

# Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning



**Project title:** 13106 Valley Boulevard Car Wash Project / Project No. 2019-001054 / Conditional Use Permit No. RPPL2019002026, Zone Change No. RPPL2020000335, Environmental Assessment No. RPPL2021011602

**Lead agency name and address:** Los Angeles County, 320 West Temple Street, Los Angeles, CA 90012

**Contact Person and email:** Shaun Temple, AICP, Principal Regional Planner, [stemple@planning.lacounty.gov](mailto:stemple@planning.lacounty.gov)

**Project sponsor's name and address:** American Royal Petroleum, Inc  
11025 Washington Blvd. Whittier, CA 90606

**Project location:** 13106 Valley Boulevard, La Puente, CA  
APN: 8110-011-053 USGS Quad: Baldwin Park

**Gross Acreage:** 1.2 acres

**General plan designation:** CG – General Commercial

**Zoning:** C-1 Restricted Business

**Description of project:** The project site is 1.2 acres, located near the intersection of Valley Boulevard and South San Angelo Avenue (see Figure 1 and Figure 2). The proposed project would add a 3,000-square foot car wash on a vacant portion of an existing convenience store and gas station (see Figure 3). The project would also include 12 parking spaces, including one accessible parking space and one future electric vehicle parking space. In addition, the project would construct minor landscaping and aesthetic improvements with planters and car wash signs. A zone change from C-1 (Restricted Business) to C-3-DP (General Commercial – Development Program) is required to allow the proposed car wash on the property by conditional use permit. The Development Program overlay would require that all future non-residential uses proposed for the site also be approved through a conditional use permit in order to reduce impacts to nearby residential uses.

**Surrounding land uses and setting:**

**Table 1 Surrounding Land Uses and Setting**

| Land Use            |   | Zoning                         |
|---------------------|---|--------------------------------|
| <b>Project Site</b> | <b>Gas Station and Convenience Store</b>  | <b>C-1 Restricted Business</b> |
| North               | Auto Parts, Bar, Liquor Store, Gas Station, Railroad                                  | M-1 Light Manufacturing        |
| South               | Single Family Residences, Duplexes  | A-1 Light Agriculture          |
| East                | Restaurants, Market   | C-1 Restricted Business        |
| West                | Restaurants, Retail, Insurance, Tax Service, Single Family Residences, Duplexes, Park | C-1 and A-1                    |

**Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

The Kizh Nation – Gabrieleno Band of Mission Indians was consulted on January 27, 2022 and agreed upon mitigation measures have been included if tribal resources or remains are found.

**Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):**

|   |                          |
|---|--------------------------|
| <i>Public Agency</i>                                    | <i>Approval Required</i> |
| <u>Los Angeles Regional Water Quality Control Board</u> |                          |

**Major projects in the area:**

|                         |                               |
|-------------------------|-------------------------------|
| <i>Project/Case No.</i> | <i>Description and Status</i> |
| N/A                     |                               |



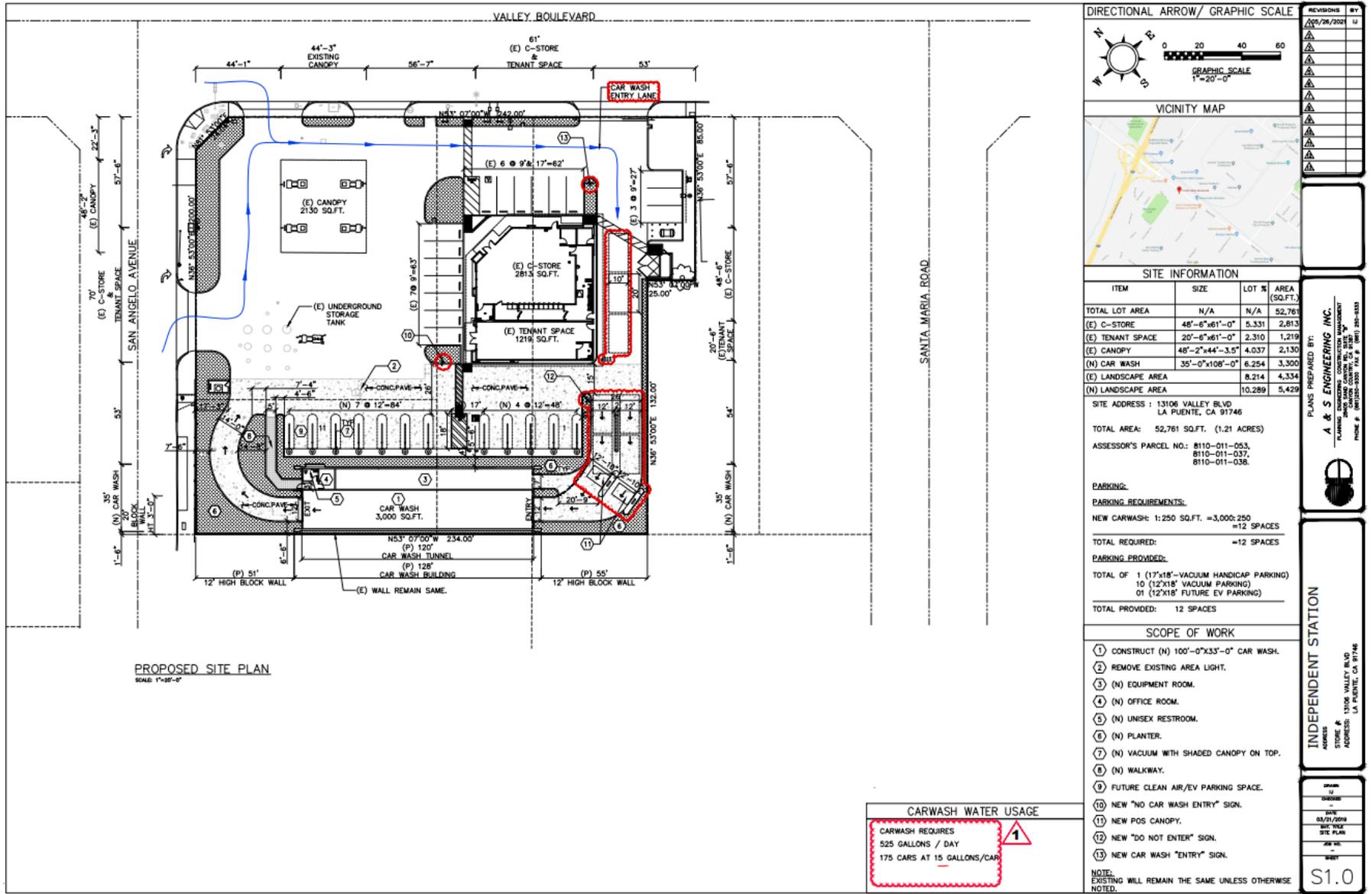
Figure 2 Project Location



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Fig 2 Project Location

Figure 3 Site Plan



**Reviewing Agencies:** [See [CEQA Appendix B](#) to help determine which agencies should review your project]

*Responsible Agencies*

- None
- Regional Water Quality Control Board:
- Los Angeles Region
- Lahontan Region
- Coastal Commission
- Army Corps of Engineers
- LAFCO

*Special Reviewing Agencies*

- None
- Santa Monica Mountains Conservancy
- National Parks
- National Forest
- Edwards Air Force Base
- Resource Conservation District of Santa Monica Mountains Area
- 

*Regional Significance*

- None
- SCAG Criteria
- Air Quality
- Water Resources
- Santa Monica Mtns. Area
- 

*Trustee Agencies*

- None
- State Dept. of Fish and Wildlife
- State Dept. of Parks and Recreation
- State Lands Commission
- University of California (Natural Land and Water Reserves System)

*County Reviewing Agencies*

- DPW
- Fire Department
- Sanitation District
- Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- Sheriff Department
- Parks and Recreation
- Subdivision Committee
-

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially significant impacts affected by this project.

- Aesthetics                       Greenhouse Gas Emissions                       Public Services
- Agriculture/Forestry                       Hazards/Hazardous Materials                       Recreation
- Air Quality                       Hydrology/Water Quality                       Transportation
- Biological Resources                       Land Use/Planning                       Tribal Cultural Resources
- Cultural Resources                       Mineral Resources                       Utilities/Services
- Energy                       Noise                       Wildfire
- Geology/Soils                       Population/Housing                       Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Department.)  
On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

*Shaun Temple*

2/16/2022

Signature (Prepared by)

Date

*Maria Masis*  
Signature (Approved by)

2/16/2022  
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 the Lead Department 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 Department 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 mitigation measures has reduced an effect from "Potentially Significant Impact" to a "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 Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (CEQA Guidelines 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) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significant. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.

**1. AESTHETICS**

|  |   |  |   |                      |
|--|---|--|---|----------------------|
|  | <i>Potentially<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
|--|---|--|---|----------------------|

Except as provided in Public Resources Code Section 21099, would the project:

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

The project site is located in the County of Los Angeles, in a flat area developed with commercial and residential uses. The project consists of the addition of a car wash to an existing gas station. The project site is not near a scenic vista; views from the project site are limited to distant views of mountains that are approximately four miles to the south of the project site. This view is largely obstructed by existing buildings on surrounding land uses, and the addition of the car wash would not further obstruct views. Therefore, the project would have no substantial adverse effect on a scenic vista, and no impacts would occur.

b) Be visible from or obstruct views from a regional riding, hiking, or multi-use trail?                                                                       

The closest regional trail the San Gabriel River Trail, that is located approximat 0.6 mile to the northwest. Due to the existing buildings surrounding the project site, it the proposed project would not be visible from the trail. Therefore, the proposed project would not obstruct views from a regional riding, hiking, or multi-use trail, and no impacts would occur.

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?                                                                       

As previously discussed, the project would consist of the addition of a car wash on a vacant portion of an existing convenience store and gas station. The area proposed for development is habituated by non-native grass and absent of defining features such as trees and rock outcroppings. Additionally, the project is not located near a designated scenic highway or a historic resource. Therefore, there would be no damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, and no impacts would occur.

d) Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point)

The proposed car wash, which is being developed on an existing gas station lot, would be visually consistent with surrounding commercial development. Therefore, the project would not degrade the existing visual character or quality of public views of the site. In addition, the project would construct minor landscaping and aesthetic improvements with planters and car wash signs to enhance public views of the site. Therefore, no impacts would occur.

**e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?**

The currently vacant portion of the project site does not contain artificial light sources or sources of glare. The proposed project would include exterior lighting associated with the car wash and parking lot. However, the project site is within a highly developed area and is not expected to adversely affect day or nighttime views in the area. The proposed project would be required to adhere to applicable lighting requirements as set forth by the County of Los Angeles. The project would be required to demonstrate compliance with these requirements prior to issuance of building permits. Project compliance with applicable lighting requirements would ensure that the proposed project would not produce a new source of substantial light or glare from artificial lighting sources that would adversely affect day or nighttime views in the area. Therefore, impacts from lighting and glare would be less than significant.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

## 2. AGRICULTURE / FOREST

*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.*

|  | <i>Potentially Significant Impact</i> | <i>Less Than Significant Impact with Mitigation Incorporated</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i> |
|--|---------------------------------------|--|-------------------------------------|------------------|
|--|---------------------------------------|--|-------------------------------------|------------------|

**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"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

As previously discussed, the project would consist of the addition of a car wash on a vacant portion of an existing convenience store and gas station. According to mapping available from the *California Department of Conservation, California Important Farmland Finder*, the project site is mapped within an area defined as “Urban and Built Up Land” (Department of Regional Conservation 2016). The project site does not include any lands mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Department of Regional Planning 2021). As such, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No impact would occur.

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

No land within the County, including the project site, is under a Williamson contract. Surrounding sites contain land use and zoning designations that allow for residential and light agriculture. The project site is located on land zoned for restricted commercial and is adjacent to land zoned for light agricultural. The project site and adjacent land uses are also not subject to a Williamson Act contract, the proposed project has no potential to conflict with existing zoning for agricultural use or a Williamson Act 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 in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined in Government Code Section 51104(g))?**

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is not zoned as forest land, timberland, or Timberland Production. The surrounding area also does not include any forest land, timberland, or Timberland Production land (Department of Regional

Planning 2021). Furthermore, the County of Los Angeles does not have land zoned for the above land uses. Therefore, the project has no potential to conflict with existing zoning for forest land, Timberland or Timberland Production. No impact would occur.

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

The project site is not designated as forest land nor does it contain forest land. Therefore, the project has no potential to lose forest land or convert forest land into non-forest uses. 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?**                                                                                       

As discussed under Item II(a) and II(c), the project is not considered Farmland (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) nor does it contain forest land. Therefore, the project would not result in the conversion of Farmland to non-agricultural uses or conversion of forestland to non-forest use. No impact would occur.

### 3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

|  | <i>Potentially<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
|--|---|--|---|----------------------|
|--|---|--|---|----------------------|

Would the project:

**a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast Air Quality Management District (SCAQMD) or the Antelope Valley Air Quality Management District (AVAQMD)?**

|                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

An Air Quality and Greenhouse Gas Emissions Study was prepared for the project by Rincon Consultants (Appendix A). The results of the analysis are described below. See Appendix A for full modeling methodology.

The project is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). A project may be inconsistent with the Air Quality Management Plan (AQMP) if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2016 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city general plans and the Southern California Association of Government's (SCAG's) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) socioeconomic forecast projections of regional population, housing, and employment growth.

The employment growth forecasts in SCAG's 2016 RTP/SCS for the unincorporated areas in Los Angeles County estimate that the total number of jobs would increase from 222,900 in 2012 to 288,400 in 2040, for an increase of 65,500 jobs. The minor increase in employment anticipated from a car wash (i.e., several employees) would be within the SCAG's projected 2040 employment increase of 65,500 jobs and the project would not cause employment in the county to exceed official regional employment projections.

In addition, the AQMP provides strategies and measures to reach attainment with the thresholds for 8-hour and 1-hour ozone and PM<sub>2.5</sub>. As shown in Table 2 and Table 3 below, the project would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (VOC and NO<sub>x</sub>) and PM<sub>2.5</sub>. Since the project's employment would be within SCAG 2016 forecasts, the project would be consistent with the AQMP and impacts would be less than significant.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

**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"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

In accordance with CEQA Guidelines Section 15064(h)(3), the SCAQMD’s approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and State Clean Air Acts. If the project’s mass regional emissions do not exceed the applicable SCAQMD, then the project’s criteria pollutant emissions would not be cumulatively considerable.

## Construction

Table 2 summarizes the estimated maximum daily emissions (lbs) of pollutants associated with construction of the proposed project. As shown below, VOC, NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would not exceed SCAQMD regional thresholds or localized significance thresholds (LSTs). Because the project would not exceed SCAQMD’s regional construction thresholds or LSTs, project construction would not result in a cumulatively considerable net increase of a criteria pollutant, and impacts would be less than significant.

**Table 2 Project Construction Emissions**

|   | Maximum Emissions (lbs/day) |                 |           |                 |                  |                   |
|---|-----------------------------|-----------------|-----------|-----------------|------------------|-------------------|
|   | VOC                         | NO <sub>x</sub> | CO        | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Construction Year 2022                          | 3                           | 12              | 8         | < 1             | 3                | 2                 |
| SCAQMD Regional Thresholds                      | 75                          | 100             | 550       | 150             | 150              | 55                |
| <b>Threshold Exceeded?</b>                      | <b>No</b>                   | <b>No</b>       | <b>No</b> | <b>No</b>       | <b>No</b>        | <b>No</b>         |
| Maximum On-site Emissions                       | 3                           | 12              | 7         | < 1             | 3                | 2                 |
| SCAQMD Localized Significance Thresholds (LSTs) | N/A                         | 89              | 623       | N/A             | 5                | 3                 |
| <b>Threshold Exceeded?</b>                      | <b>N/A</b>                  | <b>No</b>       | <b>No</b> | <b>N/A</b>      | <b>No</b>        | <b>No</b>         |

Notes: See Appendix A for modeling results. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

## Operational

Table 3 summarizes the project’s operational emissions by emission source (area, energy, and mobile). As shown below, the emissions generated by operation of the proposed project would not exceed SCAQMD regional thresholds for criteria pollutants. Therefore, the project would not contribute substantially to an existing or projected air quality violation. In addition, because criteria pollutant emissions and regional thresholds are cumulative in nature, the project would not result in a cumulatively considerable net increase of criteria pollutants, and impacts would be less than significant.

**Table 3 Project Operational Emissions**

|  | Maximum Daily Emissions (lbs/day) |
|--|-----------------------------------|
|--|-----------------------------------|

| Emission Source            | VOC | NO <sub>x</sub> | CO  | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
|----------------------------|-----|-----------------|-----|-----------------|------------------|-------------------|
| Area                       | <1  | <1              | <1  | <1              | <1               | <1                |
| Energy                     | <1  | <1              | <1  | <1              | <1               | <1                |
| Mobile                     | 2   | 2               | 15  | <1              | 3                | 1                 |
| Project Emissions          | 2   | 2               | 15  | <1              | 3                | 1                 |
| SCAQMD Regional Thresholds | 55  | 55              | 550 | 150             | 150              | 55                |
| Threshold Exceeded?        | No  | No              | No  | No              | No               | No                |

Notes: See Appendix A for modeling results. Some numbers may not add up precisely due to rounding considerations.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

c) Expose sensitive receptors to substantial pollutant concentrations?

### CO Hot Spots

A carbon monoxide (CO) hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 ppm or the federal and state eight-hour standard of 9.0 ppm (California Air Resources Board [CARB] 2016).

A detailed CO analysis was conducted during the preparation of SCAQMD’s 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the South Coast Air Basin (SCAB), those which would be expected to experience the highest CO concentrations. The highest CO concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue on the west side of Los Angeles near Interstate 405. The concentration of CO at this intersection was 4.6 ppm, which is well below the state and federal standards. The Wilshire Boulevard/Veteran Avenue intersection has an ADT of approximately 100,000 vehicles per day.

The total ADT for Valley Boulevard/San Angelo Ave intersection was measured at 49,510 vehicles (County of Los Angeles 2011). This is much less than the 100,000-vehicle count on the Wilshire Boulevard/Veteran Avenue intersection, which itself is well below the standards. Furthermore, due to stricter vehicle emissions standards in newer cars and new technology that increases fuel economy, CO emission factors under future land use conditions would be lower than those under existing conditions. Thus, even though there would be more vehicle trips under the proposed project than under existing conditions, project-generated local mobile-source CO emissions would not result in or substantially contribute to concentrations that exceed the one-hour or eight-hour CO standard. Therefore, impacts would be less than significant.

## Toxic Air Contaminants

Construction activities associated with the proposed project would be sporadic, transitory, and short term in nature. The greatest potential for TAC emissions during construction would be related to diesel particulate matter (DPM) associated with heavy equipment operations during earth-moving activities, which are estimated to last approximately three days. The assessment of cancer risk is typically based on a 30-year exposure duration. Because exposure to diesel exhaust would be well below 30 years, construction of the proposed project is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. As such, project-related TAC emission impacts during construction would be less than significant.

Long-term operational emissions include toxic substances such as cleaning agents in use on site. Compliance with State and federal handling regulations would ensure that emissions remain below a level of significance. The use of such substances such as cleaning agents is regulated by the 1990 Federal Clean Air Act Amendments as well as State-adopted regulations for the chemical composition of consumer products. As such, project-related TAC emission impacts during operation would be less than significant.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

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

For construction activities, odors would be short-term in nature and are subject to SCAQMD Rule 402 *Nuisance* (CARB 2018). Construction activities would be temporary and transitory and associated odors would cease upon construction completion. Accordingly, the proposed project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

Common sources of operational odor complaints include sewage treatment plants, landfills, recycling facilities, and agricultural uses. The proposed project would not include these uses as the proposed project entails basic car wash uses that do not typically emit odors. Solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, ensuring that any odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Operational odor impacts would be less than significant.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

#### 4. BIOLOGICAL RESOURCES

|  | <i>Potentially<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
|--|---|--|---|----------------------|
|--|---|--|---|----------------------|

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 (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

|                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project site is on a partially vacant, partially developed lot that contains a gas station and convenience store. The vacant portion of the parcel has been subject to disturbance and is dominated by annual, ruderal vegetative species. A ruderal species is a plant species that is first to colonize disturbed lands. The proposed car wash would be constructed on the vacant portion of the parcel. Surrounding land uses include residential units to the south and east, open space such as the San Angelo Park and the San Gabriel Creek to the southwest, and industrial uses to the north. The literature review encompassed the proposed project footprint and a five-mile buffer beyond the limits of the project footprint (study area).

#### Special-Status Plants

Special-status plant species either have unique biological significance, limited distribution, restricted habitat requirements, particular susceptibility to human disturbance, or a combination of these factors. For the purposes of this report, special-status plant species are those plants listed, proposed for listing, or candidates for listing as Threatened or Endangered by the U.S. Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act (FESA); those listed or proposed for listing as Rare, Threatened, or Endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act (CESA); and plants on the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants with a California Rare Plant Rank (CRPR) of 1A (plants presumed extirpated in California and either rare or extinct elsewhere), 1B (plants considered to be rare, threatened, or endangered species in California and elsewhere), 2A (plants presumed extirpated in California, but more common elsewhere), and 2B (plants considered rare, threatened, or endangered in California, but more common elsewhere).

Plants with a CRPR of 4 are not rare, but rather are included on a “watch list” of species with limited distribution. While plants in this category cannot be called “rare” from a statewide perspective, and very few, if any, are eligible for state listing, many of them are significant locally. For this reason, CNPS strongly recommends that CRPR 4 plants be evaluated for consideration during preparation of environmental documents, which may be particularly appropriate for: the type locality of a CRPR 4 plant; populations at the periphery of a species’ range; areas where the taxon is especially uncommon; areas where the taxon has sustained heavy losses; or, populations exhibiting unusual morphology or occurring on unusual substrates. Based upon a review of the resources and databases listed above, eight special-status plant species have been documented within the Baldwin Park U.S. Geological Survey (USGS) 7.5-minute quadrangle. The evaluation

considers the potential for occurrence within the biological survey area, i.e., within the development footprint and vicinity.

According to the California Natural Diversity Database (CNDDDB), eight special-status plant species have the potential to occur within the study area but are not anticipated to occur within the project site. There is no native vegetation on the project site and the ruderal vegetation does not have the potential to support any special status plants. Most special-status plant species known to occur in the region are precluded from occurring at the site due to lack of suitable habitat or because the site is outside of the known range of the species. No special-status plant species are anticipated to occur within the project area given the site's partially developed condition and lack of vegetation. Further, no designated Critical Habitat occurs within or adjacent to the sites.

Due to the limited habitat within the project area, the number of individuals affected by the project would be low, if any, and would not result in population-level effects on these species. Indirect impacts to special-status plant species could occur outside of the project area from dust or run-off material generated during construction; however, through typical construction best management practices such as watering of dust, this would be minimal. Impacts to special-status plants would be less than significant.

### Special-Status Wildlife

For the purposes of this assessment, special-status wildlife species are those species that are listed, proposed for listing, or that meet the criteria for listing as endangered, threatened, or rare under the FESA or CESA; and those that are listed on the CDFW Special Animals list with a designation of SSC (California Species of Special Concern), WL (Watch List), or CFP (California Fully Protected). Special-status wildlife species also include species considered to be Locally Sensitive by the County of Los Angeles.

Based upon a review of the resources and databases listed above, 16 special-status wildlife species have been documented in the five-mile query. The 16 special-status wildlife documented are historic occurrences from CNDDDB and the project does not support suitable habitat to support these species due to lack of vegetation.

Excavation and grading for the project would occur mainly in previously disturbed areas with compacted soils and sparse vegetation cover or non-native annual grasslands that do not provide suitable habitat for these species. Indirect impacts and loss of habitat for these species would not be significant because the proposed activities would be temporary and localized.

The off-site landscape ornamental trees in the study area located on residential and park properties could provide suitable nesting habitat for avian species. As a regulatory requirement, the project would comply with California Fish and Game Code Section 3505 which states that "it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto." With construction isolated to previously disturbed areas of the project site and compliance with regulatory requirements, impacts related to candidate, sensitive, or special status species would be less than significant.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

**b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional**

**wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?**

The project site is on a partially developed, partially vacant site with ruderal vegetation on top of a gravel bed. A ruderal species is a plant species that is first to colonize disturbed lands. There are no sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) on the site that would be affected by the project. The nearest riverine habitat is associated with the San Gabriel River that is 0.5 mile east of the project site which contains habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens (Los Angeles County Department of Regional Planning 2021). The project, through construction and operation, would not impact this habitat. Therefore, no impacts to sensitive natural communities would occur.

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

Section 404 of the Clean Water Act (CWA) defines wetlands as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.”

The project site neither supports federally protected wetlands nor abuts a wetland, streambed, or waterway. The nearest wetland to the project site is the San Gabriel River, a federally protected jurisdictional river, which is located 0.5 mile east of the site (Los Angeles County Department of Regional Planning 2021). Due to the small size of the project, and the distance the project site is to the river, no impacts would occur to the wetland. Thus, given the distance to the San Gabriel River, direct and indirect impacts to wetlands and/or streambeds from project-related construction and operation would not occur. Therefore, no impacts to federally protected wetlands or jurisdictional features are anticipated.

**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?**

Wildlife movement includes migration (i.e., usually one way per season), inter-population movement (i.e., long-term genetic flow) and small travel pathways (i.e., daily movement corridors within an animal’s territory). While small travel pathways usually facilitate movement for daily home range activities such as foraging or escape from predators, they also provide connection between outlying populations and the main corridor, permitting an increase in gene flow among populations. Valley Boulevard borders the project site to the north and Interstate 605 is to the west of the project site. Residential uses border the project site immediately to the south and Santa Mariana Avenue is to the east of the project. The surrounding roadways and developed land uses act as impediments to movement for terrestrial species, which limits connectivity between blocks of core habitat. Furthermore, the project site is not identified as a wildlife nursery site, wildlife movement corridor, or critical habitat.<sup>1</sup>

A wildlife nursery is a place where young animals grow or are cared for. The project site does not provide suitable habitat for a wildlife nursery because it lacks vegetative cover, a source of water, and the continual presence of motorists and pedestrians.

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Any active nests located on or near the Project Site could be impacted by construction activities.

### Mitigation Measure

#### *BIO-1 Nesting Bird Mitigation*

With incorporation of the mitigation measures described below, impacts to active nests would be reduced to a less than significant level

- Proposed project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) shall occur outside of the avian breeding season which generally runs from February 1-August 31 (as early as January 1 for some raptors) to avoid take of birds or their eggs. Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86), and includes take of eggs and/or young resulting from disturbances which cause abandonment of active nests. Depending on the avian species present, a qualified biologist may determine that a change in the breeding season dates is warranted.
- If avoidance of the avian breeding season is not feasible, beginning thirty days prior to the initiation of project activities, a qualified biologist (as determined by Los Angeles County) with experience in conducting breeding bird surveys shall conduct weekly bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of project activities. If a protected native bird is found, the project proponent shall delay all project activities within 300 feet of on- and off-site suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31. Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, project activities within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. Flagging, stakes, and/or construction fencing shall be used to demarcate the inside boundary of the buffer of 300 feet (or 500 feet) between the project activities and the nest. Project personnel, including all contractors working on site, shall be instructed on the sensitivity of the area. If requested, the project proponent shall provide Los Angeles County the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

If the biological monitor determines that a narrower buffer between the project activities and observed active nests is warranted, he/she shall submit a written explanation as to why (*e.g.*, species-specific information; ambient conditions and birds' habituation to them; and the terrain, vegetation, and birds' lines of sight between the project activities and the nest and foraging areas) to Los Angeles County and, upon request, the California Department of Fish and Wildlife (CDFW). Based on the submitted

information, Los Angeles County (and CDFW, if CDFW requests) will determine whether to allow a narrower buffer.

- The biological monitor shall be present on site during all grubbing and clearing of vegetation to ensure that these activities remain within the project footprint (*i.e.*, outside the demarcated buffer) and that the flagging/stakes/fencing is being maintained, and to minimize the likelihood that active nests are abandoned or fail due to project activities. The biological monitor shall send weekly monitoring reports to Los Angeles County during the grubbing and clearing of vegetation, and shall notify Los Angeles County immediately if project activities damage active avian nests.

**e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10 percent canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?**                       

The project site is on a partially developed, partially vacant lot that does not contain oak woodlands or other unique native woodlands. The site contains palm trees and landscape ornamental trees. Therefore, the project would not convert oak woodlands or other unique native woodlands and no impacts would occur.

**f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3)?**                       

The project site is not included in any Habitat Conservation Plans, Natural Community Conservation Plans, Wildflower Reserve Areas, or SEA. The Los Angeles County Oak Woodlands Conservation Management Plan and California state law protect oak woodlands, while the Oak Tree Ordinance (Section 22.56.2050 of the Los Angeles County Code) protects individual oak trees (Los Angeles County 2016a). Additionally, the Protected Tree Ordinance protects oak trees (*Quercus* sp.), southern California black walnut (*Juglans californica* var. *californica*), western sycamore (*Platanus racemosa*), and California bay (*Umbellularia californica*) that measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree.<sup>2</sup> Per the CNPS, the project site does not contain any protected trees or coastal resources. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources and no impacts are anticipated.

**g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan?**

The County's primary mechanism to conserve biological diversity is an identification tool and planning overlay called SEA, which are ecologically important land and water systems that are valuable as plant and/or animal communities, often integral to the preservation of threatened or endangered species, and conservation of biological diversity in the county. These areas also include nearly all of the wildlife corridors in the county, as well as oak woodlands and other unique and/or native trees.

The project site is not located in an area where there is a Habitat Conservation Plan or a Natural Community Conservation Plan, or an SEA. The closest SEA is the Puente Hills SEA which is approximately 1.4 miles from the project site. Other adjacent SEAs are the Puente Hills Incorporated City SEA and the RIO Hondo College Wildlife Sanctuary. The project site is not located in a SEA and would not conflict with any other known local, regional, or state habitat conservation plans as the project site does not contain sensitive plant or animal species, vernal pools, or sensitive natural communities. Therefore, no impacts to habitat conservation areas would occur.

**5. CULTURAL RESOURCES**

|  |   |  |   |                      |
|--|---|--|---|----------------------|
|  | <i>Potentially<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
|--|---|--|---|----------------------|

Would the project:

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is a previously disturbed, vacant lot with non-native grasses and no distinct visual characteristics. The project would not require the removal of a historic resource pursuant to CEQA Guidelines Section 15064.5. The National Register of Historic Places database identifies the La Puente Valley Woman’s Club, located approximately four miles to the southeast at 200 North First Street, as the closest property with historic significance (National Park Service [NPS] 2021). The proposed project is not located adjacent to the La Puente Valley Woman’s Club, nor would it involve any construction work in that property. Therefore, no impact would occur to historic resources.

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

|                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project is located on a previously disturbed vacant lot attached to an existing gas station in a highly developed area. No archaeological resources or paleontological resources have been recorded or identified within the project site. Based on extensive previous disturbance to the site, it is unlikely that unanticipated, significant cultural or paleontological resources exist. Additionally, the entire footprint of the project site has been previously disturbed, and implementation of the proposed project would not disturb the ground beyond previous activities. Therefore, impacts to paleontological and archaeological resource would be less than significant levels.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

**c) 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"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

See previous response, Item 5(b), above.

**d) Disturb any human remains, including those interred outside of dedicated cemeteries?**

|                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project, and areas within the vicinity of the project, are not designated cemeteries. The area is in an urban environment and on lands that have been previously disturbed. It is not anticipated that the project

would uncover human remains because ground-disturbing activities are not expected to reach depths that would disturb native soils. Due to the context and location of the proposed project, no human remains are expected to be uncovered.

If human remains are found, the State of California Health and Safety Code Section 7050.5 states no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner would notify the Native American Heritage Commission, which would determine and notify a most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. Compliance with the State Health and Safety Code would reduce any potential impacts associated with the discovery of human remains. Impacts would be less than significant.

**6. ENERGY**

|  |   |  |   |                      |
|--|---|--|---|----------------------|
|  | <i>Potentially<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
|--|---|--|---|----------------------|

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"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project would use nonrenewable and renewable resources for construction and operation of the project. The anticipated use of these resources is detailed in the following subsections. Applicant-provided information, the CalEEMod outputs for the air pollutant and GHG emissions modeling (Appendix A), and the vehicle miles traveled (VMT) calculations in the queuing analysis completed for the project (Kimley Horn 2021; Appendix B) were used to estimate energy consumption associated with the proposed project (see Appendix C for calculation sheets).

**Construction Energy Demand**

The project would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. As shown in Table 4, project construction would require approximately 251 gallons of gasoline and approximately 6,667 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

**Table 4 Estimated Fuel Consumption During Construction**

| Source                                 | Fuel Consumption (gallons) |        |
|--|----------------------------|--------|
|  | Gasoline                   | Diesel |
| Construction Equipment & Hauling Trips | N/A                        | 6,667  |
| Construction Worker Vehicle Trips      | 251                        | N/A    |

See Appendix C for energy calculation sheets.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the U.S. Environmental Protection Agency (USEPA) Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as 2019 CALGreen, the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore,

the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and construction impacts related to energy consumption would be less than significant.

### Operational Energy Demand

Operation of the project would contribute to regional energy demand by consuming electricity, natural gas, and gasoline and diesel fuels. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by customers and employees. Table 5 summarizes estimated operational energy consumption for the proposed project. As shown therein, project operation would require approximately 33,135 gallons of gasoline and 5,772 gallons of diesel for transportation fuels, 0.39 GWh of electricity, and 13,588 U.S. therms of natural gas. Vehicle trips associated with future workers, customers, and deliveries would represent the greatest operational use of energy associated with the proposed project.

**Table 5 Estimated Project Annual Operational Energy Consumption**

| Source               | Energy Consumption <sup>1</sup> |             |
|----------------------|---------------------------------|-------------|
| Transportation Fuels |                                 |             |
| <i>Gasoline</i>      | 33,135 gallons                  | 3,638 MMBtu |
| <i>Diesel</i>        | 5,772 gallons                   | 0.13 MMBtu  |
| Electricity          | 0.39 GWh                        | 1,317 MMBtu |
| Natural Gas Usage    | 13,588 U.S. therms              | 1,263 MMBtu |

MMBtu = million metric British thermal units; GWh = gigawatt-hours  
<sup>1</sup> Energy consumption is converted to MMBtu for each source  
 See Appendix C for energy calculation sheets.

The project would be required to comply with all standards set in the latest iteration of the California Building Standards Code (California Code of Regulations Title 24), which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. California’s CALGreen standards (California Code of Regulations Title 24, Part 11) require implementation of energy-efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2019 Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the CEC. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. In addition, per CALGreen, all plumbing fixtures used for the proposed project would be high-efficiency fixtures, which would minimize the potential the inefficient or wasteful consumption of energy related to water and wastewater. Therefore, project operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

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

Energy efficient development policies have been adopted in the Los Angeles County General Plan (2035) that utilize sustainable design techniques. As detailed in Section 8, *Greenhouse Gas Emissions*, the General Plan contains goals and policies related to energy conservation, including compliance with Title 24 energy regulations and encouraging project design that increases energy efficiency. As demonstrated in Section 8, the proposed project would not conflict with the energy-related policies of the County's General Plan. The proposed project would be required to comply with the nonresidential mandatory measures in the 2019 CALGreen, which would reduce energy consumption compared to standard building practices. The proposed project would also be required to comply with the energy standards in the California Building Energy Efficiency Standards. Measures included in the proposed project to meet these energy standards include low-flow plumbing fixtures, water-efficient irrigation systems, rooftop photovoltaic solar panels, and energy-efficient lighting. Compliance with these regulations would avoid potential conflicts with adopted energy conservation plans. Therefore, the project would result in no impact.

## 7. GEOLOGY AND SOILS

|  | <i>Potentially<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
|--|---|--|---|----------------------|
|--|---|--|---|----------------------|

**Would the project:**

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

**i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.**

The closest fault to the project is the Walnut Creek Fault, located approximately three miles southeast of the project. According to the California Department of Conservation (DOC) Earthquake Zones of Required Investigation map, the project is not within an Alquist-Priolo Earthquake Fault Zone (DOC 2021). Therefore, implementation of the proposed project would result in a less than significant impact associated with Alquist-Priolo Earthquake Fault Zoning.

**ii) Strong seismic ground shaking?**

As previously discussed, the project is not within a Alquist-Priolo Earthquake Fault Zone. The project would not introduce additional structures that would permanently house residents within the site that could cause a significant loss or injury due to ground shaking. The design and construction of the new car wash would comply with all seismic-safety development requirements, including the California Building Standards Code (CBSC), also known as California Code of Regulations, Title 24 (Part 2), and the County of Los Angeles Building Code. Therefore, implementation of the proposed project would result in a less than significant impact associated with strong seismic ground shaking. The CBSC and County of Los Angeles Building Code provide standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures, and have been specifically tailored for California earthquake conditions. With mandatory compliance with these standards, implementation of the proposed project would result in a less than significant impact associated with strong seismic ground shaking.

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

Liquefaction occurs when loose, unconsolidated, water-laden soils are subject to shaking, causing the soils to lose cohesion and behave as a liquid. According to the DOC Earthquake Zones of Required Investigation map, the project area is within a liquefaction zone (DOC 2021). However, the County would require that the property be developed in accordance with the latest applicable seismic safety guidelines, including the standard

requirements of the CBSC and the County of Los Angeles Building Code. Therefore, the project's impacts related to exposing people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction, would be less than significant.

**iv) Landslides?**

The project site is in a relatively flat area and does not occur within an identified landslide zone (DOC 2021). Therefore, there would be no impact related to exposing people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving landslides.

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

Development of the vacant site would involve grading and soil movement, which could result in erosion. Because the project site is less than one acre, the proposed project is not required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. Additionally, due to the project being less than one acre, a Stormwater Pollution Prevention Plan (SWPPP) is not required for the project. The proposed project would implement best management practices (BMPs) to reduce soil erosion during ground-disturbing activities. Typical construction BMPs for reducing erosion include, but are not limited to, soil cover of inactive areas, gravel bags, and fiber rolls. As such, with implementation of BMPs, the project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

**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?**

Lateral spreading is characterized by landslides that occur on gentle slopes caused by earthquake-induced liquefaction. Subsidence occurs the there is a downward settling of the grounds' surface. The project site has a low potential for landslides (DOC 2021). Additionally, due to the relatively flat nature of the project site, potential for soil erosion is low. With compliance with the California Building Standards Commission and the Los Angeles County Building Code (Title 26), design and engineering standards, impacts 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?**

Expansive soils generally have a significant amount of clay particles, which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The extent of shrink/swell is influenced by the amount and kind of clay in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. The distribution of expansive soils can be widely dispersed, and they can occur in hillside areas as well as low-lying alluvial basins.

Grading and soil compaction requires the preparation of site-specific grading plans, soils and geology reports to address liquefaction, subsidence, and other potential geologic or soil stability issues (County of Los Angeles 2014). Such plans and reports must be tendered to the County for review and approval before the project can

commence. Submittal of these technical plans and studies would ensure that hazards arising from unstable and expansive soils would be minimized to the extent practicable. Adherence to County requirements and compliance with Title 24 standards would reduce potential impacts due to expansive soils to a less than significant level.

Furthermore, the project would involve the addition of a car wash to an existing gas station and would not introduce any building or structures meant for habitation. Therefore, the project's impacts related to exposing people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving expansive soil would be less than significant.

**e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?**                       

The project does not include the construction of a septic tank or restrooms that would require modification of existing septic systems or alternative wastewater disposal systems. The project would tie into the existing municipal sewer line. No impact would occur.

**f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?**                       

The project site is not located within a Hillside Management Area (Data Basin 2021). Additionally, the proposed project site is located in a relatively flat, developed area. No impact would occur.

**8. GREENHOUSE GAS EMISSIONS**

|  |   |  |   |                      |
|--|---|--|---|----------------------|
|  | <i>Potentially<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
|--|---|--|---|----------------------|

Would the project:

**a) Generate greenhouse gas (GHGs) 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"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

An Air Quality and Greenhouse Gas Emissions Study was prepared for the project by Rincon Consultants (Appendix A). The results of the analysis are described below. See Appendix A for full modeling methodology.

**Significance Threshold**

Individual projects do not generate enough GHG emissions to substantially influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that may be significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project’s contribution towards an impact would be cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

To determine a project-specific threshold, guidance on GHG significance thresholds in the region from SCAQMD, the air district in which the project site is located, was used. The SCAQMD’s GHG CEQA Significance Threshold Working Group considered a tiered approach to determine the significance of residential and commercial projects. The draft tiered approach is outlined in meeting minutes dated September 28, 2010 (SCAQMD 2010):

- **Tier 1.** If the project is exempt from further environmental analysis under existing statutory or categorical exemptions, there is a presumption of less than significant impacts with respect to climate change. If not, then the Tier 2 threshold should be considered.
- **Tier 2.** Consists of determining whether the project is consistent with a GHG reduction plan that may be part of a local general plan, for example. The concept embodied in this tier is equivalent to the existing concept of consistency in CEQA Guidelines Section 15064(h)(3), 15125(d) or 15152(a). Under this Tier, if the proposed project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions. If there is not an adopted plan, then a Tier 3 approach would be appropriate.
- **Tier 3.** Establishes a screening significance threshold level to determine significance. The Working Group has provided a recommendation of 3,000 MT CO<sub>2</sub>e per year for commercial projects.
- **Tier 4.** Establishes a service population threshold to determine significance. The Working Group has provided a recommendation of 4.8 MT CO<sub>2</sub>e per year for land use projects.

The project would not be statutory or categorically exempt, and therefore Tier 1 does not apply. The County does not have a local, qualified GHG reduction plan for the project to tier off, thus Tier 2 would not apply. Therefore, for a project-specific threshold, the County has selected SCAQMD’s 3,000 MT CO<sub>2</sub>e per year threshold for non-industrial projects as the applicable project-specific threshold, in accordance with Tier 3. The SCAQMD’s 3,000 MT CO<sub>2</sub>e per year threshold was determined based upon a 90 percent capture rate of

GHG emissions (i.e., 90 percent of emissions would occur for projects that exceed the 3,000 MT CO<sub>2</sub>e per year threshold, and therefore mitigation is focused upon those projects). In addition, the threshold is frequently used by jurisdictions across southern California to determine GHG emissions impacts from commercial projects.

**Construction Emissions**

As shown in Table 6, construction activity for the project would generate an estimated 58 MT of CO<sub>2</sub>e. When amortized over a 30-year period, construction of the project would generate approximately 2 MT of CO<sub>2</sub>e per year.

**Table 6 Estimated Construction Greenhouse Gas Emissions**

| <b>Construction Year</b> | <b>Annual Emissions<br/>MT CO<sub>2</sub>e</b> |
|--------------------------|--|
| 2021                     | 58   |
| Total                    | 58   |
| Amortized over 30 years  | 2  |

Notes: Emissions modeling was completed using CalEEMod. See Appendix A for modeling results. Some numbers may not add up precisely due to rounding considerations.

**Operational and Total Project Emissions**

Table 7 combines the construction and operational GHG emissions associated with development of the project. As shown, annual emissions from the proposed project would be approximately 425 MT of CO<sub>2</sub>e. These emissions would not exceed SCAQMD’s 3,000 MT per year threshold. Therefore, impacts from GHG emissions would be less than significant.

**Table 7 Estimated Annual Greenhouse Gas Emissions**

| <b>Emission Source</b> | <b>Annual Emissions<br/>MT CO<sub>2</sub>e</b> |
|------------------------|--|
| <b>Construction</b>    | 2  |
| <b>Operational</b>     |  |
| Area                   | <1   |
| Energy                 | 137  |
| Mobile                 | 278  |
| Solid Waste            | 6  |
| Water                  | 2  |
| <b>Net Total</b>       | <b>425</b>                                     |
| SCAQMD Threshold       | 3,000  |

**Exceeds Threshold?**

**No**

---

Notes: Emissions modeling was completed using CalEEMod. See Appendix A for modeling results.  
Some numbers may not add up precisely due to rounding considerations.

---

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

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

There are numerous State plans, policies, and regulations adopted to reduce GHG emissions. The principal state plan and policy is Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006, and the follow up, Senate Bill 32 (SB 32). The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the State to achieve the reductions. The 2017 Scoping Plan's goals include reducing fossil fuel use and energy demand and maximizing recycling and diversion from landfills. The project would comply with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. Therefore, the project is consistent with the applicable GHG reduction strategies in the 2017 Scoping Plan.

According to the 2020-2045 RTP/SCS, the updated targets for the SCAG region are eight percent below 2005 per capita emission levels by 2020 (this value is unchanged from the previous 2020 CARB target) and 19 percent below 2005 per capita emissions levels by 2035. The revised 2035 target is higher than the previous CARB target of 13 percent for the SCAG region. The 2020-2045 RTP/SCS includes implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region. Further specific actions to reduce GHG emissions under the 2020-2045 RTP/SCS include designing transportation options that reduce the reliance on solo car trips, promoting low emission technologies such as electric vehicles and ride sharing, supporting statewide GHG emissions legislation, and pursuing funding opportunities to support local sustainable development projects that reduce GHG emissions. In general, a car wash use is planned to satisfy existing vehicle transportation demand and is inherently not oriented for sustainable transportation uses such as transit or rail. The car wash would be used by electric vehicles in a similar fashion to gasoline vehicles. Therefore, sustainable transportation initiatives would not apply to the project.

Given the above considerations regarding SCAG's 2020-2045 RTP/SCS, the 2017 Scoping Plan, and additional state requirements, the project is consistent with State and local policies for reducing GHG emissions, and no impacts would occur.

**9. HAZARDS AND HAZARDOUS MATERIALS**

|  |   |  |   |                      |
|--|---|--|---|----------------------|
|  | <i>Potentially<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
|--|---|--|---|----------------------|

Would the project:

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project would add a car wash on a vacant portion of an existing convenience store and gas station. The car wash is likely to require small amounts of chemicals and detergents, which would be stored in compliance with all federal, State, and local regulations. The proposed project would not create a significant hazard to the public or the environment through routine use, transport, or disposal of hazardous materials, or from accidents involving the release of hazardous materials, and no impact would occur.

**b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?**

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Construction and operation of the car wash would be conducted in accordance with applicable regulatory requirements. Construction activities would potentially use limited amounts of hazardous, flammable substances/oils during heavy equipment operation for site preparation and building construction. However, any transport, use, and storage of hazardous materials during construction of the proposed project would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Therefore, no impacts would occur from the upset and accident conditions involving the release of hazardous materials.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?**

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The nearest sensitive land use is Mountain View High School, located approximately 0.7 mile to the north west of the project site. However, the proposed project would comply with applicable regulatory requirements for hazardous materials. Therefore, the project would not emit hazardous emissions or create significant hazards from hazardous materials within one-quarter mile of a sensitive land use, and no impacts would occur.

**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?**                       

Pursuant to Government Code Section 65962.5, the Department of Toxic Substance Control's (DTSC) Envirostor database shows hazardous materials sites at or in proximity to the project site. According to the DTSC, no hazardous materials sites are located on or immediately adjacent to the project site (DTSC 2021). The closest Federal Superfund site is South El Monte located approximately three miles southeast of the project site. The site has no potential to have an adverse effect on the project site, and no impacts 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?**                       

The closest airport to the project is San Gabriel Valley Airport, located approximately three miles to the northwest. The project is not in an airport land use plan. Therefore, there would be no impact from a safety hazard or excessive noise for people residing or working in the project area due to proximity to an airport.

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

The project site does not contain emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation, the proposed project would be required to maintain adequate emergency access for emergency vehicles, as required by the County. Because the proposed project would not interfere with an adopted emergency response or evacuation plan, no impacts would occur.

**g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is located:**

**i) within a high fire hazard area with inadequate access?**                       

**ii) within an area with inadequate water and pressure to meet fire flow standards?**

**iii) within proximity to land uses that have the potential for dangerous fire hazard?**

**h) Does the proposed use constitute a potentially dangerous fire hazard?**

According to the CalFire FHSZ Viewer, the project site is not within a Very High Fire Hazard Safety Zone (VHFHSZ), Very High, or High. The nearest VHFHSZ is approximately 1.6 miles to the south of the project site. The surrounding area has either been developed or has vacant lots mostly devoid of vegetation. No wildlands are located on or adjacent to the project site. Additionally, the project is in a commercial area that is highly developed with adequate emergency access and water pressures. Therefore, implementation of the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires. No impacts related to wildland fires would occur.

**10. HYDROLOGY AND WATER QUALITY**

|  |  |   |                      |
|--|--|---|----------------------|
|  | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
|  | <i>Potentially<br/>Significant<br/>Impact</i>                                    |   |                      |

Would the project:

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

|                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Temporary site preparation, grading, building construction, and paving activities during construction would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to affect water quality. The on-site construction activities would be required to comply with the County of Los Angeles Municipal Code Chapter 12.80, *Stormwater and Runoff Pollution Control*. Impacts from discharge or runoff from the proposed construction activities would be minimized by implementing site-specific BMPs. These might include but not be limited to erosion control plans, sediment control, non-stormwater management, and waste management and materials control to limit or reduce potential pollutants at the source.

The project would comply with all federal, State and local applicable regulations, including NPDES permit, BMPs, and Low Impact Development (LID) standards. Adherence to a NPDES permit, LID standards and BMPs would reduce impacts to water quality standards. Impacts would be less than significant.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

**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"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project would introduce new impervious surfaces. However, the project is not within an area associated with groundwater recharge. Water is provided to the project by San Gabriel Valley Company (County of Los Angeles 2021). The San Gabriel Valley Company does source its water from groundwater (San Gabriel Valley Company 2021). However, the car wash would recycle and treat water on-site to reduce water use. Impacts would be less than significant.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

**c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of a federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a**

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

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?
- (ii) Substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or offsite?
- (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?
- (iv) Impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding?

The existing site is a relatively flat vacant lot. The drainage pattern post-development would be similar as the existing conditions. The project would increase the impervious surface area and would have the potential to increase flow. However, the project would implement LID as applicable.

Additionally, the project would be subject County of Los Angeles Municipal Code 12.80, *Stormwater and Runoff Pollution Control*, which sets Standard Urban Stormwater Mitigation Plan (SUSMP) requirements by imposing LID strategies on projects that require building, grading, and encroachment.

Furthermore, the project site is not within or near a 100-year flood zone or a 500-year flood zone (DOC 2014, Federal Emergency Management Agency [FEMA] 2008). According to the FEMA Flood Insurance Rate Maps (FIRM), the project site is located in Zone X, meaning that the area is outside the 0.2 percent annual chance flood plain. Therefore, the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of a federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces and there would be no impact.

- d) Otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements?

As previously stated, the project site is not within or near a 100-year or 500-year flood zone. Therefore, the project would not place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas that would require additional flood proofing and flood insurance requirements. No impact would occur.

**e) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?**

According to Los Angeles County Public Works Department Low Impact Development, or LID, is a design strategy using naturalistic, on-site Best Management Practices to lessen the impacts of development on stormwater quality and quantity with the goal mimicking the undeveloped runoff conditions of the development site with the post-development conditions (County of Los Angeles 2021). According to Chapter 12.84, *Low Development Standards*, of the Los Angeles municipal code all new development projects involving one acre or greater of disturbed area and adding more than 10,000 square feet of impervious surface area shall comply with the LID ordinance. The proposed project would add a 3,000-square foot car wash on a vacant portion of an existing convenience store and gas station and would therefore not be subject to the LID ordinance.

**f) Use on-site wastewater treatment systems in areas with known geological limitations (e.g., high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?**

The project site is not in close proximity to surface water, as the project site is approximately 0.5 mile east from the San Gabriel River and approximately 0.6 mile from the confluence of Walnut Creek and San Gabriel River. In addition, the project site is not in an area with geographical limitations such as high groundwater. Therefore, no impacts would occur.

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

The project site is approximately 22 miles northeast from the Pacific Ocean, thus there is no potential for tsunamis. According to the FEMA flood maps, the project is located in Zone X, which is an area of minimal flood hazard (FEMA 2008). Additionally, the project site is not identified as a flood hazard (County of Los Angeles 2014).

No impact would occur.

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

The Proposed Project would comply with the County's SUSMP and LID programs to lessen water quality impacts. Additionally, the project would comply with all applicable federal, State and local regulations. Implementation of project BMPs from the SWPPP during proposed construction activities would reduce any impacts associated with water quality to less than significant.

**11. LAND USE AND PLANNING**

|  |   |  |   |                      |
|--|---|--|---|----------------------|
|  | <i>Potentially<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
|--|---|--|---|----------------------|

**Would the project:**

**a) Physically divide an established community?**                                                                               

The project site consists of vacant and undeveloped land located in a mostly developed area of the county. The project site is located off public roadways and development of the site would not prohibit access to any existing public areas or throughfares. Therefore, the project would not physically disrupt or divide the established community and no impacts would occur.

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

The project proposes to develop the property with a car wash on a vacant portion of an existing convenience store and gas station. While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal. Additionally, the zone change will be consisted with the land use designation of General Commercial, which is not being proposed to be changed. Therefore, the project would not conflict with an applicable land use plan, policy, or regulation and no impact would occur.

**c) Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?**                                                                               

The project does not conflict with the goals and policies of the General Plan related to Hillside Management Areas or SEAs. Hillside Management Areas have 25 percent or greater natural slopes (County of Los Angeles 2019). The project site is relatively flat and is therefore not part of the Hillside Management Area.

**12. MINERAL RESOURCES**

|   | <i>Potentially Significant Impact</i> | <i>Less Than Significant Impact with Mitigation Incorporated</i> | <i>Less Than Significant Impact</i> | <i>No Impact</i>                    |
|---|---------------------------------------|--|-------------------------------------|-------------------------------------|
| <b>Would the project:</b>   |                                       |  |                                     |                                     |
| <b>a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</b> | <input type="checkbox"/>              | <input type="checkbox"/>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

According to the DOC California Division of Mines and Geology, the project site does not have a history of mining or oil/gas extraction (DOC 2016). The proposed project would occur in an area that has not been used for mining, and is currently developed as commercial use and is surrounded by other urban development where mining operations are not expected to occur. Additionally, the project would not involve any mining activities that would result in the loss of known mineral resources. Furthermore, the project is located in an urbanized area surrounded by development. No impact would occur.

|  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <b>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?</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

As discussed above, the proposed project is located in an area where no known significant mineral deposits are present. No mining activities are proposed during construction and operation of the proposed project. No impact would occur.

### 13. NOISE

|  | <i>Potentially<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i>     |
|--|---|--|---|--------------------------|
| <p><b>Would the project result in:</b></p> <p><b>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 County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?</b></p> | <input type="checkbox"/>                      | <input checked="" type="checkbox"/>  | <input type="checkbox"/>                    | <input type="checkbox"/> |

The following analysis is based on a Construction Noise Analysis (Appendix D) and a Car Wash Noise Analysis (Appendix E) conducted by BridgeNet International. There are a variety of noise descriptors that occur in this analysis. One of the most frequently used noise metrics is the equivalent noise level ( $L_{eq}$ ); it considers both duration and sound power level.  $L_{eq}$  is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. Typically,  $L_{eq}$  is summed over a one-hour period.  $L_{max}$  is the highest root mean squared (RMS) sound pressure level within the sampling period, and  $L_{min}$  is the lowest RMS sound pressure level within the measuring period (Crocker 2007).

#### **Construction Noise Impacts**

The County’s Noise Ordinance, Section 12.08.440.B, requires that maximum construction noise levels at single-family residential structures not exceed 75 dBA during weekday daytime hours (7:00 a.m. to 8:00 p.m.). Construction noise levels may not exceed 60 dBA during nighttime hours (8:00 p.m. to 7:00 a.m.) and all-day Sunday and legal holidays.

Construction noise represents a short-term impact on neighborhood noise levels. Noise generated by construction equipment can reach high levels. The highest levels of noise would be generated during site preparation and grading when large pieces of heavy equipment are operated. Jackhammers or pile drivers are not anticipated to be required during construction of the project. According to the developer, the following equipment is planned for use at the site: skid steers, small backhoe (15-foot reach), dump truck (10-wheel), end dump, concrete pump and a small crane. Of these, the quietest equipment is the backhoe, with a typical noise level of 80 dBA at a distance of 50 feet. The loudest is the dump truck, with a typical noise level of 88 dBA at a distance of 50 feet.

Calculations show that at the nearest residential structures (at a distance of 50 feet from the typical construction equipment location), the noise levels would range between 80 dBA and 88 dBA. This exceeds the County’s Noise Ordinance limits. Therefore, impacts from construction noise would be potentially significant.

## Mitigation Measure

### *NOI-1 Construction Noise Reductions*

The project applicant shall reduce construction noise levels at the adjacent residential uses to the south of the project site to a noise level not to exceed the County's residential construction noise threshold of 75 dBA during weekday daytime hours (7:00 a.m. to 8:00 p.m.). This shall be accomplished through the following required measures:

- Installation of temporary sound barriers/blankets along the southern and eastern project boundary line adjacent to residences (see Figure 4 of Appendix D for barrier locations). The temporary barriers/blankets shall have a minimum sound transmission loss of 30. The temporary barriers/blankets shall be of sufficient height to extend from the top of the temporary construction fence and drape on the ground or be sealed at the ground. The temporary barriers/blankets shall have grommets along the top edge with exterior grade hooks, and loop fasteners along the vertical edges with overlapping seams, with a minimum overlap of 2 inches.
- Provide a sign at the yard entrance, or other conspicuous location, that includes a 24-hour telephone number for project information, and a procedure where a field engineer/construction manager shall respond to and investigate noise complaints and take corrective action if necessary in a timely manner. The sign shall have a minimum dimension of 48 inches wide by 24 inches high. The sign shall be placed 5 feet above ground level.
- If a noise complaint(s) is registered, the contractor shall retain a County-approved noise consultant to conduct noise measurements at the use(s) that registered the complaint. The noise measurements shall be conducted for a minimum of 1 hour and include 1-minute intervals. The consultant shall prepare a letter report for code enforcement summarizing the measurements, calculation data used in determining impacts, and potential measures to reduce noise levels to the maximum extent feasible.

### Significance After Mitigation

With the addition of temporary noise barriers as described in Mitigation Measure NOI-1, construction noise levels would be reduced to meet the County's residential construction noise threshold of 75 dBA during weekday daytime hours (7:00 a.m. to 8:00 p.m.). Therefore, construction noise impacts would be less than significant with mitigation.

### **Operational Noise Impacts**

The County's operational noise limits are contained in Sections 12.08-390 and 12.08-400 of the Los Angeles County Code of Ordinances. The noise level limits are specified in terms of the L<sub>max</sub> and L<sub>%</sub> levels. L<sub>max</sub> is the highest sound pressure level during a measurement period. L<sub>%</sub> is a statistical method of describing noise which accounts for variance in noise levels throughout a given measurement period. The L<sub>50</sub> standard is the noise level that cannot be exceeded for more than 30 minutes in any one-hour period (50 percent of the time, abbreviated L<sub>50</sub>). Similarly, the L<sub>25</sub> standard is the noise level that cannot be exceeded for more than 15 minutes in any one-hour period (25 percent of the time, abbreviated L<sub>25</sub>), and the L<sub>8.3</sub> standard is the noise level that cannot be exceeded more than 5 minutes in any one-hour period (8.3 percent of the time, abbreviated L<sub>8.3</sub>), and so forth. For this type of noise, the L<sub>50</sub> standard is the most stringent criteria. The indoor noise standards are 15 dB more stringent than the outdoor noise standards. Since residential buildings can be expected to provide at least 20 dB of outdoor-to-indoor noise reduction, compliance with the exterior noise standards would also result in compliance with the indoor noise standards.

The County’s noise limits are shown in Table 8. The ordinance states that the exterior L<sub>50</sub> noise level from the car wash equipment cannot exceed 50 dBA during daytime hours. The car wash would be open from 7:00 a.m. to 10:00 p.m. Therefore, only the daytime standards would apply. This standard would apply to all nearby residential receiver locations.

**Table 8 City of Los Angeles Residential Noise Ordinance Criteria**

| Time Period                         | L <sub>max</sub> | L <sub>1.7</sub> | L <sub>8.3</sub> | L <sub>25</sub> | L <sub>50</sub> |
|-------------------------------------|------------------|------------------|------------------|-----------------|-----------------|
| Exterior                            |                  |                  |                  |                 |                 |
| Daytime (7:00 a.m. to 10:00 p.m.)   | 70               | 65               | 60               | 55              | 50              |
| Nighttime (10:00 p.m. to 7:00 a.m.) | 65               | 60               | 55               | 50              | 45              |
| Interior                            |                  |                  |                  |                 |                 |
| Daytime (7:00 a.m. to 10:00 p.m.)   | 55               | 50               | 45               | -               | -               |

The major noise-producing components of the proposed car wash are the blowers for the dryer section. For the blowers, the project would install Aerodry A-90 dryer equipment. As a project design feature, the blowers would be set back approximately 30 feet from the exit end of the tunnel, the positioning of which would attenuate noise from the blowers. According to the developer, the vacuum generating equipment will be located inside the building, with only the hose nozzles outside, therefore vacuum equipment would not generate substantial noise levels.

The Car Wash Noise Analysis calculates that with barrier heights of between 6 to 10 feet at the southern and eastern property boundary, sensitive receivers would experience noise levels up to 56.5 dBA L<sub>50</sub>, which would exceed the County’s operational residential noise limit of 50 dBA L<sub>50</sub>. Therefore, impacts would be potentially significant.

Mitigation Measure

*NOI-2 Operational Noise Reductions*

The project applicant shall reduce operational noise levels at the adjacent residential uses to the south of the project site to a noise level not to exceed the County’s operational residential noise limit of 50 dBA L<sub>50</sub>. This shall be accomplished through the following required measures:

- Installation of 2,200 square feet of QuietFiber QF4 noise absorption material, available from AcoustiBlok, Inc. (acoustiblok.com). Information on this product is included in Appendix E. In order to allow the developer some flexibility to adapt to the tunnel configuration, this total area of absorptive material can be provided by any combination of wall and ceiling panels totaling 2,200 square feet. The absorptive material should be concentrated in the exit half of the tunnel. (If desired, some of the square footage can be provided using free hanging clouds with the same absorption coefficients).
- Use of the required permanent noise barrier heights ranging from 6 to 10 feet as shown in Figure 5 of Appendix E. The existing 6-foot-high barrier along the homes near the entrance end of the tunnel is sufficient where identified in the figure. The noise barriers must have a surface density of at least 3.5 pounds per square foot, and shall have no openings or gaps. The wall may be constructed of stud and stucco, 3/8-inch plate glass, 5/8-inch Plexiglas, any masonry material, or a combination of these materials.

Significance After Mitigation

With the addition of the absorptive materials and barrier requirements as described in Mitigation Measure NOI-2, operational noise levels would reach up to 47 dBA L<sub>50</sub> at the adjacent residences, which would not exceed the County’s operational residential noise standard of 50 dBA L<sub>50</sub>. Therefore, construction noise impacts would be less than significant with mitigation.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

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

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (California Department of Transportation [Caltrans] 2020).

A significant impact would occur if the project would result in the generation of excessive groundborne vibration or groundborne noise levels. Vibration levels equal to or below 0.4 inches per second (in./sec.) PPV at residential structures would prevent structural damage for most residential building and vibration levels equal to or less than 1.0 in./sec. PPV would prevent damage to more substantial construction, such as high-rise, commercial, and industrial buildings. For human annoyance, the vibration level threshold at which transient, or temporary, vibration sources are considered to be distinctly perceptible is 0.24 in./sec. PPV.

Construction activities known to generate excessive groundborne vibration, such as pile driving, would not be conducted by the project. The greatest vibratory source during construction within the project vicinity would be a dump truck (i.e., a loaded truck). The Federal Transit Administration (FTA) estimates that a loaded truck generates 0.076 inches per second (in./sec.) PPV at a distance of 25 feet (FTA 2018). A loaded truck may be used within 45 feet of the nearest off-site structure. This would equal a vibration level of 0.0398 in./sec. PPV at 45 feet. This vibration level is lower than the threshold of 0.24 in./sec. PPV for human annoyance and 0.4 in./sec. PPV threshold for residential structure damage. Therefore, temporary impacts associated with construction would be less than significant.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

**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?**                                                                               

The closest airport to the project is San Gabriel Valley Airport, located approximately three miles to the northwest. The project is not located within the noise contour for the San Gabriel Valley Airport (San Gabriel

Valley Airport 2015). Therefore, the project would not expose people residing or working in the project area to excessive noise levels, and no impacts would occur.

**14. POPULATION AND HOUSING**

|  |   |  |   |                      |
|--|---|--|---|----------------------|
|  | <i>Potentially<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
|--|---|--|---|----------------------|

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"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project involves the addition of a 3,000-square foot car wash on a vacant portion of an existing convenience store and gas station. No residential uses or other land uses associated with directly impacting population growth are included as part of the project. The temporary construction jobs associated with the project are expected to be fulfilled by the existing local labor pool, and it is not anticipated that the project would result in indirect population growth. Additionally, the project would use existing utilities and infrastructure on-site, and would not result in off-site improvements that would drive job or population growth; therefore, no impacts associated with population growth inducement would occur.

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is vacant and would not displace existing housing. No impacts associated with housing displacement would occur.

**15. PUBLIC SERVICES**

|   |  |   |                      |
|---|--|---|----------------------|
|   | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
| <i>Potentially<br/>Significant<br/>Impact</i> |  |   |                      |

**a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

**Fire protection?**

The Los Angeles County Fire Department (LACoFD) would provide fire protection, fire prevention, and emergency services to the area (LACoFD 2021). The fire station nearest the project site is the Los Angeles County Fire Department Station 87 located at 140 S. 2nd Avenue, an approximate 0.5-mile driving distance east of the project site. The proposed project would incrementally increase the need for fire protection services within the county but would not require the construction of new fire facilities to maintain acceptable service ratios, response times, or other performance objectives. The project would be required to adhere to all standards and conditions required by the LACoFD, including, but not limited to, restrictions on project design, imposition of construction standards, and payment of impact fees (County of Los Angeles 2021). Adherence to these standards would result in a less than significant impacts associated with the provision of fire protection.

**Sheriff protection?**

The Los Angeles County Sheriff’s Department (LASD) would provide police services to the area. The proposed project would incrementally increase the need for police protection services within the County. The proposed project would be required to adhere to all standards and conditions required by the County and the LASD, including the payment of impact fees. While the proposed project would incrementally increase the need for police protection, it would not require the construction of new facilities to maintain acceptable service ratios, response times, or other performance objectives. Therefore, the proposed project would result in a less than significant impact associated with the provision of police protection.

**Schools?**

The proposed project does not include uses that would generate school age children. As such, implementation of the proposed project would not place an increased demand on schools or require the construction of new schools, and no impacts would occur.

**Parks?**

The proposed project does not include uses that would increase population growth. As such, implementation of the proposed project would not place an increased demand on parks or require the construction of new parks, and no impacts would occur.

**Libraries?**

The proposed project does not include uses that would increase population growth. As such, implementation of the proposed project would not place an increased demand on Libraries or require the construction of new Libraries, and no impacts would occur.

**Other public facilities?**

The proposed project does not include uses that would increase population growth. As such, implementation of the proposed project would not place an increased demand on other public facilities or require the construction of new facilities, and no impacts would occur.

## 16. RECREATION

|  | <i>Potentially<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
|--|---|--|---|----------------------|
|--|---|--|---|----------------------|

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 type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Per Item 15(a), the proposed project would not increase the usage of parks. No impacts would occur.

b) **Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?**

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project involves the construction and operation of a car wash on an existing gas station lot. The project does not include recreational facilities or require the construction or expansion of recreational facilities. No impacts would occur.

c) **Would the project interfere with regional trail connectivity?**

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project would be built on a partially developed, and partially vacant lot that would not interfere with regional trail connectivity. The closest trail is the San Gabriel River Trail, which is approximately 0.6 mile from the project site (Google Earth 2021). No impacts would occur.

**17. TRANSPORTATION**

|  |   |  |   |                      |
|--|---|--|---|----------------------|
|  | <i>Potentially<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
|--|---|--|---|----------------------|

**Would the project:**

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

|                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project consists of the addition of a car wash to an existing gas station. The car wash would be built in a vacant lot and accessible through the existing gas station parking lot. The project site is not located near a bus or transportation station, bicycle, or pedestrian facility. Therefore, the project would not conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

**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"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

In 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines which included implementation of Senate Bill 743 (Section 15064.3) (SB 743). SB 743 identified a new way to analyze transportation impacts under CEQA. The Office of Planning and Research amended the CEQA Guidelines to provide an alternate to ‘Level of Service’ (LOS) to evaluate transportation impacts. Under SB 743, auto delays in traffic would not be considered a significant impact under CEQA. Rather, vehicle miles traveled (VMT) would be the primary metric for environmental impacts. VMT measures the sum of the number of miles traveled by each vehicle. Kimley-Horn completed a traffic assessment for the proposed drive-through car wash to analyze the project’s VMT (Kimley-Horn 2021; Appendix B).

Per the traffic assessment, local-serving commercial uses, particularly in urban areas, primarily serve pre-existing needs and as a result do not generate new trips because there are existing demands. As a result, local serving commercial uses less than 50,000 square feet can be presumed to reduce trip lengths when a new site is proposed and would therefore have a less-than-significant impact. For instance, a customer may travel to the new development because of a closer proximity compared to other gas stations in the area and is therefore not a new trip. These customers would access the proposed site because it is closer to their origin, or because the site is more convenient than similar sites in the vicinity. This results in an existing trip on the roadway network becoming shorter, rather than a new trip being added to the roadway network. In accordance with the Technical Advisory, the proposed project be presumed to result in a less than significant VMT impact and support the goals of SB 743.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

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

The project would be developed away from the road on a vacant lot attached to an existing gas station. The project would not require any new street access and would be accessed entirely through existing roadway entrances. Additionally, the use of the project site would be substantially compatible with existing gas station. Therefore, the project would not substantially increase hazards due to a road design feature, and no impacts would occur.

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

The proposed project would be built on a vacant lot and would not block emergency access to adjacent land uses. The project would not result in inadequate emergency access. The proposed construction and operational activities would not include any new design or development that would prevent access to the project area in the event of an emergency or prevent emergency evacuation. In addition, the project would be subject to the review of the LACoFD. Therefore, the project will not impact emergency access.

**18. TRIBAL CULTURAL RESOURCES**

|   |  |   |                      |  |
|---|--|---|----------------------|--|
|   | <i>Less Than<br/>Significant</i>                   |   |                      |  |
| <i>Potentially<br/>Significant<br/>Impact</i> | <i>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |  |

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:

- |  |                          |                                     |                                     |                          |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| <p>i) 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</p>  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>ii) 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

The Project Site has previously been developed and currently there exists a gas station and convenience store. It is located in an urbanized area that has been previously developed and disturbed by past activities. The proposed project is not expected to disturb any archaeological resources during construction, as minimal ground excavation would occur for site clearing and foundation preparation. Nonetheless, there is still a possibility that construction of development on-site could encounter previously unknown and unrecorded resources, if any should exist below grade. Consultation was conducted with the Gabrieleno Band of Mission Indians (Kizh Nation) on January 27, 2022, who agreed that mitigation measures regarding the discovery of tribal cultural resources or unanticipated discovery of human remains would be sufficient to reduce the potential impacts to tribal resources to less than significant.

Mitigation Measure

*TCR-1: Discovery of Tribal Cultural Resources*

If tribal cultural resources are encountered during construction, all ground disturbance activities within 25 feet of the find shall stop until a tribal representative can evaluate the significance of the find. Construction

activities may continue in other areas of the project site. If the discovery proves significant, the tribal representative shall recommend appropriate measures, subject to County approval, to mitigate potential impacts to tribal cultural resources to less than significant. Such measures may include but are not limited to resource avoidance, reburial, and preservation for educational purposes.

*TCR-2: Unanticipated Discovery of Human Remains.*

If human remains are encountered during construction, all ground disturbance activities within 150 feet of the discovery shall be suspended and the construction manager shall immediately notify the County coroner. If the human remains are determined to be of Native American descent, the coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours of identification. The NAHC shall identify and immediately notify the Most Likely Descendant (MLD) of the deceased Native American. Within 48 hours of being granted access to the site, the MLD shall complete the inspection of the site of the discovery and make recommendations to the Applicant/landowner for the treatment or disposition of the human remains and any associated funerary objects. All measures, as required by the County, shall be implemented under the supervision of the MLD and/or Tribal Monitor.

If the designated MLD is the Gabrieleno Band of Mission Indians – Kizh Nation (Tribe), the following treatment measures shall be implemented. To the Tribe, the term “human remains” encompass more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains shall be treated in the same manner as bone fragments that remain intact. Associated funerary objects, as part of the death rite or ceremony of a culture, include objects that are reasonably believed to have been placed with individual human remains either at the time of death or later and other items made exclusively for burial purposes or to contain human remains. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on the Native American human remains. In addition, there shall be no publicity regarding any cultural materials recovered.

**Treatment Measures:**

If the Tribe and the landowner mutually agree to an alternate location (reburial location) within the project site for the respectful reburial of the human remains and/or funerary objects, the reburial location shall be protected in perpetuity. Where the human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment shall be placed over the excavation opening to protect the remains. If this type of steel plate is not available, a security guard shall be present onsite during non-construction hours. Each occurrence of human remains and associated funerary objects shall be stored in an opaque cloth bag. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed and temporarily stored in a secured container, on site if possible. These items shall be retained and reburied in the reburial location within six

months of recovery. Ground disturbing activities within the vicinity of the discovered human remains may resume after recovery is completed.

If the project cannot be diverted and reburial within the project site is not feasible, data recovery may be recommended in which the burials would be removed. If data recovery is approved, the Tribal Monitor shall oversee the excavation to ensure that the human remains are treated carefully, ethically and respectfully. Cremations shall either be removed in bulk or by other methods to ensure that all materials are completely recovered. As part of the data recovery measure, the Tribal Monitor shall prepare detailed descriptive notes and sketches of the burials and any other types of documentation required by the County, which shall be incorporated into the final report. Within 30 days after data recovery is completed, the Tribal Monitor shall prepare a final report documenting all activities related to the data recovery. The final report shall be submitted to the Tribe, NAHC, and the County

If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be prepared by a tribal representative, subject to County approval. The tribal representative shall oversee implementation of the approved plan to ensure all requirements are completed in compliance with the approved plan

**19. UTILITIES AND SERVICE SYSTEMS**

|  |   |  |   |                      |
|--|---|--|---|----------------------|
|  | <i>Potentially<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
|--|---|--|---|----------------------|

**Would the project:**

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

The project would involve the construction of minor facilities related to drainage, such as planters. The project would take advantage of existing drainage facilities of the gas station and convenience store. Physical impacts to the surface and subsurface of the project site from construction are considered to be part of the project’s construction phase and are evaluated throughout this Initial Study accordingly. The proposed drainage facilities are expected to be sufficient to convey post-development flows; therefore, the construction or expansion of additional off-site drainage facilities would not be required.

Other utilities, such as electrical power, would be connected to existing infrastructure in the area, consistent with County and provider regulations. The project would involve an increase in electricity demand to serve the proposed project; however, this demand increase would not be a wasteful use of energy, would be within anticipated energy usage, and would not require additional electricity substations or natural gas storage/transmission facilities. Impacts would be less than significant.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

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

The operation of the proposed car wash would result in an increase in potable water demand from the local water purveyor, San Gabriel Valley Water Company (SGVWC). However, the proposed project is consistent with the assumptions made in SGVWC’s 2015 Urban Water Management Plan, as the project site is consistent with the existing land use and zoning designations that are used to calculate population projections<sup>1</sup>. SGVWC’s 2015 Urban Water Management Plan concludes that the SGVWC has sufficient water supplies available to serve planned land uses within its service area through at least 2040. The proposed project would not be subject to the provisions of Senate Bill (SB) 610, requiring a Water Supply Assessment, because the proposed project does not involve a use that would result in water demand equivalent to a residential development of more than 500 dwelling units<sup>2</sup>. In addition, Assembly Bill 2230, passed in 2012, required all car washes constructed after January 1, 2014, to install a water recycling system that recycles and reuses at least 60 percent of the wash and rinse water, or to use recycled water provided by a water supplier for at least

60 percent of its wash and rinse water. Therefore, impacts related to water supply would be less than significant.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

**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?**                                                                               

Per the project's CalEEMod outputs, the project is estimated to use approximately 3,150 gallons per day (Appendix A). This relatively small increase in water use for a heavily developed area of Los Angeles County would result in a negligible addition of water to the wastewater treatment system. Therefore, wastewater treatment plants in the area would have capacity to serve the projects projected demand in addition to the provider's existing commitments. Impacts would be less than significant.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

**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?**                                                                               

The proposed project would result in the generation of minor amounts of construction waste, which would require disposal at the Grand Central Recycling. During construction, soil waste would be screened and separated for use as backfill to the maximum extent possible. Other waste debris generated during construction would be hauled offsite for recycling when possible. On January 4, 2005, the County adopted an ordinance that requires at least 50 percent of all debris generated by construction and demolition (C&D) projects located in unincorporated areas of Los Angeles County to be recycled or reused. The ordinance amends Title 20 of the County Code by adding Chapter 20.87 (Construction and Demolition Debris Recycling and Reuse), which requires all construction projects to recycle or reuse a portion of all construction and demolition debris, soil, rock, and gravel removed from a project site unless a lower percentage is approved by the Director of the County Department of Public Works (LACDPW). On January 1, 2017, Los Angeles County Public Works began to enforce the following C&D diversion requirements in accordance with the 2016 CalGreen Manual: all projects that generate C&D debris are to recycle or reuse the C&D debris at a minimum rate of 65 percent, all Universal Waste recovered from a nonresidential project site must be disposed of properly, and all trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled (LACDPW 2020). The project shall comply with the standards that are in effect at the time of the permit issuance. All waste generated during construction of the project would be handled and disposed of in compliance with all applicable federal, State, and local statutes and regulations related to solid waste.

Solid waste generated by the proposed project would be disposed at the Grand Central Recycling. For project operation, California Department of Resources Recycling and Recovery (CalRecycle) lists various waste generation factors for commercial uses; the most conservative commercial waste generation listed 13 pounds per 1,000 square foot per day (CalRecycle 2018). With a 3,300 square foot total, it is assumed that the project would generate approximately 13 pounds per day. The addition of 13 pounds per day (0.007 tons) of solid waste would not be anticipated to exceed the solid waste capacity of Grand Central Recycling facilities given the tiny fraction the waste represents of the typical capacity of such facilities. The proposed project would comply with federal, state and local statutes on the regulation of solid waste disposal and participate in available solar industry recycling programs. Therefore, impacts would be less than significant.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

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

The project would be required to comply with the County of Los Angeles' waste reduction programs, including recycling and other diversion programs to divert the amount of solid waste deposited in landfills. In addition, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (California Public Resources Code Section 42911), the proposed project would provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The implementation of these programs would reduce the amount of solid waste generated by the proposed project and diverted to landfills, which in turn would aid in the extension of the life of affected disposal sites. The project would comply with all applicable solid waste statutes and regulations; therefore, solid waste impacts would be less than significant.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.



associated with the project would comply with state and local fire codes to reduce the risk of fires, and none of these potential infrastructure improvements would exacerbate fire risk on-site. No impact would occur.

**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?**                                                                               

As discussed in Section 7, *Geology and Soils*, the project site is not located on an area of significant slopes. Additionally, the project site is not susceptible to landslides or downstream flooding. The project would be required to comply with the County’s Development Code. In addition, the project would be required to implement all recommendations of the geotechnical report through the County’s design review process. Implementation of the recommendations from the site-specific geotechnical analysis in the design and construction of the project would reduce potential hazards from post-fire landslides or slope instability. This impact would be less than significant.

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

As discussed in Section 9, *Hazards and Hazardous Materials*, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Impacts would be less than significant.

**21. MANDATORY FINDINGS OF SIGNIFICANCE**

|   |  |   |                      |
|---|--|---|----------------------|
|   | <i>Less Than<br/>Significant<br/>Impact with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i> |
| <i>Potentially<br/>Significant<br/>Impact</i> |  |   |                      |

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?

As discussed in this Initial Study, the project would have no impact or a less than significant impact on environmental issue areas except for noise. Therefore, the project would not require the implementation of mitigation measures related to biology or historical resources, and would therefore not 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.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

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)?

Construction of the project is not anticipated to overlap with other proposed projects since there are no proposed construction projects within the immediate vicinity of the project. Therefore, construction equipment exhaust emissions, GHG emissions, and noise would not overlap during construction. The effects of the project would not combine with impacts from other projects in the vicinity to result in a significant cumulative impact. Therefore, as there would be no significant direct or indirect impacts, the proposed project would not contribute to cumulative impacts to these issue areas.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

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

Effects on human beings are generally associated with impacts related to issue areas such as air quality, geology and soils, hazards and hazardous materials, noise, and transportation. As discussed, in this Initial Study, the project would have a less than significant impact in each of these resource areas except for noise. Through Mitigation Measures NOI-1 and NOI-2, impacts to noise would be less than significant. Therefore, the project would not cause substantial adverse effects on human beings, either directly or indirectly and impacts associated with the project would be less than significant with mitigation.

While the project also involves a C-1 to C-3-DP zone change, the Development Program (DP) zoning overlay would require any future proposed non-residential use to be entitled through a conditional use permit, which would include CEQA review on that specific project at the time of its proposal.

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# Appendix A

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Air Quality and Greenhouse Gas (GHG) Emissions Report

# Appendix B

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Queuing Analysis

# Appendix C

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Energy Calculations

# Appendix D

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Construction Noise Analysis

# Appendix E

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Car Wash Noise Analysis