

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2021110079

Project Title: Crossings Campus

Lead Agency: City of Culver City

Contact Name: Jeff Anderson

Email: jeff.anderson@culvercity.org Phone Number: (310) 253-5728

Project Location: Culver City Los Angeles County
City *County*

Project Description (Proposed actions, location, and/or consequences).

The Project would construct two four- to five-story buildings that would provide a total of 536,000 sf of new office floor area, which is intended to be occupied by Apple Inc. The two buildings would have the ability to be connected via a shared wall. The Project would provide a total of 1,216 vehicular parking spaces within two separate three-level subterranean garages under each proposed building. The Project would also provide 175 bicycle parking spaces, including spaces for employees and visitors, short-term spaces, and long-term spaces in compliance with respective City codes. The proposed office buildings would be designed to accommodate creative office uses and could include associated production spaces for small format multimedia content creation and capture as well as amenities for building tenants including a cafeteria, coffee stations, employee shuttle service, and other ancillary uses typical of an integrated office complex development. The Project would also include pedestrian-facing landscaping at the ground floor on National Boulevard and Venice Boulevard, a publicly accessible, privately maintained amenity area along Washington Boulevard, as well as an internal courtyard for the use of employees and occasional private tenant events.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Please see Attachment A.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Please see Attachment A.

Provide a list of the responsible or trustee agencies for the project.

City of Los Angeles

Attachment A

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

1. **Air Quality** - The Project would have significant and unavoidable Project-level and cumulative impacts as it relates to cumulatively considerable criteria pollutants during construction even with implementation of Mitigation Measure AQ-MM-1 (Construction Equipment Features) due to regional NO_x overlapping construction and operations emissions. Mitigation Measure AQ-MM-1 requires construction equipment features for equipment operating at the Project Site, including the use of off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board and U.S. Environmental Protection Agency Tier 4 Final off-road emissions standards or equivalent for equipment rated at 50 horsepower or greater during Project construction and the discontinuation of construction activities during an Air Quality Index of 151 or more.
2. **Cultural Resources** - The Project would have a potentially significant impact as it relates to archaeological resources during construction activities. This impact would be reduced to a less than significant level with implementation of Mitigation Measures CUL-MM-1 through CUL-MM-3 and TCR-MM-1 through TCR-MM-3. Mitigation Measure CUL-MM-1 would require monitoring of the Project Site during ground disturbing activities by a qualified archaeologist, and Mitigation Measures CUL-MM-2 and CUL-MM-3 would include proper treatment and evaluation of archaeological resources discovered at the Project Site by a qualified archaeologist. Mitigation Measure TCR-MM-1 would require monitoring of the Project Site during ground disturbing activities by a Native American Monitor from the Gabrieliño Band of Mission Indians – Kizh Nation (Kizh Nation or Tribe). Mitigation Measure TCR-MM-2 would require the Native American Monitor to complete daily monitoring logs for relevant ground-disturbing activities and any discovered tribal cultural resources. TCR-MM-3 would include proper treatment and evaluation of tribal cultural resources discovered at the Project Site by a qualified archaeologist and in consultation with the Native American Monitor and Tribe.
3. **Geology and Soils** - The Project would have a potentially significant impact as it relates to paleontological resources during construction activities. This impact would be reduced to a less than significant level with implementation of Mitigation Measures GEO-MM-1 through GEO-MM-3. Mitigation Measures GEO-MM-1 through GEO-MM-3 would require retention of a qualified paleontologist meeting the Society of Vertebrate Paleontology Standards in order to provide technical and compliance oversight, construction worker paleontological resources sensitivity training, and paleontological resources monitoring.
4. **Hazards and Hazardous Materials** - The Project would have a potentially significant impact as it relates to the routine transport, use, or disposal of hazardous materials and reasonably foreseeable upset and accident conditions during construction activities. These impacts would be reduced to a less than significant level with implementation of Mitigation Measures HAZ-MM-1 (Health and Safety Plan) and HAZ-MM-2 (Soil and Groundwater Management Plan). Mitigation Measure HAZ-MM-1 would require the preparation of a Health and Safety Plan prior to the start of ground-disturbing construction activities to protect construction workers, the public, and the environment. Mitigation Measure HAZ-MM-2 would require the development and implementation a Soil and Groundwater Management Plan prior to any ground-disturbing activities that includes measures to remove and/or

treat/remediate contaminated soils and groundwater in a manner that is protective of human health and the environment.

5. Hydrology and Water Quality - The Project would have a potentially significant impact as it relates to water quality during construction activities. This impact would be reduced to a less than significant level with implementation of Mitigation Measure HAZ-MM-2 (Soil and Groundwater Management Plan).
6. Noise – 1) The Project would have significant and unavoidable Project-level and cumulative on-site equipment noise impacts even with implementation of Mitigation Measures NOI-MM-1 and NOI-MM-2. Mitigation Measure NOI-MM-1 requires temporary on-site construction fencing equipped with noise blankets to achieve sound level reductions. A 12-foot-tall fence would be installed between the Project Site and surrounding residences to the north and west, and a 6-foot-tall fence would be installed between the Project Site and surrounding residences to the east and south. Mitigation Measure NOI-MM-2 requires the Project contractor to use power construction equipment with properly operating and maintained noise shielding and muffling devices, consistent with manufacturers' standards. 2) The Project would have significant and unavoidable cumulative off-site construction noise impacts. The installation of sound barriers would be inappropriate for residential land uses that face the roadway as it would be impractical and create aesthetic and access concerns. Thus, there are no feasible mitigation measures that could be implemented to reduce the temporary cumulative off-site construction traffic noise impacts. Therefore, the Project's contribution to cumulative off-site construction noise would be cumulatively considerable and would represent a significant and unavoidable impact. 3) The Project would have significant and unavoidable and Project-level and cumulative off-site vibration impacts related to human annoyance during construction. No feasible or practical mitigation measures are available to reduce vibration impact associated with haul trucks, and off-site construction related haul trucks traveling on public roadways would remain significant and unavoidable.
7. Tribal Cultural Resources - The Project will have a potentially significant impact as it relates to tribal cultural resources during construction activities. This impact would be reduced to a less than significant level with implementation of Mitigation Measures CUL-MM-2 and TCR-MM-1 through TCR-MM-3.

Areas of controversy include:

- Concern that there is not enough open space for community use (Refer to Chapter 2, *Project Description*, of this Draft EIR.)
- Concern that the Project would generate shade and shadow on the neighboring roof-mounted photovoltaic solar array (Refer to Section 4.1, *Aesthetics*, of this Draft EIR.)
- Concern about the Project's sustainability claims (Refer to Chapter 4.6, *Greenhouse Gas Emissions*, of this Draft EIR.)
- Concern that the Project is inconsistent with the Culver City Transit Oriented Development Visioning Plan (Refer to Section 4.9, *Land Use and Planning*, of this Draft EIR.)

- Concern about the Project's compliance with the City's Bicycle and Pedestrian Action Plan (Refer to Section 4.9, *Land Use and Planning*, of this Draft EIR.)
- Concern about Project construction vibration damage to neighboring buildings (Refer to Section 4.10, *Noise*, of this Draft EIR.)
- Concern about Project construction noise impacts to neighboring buildings (Refer to Section 4.10, *Noise*, of this Draft EIR.)
- Concern that the Project would add significant levels of new vehicular trips that would worsen traffic in the Project Area (Refer to Section 4.12, *Transportation*, of this Draft EIR.)
- Concern about several large-scale related projects in the Project Area that would also contribute to increased traffic (Refer to Section 4.12, *Transportation*, of this Draft EIR.)
- Concern about the Project's driveway configurations being unsafe (Refer to Section 4.12, *Transportation*, of this EIR.)
- Concern that the Project includes too much vehicle parking and doesn't account for the proximity to the Metro station (Refer to Section 4.12, *Transportation*, of this EIR.)
- Concern that housing should be included on the Project Site (Refer to Chapter 5, *Alternatives*, and Chapter 6, *Other CEQA Considerations*, of this EIR.)