



Culver CITY

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PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

PROPOSED MITIGATED NEGATIVE DECLARATION

Project Title and File No.: Harbor Freight Site Plan Review and Zoning Map Amendment (Culver Ice Arena) Site Plan Review, SPR P-2015073; Zoning Code Map Amendment, ZCMA P-2015074; and Mitigated Negative Declaration, MND P-2015076

Project Location: 4545 Sepulveda Boulevard

Project Sponsor: Harbor Freight Tools (Applicant) / Miron and Nick Karagozian (Owner)

Project Description: Site Plan Review for a proposed change of use of the former Culver Ice Arena Skating Rink into two retail tenant spaces: 1) 17,225 square feet space for Harbor Freight, a tool/home improvement retail outlet; and 2) 11,610 square feet space for a future unidentified tenant. No new building square footage or demolition is proposed and the surface parking will be improved to be consistent with current code standards. The project will also include a Zoning Code Map Amendment to change the Residential Single Family (R1) zoned portion of the site to Commercial General (CG) making it consistent with its General Plan Land Use Designation of General Corridor.

Environmental Determination:

This is to advise that the City of Culver City, acting as the lead agency, has conducted an Initial Study to determine if the project may have a significant effect on the environment and is proposing this MITIGATED NEGATIVE DECLARATION based on the following finding:

- ☐ The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- ☒ The Initial Study identified potentially significant effects, but:
1. Revisions in the project plans or proposals made by, or agreed to by the applicant before this proposed MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY was released for public review would avoid the effects or mitigate the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 2. There is no substantial evidence before the agency that the project as revised may have a significant effect on the environment.

A copy of the Initial Study, and any applicable mitigation measure, and any other material which constitute the record of proceedings upon which the City based its decision to adopt this MITIGATED NEGATIVE DECLARATION may be obtained at:

**City of Culver City, Planning Division
9770 Culver Boulevard, Culver City, CA 90232**

The public is invited to comment on the proposed MITIGATED NEGATIVE DECLARATION during the review period, which ends **October 14, 2015.**


Jose Mendivil, Associate Planner

September 23, 2015



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PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title/ Case Nos:	Harbor Freight Site Plan Review & Zoning Map Amendment (Culver City Ice Rink)		
	Site Plan Review, SPR P-2015073; Zoning Code Map Amendment, ZCMA P-2015074; and Mitigated Negative Declaration, MND P-2015076		
Lead Agency Name & Address:	City of Culver City, Planning Division 9770 Culver Blvd., Culver City, CA 90232		
Contact Person & Phone No.:	Jose Mendivil, Associate Planner (310) 253-5757		
Project Location/Address:	4545 Sepulveda Boulevard Culver City, CA 90230		
Nearest Cross Street:	Franklin Avenue	APN:	4215-021-023
Project Sponsor's Name & Address:	Roy Hasson/Permit Advisors 8370 Wilshire Boulevard, Suite 330 Beverly Hills, CA 90211 (310) 275-7774		
General Plan Designation:	General Corridor	Zoning:	Front 100 to 120 feet: Commercial General (CG); Rear 218 to 238 feet: Single Family Residential (R1)
Former Redevelopment Project Area:	Component Area No. 4		
Overlay Zone/Special District:	Commercial Zero Setback Overlay (CZ) Zone		
Project Description and Requested Action: <i>(Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)</i> Site Plan Review for a proposed change of use of the former Culver Ice Arena Skating Rink into two retail tenant spaces: 1) 17,225 square feet space for Harbor Freight, a tool/home improvement retail outlet; and 2) 11,610 square feet space for a future unidentified tenant. No new building square footage or demolition is proposed and the surface parking will be improved to be consistent with current code standards. The project will also include a Zoning Code Map Amendment to change the Residential Single Family (R1) zoned portion of the site to Commercial General (CG) making it consistent with its General Plan Land Use Designation of General Corridor.			
Existing Conditions of the Project Site: The site is 2.674 acres in area and contains a 34,164 square foot vacant building which housed the Culver City Ice Rink. The remaining 88,052 square feet contains surface parking and perimeter landscaping. Both the vacant building and the surface parking are in states of disrepair and dilapidation.			

Surrounding Land Uses and Setting (Sepulveda Blvd is considered to run in a north/south orientation): *(Briefly describe the project's surrounding)*

Location	Zoning	Land Use
West:	R1 Zone	one and two story single family residential uses
East:	Culver City CG and CN and L.A. C2-1	Sepulveda Boulevard and one and two story commercial, auto repair/retail, medical office, and multi-story multi-family residential uses beyond
North:	R1 and CG	one story commercial, two story multi-family residential, and one and two story single family residential uses
South:	L.A. R1-1	multi-story multi-family residential and one and two story single family residential uses.

Other public agencies whose approval is required: *(e.g., permits, financing approval, or participation agreement)*
City of Culver City City Council

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages:

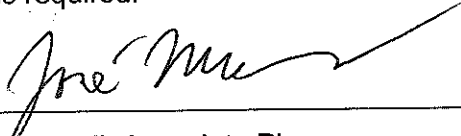
- | | |
|---|---|
| ☐ Aesthetics | ☐ Land Use / Planning |
| ☐ Agriculture and Forestry Resources | ☐ Mineral Resources |
| ☐ Air Quality | ☐ Noise |
| ☐ Biological Resources | ☐ Population / Housing |
| ☐ Cultural Resources | ☐ Public Services |
| ☐ Geology /Soils | ☐ Recreation |
| ☐ Greenhouse Gas Emissions | ☐ Transportation/Traffic |
| ☐ Hazards & Hazardous Materials | ☐ Utilities / Service Systems |
| ☐ Hydrology / Water Quality | ☐ Mandatory Findings of Significance |

ENVIRONMENTAL DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



9/23/15

Jose Mendivil, Associate Planner

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
Responses:				
a) <u>Less than Significant Impact</u>. The project is located in an urbanized area, with commercial and residential buildings in the immediate vicinity. The topography surrounding the site is relatively flat with no substantial ocean or mountain views that can be considered scenic that will be affected by the project. No mitigation measures are necessary. b) <u>Less than Significant Impact</u>. There are no identified rock outcroppings or historic buildings within a state scenic highway on the site. The project site currently contains a vacant, partially dilapidated building and surface parking lot. There are existing street trees and ground vegetation that will be maintained or replaced along the public sidewalk and new trees and ground vegetation will be planted along the inside perimeter of the project's surface parking area as part of the project conditions. The maintenance of existing public right of way landscaping and the proposed on-site landscaping will reduce any potential impact to a level that is less than significant. No mitigation measures are necessary. c) <u>Less than Significant Impact</u>. Less than Significant Impact. There is minimal visual character or quality of the project because it is a vacant, partially dilapidated building and surface parking lot. The surrounding area is developed with commercial and residential uses. Re-use of the vacant building into a tool/home improvement retail outlet and a second core and shell tent space for a future retail use will improve the visual character and quality of the project site. Additionally the re-use of the site which will require exterior and interior tenant improvements to the site (including perimeter landscaping and re-surfaced parking) will improve the visual character for the surrounding residential and commercial areas which currently have a view of a semi-dilapidated vacant building. The re-use of the site which once was used as an ice rink, will not include additional square footage or height and will be compatible in size and scale with the surrounding commercial and residential buildings. The ice rink operated for several years in the neighborhood and the building will not increase in size or bulk. In conclusion, the project will not degrade the visual character of the site and will be a significant improvement for the immediate area. No mitigation measures are necessary.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) <i>Less than Significant Impact.</i> The proposed project will bring new sources of light at nighttime with new on-site lighting from the building interior and exterior. Surrounding residential and commercial uses are already subject to the commercial lighting along Sepulveda Boulevard from existing commercial uses. Any on sight lighting except for the street lights, is required to be built in compliance with City codes and standards that require lighting to be shielded or recessed so that direct glare and reflections are confined to the boundaries of the site and do not shine or glare directly onto adjacent public and private properties. With implementation of these code requirements, this potential impact is reduced to a level that is less than significant. No mitigation measures are necessary. Mitigation Measure(s): None required				
II. AGRICULTURE RESOURCES AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
Responses:				
a)- e) <i>No Impact.</i> The project site is not located on land identified, utilized, or zoned for agricultural purposes, and there is no known Williamson Act contract in effect on the project site. The site is located in an urban area and there is no forest land in the vicinity of the project site. No mitigation measures are necessary.				
Mitigation Measure(s): None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
Responses: a) <u>Less Than Significant Impact.</u> The project site is within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Orange, Riverside, and San Bernardino counties. Air quality conditions in the Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing an Air Quality Management Plan (AQMP) for the basin. The current 2012 AQMP was approved by the SCAQMD Governing Board on December 7, 2012, and incorporates the latest scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. The 2012 AQMP included the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. AQMD staff is processing the 2016 AQMP, which will be a comprehensive and integrated Plan primarily focused on addressing the ozone standards. The Plan will be a regional and multi-agency effort (SCAQMD, California Air Resources Board, SCAG, and US Environmental Protection Agency). State and federal planning requirements include developing control strategies, attainment demonstrations, reasonable further progress, and maintenance plans. The 2016 AQMP will incorporate the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories. Implementation of the AQMP is based on a series of control measures that vary by source type, such as stationary or mobile, as well as by the pollutant targeted. Since the 2012 AQMP is based on growth projections reflected in local general plans, only new or amended general plans or projects that exceed the level of development contemplated in the general plan have the potential to conflict with the AQMP. The proposed project does not require an amendment to the General Plan land use designation of General Corridor and is consistent with expected commercial development potential build out along the Sepulveda Boulevard commercial corridor. There is no conflict with the 2012 AQMP, nor is there an expected conflict with the Draft 2016 AQMP, and no mitigation measures are necessary. b)-c) <u>Less Than Significant Impact.</u> Future new development in Culver City may contribute both at the project level and cumulatively to pollutant emissions over existing non-attainment conditions due to both construction and operation of individual projects. This project involves the change of use of the former Culver City Ice Rink into two retail tenant				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
spaces at 17,225 square feet and 11,610 square feet with the existing 5,741 square foot mezzanine left as is for potential future re-use. No new building square footage or demolition is proposed and the surface parking will be improved to be consistent with current code standards. This will requires some resurfacing of the parking area. During construction, air contaminant emissions would result from the use of construction equipment such as trucks, loaders, graders, as well as construction workers that will be traveling to and from the project. Project related construction traffic would have a temporary effect on air quality in the vicinity of the project. Construction worker traffic and diesel powered equipment would emit nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. These emissions would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards because the project would be subject to limits on the construction hours contained in the Municipal Code. The project will be subject to standard conditions that will reduce construction related pollutant emissions and dust emissions. Overall, construction emissions would be short-term and limited only to the time period when construction activity is taking place. Therefore, construction emissions would not add to long-term air quality degradation. Further the proposed project will implement standard SCAGMD-approved construction procedures and will comply with applicable provisions of SCAGMD Rule 403. Operationally the project is also not expected to create significant air quality impacts. Based on Kimley Horn's August 2015 Harbor Freight Traffic Impact Analysis, the project is expected to generate approximately 29 new trips in the AM peak hour and 96 new trips in the PM peak hour. The traffic study concluded that the additional trips created by the project will not significantly impact study intersections, roadway segments, and the Interstate 405 (I-405) freeway. The amount of added trips, taking into account the cumulative trips from surrounding projects is expected to be below City adopted thresholds. Thus, emissions resulting from the number of vehicles related to the proposed project are not expected to be significant. No mitigation measures are necessary. d) <u>Less Than Significant Impact</u>. In the immediate vicinity of the project site there are several single family and some multi-family residential dwellings, commercial buildings, and the I-405 Freeway. Commercial uses along Sepulveda Boulevard include a church, a medical clinic, and the Culver Palms Family YMCA. The current vacant site will generate carbon emissions from patrons, customers, and delivery vehicles once it is operational. These emissions are not expected to significantly affect these surrounding uses because the intensification of the site from a vacant use to a retail home improvement store is within the expected thresholds of development for this area. For several years the site operated as a commercial ice rink accommodating both practice and ticketed ice skating events. Building volume and area will not increase and the existing surface parking lot will be re-used as a surface parking lot but with less parking spaces and more landscaping than the previous ice rink use. Carbon emissions in close proximity to sensitive receptors are not expected to be significantly above the normal emissions from any existing commercial or residential uses within the project vicinity (such as a church, a medical clinic, an auto repair and retail facility, small retail and service stores, and the Culver Palms Family YMCA). During construction, there will be periods of construction related emissions; however construction activities will be subject to standard construction conditions such as hours of construction, routine maintenance of construction vehicles, and SCAQMD Rule 403. See Section III. a., above for further discussion on compliance the AQMP. No mitigation measures are necessary. Impacts are expected to be less than significant. e) <u>Less Than Significant Impact</u>. Diesel-powered equipment used for construction could cause odors and emissions that may be offensive to sensitive persons. This would be a temporary impact and would be mitigated by existing AQMD regulations requiring proper maintenance of vehicle engines and exhaust systems, and by standard construction conditions. Therefore, impacts are not expected to be significant. No mitigation measures are necessary. Mitigation Measure(s): None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐
Responses: a)-f) <u>Less Than Significant Impact</u>. The project site is on disturbed developed land and is improved with a building, an asphalt and concrete parking area, and some perimeter landscaping. There is no open unimproved land on the project site. Disturbed and developed urban land surrounds the site and includes both residential and commercial uses as well as a major freeway (I-105) and boulevard (Sepulveda Boulevard). Other than some perimeter landscaping, the site is void of vegetation or wildlife species and is flat in topography. No sensitive native plants or wildlife are known to inhabit the site or surrounding areas. Street trees along the project's street frontage in the public sidewalk will remain or will be replaced with City approved public right-of-way landscaping. As part of the project several perimeter and parking lot on-site trees and ground cover will be planted which will help to create a landscaped buffer between the project site and the surrounding residential areas. There is no riparian habitat or other sensitive natural community on the site. The project site does not support federally-protected wetlands or waters of the United States as defined by Section 404 of the Clean Water Act. The project site is completely surrounded by development and within an urbanized area and has not been identified as part of a resident migratory wildlife corridor or wildlife nursery site. Development of the proposed project would result in impacts that are less than significant. No mitigation measures are necessary. Mitigation Measure(s): None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
<u>Responses:</u> a) <u>Potentially Significant Impact Unless Mitigation Incorporated.</u> The site is considered a historical resource as defined by Culver City's Historic Preservation Program (CCMC Section 15.05 et seq.) and the California Environmental Quality Act (CEQA). In 2014 the City Council designated the property a SIGNIFICANT Culver City Cultural Resource due to the site's association with post-war indoor recreation and ice skating. This contribution included the use of the Culver City Ice Arena as a training center for U.S. Olympic skaters and for professional hockey teams. The site also appears eligible for listing on the California Register of Historical Resources under Criterion 1. Any alterations to the site must conform with the U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (The Standards) so as to ensure preservation of character-defining features of the exterior and certain character-defining features of the interior (the latter pertaining specifically to CEQA requirements as relate to the California Register). Review of the proposed alterations by the City during the entitlement process has determined that such alterations are consistent with The Standards. Two distinctive character-defining features of the building are its entrance and signage, including the freestanding pole sign capped by a trapezoidal box sign which currently reads, "ICE SKATING". While the trapezoidal box sign is an important character-defining feature of the property and cannot be altered, additions or alterations to the rectangular marquee (located beneath the trapezoidal box sign) can be mitigated to a less than significant level with choice of materials, size, placement and color. The original (Sepulveda Blvd. facing) main entrance to the former Ice Arena will not be used by the new tenant but the character defining features (canopy, ticket window, door and window design, and signage) will be retained and a new entrance will be added to a secondary elevation of the building. With mitigations requiring Certificates of Appropriateness for any exterior work, preservation of the "ICE SKATING" sign, and preservation of (or city review of proposed changes to) the interior character-defining features, impacts to historical resources will be reduced to less than significant. <u>Mitigation Measure(s):</u> CR – 1. <u>For as long as the site is a designated Culver City Cultural Resource, all alterations affecting the exterior of the building or site will require a Certificate of Appropriateness, approval of which is based on conformance with The Standards, prior to the issuance of any Building Permit.</u> CR – 2. <u>The trapezoidal box sign which currently reads, "ICE SKATING" is a character-defining feature of the property and shall not be altered by the project in order to ensure conformance with The Standards. The rectangular marquee with interchangeable lettering (beneath the trapezoidal box sign) can be modified or replaced with new signage subject to review and approval by the City.</u>				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>CR – 3. Other exterior character-defining features of the exterior, including the original Sepulveda Blvd. entrance, canopy, ticket window and signage shall be preserved. Certain interior features, such as the open volume and mezzanine are to be preserved or if modifications are made, such modifications shall be reversible and not destroy historic materials, features, and spatial relationships that characterize the property.</u>				
b) – d) <u>Less than Significant Impact.</u> Culver City is located in a region of western Los Angeles basin known to contain paleontological/archaeological resources and upon significant excavation for projects that involve subterranean parking areas or occupiable space such resources could surface¹. The project site is developed and located in an urbanized area surrounded by existing disturbed land and development. The site contains asphalt and concrete surface parking and a vacant building previously used as a commercial ice skating rink. The building will remain and the parking lot will be resurfaced and enhanced with perimeter landscaping. There will be no significant excavation limiting the potential to disturb cultural resources that may be present. As prescribed by state law, work will be halted if undetected fossil resources and/or human remains or other archaeological and/or paleontological resources are encountered during construction activities that require minor excavation such as the installation of perimeter landscaping and irrigation. Both the City of Culver City and the coroner will be notified and an archaeologist and/or paleontologist will be contacted to evaluate the resources. Permission to commence work in that area will be granted only after the coroner or archaeologist and/or paleontologist has evaluated the resources or remains and has properly disposed of them as prescribed by law. Potential impacts will be less than significant level and no mitigation measures are necessary. Mitigation Measure(s): None required				
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

¹ Culver City General Plan Program EIR, November 1995, page 226

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Responses: a) (i-ii) <u>Less Than Significant Impact</u>. Based on a City maps which includes an Alquist-Priolo Earthquake Fault Zoning Map, the site is not located in an Alquist-Priolo zone. The closest known faults to the site are the Overland and Charnock Faults, both located approximately 0.60 miles from the project site (in opposite directions). Since no active faults cross the property, the surface rupture hazard at the site is very low. However the site is subject to ground shaking during the event of an earthquake. Standard code requirements require the submittal of the detailed comprehensive geotechnical report to ensure adequate seismic safety and soils stability of all proposed development improvements for the project. In addition, the project grading plan and building plans shall conform to the recommendations in the geotechnical report in a manner meeting the approval of the City. A condition of approval is applied to the project requiring submittal of a preliminary Geotechnical report prior to building permit issuance to reflect any recommendations as a result of final project design, grading and structural plans. Compliance with the recommendations in the geotechnical report and standard building code requirements will reduce this impact to a level that is less than significant. No mitigation measures are necessary. a) (iii) <u>Less Than Significant Impact</u>. Based on the City's Seismic Hazzard Map, the site is within an area that has been identified to be susceptible to seismically-induced liquefaction. The geotechnical report required prior to building permit issuance will review potential liquefaction-prone soil strata below the project site and will provide recommendations at the construction stage for adequate seismic safety and soils stability of all proposed development improvements for the project. In addition, the project grading plan and building plans shall conform to the recommendations in the geotechnical report in a manner meeting the approval of the City. Compliance with recommendations in the geotechnical report and standard building code requirements will reduce this impact to a level that is less than significant. No mitigation measures are necessary. a) (iv) <u>Less Than Significant Impact</u>. Based on the City's Seismic Hazzard Map, the site is not within an area identified as having a potential for slope instability and there are no known landslides near the site nor is the site in the path of any potential landslides. No mitigation measures are necessary. b)-c) <u>Less Than Significant Impact</u>. The project site is on a developed urban lot surrounded by urban development. The site does not currently contain top soil but instead is covered by asphalt and concrete and a vacant commercial building. It will be upgraded in order to accommodate a home tool supply retail store and another specialty retail store without requiring new construction. Improvements to the parking lot will result in code compliance parking and new perimeter landscaping and potential resurfacing of the parking area. Therefore the proposed project will not result in substantial soil erosion or the loss of topsoil where none exists now or where none is needed. The use of the site for several decades as a commercial ice skating rink without significant building or property damage indicates the site is not unstable or subject to lateral spreading. However the required geotechnical report prior to building permit issuance will determine what if any construction requirements will be needed to ensure re-use of the site does not result in an unstable or lateral spreading conditions. The site is not in an identified earthquake induced landslide area. d) <u>Less Than Significant Impact</u>. Nothing in the application material indicate the soils at the project site are identified as expansive. Further the project does not involve excavation or soil compaction. Nevertheless, standard code requirements and conditions of approval requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP), to regulate and control pollutant run-off by using Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES). These plans shall show all temporary and permanent erosion control devices, effective planting of graded slopes, practical accessibility for maintenance purposes and proper precautions and fences to prevent public trespass on to certain areas where impounded water may create hazardous conditions. These plans would reduce this impact to a level that is less than significant. e) <u>No Impact</u>. The project would not involve the use of septic tanks. All wastewater is proposed to be conveyed off-site via connections to the public sanitary sewer system. No mitigation measures are necessary. Mitigation Measure(s): None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS –Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
<u>Responses:</u>				
a) <u>Less Than Significant Impact.</u> A Greenhouse Gas Assessment was prepared by Michael Baker International and dated July 22, 2015. The purpose of the Assessment was to evaluate potential stationary and mobile Green House Gas (GHG) emissions and impacts resulting from implementation of the project. GHG emissions have been identified as the key reason for climate change within the last several decades. Many scientists believe and increasing climate data supports the theory that this "Green House" affect, resulting from the increase of GHG emissions, has led to abnormal weather conditions. To address the impacts of climate change, legislation at the Federal and State levels have been enacted with the goal of reducing stationary and mobile source GHG emissions thereby reducing the potential for further climate change. State GHG legislation has established a goal for reduction of GHG emissions over time. The study reviewed the project's construction and operational GHG emissions to determine if there will be potentially significant impacts from such emissions.				
The project's "business as usual" GHG emissions were calculated for the project. "Business as usual" refers to emissions that would be expected to occur in the absence of GHG reduction measures. The proposed "business as usual" GHG emissions include operation of the proposed project and forecast trip generation, as well as the GHG emissions from project construction. The California Emissions Estimator Model (CalEEMod) computer model and outputs contained within the Modeling Data were used to calculate direct and indirect project-related GHG emissions. <u>Table 1, (of the report) Business As Usual Greenhouse Gas Emissions,</u> presents the estimated CO₂, N₂O, and CH₄ emissions.				
Direct Project-Related Sources of Greenhouse Gases				
<u>Construction</u>				
Project construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operation emissions. Construction GHG emissions have been amortized, and would result in 3.06 Metric Tons of Carbon Dioxide Equivalents (MTCO₂eq)/yr, which are added to the total operational GHG emissions.				
<u>Mobile Source</u>				
The CalEEMod model relies upon project specific land use and traffic data derived from the Institute of Transportation Engineers' Trip Generation Manuel, 9th Edition, to calculate mobile source emissions. The project would directly result in 1,378.01 MTCO₂eq/yr of mobile source-generated GHG emissions.				
Indirect Project Related Sources of Greenhouse Gases				
<u>Energy Consumption.</u>				
Energy Consumption emissions were calculated using the CalEEMod model and project specific land use data. Electricity would be provided to the project site via Southern California Edison. The project would indirectly result in 289.20 MTCO₂eq/yr due to energy consumption.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Water Demand.</u> The project's water supply would be provided by groundwater and imported sources. Emissions from indirect energy impacts due to water supply would result in 26.07 MTCO₂eq/yr. <u>Solid Waste.</u> Solid waste associated with operations of the proposed project would result in 160.92 MTCO₂eq/yr. <u>Total Project-Related Sources of Greenhouse Gases.</u> The report concluded that the total amount of project-related "business as usual" GHG emissions from direct and indirect sources combined would total 1,857.26 MTCO₂eq/yr. Consistency With the City's Green Building Ordinance The project will be subject to the City's Green Building Ordinance which will require that energy efficient features be incorporated into the building tenant improvements. This will include installation solar photovoltaics. The increased perimeter landscaping and the applicable Green Building features will further reduce the project's GHG emissions (beyond the Business as Usual data provided). Conclusion As shown in <u>Table 1</u>, the total amount of project related "business as usual" GHG emissions from direct and indirect sources combined would total 1,857.26 MTCO₂eq/yr, which are below the 3,000 MTCO₂eq/yr GHG significance threshold. Therefore, a less than significant impact would occur with regards to GHG emissions and no mitigation measures are required. b.) The City does not currently have an applicable plan or policy for the purpose of reducing the emissions of GHGs. However the City adopted the Mandatory Green Building Program as an ordinance (the "ordinance") in June 2009. The ordinance applies to all new construction and major renovations and the project will be required to comply with the ordinance. The ordinance requires implementation of several sustainability measures adopted for the purpose of reducing GHG emissions. Sustainability measures in the ordinance relate to energy efficiency, water conservation, recycling, and landscaping. In addition to the City's Green Building Ordinance the project will be subject to the 2013 California Green Building Standard Code (CalGreen). Similar to the ordinance CalGreen requires implementation of several GHG emission reduction measures. Following implementation of the required GHG emission reduction measures pursuant to the ordinance and CalGreen, the project will not conflict with applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions. Therefore a less than significant impact would occur. Mitigation Measure(s): None required				

VIII. HAZARDS AND HAZARDOUS MATERIALS --Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e)	For a project located within 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 result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Responses:

a) & b) Less Than Significant Impact. Operationally a home/tool supply retail store will carry on stock household cleaning products and motor oil for gasoline powered lawn mowers. This will result in the routine use, transport or disposal of hazardous materials which are sold in individual packaging as opposed to bulk sales. The home/tool supply operator will be required by local and county ordinances to submit a Hazardous Materials Disclosure Package (HMDP) if applicable, which will inform the Culver City Fire Department as to the storage requirements the operator will be subject to. The use of a fork lift that requires bulk storage of fuels or oils will require submission of a HMDP. Los Angeles County has regulations in place that the operator will be required to follow when disposing of hazardous waste and Federal Department of Transportation regulations that are enforced by the California Highway patrol will govern the transport of hazardous materials (such as the individual sale of household products and lawn mower oil). With these existing multijurisdictional levels of regulation, potential impacts due to the routine transport, use, or disposal of hazardous materials or foreseeable release of hazardous material associated with a home/tool supply retail store will be reduced to less than significant.

During demolition and construction there will be potentially hazardous materials on-site or transported to or from the site. This includes asbestos and lead paint that has been identified on the site and chemicals associated with the former ice rink use. On February 13, 2014 the Culver City City Manager's Office and the Culver City Fire Chief released a special report on the Culver Ice Arena which was in the process of closing for business. The report summarized the site's condition, provided a chronology of events, and informed the public on next steps – the safe de-commissioning of the ice rink. Hazardous chemicals associated with the ice rink included ammonia refrigerant, calcium chloride coolant, ice, propane, and accumulated hazardous wastes (lubricants, waste oil, propane, paints, cleansers, lighting material, etc.).

For 52 years (from 1962 to 2014) the site operated as a commercial ice skating rink offering a venue for training, ticketed events, and leisure skating. In January of 2014 the City was informed that the ice rink operator was closing the ice rink in February of 2015. City staff was concerned about the age of the ice rink equipment and the hazardous materials associated with the ice rink such as the ammonia refrigerant. Staff met with the operator and the property

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
owner and contacted the Los Angeles County Health Hazardous Materials Unit (County Hazmat) for research in de-commissioning the ice rink. The closing of the ice rink required more than simply vacating the premises. Several types of hazardous materials noted above would need to be safely removed from the site. These materials were essential to preserving solid ice and keeping the ice rink in operation. On January 17, 2014 the City issued a Notice and Order to Abate Hazardous Materials; this notice included a request for a Facility Closure Plan (FCP). PIC Environmental Services (PIC) was hired to prepare the FCP. PIC submitted a FCP on February 5, 2014 to the City for review and a final FCP was submitted on March 7, 2014. The purpose of the FCP is to document procedures to de-commission the ice rink facility in accordance with California Fire Code Section 5001.6.3 and Culver City Fire Department requirements. The FCP identified on-site hazardous materials and proposed procedures for safe de-commission and removal of the hazardous materials and equipment associated with operation of the ice rink. Facility closure operations and removal of hazardous materials began on March 13, 2014 and were completed in late June, 2014. The FCP identified the concerns and tasks:: • Potential Contaminants • Potential Subsurface Contamination • De-commissioning Tasks (includes removal of chemicals, equipment, melted ice; sealing/filling of drainage pits/sumps: sampling/testing of contaminants, water, subsurface pits/pumps and some soil, removal of contaminants). Per the FCP, under supervision of the Culver City Fire Department, on March 13, 2014 hazardous materials such as ammonia were removed. On that same day ice samples were sent to labs for testing. On April 16, 2014, subsurface soil samples were taken. In both the ice and soil samples, contamination levels, if any, were below levels considered unsafe and the City accepted these sample testing results. Calcium chloride coolant levels were above safe levels for discharging into the storm drain system and as a result this contaminant was disposed of as a hazardous waste at the U.S. Ecology facility in Beatty, Nevada. <u>US Ecology's Nevada operation, located 100 miles northwest of Las Vegas in the Amargosa Desert, treats and disposes hazardous and non-hazardous industrial wastes. The site's arid climate and deep, stable geology are well suited for permanent waste isolation. The facility accepts both bulk solids and containerized waste (including lab packs), and maintains an on-site laboratory to perform required analytical analyses, including TCLP tests, pretreatment recipe formulation and waste treatment verification.</u> On June 18, 2014, all accumulated, sorted hazardous waste was transported off the site for proper disposal. On June 23, 2014, Los Angeles County inspected the site and approved the County's closure of the former hazardous materials permit and on July 3, 2014, the Culver City Fire Department inspected the site and also confirmed the all hazardous waste had been removed. Based on the above all critical tasks related to the removal of hazardous materials were successfully completed by June 18, 2014 and approved by City and County inspectors by July 3, 2014. On July 30, 2014, PIC submitted a Facility Closure Report (FCR) summarizing the above discussion and providing data on contaminants and sample test results. The report concluded that: • Removal of all hazardous materials/wastes was successfully completed including removal of ammonia refrigerant, calcium chloride coolant, melted ice, a propane tank, and accumulated hazardous wastes such as lubricants, waste oil, propane, paints, cleansers, lighting materials, etc; • Confirmation testing results determined that subsurface soil has not been affected by the analyzed contaminants; • All critical tasks per FCP have been completed. • Removal of idle, cooling and electrical equipment/piping and filling/sealing of sample vaults should be done within 6 months – these are non-critical tasks; • The City should approve completion of Facility Closure at the site; • No additional site assessment or remedial actions are necessary. The City accepted the June 30, 2014 FCR and approved completion of Facility Closure at the site. A project condition, will require that as part of the Building Permit for the Harbor Freight tenant improvements, the applicant shall remove				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
idle, cooling and electrical equipment/piping and fill/seal sample vaults. Additionally, during demolition the applicant will be required to remove asbestos and lead paint in compliance with Building Safety standards. Based on the July 30, 2014 Closure Report and Building Safety requirements for removal of asbestos and lead paint, the potential impacts due to the routine transport, use, or disposal of hazardous materials or foreseeable release of hazardous material associated with the construction/tenant improvements for this project will be less than significant. Therefore a less than significant impact would occur. c) <u>Less Than Significant Impact.</u> Culver City High School, Culver City Middle School, and Farragut Elementary School are located approximately one quarter mile from the project site. The project will be a home/tool supply retail store carrying on stock household cleaning products and motor oil for gasoline powered lawn mowers. This will result in the routine use, transport or disposal of hazardous materials which are sold in individual packaging as opposed to bulk sales. The store will be subject to applicable local, county, state, and federal regulations governing the storage, transport, and disposal of household cleaning products and motor oil for gasoline powered lawn mowers. With these existing regulatory measures in place impacts are not expected to be significant. Further the July 30, 2014, PIC Closure Report indicates that hazardous materials associated with the previous ice rink have been removed. During demolition and tenant improvements removal of asbestos and lead paint will be subject to Building Safety standards and regulations. Emissions of hazardous materials within one quarter mile of the noted Culver City schools will be less than significant. Therefore a less than significant impact would occur. d) <u>Less Than Significant Impact.</u> The site is no longer on a list of hazardous materials sites because it hazardous materials have been removed as stated in the PIC July 30, 2014 Facility Closure Report. Impacts are expected to be less than significant. e)- f) <u>Less Than Significant Impact.</u> The proposed project is not located near a private airstrip; the nearest airport to the project site is Santa Monica Airport located approximately 2.6 miles northwest from the project site. The Los Angeles International Airport (LAX) is located approximately 3.3 miles south of the project site. The closure report noted above indicates that hazardous materials have been removed and impacts are expected to be less than significant.				
g) <u>Less Than Significant Impact.</u> The proposed project would have no long-term effect on any emergency response or emergency evacuation plan or procedures. Emergency evacuation routes could be affected during construction however, temporary street or lane closures will be required to meet standard City conditions to prepare and implement traffic control plans to ensure that construction does not obstruct emergency access. No mitigation measures are necessary. h) <u>Less Than Significant Impact.</u> The project site currently is surrounded by developed sites that include residential and commercial buildings. There are no wildlands on the project site or in the immediate vicinity of the site. Furthermore, the proposed project would adhere to applicable fire suppression regulations. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildfires. No impact would occur.				
Mitigation Measure(s): None required				
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Responses:

a) Less Than Significant Impact. During construction (and minor excavation for landscaping installation and parking lot resurfacing), erosion and siltation could occur resulting in water pollution and a violation of Regional Water Quality Control Board standards if proper steps are not implemented. Standard code requirements and conditions of approval for the project requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP), to regulate and control pollutant run-off by using Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES). These plans shall show all temporary and permanent erosion control devices, effective planting of graded slopes, practical accessibility for maintenance purposes and proper precautions and fences to prevent public trespass on to certain areas where impounded water may create hazardous conditions. City and State standard code requirements and site design elements would reduce this potential impact to a level that is less than significant. No mitigation measures are necessary.

b) Less Than Significant Impact. Water service to the City is provided by the Golden State Water Company which contracts with the Metropolitan Water District for its supply. There are no water wells within the City and the project does not require the installation of wells for water service. The existing project site is comprised of re-use of an existing building and re-surfacing of an existing surface parking area with perimeter landscape installation. The amount of

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
storm water runoff percolated on this site is insignificant. Development of the project will require the installation of landscaped areas that will percolate and filter the first ¾ inch of rain fall. No mitigation measures are necessary. c) <u>Less Than Significant Impact</u>. Grading in connection with the project would result in insignificant changes to existing drainage patterns. Grading and building plans will be reviewed by the City's Engineering Division to ensure that grading and drainage would be done in manner that does not cause substantial erosion, siltation or flooding. No mitigation measures are necessary. d) <u>Less Than Significant Impact</u>. Standard code requirements and conditions of approval to the project requires the preparation of erosion/sediment control plans such as the Local Storm Water Pollution Prevention Plan (LSWPPP) and Standard Urban Storm Water Mitigation Plan (SUSMP), to regulate and control pollutant run-off by using Best Management Practices (BMP's) in accordance with National Pollutant Discharge Elimination System (NPDES). The construction of the proposed commercial development would not result in a significant increase in runoff during storm events. The Ballona Creek flood control channel is approximately 0.20 miles south of the site but standard City and State code requirements for stormwater runoff and drainage as described in the sections will assure the project does not affect the channel. Impacts will be reduced to a level that is less than significant. e)- f) <u>Less Than Significant Impact</u>. See Sections VIII. a)- d), above. The project would be expected to result in an insignificant increase in runoff, which would be conveyed to public storm drains by required drainage improvements. Also, there are no other known impacts to water quality. No mitigation measures are necessary. g)- h) <u>No Impact</u>. The site is not within a 100-year flood hazard area. No mitigation measures are necessary. i) <u>Less Than Significant Impact</u>. The site is near or within the Silver Lake, Mullholland, and Stone Canyon Dam Inundation Zones. These dams are continually monitored by the State of California Division of Safety and government agencies other than the City Of Culver City (Such as the LADWP and the U.S. Army Corps of Engineers). Design and construction practices are intended to ensure that all dams are capable of withstanding the maximum considered earthquake (MCE) for the site. Due to the distance of the project site from these dams and the extent of the intervening development, as well as early warning systems in place, impacts associated with exposing people or structures to significant risk as a result of dam failure are less than significant. j) <u>No Impact</u>. Inundation by seiche, tsunami, or mudflow is highly unlikely as the site is not near any inland body of water and is located in a relatively flat plane where mudflows would not occur. No mitigation measures are necessary. Mitigation Measure(s): None required				

X. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Responses:

a) Less Than Significant Impact. The project would not physically divide an established community as the proposed commercial uses are similar to the existing adjacent and nearby commercial uses. Further the project will not require that streets connecting existing commercial areas be vacated or closed off.

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) <u>Less Than Significant Impact</u>. The General Plan Land Used Element designation for the entire site is General Corridor. The current General Plan Land Used Element was adopted by the City Council on July 22, 1996, which included an update to the General Plan Land Use Map. The land use designation of the site's rear parking area changed from Low Density Single Family to General Corridor as part of the July 22, 1996 General Plan adoption. The General Plan designation of General Corridor envisions commercial uses and the proper zoning for the entire site is CG (Commercial General). The CG zone allows a wide variety of commercial uses including parking areas for commercial uses. A commercial parking lot is not allowed in the R1 (Residential Single Family) Zone. Currently the parking area and rear portions of the ice rink building are zoned R1. This R1 designation has existed for decades. A variance allowing the ice rink use in 1962 was required so that the R1 portion of the site could be used for commercial purposes (a commercial parking area and an ice rink building) as opposed to single family residential uses. The project, or any new project, would require a zone change for the parking area and rear portions of the ice rink building from R1 to CG in order to make the entire site consistent with the General Plan Land Use Designation of General Corridor. Additionally since the site has been vacant for more than a year (since February of 2014), it has lost its legal non-conforming status and the variance has been rendered null and void. Any proposed land use requiring discretionary review has to be consistent with the Zoning Code and the General Plan. For this reason the proposed retail use must go through a zone change from R1 to CG as part of the City entitlement process. The zone change will bring the property into conformance with the General Plan. With this zone change the proposed use will be consistent with the zoning code and impacts will be less than significant. The proposal is consistent with the General Plan designation and meets all commercial provisions and development regulations of the Zoning Code. The application does not include any variance or request to amend the General Plan designation. This new commercial use and activity is consistent with General Plan Land Use Objective 6 because the project will revitalize the physical character and economic wellbeing of an otherwise vacant building. c) <u>No Impact</u>. The site is not located within a Natural Community Conservation Plan area or other habitat conservation plan area. No mitigation measures are required. Mitigation Measure(s): None required				
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
Responses: a)- b) <u>No Impact</u>. The project site is surrounded by residentially and commercially developed urban uses. Current site conditions indicate that there are no mineral resources on or within the project site and no locally important mineral resource recovery areas located in the project area. Therefore, project implementation would not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. No mitigation measures are necessary.				
Mitigation Measure(s): None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE –Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within 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?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
Responses:				
a)- d) <u>Less Than Significant Impact</u>. There are two potential sources of concern regarding noise: 1) noise generated on adjacent properties during construction and 2) noise impacts caused by the additional traffic generated by future occupants of the proposed project				
A short-term noise increase during construction would be expected to occur from the use and transport of heavy constructed equipment. However, pursuant to the City's standard condition of approval, construction shall be limited to the hours of 8:00 a.m. to 8:00 p.m. Monday through Friday, 9:00 a.m. through 7:00 p.m. on Saturday, and 10:00 a.m. through 7:00 p.m. on Sundays and national holidays. Dirt hauling and construction material deliveries or removal are prohibited during the peak traffic periods; morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.). This standard condition of approval limiting the hours on construction activity would reduce potential impact from construction noise to a level that is less than significant.				
A short-term increase in groundborne vibration and noise would be expected to occur during grading and construction. The size of the project and limitations on allowable hours of construction found in the City's Municipal Code as well as conditions of approval for the project would reduce this impact to a level that is less than significant.				
The increases in traffic on surrounding streets would not generate a significant increase in noise levels. The project site is located in an area consisting of a commercial boulevard (Sepulveda Boulevard), residential areas adjacent to Sepulveda Boulevard, and a freeway (I-405). Both the freeway and Sepulveda Boulevard have existing high traffic volumes. Operational noise levels would result from vehicles entering and exiting the site, truck deliveries, and from noise normally generated by home/supply retail stores. These types of noise levels are consistent with existing surrounding ambient noise caused by the commercial uses along Sepulveda Boulevard and noise attributed to operational activities is not expected to be significant. Internal circulation and delivery receiving areas have been designed so that delivery trucks do not have to back into the receiving areas. The applicant has stated that deliveries for this store are normally once a week further limiting noise caused by truck deliveries. Additionally the area is already characterized by noise consistent with major arterials and freeways that experience high traffic volumes and				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
commercial uses each generating their own noise levels. Noise levels are consistent with developed urban areas and this project will be complimentary to such development. No mitigation measures are necessary. e)- f) <u>No Impact</u>. The proposed project is not located near a private airstrip; the nearest airport to the project site is Santa Monica Airport located approximately 2.6 miles northwest from the project site. The Los Angeles International Airport (LAX) is located approximately 3.3 miles south of the project site. The surrounding uses such as Sepulveda Boulevard and the freeway are generating high noise levels with the constant motion of traffic. Compared to a home/tool supply retail store within an enclosed building, these existing noise levels create existing impacts of a higher degree than will be expected by the retail use. Further, the airports with their traffic and the nature of their use as ports for jet aircraft are creating higher noise levels than what will be expected of the proposed use. No mitigation measures are necessary. Mitigation Measure(s): None required					
XIII. POPULATION AND HOUSING – Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	
Responses:					
a) <u>Less Than Significant Impact</u>. The proposed project will not include housing, however the project may result in a marginal increase in population because it will provide for new job opportunities that may result in new employees moving into the City. However this population increase, if it occurs, is expected to be within growth scenarios for the City. b)- c) <u>No Impact</u> The project is a proposed commercial development on a lot with a vacant commercial building with no residential uses. The proposed use will serve commercial users and there will be no demolition of residential uses or displacement of people. No significant reduction or displacement of population or housing is associated with the project. Mitigation Measure(s): None required					
XIV. PUBLIC SERVICES					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	☐	☐	☒	☐	
Police protection?	☐	☐	☒	☐	
Schools?	☐	☐	☒	☐	
Parks?	☐	☐	☒	☐	
Other public facilities?	☐	☐	☐	☒	
Responses:					
a) & b) Fire and Police protection					

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Less Than Significant Impact.</u> The Culver City Fire Department (CCFD) maintains three stations and the closest station to the proposed site is Station No. 2 located approximately 0.8 miles north of the site. The proposed project will be conducted and operated in accordance with the latest CCFD codes and guidelines for construction, access, water, fire flows and hydrants. Standard conditions regarding street improvements require the preparation and implementation of traffic control plans to ensure that construction does not obstruct emergency access. The Culver City Police Department (CCPD) is located approximately less 1.8 miles northeast of the project site. According to the CCPD, the emergency response time anywhere in the City for a top priority emergency is three minutes or less. Currently the project site contains a vacant building that will be re-used; the site currently generates Fire and Police services as needed. The re-use of existing commercial square footage is not expected to result in a substantial increase in Fire and Police services. Neither the Fire Department nor the Police Department during the internal review of the project identified impacts to their response times as noted above; further they did not identify impacts to their ability to provide adequate services. Implementation of standard Fire Department related requirements will address potential impacts and the inclusion of security measures such as on-site exterior lighting and alarm systems will assist in deterring potential criminal activity. Additionally the project is within the expected development envelope anticipated for this land use. Fire and Police comments did not indicate that this project was beyond their scope of services as would be expected along this commercial area. c) Schools <u>Less Than Significant Impact.</u> As a proposed commercial retail use with no residential component the project is not expected to generate a substantial population increase that would necessitate additional school services. Further, the Culver City Unified School District (CCUSD), in accordance with California Government Code Section 53080 and 65995, collects statutory developer fees prior to the issuance of a building permit. CCUSD determines the use of these funds which can include construction or reconstruction of school facilities. The retail project will not result in significant adverse impacts relative to schools because it is not expected to generate a substantial population increase and payment of the school fees by the applicant, in accordance with State law, would offset impacts to school services. No mitigation measures are necessary. d) Parks <u>Less Than Significant Impact.</u> The use of the existing neighborhood and regional parks is not expected to substantially increase due to the project's proposed re-use of an existing commercial building. The project does not have a residential component and is not subject to in-lieu parkland fees. The project will not require new construction or expansion of parks facilities and with the on-site break rooms it will provide rest areas for employees. Further the existing nearby Lindberg Park will provide further outdoor areas for employees on their breaks or after work. Patrons will not have access to the employee break areas. e) Other Public Facilities <u>No Impact.</u> Other facilities have not been identified that could be impacted by the project. No mitigation measures are necessary. <u>Mitigation Measure(s):</u> None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION --					
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
Responses:					
a)-b) <u>Less Than Significant Impact.</u> As stated above in Section XIV- Parks, the use of the existing neighborhood and regional parks is not expected to substantially increase with this project that will provide on-site break rooms for employees; patrons will not have access to this area. The project will not require new construction or expansion of parks or recreational facilities. Overall, the project will not result in significant adverse impacts relative to recreation because it is not expected to generate a substantial demand for park uses. No mitigation measures are necessary.					
Mitigation Measure(s): None required					
XVI. TRANSPORTATION/TRAFFIC -- Would the project:					
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulating system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b)	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e)	Result in inadequate emergency access?	☐	☐	☒	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Responses:</u> a),b),d) <u>Less Than Significant Impact.</u> Level of Service (LOS) is a professional industry standard by which to measure the operating conditions of a given roadway segment or intersection. LOS is defined on a scale of A to F, where LOS A represents free flowing traffic conditions with no restrictions on maneuvering or operating speeds, low traffic volumes and high speeds; LOS B represents stable flow, more restrictions, operating speeds beginning to be affected by traffic volumes; LOS C represents stable flow, more restrictions, speed and maneuverability more closely controlled by higher traffic volumes; LOS D represents conditions approaching unstable flow, traffic volumes profoundly affect arterial flow; LOS E represents unstable flow and some stoppages; and LOS F represents forced flow, many stoppages and low operating speeds. A traffic impact analysis dated August 2015 (and received August 26, 2015), and a Supplemental Traffic Memorandum dated September 17, 2015 (required to capture school related traffic counts), by Kimley Horn Consulting, was reviewed and accepted by the City's Traffic Engineer. The traffic analysis evaluated the existing (year 2015) and forecast future (year 2017) conditions at five (5) intersections and three (3) street segments in the vicinity of the project site during both the AM and PM peak hours. These intersections and roadway segments were selected for analysis based on discussion with City staff. Pass-by trip credits were applied based on project land use (15% based on City of Culver City Guidelines) and a 10% (assumed increase) seasonal factor was used to account for traffic counts taken during the summer season. The September 17, 2015, Supplemental Traffic Memorandum captured school related traffic counts that when compared to the 10% seasonal factor, did not result in significant impacts. The 10% seasonal factored was able to capture the counts that were confirmed once school was in session and that reflected in the September 17, 2015, Supplemental Traffic Memorandum. The study made the following conclusions after analysis of traffic counts and forecasting: • The traffic analysis estimated that the project would generate 1,190 new daily vehicle trips, including 29 trips during the AM peak hour, and 96 trips during the PM peak hour. • Weekday peak hour intersection operations analysis was conducted for (4) scenarios including. Existing (2015), Existing With Project (2015), Cumulative (2017), and Cumulative With Project (2017). • For the Existing (2015) base conditions, four (4) out of five (5) study intersections operate at LOS B or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which operates at LOS E during the AM and PM peak periods. • For the Existing (2015) With Project conditions, four (4) intersections out of five (5) study intersections are projected to operate at LOS B or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which would operate at LOS E during the AM and PM peak periods. • For the Cumulative (2017) base conditions, four (4) intersections out of five (5) study intersections are projected to operate at LOS C or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which would operate at LOS E during the AM peak period and LOS F during the PM peak period. • For the Cumulative (2017) With Project conditions, four (4) out of five (5) study intersections are projected to operate at LOS C or better during the AM and PM peak periods with the exception of Culver Boulevard at Sepulveda Boulevard, which would operate at LOS E during the AM peak period and LOS F during the PM peak period. • The proposed project is not projected to have a significant impact at the study intersections during the AM and PM peak periods based on Culver City traffic impact criteria. The increase in traffic counts is below the City adopted thresholds of significance. Therefore, mitigation measures would not be required for the proposed project.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
- Based on the roadway segment analysis per Culver City significant impact criteria, the project is not expected to result in significant impacts to the roadway segments. The amount of vehicles added to the roadway segments is below City adopted thresholds of significance. - A Congestion Management Plan arterial evaluation was conducted as per Culver City Traffic Study Guidelines. The project is expected to add fewer than 50 peak hour trips to the arterial monitoring station on Sepulveda Boulevard and therefore no additional CMP arterial analysis is required. - A freeway impact screening analysis was conducted as per Culver City Traffic Study Guidelines. The project is expected to add fewer than 150 peak hour trips to the freeway monitoring station on I-405 and therefore no additional CMP and Freeway screening analysis is required. - As per the site plan, the project will provide a total of 145 parking spaces for the development, which exceeds the required 98 parking spaces per the City's municipal code. The project will utilize the two (2) existing driveways along Sepulveda Boulevard. The driveway to the north will provide vehicular ingress to and egress from the site, while the driveway to the south will be restricted to egress only. A review of proposed driveways indicates that the driveway configurations are adequate for the project traffic circulation. Internal circulation meets code and parking space dimensions, back up distance, and driveway lengths and widths are adequate for vehicle maneuvering. Additionally the segment of Sepulveda Boulevard where the project is located is relatively wide and straight with good visibility in either direction. A double left turn lane will serve to further make safe left turns into or out of the project. The project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections). Based on the conclusions of the traffic study, traffic related impacts would be less than significant and no mitigations are required. c) <u>No Impact</u>. The project would have no effect on air traffic patterns.				
e). <u>Less Than Significant Impact</u>. The design and construction of the project will be required to incorporate all applicable City standards related to emergency access to ensure that the emergency access would be adequate. Included within these standards will be a required lock box for emergency access. Therefore, implementation of the project will not result in any impacts. f). <u>No Impact</u>. The proposed project will not conflict with any adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The proposed project is consistent with the City's bicycle and pedestrian master plan and will be required to install onsite bicycle parking. Traffic impacts will be less than significant and no mitigation measures are necessary. Mitigation Measure(s): None required				
XVII. UTILITIES AND SERVICE SYSTEMS –Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
Responses:				
a),b),&e) <u>Less Than Significant Impact.</u> Culver City maintains its own sewage collection facilities within the City limits and contracts with the City of Los Angeles for treatment and disposal service. Treatment occurs at the Hyperion Treatment Plant, located southwest of the City which has sufficient capacity to serve the needs of the proposed project. Expansion of the existing facilities is not necessary. The proposed project will have less than significant impact to the waste water system.				
c) <u>Less Than Significant Impact.</u> The City is primarily served by the Los Angeles County Storm Drainage System. The City currently maintains some of its own storm drains that connect to the County systems. The combined system is adequate to serve the proposed project.				
d) <u>Less Than Significant Impact.</u> Water service for this project site is provided by the Golden State Water Company (GSWC) which contracts with the Metropolitan Water District for its supply. There are sufficient water supplies to the City to serve the proposed project. Expansion of the existing services is not necessary. The proposed project will have less than significant impacts to the water system.				
f) <u>Less Than Significant Impact.</u> Solid waste from the proposed project area is disposed of at the Puente Hills landfill in the City of Industry. Other landfills available for City waste disposal include BKK Sanitary Landfill located in the City of West Covina and Bradley West Landfill located in the City of Sun Valley. The Municipal Code requires provision of trash containers for recyclable materials and yard waste to reduce solid waste generation. No mitigation measures are necessary.				
g) <u>Less Than Significant Impact.</u> See Section XVI.f, above. The project could generate solid waste during construction. Standard conditions requiring the contractor to remove and dispose of waste in accordance with applicable statutes and regulations would reduce this impact to a level that is less than significant. No mitigation measures are necessary.				
<u>Mitigation Measure(s):</u> None required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐
Responses: a) <u>Less Than Significant Impact.</u> The proposed project will improve the project site which currently is vacant. The project site does not contain any threatened or endangered species or sensitive habitats. Therefore, the project will not degrade the quality of the environment or have any potential significant impacts to any plant or animal wildlife species. b) <u>Less Than Significant Impact.</u> Any potential cumulative impacts will be substantially reduced to less than significant standards due to standard City code requirements and conditions of approval. c) <u>Less Than Significant Impact.</u> The project will not result in significant environmental impacts from construction and operation of the project. Standard City code requirements will reduce any potential impacts to less than significant. Mitigation Measure(s): None required				

XVIII. EARLIER ANALYSES:

None

References Utilized:

1. Greenhouse Gas Assessment prepared by Michael Baker International, July 22, 2015
2. Phase I Environmental Site Assessment prepared by USI Commercial, June 10, 2014.
3. Comprehensive Asbestos and Lead-Based Paint Survey prepared by USI Commercial, July 10, 2014.
4. Property Condition Assessment prepared by USI Commercial, June 11, 2014.
5. Facility Closure Report prepared by PIC Environmental Services, July 30, 2014
6. Traffic Impact Analysis prepared by Kimley Horn, August 2015.
7. Supplemental Traffic Memorandum prepared by Kimley Horn, September 17, 2015.
8. Culver City Redevelopment Plan Amendment and Merger Program Subsequent Environmental Impact Report, November 16, 1998.
9. Culver City General Plan Update Program Environmental Impact Report, November 1995

MITIGATION MONITORING PROGRAM

The following environmental mitigation measures shall be incorporated into the project development as conditions of approval. The project applicant shall secure a signed verification for each of the mitigation measures which indicate that mitigation measures have been complied with and implemented, and fulfills the City environmental and other requirements (Public Resources Code Section 21081.6.). Final clearance shall require all applicable verification as included in the following table. The City of Culver City will have primary responsibility for monitoring and reporting the implementation of the mitigation measures unless otherwise indicated. The mitigation measures have been identified by impact category and numbered for ease of reference.

MITIGATION MONITORING PROGRAM Site Plan Review, SPR P-2015073, Zoning Code Map Amendment, ZCMA P-2015074, and Mitigated Negative Declaration, MND P-2015076 September 22, 2015				
MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
<u>Cultural Resources</u>				
<u>CR – 1. For as long as the site is a designated Culver City Cultural Resource, all alterations affecting the exterior of the building or site will require a Certificate of Appropriateness, approval of which is based on conformance with The U.S. Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (The Standards), prior to the issuance of any Building Permit.</u>	Condition of Approval	Field Inspection	Prior to Building Permit Issuance	Building Safety Division, Building Safety Inspector, Planning, Cultural Resources.
<u>CR – 2. The trapezoidal box sign which currently reads, "ICE SKATING" is a character-defining feature of the property and shall not be altered by the project in order to ensure conformance with The Standards. The rectangular marquee with interchangeable lettering (beneath the trapezoidal box sign) can be modified or replaced with new signage subject to review and approval by the City.</u>	Condition of Approval	Field Inspection	Prior to Building Permit Issuance and Field Inspection	Building Safety Division, Building Safety Inspector, Planning, Cultural Resources.
<u>CR – 3. Other exterior character-defining features of the exterior, including the original Sepulveda Blvd. entrance, canopy, ticket window and signage shall be preserved. Certain interior features, such as the open volume and mezzanine are to be preserved or if modifications are made, such modifications shall be reversible and not destroy historic materials, features, and spatial relationships that characterize the property.</u>	Condition of Approval	Condition of Approval	Prior to Building Permit Issuance and Field Inspection	Building Safety Division, Building Safety Inspector, Planning, Cultural Resources