



Culver CITY

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PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

PROPOSED NEGATIVE DECLARATION

Project Title and File No.: Automated Drive-Through Carwash (Shell)
Conditional Use Permit, P2015-0100-CUP and
Negative Declaration, P2015-0100-ND

Project Location: 11224 Venice Boulevard

Project Sponsor: Tesoro Refining & Marketing Co. LLC (Applicant)

Project Description: Conditional Use Permit for a proposed new automated drive-through carwash, measuring approximately 864 square feet of gross floor area, and related site improvements; an attached 2,372 square foot convenience store, and modifications to the existing fueling station are also proposed. No new underground tanks are proposed.

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 **NEGATIVE DECLARATION** based on the following finding:

☒ The Initial Study identified 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

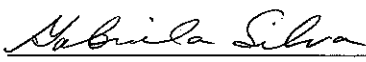
☐ The Initial Study identified potentially significant effects, but:

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.

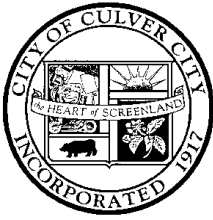
A copy of the Initial Study, and any applicable mitigation measure, and any other material which constitute the record of proceedings upon which the City based its decision to adopt this **NEGATIVE DECLARATION** may be obtained at:

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

The public is invited to comment on the proposed **NEGATIVE DECLARATION** during the review period, which ends **December 9, 2015.**


Gabriela Silva, Associate Planner

November 18, 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:	Conditional Use Permit, P2015-0100-CUP Shell Car Wash		
Lead Agency Name & Address:	City of Culver City, Planning Division 9770 Culver Blvd., Culver City, CA 90232		
Contact Person & Phone No.:	Gabriela Silva, Associate Planner (310) 253-5736		
Project Location/Address:	11224 Venice Boulevard		
Nearest Cross Street:	Venice Boulevard and Sepulveda Boulevard	APN:	4213-019-010
Project Sponsor's Name & Address:	Tesoro Refining and Marketing Co. LLC c/o Ahmad Ghaderi 19100 Ridgewood Parkway San Antonio, TX 78259		
General Plan Designation:	General Corridor	Zoning:	Commercial Neighborhood (CN)
Redevelopment Project Area:	N/A		
Overlay Zone/Special District:	N/A		
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> The project involves the construction of a new automated drive-through carwash, comprising approximately 864 square feet, and a convenience store measuring approximately 2,372.6 square feet, as well as related site improvements, such as off-street parking and landscaping. The new carwash and convenience store will accompany the existing general retail gasoline operation, currently operated as a Shell gas station, and which will be provided with additional pumps, increasing the quantity from four (4) to eight (8), but no new underground tanks.			
Existing Conditions of the Project Site: The site is comprised of four parcels; the parcel on which the automated drive-through carwash is proposed is generally vacant, as it was previously developed with a hydrogen fueling station, which was decommissioned in June 2012. The remainder of the site is developed with an existing Shell fueling station, comprised of four raised fuel islands, for a total of eight dispensers, under a canopy and accompanied by a small kiosk offering snacks and non-alcoholic beverages. Two (2) additional small storage structures and a trash enclosure are also located on the site and will be demolished. The site is relatively flat with landscape planter areas located along the Sepulveda Boulevard and Venice Boulevard street frontage.			

Surrounding Land Uses and Setting: *(Briefly describe the project's surrounding)*

West: Commercial. 405 Freeway (across Tuller Avenue)
East: Commercial. Vacant Paved Land (across Sepulveda Boulevard)
North: Commercial. General Office, Appliance Store, Vehicle Service, Vacant Land (across Venice Boulevard)
South: Commercial. Shopping Center, primarily Vehicle service and repair (across 20 foot alley)

Other public agencies whose approval is required: *(e.g., permits, financing approval, or participation agreement)*
None

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.


Gabriela Silva, Associate Planner

11 / 18 / 2015
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>No Impact.</u> The project site is relatively flat, located in an urbanized area, surrounded by major commercial corridors, and the 405 freeway. The project site is not located within a scenic vista area designated by the City of Culver City.				
b)	<u>No Impact.</u> The project site is not located adjacent to a state scenic highway, nor will it result in damage to any scenic resources, including trees, rock outcroppings, and historic buildings.				
c)	<u>No Impact.</u> The project entails the construction of a new 864 sq. ft. automated carwash and 2,372.6 sq. ft. convenience store as part of an existing gas station. The proposed buildings will be single story and will improve the visual character and quality of the site and immediate surroundings by replacing a vacant area, enclosed by a wrought-iron fence, with a new well designed building.				
d)	<u>Less Than Significant Impact.</u> The proposed project is required to comply with the Culver City Zoning Code, Section 17.300.040, which requires that outdoor lighting be shielded so that direct glare and reflections are confined to the maximum extent feasible within the boundaries of the site, and also requires outdoor lighting to be directed downward and away from adjoining properties and public rights-of way.				
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?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 subject property is zoned Commercial Neighborhood (CN), which is not designated for, nor allows agricultural uses. The project site is developed with an existing gas station facility, including a small kiosk and storage buildings, and the remnants of a decommissioned hydrogen fueling station. A large portion of the site is paved over with concrete, with a number of landscaped planters around the perimeter of the site. No forestland exists on or in the vicinity of the subject property. The project will not result in the conversion or loss of farmland or forest land, therefore the project will not result in any impacts.				
Mitigation Measure(s): None Required					
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)	<i>Less Than Significant Impact.</i> Air quality conditions in the area of the subject site are under the jurisdiction of the South Coast Air Management District (SCAQMD), which along with the Southern California Association of Governments (SCAG), are responsible for preparing and implementing an Air Quality Management Plan (AQMP). The currently applicable 2012 AQMP				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
		is based on growth projections reflected in local general plans. The Culver City General Plan identifies the subject property for commercial uses, which includes gas station and convenience store type uses. The project involves the construction of a carwash, and associated site improvements; a 2,372.6 square foot convenience store will also be constructed and both will be associated with the existing fueling station. Since the project is consistent with the allowable development per the current general plan, there will not be a potential for conflicts with, or obstruction to the implementation of, the applicable air quality plan.			
b) – c)		<u>Less Than Significant Impact.</u> New development in Culver City has the potential to contribute to pollutant emissions over the existing non-attainment conditions as a result of construction and operation of individual projects, both at the project level and cumulatively. The project includes the construction of a new carwash, as well as a convenience store, associated with an existing fueling station operation. Emissions are expected during times of construction and during operations. Operational emissions from the car wash and convenience store are likely to be generated by vehicle emissions from trips to and from the car wash and store, and electrical power usage, including the electricity required to operate the store and car wash facility, and landscape maintenance equipment. The trip generation analysis prepared by Kimley Horn identifies 31 new AM peak trips and 34 new PM peak trips, which is below City adopted thresholds. Construction emissions would be short-term and intermittent, and, based on the size of the operation, operational emissions would be minimal; therefore, the project is not anticipated to contribute substantially to an existing or projected air quality violation.			
d)		<u>Less Than Significant Impact.</u> The project located at the intersection of two major commercial corridors and is adjacent to the I-405 Freeway. The surrounding land uses are commercial, and include vacant paved land, vehicle service and repair center, appliance store, and general office. Further any sensitive receptors, such as schools or senior citizen homes, are a significant distance from the subject site. Therefore, the project is not anticipated to result in the exposure of sensitive receptors to substantial pollution concentrations. In addition to the implementation of Green Building standards, the project shall be subject to regulations and laws relating to toxic air pollutants at the regional, State, and Federal level designed to protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts related to this issue will be less than significant.			
e)		<u>Less Than Significant Impact.</u> The project will be located on a site which is partially vacant and used for an existing gas station facility. According to the SCAQMD CEQA guidance document ¹ , land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project does not include any uses identified by the SCAQMD as being associated with odors. During construction, activities associated with the operation of construction equipment, the application of asphalt, the application of architectural coatings and other interior and exterior finishes, and roofing may produce discernible odors typical of most construction sites. Although these odors might have the potential to be a source of nuisance to adjacent uses, they will be temporary and intermittent in nature. Furthermore, SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents to further reduce the potential for odiferous emissions. Therefore, the proposed project would not result in the creation of objectionable odors and potential odor impacts would be less than significant.			
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) - d)	<u>Less Than Significant Impact.</u> The project site is located in an urbanized area on disturbed developed land, with a portion of the site occupied by an existing gas station. No sensitive plant or animal species are located on the site or surrounding properties. Water used on-site for the new carwash facility will be recycled through the system, limiting runoff into storm drains that then drain to the ocean. The project does not involve development in a riparian habitat or federally protected wetland and does not involve improvements that would impair or interrupt hydrological flow into a wetland. Nor will the project interfere with the movement of any native resident or migratory fish or known wildlife species. Therefore, project impacts will be less than significant.			
e)	<u>Less Than Significant Impact.</u> The project is located in an urbanized setting and lacks any known sensitive plant or animal species. The project site is landscaped with common ornamental trees and shrubs typically used in landscaping areas. As part of the project, one (1) tree in the on-site landscape area will be removed and required, pursuant to City code, to be replaced with new trees on-site. Therefore, there is no conflict with local policies and ordinances related to biological resources; impacts will be less than significant.			
f)	<u>No Impact.</u> The project site is located on developed site within an urbanized area. The site is not located within the boundaries of a Habitat Conservation Plan, Natural Community Conservation Plan, or any other jurisdictional habitat conservation plan. Therefore, the project would not conflict with any such adopted plan.			

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Mitigation Measure(s):</u> None Required.					
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) - d)	<u>No Impact.</u> The proposed project will involve the construction of a new automated drive-through car wash (approximately 864 sq. ft.); a new 2,372.6 convenience store will also be constructed at the site and will be ancillary to the existing fueling station. The project site is presently developed with an existing gas station, with small accessory buildings for attendant and snack, and storage; the portion of the site on which the carwash building will be constructed is paved and has no buildings, as the previous hydrogen fueling station was decommissioned in June 2012. The project site does not contain any historically significant resources, archaeological resources or paleontological resources. The project will not involve any significant activity, construction or otherwise, below the existing grade level, and will, therefore, result in minimal disturbance to the site or any potentially interred items. Therefore, no impacts are anticipated related to cultural resources.				
<u>Mitigation Measure(s):</u> 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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
Responses:				
a) i) and ii)	<u>Less Than Significant Impact.</u> Based on City maps, which include an Alquist-Priolo Earthquake Fault Zoning Map, the subject property is not located in an area identified as being within an Alquist-Priolo Earthquake Fault Zone ² . While the property will be subject to seismic shaking, like all buildings in an earthquake prone area, the project will be required to meet current Building Code standards which are intended to withstand shaking typically produced by faults in Southern California. Thus, impacts with regard to earthquake faults and seismic ground shaking will be less than significant.			
a) iii) and iv)	<u>Less Than Significant Impact.</u> The subject property is not located in an area identified as being susceptible to liquefaction or landslides ³ . As noted in the response to VI.a.i and a.ii, the project will be subject to current building code standards that are designed to withstand shaking associated with earthquakes produced by faults typically found in Southern California. In addition, a geotechnical report will be required prior to building permit approval if deemed necessary.			
b)	<u>Less Than Significant Impact.</u> The project is proposing minimal site disturbance as part of construction of the new automated drive-through carwash and convenience store. During construction, grading would expose minimal amounts of soil for a limited time, allowing for possible erosion. Although the development project construction activities have the potential of resulting in minor soil erosion, such potential erosion would be present only during construction and will be reduced by implementation of erosion controls imposed during grading and construction. Runoff associated with the project would be directed to landscape areas and/or pre-manufactured stormwater quality best management practices (BMPs) for infiltration and water quality purposes or directed to an impervious drainage system. While the construction and related ground disturbance will alter the existing drainage patterns on the site, the standard erosion control measures identified will reduce the project impacts to less than significant.			
c) - d)	<u>Less Than Significant Impact.</u> Based on the City's Seismic Hazards Map, the project is not located in an area identified as being susceptible to landslides or liquefaction. As a result, potential impacts with regard to soil instability at the project site will be less than significant. The project will be constructed according to current building code standards which are intended to withstand shaking typically produced by faults in Southern California, and In addition, a geotechnical report will be required prior to building permit approval if deemed necessary. Therefore, impacts will be less than significant.			
e)	<u>No Impact.</u> As noted in VI.a.iii and VI.a.iv, the project is not located in an area identified as being susceptible to landslides or liquefaction. Furthermore, the project will not utilize septic tanks or alternative waste water disposal systems. Therefore, there are no potential impacts with regard to septic tanks or alternative waste water disposal systems.			

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Mitigation Measure(s): None Required.					
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?	☐	☐	☒	☐	
Responses:					
a)	<u>Less Than Significant Impact.</u> The CEQA Guidelines state that a threshold of significance may be a quantitative, qualitative, or based on performance level of a particular environmental effect above which impacts will normally be considered significant. (CEQA Guidelines, §15064.7, subd. (a).) In order to address greenhouse gas emissions (GHGs) and reduce their level of significance to "less than significant" (or less than what would normally be produced without implementation of emission reduction strategies), the reduction of GHG emissions should be achieved by implementation of all technologically feasible and cost-effective measures. The project will be required to comply with the City's Mandatory Green Building Program. By conforming to the City's guidelines, which may include the use of solar photovoltaic panels, energy-efficient LED lighting, waterless urinals, and drought tolerant landscaping, the project will reduce the amount of GHGs released into the atmosphere from energy consumption for on-site activities (e.g., watering landscape, lighting of the structures) and off-site activities (e.g., production of electricity and wastewater treatment). Through implementation of the City's Mandatory Green Building Program, as required by the City's Building & Safety Division, as well as through the use of "best practices" in the operation of the facility (such as the recycling of water in the carwash), the impacts related to the project will be less than significant.				
b)	<u>Less Than Significant Impact.</u> The City does not currently have an applicable plan or policy related to the reduction of greenhouse gas (GHG) emissions; thus the project will not be in conflict with any such plan or policy. The City adopted Mandatory Green Building Program by ordinance, which seeks to reduce the impact of new projects in the City from both construction and operation activities, and which will apply to this project. The project will be in conformance with the City's guidelines for green building; thus impacts related to this issue will be less than significant.				
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)	<u><i>Less Than Significant Impact.</i></u> The project involves the construction of a new automated drive-through car wash. The project will utilize potentially hazardous materials as part of its construction and operation, including solvents, paints, petroleum products and pesticides. Any and all potentially hazardous materials present at the site will be transported, contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with all applicable standards and regulations. The transport of these materials, typically sold as consumer goods, would not pose a significant hazard to the public or the environment. In addition, during construction, the developer will be required to consult with the City's Fire Prevention Division regarding the handling or removal of any potentially hazardous chemicals on the subject site. During operation, the carwash facility will utilize chemical components typically found in the home. Therefore, impacts will be less than significant.
b)	<u><i>Less Than Significant Impact.</i></u> The carwash component of the project will utilize chemicals typically found in the home and available over the counter. It is not anticipated that the carwash facility, nor the convenience store component, will result in additional hazards to the public through the potential release of chemicals into the atmosphere. All potentially hazardous materials, including those used for normal maintenance and landscaping, will be contained, stored and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, including any applicable Culver City Fire Department requirements; thus, impacts related to this issue will be less than significant.
c)	<u><i>Less Than Significant Impact.</i></u> The project site is not located within a quarter-mile of a school facility. As measured, the property is approximately 0.35 miles northwest of La Ballona Elementary School. The impacts related to the emission of hazardous waste or materials within a quarter-mile of a school would be less than significant.
d)	<u><i>No Impact.</i></u> The project is not located on a site identified pursuant to Government Code Section 65962.5, and included in the State's EnviroStar Database ⁴ ; therefore, no impact will result.

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	<u>No Impact</u> . The project site is located approximately 2 miles from the Santa Monica Municipal Airport. The single story car wash building will involve little to no increase in height to the site, and will not impact the flight pattern or present any other hazard to air traffic above or near the property. Therefore, this issue will result in no impacts.				
f)	<u>No Impact</u> The project will involve the construction of a new automated drive-through car wash facility; a convenience store will also be added as part of an existing fueling station operation; the overall development will be single-story. The project is located approximately two (2) miles southeast of the Santa Monica Municipal Airport and approximately four (4) miles north of the Los Angeles International Airport (LAX). Due to the scale of the project and distance from any airstrip, it is not anticipated that the project will have any impact on any such site, including the path of travel of aircraft, etc., that might result in a hazardous situation for people residing or working in the area. Therefore, the project will have no impacts.				
g)	<u>Less Than Significant Impact</u> . All proposed improvements related to the building construction and operation will be on-site. The project will not modify or block access to the subject site or surrounding streets, nor have any long-term effect on any emergency response or emergency evacuation plan. Any street or lane closures necessary during construction will be temporary and will be required to meet City standards and approvals to ensure emergency access is not impeded. The project impacts related to emergency response and evacuation will be less than significant.				
h)	<u>No Impact</u> . The project site is a developed site, located at the intersection of two major commercial corridors, and surrounded by commercially developed properties. Further, the project site is not located adjacent to, or in the vicinity of, any wildland areas. Therefore, the project would not result in any impact related to risk with wildland fires.				

Mitigation Measure(s): None Required

IX. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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)	<u>Less Than Significant Impact.</u> As part of the project construction, including minor excavation for the installation of new planters, improper construction practices could have the potential effect of creating water pollution. However standard conditions of approval for the project require the preparation of a Local Stormwater Pollution Prevention Plan (LSWPPP) and/or Standard Urban Stormwater Mitigation Plan (SUSMP). Further, the project development will conform to all requirements of the Regional Water Quality Control Board (RWQCB) and Culver City Municipal Code; thereby preventing any condition that could result in unpermitted discharges into the sanitary sewer and storm water systems. Therefore, implementation of the project will result in less than significant impacts related to this issue.				
b)	<u>Less Than Significant Impact.</u> The project consists of construction of a small automated drive-through carwash on an area of land that is currently paved, and will include the construction of new planters, which will not interfere with groundwater recharge. The project will not have a significant impact on groundwater supplies. The carwash facility does not propose to install any water wells or similar equipment that would affect groundwater, but rather, will recycle the water used in the carwash operation, thereby reducing consumption of water. In addition, water runoff will be directed to on-site landscape areas for capture and restoration into the ground water system. Project impacts with regard to groundwater supplies and groundwater recharge will be less than significant.				
c) - e)	<u>Less Than Significant Impact.</u> The project site is fully developed and covered almost entirely by impervious surfaces, by means of existing buildings and parking lot areas. As a result, stormwater does not infiltrate into the ground, but sheet-flows across the site to the local storm drain system. The site, therefore, is not a significant source or area for groundwater recharge. Minor grading will be implemented for the project, but will not result in major changes to drainage patterns. As proposed, the run-off associated with the project will be either directed to landscaped areas and/or pre-manufactured storm water quality best management practices (BMPs) for infiltration and water quality purposes or directed to the storm drain system. As such, the alteration of the existing drainage pattern would not result in substantial erosion or siltation on- or off-site. Furthermore, the project will not result in the alteration of the course of a stream or river. The project will also not result in any increase in runoff to local storm drains. Therefore, project impacts related to altering drainage patterns will be less than significant.				
f)	<u>Less Than Significant Impact.</u> The project will require the preparation and implementation of a LSWPPP, detailing construction activities, materials, and wastes and listing BMPs to control pollutant discharge during construction, including practices that prohibit the entry of pollutants from the construction site into the public street or storm drain system, and BMPs that adequately address pollutants generated during the post-construction stage for the first ¾" of a rain event. Preparation of the LSWPPP and SUSMP and compliance with the City's Minimum Storm Water Protection Requirements would ensure that the project will not violate any water quality standards. Therefore, the project impacts related to water quality will be less than significant.				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g)-h)	<u>No Impact.</u> The project consists of a new automated drive-through carwash. There is currently no housing on the site, nor does the project include any housing component. In addition, the site is not located within a 100 year flood hazard area. Therefore, there will be no impacts.				
i)	<u>Less Than Significant Impact.</u> The project site is located within the Stone Canyon Dam Inundation Zone. Various agencies, including the State of California Division of Safety, monitor this and various other dams. The project will not have any components that would create an exposure of people or structures to a significant risk of loss, injury or death involving flooding. For example, the project does not impede escape routes or access of emergency vehicles in the event of a major flood incident. The project will adhere to all emergency procedures to minimize impacts to building occupants.				
j)	<u>Less Than Significant Impact.</u> The project site is located at a significant distance from the nearest coastal area subject to tsunami and seismic sea waves, and has not been identified as being within range of potentially damaging waves ⁵ . In addition, the project site is not located downslope of any large bodies of water that could adversely affect the site in the event of earthquake-induced failures or seiches or wave oscillations in an enclosed or semi-enclosed body of water. Therefore, impacts are less than significant.				

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)	<u>Less Than Significant Impact.</u> The project consists of the construction of a small commercial structure for an automated carwash (864 sq. ft.) with a convenience store (2,372.6) to be accessory uses to an existing fueling station. The project does not incorporate any major building features or structures that would create a visual division. Further, the project will not modify the existing configuration of the lot, or surrounding streets, such that it would divide any existing community. Impacts resulting from the construction of the building will be less than significant.
b)	<u>No Impact.</u> The project site is located within the General Plan Land Use designation of General Corridor. The project proposes a new automated carwash facility consistent with the allowable uses of the zone corresponding to this land use designation. In addition, the project will be consistent with the zoning designation of Commercial Neighborhood, which permits the proposed car wash facility project, subject to a conditional use permit. There is no applicable city coastal program, nor is there any specific plan applicable to the project site.
c)	<u>No Impact.</u> The project site is comprised of a fully developed property located in an urban setting, at the intersection of two major commercial corridors and adjacent to the I-405 freeway. Further, the project site is not located in an existing habitat conservation plan or natural community conservation plan. Therefore, there will be no impacts related to this issue.

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 involves the construction of a new automated drive-through carwash, and 2,372.6 sq. ft. convenience store will also be constructed. The project site is a disturbed and developed site, currently improved with an existing fueling station, within an urbanized area. The surrounding properties are also developed with commercial buildings and uses, with a minimal number of vacant paved sites. Thus, the project will not result in any disturbance to known mineral resources in the immediate vicinity, or in any loss of locally-important mineral resource recovery.				
Mitigation Measure(s): None Required.					
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> The project will involve the construction of a new automated drive-through carwash (approximately 864 sq. ft.), and there will also be a 2,372.6 sq. ft. convenience store, both of which will be accessory to the existing fueling station operation. The				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	site is bounded by two large arterial streets (Venice Boulevard and Sepulveda Boulevard) to the north and east, a public alley to the south, and a local street and the I-405 freeway to the west. Beyond the right-of-ways to the north, south, and east are commercial properties with uses such as automotive repair and service center, appliance stores, office, and vacant land; a larger carwash operation is currently in operation less than one block from the subject site. As a result of existing conditions (arterial and freeway traffic, and existing uses), there is a significant amount of existing ambient and operational noise levels. As is the norm with typical automated drive-through carwash operations, the majority of the noise generated by the project operations will be from the operation of the dryer/blower at the end of the cycle. Therefore, potential noise impacts are highest at the exit from the car wash. The equipment type proposed for the project utilizes an insulation mechanism to minimize noise production from the carwash equipment. The decibel reading information provided by the applicant identified the amount of noise generated by the operation will reach a maximum of 81 db at five (5) feet from the carwash exit and lowers to 75 db at fifteen (15) feet from the exit, consistent with the existing noise levels in the surrounding area. In addition, this maximum noise level generation is short, approximately one minute for typical automated drive-through carwash operations, and intermittent. There are no sensitive receptors, such as residences, in the immediate vicinity. Thus the impacts related to this issue will be less than significant. Table N-3 of the Noise Element of the City's General Plan, specifies there is no applicable standard for limitations on exterior and interior noise levels to 45 dB for commercial uses such as the proposed operation, except if adjacent to residential, which is not the case for this project. Therefore, no established threshold will be exceeded. During the ongoing operations of the convenience store component of the project, on-site operational noise will typically be generated by heating, ventilation, and air conditioning (HVAC) equipment. This equipment is planned to be screened per Zoning Code requirements, and must also adhere to Title 24 of the California Code of Regulations, which requires interior noise levels not to exceed 45 dBA; thus, occupants of adjoining uses will not be exposed to excessive interior noise levels. During the construction phase, a variety of construction equipment will be utilized; thus, nearby commercial tenants will be exposed to increased ambient exterior noise levels, typical of construction activities on nearby properties. The noise levels will vary based on the amount of equipment in operation at any given time and the location of each activity on the project site. The project applicant will notify surrounding properties in advance of construction activities, and both the Applicant's and City's contact information will be posted on the project site to direct residents wishing to report noise and other construction activity complaints. This source of noise will be temporary and intermittent in nature, and through compliance with the City's Noise Ordinance, temporary noise levels associated with construction activities will be less than significant. In addition, the Culver City Noise Ordinance (Chapter 9, Section 9.07.035 "Construction") exempts noise sources associated with construction when occurring between the hours of 8:00 AM and 8:00 PM on weekdays, 9:00 AM and 7:00 PM on Saturdays, and 10:00 AM and 7:00 PM on Sundays; thus, established thresholds will not be exceeded.				
e) - f)	<u><i>Less Than Significant Impact.</i></u> The project is not located within an adopted airport land use plan or in the vicinity of a private airstrip. The project site is located within approximately two miles of the Santa Monica Municipal Airport. The project, an automated drive-through carwash with a 2,372.6 sq. ft. convenience store, will not result in the exposure of residents or commercial tenant workers in the project area to excessive noise levels from aircraft operations or a change in flight path, therefore impacts will be less than significant.				
Mitigation Measure(s): None Required.					

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 project will not result in any significant increase in population growth in the area. The proposed operation will likely employ people already living in the surrounding area, such that no population growth would occur as a result of employment opportunities. In addition, there are no changes proposed to road infrastructure. Therefore, impacts related to this issue will be less than significant.				
b)- c)	<u>No Impact.</u> The project will involve the construction of a new automated drive-through car wash, and also will include a 2,372.6 sq. ft. convenience store, to operate in conjunction with an existing gas station facility. There is no housing on the existing site; and no component of the project will involve the displacement of people or housing, therefore there will be no impact related to this issue.				
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)	<u>Less Than Significant Impact.</u> During internal review of the proposed project by City staff, neither the Culver City Police Department nor the Culver City Fire Department identified impacts related to their response times or service demand. Further, neither agency identified impacts to their ability to provide adequate services. Therefore, impacts related to fire and police protection will be less than significant. The project, the construction of a new automated drive-through car wash, and also will include a 2,372.6 sq. ft. convenience store, will not directly result in an increase in school age children in the community, as it is not expected to generate any increase to the population. Employees will likely be people already living in the area. The project is not anticipated to result in an increase of usage of the public parks system in the community, or of any other public facility as the project will be accessory to the existing fueling station operation and is not expected to attract patrons staying in the vicinity or local parks in association with business conducted at the				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	project site. Therefore, project impacts with regard to schools, parks, and public facilities, will be less than significant.				
Mitigation Measure(s): None Required					
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> The use of existing neighborhood and regional parks or other recreational facilities is not expected to increase, as a typical operation would consist of employees and patrons, which are not likely to utilize such areas as part of their activities at the project. The project will not result in an increase in population on-site or in the immediate vicinity, nor will it include recreational facilities. Therefore, impacts will be less than significant.				
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?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		☐	☐	☐	☒
Responses:					
a)- b)	<u><i>Less Than Significant Impact.</i></u> As part of the application for the proposed project, the applicant submitted a <i>Trip Generation Analysis</i> prepared by Kimley-Horn and Associates, Inc. (dated October 22, 2015). The analysis was reviewed and approved by the City's transportation engineer. The analysis looked at trip generation of the existing conditions and trip generation for the project, using the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). Trip generation for the project is based upon the additional trips that will be generated by drive-through carwash and the additional convenience market square footage. Pass-by rates were applied base on the ITE Manual, which are 62% and 56% in the morning and evening peak hours, respectively. The analysis concluded that the proposed project would result in 31 more trips in the morning peak hour and 34 more trips in the evening peak hour. This is below City thresholds. As noted previously, the existing use (Shell Gas Station) with the proposed drive-thru car wash and convenience store will not result in significant impacts on any of the surrounding roadways. During its review of the project's on-site circulation, City staff provided requirements to ensure safe ingress and egress from the project site via its multiple driveways, limiting turn-in and turn-out movements from Sepulveda Boulevard, although the carwash access and exit is closer to Venice Boulevard and the public alley to the south, respectively. The project will not require any mitigation measures to reduce impacts on surrounding roadways, intersections, or on-site circulation. Therefore, impacts will be less than significant.				
c)	<u><i>No Impact.</i></u> The project will result in the construction of a new automated drive-through car wash, and also will include a 2,372.6 sq. ft. convenience store, within a single story structure. In addition, there are no components of the project related to air traffic. Therefore, as proposed, the project will not result in any impacts to air traffic patterns.				
d)	<u><i>Less Than Significant Impact.</i></u> The project site is at the intersection of Venice Boulevard and Sepulveda Boulevard, and is already currently equipped with a number of driveways that provide vehicular access to and from the property. The proposed carwash project will be accessory to the existing fueling station, and is located, designed and orientated to make use of the existing access points. Thus no additional circulation changes are proposed and the project will not alter the street configuration in the area. In addition, the project will include signage and striping to inform drivers of the exit paths from the car wash and site. The signage will reduce potential conflicts between traffic entering and exiting the site with normal circulation on surrounding streets. Impacts will be less than significant with regard to design features and compatibility of uses as they relate to traffic and transportation.				
e)	<u><i>Less Than Significant Impact.</i></u> The project will not create impediments to emergency vehicles requiring access to the site. As part of the review by City Staff, Fire Prevention reviewed on-site circulation to determine if the site was accessible for their emergency equipment and determined there would be no significant impacts; a lock box will be required for emergency access. Therefore, impacts related to this issue are less than significant.				
e)	<u><i>No Impact.</i></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. During review by City Staff, the Public Works Department reviewed the project for consistency with the City's bicycle and pedestrian master plan and did not identify any conflicts with this plan. Thus, there are no impacts in this regard.				
Mitigation Measure(s): None Required					

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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), and e)	<u>Less Than Significant Impact.</u> The City of Culver City maintains its own wastewater collection facilities and contracts with the City of Los Angeles for treatment and disposal services, at the Hyperion Treatment Plant. The project will connect to the City's existing wastewater treatment system. The proposed project is not expected to result in a substantial increase beyond the projected development potential, residential population and employment population for that area as identified by the General Plan. Therefore, the project is unlikely to result in a condition which exceeds the current wastewater treatment requirements established by the Regional Water Quality Control Board. In addition the existing wastewater treatment facilities will be able to accommodate anticipated wastewater demands of the project in addition to the provider's existing commitments. The project is subject to the City's Sewer Facility Charge as required by the Public Works Department, which is utilized for infrastructure improvements related to the cumulative use of City infrastructure. Further, water treatment needs of the City are accommodated by the Metropolitan Water District's (MWD) Joseph Jensen Treatment Plant in the City of Los Angeles. The small scale of the project will not necessitate the construction of new facilities. In addition, the proposed project will be required to conform to the City's Green Building Program, which includes the implementation of water saving plumbing features, including the use of waterless urinals, auto flush toilets, and hands free faucets. Through the use of these features and the payment of sewer facility fees, the project impacts on the water and wastewater system will be less than significant.				
c)	<u>Less Than Significant Impact.</u> The City is primarily served by the Los Angeles County Storm Drainage System, and Culver City maintains some of its own storm drains that connect to the County system. The project site is currently developed with a fueling station and the location of the proposed carwash building is currently paves, such that the entire site is generally covered with impervious surfaces. The project site is located within an area that includes existing and adequate storm drainage facilities. A substantial change in surface water runoff patterns is not				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
		expected, and the current multi-jurisdictional system is adequate to serve the proposed project. Therefore, impacts will be less than significant.			
d)		<u>Less Than Significant Impact.</u> The proposed project consists of a small automated drive-through carwash operation, accessory to an existing fueling station. In addition, the project will incorporate water saving features intended to reduce the impact of the project on water resources. The project will not result in the requirement for new water resources or entitlements for water resources.			
f)- g)		<u>Less Than Significant Impact.</u> The project site will be required to provide a trash enclosure, per City requirements, and will be served by the Culver City Sanitation Division with regard to solid waste. The Culver City Sanitation Division operates a transfer station within city limits, which receives a maximum of 500 tons of solid waste per day, with an average of 250 tons of solid waste per day. Solid waste from the transfer station is sent to Puente Hills Landfill, Chiquita Canyon Landfill, or the Southeast Resource Recovery Facility (SERRF). In compliance with the City's Green Building Program, and best practices, the project will incorporate recycling services to reduce the amount of solid waste produced from the site. Based on existing conditions, both landfills serving the site have adequate capacity to accommodate the disposal needs of the facilities. With implementation of waste reduction programs, identified above, impacts on the landfills will be less than significant with the project. As proposed, the project would be in compliance with state, federal, and local statutes and regulations related to solid waste. Therefore, impacts relating to solid waste will be less than significant.			

Mitigation Measure(s): None Required

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 project site is presently paved, with a portion utilized for a gas station facility, and does not contain any fish or wildlife habitat. No known habitat of fish or wildlife species, nor any plant or animal community will be impacted by the proposed project. The project would not result in any significant impacts that would result in the potential degradation of the quality of the environment; therefore, impacts will be less than significant. |
|----|--|

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 project will not result in any impacts that are cumulatively considerable. Any potential cumulative impacts will be substantially reduced to less than significance due to standard code requirements and conditions of approval.				
c)	<u>Less Than Significant Impact.</u> The project will not cause substantially adverse effects on human beings either directly or indirectly. Impacts related to the project will be less than significant.				

Mitigation Measure(s): None Required

XVIII. EARLIER ANALYSES:

None

References Utilized:

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2. City of Culver City Alquist-Priolo Fault Zones Map, City of Culver City. PDF Document. Accessed October 29, 2015. http://culvercity.org/~media/Maps/Map02_Alquist%20Priolo%20pdf.ashx
3. City of Culver City Seismic Hazards Map, City of Culver City. PDF Document. Accessed October 29, 2015. http://culvercity.org/~media/Maps/Map06_Liquefaction_Landslide%20pdf.ashx
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5. Culver City Tsunami Map, City of Culver City. PDF Document. Accessed October 29, 2015. <http://culvercity.org/~media/Maps/TsunamiMap.ashx>
6. Trip Generation Analysis prepared by Kimley Horn, October 22, 2015