone. The Zoning Map Amendment would remove the parcel from the East Washington Overlay Zone.

### Comprehensive Plan

Pursuant to Section 17.560 of the Zoning Code, the Applicant is requesting approval of a Comprehensive Plan for the development of the site (Attachment No. 6). The Comprehensive Plan proposes development standards that allow for the design and the uses of the proposed creative office development for the site. The Project also includes Conditions of Approval, included as Exhibit B and C of the proposed Resolution (Attachment No. 2).

The Comprehensive Plan includes standards for the Project, including both the Culver City portion and the Los Angeles portion of the development. All standards include information for both cities and totals. Streetscape landscaping is proposed on Culver City locations on National Boulevard and Washington Boulevard and on Los Angeles locations on a small section of National Boulevard and on Venice Boulevard. This staff report will focus on the Culver City portion, the Los Angeles development proposal will be reviewed by City of Los Angeles after the certification of the EIR and approval of the Culver City portion of the development. The Comprehensive Plan includes a Project Description with a locational map and summary of the project. The following is a summary of some of the sections of the Comprehensive Plan.

### *Land Use and Development Standards*

The permitted uses of the PD-17 Zone are consistent with the General Corridor Land Use designation of the General Plan and the adopted Culver City Expo Transit Light Rail Station Design for Development (DFD) which encourages transit-oriented uses and pedestrian friendly amenities. The proposed Comprehensive Plan zoning provides for creative office and media production uses.

### *Development Standards*

The Applicant has provided Development Standards in the Comprehensive Plan. The following bullet points provide information on the proposed standards.

- Office Floor Area - Maximum of 167,000 sf
- Minimum Setback on National Boulevard is 12 feet to the building wall and the overhead building project may extend on National Boulevard as per the adopted plan
- Maximum Height is 56 feet
- Automobile Parking Spaces is 1/350 (477.14 required / 478 proposed)

Along the street front on National Boulevard, there is currently a 7-foot-wide sidewalk and parkway in the public right-of-way. The applicant is proposing to maintain the 7-foot public sidewalk and parkway and provide a 6-foot-wide easement of private property to the City for public sidewalk purposes. The proposed street front is a 7-foot-wide landscape area from back of sidewalk on public right-of-way, with a 6-foot-wide paved sidewalk (proposed easement area on private property) and then a 6-foot-wide landscape planter in front of the building wall within private property. The proposed building projections extend over the paved sidewalk easement area but would not encroach into public property. Public Works has included a condition requiring the applicant to grant a sidewalk easement.

### *Open Space*

The proposed development includes a variety of open space areas totaling 81,142 square feet, with 38,198 square feet located within the City of Culver City. Landscaping is provided along the National Boulevard streetfront and along the alley. The emergency access between the National Boulevard alley and the Venice Boulevard alley will be finished with grasscrete. The Culver City portion also includes part of the courtyard that is surrounded by the buildings. Please see Chart 2 on Attachment No. 12.

The Washington Parklet is a publicly accessible open space on the southeastern corner of the property, adjacent to the Helms Bakery campus on Washington Boulevard. In addition to a landscaped open space, the purpose is to provide a small park-like setting with seating and a flexible combination of community uses. Hours for the open space would follow the office business hours. The applicant has voluntarily designed the publicly accessible open space, it was not a requirement of the CCMC. The applicant determined to provide it for the community's benefit based on the initial feedback from the community.

### *Parking and Security*

The Culver City portion of the project would provide 478 vehicular parking spaces within the three-level subterranean garage. The number of parking spaces proposed provides the minimum number of parking spaces required by the CCMC.

The subterranean parking structure is accessed from the drive access on the southern elevation of the building and will have internal accessibility with the parking structure under Building 2. Vehicles would enter and exit on the ground level (from either of the two buildings) via an automatic entry system and sentry guard activated by a key card system.

The below-grade parking levels include multiple tandem spaces. The CCMC requires an administrative use permit for tandem parking spaces. Because this project involves a PD Zone and a Comprehensive Plan, which will become the source of required zoning development standards, any necessary review of tandem spaces or conditions, are incorporated in the Comprehensive Plan. Due to the nature of tandem spaces, a condition of approval is required that the parking be managed to ensure efficient use of the parking spaces.

### *Sustainability*

The Project design incorporates environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code, Culver City's Reach Codes, CALGreen, and is designed to LEED Gold Standards. The following sustainability features are incorporated as key objectives for meeting these measures:

- Divert a minimum 75% of total construction;
- Plant native and drought tolerant trees and groundcover, drip irrigation;
- Control and retain water runoff from the site for most rainfall events;
- Install electric vehicle charging stations with infrastructure to add more;
- Project-specific transportation demand management program designed to help implement strategies and amenities that shift travel demand and influence behavior;
- Prioritize natural materials and those designed with human health in mind;
- Create a system for on-site recycling;
- Provide long-term and short-term bicycle spaces;
- Select efficient indoor plumbing fixtures to reduce water consumption by 40%;
- Design an all-electric building with efficiency measures to lower energy consumption by at least 24%;
- Creates an active pedestrian-oriented and walkable streetscape and a parklet on Washington Boulevard to provide an interactive gathering space.

The final LEED scorecard is based upon the construction plans and so is subject to change upon completion of the Project. For more information about the LEED scoring criteria, please visit <https://www.usgbc.org/leed-tools/scorecard>.

### *Mobility Plan (TDM)*

The proposed Comprehensive Plan includes a Mobility section to encourage safe movement, including shuttle service, bus stops, Metro ridership, and biking. Site design elements and regulatory standards provide enhanced use of walking, biking, and public transportation as alternatives to automobile use. It is anticipated that the proposed buildings would have 2,400 employees in the building with 1,216 parking spaces provided. So about 50 percent of the employees will be required to utilize alternative transportation. The project provides TDM measures that include support services, marketing and communications, commuter club, commute expert program, walking, public

transit, bicycle subsidies and incentives, ride-share program, and pre-tax commuter benefit. A condition of approval is included requiring the submittal of a TDM plan during plan check for review and approval by staff.

The Project would also provide 51 bicycle parking spaces, including short-term and long-term spaces, in compliance with respective City codes. The Culver City Parcel would provide 17 short-term bicycle parking spaces, and 34 long-term bicycle parking spaces for a total of 51 bicycle parking spaces, which is compliant with the Bicycle and Pedestrian Action Plan.

### *Project Plans (Project Design)*

The Project proposes a contemporary architectural design defined by simple lines, along with a neutral and unified color palette. The proposed buildings would feature full height glazing defined by horizontal architectural projections overhanging each of the stories. The projections would be 11 feet, six inches deep along the National Boulevard façade. The projections would also provide shading and passive solar control to reduce cooling loads on building interiors. Lastly, the projections will function as balconies that would be located at floors two through four along the National Boulevard.

The ground floor of the building would be separated from the sidewalk by landscaped planters while the Project's exterior glazing at street level would enhance the façade transparency and engagement with the sidewalk. The main entrances would be at street level, recessed back from the sidewalk, and featuring full height glazing.

The proposed structure would use a variety of building materials, with the primary exterior material being clear glazing. Bronze louver screens are proposed framing the entryway and near the end of the street elevation. The bronze screens are also proposed as the roof screen to screen the rooftop equipment. Rooftop mechanical equipment would be screened by the bronze screens which are architecturally coordinated into the building design. The height of the building is proposed at 56 feet, while the top of the equipment screen would be 66 feet, 6 inches.

### *Streetscape Details*

The project site is located within the Washington National Transit Oriented District (TOD) Streetscape Plan. The plan is intended to promote revitalization through the implementation of pedestrian friendly streetscape enhancements such as canopy street trees, planters and tree grates, sidewalk improvements, street furniture (benches, trash receptacles, and bicycle racks), new crosswalk paving and Low Impact Development (LID) features such as bioswales and filtration planters.

The applicant is proposing a 7-foot-wide landscaped parkway along National Boulevard with six street trees and drought-tolerant landscaping. Other improvements proposed for the streetscape include short-term bicycle parking, enhanced paving areas decorative lighting, landscape planters and seating areas at the building entrance. Staff will continue to work with the applicant to further refine the streetscape plan so that the improvements are consistent with the TOD streetscape plan.

### Extended Construction Hours Request

The applicant is requesting to extend construction hours beyond the construction hours stated in the

CCMC (Attachment No. 13). Per CCMC Section 9.07.035.A, construction hours are limited to the following:

- 8:00 am and 8:00 pm Mondays through Fridays
- 9:00 am and 7:00 pm Saturdays
- 10:00 am and 7:00 pm Sundays

The applicant is requesting to extend the daily construction hours Monday through Friday to 7:00am - 8:00pm. The City of Los Angeles allows construction to begin at 7:00 am. Pursuant to CCMC Section 9.07.035.C, construction activity of a specific nature, with a limited duration, in non-residential zoning districts, on construction sites one acre or greater in size, may be permitted beyond the standard construction hours, where it is determined to be in the public interest and a land use permit has been issued. The applicant is eligible to request extended construction hours, as the Project meets these criteria.

The applicant is requesting to extend daily construction hours for the duration of the construction of Building 1. The benefits to construction of the Project in extending the hours from 8:00 am to 7:00 am include the following:

- A reduction in overall construction duration of 30 calendar days.
- A reduction in the anticipated volume of project-related truck traffic during peak afternoon hours on business days around Culver City, as starting at 7:00 am would result in most construction activities ending by 3:00 pm.
- Enable a more efficient daily flow of trade workers by increasing carpooling opportunities, as a 7:00 am start time would align with the working hours in Los Angeles for Building 2.

The extended construction hours will be subject to conditions of approval and mitigation measures, including the Construction Management Plan, Pedestrian Protection Plan, Construction Traffic Management Plan, and Noise studies. Any changes to the Construction Management Plan, Pedestrian Protection Plan, and Construction Traffic Management Plan will require approval by the Public Works Engineering Division, Building Safety Division, and the Current Planning Division. In addition, a condition of approval requires the Applicant provide further measures should the City determine if necessary.

Since the Extended Construction Hours request is being reviewed as part of the entitlement, the environmental impacts were analyzed as part of the EIR (Attachment No. 7). The analysis of the EIR was provided by ESA, the firm that prepared the EIR. The analysis reviewed the noise impacts and discussed review of construction-related impacts and traffic/transportation impacts associated with the extended construction hours. The request for extended construction hours from 7:00 am to 8:00 am does not result in any greater impacts from the Project than would occur without the extended construction hours.

### Construction Management Plan

The Applicant has submitted a preliminary Construction Management Plan (Attachment No. 12). The purpose of the Construction Management Plan is to forecast how the project management team will implement and perform site management responsibilities during the course of construction. This plan provides a guide for an efficient and coordinated construction process and information to the public about the Project's objectives. Issues addressed include construction fencing, pedestrian protection

requirements, community notification, construction hours, and construction methodology and logistics planning.

The Construction Management Plan provides an estimated construction sequence and planning.

- Sequence 1. For Substructure including demolition, shoring, excavation, drainage, and waterproofing, and subterranean concrete structure. Estimated start date is February 2023 for Phase 1 (Culver City portion). Estimated start date is August 2023 for Phase 2 (Los Angeles portion).
- Sequence 2. For Superstructure including concrete structure, enclosure, interior buildout, startups testing and commissioning, and inspections. Estimated start date is December 2023 for Phase 1 (Culver City portion). Estimated start date is September 2024 for Phase 2 (Los Angeles City portion).
- Sequence 3. For Sitework including offsite improvements and landscaping. Estimated Start date is July 2024 for Phase 1 (Culver City portion). Estimated Start date is June 2025 for Phase 2 (Los Angeles portion)

The estimated date of completion for Phase 1 is December 2024 and for Phase 2 is December 2025. The applicant estimates completion of Building 1 one year prior to the completion of Building 2. For that year, all vehicle ingress and egress for Building 1 will occur on National Boulevard. The project construction is anticipated to take two years and ten months. A Final Comprehensive Construction Management Plan (CMP) is required as a condition of approval.

### **COMMUNITY OUTREACH:**

Pursuant to the City's Community Outreach Guidelines, the applicant hosted four community meetings as part of the outreach to neighbors and community members (Attachment No. 8).

Community Meeting No. 1 - October 22, 2021. Due to COVID pandemic concerns Meeting No. 1 was held virtually. The meeting was attended by 31 people. The applicant provided a conceptual plan for the development and then opened the meeting for comments. Comments received included the lack of residential use, transportation issues and traffic circulation in the vicinity, amount of parking proposed, desire for an attractive streetscape, how the meeting was noticed and concern that the noticing was not effective.

Community Meeting No. 2 - December 6, 2021. Meeting No. 2 was also virtual and associated with the Notice of Preparation (NOP) for the Project EIR. The meeting was attended by 97 people. The meeting was split into two segments, a community meeting and the Scoping Meeting required for the preparation of an EIR. During the community meeting, the Applicant described the development proposal. During the NOP portion of the meeting, the environmental consultant, ESA, presented the issues to be addressed in the Project EIR. Community concerns included the proposed amount of parking, lack of residential use, the streetscape, safety of pedestrians and bicyclists, and transportation and traffic.

Community Meeting No. 3 - May 12, 2022. Meeting No. 3 was also a virtual meeting with 37 people in attendance. The Applicant described the Project and then entertained comments. Concerns expressed included the amount of parking provided, lack of residential use, support for a traffic signal on Venice, encouraging a high building efficiency LEED certification and keeping the sidewalks open during construction.

Community Meeting No. 4 - October 6, 2022. Meeting No. 4 was held as a hybrid (in person and virtual) at the Helms Bakery campus. The Applicant provided a presentation of the proposed project and opened the meeting up for questions. Issues expressed included the status of the potential traffic signal on Venice Boulevard, if the potential traffic signal was a three-way signal, if the Applicant would provide security for the Parklet, whether changes to the Culver City parking requirements would have any impacts on the proposal, whether recent California State legislation would affect the project, recommendation to build the Parklet first, and how bicycle lanes would be affected on Venice Boulevard.

### **ENVIRONMENTAL DETERMINATION:**

A Draft Environmental Impact Report (EIR) was prepared for the Crossings Campus Project (Attachment No. 7). The proposal is to develop two buildings up to five stories that would provide a total of 536,000 square feet of new office floor area. As the proposed project is located within two jurisdictions, and is one project, one of the jurisdictions is required to be the lead agency for managing the (CEQA) process. The City of Culver City is the Lead Agency and is therefore responsible for preparing this Draft EIR for the entire project.

At the start of the process, the City prepared an Initial Study to identify potential environmental impacts. The Initial Study determined that the Project had the potential to result in significant impacts associated with a number of environmental issues. As a result, the Initial Study led to a determination that a Draft EIR should be prepared to address those issues where the Project could result in significant environmental impacts, and to consider feasible mitigation measures and alternatives to the Project.

Pursuant to the provision of CEQA Guidelines Section 15082, the City circulated a Notice of Preparation of an Environmental Impact Report and Community Meeting/EIR Scoping Meeting (NOP) to State, regional, and local agencies, and members of the public for a 46-day review period commencing November 4, 2021 and ending December 20, 2021. The purpose of the NOP was to formally notice that the City was preparing a Draft EIR for the Project. The Community Meeting/EIR Scoping Meeting was held on December 6, 2021. During the public review period for the NOP, 38 commenters submitted responses to the NOP. All written comments are provided in Appendix A-4, of the Draft EIR (Attachment No. 7).

### **Draft Environmental Impact Report**

A Draft Environmental Impact Report (Draft EIR) was prepared based upon the Initial Study and scoping. The Draft EIR is an informational document that informs public agency decision-makers and the public generally of the environmental effects associated with the Project, and ways to minimize significant environmental effects through mitigation measures or reasonable alternatives to the

Project. For some effects, significant environmental impacts cannot be mitigated to a level considered less than significant; in such cases, impacts are considered significant and unavoidable. In accordance with CEQA Guidelines Section 15093(b), if a public agency approves a project that has significant impacts that are not substantially mitigated, the agency must state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. This is known as a “statement of overriding considerations.” The Draft EIR determined that there were four issues that were significant and unavoidable. These include the following:

1. Construction Air Quality - Regional NOX Emissions (Project-Level and Cumulative)
2. On-Site Construction Equipment Noise (Project-level and Cumulative)
3. Off-Site Construction Noise - Mobile Sources (Cumulative)
4. Off-Site Construction Vibration - Human Annoyance (Project-level and Cumulative)

The public review period commenced on July 21, 2022 and ended on September 6, 2022 for a total of 47 days. During the Draft EIR public review period, the City received 11 comment letters from agencies and organizations. These comment letters are included in Appendix A, Original Comment Letters, of the Final EIR (Attachment No. 10). Also, during the Draft EIR public review period, the City conducted a virtual meeting focused on the Draft EIR on August 16, 2022. This meeting was not required by the CEQA Guidelines, but rather conducted to provide an additional opportunity for public input.

### Final Environmental Impact Report

The Lead Agency must evaluate comments received on the Draft EIR and prepare written responses and consider the information contained in a Final EIR before approving a project. The Final EIR consists of: (a) the Draft EIR or a revision of the Draft; (b) comments and recommendations received on the Draft EIR either verbatim or in summary; (c) a list of persons, organizations, and public agencies commenting on the Draft EIR; (d) the responses of the Lead Agency to significant environmental points raised in the review and consultation process; and (e) any other information added by the Lead Agency.

A Final EIR has been prepared and includes responses to comments (Attachment No. 7). Supplemental analysis to address comments on the Final EIR were provided as appendices for Human Health Risk Assessment, Soil characteristics, and Air Quality Emissions. Mitigation measures have been incorporated into the project’s design. With the inclusion of mitigation measures, impacts on the environment are reduced to a less than significant level except for the four issues discussed previously that have significant and unavoidable impacts.

### Statement of Overriding Considerations

As described in the preceding section, the City’s approval of the Project will result in environmental impacts that are significant and unavoidable and cannot be mitigated. These impacts are described in detail in Attachment No. 7 in the Draft EIR. While mitigation measures would reduce these impacts, impacts would remain significant and unavoidable. To approve the project a Statement of Overriding Considerations must be approved along with the EIR document. A Statement of Overriding Consideration is a written statement explaining the specific reasons why the social, economic, legal,

technical, or other beneficial aspects of the proposed project outweigh the unavoidable adverse environmental impacts, and why the Lead Agency is willing to accept those impacts. The Statement of Overriding Considerations is provided in the EIR Resolution (Attachment No. 1) near the end of Exhibit A. The City adopts the following Statement of Overriding Considerations:

The City recognizes that significant and unavoidable impacts would result from implementation of the Project. Having;

- (i) adopted all feasible mitigation measures,
- (ii) rejected as infeasible the alternatives to the Project,
- (iii) recognized all significant, unavoidable impacts, and
- (iv) balanced the benefits of the Project against the Project's significant and unavoidable impacts,

The City hereby finds that each of the Project's benefits, as listed below, outweigh, and override all the significant unavoidable impacts.

The below stated reasons summarize the benefits, goals, and objectives of the Project, and provide the detailed rationale for the benefits of the Project. These overriding considerations of economic, social, aesthetic, and environmental benefits for the Project justify adoption of the Project and certification of the completed EIR.

- The Project will develop a new infill creative office project in close proximity to transit, including the Metro "E" Line and numerous bus routes, consistent with local and regional goals and policies to reduce vehicle miles traveled and associated greenhouse gas and regional pollutant emissions.
- The Project will incorporate sidewalk and landscape improvements on National and Venice Boulevards that will promote pedestrian access between residential neighborhoods and the Metro Expo "E" Line Culver City Station within the Ivy Station development to the west of National Boulevard.
- The Project will improve the visual character and pedestrian environment along the Project Site and advance the local and regional transit-oriented development policies by replacing an underutilized site with new, well-designed buildings.
- The Project will include 7,120 square feet of publicly accessible, privately maintained amenity area for use by the community.
- The Project will be designed to achieve LEED Gold equivalent and will incorporate numerous sustainability features that will reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.
- The Project will provide modern, high-quality office space to attract and retain desirable innovative entertainment, media, and/or technology companies.
- The Project will create over 400 construction jobs and 2,400 jobs during operation.

- The Project will result in new business license, sales, and property tax revenues to the City.

### Transportation Analysis

As listed above, one of the issues studied was Transportation. Since this issue sometimes generates interest, this report is summarizing the analysis and findings of transportation.

To analyze the impacts of the project on traffic and transportation issues, a Transportation Impact Study was completed for the proposed project by Fehr and Peers in July 2022. Because the Project Site is in both the City of Culver City and the City of Los Angeles, the Transportation Impact Study was prepared in accordance with the City of Culver City's (City) CEQA transportation thresholds of significance and the Transportation Study Criteria and Guidelines (TSCG), as well as the Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG). Both cities have established the guidelines and methodology for assessing transportation impacts for development projects based on the updated CEQA guidelines from the State of California that require transportation impacts be evaluated based on vehicle miles traveled (VMT) rather than level of service (LOS) or any other measure of a project's effect on automobile delay.

The TSCG specifies Culver City's VMT screening criteria for development projects. Per the criteria, if a development project meets specific VMT screening thresholds, it is exempted from having to conduct VMT impact analysis to comply with CEQA, and a less than significant impact is presumed. The Project is located less than 600 feet from the Metro E Line Culver City Station, within the ½ mile from a key Transit Priority Area. Therefore, the Project is screened from having to conduct VMT impact analysis and is presumed to have a less than significant impact on VMT and transportation impacts.

### **CONCLUSION:**

The Project would develop two parcels into a creative office campus for Apple. The two parcels are currently improved with one-story structures. The parcels are split between the City of Culver City and City of Los Angeles. Culver City is the lead agency for this Project for CEQA purposes. The site is near the Culver City Expo station and located in the Transit Oriented Development district.

The Project requires the certification of an EIR (with a Statement of Overriding Considerations), approval of a Comprehensive Plan and Zoning Map Amendment, and the applicant has requested Extended Construction Hours. A Comprehensive Plan is intended to reflect innovation in site planning and design to respond more effectively to site features and minimize impacts upon surrounding properties. Toward that end, the proposed PD zoning and Comprehensive Plan for the project will help advance the goals of good planning for the site and achieve the City's goals for transit-oriented development. The applicant is proposing Extended Construction Hours for an additional hour in the morning (from 8:00 am to 7:00 am) to work more efficiently with trade workers.

The Project will be developed on two existing parcels and will be built in phases. However, the intention of the Project is for the development to be integrated with access between the buildings and shared access between the subterranean parking structures. The Project includes a publicly accessible open space (Washington Parklet) that the applicant has voluntarily proposed.

Based on the analysis contained herein staff believes the findings for the Zoning Map Amendment, Comprehensive Plan, can be made as outlined in the Proposed Ordinance (Attachment No. 2) and recommends City Council approval of the Project.

### **ATTACHMENTS:**

1. Proposed City Council Resolution for EIR with Exhibit A (Findings Required by CEQA and Statement of Overriding Considerations) and Exhibit B (Mitigation Monitoring Program)
2. Proposed City Council Ordinance for PD Zone and Comprehensive Plan with Exhibit A - Zone Change Map, Exhibit B, Conditions of Approval, and Exhibit C, Code Requirements
3. Proposed City Council Resolution for Extended Construction Hours subject to Conditions of Approval
4. Planning Commission Staff Report dated November 9, 2022, w/o Attachments.
5. Project Site Map
6. Comprehensive Plan dated December 5, 2022
7. Draft and Final Environmental Impact Report
8. Community Meeting Information
9. Preliminary Construction Management Plan
10. Extended Construction Hours Request
11. Public Correspondence
12. Informational Charts
13. Draft Planning Commission Meeting Minutes of November 9, 2022

### **MOTIONS:**

That the City Council:

1. Adopt a Resolution certifying the Final Environmental Impact Report (EIR), Adoption of Findings Required by CEQA, Adoption of the Mitigation Monitoring Program (MMP) and Adoption of Statement of Overriding Considerations (P2021-0272-EIR) for a creative office development on a 4.46-acre site at 8833 National Boulevard and 8888 W. Venice Boulevard (Project) (Attachment No. 1); and
2. Introduce an Ordinance, amending the Culver City Zoning Map, as referenced in Title 17, Zoning, of the Culver City Municipal Code (CCMC), Section 17.200.015, establishing Planned Development Zone No. 17 (Zoning Map Amendment, P2022-0144-ZMA) and approving a Comprehensive Plan (P2022-0144-CP) for the Project, subject to Conditions of Approval (Attachment No. 2); and
3. Adopt a Resolution approving of an Extended Construction Hours request for the Project, subject to the Conditions of Approval (Attachment No. 3).