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## 918 North Soto Street Project

Case Number: ENV-2018-5432-MND

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**Project Location:** 916, 918, 928, 930 North Soto Street and 2400 East Wabash Avenue, Los Angeles, California, 90033

**Community Plan Area:** Boyle Heights

**Council District:** 14 – de León

**Project Description:** The construction, use, and maintenance of an automatic carwash in conjunction with an existing gasoline service station and the conversion of a 1,140 square-foot auto repair shop and a 550 square-foot snack shop into a 1,690 square-foot convenience store located in the C2-1-CUGU Zone. The project also includes a Conditional Use to allow for the continued sale of beer and wine for off-site consumption. Proposed hours of operation for the convenience store are from 5:00 a.m. to 11:00 p.m., daily and for the sale of beer and wine are from 8:00 a.m. to 10:00 p.m., daily, and for the automatic carwash from 7:00 a.m. to 9:00 p.m., daily.

The applicant is requesting the following approvals from the City:

(1) an Exception from the Clean Up Green Up (CUGU) District regulations pursuant to 13.18 H.4 to allow an automatic carwash within 67 feet from residential zoned property in lieu of 500 feet from residential zoned property;

(2) a Conditional Use pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 W.1 to allow for the continued sale of beer and wine for off-site consumption in conjunction with an existing gasoline service station and the expansion of an existing food store;

(3) Conditional Uses pursuant to LAMC Section 12.24 W.4 to allow for the continuation of an existing Pole Sign, hours of operation for the carwash Monday through Sunday from 7:00 a.m. to 9:00 p.m. in lieu of Monday through Friday from 7:00 a.m. to 7:00 p.m., Saturday 9:00 a.m. to 8:00 p.m., and Sunday 11:00 a.m. to 8:00 p.m., less than 50 percent transparent windows to allow 13 percent of transparency fronting Soto Street and 28 percent fronting Wabash Avenue; a carwash opening that is 67 feet from residential zoned property in lieu of 100 feet from residential zoned property, maintenance of a 0-foot landscaped setback along Wabash Avenue and Soto

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Street in lieu of a 5-foot landscaped setback along street frontages, and the continued 24-hour operation of the existing gasoline sales;

(4) Conditional Uses pursuant to LAMC Section 12.24 W. 27 to allow an automatic carwash within an existing Commercial Corner Development, hours of operation for the new convenience store from 5:00 a.m. to 11:00 p.m. in lieu of 7:00 a.m. to 11:00 p.m., for the continuation of an existing Pole Sign, maintenance of a 0-foot landscaped setback along Wabash Avenue and Soto Street in lieu of a 5-foot landscaped setback along street frontages, less than 50 percent transparent windows and doors to allow 48 percent of transparency fronting Soto Street and 43 percent of transparency fronting Wabash Avenue; and

(5) a Waiver of Dedication and Improvement pursuant to LAMC Section 12.37 I for the south side of Wabash Avenue and for the easterly public alley, which adjoin the project site.

**PREPARED BY:**

The City of Los Angeles  
Department of City Planning

**APPLICANT:**

Milas Hanna, Bob Hanna, Jean Maroun

# INITIAL STUDY

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# INITIAL STUDY

## 1 INTRODUCTION

This Initial Study (IS) document evaluates potential environmental effects resulting from construction and operation of the proposed **New Automatic Carwash and Expanded Convenience Store Project** (“Project”). The proposed Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Los Angeles (City). Based on the analysis provided within this Initial Study, the City has concluded that the Project may result in significant impacts on the environment. This Initial Study and Mitigated Negative Declaration are intended as informational documents and are ultimately required to be adopted by the decision maker prior to project approval by the City.

### 1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project’s approval even if significant environmental effects are anticipated.

An application for the proposed project has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The Department of City Planning, as Lead Agency, has determined that the project is subject to CEQA, and the preparation of an Initial Study is required.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration.

This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006).

## **1.2. ORGANIZATION OF THE INITIAL STUDY**

This Initial Study is organized into four sections as follows:

### **1 INTRODUCTION**

Describes the purpose and content of the Initial Study, and provides an overview of the CEQA process.

### **2 EXECUTIVE SUMMARY**

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the project may have a significant effect on the environment.

### **3 PROJECT DESCRIPTION**

Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.

### **4 EVALUATION OF ENVIRONMENTAL IMPACTS**

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

# INITIAL STUDY

## 2 EXECUTIVE SUMMARY

<b>PROJECT TITLE</b>	<b>918 NORTH SOTO STREET</b>
ENVIRONMENTAL CASE NO.	<b>ENV-2018-5432-MND</b>
RELATED CASES	APCE-2018-5431-SPE-CU-CUB-WDI

<b>PROJECT LOCATION</b>	
COMMUNITY PLAN AREA	BOYLE HEIGHTS
GENERAL PLAN DESIGNATION	HIGHWAY ORIENTED AND LIMITED COMMERCIAL
ZONING	C2-1-CUGU
COUNCIL DISTRICT	14 – DE LEÓN

<b>LEAD AGENCY</b>	<b>CITY OF LOS ANGELES</b>
STAFF CONTACT	MONIQUE ACOSTA
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PHONE NUMBER	(213) 978-1173
EMAIL	MONIQUE.ACOSTA@LACITY.ORG

<b>APPLICANT</b>	MILAS HANNA, BOB HANNA, JEAN MAROUN
ADDRESS	425 WEST ORANGE GROVE AVENUE, SIERRA MADRE, CA 91024
PHONE NUMBER	(562) 434-2835

## PROJECT DESCRIPTION

The construction, use, and maintenance of an automatic carwash in conjunction with an existing gasoline service station and the conversion of a 1,140 square-foot auto repair shop and a 550 square-foot snack shop into a 1,690 square-foot convenience store located in the C2-1-CUGU Zone.

(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

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## ENVIRONMENTAL SETTING

The subject property is located at the intersection of Wabash Avenue and Soto Street on the southeast corner. The subject property is a corner rectangular lot with 106 feet of frontage along the southerly side of Wabash Avenue, 142 feet of frontage along the easterly side of Soto Street, with a depth of 131 feet for a total lot size of 22,146 square feet. The site is zoned C2-1-CUGU and designated Highway Oriented and Limited Commercial in the Boyle Heights Community Plan. The site is currently improved with an existing gasoline service station, a 1,140 square-foot auto repair shop and a 550 square-foot snack shop.

The subject site is a rectangular-shaped, 22,146 square-foot site with an ascending grade to the southeast. The surrounding area is characterized by improved streets that ascend upward to the south on Soto Street and to the east on Wabash Avenue. Properties to the north, across Wabash Avenue, are zoned C2-1-CUGU, RD1.5-1-CUGU, R2-1-CUGU, PF-1XL-CUGU and designated Highway Oriented and Limited Commercial, Low Medium I Residential and Low Medium II Residential, and Public Facilities, respectively. These properties are developed with a gasoline service station, restaurant, one- to two-story multi-family residential structures, a new four-story hotel that is currently under construction and the San Bernardino Interstate 10 Freeway. Properties to the south, are zoned C2-1-CUGU, R3-1-CUGU, and R2-1-CUGU and designated Highway Oriented and Limited Commercial and Medium Residential. These properties are developed with one-story commercial buildings that include a laundromat, hair salon, corner market, and one- to two-story multi-family residential structures. Properties to the west, across Soto Street, are zoned C2-1-CUGU, R3-2-CUGU, R2-1-CUGU, PF-1XL-CUGU and designated Highway Oriented and Limited Commercial, Medium Residential, Low Medium I Residential, and Public Facilities, respectively. These properties are developed with one- to three-story multi-family residential structures and the San Bernardino 10 Freeway Soto Street off-ramp. Properties to the east, are zoned R3-1-CUGU and RD1.5-1-CUGU and designated Medium Residential and Low Medium II Residential, respectively. These properties are developed with one- to two-story multi-family residential structures. The site’s east property line abuts a paper alley that is 15 feet wide.

The subject site is located within the Bureau of Engineering (BOE) Special Grading Area, a methane zone, within 0.92 kilometers from the Upper Elysian Park Fault Zone. The site is not within a designated Hillside, airport hazard, coastal zone, farmland, fire hazard severity zone, hazardous waste site, alquist-priolo fault zone, landslide, liquefaction, fault rupture, or tsunami inundation zone. There are no on-site trees or street trees in the adjacent public right-of-way.

(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

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**OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED**  
(e.g. permits, financing approval, or participation agreement)

None.

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## 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.

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Aesthetics            | <input type="checkbox"/> Greenhouse Gas Emissions      | <input type="checkbox"/> Public Services                      |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation                           |
| <input type="checkbox"/> Air Quality                      | <input type="checkbox"/> Hydrology / Water Quality     | <input type="checkbox"/> Transportation                       |
| <input type="checkbox"/> Biological Resources             | <input type="checkbox"/> Land Use / Planning           | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Cultural Resources    | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Utilities / Service Systems          |
| <input type="checkbox"/> Energy                           | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Wildfire                             |
| <input type="checkbox"/> Geology / Soils                  | <input type="checkbox"/> Population / Housing          | <input type="checkbox"/> Mandatory Findings of Significance   |

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## DETERMINATION

(To be completed by the Lead Agency)

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 on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find 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 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.

Monique Acosta  
PRINTED NAME

City Planning Associate  
TITLE

*Monique Acosta*  
SIGNATURE

June 15, 2021  
DATE

## EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

# INITIAL STUDY

## 3 PROJECT DESCRIPTION

### 3.1 PROJECT SUMMARY

The construction, use, and maintenance of an automatic carwash in conjunction with an existing gasoline service station and the conversion of a 1,140 square-foot auto repair shop and a 550 square-foot snack shop into a 1,690 square-foot convenience store located in the C2-1-CUGU Zone.

### 3.2 ENVIRONMENTAL SETTING

#### 3.2.1 Project Location

The subject site (916, 918, 928, 930 North Soto Street and 2400 East Wabash Avenue) is located within the Boyle Heights Community Plan in the City of Los Angeles. The subject site is located at the intersection of Wabash Avenue and Soto Street on the southeast corner. The subject property is a corner rectangular lot with 106 feet of frontage along the southerly side of Wabash Avenue, 142 feet of frontage along the easterly side of Soto Street, with a depth of 131 feet for a total lot size of 22,146 square feet. Proposed hours of operation for the convenience store are from 5:00 a.m. to 11:00 p.m., daily and for the sale of beer and wine are from 8:00 a.m. to 10:00 p.m., daily, and for the automatic carwash from 7:00 a.m. to 9:00 p.m., daily.

#### 3.2.2 Existing Conditions

The subject site is a rectangular-shaped, 22,146 square-foot site with an ascending grade to the southeast. The site is currently improved with an existing gasoline service station, a 1,140 square-foot auto repair shop and a 550 square-foot snack shop. The site is zoned C2-1-CUGU and designated Highway Oriented and Limited Commercial. The property is located within the Bureau of Engineering (BOE) Special Grading Area, a methane zone, within 0.92 kilometers from the Upper Elysian Park Fault Zone. The site is not within a designated Hillside, airport hazard, coastal zone, farmland, fire hazard severity zone, hazardous waste site, alquist-priolo fault zone, landslide, liquefaction, fault rupture, or tsunami inundation zone. There are no on-site trees or street trees in the adjacent public right-of-way.

#### 3.2.3 Surrounding Land Uses

The site is located along the southerly side of Wabash Avenue, along the easterly side of Soto Street, on the southeast corner of Wabash Avenue and Soto Street in the Boyle Heights Community Plan Area, approximately 370 feet to the south of the San Bernardino Interstate 10 Freeway. Wabash Avenue is designated as an Avenue II with a designated right-of-way width of 86 feet and designated roadway width of 56 feet. Soto Street is designated as an Avenue II with a designated right-of-way width of 86 feet and designated roadway width of 56 feet.

The surrounding area is characterized by improved streets that ascend upward to the south on Soto Street and to the east on Wabash Avenue. Properties to the north, across

Wabash Avenue, are zoned C2-1-CUGU, RD1.5-1-CUGU, R2-1-CUGU, PF-1XL-CUGU and designated Highway Oriented and Limited Commercial, Low Medium I Residential and Low Medium II Residential, and Public Facilities, respectively. These properties are developed with a gasoline service station, restaurant, one- to two-story multi-family residential structures, a new four-story hotel that is currently under construction and the San Bernardino Interstate 10 Freeway. Properties to the south, are zoned C2-1-CUGU, R3-1-CUGU, and R2-1-CUGU and designated Highway Oriented and Limited Commercial and Medium Residential. These properties are developed with one-story commercial buildings that include a laundromat, hair salon, corner market, and one- to two-story multi-family residential structures. Properties to the west, across Soto Street, are zoned C2-1-CUGU, R3-2-CUGU, R2-1-CUGU, PF-1XL-CUGU and designated Highway Oriented and Limited Commercial, Medium Residential, Low Medium I Residential, and Public Facilities, respectively. These properties are developed with one- to three-story multi-family residential structures and the San Bernardino 10 Freeway Soto Street off-ramp. Properties to the east, are zoned R3-1-CUGU and RD1.5-1-CUGU and designated Medium Residential and Low Medium II Residential, respectively. These properties are developed with one- to two-story multi-family residential structures. The site's east property line abuts a paper alley that is 15 feet wide.

### **3.3 DESCRIPTION OF PROJECT**

#### **3.3.1 Project Overview**

The project proposes the construction, use, and maintenance of a new automatic carwash in conjunction with an existing gasoline service station and the conversion of a 1,140 square-foot auto repair shop and a 550 square-foot snack shop into a 1,690 square-foot convenience store. The new automatic carwash will be 19 feet 6 inches in height to the top of the parapet. The conversion of the auto repair shop and snack shop to a convenience store will include interior and exterior improvements to accommodate the convenience store use. The project will consist of 200 cubic yards of dirt to be exported.

The requested entitlements include a Specific Plan Exception from the Clean Up Green Up Ordinance, Conditional Use Permits (CUP), and a Waiver of Dedication and Improvement of the Public Right of Way (WDI) pursuant to the Clean Up Green Up Ordinance No. 184,246 and Sections 13.18 H.4, 12.24 W.1, 12.24 W.4, 12.24 W.27, and 12.37 W.1 of the Los Angeles Municipal Code (LAMC) respectively.

#### **3.3.2 Design and Architecture**

The project proposes a new 1,099 square-foot automatic carwash and the conversion of a 1,140 square-foot auto repair shop and a 550 square-foot snack shop into a 1,690 square-foot convenience store. The building façade materials of the carwash and convenience store include stucco in a sand float and smooth texture finish, clay tile, concrete panels, aluminum storefronts, glazing and sunshade canopies above doors.

#### **3.3.3 Landscaping**

The project proposes to maintain the existing landscaping at the property's northwest corner, along the east property line and south property line. The project proposes new landscaping along the west property line adjacent to Soto Street that is 22 feet 11 inches in length and 6 feet in width.

### **3.3.4 Access, Circulation, and Parking**

The site consists of two driveways on Soto Street that are each 39 feet in width and two driveways on Wabash Avenue that are each approximately 39 feet 5 inches in width. The project proposes to maintain the existing driveways. The pedestrian access to the new convenience store will be located along west façade facing Soto Street. The vehicle entrance to the new automatic carwash will be located along the east façade facing the paper alley and the vehicle exit is along the west façade facing Soto Street. The vehicle entrance for the new automatic carwash is approximately 67 feet to the easterly residentially zoned property and the vehicle exit is approximately 35 feet 3 inches to the westerly property line adjacent to Soto Street. The project is required to provide 8 vehicle parking spaces and provides 11 vehicle parking spaces. The project is required to and provides 2 short-term and 2 long-term bicycle parking spaces.

### **3.3.5 Lighting and Signage**

All lighting on the upper levels would be shielded and focused on the Project Site and directed away from the neighboring land uses. The project will include architectural features and facades with a low level of reflectivity. The project includes a Conditional Use Permit for the continuation of an existing Pole Sign. All additional future signs shall be reviewed by the Department of Building and Safety for compliance with the LAMC.

### **3.3.6 Sustainability Features**

The project is designed to meet the latest in California/Uniform building codes, Title 24, and Cal-Green.

### 3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the project. The Mitigated Negative Declaration will analyze impacts associated with the project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the project. The discretionary entitlements, reviews, permits and approvals required to implement the project include, but are not necessarily limited to, the following:

- Pursuant to LAMC Section 13.18 H.4, an Exception from the CUGU District regulations to allow an automatic carwash within 67 feet from residential zoned property in lieu of 500 feet from residential zoned property.
- Pursuant to LAMC Section 12.24 W.1, a Conditional Use to allow for the continued sale of beer and wine for off-site consumption in conjunction with the expansion of an existing food store.
- Pursuant to LAMC Section 12.24 W.4, a Conditional Use to allow for the continuation of an existing Pole Sign, hours of operation for the carwash Monday through Sunday from 7:00 a.m. to 9:00 p.m. in lieu of Monday through Friday from 7:00 a.m. to 7:00 p.m., Saturday 9:00 a.m. to 8:00 p.m., and Sunday 11:00 a.m. to 8:00 p.m., less than 50 percent transparent windows to allow 13 percent of transparency fronting Soto Street and 28 percent fronting Wabash Avenue; a carwash opening that is 67 feet from residential zoned property in lieu of 100 feet from residential zoned property, maintenance of a 0-foot landscaped setback along Wabash Avenue and Soto Street in lieu of a 5-foot landscaped setback along street frontages, the continued 24-hour operation of the existing gasoline sales.
- Pursuant to LAMC Section 12.24 W.27, a Conditional Use to allow an automatic carwash within an existing Commercial Corner Development, hours of operation for the new convenience store from 5:00 a.m. to 11:00 p.m. in lieu of 7:00 a.m. to 11:00 p.m., for the continuation of an existing Pole Sign, maintenance of a 0-foot landscaped setback along Wabash Avenue and Soto Street in lieu of a 5-foot landscaped setback along street frontages, less than 50 percent transparent windows and doors to allow 48 percent of transparency fronting Soto Street and 43 percent of transparency fronting Wabash Avenue.
- Pursuant to LAMC Section 12.37 I, a Waiver of Dedication and Improvement pursuant to 12.37 I for the south side of Wabash Avenue and for the easterly public alley, which adjoin the project site.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

# INITIAL STUDY

## 4 ENVIRONMENTAL IMPACT ANALYSIS

### I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099 would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### a) Have a substantial adverse effect on a scenic vista?

**No Impact.** A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. An impact on a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected.

The subject site is located on the southeast corner of Soto Street and Wabash Avenue in the Boyle Heights Community Plan. The project locale is a fully urbanized setting along Soto Street, a major roadway that is not designated as a scenic route or corridor of any kind and is within approximately 370 feet of the San Bernardino Interstate 10 Freeway. There is a mixture of building forms, parking lots, overhead utility lines, signs, paved streets, and ornamental landscaping that dominate the local visual character along Soto Street and Wabash Avenue, and beyond the project site. There are no focal points or panoramic views or scenic vistas in this area. There are no conditions that represent the attributes of a scenic corridor as defined in the Open Space Element of the General Plan. Additionally, Soto Street and Wabash Avenue are not identified as a scenic highway in Exhibit B2 of the Conversation Element. The project proposes to maintain the existing gasoline service station, convert a 1,140 square-foot auto repair shop and a 550 square-foot snack shop into a 1,690 square-foot convenience store, and construct a new automatic carwash. The converted convenience store would be no taller than 22 feet and the new automatic carwash would be no taller than 19.5 feet. Project implementation would not obstruct any views of unique scenic vistas or focal points. Therefore, the proposed project would not have an adverse effect on a scenic vista and there would be no impact.

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state scenic highway?**

**No Impact.** A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles' General Plan Mobility Element (Citywide General Plan Circulation System Maps) as well as the CalTrans website at <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways> indicates that no State-designated scenic highways are located near the project site. Therefore, no impacts related to a State scenic highway would occur.

**c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

**Less than Significant Impact.** A significant impact may occur if the project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The surrounding neighborhood is developed with residential and commercial uses. However, the site is located within the Clean Up Green Up (CUGU) supplemental use district as regulated under LAMC Section 13.18. As such, a Subject Use (carwash) adjacent to a Publicly Habitable Space (residential) is subject to development regulations that impact aesthetics, such as site planning, signage, landscaping, and storage. Additionally, the project is subject to development standards for Commercial Corner Developments. The applicant is seeking a Conditional Use Permit for relief from development standards for landscaping and window transparency. With compliance with CUGU and Commercial Corner Development standards in combination with the approval of the Conditional Use Permit and the implementation of conditions of approval, the project would comply with regulations governing scenic quality.



The project would be required to comply with all applicable building code requirements, including the Los Angeles Municipal Code (LAMC), which requires every building, structure or portion thereof, to be maintained in a safe and sanitary condition and good repair, and free from debris, rubbish, garbage, trash, overgrown vegetation or other similar material. In addition, the removal of graffiti is required pursuant to LAMC Section 91.8104.15, which requires that the exterior of all building and fences shall be free from graffiti when such graffiti is visible from a street or alley. The City also requires the applicant to affix or paint a plainly visible sign, on publicly accessible portions of the construction barriers, with the following language: "POST NO BILLS." Such language shall appear at intervals of no less than 25 feet along the length of the publicly accessible portions of the barrier. The applicant is responsible for maintaining the visibility of the required signage and for maintaining construction barrier free and clear of any unauthorized signs within 48 hours of occurrence. Therefore, impacts would be less than significant.

**d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?**

**Less than Significant Impact with Mitigation Incorporated.** A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. Due to the urbanized nature of the areas, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed project is subject to the non-residential Light Pollution Reduction standards in the Green Building Code of the LAMC, which requires all outdoor lighting systems to be directed away from the window of any residential uses. The proposed project would be required to comply with Mitigation Measure A-1, which is a feasible measure to control glare impacts to adjacent residential properties from the proposed project. Therefore, with implementation of the Light Pollution Reduction standards in the Green Building Code and Mitigation Measure A-1, potentially significant impacts would be less than significant with mitigation incorporated.

**Mitigation Measure A-1**

A-1: The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

## II. AGRICULTURE AND FORESTRY 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 Department 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.*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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?**

**No Impact.** A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site consists of an existing gasoline service station, 1,140 square-foot auto repair shop, and a 550 square-foot snack shop. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. In addition, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Therefore, no impact would occur.

**b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Contract. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Contract. Therefore, no impact would occur.

**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))?**

**No Impact.** A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

**d) Result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

**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?**

**No Impact.** A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impact would occur.

### III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### a) Conflict with or obstruct implementation of the applicable air quality plan?

**Less than Significant Impact.** The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2016 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City’s Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, impacts would be less than significant.

#### b) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?

**Less than Significant Impact.** A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Based on published studies for similar projects, during the construction phase the

proposed project would not likely exceed the regional SCAQMD significance thresholds for emissions of Carbon Monoxide (CO), Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Particulate Matter (PM10 and PM2.5), and Sulfur Dioxide (SOx). Therefore, regional emission impacts for the proposed project would be less than significant for all construction phases. Motor vehicles that access the project site would be the predominant source of long-term project operations emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. The project would be subject to Regulatory Compliance Measures, which reduce the impacts of operational and construction regional emissions. As such, the proposed project would result in a less than significant impact.

**c) Expose sensitive receptors to substantial pollutant concentrations?**

**Less than Significant Impact.** A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities. The surrounding area is developed with a mix of uses. Properties to the north, across Wabash Avenue, are developed with a gasoline service station, restaurant, one- to two-story multi-family residential structures, a new four-story hotel that is currently under construction and the San Bernardino Interstate 10 Freeway. Properties to the south are developed with one-story commercial buildings that include a laundromat, hair salon, corner market, and one- to two-story multi-family residential structures. Properties to the west, across Soto Street, are developed with one- to three-story multi-family residential structures and the San Bernardino 10 Freeway Soto Street off-ramp. Properties to the east are developed with one- to two-story multi-family residential structures. The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of maximum daily-localized construction emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These apply to projects that are less than or equal to five acres in size and are only applicable to Repairable Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoiding siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The location of the proposed project would be consistent with the CARB recommendations for locating new sensitive receptors. Therefore, the proposed project would result in a less than significant impact.

**d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

**Less than Significant Impact.** Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would not result in a less than significant impact related to objectionable odors.

## IV. BIOLOGICAL RESOURCES

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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 Wildlife or US Fish and Wildlife Service?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**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 Wildlife or U.S. Fish and Wildlife Service?**

**No Impact.** A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in a highly urbanized area on the southeast corner of Wabash Avenue and Soto Street, approximately 370 feet to the south of the San Bernardino Interstate 10 Freeway. There are no protected trees onsite, non-protected trees onsite or street trees. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code. Thus, the project applicant shall comply with the Regulatory Compliance Measures to ensure that no significant impacts to nesting birds or sensitive biological species or habitat would occur. Therefore, no impact would occur.

**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 Wildlife or U.S. Fish and Wildlife Service?**

**No Impact.** A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.

**c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and developed with residential, institutional, and commercial uses. Therefore, the proposed project would not have any 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, and no impacts would occur.

**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?**

**No Impact.** A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.

**e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**No Impact.** A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). There are no protected trees onsite, non-protected trees onsite or street trees. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Both the MBTA and CDFW protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and no impacts would occur.

**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?**

**No Impact.** The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.



## V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) Cause a substantial adverse change in the significance of a historical resource as pursuant to State CEQA Guidelines §15064.5?**

**No Impact.** A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historical resources. The project includes the construction, use, and maintenance of an automatic carwash in conjunction with an existing gasoline service station and the conversion of a 1,140 square-foot auto repair shop and a 550 square-foot snack shop into a 1,690 square-foot convenience store. However, no structures have been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. In addition, the site was not found to be a potential historic resource based on SurveyLA, the citywide survey of Los Angeles or the City’s HistoricPlacesLA website. Therefore, no impact would occur.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?**

**Less than Significant Impact with Mitigation Incorporated.** A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Per Regulatory Compliance Measures, personnel of the

proposed project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

Additionally, research was conducted through the California Historic Resources Information System (CHRIS) and Native American Heritage Commission (NAHC) Sacred Lands File. The CHRIS report dated January 13, 2021 (Appendix C-1) shows that there are: 1 archaeological resource within a 0.5-mile project radius, 17 built-environment resources within a 0.5-mile project radius, 2 reports and studies within the project area, 11 reports and studies within a 0.5-mile project radius, 20 OHP Built Environment Resources Directory (BERD) 2019 within a 0.25-mile project radius, and 1 California Register of Historical Resources (CAL REG) 2019 within a 0.25-mile project radius. The NAHC Sacred Lands File dated December 3, 2020 (Appendix C-1) states that a records search was conducted for the project site and the results were positive.

On July 2, 2020, the City began the AB 52 consultation with the Gabrieleno Band of Mission Indians – Kizh Nation who requested a formal request for tribal consultation under the provisions of CEQA for the mitigation of potential impacts to tribal cultural resources, see Section XVIII. Tribal Cultural Resources in this Initial Study. After analyzing correspondence from the Kizh Nation and the positive results from the CHRIS report and NAHC Sacred Lands File, the City concluded the AB 52 consultation on March 23, 2021 and imposed a mitigation measure as a condition on the project, which is a modified version of the City's standard mitigation measure that incorporates several of the provisions and requirements from the Gabrieleno Band of Mission Indians – Kizh Nation mitigation measures. The proposed project would be required to comply with Mitigation Measure TCR-1. With the implementation of Regulatory Compliance Measures and TCR-1, impacts would be less than significant.

#### Mitigation Measure TCR-1

TCR-1: Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain qualified tribal monitors/consultants from the Gabrieleno Band of Mission Indians Kizh-Nation and a qualified archaeologist/archaeological monitor. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil, pavement removal, grubbing, tree removals, boring or a similar activity at the project site. Any tribal monitor/consultant shall be approved by the Gabrieleno Band of Mission Indians-Kizh Nation Tribal Government. A qualified archaeologist/archaeological monitor shall be identified as principal personnel who must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California. The archaeologist shall ensure that all other personnel associated with and hired for the archaeological monitoring are appropriately trained and qualified.

While any ground disturbance activities are taking place, the archaeological and tribal monitors/consultants shall observe all ground disturbance activities on the project site at all times. If ground disturbance activities are simultaneously

occurring at multiple locations on the project site, an archaeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the City has determined that the Project site has a low potential for impacting tribal cultural resources after consultation with the tribal monitor/consultant and archaeologist.

Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor/consultant, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that includes information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the project site, for City inspection, documentation establishing the WEAP training was completed for all members of the construction crew involved in ground disturbance activities.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the archaeologist, in consultation with the tribal monitor/consultant approved by the Gabrieleno Band of Mission Indians-Kizh Nation, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities in the immediate vicinity of the find until the find can be assessed by the archaeologist and tribal monitor/consultant.
2. If the archaeologist and tribal monitor/consultant determine the resources are Native American in origin, the Gabrieleno Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes.
3. The Applicant, or its successor, shall implement the tribe's recommendations if the archaeologist, in consultation with the tribal monitor/consultant, reasonably conclude that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the Gabrieleno Band of Mission Indians-Kizh Nation, the archaeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any

applicable federal, state or local law, rule or regulation. Any discrepancies between the implementation of the recommendations shall be resolved through the City as the Lead Agency, in consultation with the archaeologist and tribal monitor/consultant.

5. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the archaeologist and tribal monitor/consultant and determined to be reasonable and appropriate.
6. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 4 above.
7. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
8. Notwithstanding paragraph 7 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, Section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.
9. Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken.

**c) Disturb any human remains, including those interred outside of formal cemeteries?**

**Less than Significant Impact with Mitigation Incorporated.** A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to.

Additionally, research was conducted through the California Historic Resources Information System (CHRIS) and Native American Heritage Commission (NAHC) Sacred Lands File. The CHRIS report dated January 13, 2021 (Appendix C-1) shows that there are: 1 archaeological resource within a 0.5-mile project radius, 17 built-environment resources within a 0.5-mile project radius, 2 reports and studies within the project area, 11 reports and studies within a 0.5-mile project radius, 20 OHP Built Environment Resources Directory (BERD) 2019 within a 0.25-mile project radius, and 1 California Register of Historical Resources (CAL REG) 2019 within a 0.25-mile project radius. The NAHC Sacred Lands File dated December 3, 2020 (Appendix C-1) states that a records search was conducted for the project site and the results were positive.

On July 2, 2020, the City began the AB 52 consultation with the Gabrieleno Band of Mission Indians – Kizh Nation who requested a formal request for tribal consultation under the provisions of CEQA for the mitigation of potential impacts to tribal cultural resources, see Section XVIII. Tribal Cultural Resources in this Initial Study. After analyzing correspondence from the Kizh Nation and the positive results from the CHRIS report and NAHC Sacred Lands File, the City concluded the AB 52 consultation on March 23, 2021 and imposed a mitigation measure as a condition on the project, which is a modified version of the City's standard mitigation measure that incorporates several of the provisions and requirements from the Gabrieleno Band of Mission Indians – Kizh Nation mitigation measures. The proposed project would be required to comply with Mitigation Measure TCR-1. With the implementation of Regulatory Compliance Measures and TCR-1, impacts would be less than significant.

**Mitigation Measure TCR-1**

TCR-1: Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain qualified tribal monitors/consultants from the Gabrieleno Band of Mission Indians Kizh-Nation and a qualified archaeologist/archaeological monitor. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil, pavement removal, grubbing, tree removals, boring or a similar

activity at the project site. Any tribal monitor/consultant shall be approved by the Gabrieleno Band of Mission Indians-Kizh Nation Tribal Government. A qualified archaeologist/archaeological monitor shall be identified as principal personnel who must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California. The archaeologist shall ensure that all other personnel associated with and hired for the archaeological monitoring are appropriately trained and qualified.

While any ground disturbance activities are taking place, the archaeological and tribal monitors/consultants shall observe all ground disturbance activities on the project site at all times. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archaeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the City has determined that the Project site has a low potential for impacting tribal cultural resources after consultation with the tribal monitor/consultant and archaeologist.

Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor/consultant, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that includes information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the project site, for City inspection, documentation establishing the WEAP training was completed for all members of the construction crew involved in ground disturbance activities.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the archaeologist, in consultation with the tribal monitor/consultant approved by the Gabrieleno Band of Mission Indians-Kizh Nation, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities in the immediate vicinity of the find until the find can be assessed by the archaeologist and tribal monitor/consultant.
2. If the archaeologist and tribal monitor/consultant determine the resources are Native American in origin, the Gabrieleno Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and

curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes.

3. The Applicant, or its successor, shall implement the tribe's recommendations if the archaeologist, in consultation with the tribal monitor/consultant, reasonably conclude that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the Gabrieleno Band of Mission Indians-Kizh Nation, the archaeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation. Any discrepancies between the implementation of the recommendations shall be resolved through the City as the Lead Agency, in consultation with the archaeologist and tribal monitor/consultant.
5. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the archaeologist and tribal monitor/consultant and determined to be reasonable and appropriate.
6. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 4 above.
7. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
8. Notwithstanding paragraph 7 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, Section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.
9. Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken.

## VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

**Less than Significant Impact.** The proposed project would be subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified. Therefore, impacts would be less than significant.

**b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**Less than Significant Impact.** The project involves the grading of an existing surface parking lot and the construction, use, and maintenance of a new automatic carwash and the conversion of an auto repair shop and snack shop to a convenience store. As stated above, the project's improvements and operations would be in accordance with applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which imposes energy conservation measures. As such, impacts would be less than significant.



## VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

The project will consist of 200 cubic yards of cut, zero cubic yards of fill, zero cubic yards of import, and 200 cubic yards of export. The project will cut approximately eight (8) feet below the existing grade in order to accommodate water clarifiers and the foundation for the carwash.

**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.**

**Less than Significant Impact.** A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The subject site is not within an Alquist-Priolo Earthquake Fault Zone or other designated fault zone. The nearest Active Fault Near-Source Zone, Upper Elysian Park, is located approximately 0.92 km from the project site. Thus, the potential for fault rupture at the project site would be considered low. The project would involve the construction of a new automatic carwash and the conversion of an auto repair shop and snack shop into a convenience store to be utilized for commercial purposes in accordance with allowed uses in the C2 Zone and no proposed uses would have the potential to directly or indirectly exacerbate existing potential for fault rupture. Therefore, impacts would be less than significant.

**ii) Strong seismic ground shaking?**

**Less than Significant Impact.** A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local Building Codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.

**iii) Seismic-related ground failure, including liquefaction?**

**Less than Significant Impact.** A significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. While the subject site is not located within a Liquefaction Zone, specific RCMs in the City of Los Angeles regulate the grading and construction of projects in these particular types of locations and will reduce any potential impacts to less than significant. RCMs include the Uniform Building Code Chapter 18, Division 1, Section 1804.5: Liquefaction Potential and Soil Strength Loss. These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment the project is located. Therefore, impacts related to

seismic-related ground failure, including liquefaction, would be less than significant.

**iv) Landslides?**

**No Impact.** A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for this area shows the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.

**b) Result in substantial soil erosion or the loss of topsoil?**

**Less than Significant Impact.** A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. The project will consist of 200 cubic yards of cut and 200 cubic yards of export. The project will cut approximately eight (8) feet below the existing grade in order to accommodate water clarifiers and the foundation for the car wash. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC. Therefore, a less than significant impact would occur with respect to erosion or 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?**

**Less than Significant Impact.** A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide; see Response to Checklist Question VII a-b for these issues. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit E and/or the Environmental and Public Facilities Map (1996), the project site is not identified as being located in an oil field or within an oil drilling district. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant.

**d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

**No Impact.** A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Therefore, there would be no impact related to expansive soils.

**e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No Impact.** A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, there would be no impact.

**f) . Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less than Significant Impact.** A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, impacts would be less than significant.

## VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

**Less than Significant Impact.** Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.

### b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

**Less than Significant Impact.** A significant impact would occur if the proposed project conflicted with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases (GHG). The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2016-2040 RTP/SCS focuses most of the new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and

transportation planning decisions that reduce vehicle miles traveled, which contribute to GHG emissions, as required by AB 32. The project would provide infill development proximate to a major transportation corridor (i.e., Pico Boulevard) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2016-2040 RTP/SCS. The proposed project, therefore, would be consistent with statewide, regional, and local goals and policies aimed at reducing GHG emissions and would result in a less than significant impact related to plans that target the reduction of GHG emissions.

## IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less than Significant Impact.** A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in retail/commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As an automatic carwash and convenience store, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use or disposal. Significant hazards are not anticipated as long as the commercial operator can store, use, and dispose of hazardous materials in accordance with manufacturers' instructions and handle in compliance with applicable federal, State, and local regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. Thus, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, impacts would be less than significant.

**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?**

**Less than Significant Impact.** A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The existing multi-family residential building on the project site was built in 1966 and may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). The partial demolition and improvements to this building would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required, resulting in a less than significant 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?**

**Less than Significant Impact.** Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. There is no existing or proposed school located within one-quarter mile of the project site. The proposed project is a new automatic carwash and convenience store. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in retail/commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. All hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. With this compliance, the proposed project would result in a less than significant impact.



**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?**

**No Impact.** A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor on September 8, 2020, did not identify any records of hazardous waste facilities on the project site. Therefore, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.

**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 or excessive noise for people residing or working in the project area?**

**No Impact.** A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private airstrips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.

**f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan. The proposed project is located on Soto Street, which is designated as a selected disaster route (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996). However, the proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

**g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

**No Impact.** A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is in a highly urbanized area of the City and the area surrounding the project site is completely developed. The project site is not located within a Very High Fire Hazard Severity Zone, nor is it located within a wildland fire hazard area. Therefore, the project would not directly or indirectly expose people or structures to a significant risk of loss, injury, death because of exposure to wildland fires. As such, impacts related to wildland fires would be less than significant.

## X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off-site;				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				
iii. 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; or				
iv. Impede or redirect flood flows?				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

**Less than Significant Impact.** A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). Stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The ordinances contain requirements for construction activities and operation of projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less than significant impacts.

**b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**Less than Significant Impact.** A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Given the project does not propose subterranean levels, excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. Therefore, the project would not require direct additions or withdrawals of groundwater. Therefore, the impact on groundwater supplies or groundwater recharge would be less than significant.

**c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

**i. Result in substantial erosion or siltation on- or off-site;**

**Less than Significant Impact.** A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in

flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. The existing site is improved with impermeable surface and will not expand the impermeable surface beyond what is currently existing. As such, the new development would not substantially change existing drainage patterns. Therefore, the proposed project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site flooding.

**ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**

**Less than Significant Impact.** A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. The existing site is improved with impermeable surface and will not expand the impermeable surface beyond what is currently existing. As such, the new development would not substantially change existing drainage patterns. Therefore, the proposed project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site flooding.

**iii. 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; or**

**Less than Significant Impact.** A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Site-generated surface water runoff would continue to flow to the City's storm drain system. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. The existing site is improved with impermeable surface and will not expand the impermeable surface beyond what is currently existing. As such, the new development would not substantially change existing drainage patterns. Therefore, the proposed project would result in less than significant impacts related to existing storm drain capacities or water quality.

**iv. Impede or redirect flood flows?**

**No Impact.** A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According

to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F and NavigateLA, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project is not located in such areas, and no impact related to flood zones would occur.

**d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**No Impact.** A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 18 miles east of the Pacific Ocean. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.

**e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**No Impact.** Potential pollutants generated by the project would be typical of commercial land uses and may include sediment, nutrients, pesticides, pathogens, trash and debris, oil, grease, and metals. The implementation of BMPs required by the City's LID Ordinance would target these pollutants that could potentially be carried in stormwater runoff. Implementation of the LID measures on the project site would result in an improvement in surface water quality runoff as compared to existing conditions. As such, the project would not conflict with or obstruct any water quality control plans for the Los Angeles River. With compliance of existing regulatory requirements and implementation of LID BMPs, the project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan. Impacts would be less than significant.

## XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a) Physically divide an established community?

**Less than Significant Impact.** A significant impact would occur if the proposed project would be sufficiently large or configured in such a way to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project is for the construction of a new automatic carwash and the conversion of an auto repair shop and snack shop to a convenience store and would not divide an established community. Therefore, the impact would be less than significant.

### b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

**Less than Significant Impact.** A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Boyle Heights Community Plan Area. The site is zoned C2-1-GUGU, with a General Plan land use designation of Highway Oriented and Limited Commercial. The project proposes the construction of a new automatic carwash and the conversion of an auto repair shop and snack shop to a convenience store. Commercial uses are permitted on C2 Zoned lots; however, Ordinance No. 184,246 (Clean Up Green Up) does not allow the proposed use. Additionally, the LAMC Commercial Corner and Automotive Use regulations apply to the applicant's request regarding the pole sign, hours of operation, landscaping, and design. The decision makers will determine whether discretionary requests will conflict with applicable plans and policies. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.

## XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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?**

**No Impact.** A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. According to the Conservation Element of the City of Los Angeles General Plan, Mineral Resources, Exhibit A, the project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

**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?**

**No Impact.** A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. According to the Conservation Element of the City of Los Angeles General Plan, Mineral Resources, Exhibit A, the project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

### XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Less than Significant Impact.** A significant impact would occur if exposure of persons to or generation of noise levels are in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The potential for excessive noise would be further reduced with the following applicable RCM RC-NO-1, which requires compliance with the City of Los Angeles Noise Ordinance No. 161,574, and any subsequent ordinances which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Moreover, a Noise Impact Study by MD Acoustics, LLC, dated November 8, 2018 (Appendix A-1), found that incorporation of the best available noise reduction methods will minimize impacts and no enhanced noise mitigation is required. Therefore,



with implementation of the referenced RCM and other applicable noise RCMs, potentially significant impacts would be less than significant.

**b) Generation of, excessive groundborne vibration or groundborne noise levels?**

**Less than Significant Impact.** Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The piece of equipment with the most potential to cause vibratory impact is the truck. According to the FTA Noise and Vibration Impact Assessment manual, a loaded truck has a PPV of 0.76 in/sec (86VdB) at 25 feet. The nearest vibration-sensitive building is located 25 feet from the center of the car wash. Therefore, the maximum transient Peak Particle Velocity (PPV) at the nearest noise-sensitive location is 0.25 in/sec (86Vdb) for the truck. These levels have no likely damage or annoyance impact according to the FTA manual because it is only slightly above the threshold of being barely perceptible to humans. Therefore, no additional vibration reduction measures are required. By complying with regulations, the project would result in a less than significant impact related to construction vibration.

**c) For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The project site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.

## XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Induce substantial unplanned 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)?**

**No Impact.** A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of a new automatic carwash and convenience store. The proposed project would not result in the development of any residential dwelling units and would not increase population growth. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately lessened in other portions of this document. Therefore, there would be no impact.

**b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would not result in demolition of any residential dwelling units. Therefore, there would be no impact on population and housing as a result of the new automatic carwash and convenience store.

## XV. PUBLIC SERVICES

*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:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### a) Fire protection?

**Less than Significant Impact.** A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by Fire Station 2, located at 1962 Cesar Chavez Avenue (approximately 0.9 miles southwest of the project site). The proposed project would not result in a net increase of residential units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there are existing fire stations in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less than significant impact.

#### **b) Police protection?**

**Less than Significant Impact.** A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would not result in a net increase of residential units, which could increase demand for police service. The project site and the surrounding area are currently served by LAPD's Hollenbeck Police Station, located at 2111 East First Street (approximately 0.9 miles southwest of the project site). However, given that there are existing police stations in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. Therefore, the proposed project would result in a less than significant impact.

#### **c) Schools?**

**Less than Significant Impact.** A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would not result in a net increase of residential units that would increase enrollment at schools that serve the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less than significant impact to public schools.

#### **d) Parks?**

**Less than Significant Impact.** A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would not create residential units that could result in increased demand for parks and recreation facilities. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less than significant impact on park facilities.

#### **e) Other public facilities?**

**Less than Significant Impact.** A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would not result in a net increase of residential units that could result in increased demand for library services and resources of the Los Angeles Public Library system. As such, the proposed project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less than significant impact on other public facilities.

## XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?**

**Less than Significant Impact.** Refer to Response to Checklist Question XV (d) above.

**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?**

**Less than Significant Impact.** Refer to Response to Checklist Question XV (d) above.

## XVII. TRANSPORTATION<sup>1</sup>

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

**Less than Significant Impact.** A significant impact may occur if the project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The project does not exceed the threshold criteria established by the Los Angeles Department of Transportation (LADOT) for preparing a traffic study as new automatic carwash and conversion to a convenience store in conjunction with an existing gasoline service station (Appendix B-1). The project will not create any new trips because there is no change in vehicle fueling positions, which is what the trip rates are based on. Also, under the new Vehicle Miles Traveled (VMT) Transportation Assessment Guidelines (TAG), there is no significant VMT generation for this type of land use. Therefore, the project will not have any significant impacts to traffic. Based on LADOT traffic impact criteria, the proposed project is not expected to generate significant traffic impacts. Therefore, impacts would be less than significant.

**b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?**

**Less than Significant Impact.** A significant impact may occur if the proposed project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP). This program was created Statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance be analyzed. Specific arterial roadways and all State highways

comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during either the a.m. or p.m. peak hours. The project does not exceed the threshold criteria established by the Los Angeles Department of Transportation (LADOT) for preparing a traffic study as a new automatic carwash and conversion to a convenience store in conjunction with an existing gasoline service station (Appendix B-1). Therefore, the project will not have any significant impacts to traffic. The project will not create any new trips because there is no change in vehicle fueling positions, which is what the trip rates are based on. Also, under the new Vehicle Miles Traveled (VMT) Transportation Assessment Guidelines (TAG), there is no significant VMT generation for this type of land use. Therefore, impacts would be less than significant.

**c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Less than Significant Impact.** A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduce incompatible uses to the existing traffic pattern. The proposed project would not include unusual or hazardous design features and the proposed project is compatible with existing uses. The project proposes a land use that complements the surrounding urban development and utilizes the existing roadway network. The site has vehicular access points along Soto Street and Wabash Avenue. The new automatic carwash would be accessed from the driveway entrance on Wabash Avenue with vehicles exiting from one of the two driveways on Soto Street. The project's driveways would conform to the City's design standards and would provide adequate sight distance, sidewalks, and pedestrian movement controls meeting the City's requirements to protect pedestrian safety. Therefore, impacts would be less than significant.

**d) Result in inadequate emergency access?**

**No Impact.** A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The nearest emergency/disaster route to the project site is located on Soto Street (City of Los Angeles, General Plan Safety Element Exhibit H, Critical Facilities & Lifeline Systems, 1996). The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not result in inadequate emergency access, and no impact would occur.

## XVIII. TRIBAL CULTURAL RESOURCES

*Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?**

**Less Than Significant Impact with Mitigation Incorporated.** Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the project site. An informational letter (Appendix C-1) was mailed to a total of 11 Tribes known to have resources in this area, on June 24, 2020, describing



the project and requesting any information regarding resources that may exist on or near the project site.

On June 30, 2020, a tribal response was received from the Tribal Historic and Cultural Preservation Department of the Fernandeno Tataviam Band of Mission Indians (FTBMI) advising that the project site is outside of the FTBMI ancestral Tribal boundaries. On July 2, 2020, a tribal response was received from the Gabrieleno Band of Mission Indians – Kizh Nation who requested a formal request for tribal consultation under the provisions of CEQA for the mitigation of potential impacts to tribal cultural resources.

On August 19, 2020, at approximately 2:00 p.m., the City of Los Angeles Department of City Planning (Lead Agency) and the Gabrieleño Band of Mission Indians – Kizh Nation conducted an AB 52 Tribal Consultation. During the consultation, the Gabrieleno Band of Mission Indians – Kizh Nation representatives, stated that the area is a sensitive site and inquired about the depth of grading for the project.

On September 2, 2020, Planning staff emailed the Gabrieleno Band of Mission Indians – Kizh Nation representatives requesting documentation showing evidence of tribal cultural resources on the site or within 0.5 miles of the project site and advised the grading depth on the project site would be 8 feet in order to accommodate the water clarifiers and foundation for the new automatic carwash related to the existing gas station.

On October 6, 2020, Tribe representatives emailed maps and book publications as evidence of tribal cultural resources on or near the site and requested that the information provided be kept confidential.

Upon further analysis of the submitted material, the City (on October 27, 2020) requested that substantial evidence be provided in follow up to the information that was provided during the telephone consultation and previous emails. The City requested the Tribe provide substantial evidence in writing that the project location and trade route relative to the project site is listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code section 5020.1(k) OR that this resource was determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. No substantial evidence was presented, no further consultation was conducted, and the consultation was closed 14 calendar days after the City's response on November 10, 2020. Additionally, Planning staff requested information about the publication of materials submitted on October 6, 2020 to determine if they are publicly accessible, thus making them ineligible to be kept confidential.

On October 29, 2020, general counsel for the Gabrieleno Band of Mission Indians – Kizh Nation emailed Planning staff stating that the City has an ongoing pattern for violating AB 52 and the Tribe's due process rights and requested a meeting with the City Attorney's Office.

On November 2, 2020, Planning staff emailed Tribe representatives and their general counsel to acknowledge receipt of their email and to advise they would be contacted by Planning staff to schedule a meeting. Several attempts were made to schedule a meeting, but general counsel for Tribe representatives repeatedly cancelled.

Research was conducted through the California Historic Resources Information System (CHRIS) and Native American Heritage Commission (NAHC) Sacred Lands File. The CHRIS report dated January 13, 2021 (Appendix C-1) shows that there are: 1 archaeological resource within a 0.5-mile project radius, 17 built-environment resources within a 0.5-mile project radius, 2 reports and studies within the project area, 11 reports and studies within a 0.5-mile project radius, 20 OHP Built Environment Resources Directory (BERD) 2019 within a 0.25-mile project radius, and 1 California Register of Historical Resources (CAL REG) 2019 within a 0.25-mile project radius. The NAHC Sacred Lands File dated December 3, 2020 (Appendix C-1) states that a records search was conducted for the project site and the results were positive.

On March 23, 2021, Planning staff emailed Tribe representatives and their general counsel to conclude the tribal consultation pursuant to Public Resources Code Section 21080.3.2(b)(2), as the City believes it has made a reasonable effort to consult with the Kizh Nation, but that mutual agreement could not be reached as the Kizh Nation has not been responsive to the City's requests related to this consultation. The email further states that after analyzing correspondence from the Kizh Nation and the positive results from the CHRIS report and NAHC Sacred Lands File, the City would impose a mitigation measure as a condition on the project, which is a modified version of the City's standard mitigation measure that incorporates several of the provisions and requirements from the Gabrieleno Band of Mission Indians – Kizh Nation mitigation measures. The proposed project would be required to comply with Mitigation Measure TCR-1. Therefore, with the implementation of Mitigation Measure TCR-1, potentially significant impacts would be less than significant with mitigation incorporated.

#### Mitigation Measure TCR-1

TCR-1: Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain qualified tribal monitors/consultants from the Gabrieleno Band of Mission Indians Kizh-Nation and a qualified archaeologist/archaeological monitor. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil, pavement removal, grubbing, tree removals, boring or a similar activity at the project site. Any tribal monitor/consultant shall be approved by the Gabrieleno Band of Mission Indians-Kizh Nation Tribal Government. A qualified archaeologist/archaeological monitor shall be identified as principal personnel who must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California. The archaeologist shall ensure that all other personnel associated with and hired for the archaeological monitoring are appropriately trained and qualified.

While any ground disturbance activities are taking place, the archaeological and tribal monitors/consultants shall observe all ground disturbance activities on the project site at all times. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archaeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the City has determined that the project site has

a low potential for impacting tribal cultural resources after consultation with the tribal monitor/consultant and archaeologist.

Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor/consultant, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that includes information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the project site, for City inspection, documentation establishing the WEAP training was completed for all members of the construction crew involved in ground disturbance activities.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the archaeologist, in consultation with the tribal monitor/consultant approved by the Gabrieleno Band of Mission Indians-Kizh Nation, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities in the immediate vicinity of the find until the find can be assessed by the archaeologist and tribal monitor/consultant.
2. If the archaeologist and tribal monitor/consultant determine the resources are Native American in origin, the Gabrieleno Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes.
3. The Applicant, or its successor, shall implement the tribe's recommendations if the archaeologist, in consultation with the tribal monitor/consultant, reasonably conclude that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the Gabrieleno Band of Mission Indians-Kizh Nation, the archaeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation. Any discrepancies between the implementation of the recommendations shall be resolved through the City as the Lead Agency, in consultation with the archaeologist and tribal monitor/consultant.

5. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the archaeologist and tribal monitor/consultant and determined to be reasonable and appropriate.
6. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 4 above.
7. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
8. Notwithstanding paragraph 7 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, Section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.
9. Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken.

**b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

**Less Than Significant Impact with Mitigation Incorporated.** Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of

resources that may be in and near the project site. An informational letter (Appendix C-1) was mailed to a total of 11 Tribes known to have resources in this area, on June 24, 2020, describing the project and requesting any information regarding resources that may exist on or near the project site.

On June 30, 2020, a tribal response was received from the Tribal Historic and Cultural Preservation Department of the Fernandeno Tataviam Band of Mission Indians (FTBMI) advising that the project site is outside of the FTBMI ancestral Tribal boundaries. On July 2, 2020, a tribal response was received from the Gabrieleno Band of Mission Indians – Kizh Nation who requested a formal request for tribal consultation under the provisions of CEQA for the mitigation of potential impacts to tribal cultural resources.

On August 19, 2020, at approximately 2:00 p.m., the City of Los Angeles Department of City Planning (Lead Agency) and the Gabrieleno Band of Mission Indians – Kizh Nation conducted an AB 52 Tribal Consultation. During the consultation, the Gabrieleno Band of Mission Indians – Kizh Nation representatives, stated that the area is a sensitive site and inquired about the depth of grading for the project.

On September 2, 2020, Planning staff emailed the Gabrieleno Band of Mission Indians – Kizh Nation representatives requesting documentation showing evidence of tribal cultural resources on the site or within 0.5 miles of the project site and advised the grading depth on the project site would be 8 feet in order to accommodate the water clarifiers and foundation for the new automatic car was related to the existing gas station.

On October 6, 2020, Tribe representatives emailed maps and book publications as evidence of tribal cultural resources on or near the site and requested that the information provided be kept confidential.

Upon further analysis of the submitted material, the City (on October 27, 2020) requested that substantial evidence be provided in follow up to the information that was provided during the telephone consultation and previous emails. The City requested the Tribe provide substantial evidence in writing that the project location and trade route relative to the project site is listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code section 5020.1(k) OR that this resource was determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. No substantial evidence was presented, no further consultation was conducted, and the consultation was closed 14 calendar days after the City's response of November 10, 2020. Additionally, Planning staff requested information about the publication of materials submitted on October 6, 2020 to determine if they are publicly accessible, thus making them ineligible to be kept confidential.

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#### Mitigation Measure TCR-1

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The archaeological and tribal monitors/consultants shall observe all ground disturbance activities on the project site at all times any ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archaeological and tribal

monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the City has determined that the project site has a low potential for impacting tribal cultural resources after consultation with the tribal monitor/consultant and archaeologist.

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1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities in the immediate vicinity of the find until the find can be assessed by the archaeologist and tribal monitor/consultant.
2. If the archaeologist and tribal monitor/consultant determine the resources are Native American in origin, the Gabrieleno Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes.
3. The Applicant, or its successor, shall implement the tribe's recommendations if the archaeologist, in consultation with the tribal monitor/consultant, reasonably conclude that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the Gabrieleno Band of Mission Indians-Kizh Nation, the archaeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation. Any discrepancies

between the implementation of the recommendations shall be resolved through the City as the Lead Agency, in consultation with the archaeologist and tribal monitor/consultant.

5. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the archaeologist and tribal monitor/consultant and determined to be reasonable and appropriate.
6. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 4 above.
7. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
8. Notwithstanding paragraph 7 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, Section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.
9. Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken.



# XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

**Less than Significant Impact.** A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The project does not propose the addition of residential units. Therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS)

to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Furthermore, LAMC 64.70 mandates commercial car washes to implement Best Management Practices (BMPs) by the Board of Public Works (under the category "Outdoor Vehicle/Equipment/Accessory Washing Area Design"), including recycling water in a basin under the wash and grating to capture urban runoff. Therefore, the proposed project would have a less than significant impact related to water or wastewater infrastructure.

**b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

Refer to Response to Checklist Question XIX (a).

**c) 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?**

Refer to Response to Checklist Question XIX (a).

**d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

**Less than Significant Impact.** A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. As the City's own landfills have all been closed and are non-operational, the destinations are private landfills. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the applicable landfill site. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less than significant impact related to solid waste.

**e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

Refer to Response to Checklist Question XIX (d).

## XX. WILDFIRE

*If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Substantially impair an adopted emergency response plan or emergency evacuation plan?**

**b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

**c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

**d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

**No Impact (Response to Checklist Questions XX.a through XX.d).** As discussed above, in Response to Checklist Question IX.f, the project would not cause an impediment along the City's designated disaster routes or impair the implementation of the City's emergency response plan. Impacts related to the implementation of the City's emergency response plan would be less than significant, and no mitigation measures are required. In addition, pursuant to PCR Section 21083.01(a), analysis of the impacts related to wildfire are related to the development of projects located on a site which is classified as state responsibility areas, as defined in Section 4102, and

on very high fire hazard severity zones, as defined in subdivision (i) of Section 51177 of the Government Code. The project site is located within an urbanized area of the Boyle Heights Community Plan area and is not designated as state responsibility area as defined in Section 4102 or in a very high fire hazard severity zone as defined in subdivision (i) of Section 51177 of the Government Code. The project is also not located within a City-designated fire buffer zone. Furthermore, as discussed in Response to Checklist Question VII.a.iv, the project site is not located in a landslide area as mapped by the state or the City of Los Angeles. As such, the project would not substantially impair an emergency response plan or emergency evacuation plan, would not expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire, would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk, or expose people or structure to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur, and no mitigation measures are required.

## XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially 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, substantially 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Does the project have the potential to substantially 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, substantially 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?**

**Less than Significant Impact.** Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Therefore, impacts would be less than significant.

**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)?**

**Less than Significant Impact.** A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although project may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant.

**c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less than Significant Impact.** A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and RCMs have been identified, where applicable, to reduce all potential impacts to less than significant levels. Upon implementation of the RCMs identified and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. Therefore, impacts would be less than significant

## 5 PREPARERS AND PERSONS CONSULTED

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