CITY OF HUNTINGTON PARK
FLORENCE CAR WASH PROJECT

Initial Study

Prepared by:

City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Contact:

Steve Forster
Director of Community Development

APRIL 2022

INITIAL STUDY CHECKLIST

Project Title: Florence Car Wash

Project Location: The Project site occupies approximately 0.876 acres within two Assessor's parcels in the southerly portion of the City of Huntington Park. The addresses/Assessor Parcel Numbers of the Project site are as follows:

- 3100 Florence Avenue, Huntington Park, CA 90255
- APNs 6212-001-060 and 6212-001-061

The City of Huntington Park is bordered to the north by the cities of Vernon and Maywood, to the south by the City of South Gate and unincorporated Los Angeles, to the east by the cities of Cudahy, Bell, and Maywood; and, to the west by the City of Los Angeles and unincorporated Los Angeles County. A regional map with the City identified is provided as **Exhibit 1**. A map of the City is provided as **Exhibit 2**. The Project site is shown in **Exhibit 3**.

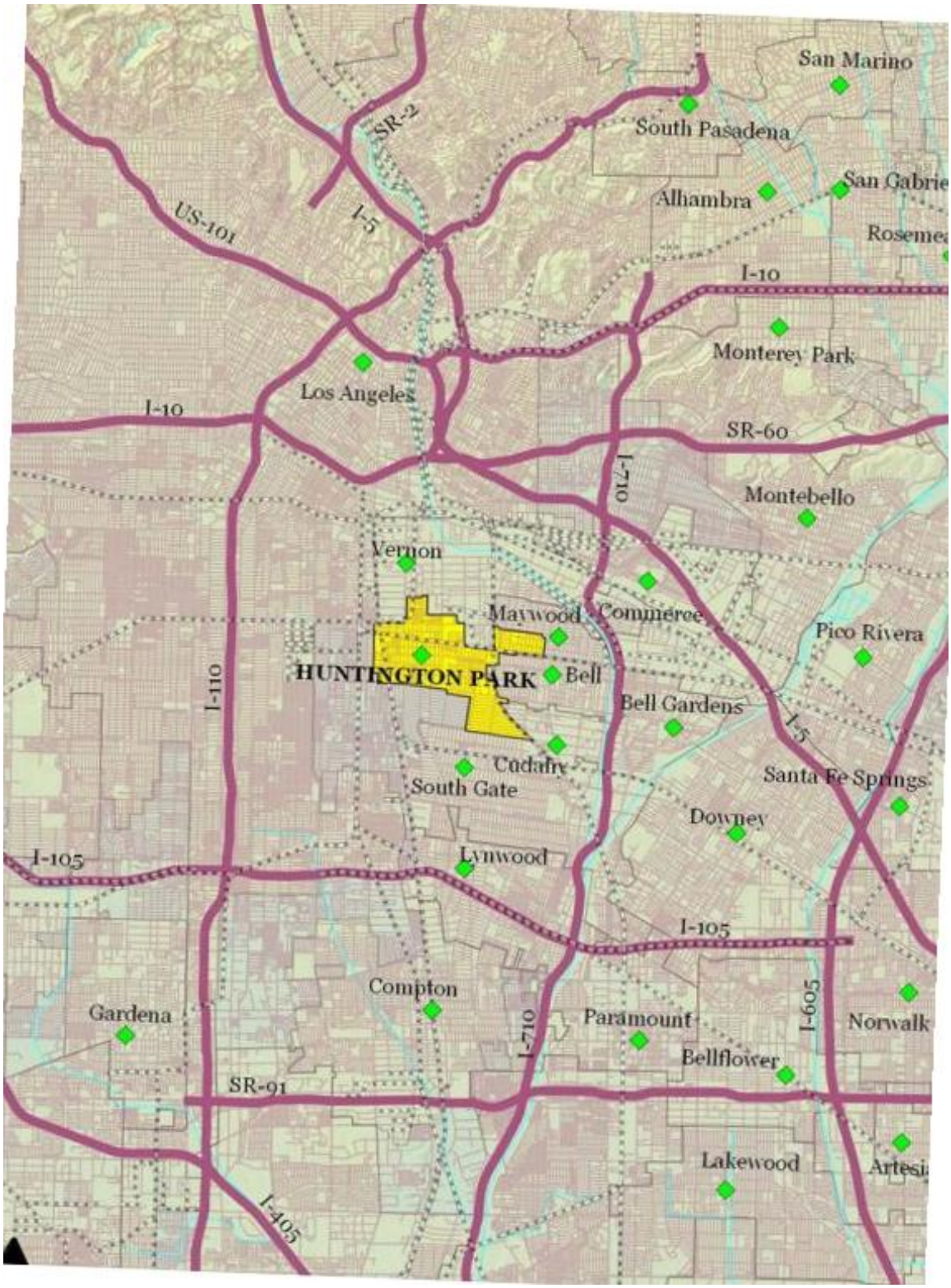


EXHIBIT 1
REGIONAL MAP
Source: Huntington Park's General Plan

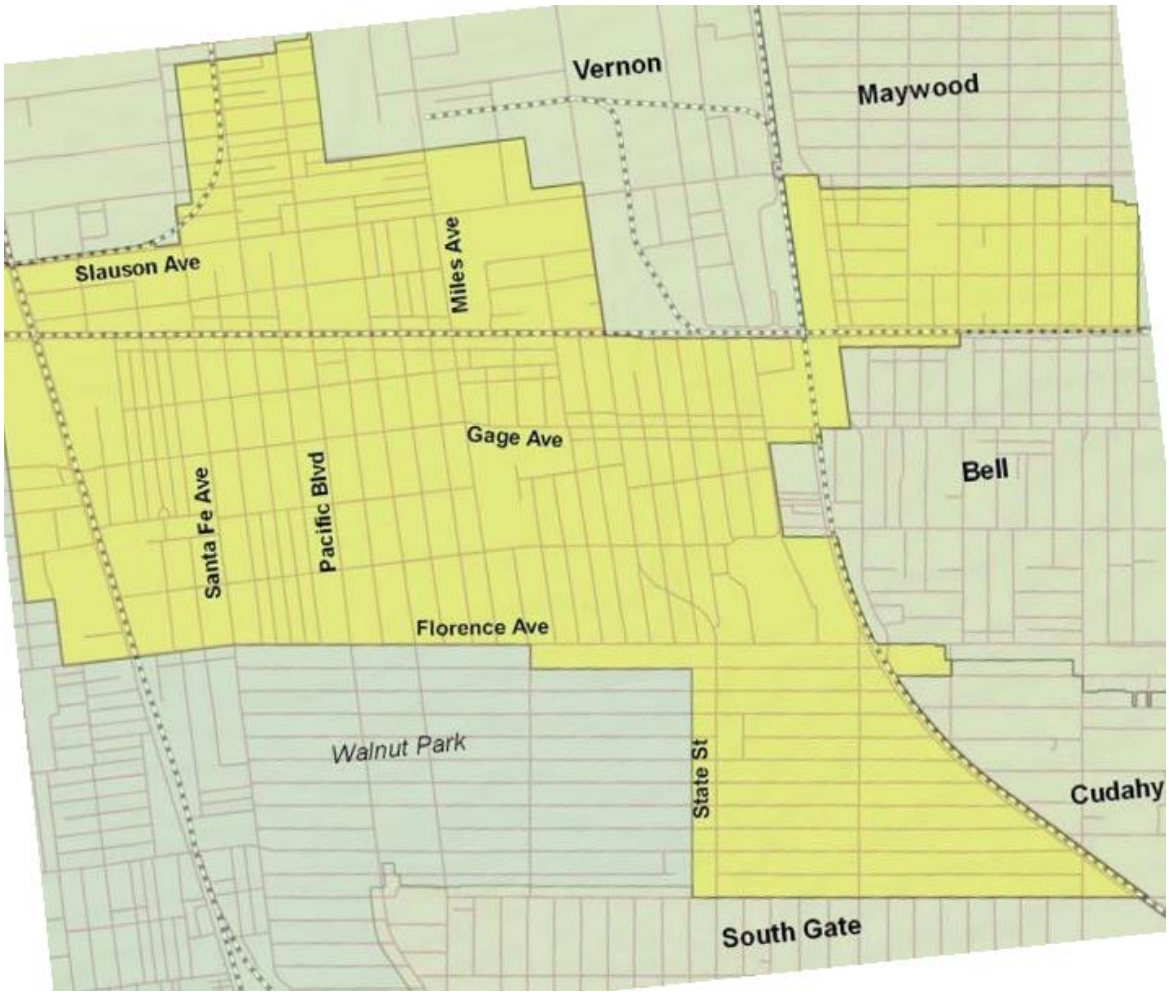


EXHIBIT 2
CITY OF HUNTINGTON PARK
Source: Huntington Park General Plan

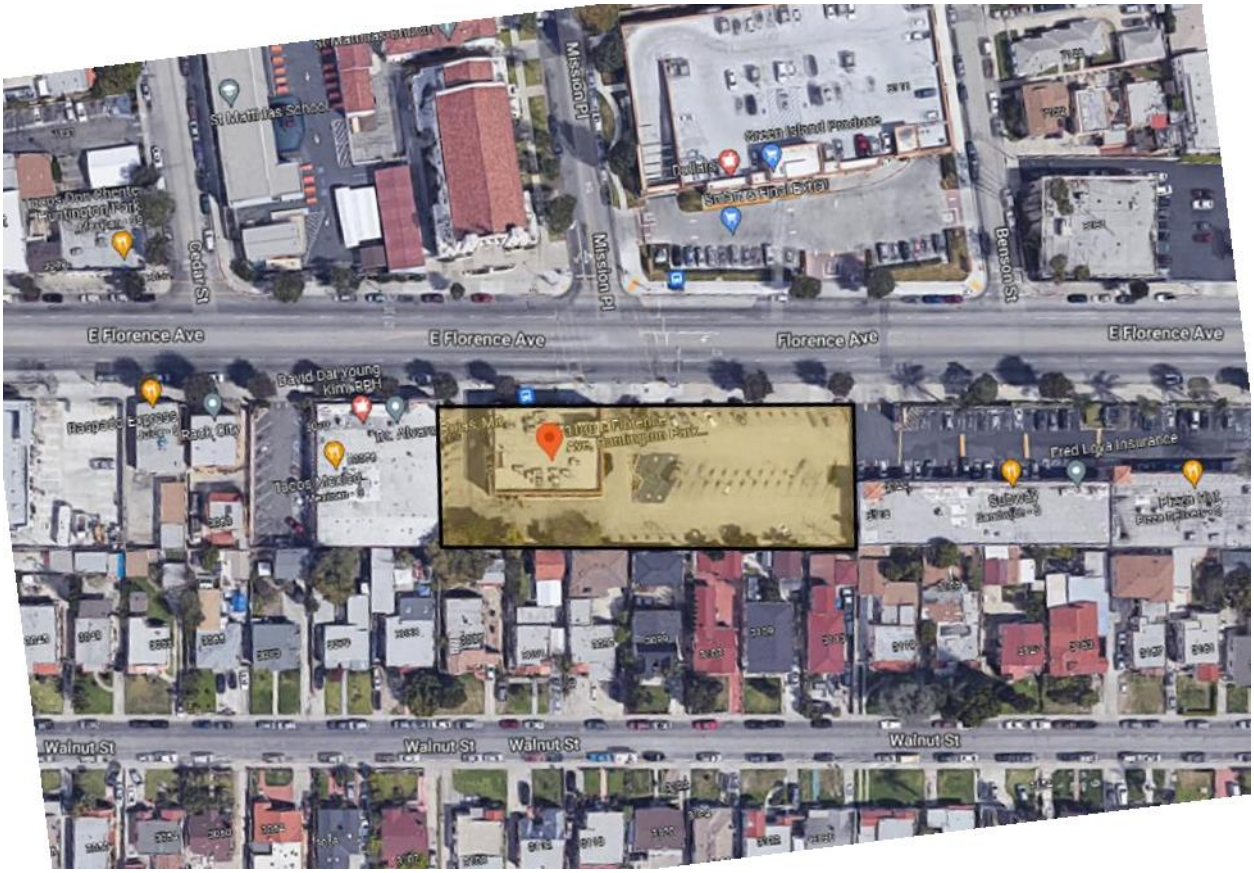


EXHIBIT 3
PROJECT SITE LOCATION
Source: Google

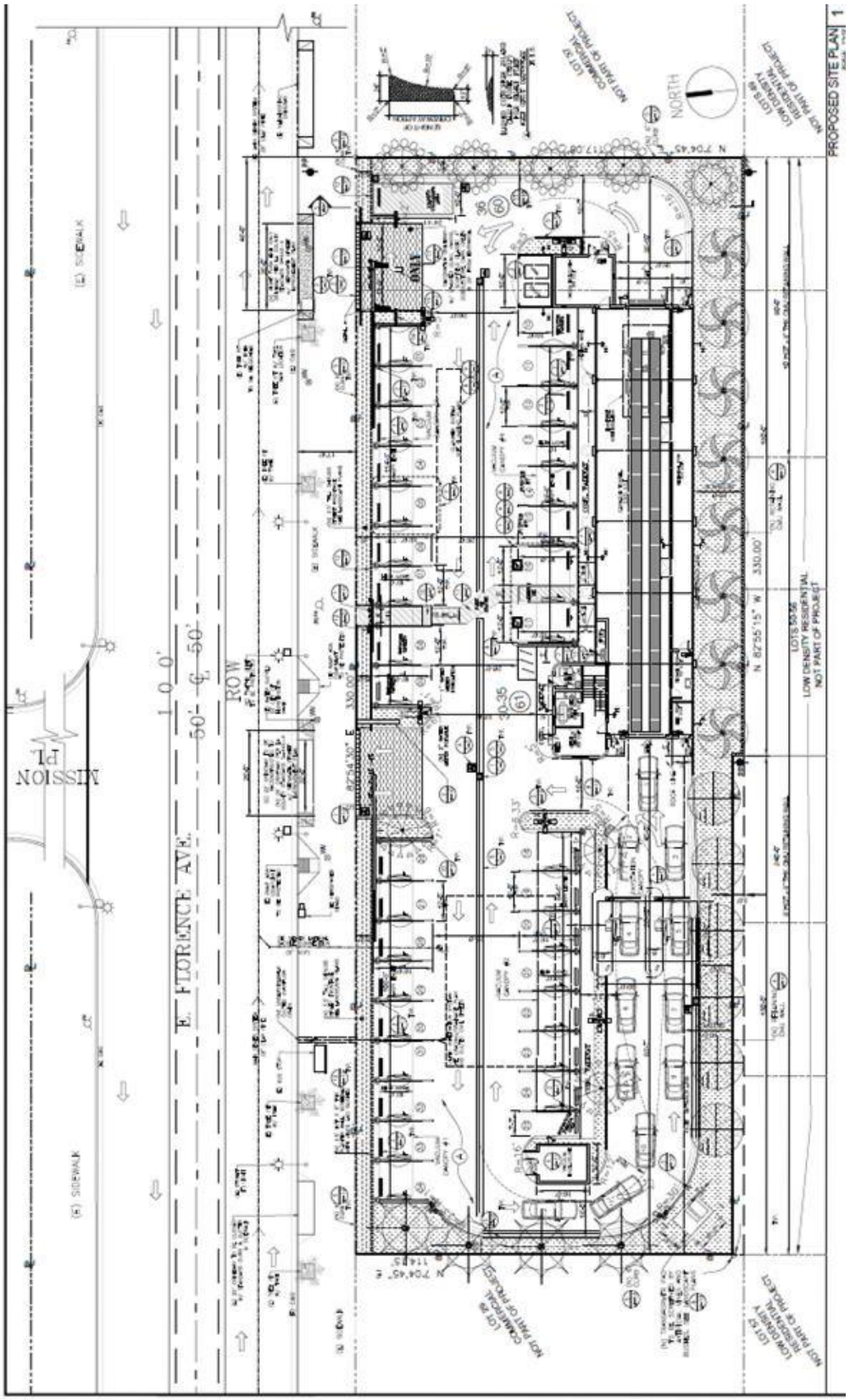


EXHIBIT 4
PROJECT SITE PLAN

Project Description

Leedco Engineers, Inc., on behalf of the property owner, Moogun Investment, LLC, submitted an application for a Conditional Use Permit and Development Permit to develop and operate a new automated drive-thru car wash, including vending machines, at 3100 Florence Avenue.

The following development work is proposed:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

Project development is anticipated to begin in March 2023, and operational by 2024.

The site is zoned General Commercial (CG) and is designated General Commercial in the General Plan. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south.

The Project Site Plan is depicted in **Exhibit 4** (on previous page).

Project Applicant:	**Leedco Engineers, Inc.**
Property Owner:	**Moogun Investment, LLC**
Contact Person:	**Steve Forster** **Director of Community Development** **City of Huntington Park** **6550 Miles Avenue** **Huntington Park, California 90255** **(323) 584-6318**

This Initial Study has been prepared to identify and assess anticipated environmental impacts of the Project described above. The document incorporates information relevant to the analyses contained in the City of Huntington Park General Plan, Huntington Park General Plan Environmental Impact Report, Project-related technical studies, and the Project Application/Plans (Project Plans) noted in the Sources Section of this document to address in detail the effects or impacts associated with Project development (demolition; grading; construction; painting; finishing) and operation. The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an Environmental Impact Report. If the lead agency finds no substantial evidence the project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If the lead agency recognizes the Project may have a significant impact on the environment, but that by incorporating specific mitigation measures to which the Project proponent has agreed in advance the impact will be reduced to a less than significant effect, a Mitigated Negative Declaration shall be prepared. In reviewing site-specific information provided for the Project, the City of Huntington Park has analyzed potential environmental impacts created by this project and a **Mitigated Negative Declaration** has been prepared pursuant to the provisions of CEQA.

Existing Site Conditions

The site is developed with an existing approximately 11,718 square foot two-story office building built in 1980 (per LA County Assessor) and a related parking lot with access from Florence Avenue. The office building is in a deteriorated condition. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south.

Project Objectives

The Project Objectives are as follows:

- To provide an automated car wash service to Huntington Park and the surrounding communities. This car wash is responding to the local need for an inexpensive car wash with a high degree of self-service (self-serve vacuum stalls) which is not provided elsewhere nearby.

- To redevelop a deteriorated commercially-zoned site with a viable commercial retail service.
- To develop the Project in a way that will enhance the quality of life in Huntington Park.

Project Approvals

Project development would require the City's prior discretionary approval of a Conditional Use Permit and Development Permit, as well as demolition permit, grading permit, encroachment permit, and building permit. Project operation would require Certificates of Occupancy for each building granted by the City of Huntington Park.

Regulatory Setting

State

The State of California has created a set of legislation, executive orders, policies and programs intended to reduce greenhouse gas emissions. California can draw on substantial scientific research conducted by experts at various state universities and research institutions. More than a decade of concerted research has demonstrated to scientists that early signs of climate change already are evident in California – demonstrated in increased average temperatures, changes in temperature extremes, reduced Sierra Nevada snowpack, sea level rise, and ecological shifts. Many of such changes are accelerating. Generally, research indicates California should expect overall hotter and drier conditions, increased average temperatures, rising sea-levels, and increasing intensity of extreme weather events such as heatwaves, wildfires, droughts and floods. The California Climate Action Team and the Air Resources Board have developed several reports to achieve the Governor's greenhouse gas targets. Reliance on achieving the targets is based on voluntary actions of California businesses, local governments and community groups, and on State incentive and regulatory programs. These include the Climate Action Team's 2010 "Report to Governor Schwarzenegger and the Legislature," the Air Resource Board's 2007 "Expanded list of Early Action Measures to Reduce Greenhouse Gas Emissions in California," and the Air Resources Board's "First Update to the Climate Change Scoping Plan: Building on the Framework Pursuant to AB 32, the California Global Warming Solutions Act of 2006." The reports identify strategies to reduce California's emissions to levels proposed in Executive Order S-3-05 and Assembly Bill 32 that are applicable to the proposed project. The Scoping Plan adopted in 2008 and updated in 2014 is the most recent document.

Regional

Southern California Association of Governments (SCAG) Connect SoCal (Proposed Final)

Connect SoCal will serve as SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. Its core vision is to build upon and expand land use and transportation strategies established over several previous planning cycles to increase mobility options and to achieve a more sustainable growth pattern in Southern California. Connect SoCal establishes a path toward a more mobile, sustainable and prosperous region by making key connections such as the following: between transportation networks; between planning strategies; and, between people whose collaboration can make plans a reality. Connect SoCal is developed with input from a wide range of stakeholders in Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial counties.

After 2012, transportation system performance planning and monitoring became a Federal mandate. The 2015 FST Act further solidified this commitment to a national performance management and reporting system. SCAG has been using quantitative performance in its evaluations.

Connect SoCal includes new initiatives to close the gap to reach the State's greenhouse gas emissions reduction goals at the intersection of land use, transportation and technology.

SCAG Regional Transportation Plan (RTP)

Federal law requires SCAG to prepare and update a long-range RTP that must include (among other things) the following:

- Identification of transportation facilities such as major roadways, transit, intermodal facilities and connectors that function as an integrated metropolitan system over at least a 20-year forecast period;
- A financial plan that demonstrates how the RTP can be implemented with "reasonably available" resources and additional financial approaches;
- Strategies to improve existing facilities and relieve vehicular congestion and maximize safety and mobility of people and goods; and,
- Environmental mitigation activities.

Pursuant to the federal Clean Air Act, the SCAG RTP is required to meet all Federal transportation conformity requirements, including regional emissions analysis, financial constraint, timely implementation of transportation control measures, and interagency consultation and public involvement.

SCAG Regional Comprehensive Plan (RCP)

The SCAG Regional Comprehensive Plan is a regional advisory plan that addresses a number of important regional issues including housing, traffic, transportation, water, and air quality. The RCP serves as an advisory document for local jurisdictions and other governmental agencies in Southern California. The RCP is designed to promote resource conservation, economic vitality, and a high quality of life and, in so doing, identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive manner.

<u>City of Huntington Park</u>

City of Huntington Park General Plan

The City of Huntington Park General Plan serves as a long-range comprehensive plan that will regulate land uses and development in the City for the next 10-20 years. The General Plan is comprehensive because it addresses a wide range of municipal issues that range from the City's physical development, provision of services, and identification of key issues that must be considered in future land use planning. The General Plan contains the following elements, all of which contain policies and programs to guide future development in Huntington Park.

Land Use and Community Development Element – The Land Use and Compatibility Element indicates general location and distribution of existing and permitted land uses in the City and considers issues pertaining to urban design and economic development.

Mobility and Circulation Element – The Mobility and Circulation Element indicates general location and extent of existing and proposed roadway improvements and provides standards for roadway design and Level of Service standards.

Resource Management Element – The Resource Management Element meets State-mandated requirements for conservation and open space elements by providing for the conservation, development and use of natural resources and addresses air quality, water quality, historic resources, parks and recreation.

Health and Safety Element – The Health and Safety Element provides for protection of the community from a variety of man-made and natural hazards, and addresses environmental hazards and noise.

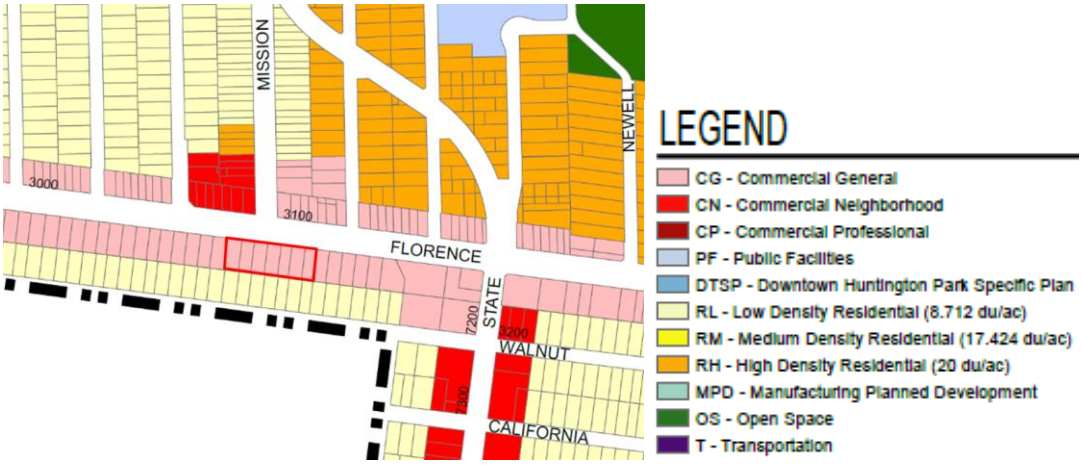
Housing Element – The Housing Element evaluates existing and projected housing needs of the City and establishes policies and programs that will be effective in the preservation, improvement and development of housing that will accommodate Huntington Park's future housing needs.

A listing of City of Huntington Park General Plan Policies relevant to Project development and an assessment of Project consistency with those Policies is contained at the end of this Initial Study.

City of Huntington Park Zoning Ordinance

The City Zoning Regulations are the primary implementation mechanism for the City General Plan Land Use Element and control development in the City by designating areas where specific land uses are allowed that are compatible with the Land Use Element. The City Zoning Regulations consist of two primary components - - the Zoning Ordinance and the Zoning Map. The Zoning Ordinance is comprised of detailed development standards, and includes lists of permitted and conditional uses and various development standards. The Huntington Park Zoning Map depicts the following zoning for the Project site: CG (Commercial General).

EXHIBIT 5: PROJECT NEIGHBORHOOD ZONING MAP



Initial Study Checklist

Project development would require the City's prior discretionary approval of a Conditional Use Permit and Development Permit, as well as demolition permit, grading permit, encroachment permit, and building permit. Project operation would require Certificates of Occupancy for each building granted by the City of Huntington Park. In addition, City adoption of a Mitigated Negative Declaration and approval by outside public agencies will be required.

As part of the City of Huntington Park discretionary permitting process for the Project, the City has determined an Initial Study shall be prepared to determine whether any impacts resulting from Project development and/or operation would be considered potentially significant. Where the Initial Study concludes there is no substantial evidence the project could have a significant effect on the environment, a Negative Declaration (or a Mitigated Negative Declaration) is required. If the Initial Study concludes there is substantial evidence the Project could have a significant effect on the environment, and Mitigation Measures either are unavailable or have not been agreed to by the Applicant, then an EIR is required.

The Initial Study Checklist recommended in the CEQA Guidelines is used to determine potential impacts of the Project on the physical environment. The Checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by the Project. Explanations to answers are provided in a discussion for each section of questions, as follows:

- A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show 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).

- All answers must consider 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.

- "Potentially Significant Impact" is appropriate if there is substantial evidence an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

- "Less Than Significant Impact with Mitigation Incorporated" applies where 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

- "Less Than Significant Impact" applies where the impact does not require mitigation or result in a substantial or potentially substantial change of any physical conditions within the area affected by the Project.

- "No Impact" applies where Project development (demolition; grading; construction) and Project operation would not result in any impacts to the environment in the context of CEQA Thresholds of Analysis.

- Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D).

Environmental Factors Potentially Affected

This Project would potentially affect the environmental factors identified below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated on the following pages of this Initial Study.

Air Quality
Biological Resources
Cultural Resources
Noise
Tribal Cultural Resources
Mandatory Findings of Significance

FINDINGS

The environmental analysis provided in this Initial Study indicates the proposed Project will not result in any unmitigable significant impacts. For this reason, the City of Huntington Park has determined that a Mitigated Negative Declaration is the appropriate CEQA document for the proposed Project.

Signature

4/6/22

Date

Steve Forster

Printed Name

Interim Community Development Director

Title

ENVIRONMENTAL DETERMINATION

SECTION 1 – AESTHETICS

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project application/plans.

1.1 Setting

The site is developed with an existing approximately 11,718 square foot two-story office building built in 1980 (per LA County Assessor) and a related parking lot with access from Florence Avenue. The office building is in a deteriorated condition. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south. (Reference **Photographs 1 – 4)**.

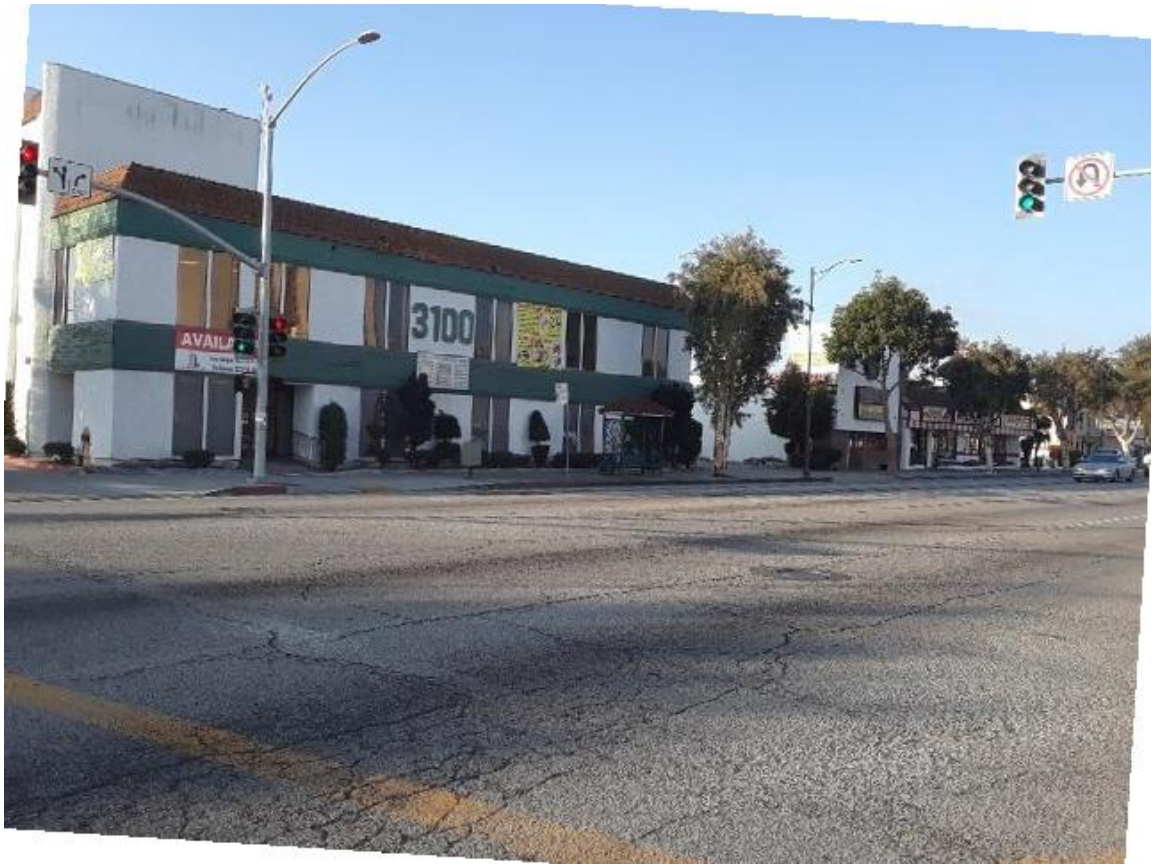


Photo 1: View from the NEC of Florence Ave./Mission Pl. facing the existing site office building.

Photo 2: View from the project site facing east toward the adjacent shopping center.

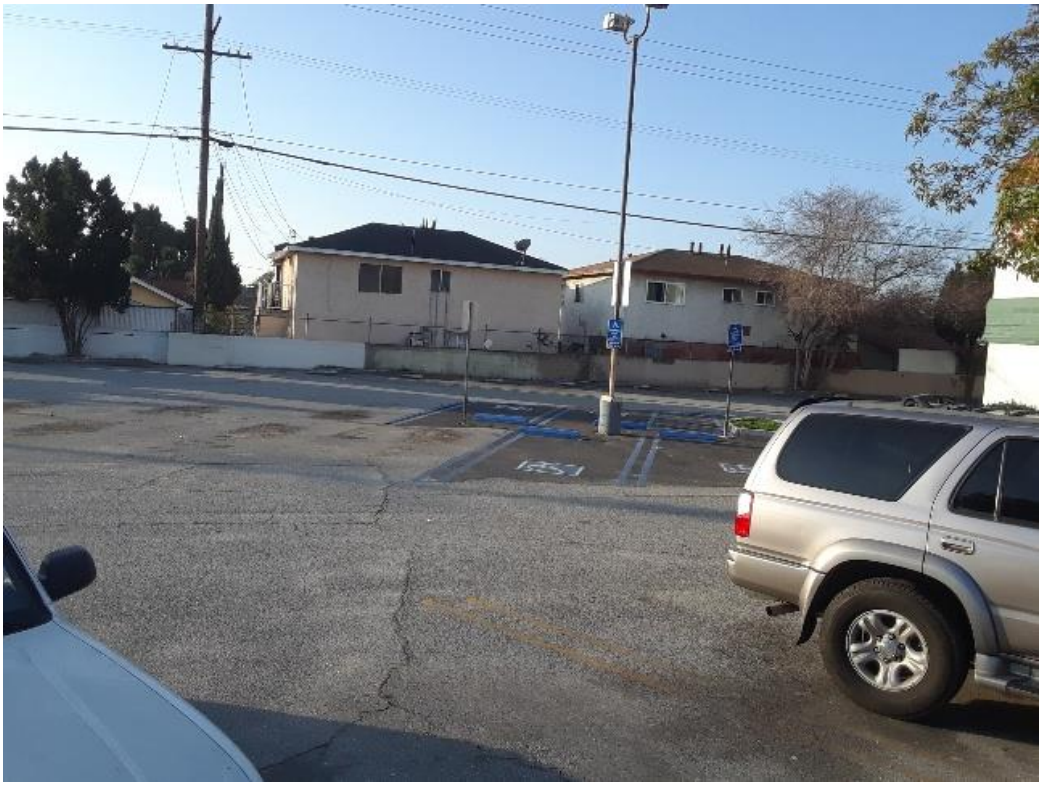


Photo 3: View from the project site facing south toward the adjacent residential neighborhood.

Photo 4: View from the project site facing NW toward the Florence Ave./Mission Pl. intersection, St. Mathias Catholic Church, and shopping center.

1.2 Aesthetics Impacts/Thresholds of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				**X**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			**X**	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			**X**	

1.3 Discussion of CEQA Checklist Answers

a) Would the project have a substantial adverse effect on a scenic vista?

NO IMPACT.

The City of Huntington Park has no significant scenic vistas in the Project area and no designated or proposed scenic routes. The project site is developed with an existing approximately 11,718 square foot two-story office building built in 1980 (per LA County Assessor) and a related parking lot with access from Florence Avenue. The office building is in a deteriorated condition. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south. Project development will be comprised of the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign

- Approximately 7,498 square feet of landscaped area

- Construct the following improvements in the public right-of-way:
  - Remove existing driveway at west end of site
  - Widen existing driveway at Mission Place intersection
  - Install new right-turn-exit-only driveway near east end of site
  - Remove street tree and relocate existing tree well to accommodate new driveway
  - Install new fire hydrant

Project development will comply with all City-required development standards and undergo a design review by the Planning Commission as part of the Development Permit review process. The development of the project site with the proposed car wash will improve the aesthetic character of the site. No impact will result from Project development.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

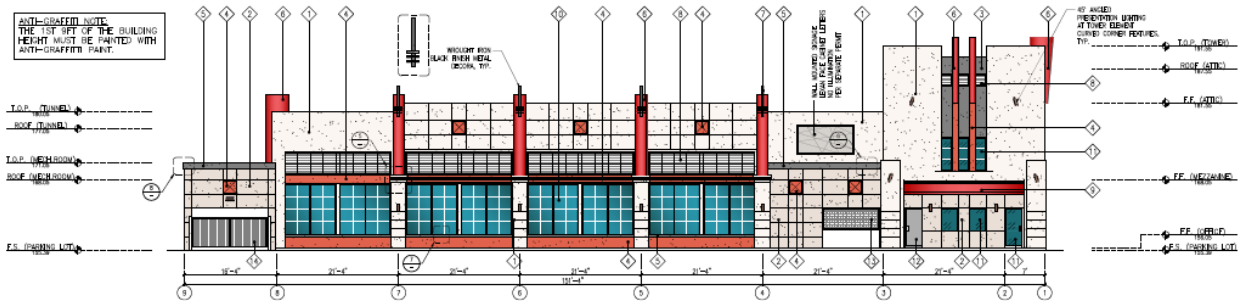
NO IMPACT.

The project site is developed with an existing approximately 11,718 square foot two-story office building built in 1980 (per LA County Assessor) and a related parking lot with access from Florence Avenue. The office building is in a deteriorated condition. No scenic resources exist on the Project site. Although some ornamental landscaping exists within the parking area and along the Florence Avenue perimeter of the Project site, the entire Project site does not contain any protected trees, historic buildings or rock outcroppings that would be considered scenic resources. No such resources are identified in the City General Plan. There are no scenic vistas or scenic resources on or near the Project site that Project development could adversely affect. Therefore, Project development and operation would not result in a substantial adverse effect on a scenic vista and would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No impact would result from Project development or operation.

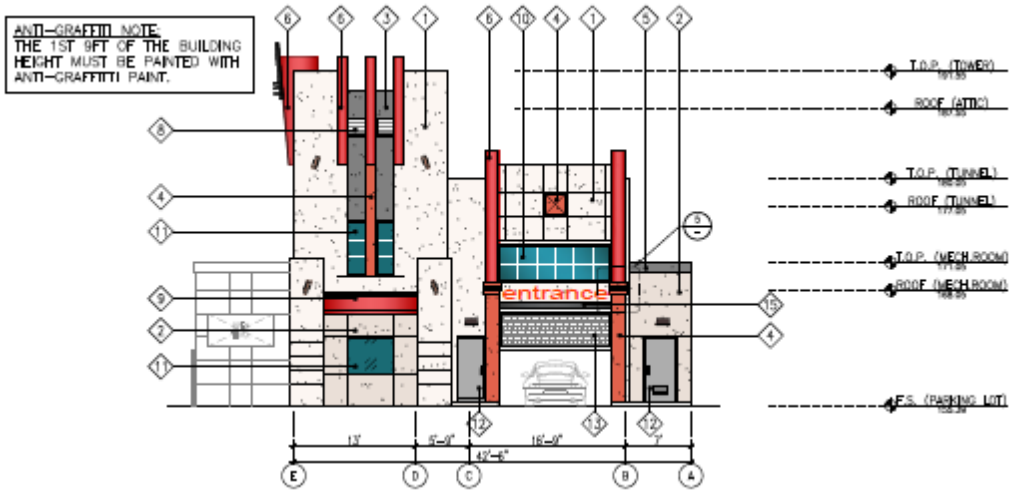
c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

LESS THAN SIGNIFICANT IMPACT.

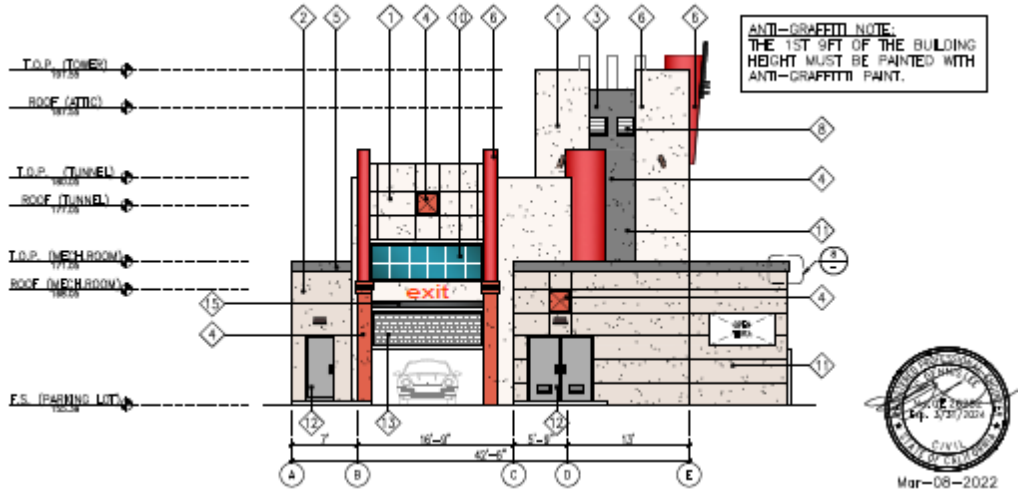
The project site is developed with an existing approximately 11,718 square foot two-story office building built in 1980 (per LA County Assessor) and a related parking lot with access from Florence Avenue. The office building is in a deteriorated condition. As indicated in the Project Plans elevations that follow, the Project buildings will provide a substantial positive upgrade to the aesthetics of the Project site. In addition, approximately 20% of the site will be landscaped with trees and vegetation as required by the Huntington Park Municipal Code, a substantial increase from existing landscape coverage. Reference the Photographs of the Project site depicted above and the Project Plan Exhibits that follow.



North Elevation



West Elevation



East Elevation

Project development would involve the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

The visual character of the Project site would be substantially improved because of the development of the car wash. A temporary change in visual character would result from the presence of construction equipment and material, some soil stockpiles, and construction vehicles. The visual character of Project development activities at the Project site would be temporary, short-term, and insubstantial. Project development will comply with all City-required development standards pertaining to site and perimeter landscaping. The resulting level of impact from Project development and operation would be less than significant.

d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

LESS THAN SIGNIFICANT IMPACT.

Project development and operation would entail installation of new structural lighting, security lighting, and parking lot lighting on the Project site. All Project lighting will be confined to illumination of the Project site and consist of shielded light sources as described in the Project plans. The submitted photometric plan shows a maximum intensity of approximately 16 foot-candles on the site, as it will need to be well-lighted at night, but the south property line adjacent to the residential back yards ranges from 0.1 to 0.5 foot-candles, and most of the other property lines are within a similar range. Furthermore, the proposed structures will be finished with non-reflective materials. Therefore, the resultant level of impact would be less than significant.

SECTION 2 – AGRICULTURE AND FORESTRY RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan; City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); California Department of Conservation Farmland Mapping Program; and, the Project plans.

2.1 Setting

The Project site is located within a completely urbanized area. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south. No agricultural uses or forestry uses are located on the Project site or in the Project vicinity. The Project site is not zoned for agricultural uses.

2.2 Agriculture and Forestry Resources Impacts/Thresholds for Analysis

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. Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code Section 4526), or timberland zoned				**X**

Timberland Production (as defined by Government Code section 51104(g))?				
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
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?				**X**

2.3 Discussion of CEQA Checklist Answers

a-e) Would the project 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?

Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

NO IMPACT.

No portions of the Project area or the Project vicinity contain agricultural resources or prime farmland, or are State-designated Farmland, subject to Williamson Act contractual provisions, or support forest land or forest resources. The Huntington Park General Plan Land Use Element does not designate any land within the City as Agricultural; the Project area is not zoned for Agricultural purposes. Project development thereby would not result in the loss of forest land or result in the conversion of farmland or conflict with any land zoned for forest land. No impact would result from Project development and operation.

SECTION 3 – AIR QUALITY

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

3.1 Setting

South Coast Air Basin (SCAB)

The Project site is located within the South Coast Air Basin (SCAB) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB is a 6,745 square mile sub-region of the SCAQMD and includes portions of Los Angeles, Riverside and San Bernardino Counties, and all of Orange County. The larger SCAQMD district boundary includes 10,743 square miles. The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east. The Los Angeles County portion of the Mojave Desert Air Basin is bounded by the San Gabriel Mountains to the south and west, the Los Angeles/Kern County border to the north, and the Los Angeles/San Bernardino County border to the east.

The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with Federal and State air quality standards.

California State law requires SCAQMD to prepare a plan for air quality improvement for pollutants for which SCAB is in "nonattainment." SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides for attainment of State and federal air quality standards and updates the AQMP every three years. Each iteration of the AQMP has a 20-year horizon.

Regional Climate

Regional climate has a substantial influence on air quality in the SCAB. The temperature, wind, humidity, precipitation and amount of sunshine influence air quality. Average annual temperatures throughout the SCAB vary from the low-to-middle 60s (degrees Fahrenheit). Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days due to the presence of a marine layer. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. Annual average relative humidity within the SCAB is 71 percent along the coast and 59 percent inland. More than 90 percent of the SCAB's rainfall occurs from November through April. Annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles.

The importance of wind to air pollution is considerable. Direction and speed of wind determines the horizontal dispersion and transport of air pollutants. Suring late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with traveling storms moving through the region from the northwest. This period also brings several periods

of strong, dry offshore winds, locally termed “Santa Anas” each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind.

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing that effectively acts as an impervious lid to pollutants over the entire SCAB.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in winter and typically are only a few hundred feet above mean sea level. These inversions effectively trap pollutants such as Oxides of Nitrogen (NO_x) and Carbon Monoxide (CO) from vehicles, as the pool of cool air drafts seaward. Winter therefore is a period of high levels of primary pollutants along the coastline.

Criteria Pollutants/Health Effects of Air Pollutants

The proposed project site lies within the air basin managed by the SCAQMD. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone, sulfur dioxide (SO_2), nitrogen dioxide (NO_2), inhalable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Both the state and federal government have been empowered by the Clean Air Act to regulate emissions of airborne pollutants. The federal agency responsible is the Environmental Protection Agency (EPA), while the state agency responsible is the California EPA (CalEPA). At the local level, air pollutants are regulated by both multi-county and county-level Air Pollution Control Districts (APCDs). There are 15 air basins across California. The Project site is located in the South Coast Air Quality Management District (SCAQMD).

Federal and state standards have been established for six criteria pollutants, including ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), particulates less than 10 and 2.5 microns in diameter (PM10 and PM2.5), and lead (Pb). California air quality standards are identical to or stricter than federal standards for all criteria pollutants.

Assembly Bill (AB) 1493, requiring the development and adoption of regulations to achieve “the maximum feasible reduction of greenhouse gases” emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the state was signed into law in September 2002.

AB 32, the “California Global Warming Solutions Act of 2006,” requires the State’s global warming emissions to be reduced to 1990 levels by 2020 (essentially a 25% reduction below 2005 emission levels – the same requirement as under S-3-05), and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions.

Senate Bill (SB) 375 requires the inclusion of sustainable communities' strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. The bill requires ARB to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles, for 2020 and 2035.

Carbon Monoxide (CO)

Carbon Monoxide (CO) is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels such as gasoline or wood. CO concentrations tend to be highest during winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Motor vehicles operating at slow speeds are the primary source of CO in the SCAB. Thereby, the highest ambient CO concentrations generally are found near congested transportation corridors and intersections.

Individuals with a deficient blood supply to the heart are the most susceptible to adverse effects of CO exposure. Observed effects include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with oxygen transport and competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin. Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (oxygen deficiency) as seen at high altitudes. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels, including pre-term births and heart abnormalities.

Sulfur Dioxide (SO_2)

Sulfur Dioxide is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant primarily as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

A few minutes of exposure to low levels of Sulfur Dioxide can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to Sulfur Dioxide. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of Sulfur Dioxide. Some population-based studies indicate mortality and morbidity effects associated with fine particles show a similar association with ambient Sulfur Dioxide levels. In these studies, efforts to separate effects of Sulfur Dioxide from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

Nitrogen Oxides (Oxides of Nitrogen, or NO_x)

Nitrogen oxides consist of nitric oxide (NO), nitrogen dioxide (NO_2) and nitrous oxide (N_2O) and are formed when nitrogen (N_2) combines with oxygen (O_2). Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. Nitrogen oxides typically are created during combustion processes and are

major contributors to smog formation and acid deposition. Nitrogen Dioxide is a criteria air pollutant and may result in numerous adverse health effects. Of the seven types of nitrogen oxide compounds, Nitrogen Dioxide, a yellowish-brown gas, is the most abundant in the atmosphere. As ambient concentrations of Nitrogen Dioxide are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of Nitrogen Dioxide than those indicated by regional monitoring stations.

Population-based studies suggest an increase in acute respiratory illness including infections and respiratory symptoms in children (not infants) is associated with long-term exposure to Nitrogen Dioxide at levels found in homes with gas stoves (which are higher than ambient levels found in Southern California). Increase in resistance to air flow and airway contraction is observed after short-term exposure to Nitrogen Dioxide in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

Ozone (O_3)

Ozone is a highly reactive and unstable colorless and odorless gas formed when volatile organic compounds (VOC) and Nitrogen Oxides (which both are byproducts of internal combustion engine exhaust) undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations generally are highest during summer months when direct sunlight, light wind and warm temperature conditions are favorable to formation of this pollutant.

Individuals exercising outdoors, children, and people with preexisting lung disease are considered to be the most susceptible sub-groups for Ozone effects. Short-term exposure (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences, with increases in daily hospital admission rates, and mortality. An increased risk for asthma has been found in children who participate in multiple outdoor sports and live in communities with high ozone levels. Animal studies suggest exposure to a combination of pollutants that includes ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Particulate Matter less than 10 microns in diameter (PM_{10})

This pollutant is a major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes and aerosols. Particulate matter pollution is a major cause of reduced visibility caused by the scattering of light and consequently a significant reduction in air clarity. The size of the particles of this criteria pollutant allows the particles to easily enter the lungs where they may be deposited, resulting in adverse health effects.

Particulate Matter less than 2.5 microns in diameter ($PM_{2.5}$)

These particles comprising this criteria pollutant are formed in the atmosphere from primary gaseous emissions that include sulfates formed from Sulfur Dioxide release from power plants and industrial facilities and nitrates that are formed from Nitrogen Oxides release from power

plants, automobiles and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions.

A consistent correlation between elevated ambient fine Particulate Matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer. Daily fluctuations in $PM_{2.5}$ concentration levels also have been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to Particulate Matter. The elderly with pre-existing respiratory or cardiovascular disease and children appear to be more susceptible to effects of high levels of PM_{10} and $PM_{2.5}$.

Volatile Organic Compounds (VOC)

Volatile Organic Compounds are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. Volatile Organic Compounds contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. These Compounds often have an odor. Some examples include gasoline, alcohol, and solvents used in paints. Exceptions to the Volatile Organic Compounds designation include the following: Carbon Monoxide; Carbon Dioxide; Carbonic Acid; Metallic Carbides or Carbonates; and, Ammonium Carbonate. Volatile Organic Compounds are a criteria pollutant because they are a precursor to Ozone. The SCAQMD uses the terms VOC and ROG interchangeably.

Reactive Organic Gases (ROG)

Reactive Organic Gases are precursors in forming Ozone and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons that typically are the result of some type of combustion or decomposition process. Smog is formed when Reactive Organic Gases and Nitrogen Oxides react in the presence of sunlight. Reactive Organic Gases are a precursor to Ozone.

Lead (Pb)

Lead is a heavy metal that is highly persistent in the environment. In the past, the primary source of lead in the air was emissions from vehicles burning leaded gasoline. As a result of removal of lead from gasoline, there have been no violations at any of the SCAQMD regular air monitoring stations since 1982. Major sources of lead emissions are ore and metals processing, particularly lead smelters, and piston-engine aircraft operating on leaded aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers.

Fetuses, infants and children are more sensitive than others to adverse effects of Lead exposure. Exposure to low levels of Lead can adversely affect development and function of

the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased Lead levels are associated with increased blood pressure. Lead poisoning can cause anemia, lethargy, seizures, and death although it appears there are no direct effects of Lead on the respiratory system. Lead can be stored in the bone from early age environmental exposure and elevated blood Lead levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Lead because of previous environmental Lead exposure of their mothers.

Odors

The science of odor as a health concern is still new. Offensive odors can potentially affect human health in several ways. Odorant compounds can irritate the eye, nose and throat, which can reduce respiratory volume. Also, studies have shown the Volatile Organic Compounds that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health by compromising the immune system. Furthermore, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.

Existing Air Quality

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards, which are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. Determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to State and Federal standards.

Air quality in a region is considered to be in attainment by the State if the measured ambient air pollutant levels for Ozone, Carbon Monoxide (except 8-hour Lake Tahoe), Sulfur Dioxide 1-Hour and 24-Hour), Nitrogen Dioxide, PM_{10} and $PM_{2.5}$ are not to be exceeded. All others are not to be equaled or exceeded.

Regional Air Quality

The United States Environmental Protection Agency has established national ambient air quality standards for six of the most common air pollutants: Carbon Monoxide; Lead; Ozone; Particulate Matter – 10 Microns or less; Particulate Matter – 2.5 Microns or less; Nitrogen Dioxide; and, Sulfur Dioxide, all of which are criteria pollutants. The SCAQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Lead air monitoring sites throughout the air district. In 2017, Federal and State ambient air quality standards were exceeded on one or more days for Ozone, PM_{10} and $PM_{2.5}$ at most monitoring locations. No areas of the SCAB exceeded Federal or State standards for Nitrogen Dioxide, Sulfur Dioxide, Carbon Monoxide, Sulfates or Lead.

According to the "Ambient and Emission Trends of Toxic Air Contaminants in California" journal article prepared for the California Air Resources Board, between 1990 and 2012 ambient concentration and emission trends for the seven toxic air contaminants responsible for most of known cancer risk associated with airborne exposure in California have declined significantly. The toxic air contaminants include those derived from mobile sources (diesel

particulate matter, benzene and 1,3-butadiene), from stationary sources (perchloroethylene and hexavalent chromium), and from photochemical reactions of emitted volatile organic compounds (formaldehyde and acetaldehyde). Decline in ambient concentration and emission trends of these toxic air contaminants are a result of various regulations the California Air Resources Board has implemented to address cancer risk.

3.2 Air Quality Impacts/Thresholds for Analysis

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. Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?		**X**		
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?		**X**		
c) Expose sensitive receptors to substantial pollutant concentrations?		**X**		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?		**X**		

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants: Ozone; Carbon Monoxide; Nitrogen Dioxide; Sulfur Dioxide; and Particulate Matters 10 and 2.5.

Projects in the South Coast Air Basin (SCAB) that generate construction-related (Project development) emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of Reactive Organic Compounds;
- 100 pounds per day of Nitrogen Dioxide;
- 550 pounds per day of Carbon Monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; and,
- 150 pounds per day of Sulfur Oxides.

A project would have a significant effect on Air Quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of Reactive Organic Compounds;
- 55 pounds per day of Nitrogen Dioxide;
- 550 pounds per day of Carbon Monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of Sulfur Oxides.

3.3 Discussion of CEQA Checklist Answers

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

The Project site is located within the South Coast Air Basin (SCAB) - - an area that includes more than 6,600 square miles within Los Angeles, non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. SCAQMD's Air Quality Management Plan (AQMP) contains measures to improve regional air quality. The most recent AQMP was adopted in 2017 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). The AQMP will assist SCAG to maintain focus on air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key components of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan to reduce ground-level ozone. **The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and Ozone.**

Specific criteria for determining project conformity with the AQMP is defined in Section 12.3 of the SCAQMD CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine Project conformity with the AQMP. Consistency Criterion 1 refers to a proposed project's potential for resulting in an increase in frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation. Consistency Criterion 2 refers to a proposed project's potential for exceeding assumptions included in the AQMP or other regional growth projections relevant to AQMP implementation.

Emissions of pollutants such as fugitive dust that are generated during construction are generally highest near the construction site. Emissions from the construction phase of the project were estimated through the use of the CalEEMod Model (2020.4.0). It was assumed that heavy construction equipment would be operating at the site for eight hours per day, five days per week during project construction. In addition, it was assumed that, in accordance with the requirements of the SCAQMD Rule 403, fugitive dust controls would be utilized during construction, including watering of active sites a minimum of three times daily.

Tables 4.3.1 and **4.3.2** below provide summaries of the emission estimates for construction and operation of all proposed site improvements. These projected emissions assume standard measures are implemented to reduce emissions, as calculated with the CalEEMod Model, and are compared to the regional and localized significance thresholds. The localized significance thresholds are applicable only to on-site emissions and do not consider emissions occurring on roadways during travel to and from the site.

Table 4.3.1 below includes projected daily emissions for all steps of construction. These steps include: Demolition, Site Preparation, Grading, Building Construction, Paving, and Architectural Coatings. Note that projected emissions for all pollutants during construction are below both the SCAQMD's Air Quality Significance Thresholds as well as the Localized Significance Thresholds, provided that mitigation is incorporated to reduce PM10 and PM2.5 to levels below the Localized Significance Thresholds. The Localized Significance Thresholds are specific to Huntington Park, located in Source Receptor Area [SRA] Zone 12, "South Central LA County," as applied to a 1-acre project with receptors (residences) 25 meters or less from the project site boundary.

During construction, diesel-fired equipment will be operated and will result in the release of diesel particulate matter which is a listed carcinogen and toxic air contaminant in the State of California. The earthwork phase is the phase of construction in which the majority of diesel-fired equipment will be used. Because this duration is very short it is expected that the release of diesel will not have a negative impact to surrounding receptors.

Construction of the project would be short-term and temporary. Thus, the emissions associated with construction would not result in a significant impact on the ambient air quality, provided that mitigation is incorporated. Because emissions are less than the significance levels with mitigation, they would not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP.

Construction of the project would be short-term and temporary, therefore a cumulative increase in the surrounding emissions associated with the area would not result in a significant impact on the ambient air quality. In addition, because emissions are less than the significance levels with the incorporation of mitigation measures, they do not expose sensitive receptors to substantial pollutant concentrations.

Based on the above project analyst of the construction phase, the project construction phase will not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP. Impacts would be less than significant, provided that the following mitigation measures are incorporated into the project:

MITIIGATION MEASURE MM-AQ-1: All unpaved demolition, and construction areas shall be watered three times a day during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet South Coast Air Quality Management District Rule 403. Soil stabilizers also shall be used to control on-site fugitive dust. Water could reduce fugitive dust by as much as 60 percent.

MITIIGATION MEASURE MM-AQ-2: All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage on adjacent streets during transport.

MITIIGATION MEASURE MM-AQ-3: All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 miles per hour) to prevent excessive amounts of fugitive dust.

MITIIGATION MEASURE MM-AQ-4: Contractors shall adhere to all pertinent South Coast Air Quality Management District protocols regarding grading, site preparation, and construction activities.

Table 4.3.1
Estimated Construction Emissions

Estimated Construction Emissions (Mitigated)						
	Total Daily Maximum Pollutant Emissions (lbs/day)					
Construction Phase	**NOx**	**SOx**	**CO**	**ROG (VOC)**	**PM_{10}**	**$PM_{2.5}$**
Demolition	7.3276	0.0162	8.0507	0.7682	0.9993	0.4528
Site Preparation	6.9464	0.0102	4.1491	0.5978	0.5204	0.2742
Grading	13.1977	0.0192	6.5066	1.1420	2.8128	1.5444
Building Construction	7.3523	0.0138	7.7020	0.7406	0.5482	0.3923
Building Construction	6.6766	0.0137	7.5997	0.6789	0.4948	0.3431
Paving	5.5466	0.0130	7.6486	0.6718	0.4666	0.3010
Architectural Coating	1.3077	3.1700e-003	1.8809	70.6504	0.0933	0.0769
Peak Daily	13.1977	0.0192	8.0507	70.6504	2.8128	1.5444
SCAQMD Thresholds	100	150	550	75	150	55
Localized Significance Thresholds	46		231		4	3
Significant Emissions?	**No**	**No**	**No**	**No**	**No**	**No**

The main operational impacts associated with the project would be impacts associated with traffic. Minor impacts would be associated with energy use and area sources.

To address whether the project would result in emissions that would violate any air quality standard or contribute substantially to an existing or proposed air quality violation, the emissions associated with project-generated traffic and area sources were compared with the SCAQMD's quantitative significance criteria. Default trip generation rates in the CalEEMod Model were used as the CalEEMod trip generation rate is very close to the rate used by the Traffic Impact Analysis. The CalEEMod Model contains emission factors from the EMFAC2017 model, which is the latest version of the Caltrans emission factor model for on-road traffic. Project-related traffic was assumed to be comprised of a mixture of vehicles in accordance with the CalEEMod Model default outputs for traffic. This assumption includes light duty autos and light duty trucks (i.e., small trucks, SUVs, and vans) as well as medium- and heavy-duty vehicles that may be traveling to the facility to make deliveries. Emission factors representing the default vehicle mix were used. Emissions associated with area sources (energy use and landscaping activities) were estimated using the default assumptions in the CalEEMod Model.

Table 4.3.2 below presents the results of the CalEEMod emission calculations in lbs/day for operations, as an annual average considering the Project's design features, along with a comparison with the SCAQMD Air Quality Significance Thresholds for Operations.

Table 4.3.2
Estimated Operational Emissions

Estimated Operational Emissions						
	Pollutant Emissions (lbs/day)					
Source	NOx	SOx	CO	ROG (VOC)	PM_{10}	$PM_{2.5}$
Area Sources	4.0000e-005	0.0000	3.8700e-003	0.8493	1.0000e-005	1.0000e-005
Energy Sources	0.1833	1.1000e-003	0.1540	0.0202	0.0139	0.0139
Mobile Sources	1.5460	0.0249	13.1308	1.8186	2.5629	0.6956
Peak Daily	1.7293	0.0260	13.2887	2.6880	2.5768	0.7095
SCAQMD Thresholds	55	150	550	55	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Based on the estimates of the emissions associated with project operations, the emissions are below the significance criteria. In addition, because the emissions are less than the significance levels, they would not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP. It should be noted that the emissions from vehicles are projected to decrease with time due to phase-out of older, more polluting vehicles and increasingly stringent emissions standards.

Projects involving traffic impacts may result in the formation of locally high concentrations of CO, known as CO "hot spots." It is not anticipated that the project would have a significant impact on traffic in the area, and no intersections would degrade to unacceptable levels. The intersections in the project area would therefore operate at an acceptable LOS and would not experience CO "hot spots" because traffic congestion would not result. This has been confirmed in the traffic study for this project and development.

Drive-through businesses will produce localized emissions from idling vehicles. The 2008 EPA study, "Idling Vehicle Emissions for Passenger Cars, Light-Duty Trucks, and Heavy-Duty Trucks," provided hourly emissions estimates for VOC (ROG), CO, and NOX. The study noted that emissions of particulates by light-duty vehicles are negligible. Assuming a heavy usage on a Saturday (11 vehicle average queue for 13 hours using the busiest comparable car wash studied in the Traffic Impact Analysis for the project), assuming 100% queuing time spent idling, and assuming a mix of 50% light duty passenger vehicles and 50% light duty trucks (pickups, minivans, SUVs), the project operation would produce on-site emissions from idling vehicles as noted in **Table 4.3.3** (below). Emissions from idling vehicles do not exceed the localized thresholds, therefore the emissions from idling vehicles will be less than significant.

Table 4.3.3: Estimated Operational Emissions- Idling Vehicles						
	Pollutant Emissions (lbs/day)					
Source	NOx	SOx	CO	ROG (VOC)	PM_{10}	$PM_{2.5}$
Idling Vehicles	2.39	0.03	22.69	1.06	Negligible	Negligible
SCAQMD Localized Thresholds	46	150	231	55	1	1
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

In reviewing the Project data, location, and area a cumulative increase in the surrounding emissions associated with the area would not result in a significant impact on the ambient air quality. In addition, because emissions are less than the significance levels, they do not expose sensitive receptors to substantial pollutant concentrations.

Based on the above Project analysis of the operational phase, the Project will not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP. Impacts would be less than significant, and no mitigation is required.

b) Would the project 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?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

Pursuant to the Sierra Club v. Friant Ranch Supreme Court Ruling (Case No. S219783, December 24, 2018), which found on page 6 of the ruling that EIRs need to "makes a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." Also, on page 24 of the ruling it states "The Court of Appeal identified several ways in which the EIR could have framed the analysis so as to adequately inform the public and decision makers of possible adverse health effects. The County could have, for example, identified the Project's impact on the days of nonattainment per year." The Air Basin has been designated by EPA for the national standards as a non-attainment area for O_3, $PM_{2.5}$, and partial non-attainment for lead. In addition, PM_{10} has been designated by the State as nonattainment. It should be noted that VOC and NOx are O_3 precursors, as such they have been considered as non-attainment pollutants. According to the Final 2016 Air Quality Management Plan, prepared by SCAQMD, March 2017, in 2016 the total emissions of: VOC was 500 tons per year; NOx was 522 tons per year; SOx was 18 tons per year; and $PM_{2.5}$ was 66 tons per year.

As shown above, although the Project could increase criteria pollutant emissions in the South Coast Air Basin, the Tables above show these to be nominal increases in the Basin-wide criteria pollutant emissions. As such, no increases in days of non-attainment are anticipated to occur from operation of the proposed project. Further, operation of the Project is not anticipated to result in a quantitative increase in premature deaths, asthma in children, days children will miss school, asthma-related emergency room visits, or an increase in acute bronchitis among children due to the criteria pollutants created by the Project.

Most construction impacts related to air quality are short-term in duration and therefore will not result in long-term adverse conditions. Construction Conformity construction activities will not last for more than 5 years at any one general location. Thereby, construction-related emissions do not need to be included in regional and Project-level conformity analysis, according to California regulations (40 CFR 93.123 C (5)). Contractors will be required to adhere to the following Standard Conditions, which will further reduce construction related emissions particularly in relation to fugitive dust. Mitigation Measures **MM-AQ-1** through **MM-AQ-4** above will reduce this impact to a less than significant level.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

According to the SCAQMD CEQA Air Quality Handbook (Appendix 9, as amended 2017), sensitive receptors are land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups generally are more sensitive to poor air quality. The most significant receptors are the residences adjacent to the southern boundary of the project site. Additional sensitive receptors include St. Matthias Catholic School approximately 200 feet northwest of the project site, other nearby residences, Hope Elementary School about ¼ mile southeast of the project site, and Lucille Roybal-Allard Elementary School about ¼ mile northeast of the project site. Based on the analysis in the sections above, Project development could result in a potentially significant short-term impact related to exposure of sensitive receptors to substantial pollutant concentrations. Mitigation Measures **MM-AQ-1** through **MM-AQ-4** above will reduce this impact to a less than significant level.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

According to the SCAQMD CEQA Air Quality Handbook (Appendix 9, as amended 2017), sensitive receptors are land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups generally are more sensitive to poor air quality. The most significant receptors are residents of homes on properties adjacent to the southern boundary of the project site. Construction activities would be of relatively short duration and would be confined to the project site itself. Therefore, project development would result in a potentially significant short-term impact related to exposure of sensitive receptors to substantial pollutant concentrations. Mitigation Measures **MM-AQ-1** through **MM-AQ-4** above will reduce this impact to a less than significant level.

SECTION 4 – BIOLOGICAL RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

4.1 Setting

The site is developed with an existing approximately 11,718 square foot two-story office building built in 1980 (per LA County Assessor) and a related parking lot with access from Florence Avenue. The office building is in a deteriorated condition. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south.
The only vegetation within the Project site consists of small shrubs and parking lot/periphery trees. The 0.876-acre Project site is bordered by fully developed commercial and residential properties and Florence Avenue.

Existing Regulations

Federal Endangered Species Act – The United States Congress passed the Federal Endangered Species Act (FESA) in 1973 to protect those species that are endangered or threatened with extinction. The FESA prohibits the taking of endangered or threatened wildlife species. A "take" is defined as harassing, harming (including significantly modifying or degrading habitat), pursuing, hunting, trapping, capturing, or collecting wildlife species, or any attempt to engage in such conduct.

United States Army Corps of Engineers, Section 404 – The Section 404 Guidelines prohibit issuance of wetland permits for projects that would jeopardize the existence of threatened or endangered wildlife or plant species. The United States Army Corps of Engineers must consult with the United States Fish and Wildlife Service and National Oceanic Atmospheric Administration when threatened or endangered species may be affected by a proposed project to determine whether issuance of Section 404 permit would jeopardize the species.

Migratory Bird Treaty Act – Raptors, migratory birds and other avian species are protected by a number of State and Federal laws. The Federal Migratory Bird Treaty Act prohibits possessing or trading of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior.

California Endangered Species Act – The State of California enacted the California Endangered Species Act (CESA) in 1984. The CESA is similar to the FESA but pertains to State-listed endangered and threatened species. CESA directs agencies to consult with the California Department of Fish and Wildlife on projects or actions that could affect listed species and directs the California Department of Fish and Wildlife to determine whether jeopardy would occur, and allows the Agency to identify "reasonable and prudent alternatives" to the project consistent with conserving the species.

City of Huntington Park Municipal Code – Title 7, Chapter – Street Trees, Title 7 (Public Works) Chapter 5 – Street Trees of the City of Huntington Park Municipal Code serves as the City's "Tree Ordinance" – The Ordinance was established with the intent on aiding

in the improvement and beautification of the City's commercial and business areas, most notably Pacific Boulevard. The Ordinance also provides protection for trees located in the public right-of-way.

4.2 Impacts/Thresholds for Analysis

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		**X**		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		**X**		
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**
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?		**X**		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				**X**

4.3 Discussion of CEQA Checklist Answers

a) b) and d)

Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Would the Project 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?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATIOIN INCORPORATED.

Project development will result in the removal of several mature trees on the project site, and the removal of a mature street tree to construct a new driveway. Due to the tree removals, the California State Department of Fish and Wildlife will likely determine that the project has the potential to affect fish and wildlife, or their habitat, based on their review of similar projects in Huntington Park. As a result, the following Mitigation Measures are recommended to reduce any potentially significant impact to a less than significant level.

Mitigation Measure MM-BIO-1 – A pre-construction nesting bird survey should be conducted by a qualified biologist no more than seven (7) days prior to vegetation removal or construction activities during the nesting season.

Mitigation Measure MM-BIO-2 – If an active nest is found, all active bird nests shall be flagged in all directions, and an appropriate avoidance buffer will be established around the nest by a qualified biologist in consultation with the California Department of Fish and Wildlife. This buffer shall not be disturbed by construction activities until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young are no longer expected to be impacted by the project as determined through additional monitoring by a qualified biologist.

Mitigation Measure MM-BIO-3 – If, during the nesting season, 10 days have passed since an area has been surveyed, and construction work has not been continuous in that area, then construction work shall not take place in that area until a new nesting bird survey has been performed.

Mitigation Measure MM-BIO-4 – If active nests are observed adjacent to the project and an avoidance buffer has been established, it is recommended that a biological monitor be present on site to monitor nesting behaviors in order to assess if the nest buffer is appropriate. If the birds show any sign of stress, the buffer will be increased and work should be conducted

elsewhere until fledging occurs. If necessary, the size of the buffer area may be reduced if the biologist in consultation with the California Department of Fish and Wildlife determines that the construction activity would not be likely to have adverse effects on the particular species in question.

c) e) and f)

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

Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

NO IMPACT.

The 0.876-acre Project site is approximately 95% covered with impervious surfaces for the existing buildings, parking lot, and drainage features. The Project will improve the hydrology of the site by increasing the landscaped area from approximately 5% to approximately 20% of the site, and by installing a stormwater infiltration system. The Project site is fully developed with deteriorated buildings and associated infrastructure. The area surrounding the Project is fully developed with commercial and residential uses. Any Project site trees and Florence Avenue street trees are subject to vehicle emissions from traffic along Florence Avenue. These trees also are subject to high levels of noise from vehicles proceeding along Florence Avenue. As a result, these trees are very unlikely to support nesting for special status birds. The Project site is not an identified link in any wildlife corridor. There is no potential for Project development and operation to interfere with movement of fish or to impede use of a native wildlife nursery site. The Project site does not contain any potential jurisdictional waters.

The City has not adopted a relevant Habitat Conservation Plan or Natural Community Conservation Plan, and no approved local, regional or State habitat conservation plan applies to the Project site. Street trees will be preserved according to City requirements. Individual trees on private property are not protected.

SECTION 5 – CULTURAL RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); Tribal Consultation with Gabrieleno Band of Mission Indians-Kizh Nation (March 29, 2022); and, the Project plans.

5.1 Setting

Historic Setting – California

Juan Cabrillo was the first European to sail along the California coast in 1542. Between 1769 and 1822, the Spanish had colonized California and established missions, presidios and pueblos. Mexico won its independence from Spain in 1821 and worked to lessen the wealth and power of the missions. Mexico passed the Secularization Act in 1833, which gave mission lands to the Mexican governor and downgraded the missions' status to that of parish churches. The governor then redistributed the former mission lands, in the form of grants, to private owners. By 1868, there were more than 500 Ranchos in California, all but approximately 30 of which resulted from land grants.

In 1850, California was granted statehood. Although the United States promised to honor the land grants, the process of defining rancho boundaries and proving legal ownership became time consuming and expensive. Legal debts led to bankruptcies and increased prices for beef, hide and tallow. This combined with flooding and drought to the detriment of the cattle industry. Ranchos were divided and sold inexpensively.

Historic Setting – City of Huntington Park

According to a records search at the Los Angeles County Museum of Natural History conducted for the City of Huntington Park General Plan Update Draft Environmental Impact Report (reference page 119), no paleontological resources have been found in the City of Huntington Park or the surrounding area. Therefore, the City of Huntington Park has a low sensitivity for paleontological resources and "…the potential for the discovery of paleontological resources is unlikely."

The greater Los Angeles Basin previously was inhabited by the Gabrielino people, who have lived in this region for approximately 7,000 years. Approximately 5,000 Gabrielino people lived in villages throughout the Los Angeles Basin prior to Spanish contact. The villages typically were located near major rivers (e.g. Los Angeles River, Rio Hondo River, and San Gabriel River). Prior to Spanish and Russian entries into California in the 1700s, California Indian Tribes did not have pan-tribal names for themselves. When the Spanish invaded local Indian territory in 1771, they established their occupational headquarters at what is now called Whittier Narrows, 15 miles of what is not downtown Los Angeles. The first mission (San Gabriel Mission) was constructed there with Indian slave labor because it was well-watered by the San Gabriel River and because the area contained several prominent Tribal villages. The Indian peoples there collectively called themselves "Kizh," after the dome-shaped dwellings in which they lived. The Spanish called the Kizh peoples "Kicherenos."

A new Mission complex was built in 1774, five miles north of the original complex, after the original mission compound was washed away. Once the new Mission was established, the Spanish eventually dropped the use of the term "Kichereno" and replaced it with "Gabrieleno" when referencing the Indian peoples of the area.

Scholars first recognized the Tribal name of Kizh in the 19th century, when approaching how to classify the Tribal language. Therefore, the academic community recognized "Kizh" as referring to the Tribal name and the Tribal language. However, by the mid-20th century scholars had replaced "Kizh" with "Gabrielino" as a standard term for the Tribal group. In 1994, the Gabrielinos were recognized by the State of California as the aboriginal tribe of the Los Angeles Basin "…after…the [incorrect] 'Tongva' name was unable to be confirmed and validated."

The City of Huntington Park's initial development began with the establishment of Rancho San Antonio in 1809 by Antonio Maria Lugo. The Lugo family owned approximately 29,000 acres where their ranch was located. This family retained ownership of the ranch throughout the 19th century. By the turn of the 20th century, the ranch dissolved and the land was distributed to various settlers and developers. Two of those developers, A. L. Burbank and E. V. Baker, subdivided a 100-acre portion of the former ranch. These two men were instrumental in laying the City's foundation by granting railroad tycoon Henry Huntington right-of-way access through their subdivision along Randolph Street in the early 20th century. The City was renamed Huntington Park.

Little development occurred in Huntington Park prior to 1896. During that time, the Los Angeles River was not channelized and a few scattered single-family homes were located in the area. On September 1, 1906, the City of Huntington Park was incorporated with a population of 526. The City developed as a suburban community, providing a centralized location for workers employed in Los Angeles and the surrounding industrial cities of Vernon, Commerce, and South Gate. By the 1930s, the City's land use and developed patterns were well established and a thriving downtown-centered along Pacific Avenue was testament to the area's prosperity.

Regulatory Setting

The following regulations are considered to be standard conditions in that they are required regardless of whether an impact requires mitigation.

Historic Preservation Act – Federal regulations for cultural resources are governed largely by Section 106 of the National Historic Preservation Act of 1966, which requires Federal agencies to consider effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, Protection of Historic Properties, are found in 36 Code of Federal Regulations (CFR), Part 800. The goal of the Section 106 review process is to offer a measure of protection to sites determined eligible for listing on the National Register of Historic Places. The criteria for determining National Register Eligibility are found in 36 CFR Part 60, Amendments to the Act (1986 and 1992) and subsequent revisions to the implementing regulations have strengthened provisions for Native American consultation and participation in the Section 106 review process. While Federal agencies must follow Federal regulations, most projects by private developers and landowners do not

require this level of compliance. Federal regulations only become operative in the private sector if a project requires a Federal permit or if it uses Federal money.

State Regulations – State historic preservation regulations include statutes and guidelines contained in the California Environmental Quality Act; Public Resources Code. A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant. Section 15064.5 of the California Environmental Quality Act Guidelines specifies criteria for evaluating importance of cultural resources. Also, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for sensitive treatment and disposition of those remains.

California Senate Bill 18 (Traditional Tribal Cultural Places Act – 2004)

California State law provides for limited protection of Native American prehistoric, archaeological, cultural, spiritual and ceremonial places, such as the following: sanctified cemeteries; religious ceremonial sites, shrines; burial grounds; prehistoric ruins; archaeological sites; and, sacred sites.

California Senate Bill 18 (2005) placed new requirements on local governments for developments in or near a Traditional Tribal Cultural Place (TTCP). Local jurisdictions must provide opportunities for involvement of California Native American tribes in the land planning process to preserve traditional tribal cultural places. The Final Tribal Guidelines recommends the Native American Heritage Commission provide written information within 30 days to inform the Lead Agency if a proposed project is determined to be near a TTCP and another 90 days for tribes to respond to a local government if the tribes want to consult to determine whether the project would have an adverse impact on the TTCP. If the Native American Heritage Commission, the tribe(s) and interested parties agree upon mitigation measures necessary for the proposed project, the mitigation measures would be included in the project EIR. If the City and tribe agree adequate mitigation or preservation measures cannot be implemented, neither party is obligated to take action.

SB 18 also amended California Civil Code Section 815.3 to add California Native American tribes to the list of entities that can acquire and hold conservation easements to protect their cultural places.

California Assembly Bill 52

California Governor Brown signed Assembly Bill Number 52 on September 25, 2014. California Assembly Bill 52 became effective on July 1, 2015. The legislation imposes new requirements for consultation regarding projects that may affect a tribal cultural resource, includes a broad definition of what may be considered to be a tribal cultural resource, and includes a list of recommended mitigation measures.

Assembly Bill 52 added Tribal Cultural Resources to categories of Cultural Resources in CEQA. “Tribal resources” are defined as either (1) sites, features, places cultural landscapes, sacred places and objects with cultural value to a California Native American tribe” that are included in the State register of historical resources or a local register of historical resources, or that are determined to be eligible for inclusion in the State register; or, (2) resources determined by the lead agency, in its discretion, to be significant based on the criteria for listing in the State register. Under this legislation, a project that may cause a substantial adverse change in the significance of a tribal cultural resource is defined as a project that may

have a significant effect on the environment. Where a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document must discuss the impact and whether feasible alternatives or mitigation measures could avoid or substantially lessen the impact.

Assembly Bill 52 further requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic are of a proposed project if they have requested notice of projects proposed within that area. If a tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe. Consultation may include discussing type of environmental review necessary, significance of tribal cultural resources, and significance of project impacts on tribal cultural resources, and alternatives and mitigation measures recommended by the tribe. The parties must consult in good faith, and consultation is considered concluded when either the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource (if such a significant effect exists) or when a party concludes mutual agreement cannot be attained.

The legislation also identifies Mitigation Measures that may be considered to avoid significant impacts if there is no agreement on appropriate mitigation. Recommended measures include the following:

- Preservation in place;
- Protecting the cultural character and integrity of the resource;
- Protecting the traditional use of the resource;
- Protecting the confidentiality of the resource; and,
- Permanent conservation easements with culturally appropriate management criteria.

City of Huntington Park

City of Huntington Park General Plan

City of Huntington Park Historic Preservation Ordinance – The City of Huntington Park adopted a Historic Preservation Ordinance to preserve and protect historic assets in the City. The City of Huntington Park included the following criteria to determine eligibility for the designation of historic resources.

- Historic Resource – A Historic Resource is a building, structure, site, object, landscape, sign, or contributing member to a Historic District that is significant in American history, architecture, engineering, archaeology, or culture, and is designated by the City according to the following criteria:
    - Associated with events that have made a significant contribution to the broad patterns of the history of the City, Region, State, or Nation;
    - Associated with the lives of persons who are significant in the history of the City, Region, State, or Nation;
    - Embodies the distinctive characteristics of a Historic Resource property type, period, architectural style, or method of construction, or that is a representation of the work of an architect, designer, engineer, or builder whose work is significant; or,
    - Has yielded, or may be likely to yield, information important in prehistory or history of the City, Region, State, or Nation.

- Historic Designation. A Historic Resource designation may include significant public or semi-public interior spaces and features. The criteria used to determine if an interior is significant include the following:
    - Historically the space has been open to the public;
    - The materials, finishes, and/or detailing are intact or later alterations are reversible;
    - The plan, layout, and features of the space are illustrative of its historic function;
    - Its form and features articulate a particular concept of design; or,
    - There is evidence of distinctive craftsmanship.
- Historic District. A Historic District is an area that is geographically defined as possessing a concentration of Historic Resources or a thematically related grouping of properties, which contribute to each other and is designated by the City according to the procedures set forth by the National Register of Historic Places Bulletin #21: "Defining Boundaries for National Register Properties" and the following criteria:
    - The grouping of properties are unified by planned or physical development or a significant and distinguishable entity of Citywide importance; and,
    - The components of the properties may lack individual distinction but are important as a collection representing one or more of a defined historic, cultural, development and/or architectural context(s).

The City has designated 14 individual historic properties, has designated one historic district with 15 contributing properties, and has identified several additional historic resources eligible for designation within Huntington Park, none of which are located on the Project site.

5.2 Thresholds for Analysis

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5?				**X**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				**X**
c) Disturb any human remains, including those interred outside of formal cemeteries?		**X**		

5.3 Discussion of CEQA Checklist Answers

a) Would the Project cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5? AND
b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

NO IMPACT.

Project development would involve the following.

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

The totality of Project development will not impact historic resources or archaeological resources.

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

There will be pavement removal, grading to prepare the site for the proposed development, as well as trenching, tree removal, and other ground-disturbing activities. The Consulting Tribe noted that the site is within a corridor with an increased potential for scattered burials. Although the site has been filled with imported soil to develop the existing office building and parking lot, the Consulting Tribe noted the potential for certain types of imported fill to contain human remains, which would be assessed in the early stages of monitoring. Furthermore, ground-disturbing activities can potentially extend to the original soil of the site where remains can be discovered. Therefore, there is a potential for finding of human remains, and the following Mitigation Measure would ensure that any such discovery and related impact would be reduced to a less than significant level.

MM-TCR-1: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the "Tribe" or the "Consulting Tribe"). The applicant shall provide proof that they have retained an approved Native American Monitor prior to the issuance of permits for ground-disturbing activities. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

SECTION 6 – ENERGY

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

6.1 Existing Setting

Federal and State agencies regulate energy use and consumption. The United States Department of Transportation, United States Department of Energy, and United States Environmental Protection Agency are three federal agencies that exercise great influence over energy policies and programs. The California Public Utilities Commission and the California Energy Commission are two State agencies that have authority over different aspects of energy.

The "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" presents a summary of, and context for, energy consumption and energy demands within the State. Excerpts follow.

- California was the fourth largest producer of crude oil among the 50 states in 2017 and, as of January 2018, third in oil refining capacity.
- California is the largest consumer of jet fuel among the 50 states and accounted for one-fifth of the nation's jet fuel consumption in 2016.
- California's total energy consumption is second highest in the nation, but in 2016 the State's per capita energy consumption ranked 48th, due in part to its mild climate and its energy efficiency programs.
- In 2017, California ranked second in the nation in conventional hydroelectric generation and first as a producer of electricity from solar, geothermal, and biomass resources.
- In 2017, solar PV and solar thermal installations provided approximately 16% of California's net electricity generation.

Transportation for new developments is typically the largest consumer of fossil fuel energy. However, the traffic impact analysis concluded that the proposed project site would not increase regional vehicle miles traveled (VMT) in that local-serving retail projects create a redistribution of travel, but not generally substantial VMT increases. Based upon that guidance, the energy analysis considers only stationary source energy impacts.

A very regulatory Framework has been developed to encourage or mandate energy conservation in residential and non-residential buildings. This process began in 1978 under Title 24, Part 6, of the California Code of Regulations (CCR). A large number of subsequent legislations were focused on vehicle efficiencies and cleaner power sources to reduce the generation of greenhouse gases (GHG) to combat climate change. Title 24 has similarly been periodically updated to reflect changing technologies and priorities. The most current Title 24 requirements are called CalGreen-2019 now as Part 11 of the CCR.

The current CalGreen Code is designed to achieve a number of objectives as follows:

- Establish the correct type of occupancy;
- Determine which agency has responsibility over the Project;

- Find the chapter in the code that covers this Project;
- Evaluate the Matrix Adoption Tables of the code;
- Develop a checklist for all measures that will be incorporated into the Project; and,
- Show all project design features on an Application Checklist referenced back to the Code.

Electricity

Southern California Edison (SCE) provides electricity to the Project vicinity. SCE provides electric power to more than 14 million persons in 15 counties and in 180 incorporated cities within a service area encompassing approximately 50,000 square miles. SCE derives electricity from varied energy resources including the following: fossil fuels; hydroelectric generators; nuclear power plants; geothermal power plants; solar power generation; and, wind farms. SCE also purchases from independent power producers and utilities that include out-of-state suppliers.

Natural Gas

The California Public Utilities Commission (PUC) regulates natural gas utility service for approximately 10.8 million customers who receive natural gas from Pacific Gas and Electric, Southern California Gas, San Diego Gas & Electric, Southwest Gas, and several smaller natural gas utilities. The vast major of California's natural gas customers are residential and small commercial customers. Electric generators, industrial uses and other non-residential and non-commercial customers accounted for approximately 68% of the natural gas delivered by California utilities in 2012. Most natural gas used in California originates from out-of-state natural gas basins. The PUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout California.

6.2 Thresholds of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			**X**	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

Project-related impacts were derived from the SCAQMD CalEEMod computer model based upon the default input assumptions for an automobile care center land use.

6.3 Discussion of CEQA Checklist Answers

a) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

LESS THAN SIGNIFICANT IMPACT.

Project development would involve the following.

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

The project will consume approximately 412,680 KWH of electricity per year for all proposed on-site uses. The CalEEMod computer model was used to predict energy consumption for default land use assumptions as to their annual use, but some of the model inputs are a bit outdated so that calculations may be a bit over-conservative.

These estimates are based upon default consumption factors used in an earlier model before the latest passage of CalGreen. The following considerations will reduce the total energy budget according to Code:

On-site energy consumption

CalGreen has updated the minimum energy efficiency of all heating and air conditioning (HVAC) equipment efficiency used within the building shell for a reduction of perhaps 10 percent of the energy budget.

Water Consumption

CalGreen estimates that water consumption can be reduced by 20 percent through mandatory measures from existing conservation requirements, for uses of water other than the washing of vehicles. Recycling of water from the car wash tunnel will reduce water consumption by 60 percent based on the applicant's calculation.

Solid Waste

Each ton of recycled solid waste produces a benefit of around 10 KWH from one ton of material when considering the benefit of not remanufacturing the material from scratch.

Lighting

Each bulb produces a major efficiency when converted from an LED to an incandescent light (9 watt versus 43 watts for the same lumens) such that the use of LEDs is recommended.

Construction

With limits on equipment idling and the benefits of adaptive reuse, energy use is presumed to be reduced by 10 percent from its default value.

It is not possible assign these reductions to specific categories because of the aggregated nature of the calculation, but a reduction of 10-15 percent from the default values appears reasonable.

As noted above, the Project development and Project operation impacts related to Energy would be less than significant, and furthermore, energy use would be reduced with the considerations above incorporated into mandatory code requirements and the standard conditions of approval from Building & Safety and the Public Works Department below:

- Outdoor lighting is required to meet the California Energy Code
- The project shall comply with the City Ordinance governing construction debris recycling
- The project will be required to provide Clean Air Vehicle parking spaces (including future EV Charging Stations) designated as "CLEAN AIR/VANPOOL/EV" for new commercial projects with 10 or more new vehicle parking spaces.
- Electric Vehicle Charging Space(s), including future EV Charging Stations, shall be provided for new commercial projects and shall be equipped with the necessary infrastructure for the future installation of EV charging equipment. Future EV charging spaces with the charging equipment not installed with this project are considered Clean Air Vehicle parking spaces.

b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

LESS THAN SIGNIFICANT IMPACT.

The following are among the most relevant State and local plans that govern energy conservation and renewable energy initiatives.

- ***California Energy Action Plan II –*** The California Energy Action Plan II is the State's principal energy planning and policy document. This Plan identifies specific action areas to ensure that California's energy is adequate, affordable, technologically advanced, and environmentally sound. The Plan adopts a loading order of preferred energy resources to meet the State needs and to reduce reliance on natural gas and other fossil fuels.

- ***Senate Bill 350 –*** Senate Bill 350 (October 2015) establishes a requirement for California to reduce use of petroleum in cars by 50 percent to generate half of its electricity from renewable resources, and to increase energy efficiency by 50 percent at new and existing buildings - - all by year 2030.

- ***California Code of Regulations (CCR) Title 24, Part 11 –*** This regulation is intended to reduce greenhouse gas emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2019 version of the standards became effective January 1, 2020.

Project development and Project operation would result in less than significant impacts associated with conflicts with energy plans and policies related to renewable energy or energy efficiency because the Project will be required to comply with CalGreen requirements.

SECTION 7 – GEOLOGY AND SOILS

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

7.1 Setting

Geologic Setting

The Project area lies within the Los Angeles Basin - - a sedimentary basin that includes the coastal plains of Los Angeles and Orange counties and out to Catalina Island. This region is bounded by the Santa Ana Mountains to the east, the Santa Monica Mountains to the north, and the San Joaquin Hills to the south. The area is part of the coastal section of the northernmost Peninsular Range Geomorphic Province and is characterized by elongated northwest-trending mountain ridges separated by sediment-floored valleys. The Project is mapped entirely as late Pleistocene to Holocene young alluvium (unit 2) deposited between 126,000 years ago and into historic times. These flood plain deposits consist of poorly sorted, permeable clays to sands. Deposits are poorly consolidated and may be capped by poorly to moderately developed soils. These sediments were deposited by streams and rivers on canyon floors and in flat flood plains of the area.

The Central Sub-basin of the Coastal Plain of the Los Angeles Groundwater Basin occupies a large portion of the southeastern part of the Coastal Plain of Los Angeles Groundwater Basin. This Sub-basin commonly is referred to as the "Central Basin" and is bounded to the north by a surface divide called the La Brea high, and to the northeast and east by emergent less permeable Tertiary rocks of the Elysian, Repetto, Merced and Puente Hills. The southeast boundary between Central Basin and Orange County Groundwater Basin generally follows Coyote Creek, which is a regional drainage province boundary. The southwest boundary is formed by the Newport Inglewood fault system and the associated folded rocks of the Newport Inglewood uplift. The Los Angeles and San Gabriel Rivers drain inland basins and pass across the surface of the Central Basin on the way to the Pacific Ocean.

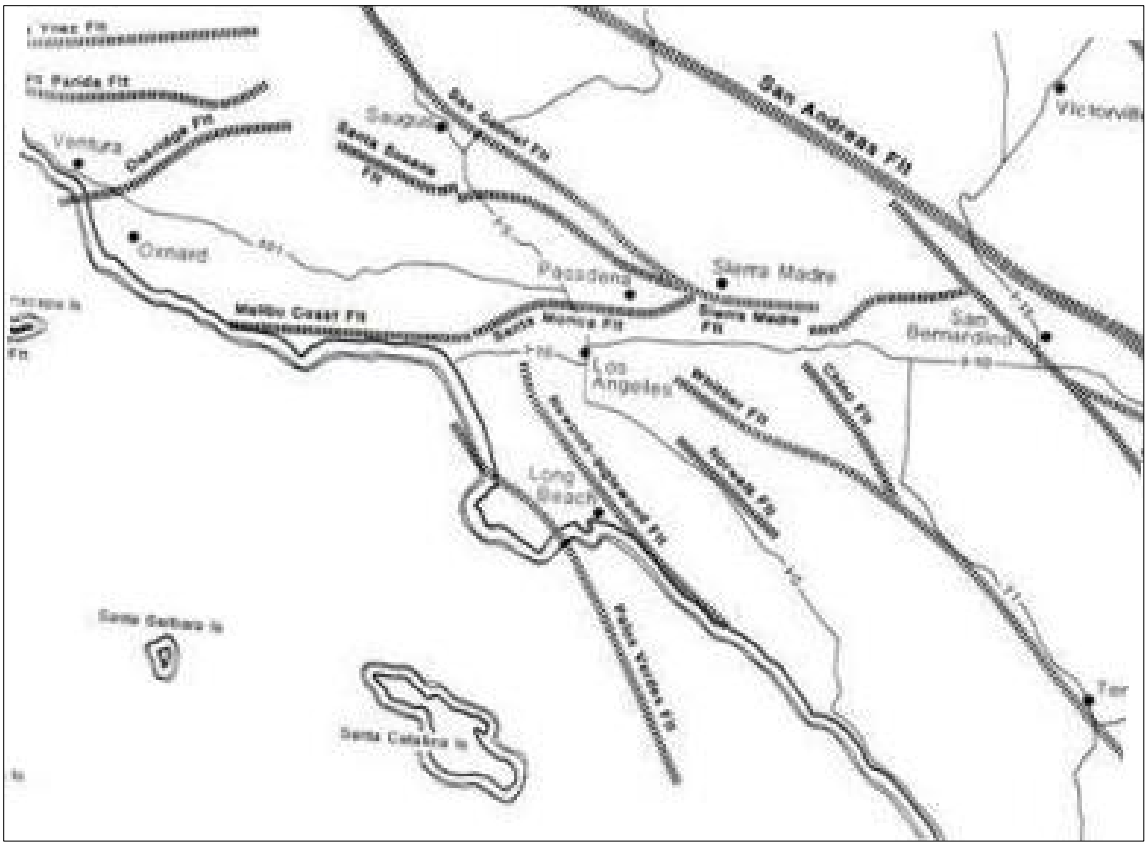


EXHIBIT 6
SIGNIFICANT FAULTS IN THE LOS ANGELES REGION
Source: Huntington Park General Plan EIR

Many faults, folds and uplifted basement areas affect the water-bearing rocks in the Central Basin (Reference **Exhibit 6**). Most of these structures form minor restrictions to groundwater flow in the Sub-basin. The strongest effect on groundwater occurs along the southwest boundary to the Central Sub-basin. The faults and folds of the Newport-Inglewood uplift are partial barriers to movement of groundwater from the Central Basin to the West Coast Basin. The La Brea high is a system of folded, uplifted and eroded Tertiary basement rocks. The Whittier Narrows is an eroded gap through the Merced and Puente Hills that provides both surface and subsurface inflow to the Central Basin. The Rio Hondo, Pico and Cemetery faults are northeast-trending faults that project into the gap and displace aquifers. The trend of these faults parallels the local groundwater flow and does not act as significant barriers to groundwater flow.

Earthquake severity is normally classified as to according to their magnitude or intensity. Because the amount of destruction generally decreases with increasing distance away from the epicenter, earthquakes are assigned several intensities, but only one magnitude. The destructiveness of an earthquake at a particular location is commonly reported using the Richter scale (magnitude) or Mercalli scale (intensity).

The major faults in the Southern California region are the following:

● The Newport-Inglewood Fault Zone is located approximately nine miles west of the City of Huntington Park. The 1933 Long Beach Earthquake occurred on the Newport-Inglewood

fault. A maximum credible earthquake of Magnitude 6.8 on the Newport-Inglewood fault has the potential of generating horizontal peak ground accelerations of about 0.2 to 0.3 in the area. Ground-shaking could last approximately 22 seconds, with seismic Mercalli intensity values of VII to VIII. This type of earthquake would be particularly damaging to older low-rise structures located within the City.

● The Palos Verdes Hills Fault is located 20 miles to the southwest of the City. It is considered an active fault based on late Pleistocene and Holocene age displacements that have been interpreted along offshore segments of the fault in the San Pedro shelf. The Fault is considered to be capable of generating a maximum credible earthquake of Magnitude 7.0 that would cause seismic intensities in the IX to X range. The Palos Verdes Fault could result in greater damage to property in the City than that anticipated from an earthquake on the San Andreas Fault due to its proximity.

● The Sierra Madre Fault Zone is located approximately 15 miles northeast of the City at the base of the San Gabriel Mountains. The Fault Zone forms a prominent 50-mile long east-west structural zone on the south side of the San Gabriel Mountains. The Sierra Madre Fault system was responsible for the uplift of the San Gabriel Mountains by faulting in response to tectonic compression. The maximum credible earthquake is the largest magnitude event that appears capable of occurring under the presently known tectonic framework. The maximum probable earthquake is the maximum earthquake likely to occur during a 100-year interval.

● The Whittier-Elsinore Fault Zone is located along the southern base of the Puente Hills approximately nine miles east of the City of Huntington Park. This northwest-trending Fault extends from the Whittier Narrows area continuing southeast across the Santa Ana River, past Lake Elsinore, into western Imperial County and then continuing on into Mexico. This Fault is expected to be capable of generating a Magnitude 6.6 earthquake.

● The Santa Monica-Malibu Coast Fault System is an east-west trending fault system located along the southern margin of the western Santa Monica Mountains and extending into Santa Monica Bay. The nearest Fault trace is located approximately 22 miles to the west of the Huntington Park. Although there has been very little seismic activity along this Fault system, the Malibu Coast Fault segment has been characterized as active based on displaced soils. This displacement was estimated to have occurred about five thousand years ago.

● The San Andreas Fault Zone is located approximately 37 miles to the north and northeast of the City of Huntington Park at its nearest point. This Fault zone extends from the Gulf of California and continues northward to the Cape Mendocino area and then northward along the ocean floor. The total length of the San Andreas Fault Zone is approximately 750 miles. The length of the fault and its active seismic history indicates that it has a very high potential for large-scale movement in the near future (e.g. Magnitude 8.0).

● The San Jacinto Fault Zone, located approximately 44 miles to the northeast of the City of Huntington Park, is part of the San Andreas Fault System. The two Fault strands separate near the San Gabriel Mountains, where the San Jacinto Fault extends southeastward to form the southwestern boundary of the San Jacinto Mountains and the San Timoteo Badlands. This Fault is thought capable of generating a maximum credible earthquake of magnitude 7.0. Strong ground shaking from this earthquake would last about 25 seconds, with maximum intensity values in the VIII to IX range.

● The Elysian Park Blind Thrust Fault is exposed for approximately two miles at Elysian Park but is not exposed over the rest of its trace toward the east. (Blind thrust faults are low-angle or low-lying faults occurring generally 5 to 15 kilometers below the ground surface which have no surface manifestation.) The Elysian Blind Thrust is located approximately five miles from the City of Huntington Park at its nearest point. The Elysian Park Fault was the source of the magnitude 5.9 earthquake near Whittier in 1987. This Fault is thought to be capable of generating earthquakes of magnitude 7.2 to 7.6 and would result in intense ground-shaking in the entire Los Angeles basin.

● The Torrance-Wilmington Fault is a newly postulated, blind thrust fault and fold system located under the Palos Verdes Peninsula. Although this Fault system is not well defined, it is estimated that if one of the segments ruptures, an earthquake of Magnitude 5.0 to 7.5, would occur.

The following **Table 7-1** summarizes the major faults within the Southern California region, their distance, and direction relative to the City of Huntington Park, the maximum credible earthquake postulated for each fault, and the maximum probable earthquake for Faults identified in **Table 7-1**.

Table 7-1
Major Faults

Fault	Distance	Maximum Magnitude
Whittier	9 miles east	7
Santa Monica-Hollywood	10 miles northwest	7
Raymond Hill	10 miles northeast	6.5
Sierra Madre	15 miles northeast	6.5
San Fernando	25 miles northwest	6.5
Elysian Park	5 miles north	7.6
San Jacinto	44 miles northeast	7.5
Palos Verdes	20 miles southwest	7
San Andreas	37 miles northeast	8.25
Malibu Coast	22 miles west	7

Source: Los Angeles County Health and Safety Element, 1990

The four largest recent earthquakes that have caused major damage in the Los Angeles Basin include the 1933 Long Beach (Magnitude 6.3), 1971 San Fernando (Magnitude 6.4), the 1987 Whittier Narrows (Magnitude 5.9), and the 1994 Northridge (Magnitude 6.7) earthquakes. The 1933 Long Beach earthquake occurred on the southern segment of the Newport-Inglewood Fault, from Newport Beach to Signal Hill. The 1971 San Fernando earthquake occurred along the San Fernando segment of the Sierra Madre Fault zone. The Whittier Narrows earthquake occurred on the Elysian Thrust Fault in 1987. The most recent major earthquake, the Northridge earthquake, occurred on the Oakridge Fault in the San Fernando Valley in January 1994.

Liquefaction Risk

The Project site is located in an area that is at an elevated risk for liquefaction (reference **Exhibit 7**). According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Liquefaction is the process by which ground soil loses strength due to an increase in water pressure following seismic activity. Structures constructed on soils that liquefy may sink or topple over as the soil loses its bearing strength. A study of earthquake hazards by the United States Geological Survey (USGS) indicates a majority of the City has a moderate to high potential for liquefaction. Areas containing shallow groundwater within 30 feet or less of the ground surface are susceptible to liquefaction hazards during seismic shaking.

EXHIBIT 7
AREAS SUBJECT TO POTENTIAL LIQUEFACTION
Source: Huntington Park General Plan EIR

Landslides

The City of Huntington Park has a relatively flat topography, and hazards associated with slope instability, erosion, and landslides are considered unlikely. Because of the City's level topography, there are no landslide hazards in the City or the surrounding area.

Lateral Spreading

Lateral spreading could be liquefaction-induced or the result of excess moisture within underlying soils. Liquefaction induced lateral spreading will not affect any future development within Huntington Park since all new development will be constructed with strict adherence to the most pertinent State and City building codes. The Tujunga-Soboba and Hanford soils are not prone to shrinking and swelling. Soils prone to shrinking and swelling become sticky when wet and expand according to the moisture content present at the time. Since underlying soils are not prone to shrinking and swelling, a possible influx of groundwater will not trigger lateral spreading.

Development located within the City is not likely to be affected by subsidence. Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink. The soils that underlie the City are not prone to shrinking and swelling, thus no impacts related to unstable soils and subsidence are expected.

Soil Resources

The topography of the Los Angeles basin is a result of long periods of deformation associated with faulting and uplift, deposition of river-borne sediments, and periodic changes in sea levels, and erosion. Prior to 1825 and between 1867 and 1868, the Los Angeles River flowed westerly from the Los Angeles Narrows (between the Elysian and Repetto Hills) through the Ballona gap. Soils in the area are typical of sediments deposited in the broad alluvial plain on which Huntington Park and the surrounding communities are located. These alluvial materials and rocks are of recent age (15,000 years ago) and are unconsolidated and uncemented. Underneath the alluvium is the Lakewood Formation, which features stream type alluvium and floodplain fine-grained sediments on the upper layer (consisting 40 to 80% of the deposits) and gravels and coarse sands with discontinuous lenses of sandy silt and clay in the lower layers. Beneath the Lakewood Formation is the San Pedro Formation, which consists of San Pedro sand, Timms Point silt, and Lomita silt approximately 1,050 feet thick. The Lakewood and San Pedro Formations are deposits of the Pleistocene age (one to three million years ago).

A generalized soils map for Los Angeles County prepared by the United States Department of Agriculture, Soil Conservation Service identifies surface soils in Los Angeles County according to their characteristics and qualities (reference **Exhibit 8**). A soil association is defined by the predominant soil series in a group of soils. Each association has different properties and characteristics such as soil composition, surface texture, slope, arrangement, sequence of layers, or other characteristics. The General Soil Map for Los Angeles County indicates soils in the City of Huntington Park consist of the Hanford soil association and soils of the Tujunga-Soboba association. The Project site is located within the Hanford Soils Association.

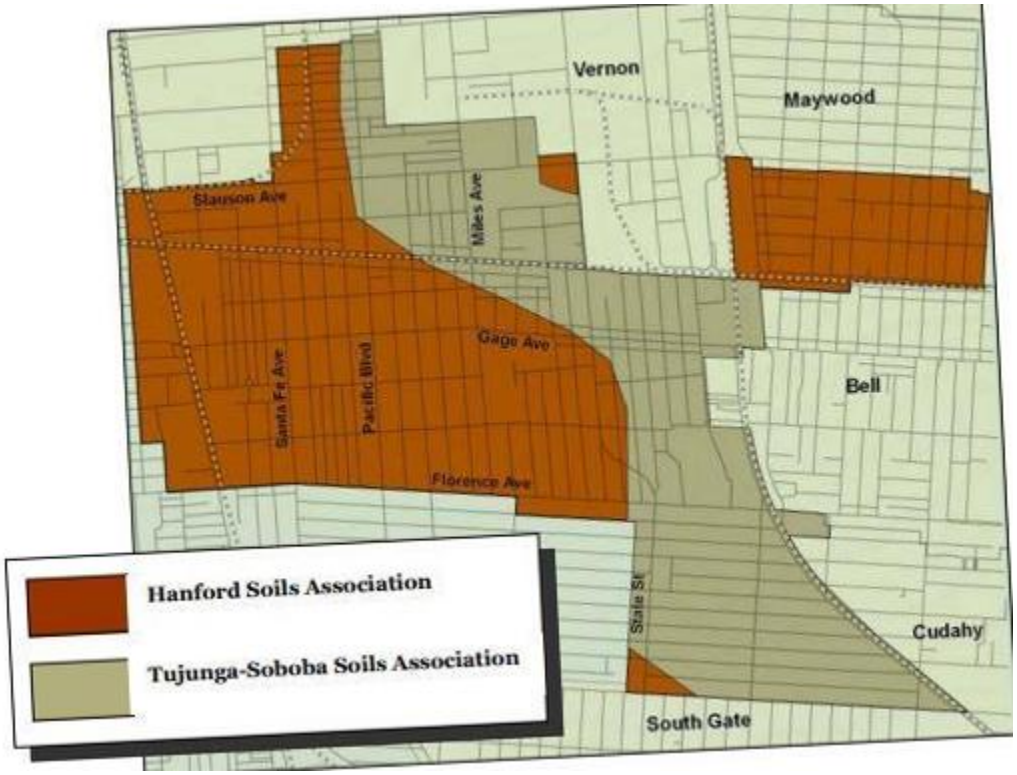


EXHIBIT 8
GENERALIZED SOILS MAP FOR THE CITY OF HUNTINGTON PARK
Source: Huntington Park General Plan EIR

● The Tujunga-Soboba association consists of 60% Tujunga soils, 30% Soboba soils and 10% of unnamed sandy and cobbly materials in the beds of intermittent streams. This association is more than 60 inches deep, is excessively drained, and has rapid subsoil permeability. The Tujunga-Soboba association has a very low inherent fertility and is used extensively for residential development, but also is suitable for recreational and industrial uses. Tujunga soils are brownish-gray or grayish-brown sand or loamy fine sand on the surface and have a stratified substratum. These soils are slightly acid to mildly alkaline and water holding capacity is four to five inches for 60 inches of depth. Tujunga soils have slow runoff capability and a slight erosion hazard, although soils of the Tujunga Soboba Association have a moderate to high wind erosion risk. Tujunga-Soboba soils are not prone to shrinking and swelling because clay is not present in their composition. The Hanford association underlies the western section of the Central City. The Tujunga-Soboba association underlies the eastern section of the Central City and the Yolo association underlies the northern section of the Cheli Industrial area. The Tujunga-Soboba association and the Hanford association have low shrink-swell potential. All three associations have low corrosivity and slight excavation hazards (absence of rocks or water table within five feet of the surface). Both the Tujunga-Soboba and Hanford associations have slight septic tank limitations. The Yolo association has a moderate septic tank limitation due to its soils' permeability. The Tujunga and Soboba soils association have severe soil pressure hazard, while the Hanford and Yolo associations have moderate capacity to withstand soil pressure from building foundations. Tujunga and Soboba soils are a good source of sand but not of gravel.

● The Hanford association consists of 85 percent Hanford soils, 10% Yolo soils and 5% Hesperia soils. Hanford soils are pale-brown coarse sandy loam on the surface with a light yellowish brown coarse sandy loam and gravelly loam coarse sand substratum. These soils are more than 60

inches deep, well drained, and slightly acidic to mildly alkaline. Hanford soils have moderately rapid subsoil permeability and moderate inherent fertility. Hanford soils are at a slight risk for erosion; however, the City is completely developed and underlying soils were disturbed in order to facilitate previous construction activities. The soils are not prone to shrinking and swelling because shrinking and swelling is influenced by the amount of clay present in underlying soils. Clay is not present in the composition of Hanford soils. Moreover, Hanford soils are described as being used almost exclusively for residential and industrial development.

Regulatory Setting

State of California

California Geological Survey Seismic Hazard Zones Mapping Program – The Seismic Hazards Mapping Act of 1990 directs the California Geological Survey to delineate seismic hazard zone. The purpose of the Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. The Act requires that site-specific geotechnical investigations be performed prior to the permitting of most urban development projects that are located within the designated hazard zones. The eastern two-thirds of the City have been identified as being subject to a potential liquefaction risk.

Alquist-Priolo Special Studies Zone – The California Geological Survey identified a number of active faults in the State that may generate surface rupture. The Alquist-Priolo Special Studies Zone indicates those faults where site specific studies and mitigation may be required. The Zone is delineated on Unities States Geological Survey Quadrangles indicating location and extent of potential risk. The City of Huntington Park is not located within an Alquist-Priolo Special Studies Zone.

7.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 fault? Refer to Division of Mines and Geology Special Publication 42.			**X**	
ii. Strong seismic ground shaking?			**X**	

iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located in a geological 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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

7.3 Discussion of CEQA Checklist Answers

a) i) ii) iii) iv) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

i) LESS THAN SIGNIFICANT IMPACT:

The Project area is located in a seismically active portion of Southern California but is not located within an Alquist-Priolo Earthquake Fault Zone or in a landslide zone. The Project site is flat and developed with a deteriorating office building, a parking lot, and ornamental landscaping. Although the Project site is not located in an Alquist-Priolo Earthquake Fault Zone, the Project site is located in proximity to the Newport Inglewood Fault, the Whittier-Elsinore Fault and the San Jacinto Fault. No significant geotechnical constraints have been identified and the Project is developable from a geotechnical standpoint utilizing most standard grading and building techniques. Impacts of earthquake fault rupture are considered less than significant because standard grading and construction techniques will be used to develop the site. It is anticipated Project development and operation will have a limited exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving 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 project area or based on other substantial evidence of a known fault.

California Geological Survey Seismic Hazard Zones Mapping Program. The Seismic Hazards Mapping Act of 1990 directs the California Geological Survey (CGS) to delineate seismic hazard zones. The purpose of the act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. The act requires that site-specific geotechnical investigations be performed prior to the permitting of most urban development projects that are located within the designated hazard zones.

Alquist-Priolo Special Studies Zone. The CGS identified a number of active faults in the State that may generate surface rupture. The Alquist-Priolo Special Studies Zone (APSSZ) indicates those faults where site specific studies and mitigation may be required. The APSSZ is delineated on United States Geological Survey (USGS) Quadrangles indicating the location and extent of potential risk. The City is not located within an APSSZ.

There are no active or potentially active earthquake faults known to traverse the City of Huntington Park, thus, no ground rupture hazards are expected in the City. The City is, however, located within a seismically active region and is subject to ground shaking hazards associated with earthquake events in the region. Seismicity, in the Los Angeles area historically has been defined by earthquake events along the Newport Inglewood, San Fernando, San Jacinto, and San Andreas faults. Other faults of concern in the area include the Whittier Fault, the Elysian Park Thrust, and the Santa Monica-Hollywood Fault.

ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: strong seismic ground shaking?

LESS THAN SIGNIFICANT IMPACT.

The primary seismic hazard is ground shaking due to a large earthquake on any of major active regional faults. Accordingly, as with most locations within Southern California, there is potential that within the Project lifetime the Project site would experience strong ground shaking as a result of seismic activity originating from regional faults. Site seismicity is typical of much of Los Angeles County. California State Law requires structures to incorporate earthquake-reducing design standards in accordance with the latest California Building Code and appropriate seismic design criteria. Project development and operation compliance with this regulatory requirement would reduce potential impacts related to exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking to a less than significant level.

iii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: seismic-related ground failure, including liquefaction?

LESS THAN SIGNIFICANT IMPACT.

The eastern two-thirds of the City, which contains the Project site, have been identified as being subject to a potential liquefaction risk.

California State Law requires structures to incorporate earthquake-reducing design standards in accordance with the latest California Building Code and appropriate seismic design criteria. The Project involves constructing an approximately 5,000 square foot car wash building and related improvements. Project development and operation compliance with this regulatory requirement would reduce potential impacts related to exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking to a less than significant level.

iv) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: landslides?

NO IMPACT.

The Project site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south. There are no hillsides or unstable soils on the Project site. Therefore, Project development and operation will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving landslides will not result in impacts to landslides. No impact will result.

b) Would the project result in substantial soil erosion or the loss of topsoil?

NO IMPACT.

The Project site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south. There are no hillsides or unstable soils on the Project sites. There is no exposed topsoil on the Project site other than within introduced landscape areas. However, Project development (demolition; grading; construction; painting; finishing) will utilize Best Management Practices in accordance with City requirements to eliminate the potential for any soil runoff and eliminate any potential for erosion. Therefore, Project development and operation will not result in substantial soil erosion or loss of topsoil. No impact will occur.

c) Would the project be located in a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

LESS THAN SIGNIFICANT IMPACT.

The Project site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south. There are no hillsides or unstable soils on the Project sites. The site is flat and does not contain any area of slope. No existing landslides are present on or adjacent to the Project site. However, the majority of Huntington Park is located in an area identified as having a potential for liquefaction. All new development that is part of the Project will be required to comply with all current State of California Building Code relevant provisions relating to fault rupture and liquefaction. Given requirements that must

be adhered to in Project design and development, the potential liquefaction impacts are considered to be less than significant.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

LESS THAN SIGNIFICANT IMPACT.

The Project site is located within the Hanford Soils Association, which is not prone to shrinking and swelling. Expansive soils expand or contract with an increase in moisture content. Adherence to CBC standards during Project development would ensure potential impacts related to Project site location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), would not create substantial risks to life or property. Therefore, the level of impact related to risks to life or property from expansive soils will remain less than significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

NO IMPACT.

No septic tanks or alternative wastewater disposal systems are used. The Project will maintain lateral connections to City of Huntington Park sewer mainlines. Therefore, no impacts would occur as a result of Project development.

f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

LESS THAN SIGNIFICANT IMPACT.

According to a records search at the Los Angeles County Museum of Natural History conducted for the City of Huntington Park General Plan Update Draft Environmental Impact Report (reference page 119), no paleontological resources have been found in the City of Huntington Park or the surrounding area. Therefore, the City of Huntington Park has a low sensitivity for paleontological resources and "…the potential for the discovery of paleontological resources is unlikely."

SECTION 8 – GREENHOUSE GAS EMISSIONS

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; and, the Project plans.

8.1 Setting

South Coast Air Basin

The Project site is located within the South Coast Air Basin (SCAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB is a 6,745 square mile sub-region of the SCAQMD and includes portions of Los Angeles, Riverside and San Bernardino Counties, and all of Orange County. The larger SCAQMD boundary includes 10,743 square miles. The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east.

The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with Federal and State air quality standards.

Global Climate Change Setting/Defined

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as Water Vapor, Carbon Dioxide (CO_2), Nitrous Oxide (N_2O), Methane (CH_4), Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride - - gases that remain in the atmosphere from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thusly warming the earth's atmosphere. GCC also can occur naturally as it had in the past with previous ice ages.

Gases that trap heat in the atmosphere often are referred to as "greenhouse gases." These gases are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural greenhouse gas effect, the earth's average temperature would be approximately 61 degrees Fahrenheit cooler than current average temperature. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

State of California

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce greenhouse gas emissions of any state in the nation. Project development and operation would be required to comply with all mandates imposed by the State of California and the SCAQMD aimed at reduction of air quality emissions. The regulatory mandates that are applicable to the Project and that would assist in the reduction of greenhouse gas emissions are the following - -

Global Warming Solutions Act of 2006 (California State Assembly Bill 32) – AB 32 requires greenhouse gas emissions in California be reduced to 1990 levels by year 2020.

"GHG" as defined under this legislation include Carbon Dioxide, Methane, N_2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Since AB 32 was enacted, a seventh chemical – nitrogen trifluoride – has been added to the list of greenhouse gas emissions. The California Air Resources Board is the State agency charged with monitoring and regulating sources of greenhouse gases. Under an updated forecast, a 21.7 percent reduction from "business as usual" is required to achieve 1990 levels. The Air Resources Board has made substantial progress in achieving its goal of achieving 1990 emissions levels by 2020.

California Air Resources Board Scoping Plan – The California Air Resources Board Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State emissions to 1990 levels by the year 2020 to comply with AB 32. The Scoping Plan identifies recommended measures for multiple greenhouse gas emission sectors and associated emission reductions needed to achieve the year 2020 reduction target. Most measures target the transportation and electricity sectors. The Scoping Plan states the key elements of the strategy for achieving the 2020 greenhouse gas target include the following:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a Statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and,
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

The Air Resources Board approved the First Update to the Scoping Plan (Update) on May 22, 2014. The Update identifies the next steps for California's climate change strategy. The Update shows how California continues on its path to meet the near-term 2020 greenhouse gas limit, but also sets a path toward long-term, deep greenhouse gas emission reductions. The report establishes a broad framework for continued emissions reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.

2017 Climate Change Scoping Plan Update (November, 2017)

The 2017 Scoping Plan Update identifies California's post-2020 reduction strategy and reflects the 2030 target of a 340 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by Senate Bill 32. Key programs the proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce methane emissions from agricultural and other wastes. Major elements of the 2017 Scoping Plan framework include the following:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing ZEV buses and trucks;

- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030);
- Implementing Senate Bill 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030;
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology and deployment of ZEV trucks;
- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030;
- Continued implementation of Senate Bill 375;
- Post-2020 Cap-and-Trade Program that includes declining caps;
- 20 percent reduction in greenhouse gas emissions from refineries by 2030; and,
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

The 2017 Scoping Plan also identifies local governments as essential partners in achieving California's long-term greenhouse gas reduction goals and identifies local actions to reduce greenhouse gas emissions.

Cap-and-Trade Program

The Scoping Plan identifies a Cap-and-Trade Program as one of the key strategies for California to reduce its greenhouse gas emissions. Under cap-and-trade, an overall limit on greenhouse gas emissions from capped sectors is established and facilities subject to the cap will be able to trade permits to emit greenhouse gases within the overall limit. The Cap-and-Trade Program provides a firm cap, ensuring that 2020 California Statewide emission limit will not be exceeded. As of January 1, 2015, the Cap-and-Trade Program covered approximately 85 percent of California's greenhouse gas emissions. The Program covers greenhouse gas emissions associated with electricity consumed in California, whether generated in-State or imported. Thereby, greenhouse gas emissions associated with CEQA projects' electricity usage are covered by the Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels. This Program works with other direct regulatory measures and provides an economic incentive to reduce emissions.

Senate Bill 375 – The Sustainable Communities and Climate Protection Act of 2008

This Bill recognizes the transportation sector is the largest contributor of GHG emissions, accounting for more than 40 percent of total GHG emissions in California. Senate Bill 375 (SB 375) does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions; (2) aligns planning for transportation and housing; and (3) creates specified incentives for implementation of the strategies. Concerning CEQA, SB 375 (as codified in Public Resources Code Section 21159.28) states that CEQA findings for certain projects are not required to reference, describe, or discuss growth inducing impacts or any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network if the project:

1. Is in an area with an approved "Sustainable Communities Strategy" or an alternative planning strategy that the Air Resources Board accepts as achieving the GHG emission

reduction targets.
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
3. Incorporates mitigation measures required by an applicable prior environmental document.

Pavley Fuel Efficiency Standards (California State Assembly Bill 1493)

This Assembly Bill (enacted on July 22, 2002) required the Air Resources Board to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. The regulation will reduce greenhouse gases from new cars by 334 percent from 2016 levels by 2025. The rules will clean up gasoline and diesel-powered cars and deliver increasing numbers of zero-emission technologies such as full battery electric cars, newly emerging plug-in hybrid electric vehicles and hydrogen fuel cell cars. Also, adequate fueling infrastructure availability will be ensured for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

Senate Bill 100 – California Renewable Portfolio Standard Program: Emissions of Greenhouse Gases 2017-2018

Senate Bill 100 states in part as follows - -

"This bill would state that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045. The bill would require that the achievement of this policy for California not increase carbon emissions elsewhere in the western grid and that the achievement not allow resource shuffling. The bill would require the PUC and the Energy Commission, in consultation with the state board, to take steps to ensure that a transition to a zero-carbon electric system for the State of California does not cause or contribute to greenhouse gas emissions increases elsewhere in the western grid."

Executive Order S-3-05

This Executive Order (signed January 18, 2007) announces the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels
- By 2020, reduce GHG emissions to 1990 levels
- By 2050, reduce GHG emissions to 80 percent below 1990 levels

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The goals are not legally enforceable for local governments or the private sector because this is an Executive Order.

Executive Order S-01-07- Low Carbon Fuel Standard (LCFS)

Effective January 18, 2007, the Order mandates a California Statewide goal shall be established to reduce carbon intensity of California's transportation fuels by at least 10 percent by 2020. After legal challenges, a new LCFS regulation became effective on January 1, 2016.

Executive Order B-30-15

The Executive Order became effective on April 29, 2015 to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. This Order aligns California's GHG reduction targets with those of leading international governments ahead of the United Nations Climate Change Conference in Paris in late 2015. This target was set to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050 and directed the Air Resources Board to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2 equivalent ($MMCO_2e$). The Order also requires the State Climate Adaptation Plan to be updated every three years and for California to continue its climate change research program among other provisions. This Order is not legally enforceable for local governments and the private sector.

California Regulations and Building Codes

California has adopted regulations to improve energy efficiency in new and remodeled buildings, which have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Standards

This standard regulates sale of appliances in California and includes standards for federally regulated appliances and non-federally regulated appliances (totaling 23 categories of appliances).

Title 24 Energy Efficiency Standards and California Green Building Standards

These standards were initially adopted in 1978 to reduce energy consumption and are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. The 2019 version of Title 24 was adopted by the California Energy Commission (CEC) and became effective on January 1, 2020, and is applicable to the Project.

The 2019 Title 24 standards will require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting for nonresidential buildings. It is anticipated that nonresidential buildings will use approximately 30 percent less energy due to lighting upgrades.

The California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial and school buildings that became effective on January 1, 2011. CALGreen is administered by the California Building Standards Commission and is updated regularly. The most recent update became effective January 1, 2020. Local jurisdictions are permitted to adopt more stringent requirements because State law provides methods for local enhancements. The Code also provides exemptions for areas not served by construction and demolition recycling infrastructure. CALGreen requires the following:

- Short-Term Bicycle Parking – If a commercial project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passersby, for 5 percent of visitor motorized parking capacity, with a minimum of one two-bike capacity rack.
- Long-Term Bicycle Parking – For new buildings with 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of tenant-occupied motorized vehicle parking

capacity, with a minimum of one space.

- Designated Parking – Provide designated parking in commercial projects for any combination of low-emitting, fuel-efficient and carpools/and pool vehicles.
- Recycling by Occupants – Provide readily accessible areas that serve the entire building and are identified for depositing, storage and collection of nonhazardous materials for recycling.
- Construction Waste – A minimum 65 percent diversion of construction and demolition waste from landfills, increasing voluntarily to 80 percent for new homes and commercial projects. All (100 percent) of trees, stumps, rocks and associated vegetation and soils resulting from land clearing shall be reused or recycled.
- Wastewater Reduction – Each building shall reduce generation of wastewater by installation of water-conserving fixtures or using non-potable water systems.
- Water Use Savings – Mandatory 20 percent reduction of non-residential indoor water use with voluntary goal standards for 30, 35, and 40 percent reductions.
- Water Meters – Separate water meters for buildings in excess of 50,000 square feet or buildings projected to consume more than 1,000 gallons per day.
- Irrigation Efficiency – Moisture-sensing irrigation systems for larger landscaped areas.
- Materials Pollution Control – Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring and particle board.
- Building Commissioning – Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure all are working at their maximum capacity according to their design efficiencies.

Model Water Efficient Landscape Ordinance

This Ordinance was required by the Water Conservation Act (Assembly Bill 1881). Local agencies were required to adopt a local landscape ordinance at least as effective in conserving water as the Model Ordinance by January 1, 2010. Reductions in water use of 20 percent consistent with the 2020 mandate were expected upon compliance with the Ordinance. The California Water Commission approved a revised Ordinance on July 15, 2015 (effective December 15, 2015). The update required new development projects that include landscape areas of 500 or more square feet to implement the following:

- More efficient irrigation systems;
- Incentives for graywater usage;
- Improvements in on-site stormwater capture;
- Limitations on the portion of landscapes that can be planted with high water use plants; and,
- Required reports for local agencies.

Air Resources Board Refrigerant Management Program

This regulation was adopted in 2009 to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale and disposal.

Tractor-Trailer Greenhouse Gas Regulation

Tractors and trailers subject to this regulation must either use Environmental Protection Agency SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. Sleeper cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay verified low rolling resistance tires. There also are requirements for trailers to have low rolling resistance tires and aerodynamic devices.

Phase I and 2 Heavy-Duty Vehicle Greenhouse Gas Standards

The Air Resources Board has adopted a new regulation for greenhouse gas emissions from heavy-duty trucks and engines sold in California. It establishes GHG emission limits on truck and engine manufacturers and harmonizes with the United States Environmental Protection Agency rule for new trucks and engines nationally. Existing heavy-duty vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG requirements to implement SmartWay strategies, and in-use fleet retrofit requirements such as the Truck and Bus Regulation. The Air Resources Board staff has worked jointly with the United States Environmental Protection Agency and the National Highway Traffic Safety Administration on the Phase 2 of federal greenhouse gas emission standards for medium- and heavy-duty vehicles. Phase 2 standards were built on improvements in engine and vehicle efficiency required by Phase 1 emission standards and represent a significant opportunity to achieve further GHG reductions for 2018 and later model year heavy-duty vehicles, including trailers.

Senate Bill 97 and CEQA Guidelines Update

The CEQA Amendments provide guidance to public agencies pertaining to analysis and mitigation of effects of GHG emissions in CEQA documents. The CEQA Amendments added climate change as a topic for analysis. CEQA Guidelines Section 15064.4 was added to assist agencies in determining significance of GHG emissions. This section allows agencies the discretion to determine whether a quantitative or qualitative analysis is best for a particular project. However, little guidance was offered about how to determine whether a project's estimated GHG emissions were significant or cumulatively considerable.

CEQA Guidelines Sections 15126.4 and 15130 also were amended to address mitigation measures and cumulative impacts, respectively. GHG mitigation measures are referenced in general terms; no specific measures are promoted. The revision to the cumulative impact discussion requirement directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable but does not answer the question of when emissions are cumulatively considerable. Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as preparation of GHG Reduction Plans. According to Section 15183.5(b), compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable.

The CEQA Amendments also revised Appendix F of the CEQA Guidelines, which focuses on Energy Conservation. The sample environmental checklist in Appendix G was amended to include GHG questions. Subsequent CEQA Guidelines Amendments added Energy questions to the sample environmental checklist.

Regional

South Coast Air Quality Management District (SCAQMD)

The SCAQMD is the agency responsible for air quality planning and regulation in the South Coast Air Basin. The SCAQMD addresses impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. SCAQMD only has authority over GHG emissions from development projects that include air quality permits. No stationary sources of emissions subject to SCAQMD permits are proposed as part of this project. Notwithstanding, if the Project requires a stationary permit, it would be subject to applicable SCAQMD regulations.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the South Coast Air Basin. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold that could be applied by lead agencies. The Working Group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds.

Greenhouse Gases

Water Vapor (H_2O) – Water Vapor is the most abundant, important, and variable greenhouse gas in the earth's atmosphere. Water vapor is not a pollutant; rather, in the atmosphere it maintains a climate necessary for life. Changes in the atmospheric concentration of water vapor are directly related to warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). There are no human health effects from water vapor itself. However, when some pollutants come in contact with water vapor, they can dissolve and the water vapor then can act as a pollutant-carrying agent. The primary source of water vapor is evaporation from oceans (approximately 85 percent). As a greenhouse gas, the higher concentration of water vapor is able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. When water vapor increases in the atmosphere, more of it eventually will also condense into clouds that are more able to reflect incoming solar radiation. This will allow less energy to reach the Earth's surface and thereby affect surface temperatures. Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.

Carbon Dioxide (CO_2) – Carbon Dioxide is an odorless and colorless greenhouse gas. Outdoor levels of Carbon Dioxide are not sufficiently high to result in negative health effects. Carbon Dioxide is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks. Carbon Dioxide is emitted from natural sources (e.g., decomposition of dead organic matter; respiration of bacteria, plants, animals and fungus; evaporation from oceans; volcanic outgassing) and from anthropogenic sources (e.g., burning of coal, oil, natural gas and wood). Since the industrial revolution began in the mid-18th century, the type of human activity that increases greenhouse gas emissions has increased dramatically in scale and distribution. Since the beginning of the industrial revolution, Carbon Dioxide concentrations have increased more than 30 percent and, left unchecked, are projected to increase to nearly

double the concentrations in the atmosphere at the dawn of the industrial revolution as a direct result of anthropogenic sources. The International Panel on Climate change (IPCC, Fifth Assessment Report, 2014) estimates that emissions of Carbon Dioxide from fossil fuel combustion and industrial processes contributed approximately 785 of the total greenhouse gas emissions increase from 1970 to 2010.

Methane (CH_4) – Methane is a very effective absorber of radiation but has an atmospheric concentration less than Carbon Dioxide and its lifetime is 10-12 years. Exposure to high levels of methane can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate. Methane has natural and anthropogenic sources. It is released as part of biological processes in low oxygen environments, such as in swamplands or in rice production. Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and coal mining have added to atmospheric concentration of methane. Other anthropocentric sources include fossil fuel combustion and biomass burning.

Nitrous Oxide (N_2O) – Nitrous Oxide is also known as laughing gas and is a colorless greenhouse gas. Nitrous Oxide and cause dizziness, euphoria, and sometimes light hallucinations. It is considered harmless in small doses. However, in some cases heavy and extended use can cause Olney's Lesions (brain damage). Nitrous Oxide concentrations began to increase at the beginning of the industrial revolution. It is produced by microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen. Also, some industrial processes (e.g., fossil fuel fired power plants, nylon production, nitric acid production, vehicle emissions) contribute to its atmospheric load.

Chlorofluorocarbons (CFC) – Chlorofluorocarbons are gases formed synthetically by replacing all hydrogen atoms in Methane or Ethane (C_2H_6) with chlorine and/or fluorine atoms. CFC are non-toxic, non-flammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface). CFC are no longer being used and therefore it is not likely health effects would be experienced. However, in confined indoor locations, working with CFC-113 or other CFC is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation. Levels of major CFC now are remaining steady or declining. However, their long atmospheric lifetimes mean some CFC will remain in the atmosphere for more than 100 years.

Hydrofluorocarbons (HFC) – Hydrofluorocarbons are synthetic, man-made chemicals used as a substitute for CFC. They are one of three groups with the highest global warming potential. No health effects are known to result from exposure to HFC, which are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons (PFC) – Perfluorocarbons have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays that occur about 60 kilometers above the surface of the earth are able to destroy the compounds. Thereby, PFC have very long lifetimes - - between 10,000 and 50,000 years. No health effects are known to result from exposure to PFC. The two primary sources of PFC are primary aluminum production and semiconductor manufacture.

Sulfur Hexafluoride (SF_6) – Sulfur Hexafluoride is an inorganic, odorless, colorless, non-toxic nonflammable gas that has the highest global warming potential of any gas evaluated. In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing. Sulfur Hexafluoride is used for insulation in

electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Nitrogen Trifluoride (NF_3) – Nitrogen Trifluoride is a colorless gas with a distinctly moldy odor used in industrial processes and is produced in the manufacture of semiconductors and Liquid Crystal Display panels, types of solar panels and chemical lasers. Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.

Carbon Dioxide Equivalent (CO_2e) is a term used for describing the difference greenhouse gases in a common unit. CO_2e signifies the amount of CO_2 that would have the equivalent global warming potential.

Greenhouse gases have different Global Warming Potential values. Global Warming Potential of a greenhouse gas indicates the amount of warming a gas causes over a given period of time and represents the potential of a gas to trap heat in the atmosphere. The Global Warming Potential (100-year time horizon) ranges from 1 for Carbon Dioxide to as much as 23,900 for Sulfur Hexafluoride.

Greenhouse Gas Emissions Inventories

Global

The Intergovernmental Panel on Climate Change tracks worldwide anthropogenic greenhouse gas emissions for industrialized and developing nations. As the following **Table 8-1** indicates, the United States as a single country was the number two producer of greenhouse gas emissions in 2016. The primary greenhouse gas emitted by human activities in the United States was Carbon Dioxide, representing approximately 81.6 percent of total greenhouse gas emissions in the United States. Carbon dioxide from fossil fuel combustion, as the largest source of United States greenhouse gas emissions, accounted for approximately 93.5 percent of the Carbon Dioxide emissions.

Table 8-1
GHG Emissions, By Country

Emitting Countries	GHG Emissions (Gg CO_2e)
China	11,895,765
United States	6,511,302
European Union (28 member countries)	4,291,252
India	2,643,817
Russian Federation	2,100,850
Japan	1,304,568
TOTAL	28,747,554

State of California

The State of California requires CEQA documents to include an evaluation of Greenhouse Gas Emissions (GHG), or gases that trap heat in the atmosphere. GJHG are emitted by both natural processes and human activities. Accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61° F cooler (California, State of, OPR Technical Advisory – CEQA and Climate Change: Addressing Climate

Change through the California Environmental Quality Act (CEQA) Review, June 19, 2008). However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increasing sea levels, and changing the worldwide biome.

California has slowed significantly the rate of growth of greenhouse gas emissions due to implementation of energy efficiency programs as well as adoption of strict emission controls but is still a substantial contributor to the United States emissions inventory total. The California Air Resources Board compiles greenhouse gas inventories for the State of California. Based upon the 2018 greenhouse gas inventory data for the 2000 to 2016 greenhouse emissions inventory, California emitted 429.4 $MMTCO_2e$ including emissions resulting from imported electrical power in 2015.

Effects of Climate Change in California

Public Health

Higher temperatures may increase frequency, duration and intensity of conditions conducive to air pollution formation. In addition, if global background Ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter than can travel long distances depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become up to 55 percent more frequent if greenhouse gas emissions are not significantly reduced. In addition, under the higher warming range scenario there could be up to 100 more days per year with temperatures above 90 degrees Fahrenheit in Los Angeles and 95 degrees Fahrenheit in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the State from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages. The State's water supplies also are at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta - - a major fresh water supply.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, thereby reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. It also could adversely affect winter tourism, particularly by shortening the ski and snowboarding season.

Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products Statewide. California farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate Ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth. Rising temperatures could worsen quantity and quality of yield for some of California's agricultural products, including wine grapes, fruits and nuts. In addition, Global Climate Change could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Also, continued Global Climate Change could alter abundance and types of many pests, lengthen pest breeding seasons, and increase pathogen growth rates.

Forests and Landscapes

Global Climate Change has the potential to intensify the current threat to forests and landscapes by increasing risk of wildfire and altering distribution and character of natural vegetation. Since wildfire risk is determined by a combination of factors including precipitation, winds, temperature and landscape and vegetation conditions, future risks will not be uniform throughout the State. Continued Global Climate Change has the potential to alter natural ecosystems and biological diversity within the State and could decrease the productivity of the State's forests.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten California's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12 to 14 inches.

Human Health Effects

The potential health effects related directly to emissions of Carbon Dioxide, Methane and Nitrous Oxide as they relate to development projects are still being debated in the scientific community. Their cumulative effects to global climate change have the potential to cause adverse effects to human health. Climate change will likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas.

8.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

8.3 Discussion of CEQA Checklist Answers

a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

LESS THAN SIGNIFICANT IMPACT.

The Project would generate an estimated total 74.4394 metric tons of CO_{2e} emissions during construction. The SCAQMD recommends amortizing construction emissions over a period of 30 years to estimate the contribution of construction emissions to operational emissions over the project lifetime. Amortized over 30 years, the construction of the project will generate approximately 2.4813 metric tons of CO_2e on an annualized basis.

Based on the results of the CalEEMod Model, the Project would generate a total of 584.4416 metric tons of CO_2e emissions annually from operations. By adding the amortized construction emissions results with the operational annual CO_2e emissions the Project will produce 586.9229 metric tons annually over a 30-year period. This cumulative level is below the SCAQMD's recommended Tier 3 threshold of 3,000 metric tons of CO_2e emissions for residential and commercial land uses. Therefore, the Project is not expected to have a significant cumulative impact on Greenhouse Gas Emissions.

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

LESS THAN SIGNIFICANT IMPACT.

As indicated above, Project development will result in an incremental increase in Greenhouse Gas Emissions. The Project will not introduce any conflicts with adopted initiatives designed to control future Greenhouse Gas Emissions. Impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of Greenhouse Gases are less than significant.

The following **Table 8-2** identifies which California Air Resources Board Recommended Actions apply to the Project. Of the 39 identified measures, those that would be applicable to the Project would by primarily be those actions related to water conservation. Others included energy conservation for new signalization and lighting.

Table 8-2 – California Air Resources Board Recommended Actions

ID#	Sector	Strategy Name	Applicable To Project?	Conflict With Project
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low-Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	No	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-Movement Efficiency Measures	No	No
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Reduction Measures	No	No
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High Speed Rail	No	No
E-1	Energy	Increased Utility Energy Efficiency Programs More Stringent Standards	No	No
E-2	Energy	Increase Combined Heat and Power Use by 30,000GWh	No	No
E-3	Energy	Renewable Portfolio Standard	No	No
E-4	Energy	Million Solar Roofs	No	No
CR-1	Energy	Energy Efficiency	Yes	No
CR-2	Energy	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	No	No
W-1	Water	Water Use Efficiency	Yes	No
W-2	Water	Water Recycling	Yes	No
W-3	Water	Water System Energy Efficiency	Yes	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy efficiency and Co-benefits Audis for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste	High Recycling/Zero Waste	No	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	Global Warming	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No

H-2	**Global Warming**	**SF6 Limits in Non-Utility and Non-Semiconductor Manufacturing**	**No**	**No**
H-3	**Global Warming**	**Reduction in Perfluorocarbons in Semiconductor Manufacturing**	**No**	**No**
H-4	**Global Warming**	**Limit High GWP Use in Consumer Products**	**No**	**No**
H-5	**Global Warming**	**High GWP Reductions from Mobile Sources**	**No**	**No**
H-6	**Global Warming**	**High GWP Reductions from Stationary Sources**	**No**	**No**
H-7	**Global Warming**	**Mitigation Fee on High GWP Gases**	**No**	**No**
A-1	**Agriculture**	**Methane Capture at Large Dairies**	**No**	**No**

As indicated previously, Project development will result in limited GHG emissions. However, emissions will not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases. Impacts would be less than significant.

SECTION 9 – HAZARDS AND HAZARDOUS MATERIALS

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

9.1 Setting

The State of California defines a hazardous material as a substance that is toxic, ignitable or flammable, or reactive and/or corrosive. An extremely hazardous material is defined as a substance that shows high acute or chronic toxicity, carcinogenicity, bio-accumulative properties, and persistence in the environment, or is water-reactive (California Code of Regulations, Title 22).

The primary concern associated with release of a hazardous material relates to public health risks of exposure. Toxic gases are a primary concern because a gaseous toxic plume is more difficult to contain than a solid or liquid spill and a gas can impact a larger segment of the population in a shorter time span. Releases of hazardous materials also may occur during a natural disaster. Improperly-stored containers of hazardous substances may overturn or break, pipelines may rupture, and storage tanks may fail. Containers may explode when subjected to high temperatures, such as those accompanying by a fire. The hazard may be compounded if two or more chemicals that are reactive when combined come in contact as a result of a spill. The Uniform Fire Code includes criteria designed to minimize risk of an accident. These guidelines are to be followed when storing, using, or transporting hazardous materials, and include secondary containment of substances, segregation of chemicals to reduce reactivity during a release, sprinkler and alarm systems, monitoring, venting and auto shutoff equipment, and treatment requirements for toxic gas releases.

All businesses that handle hazardous materials are required by Federal, State and local agencies to submit a business plan to their local administering agency. Reportable quantities are 50 or more gallons of a liquid, 500 pounds or more or a solid, or 200 cubic feet or more of a gas at standard temperature and pressure. Quantities for acutely hazardous materials vary according to the substance. Every handler of hazardous material is required to submit a business plan and an inventory of hazardous substances and acutely hazardous materials to the Huntington Park Police Department the Los Angeles County Fire Department annually. Hazardous material users and generators in Huntington Park include gasoline stations, auto repairs shops, printers and photo labs, clinics, dry cleaners, schools, fire stations, and a variety of other commercial and industrial land uses.

The City of Huntington Park Draft General Plan Draft Environmental Impact Report indicates that, according to the *Envirofacts Database* the United States Environmental Protection Agency (EPA) currently is regulating 127 facilities in Huntington Park. The uses include the following: plating/manufacturing; foundries; pharmacies; auto repair shops; dry cleaners; copy and printing companies; light industrial; hardware stores; and, gasoline service stations. The Environmental Protection Agency identifies these uses as being handlers and/or consumers of hazardous materials. Also, the California Department of Toxic Substances Control (DTSC) indicates through its Hazardous Waste and Substances Site list that there is one use currently undergoing State remedial action through the Site Cleanup Program. In addition, the State Water Resources Board GeoTracker database depicts additional sites

engaged in cleanup activities or that have completed remediation, and identifies other facilities presently undergoing DTSC regulation. The facilities include Leaking Underground Storage Tanks, military cleanup sites, permitted USTs, and active operations utilizing hazardous materials or generating hazardous waste.

Florence Avenue, which in part extends across the southern boundary of the Project site, is a major truck route that connects Huntington Park to Interstate-710 and Interstate-110 and thereby presents a potential for hazardous material accidents and spills during transport. Additionally, railroad lines that serve the area occasionally transport hazardous materials. The City of Huntington Park has no jurisdiction or control over transport of hazardous materials on freeways and railroads. The California Highway Patrol, together with Caltrans, is in charge of spills that may occur on local freeways.

Regulatory Setting

Several regulations are applicable to any new development that would be effective in reducing the potential risk of upset impacts. The following regulations are in effect.

Resource Conservation and Recovery Act – The California Department of Toxic Substance Control (DTSC) is authorized to implement the State Hazardous Waste Management Program for the Federal Environmental Protection Agency (EPA). The EPA continues to regulate hazardous substances under the Comprehensive Environmental Response Compensation and Liability Act (CERCLA).

Comprehensive Environmental Response Compensation and Liability Act – CERCLA, commonly known as Superfund, was enacted by Congress in 1980. This law created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) in 1986.

State Regulations – The California Environmental Protection Agency (Cal-EPA) and the State Water Resources Control Board established rules concerning use of hazardous materials and management of hazardous waste. With the Cal-EPA, the DTSC has the primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the State agency for management of hazardous materials and generation, transport, and disposal of hazardous waste under the authority of Title I of the Hazardous Waste Control Law (HWCL).

Assembly Bill 387 and Senate Bill 162 – Assembly Bill 387 and Senate Bill 162 provide a comprehensive program to ensure hazardous material contamination issues are addressed adequately prior to school development. The program involves preparation of a Phase 1 Environmental Site Assessment to determine whether a release of a hazardous material has occurred on-site in the past or if there may be a naturally occurring hazardous material present within a site.

9.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			**X**	
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?				**X**
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				**X**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				**X**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				**X**

9.3 Discussion of CEQA Checklist Answers

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

LESS THAN SIGNIFICANT IMPACT.

Chemicals used related to the Project would be limited to those used during development (demolition; grading/pavement removal; building construction; painting; finishing) and to those chemicals used for building maintenance. Any potential for accidental release of hazardous materials from Project development may be related to contaminated pavement that will be replaced during grading and related to building construction. However, Project development will comply with disposal requirements of such materials, as specified in the City of Huntington Park Municipal Code and any applicable requirements of the County of Los Angeles.

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

LESS THAN SIGNIFICANT IMPACT.

Project development would involve the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

Small amounts of hazardous materials may be used during Project development/construction, but compliance with City of Huntington Park requirements for use and storage of such commonly-used materials would not pose a significant hazard to the public or the environment. Thereby, resultant environmental impacts would be less than significant. Therefore, Project development and operation impacts related to creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

LESS THAN SIGNIFICANT IMPACT.

Hope Elementary School and Lucille Roybal-Allard Elementary Schools are approximately ¼ mile from the project site. St. Matthias Catholic School is approximately 200 feet from the project site on the opposite side of Florence Avenue. Small amounts of hazardous materials may be used or emitted during Project development/construction, but compliance with City of Huntington Park requirements for use and storage of such commonly-used materials would not pose a significant hazard to the public or the environment. The level of impact would be less than significant.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

NO IMPACT.

The entire Project site is developed with a deteriorated commercial building and associated infrastructure. No hazardous materials sites occur within the Project site or are identified on the Cortese list of contaminated sites. Therefore, Project development and operation would not create a significant hazard to the pubic or the environment. No impact would result.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

NO IMPACT.

The closest airports to the Project site are the San Gabriel Valley Airport, the Long Beach Airport, and Los Angeles International Airport which are, respectively, approximately 17 miles, 18 miles, and 19 miles from the Project site. The Project site is not located within an airport land use plan. Therefore, no impact would result.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

NO IMPACT.

Project development would involve the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy

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- 34 parking space parking area including drive aisles, queuing and exit lanes
- Stormwater infiltration system
- Wastewater clarifier system and associated water recycling system
- Property line walls and freestanding pole sign
- Approximately 7,498 square feet of landscaped area

- Construct the following improvements in the public right-of-way:
  - Remove existing driveway at west end of site
  - Widen existing driveway at Mission Place intersection
  - Install new right-turn-exit-only driveway near east end of site
  - Remove street tree and relocate existing tree well to accommodate new driveway
  - Install new fire hydrant

The project will be required to comply with applicable Los Angeles County Fire Department requirements and public right-of-way improvements will be required to comply with the requirements of the City of Huntington Park Department of Public Works. Project development will have no resulting negative impact.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

NO IMPACT.

The Project vicinity is thoroughly urbanized. The Project site is an entirely developed property. No wildland is present on, adjacent, or near the Project site. Therefore, there would be no impact from Project development or operation related to direct or indirect exposure of people or structures to a significant risk of loss, injury or death involving wildland fires.

SECTION 10 – HYDROLOGY AND WATER QUALITY

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

10.1 Setting

Basin Boundaries and Hydrology

The Project site is located in the coastal plain of the Los Angeles Groundwater Basin -Central Sub-Basin, an area that occupies a large portion of the southeastern part of the Coastal Plan of the Los Angeles Groundwater Basin. This sub-basin commonly is referred to as the "Central Basin" and is bounded on the north by a surface divide called the La Brea High and, on the northeast, and east by emergent less permeable Tertiary rocks of the Elysian, Repeto, Merced and Puente Hills. Its southeast boundary between the Central Basin and Orange County Groundwater Basin roughly follows Coyote Creek - a regional drainage province boundary. The southeast boundary is formed by the Newport Inglewood fault system and the associated folded rocks of the Newport Inglewood uplift. Total storage capacity of the Central Basin is 13,800,000-acre feet.

The Los Angeles and San Gabriel Rivers drain inland basins and pass across the surface of the Central Basin to the Pacific Ocean.

Average precipitation throughout the Sub-basin ranges from 11 to 13 inches.

Hydrogeologic Information

Water Bearing Formations

Throughout the Central Basin, groundwater occurs in Holocene and Pleistocene age sediments at relatively shallow depths. Historically, groundwater flow in the Central Basin has been from recharge areas in the northeast part of the sub basin toward the Pacific Ocean on the southwest. However, pumping has lowered the water in the Central Basin and water levels in some aquifers are about equal on both sides of the Newport-Inglewood uplift, decreasing subsurface outflow to the West Coast Sub Basin.

Groundwater enters the Central Basin through surface and subsurface flow and by direct percolation of precipitation, stream flow, and applied water. The groundwater replenishes the aquifers dominantly in the forebay areas where permeable sediments are exposed at ground surface. Percolation into the Los Angeles Forebay Area is restricted due to paving and development of the surface of the Forebay. Imported water purchased from Metropolitan Water District and recycled water from Whittier and San Jose Treatment Plants are used for artificial recharge in the Montebello Forebay at the Rio Hondo and San Gabriel River spreading grounds.

Water levels varied over a range of approximately 25 feet between 1961 and 1977, and have varied through a range of approximately 5-10 feet since 1996. Most water wells demonstrate levels in 1999 that are in the upper portion of their recent historical range.

Regulations Applicable to the Project

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Mapping Program

The Federal Emergency Management Agency oversees preparation of maps that indicate areas where there is a potential for inundation resulting from a 100-year flood and a 500-year flood. The maps serve as the basis for determining whether flood insurance is required for homeowners. The mapping program also serves an additional purpose in designating areas of the City where flood-related mitigation may be required.

National Pollutant Discharge Elimination System (NPDES)

The National Pollutant Discharge Elimination System is the system for granting and regulating permits related to point and non-point sources that discharge pollutants into waters of the United States. This System requires operators of regulated small municipal separate storm sewer systems to obtain a NPDES permit and develop a storm water management program that will prevent pollutants from being conveyed is storm water runoff into the storm sewer systems or from being dumped directly into storm drains.

Water Supplies and Water Quality

The City of Huntington Park is located within the central section of the Downey Plain. The City is underlain by the Central groundwater basin, which is bounded to the north by the Elysian and Repetto Hills, to the northeast by the Merced and Puente Hills, to the east by the Los Angeles County line, and to the southwest by the Newport-Inglewood Fault along the Rosecrans, Dominguez, Signal, and Bixby Ranch Hills.

Groundwater resources in the Central Basin consist of a body of shallow, unconfined and semi-perched water on the upper part of the alluvial deposits, the principal body of fresh groundwater within the Recent and Pleistocene deposits, and salt water under the freshwater resources. Water-bearing deposits are unconsolidated and semi-consolidated alluvial sediments that hold water and allow water to pass through. These are referred to as aquifers. Non-water bearing deposits are consolidated rocks and ground layers that provide limited water and form boundaries between aquifers. The Huntington Park area is underlain by a geologic structure that consists of a topmost layer of deposition from approximately the past 15,000 years that consists of alluvium and the Gaspur Aquifer. Alluvium found on or near the surface of Huntington Park is up to 60 inches in thickness and contains poor quality water in small quantities. The Gaspur Aquifer consists of cobbles and pebbles from the San Gabriel Mountains. The Lakewood Formation contains the Exposition, Gage, and Gardena aquifers and aquicludes.

The Exposition Aquifer underlies the Gaspur Aquifer and merges with it between the Los Angeles and San Gabriel Rivers. This Aquifer is approximately 100 feet thick and consists of coarse gravel and clay, with fine deposits between sandy and gravelly beds.

The Gage Aquifer underlies the Exposition Aquifer and is approximately 10-160 feet thick. This Aquifer consists of fine to medium sand with varying amounts of coarse yellow sand and gravel.

The Gardena Aquifer has coarser deposits that the Gage Aquifer, but these deposits are approximately the same age, thickness, and elevation. Both the Gage and Gardena Aquifers yield large amounts of water.

The San Pedro Formation contains the following five major aquifers interbedded with fine grained layers. These aquifers are the principal aquifers used for domestic water in the Los Aneles area.

- Hollydale Aquifer – The Hollydale Aquifer is a discontinuous aquifer located beneath the Gage-Gardena Aquifer. It consists of shallow marine deposits and is found between 250-500 feet below mean sea level south of the City of Huntington Park. This Aquifer does not yield large amounts of water.
- Jefferson Aquifer – The Jefferson Aquifer consists of sand with gravelly and clayey layers. It has approximately 30 feet thick with a base of 300 feet below mean sea level. This Aquifer is near the City of Huntington Park. Few wells tap into the Jefferson Aquifer.
- Lynwood Aquifer – The Lynwood Aquifer is approximately 50-1,000 feet thick and consists of yellow, brown and red coarse gravel, sand, silts and clay. This Aquifer contains significant groundwater resources, with yields that range from 200-2,100 gallons per minute.
- Silverado Aquifer – The Silverado Aquifer is approximately 500 feet thick and is found at a maximum depth of 1,200 feet below mean sea level. It consists of yellow to brown coarse to fine sands and gravel interbedded with yellow to brown silts and clays. This Aquifer is a major groundwater resource for the region, with a maximum yield of 4,700 gallons per minute.
- Sunnyside Aquifer – The Sunnyside Aquifer is a maximum approximate thickness of 300 feet and consists of coarse deposits of sand and gravel with interlayers of sandy clay and clay. It has a maximum yield of 1,500 gallons per minute.

Flooding

The City of Huntington Park is located approximately 14 miles from the Pacific Ocean. The City will not be exposed to the potential effects of a tsunami. There are no surface water bodies located in Huntington Park and thereby there is no risk of impact from a seiche (which occurs when two waves traveling in opposite directions collide, creating a larger standing wave.

The Federal Emergency Management Agency flood insurance map indicates the City of Huntington Park is located in Zone X. This flood zone has an annual probability of flooding of less than 0.2% and represents geographical areas outside the 500-year flood plain. Therefore, properties located in Zone X are not within a 100-year flood plain.

The City of Huntington Park is located within the inundation paths of the Hansen and Sepulveda Dams in the event of dam failure. The United States Army Corps of Engineers operates the Hansen and Sepulveda Dams, which were built largely for flood control purposes. Flood hazards associated with dam failure will affect most areas south of the dams.

- Hansen Dam – The Hansen Dam is located on the northern edge of the San Fernando Valley, approximately four miles west of Sunland. The Hansen Dam inundation area includes lands along Tujunga Creek and several communities in the San Fernando Valley, the City of Los Angeles, cities in south central Los Angeles, and areas along the Los

Angeles and San Gabriel Rivers. The City of Huntington Park is located approximately 25 miles south of Hansen Dam, but Dam failure will impact the entire City of Huntington Park. Flood waters will arrive 17 ¾ hours after Dam failure, with a maximum depth of one foot occurring approximately 21 hours after Dam failure.

- Sepulveda Dam – The Sepulveda Dam is located on the Los Angeles River, near the intersection of the Ventura and San Diego Freeways near the City of Van Nuys. The probable maximum flood from the Sepulveda Dam would be expected to last four days with a total water volume of 163,200-acre feet. The flood would impact areas along the Los Angeles River, and the cities of Los Angeles, Huntington Park, South Gate, Compton, Lynwood, Maywood, and Huntington Park Gardens. Flood waters would be anticipated to reach the City of Huntington Park approximately 10 hours after Dam failure and a maximum flood elevation of two feet would be expected approximately 12 hours after Dam failure.

10.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				**X**
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) Result in substantial erosion or siltation on- or off-site? (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (iii) Create or contribute runoff water which would exceed the capacity of existing or planned			**X**	

stormwater drainage systems or provide substantial additional sources of polluted runoff; or, seismic-related ground failure, including liquefaction? (iv) Impede or redirect flood flows?				
d) In flood hazard, tsunami, or seiche zones, risk release pollutants due to project inundation?			**X**	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				**X**

10.3 Discussion of CEQA Checklist Answers

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

LESS THAN SIGNIFICANT IMPACT.

Project development would involve the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

The Project and Project site are subject to Los Angeles Regional Water Quality Control Board (LARWQCB) water quality regulations. The LARWQCB is authorized to implement a municipal stormwater permitting program as part of the National Pollutant Discharge Elimination System (NPDES) authority granted under the federal Clean Water Act. The City of Huntington Park is required to implement a Stormwater Pollution Prevention Plan (SWPPP) that would minimize the incidence of construction-related pollutants entering the storm water system. Among the items required in a SWPPP are pollution prevention Best

Management Practices (BMP) to be implemented on a Project site. Compliance with these requirements would prevent violation of water quality standards and waste discharge requirements during Project construction activities. Project development would remedy some areas that are subject to possible violations by removing them and constructing a viable commercial development on the 0.876-acre Project site which includes a stormwater infiltration system. As a result, impacts associated with violation of any water quality standards or waste discharge requirements would be less than significant.

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

NO IMPACT.

The Project site is fully developed with a deteriorated commercial buildings with associated infrastructure. The project will increase the landscaped area from approximately 5% of the site to approximately 20% of the site, and the project incorporates a stormwater infiltration system. Project site currently is not contributing to groundwater. Project development of new impervious surfaces will reduce the area of impervious surfaces on the Project site. In addition, proposed landscaping design and stormwater infiltration system would enhance groundwater recharge with well-managed filtered runoff. Thereby, Project development will have no impact on groundwater supplies or groundwater recharge.

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

(i) Result in substantial erosion or siltation on- or off-site?

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, seismic-related ground failure, including liquefaction?

(iv) Impede or redirect flood flows?

LESS THAN SIGNIFICANT IMPACT.

Project development would involve the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
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    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign

    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

Project development will not result in substantial erosion or siltation on- or off-site because the Project site will remain paved and built on with the exception of the landscaped areas that will be controlled and protected. Post-development pervious area on the 0.876-acre Project site will increase from approximately 5% to approximately 20% of the project site.

Project development and operation will not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site because there will be no increase in runoff from the existing condition.

Project development and operation will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff or seismic-related ground failure, including liquefaction because there will be no increase in runoff from the existing condition.

Project development will not impede or redirect flood flows because no such flooding currently occurs on the fully-developed site, which will remain fully developed.

Therefore, the overall level of impact of Project development and operation will be less than significant.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release pollutants due to project inundation?

LESS THAN SIGNIFICANT IMPACT.

The City of Huntington Park is located within an inundation area for the Hansen and Sepulveda Dams. Therefore, Project development and operation would place the proposed improvements within a flood hazard area. Adherence to State of California and City of Huntington Park requirements would reduce the potential release of pollutants due to Project inundation to a less than significant level.

The City of Huntington Park is located approximately 14 miles inland from the Pacific Ocean. Therefore, tsunamis pose no threat to the Project site. A seiche is an oscillation of water within a closed impoundment such as a lake or reservoir caused by seismic activity or landslide. No lakes or reservoirs are located in the City of Huntington Park. Therefore, Project development and operation will not be exposed to inundation by seiche, tsunami or mudflow. In addition, the Project site is considered an “Area of Minimal Flood Hazard, Zone X.” Therefore, the resultant impact level would be less than significant.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

NO IMPACT.

Project development would include construction of new impervious surfaces, but decrease the area of impervious surfaces and install a new stormwater infiltration system. Project development would result in short-term water quality impacts during construction activities. However, Project compliance with mandatory Los Angeles Regional Water Quality Control Board regulations, SWPPP Best Management Practices and with City building standard requirements as well as implementation of the required Project-specific Water Quality Management Plan would ensure all impacts regarding water quality would remain at a less than significant level. Project development and operation would not otherwise substantially degrade water quality and resultant impacts would be less than significant.

SECTION 11 – LAND USE AND PLANNING

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan 2030; City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

11.1 Setting

The City of Huntington Park is bordered to the north by the City of Commerce, to the south by the City of South Gate, to the east by the City of Downey, and to the west by the City of Bell and the City of Cudahy. Regional access to the City of Huntington Park is via the Long Beach Freeway (Interstate 710), which extends along the City's western boundary in a north-to-south direction.

The City of Huntington Park contains a variety of land uses; however, the most prominent land use is residential. Extensive residential development of varying densities is located east of Seville Avenue and extending east to the City's easternmost boundary, north to the City's northernmost boundary, and south to the City's southernmost boundary. Residential land uses also are located west of Pacific Avenue and extend as far west as Regent Street. Commercial development is located along major roadways that traverse Huntington Park, including Slauson Avenue, Pacific Boulevard (Huntington Park's central business district), Gage Avenue, Santa Fe Avenue, and Florence Avenue. Small pockets of commercial development are located along the frontages of many residential streets in the City. The City's industrial areas are located within the northern and western portion of the City. Industrial land uses extend from the northern border of the City with the City of Vernon along Slauson Avenue and 52nd Street, and westerly to the City border with unincorporated Los Angeles County along Wilmington Avenue. Huntington Park's primary industrial district generally is bounded by Santa Fe Avenue, Pacific Boulevard, the City of Vernon to the east, and Randolph Street to the south.

The Project site occupies approximately 0.876 acres within two Assessor's parcels in the southerly portion of the City of Huntington Park. The addresses/Assessor Parcel Numbers of the Project site are as follows:

- 3100 Florence Avenue, Huntington Park, CA 90255
- APNs 6212-001-060 and 6212-001-061

EXHIBIT 9
GENERALIZED LAND USE MAP OF THE CITY
Source: Huntington Park General Plan

Regulatory Setting

City policies and regulations will be effective in ensuring any potential land use impacts would be less than significant in scope and scale. The regulations will be considered Standard Conditions in that they will be required regardless of whether an identified impact requires mitigation. The following are regulations that will serve as Standard Conditions pertaining to potential impacts related to Land Use and Planning.

City of Huntington Park General Plan

The City of Huntington Park General Plan Land Use Element indicates locations and extent of permitted land uses and development in the City. In addition, the Land Use Element identifies standards for development density and population intensity for each land use designation. The Project site has a General Commercial land use designation (reference **Exhibit 9**.

City of Huntington Park Zoning Ordinance

The Zoning Ordinance implements the General Plan land use policy. The Zoning Ordinance is required to be consistent with the City General Plan. The Zoning Ordinance is more detailed that the General Plan with respect to specific development standards and land use requirements. The Huntington Park Zoning Ordinance includes development regulations that govern permitted uses, yard areas, building heights, parking requirements, and other development aspects. The Project site has a zoning designation of CG – Commercial General.

Regional Comprehensive Plan

The Southern California Association of Governments (SCAG) prepared its *Regional Comprehensive Plan (RCP)* in 2008. The RCP is a major advisory plan that address regional issues such as housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies for their information, for their voluntary use in preparing local plans, and for their use in addressing local issues of regional significance. The RCP presents a vision of how Southern California can balance resource conservation, economic vitality, and quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure issues in an integrated and comprehensive way and includes goals and outcomes to serve as measures of progress toward a more sustainable region.

11.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				**X**
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				**X**

11.3 Discussion of CEQA Checklist Answers

a) Would the project physically divide an established community?

NO IMPACT.

The Project site is zoned CG-Commercial General. Project development would involve the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

The entire Project vicinity is urbanized and the 0.876-acre Project site is bordered by commercial and residential uses. The existing commercial nature of the Project vicinity will be continued and enhanced with Project development and operation. Therefore, no established community will be divided. No impact will result.

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

NO IMPACT.

The project involves development of a commercial retail service, similar in land use to uses in the Project vicinity, and in compliance with the City of Huntington Park General Plan and Zoning Code designations for the Project site. Therefore, no impact would result from Project development or from Project operation.

SECTION 12 – MINERAL RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan 2030; City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

12.1 Setting

According to SMARA study area maps prepared by the California Geological Survey, the City of Huntington Park is located within the larger San Gabriel Valley SMARA (identified as the Portland cement concrete grade aggregate). However, as indicated in the San Gabriel Valley P-C region MRZ-2 map, the City is not located in an area where there are significant aggregate resources present.

The City is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there is one abandoned well located within the City. The well was formerly owned by Occidental Petroleum Corporation and was located at the intersection of Benedict Way and Bissell Street. The well was abandoned on June 5, 1967. No other well extraction activities are located within City boundaries nor are there any significant mineral resources.

No mineral resources or mineral resource recovery sites are located on the Project site, which is not designated as a mineral resource recovery site in the City of Huntington Park General Plan.

12.2 Thresholds for Analysis

Would the project –

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?				**X**
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?				**X**

12.3 Discussion of CEQA Checklist Answers

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

NO IMPACT.

Mineral extraction activities do not occur on or along the Project site or on adjacent or nearby properties in the urbanized vicinity of the Project site. The Project site and surrounding areas are fully developed with urban uses and are not identified as sources of important mineral resources. As such, the potential for mineral resources to occur on site is absent. Furthermore, the Project site is not located within a mineral producing area as classified by the California Geologic Survey. Therefore, Project development and operation will not result in loss of availability of a known mineral resource that would be of value to the region and residents of the State. No impact would result.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

NO IMPACT.

Mineral extraction activities are not present on the Project site. The Project site and surrounding areas are fully developed with urban uses and are not identified as sources of important mineral resources. As such, the potential for mineral resources to occur onsite is absent. Furthermore, the Project site is not located within a mineral producing area as classified by the California Geologic Survey. No locally-important mineral resource recovery sites are located on or near the Project site or are identified in the City of Huntington Park General Plan. Therefore, Project development will not result in loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impact would result.

SECTION 13 – NOISE

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); ; Ganddini Group Inc., "Florence Avenue Car Wash Noise Impact Analysis, City of Huntington Park, California" (October 13 2021); and, the Project plans.

13.1 Setting

The Florence Car Wash Project site is located within the southern portion of the City of Huntington Park. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south.

Noise Fundamentals

Noise is defined as "unwanted sound." Sound is mechanical energy transmitted by pressure waves through the air and is characterized by various parameters that include sound frequency, the speed of propagation, and the pressure level or energy content (amplitude). Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. At the other extreme, the eardrum may rupture at 140 dB. The human ear can detect changes in sound levels greater than 3.0 dB under normal ambient conditions. **Exhibit 10** illustrates typical noise levels associated with common everyday activities.

Several factors are related to the level of community annoyance, including the following:

- Fear associated with noise producing activities;
- Socio-economic status and educational level;
- Perception that those affected are being unfairly treated;
- Attitudes regarding the usefulness of the noise-producing activity; and,
- Belief that the noise source can be controlled.

Approximately ten percent of the population has a very low tolerance for noise and will object to any noise not of their making. An additional twenty-five percent of the population will not complain even in very severe noise environments.

Leq is a time-averaged sound level; a single-number value that expresses the time-varying sound level for the specified period as though it were a constant sound level with the same total sound energy as the time-varying level. Its unit is the decibel. The most common averaging period for Leq is hourly.

In that community receptors are more sensitive to unwanted noise intrusion during more sensitive evening and nighttime hours, California State law requires that an artificial dBA increment be added to quiet time noise levels. The 24-hour noise descriptor with a specified evening and nocturnal penalty is named the Community Noise Equivalent Level (CNEL). CNELs are a weighted average of hourly Leqs.

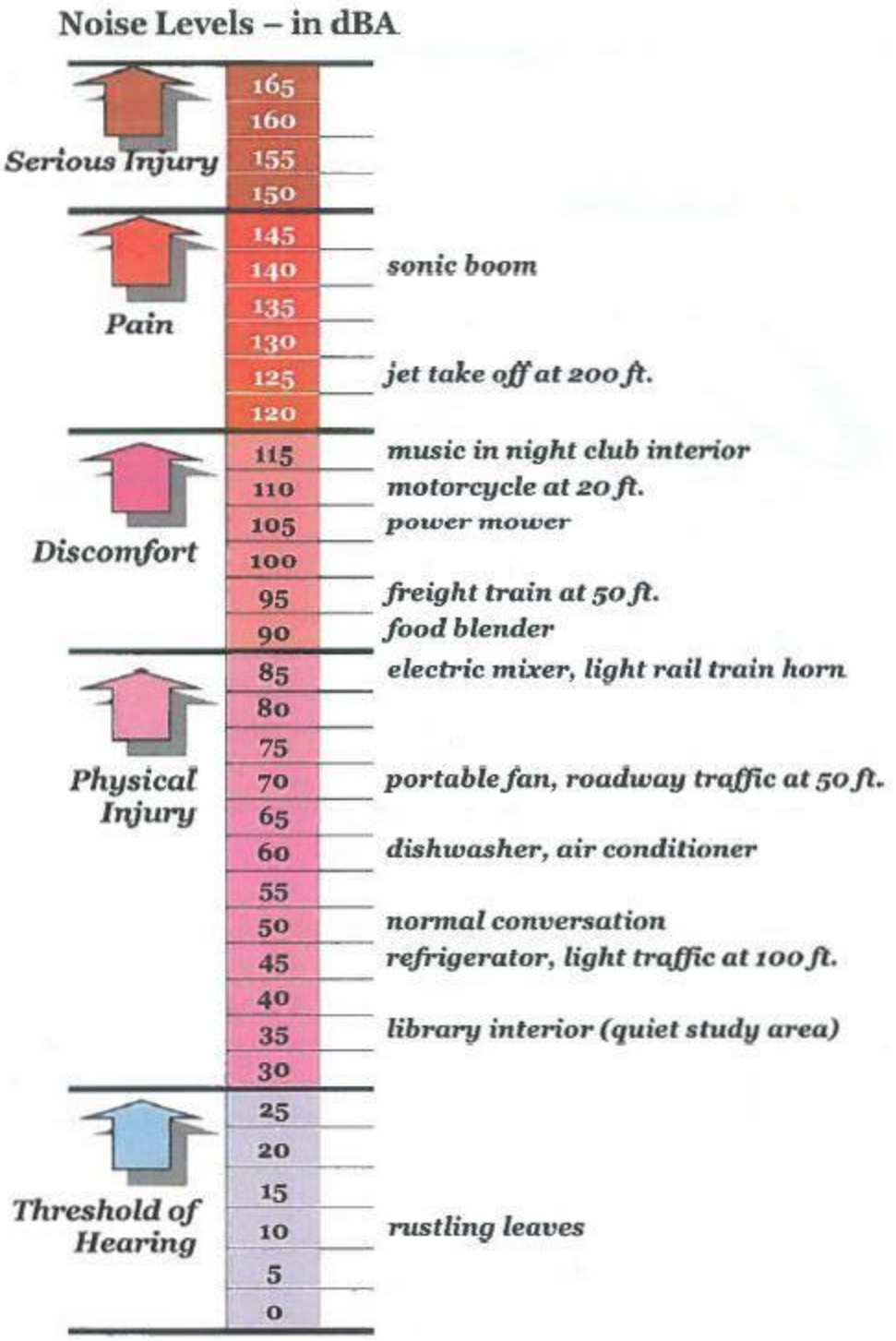

EXHIBIT 10
TYPICAL NOISE LEVELS
Source: Huntington Park General Plan Draft EIR, Exhibit 3-5

Changes of less than 3.0 dB are noticeable to some people under quiet conditions while changes of less than 1.0 dB are discernible only by few people under controlled, extremely quiet conditions. In general, an increase of between 3.0 dB and 5.0 dB in ambient noise level is considered to represent the threshold for human sensitivity. Noise levels also may be expressed as dBA where "A" weighting has been incorporated into the measurement metric to account for increased human sensitivity to noise. The A-weighted measurements correlate will with the perceived noise levels at lower frequencies.

Noise may be generated from a point source such as machinery, or from a line source such as a roadway segment containing moving vehicles. Because the area of the sound wave increases as the sound gets farther and farther from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as "spreading loss." Due to spreading loss, noise attenuates (decreases) with distance. Stationary, or point, noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Noise emanating from travelling vehicles, also referred to as a line source, decreases by approximately 3.0 dBA 50 feet from a source over a hard, unobstructed surface such as asphalt, and by approximately 4.5 dBA over a soft surface, such as vegetation. For every doubling of distance thereafter, noise levels drop another 3.o dBA over a hard surface and 4.5 dBA over a soft surface.

Existing Noise Environment in Huntington Park

The major sources of noise in Huntington Park are vehicular traffic along arterial roadways and trains using the Alameda Corridor. Trains using the Atchison, Topeka, and Santa Fe, Union Pacific and Southern Pacific rail lines are secondary sources of noise.

Stationary noise sources in Huntington Park include industrial uses along Alameda Street and within the northern parts of the City north of Slauson Avenue and Randolph Street. Residential uses may be exposed to operational noise if located in close proximity to the noise source(s). In addition, residential areas contribute to the ambient noise environment through gatherings and activities, operation of household equipment, and motor vehicle use. Schools in the City create noise from buses, students, school activities, bells, maintenance, and outdoor games.

Train Noise

Trains crate individual noise impacts that last several minutes during each pass. Noise levels from passing trains is dependent on the number of trains, speed, type of tracks, grade crossings, track curves, train horns, and type of trains. Trains using the Alameda Corridor and rail lines noted above generate noise effecting residential and other areas in the City.

Airport Noise

The City of Huntington Park is not located within the noise impact areas of nearby airports, such as Los Angeles International Airport, Long Beach Airport, and Compton Airport. However, over-flights on approach to these airports are sources of minor noise to Huntington Park.

Noise Sensitive Land Uses

Noise sensitive uses include hospitals and convalescent homes, churches, libraries, schools, residences, and child care facilities. Noise sensitive land uses in Huntington Park (reference **Exhibit 11**) include schools, the library, parks, churches, Huntington Park Convalescent Hospital, and residential areas.

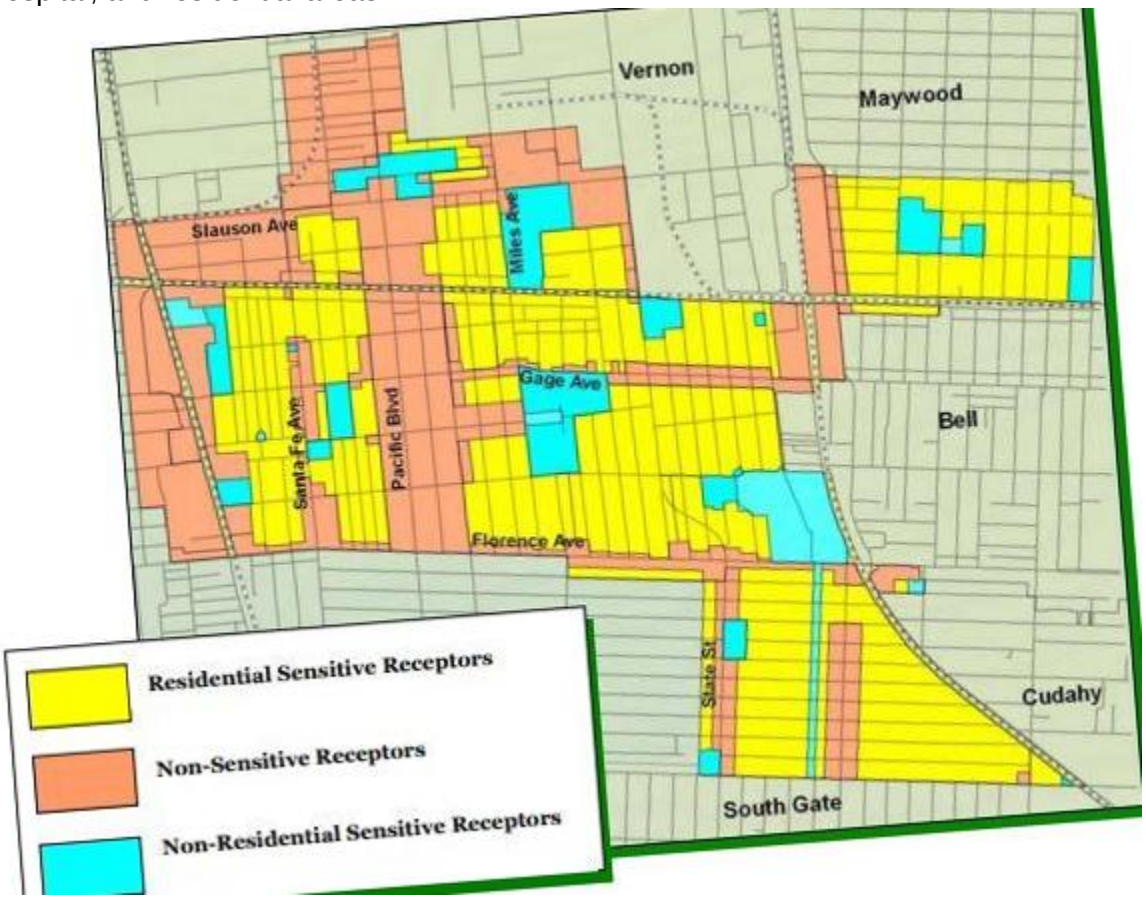

EXHIBIT 11
NOISE SENSITIVE RECEPTORS IN THE CITY OF HUNTINGTON PARK
Source: Huntington Park General Plan EIR, Exhibit 3-6

Sensitive land uses that may be affected by project noise include the existing dwelling units located adjacent to the south of the project site and approximately 235 feet northeast of the project site, and St. Mathias Catholic Church and St. Mathias school, located as close as approximately 100 feet north of the project site.

Regulatory Setting

The following are existing regulations that would be applicable to projects within the City of Huntington Park.

- Environmental Protection Agency – The federal Noise Control Act of 1972 authorized the Environmental Protection Agency to publish descriptive data about effects of noise and to establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are divided into health (hearing loss levels) and welfare (annoyance levels) with an adequate margin of safety.
- Department of Housing and Urban Development – The Federal Department of Housing and Urban Development has adopted environmental criteria and standards for determining project acceptability and necessary mitigation measures to ensure projects assisted by that Department provide a suitable living environment. The standards include maximum levels of 65 dB for residential areas.
- California Vehicle Code – The California Vehicle Code establishes noise standards for areas not regulated by the Federal government. State standards regulate the following: noise levels of motor vehicles and motorboats; noise impact boundaries around airports; freeway noise affecting classrooms; occupational noise control; and, noise insulation standards. The Code also establishes operational noise limits according to the type of vehicle and date of manufacture.
- California Administrative Code – The California Administrative Code, Title 24, Building Standards, Chapter 2.35, for sound transmission control standards, outlines noise insulation performance standards as a means to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. The standards require an interior noise level of 45 dB CNEL or less for residential projects and require an acoustical analysis to demonstrate compliance with the standards for residential buildings or structures within the 60 dB CNEL contour of an airport, or vehicular or industrial noise source.
- Workplace Exposure – The California Occupational Noise Control Standards contained in the California Code of Regulations, Title 8, Industrial Relations, Chapter 4, outline permissible noise exposure at a workplace. Employees should not be exposed to noise levels of 90 dBA for more than eight hours in any workday.

State of California

The State of California has established guidelines for acceptable community noise levels that are based upon the CNEL rating scale to ensure that noise exposure is considered in any development. CNEL-based standards apply to noise sources whose noise generation is preempted from local control (such as from on-road vehicles, trains, airplanes, etc.) and are used to make land use decisions as to the suitability of a given site for its intended use. These CNEL-based standards are typically articulated in the Noise Element of the City General Plan.

City of Huntington Park

The City of Huntington Park Noise General Plan Noise Element

The City of Huntington Park Noise Element calls out CNEL-based standards based on the state standards, which are typical of most jurisdictions and were used as a guideline. The guidelines indicate that an exterior noise level of 70 dB CNEL is considered to be a "clearly compatible" noise level for siting commercial retail uses involving normal conventional construction, without any special noise insulation requirements. Exterior noise levels up to 80 dB CNEL are considered "normally compatible", and construction should only occur after a noise analysis is made and needed noise attenuation features are included in the project design. These standards apply to any outdoor recreational areas such as an eating area. Both fast food restaurants that are part of the Project have small outdoor patios.

Huntington Park is pre-empted from regulating on-road traffic noise. However, when traffic noise exceeds the planning standard for an affected land use, CNEL-based standards are the accepted significance threshold for any CEQA environmental analysis.

City of Huntington Park Noise Standards

The City of Huntington Park Municipal Code [HPMC] 9-3.504 (Article 5) makes it unlawful for any person to make or cause any loud, unnecessary, and unusual noise that disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

HPMC 9-3.506 exempts certain activities from the provisions of the noise ordinance (Article 5) including the following:

1. Noise sources associated with construction, repair, remodeling or grading of any real property, provided the activities do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturdays, or at any time on Sundays or Federal holidays.
2. Noise sources associated with the maintenance of real property, provided the activities do not take place between 8:00 p.m. and 7:00 a.m. on weekdays, including Saturdays, or earlier than 9:00 a.m. on Sundays and Federal holidays.

HPMC 9-3.507 specifies requirements for certain activities within the City:

1. Radios, Television Sets and Similar Devices. Any noise level from the use or operation of any radio receiving set, musical instrument, phonograph, television set or other machine or device for the producing or reproducing of sound between 10:00 p.m. and 8:00 a.m., which exceeds the noise limit of sixty-five (65) dBA established by the General Plan at the property line shall be a violation of this chapter.
2. Loading and Unloading. No person shall cause the loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects between the hours of 8:00 p.m. and 7:00 a.m. in a manner which would cause a noise disturbance to a residential area.
3. Vehicle Repairs and Testing. No person shall cause or permit the repairing, rebuilding, modifying or testing of any motor vehicle, motorcycle or motorboat in a manner as to cause a noise disturbance between the hours of 8:00 p.m. and 7:00 a.m. within or adjacent to any residential area.

4. Parking and Landscape Areas. Parking and landscape area activities (i.e., mechanical sweeping, mechanical grass cutting and mechanical blowing) shall not impact residential uses. No parking area or landscape maintenance shall occur between the hours of 8:00 p.m. and 7:00 a.m. which would cause a noise disturbance to a residential area.

13.2 Thresholds of Significance

Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies		**X**		
b) Generation of excessive groundborne vibration or groundborne noise levels		**X**		
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				**X**

13.3 Discussion of CEQA Checklist Answers

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

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

The referenced noise impact analysis prepared for the project includes an analysis of federal, state, and local noise regulations, measurements of baseline ambient noise levels around the site, noise modeling of project-generated noise sources, and analysis of the noise model results. Project noise sources included in the model and analysis include construction equipment, project-

generated trips, carwash drying equipment (the loudest operational source), the vacuum sources and vacuum hoses from each of the vacuum stations, and heating ventilation air conditioning equipment, estimated to be two 5-ton Carrier units on rooftop locations. The noise model assumes the construction of a 6-foot height concrete wall at the south property line.

Construction Impacts

Modeled unmitigated construction noise levels when combined with existing measured noise levels reached up to 67.7 dBA Leq at the nearest residential property line to the northwest, 80.1 dBA Leq at the nearest church/school property line to the northwest, 75.9 dBA Leq at the nearest commercial property line to the north, 69.1 dBA Leq at the nearest residential property line to the northeast, 75.6 dBA Leq at the nearest commercial property line to the east, 84.7 dBA Leq at the nearest residential property line to the south, and 80.9 dBA Leq at the nearest commercial property line to the west of the project site.

Construction noise sources are regulated within Section 9-3.506 of the City's Municipal Code which prohibits construction activities between the hours of 7:00 PM and 7:00 AM on weekdays, including Saturdays, or at any time on Sundays or Federal holidays.

The City of Huntington Park has not adopted a numerical threshold that identifies what a substantial increase would be. For purposes of this analysis, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (2006) criteria will be used to establish significance thresholds. For residential uses, the daytime noise threshold is 80 dBA Leq averaged over an 8-hour period (Leq (8-hr); and the nighttime noise threshold is 70 dBA Leq (8-hr). For commercial uses, the daytime and nighttime noise threshold is 85 dBA Leq (8-hr). In compliance with the City's Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours.

Therefore, unmitigated project construction would be anticipated to exceed the FTA thresholds at the residential uses located to the south of the project site and mitigation is required. With incorporation of mufflers and/or enclosures or acoustical tents (as appropriate) that provide at least 10 dB of noise reduction, modeled mitigated construction noise levels when combined with existing measured noise levels would not be anticipated to exceed the FTA residential thresholds. Further, with compliance with the City's Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours.

Therefore, with adherence to applicable Municipal Ordinances and incorporation of mitigation measures identified in Section 7 of this report, construction noise impacts would be less than significant.

Noise Impacts to Off-Site Receptors Due to Project Generated Trips

The largest peak hour traffic volume associated with the proposed project would occur during the late afternoon/early evening and would generate approximately 134 vehicle trips. Assuming that the vehicle mix associated with the proposed project is 97 percent automobiles, 2 percent medium trucks and 1 percent heavy trucks, and a speed of 35 miles per hour, noise levels associated with peak hour project generated vehicle traffic would reach up to 47 dBA Leq at a distance of 50 feet. The quietest measured hour in the project vicinity was 58.1 dBA Leq and occurred between 2:00 and 3:00 AM. The increase in ambient noise levels associated with project peak hour operation would not be readily noticeable over existing ambient noise levels. This impact would be less than significant. No mitigation is required.

Noise Impacts to Off-Site Receptors Due to On-Site Operational Noise

The SoundPLAN noise model was utilized to estimate project peak hour operational noise at noise measurement locations and at adjacent properties in order to determine if it is likely to exceed the City's noise thresholds at sensitive receptors. In summary, daytime (7:00 AM to 10:00 PM) operation of the proposed project would not violate City noise standards or result in substantial increases in measured ambient noise levels. Nighttime (10:00 PM and 7:00 AM) operation of the project would likely violate City noise standards at residential land uses located south of the project site and result in substantial increases in ambient noise levels. Implementation of a mitigation measure limiting project operational hours to 7:00 AM and 10:00 PM will reduce potential impacts to a level below significant.

Mitigation Measures

MM-N-1. During all project construction phases on-site, construction contractors shall equip all construction equipment, fixed or mobile, with either properly operating and maintained mufflers or enclosures/acoustical tents (as appropriate) that achieve at least 10 dB reduction from noise level specifications presented in Table 5 of the Noise Impact Analysis report for the project.

MM-N-2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

MM-N-3. Equipment shall be shut off and not left to idle when not in use.

MM-N-4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

MM-N-5. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.

MM-N-6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.

MM-N-7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

MM-N-8. Care should be used when using vibratory rollers and/or any other equivalent vibratory equipment within 19 feet of the eastern and western property lines and 16 feet of the southern property line and bulldozers within 12 feet of the eastern and western property lines and 7 feet of the southern property line where adjacent residential and commercial structures are located.

MM-N-9. Operation of the proposed car wash shall be limited to the hours between 7:00 AM and 10:00 PM.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

The referenced noise impact analysis prepared for the project includes an analysis of federal, state, and local noise regulations, measurements of baseline ambient noise levels around the

site, noise modeling of project-generated noise sources, and analysis of the noise model results. Project noise sources included in the model and analysis include construction equipment, project-generated trips, carwash drying equipment (the loudest operational source), the vacuum sources and vacuum hoses from each of the vacuum stations, and heating ventilation air conditioning equipment, estimated to be two 5-ton Carrier units on rooftop locations. The noise model assumes the construction of a 6-foot height concrete wall at the south property line.

Groundborne Vibration Impacts

Use of either a vibratory roller or a bulldozer would clearly be highly annoying to nearby sensitive receptors. Annoyance is expected to be short-term, occurring only during site grading and preparation. Use of vibratory roller equipment within 19 feet of the eastern and western property lines and 16 feet of the southern property line and bulldozers within 12 feet of the eastern and western property lines and 7 feet of the southern property line where adjacent residential and commercial structures are located could result in architectural damage. Mitigation measures to reduce potential impacts to nearby structures have been provided. Therefore, with incorporation of mitigation, impacts associated with construction activities would be less than significant.

Mitigation Measures

MM-N-1. During all project construction phases on-site, construction contractors shall equip all construction equipment, fixed or mobile, with either properly operating and maintained mufflers or enclosures/acoustical tents (as appropriate) that achieve at least 10 dB reduction from noise level specifications presented in Table 5 of this report.

MM-N-2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

MM-N-3. Equipment shall be shut off and not left to idle when not in use.

MM-N-4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

MM-N-5. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.

MM-N-6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.

MM-N-7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

MM-N-8. Care should be used when using vibratory rollers and/or any other equivalent vibratory equipment within 19 feet of the eastern and western property lines and 16 feet of the southern property line and bulldozers within 12 feet of the eastern and western property lines and 7 feet of the southern property line where adjacent residential and commercial structures are located.

MM-N-9. Operation of the proposed car wash shall be limited to the hours between 7:00 AM and 10:00 PM.

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

NO IMPACT.

The Project site is not located within two miles of a public use airport. Compton/Woodley Airport is approximately 6.8 miles to the southwest of the Project site. The Long Beach Airport is approximately 10.7 miles to the southeast. Los Angeles International Airport is located approximately fifteen miles west of the Project area. The Project site is not located within the Runway Protection Zones (RPZ) of any aforementioned airports. Therefore, the Project will not be exposed to excessive Noise levels generated by aircraft approaching or taking off from any nearby airports. Therefore, no impact is associated with Project development or operation.

SECTION 14 – POPULATION AND HOUSING

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

14.1 Setting

The Project site is fully developed with a deteriorated office building and associated infrastructure. The site is bounded by Florence Avenue to the north (with commercial, religious, and residential use beyond), commercial properties to the east and west, and residential properties to the south.

Demographic Setting

The City of Huntington Park occupies 3.03 square miles and in 2018 had a population of 59,473. The City web page indicates its current population as 61,348.

Regulatory Setting

2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The stated goals of the RTP/SCS are the following:

- Align Plan investments and policies with improving regional economic development and competitiveness;
- Maximize mobility and accessibility for all people and goods in the region;
- Ensure travel safety and reliability for all people and goods in the region;
- Preserve and ensure a sustainable regional transportation system;
- Maximize productivity of the transportation system;
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (such as walking and bicycling);
- Actively encourage and create incentives for energy efficiency, where possible; and,
- Encourage land use and growth patterns that facilitate transit and active transportation.

RTP/SCS land use strategies for achieving its goals include the following:

- Reflect the Changing Population and Demands – Shifting to development of more small-lot, single-family and multi-family housing in line with current housing demand;
- Focus New Growth around Transit – Focusing housing and employment growth in High Quality Transit Areas in support of Transit Oriented Development and active transportation infrastructure;
- Plan for Growth around Livable Corridors – Revitalizing commercial strips through integrated transportation and land use planning, resulting in increased economic activity and improved mobility options;

- Provide More Options for Short Trips – Pursue land use strategies, Complete Streets integration, and a set of State and local policies to encourage the use of alternative modes of transportation for short trips; and,
- Support Local Sustainability Planning – Support local planning practices that help lead to a reduction of greenhouse gas emissions, including Sustainable Planning & Design, Sustainable Zoning Codes, and Climate Action Plans.

City of Huntington Park General Plan Land Use Element

The City of Huntington Park General Plan Land Use Element indicates location and extent of permitted development. The primary purpose of the Land Use Element is to ensure each location for each proposed land use and development permitted within each land use category is compatible with the surrounding environment.

City of Huntington Park General Plan Housing Element

The City of Huntington Park General Plan Housing Element has programs and policies that enable the City to accommodate is regional fair-share of new housing for all levels of household income. Also, the Housing Element includes programs designed to maintain and conserve existing housing in the City. The City of Huntington Park General Plan Housing Element is pending State certification.

14.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				**X**
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				**X**

14.3 Discussion of CEQA Checklist Answers

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
NO IMPACT.

The project involves the construction of a new car wash, no homes are proposed, and no extension of infrastructure is required. Project operation will provide employment opportunities for three employees, expected to be filled by residents of Huntington Park and nearby cities. Because the car wash is a local-serving business, it will not generate population growth. No impact will result.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

NO IMPACT.

The Project site is fully developed with a deteriorated office building and associated infrastructure. No housing will be displaced by the project. Therefore, no Impact will result.

SECTION 15 – PUBLIC SERVICES

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

15.1 Setting

The City of Huntington Park is located within the Greater Los Angeles Region.

Exhibit 13 below depicts schools, fire stations, the police station, libraries, and the City of Huntington Park Civic Center.

Fire Protection

The City of Huntington Park contracts with the Los Angeles County Fire Department (LACFD) for fire protection and emergency services. LACFD has a service area of more than 22,000 square mile. The 235 fire stations throughout Los Angeles County respond to approximately 200,000 calls per year. Fire stations are located in the City of Huntington Park and surrounding area to meet demand for fire protection in the area. The Los Angeles County Fire Department operates the following two fire stations in Huntington Park: Fire Station 164 at 6301 South Santa Fe Avenue services as the area battalion headquarters (Huntington Park is serviced by Los Angeles County Fire Department-Battalion 13); and, Fire Station 165, at 3255 Saturn Avenue. Response time County-wide is under five minutes.

Law Enforcement

The Huntington Park Police Department Law enforcement protection for the City of Huntington Park. The Department consists of 72 sworn personnel and 45 civilian employees, which equates to a per capita ratio of 0.82 officers for each 1,000 residents. In addition, the Department has 25 part-time employees. Average police response times were four minutes/23 seconds for emergency calls, 11 minutes/23 seconds for high priority calls, and 17 minutes/19 seconds for non-emergency calls. The City also operates a 22-ed Type I Jail that houses un-sentenced prisoners prior to their transfer to County facilities. Although there has been a decrease in number of reported crimes in the City, certain types of crimes - - gang activity and juvenile crime - - remain of concern.

Schools and Libraries

The Los Angeles Unified School District serves the City of Huntington Park by operating 24 schools (ten elementary schools; five middle schools; seven high schools; two preschools/early education centers) in the City. Huntington Park also is in the service area of East Los Angeles Community College.

The Huntington Park Library, a part of the County of Los Angeles Public Library system, is located at 6158 Miles Avenue. This library was established in 1913 and has been in its current location since 1970. The 33,482-square foot facility has a meeting room with a maximum capacity of 84 persons, a children's area, teen space, 24-hour book drop, household battery

recycling site, American Indian resource center, in-person and telephone research assistance, photocopier, live homework assistance, homework center, family place, story time kits, and Learning Express Library for teens.

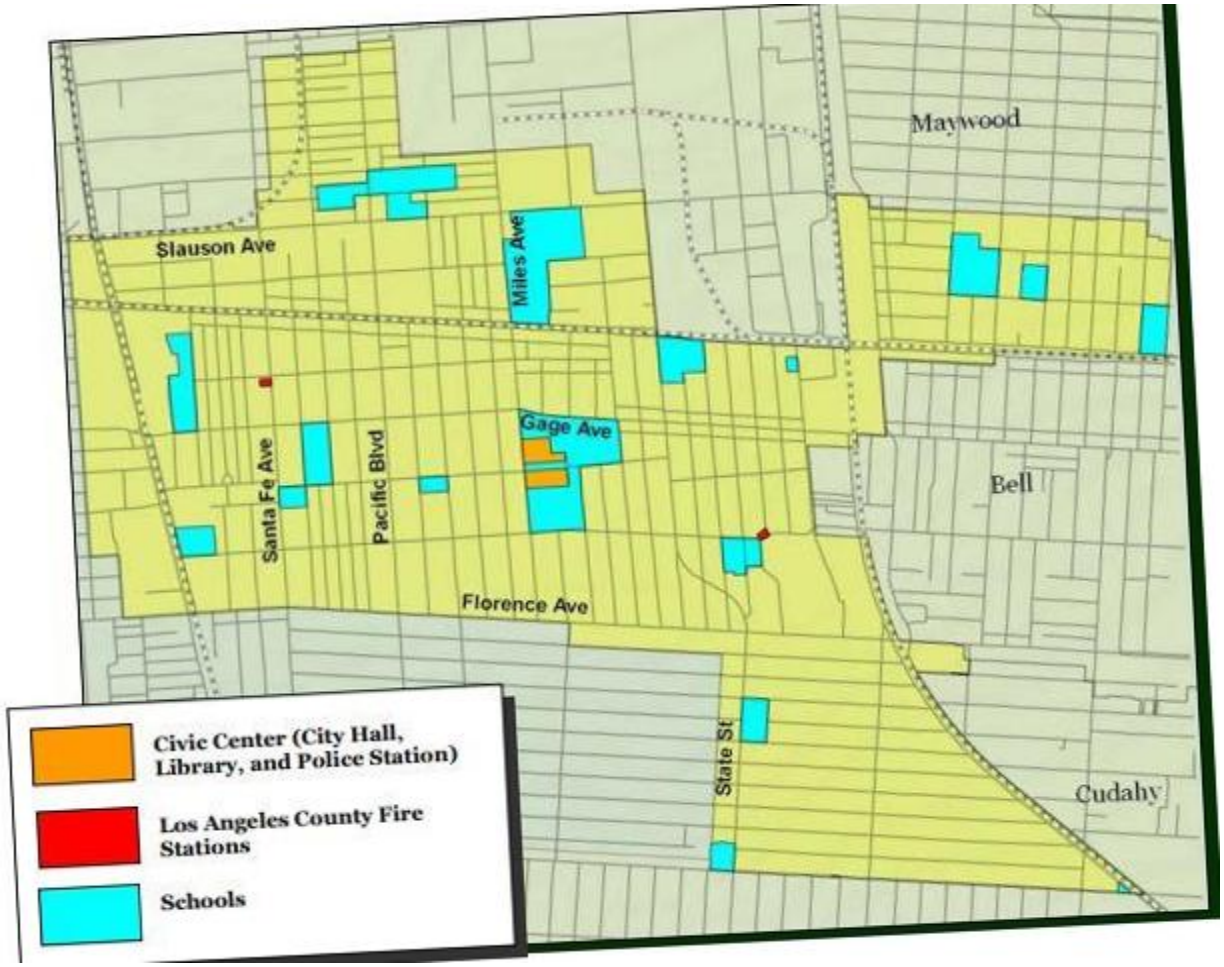

EXHIBIT 13
MAJOR PUBLIC FACILITIES IN THE CITY OF HUNTINGTON PARK
Source: Huntington Park General Plan

15.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
i) Fire Protection?				**X**
ii) Police Protection?				**X**
iii) Schools?				**X**
iv) Parks?				**X**
v) Other public facilities?				**X**

15.3 Discussion of CEQA Checklist Answers

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:
Fire Protection – NO IMPACT
Police Protection – NO IMPACT
Schools – NO IMPACT
Parks – NO IMPACT
Other public facilities – NO IMPACT

Fire Protection – Project development and operation would not result in a need for new or expanded facilities. Fire protection and emergency service is provided to the existing developed site and to the surrounding urbanized vicinity and will continue to be provided after Project development. Project operation will not result in substantial adverse physical impacts to service ratios or response times and will not require or result in construction of new or physical fire protection/emergency service facilities. No impact would result.

Police Protection – Project development and operation would not demand additional police protection services that the Project site and Project vicinity do not already have. In addition, Project development and operation would not require or result in construction of new or physical police facilities. No impact would result.

Schools – Project operation will not generate any students in that the Project involves only improved commercial use of the Project site. Therefore, Project development and operation would not indirectly cause or contribute to a need to construct new or physically altered public school facilities. No impact would result.

Parks – Project operation will not result in any additional use of parks or recreation facilities. Project development and Project operation will not generate any increase in population. Thereby, Project development and operation will not result in a substantial physical deterioration of a recreation facility. No impact would result.

Other Public Facilities – The Project involves construction of a new car wash, with associated parking and landscaping. Project development and operation will not result in a demand for other public facilities such as libraries, community recreation centers, post offices, or animal shelters. Therefore, Project development and operation would not adversely affect other public facilities or require the construction of new or modified public facilities. No impact would result.

SECTION 16 – RECREATION

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

16.1 Setting

The City of Huntington Park is largely built out with residential, commercial and industrial uses supported by a system of roadways. According to the City of Huntington Park General Plan Land Use Element, there are more than 31 acres of parks and recreation facilities within the City. No parks are located adjacent to the 5.5-acre Project site.

Regulatory Setting

State of California

Quimby Act Requirements

The Quimby Act (Government Code Section 3.2.5) follows the National Recreation and Parks Association recommendation of five acres for every 1,000 residents. However, the Quimby Ordinance enables California cities with standards of three acres per 1,000 residents to assess new developments an impact fee for park development. The City population of 61,348 would generate a need for 306.74 acres of park land. Therefore, the City is more than 270 acres short of the Quimby Act stipulated park land.

City of Huntington Park General Plan

The City of Huntington Park General Plan Land Use Element describes the location and extent of parks and open space. The City of Huntington Park General Plan Resource Management Element includes an inventory of open space resources and indicates how those resources are to be used.

16.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) 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?				**X**
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				**X**

16.3 Discussion of CEQA Checklist Answers

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?

NO IMPACT.

The Project involves construction of a new car wash with associated infrastructure and landscaping. Therefore, Project operation will not generate an increase of population. Project development and Project operation thereby will not result in any physical deterioration of a recreation facility. No impact will result.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

NO IMPACT.

Project development will be exclusively commercial in nature and will not include recreational facilities or require construction or expansion of recreational facilities. Thereby, no impact will result.

SECTION 17 – TRANSPORTATION

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); Ganddini Group Inc., "3100 Florence Avenue Car Wash Project Traffic Impact Analysis," (September 8, 2021); and, the Project plans.

17.1 Setting

The project site is located at 3100 Florence Avenue in the City of Huntington Park. The project site is located on the south side of Florence Avenue at the southern end of Mission Place between Mountain View Avenue and State Street. The project site is currently occupied with an 11,000 square foot medical office building, and it currently has a signalized full access driveway via the south leg of the intersection of Mission Place at Florence Avenue.

Florence Avenue in the City of Huntington Park is classified as a "Major Arterial," which has as its primary function to provide regional, sub-regional, and intra-City travel service. It is comprised of four lanes (two lanes in each direction) and extends through the southerly part of Huntington Park. Florence Avenue also has a two-way left-turn lane that serves as a median, with left-turn pockets at major intersections. On-street parking is permitted on both sides of the street. Mission Place, which intersects Florence Avenue north of the Project site, is a Local Street.

The proposed project will retain the existing signalized driveway at the south leg of Mission Place, and the project will provide a new stop-controlled right-turn-exit-only driveway on Florence Avenue east of Mission Place. The proposed project is anticipated to be constructed and fully operational by year 2023.

City of Huntington Park Mobility and Circulation Element

Project consistency analyses with City of Huntington Park Mobility and Circulation Element policies are contained in the General Plan Consistency section of this Initial Study.

Roadway Performance Standards

Performance criteria have been established to evaluate the ability of the circulation system to serve existing and projected traffic demands. Performance criteria serve as a means by which traffic volumes are compared to circulation infrastructure (roadway segments and intersections) and the adequacy of that infrastructure to accommodate existing or projected traffic volumes. The policy component of performance criteria is "Level of Service" (LOS); the technical component provides a more quantified measure. LOS is used to describe the operating condition of a roadway segment or intersection and contains a sliding scale (A through F), in which LOS A represents the optimal traffic condition and LOS F equates to significant congestion and an unacceptable condition. The City of Huntington Park has established LOS "D" as a target LOS standard and LOS "E" as a threshold standard. Not all intersections within Huntington Park achieve LOS D.

A more quantitative measure used to define an intersection's LOS employs a ratio of the intersection's design capacity (as measured in traffic volumes) and existing and/or projected traffic volumes. The quantitative measure is referred to as Volume-to-Capacity ratio (a

roadway's traffic volumes to its design capacity. The technique used to assess operation of an intersection is termed "Intersection Capacity Utilization"; or, ICU. An ICU value usually is expressed as a percentage that represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. An intersection with an ICU/LOS greater than 0.91/E is considered to be operating at an unacceptable level of service. The following **Table 17-1** indicates Level of Service Definitions and comparative ICUs.

Table 17-1
Level of Service Definitions

LOS	ICU Range	Description
A	Less than 0.60	Free flowing traffic conditions; no congestion
B	0.60 to less than 0.70	Generally free from congestion. All vehicles may clear signal in a single cycle
C	0.70 to less than 0.80	Light congestion with occasional back-ups at critical approaches
D	0.80 to less than 0.90	Congestion at critical approaches
E	0.90 to less than 1.00	Moderate to severe congestion during peak period
F	1.00 or greater	Severe congestion

Beginning July 1, 2020, the Updated CEQA Guidelines states that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts." VMT is defined as "the amount and distance of automobile travel attributable to a project." "Automobile" refers to on-road passenger vehicles (specifically cars and light trucks). The California State Office of Planning and Research has clarified in its Technical Advisory and recent informational presentations that heavy-duty truck VMT is <u>not</u> required to be included in estimation of a Project VMT. Other relevant considerations may include effects of a project on transit and non-motorized modes of travel. Therefore, Section 15064.3 indicates that transportation impacts are now required to be based on VMT, and Level of Service (LOS) is no longer an impact metric under CEQA.

However, the new Section 15064.3(b) (Criteria for Analyzing Transportation Impacts) states that "if existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis may be appropriate." Level of Service is commonly used as a qualitative description of intersection operations and is based on the design capacity of the intersection, compared to the volume of traffic using the intersection. The following **Table 17-2** presents Levels of Service from the *Highway Capacity Manual, 6th Edition*.

Table 17-2
Levels of Service for Intersections

Level of Service	Unsignalized Intersections Control Delay (seconds/vehicle)	Signalized Intersections Control Delay (seconds/vehicle)
A	<10	<10
B	>10 to <15	>10 to <20
C	>15 to <25	>20 to <35
D	>25 to <35	>35 to <55
E	>35 to <50	>55 to <80
F	>50	>80

Existing Traffic Conditions

The three study intersections, 1) Mountain View Ave. at Florence Ave., 2) Mission Pl. at Florence Ave., and 3) State St. at Florence Ave., as reported on p. 11 of the traffic study, are operating at Levels of Service ranging from A to C.

17.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	X
b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?			X	
d) Result in inadequate emergency access?				X

17.3 Discussion of CEQA Checklist Answers

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

NO IMPACT.

Several bus routes serve the Project area with a stop adjacent to the project site and a stop across the street at the northeast corner of Florence Ave. and Mission Pl.

There are sidewalks along Florence Ave. and Mission Pl. in the Project vicinity. The Mission Pl./Florence Avenue intersection has pedestrian phasing and crosswalks along the north, east, and west legs of the intersection.

Florence Avenue is a Class III (unmarked on-street) bike route.

A Traffic Impact Analysis has been prepared that relates to Project operation. It concluded that the project would maintain acceptable levels of service and not result in any operational deficiencies.

Although maintenance crews occasionally will travel to the Project sites, those trips will be infrequent and result in an insignificant amount of traffic.

The project involves no significant change to the existing roadways, bicycle facilities, or pedestrian facilities, except for minor access improvements to serve the project. The existing bus stop will be maintained. Any temporary blockages of these facilities for construction will be reviewed through Public Works encroachment permits. Therefore, Project development and operation will not conflict with City of Huntington Park General Plan or other plan policies pertaining to transit, roadway, bicycle and pedestrian facilities. In addition, Project development and operation will not conflict with any City of Huntington Park ordinance pertaining to the City circulation system. No impact will result.

b) Would the project conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

LESS THAN SIGNIFICANT IMPACT.

Vehicle Miles Traveled Analysis

Recommended Threshold for Retail Projects

Estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the Project) is the best way to analyze the transportation impacts of a retail project because new retail development typically redistributes shopping trips rather than creates new trips.

The recommended VMT impact threshold for the Project, per the California State Office of Planning and Research, is "… a net increase in total VMT may indicate a significant transportation impact…."

Screening Criteria

The Office of Planning and Research Technical Advisory suggest agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing. Equivalent guidance is also provided by the Los Angeles County Public Works Transportation Impact Analysis Guidelines.

- Screening Threshold for Small Projects (110 or fewer daily trips) – *The Project generates more than 110 daily trips.*
- Map Based Screening for Residential and Office Projects – *The City of Huntington Park does not have VMT maps that can be used to identify areas with low VMT for projects and the Project does not propose residential or office use.*
- Presumption of Less Than Significant Impact for Affordable Residential Development – *The Project does not propose residential development.*
- Presumption of Less Than Significant Impact for Local Serving Retail – Generally, local-serving retail less than 50,000 square feet in area can be assumed to cause a less than significant transportation impact. *Therefore, the proposed car wash which is a local-serving retail facility with less than 5,000 square feet of gross floor area would be screened out from further VMT analysis.*
- Presumption of Less Than Significant Impact Near Transit Stations – CEQA Guideline Section 15064.3(b)(1) states that lead agencies generally should presume that certain projects (including residential, retail, and office projects as well as projects that are a mix of such uses) proposed within one-half mile of an existing major transit stop (i.e., a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods) or an existing stop along a high quality transit corridor (i.e., a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours) will have a less than significant impact on VMT. This presumption would apply if the Project:
    - Has a Floor Area Ratio of less than 0.75;
    - Includes more parking for use by residents, customers, or employees of the Project than required by the jurisdiction;
    - Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency with input from the Metropolitan Planning Organization); or,
    - Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

  Metro has bus routes that operate along Florence Avenue; analysis of service intervals was not performed.

The VMT screening criteria stated above for local serving retail apply to the Project. Therefore, a detailed VMT analysis is not required. A qualitative discussion of the Project location and site analysis to support the conclusion of less than significant VMT impact thereby is provided, as follows.

Location and Site Analysis

The City of Huntington Park is bordered by the cities of Vernon and Maywood to the north, the City of South Gate and unincorporated Los Angeles County to the south, the cities of Cudahy, Bell and Maywood to the east, and the City of Los Angeles and unincorporated Los Angeles County to the west. Huntington Park is predominantly residential, with low-density, medium-density and high-density residential areas spread throughout the City. Most of the City's residential areas are located within two miles of the Project site, north of Florence Avenue, east of Maywood Avenue, and between State Street and west of the Alameda Rail Corridor. Commercial development in Huntington Park is located along major roadways

including Slauson Avenue, Pacific Boulevard, Gage Avenue, Santa Fe Avenue, and Florence Avenue. Smaller commercial development is located along frontages of some residential streets. The Project site is located within a General Commercial zone along Florence Avenue and the Project is consistent with uses allowed per the City Zoning Code.

A retail development such as that the Project proposes primarily would depend on customers who reside adjacent or near (within 5-15-minute drive or within 2-3-mile radius). In addition, the retail development also serves needs of customers who work near the Project but do not reside nearby. As indicated previously, the location of the Project would attract residents from the City and customers from nearby uses such as schools, warehouses/industrial development, and other commercial uses.

The anticipated establishment of a car wash would bring a local-serving retail service to the area. Within 2 miles of the Project site, there are approximately six existing car washes. Therefore, the demand for the anticipated car wash is anticipated to originate from existing residents and customers of the City who generally are residing or working within a two-mile radius of the Project site.

It can be inferred that the trips that are currently destined to the existing car wash businesses near the Project site would be re-routed to the Project site's anticipated car wash because new retail service development typically redistributes trips rather than creating new trips.

Therefore, according to the Traffic Impact Analysis prepared for the Project, "Therefore, it may be presumed that the … project has a less than significant impact to vehicle miles traveled (VMT) based on the Transportation Impact Analysis Guidelines established by the County of Los Angeles Department of Public Works." No Mitigation Measures are necessary because Project impacts to VMT would be less than significant.

c) Would the project substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

LESS THAN SIGNIFICANT IMPACT.

Project development includes the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site

- Widen existing driveway at Mission Place intersection
- Install new right-turn-exit-only driveway near east end of site
- Remove street tree and relocate existing tree well to accommodate new driveway
- Install new fire hydrant

Project Access Analysis

The proposed project will retain the existing signalized driveway at the south leg of Mission Place, and the project will provide a new stop-controlled right-turn-exit-only driveway on Florence Avenue east of Mission Place. A previous version of the plan raised safety concerns, notably the potential for conflicts between the left turn movements in and out of the neighboring shopping center driveway and left turn movements in and out of the proposed easterly driveway. The most recent plans propose a right-turn-exit-only driveway with signage and right-turn-only access control "pork chop" which resolves those traffic concerns.

Project Queuing Analysis

The traffic study included a queuing analysis of the proposed car wash based on a survey of three similar car wash businesses in Southern California. The analysis estimated the typical peak queuing length to be approximately 18 vehicles during peak periods based on the highest 85th percentile queue length. The site plan includes a queuing storage capacity of 12 vehicles (without interfering with vacuum stations). On the Tuesday studied, the 85th percentile queue length exceeded 12 vehicles only once, prior to closing. On the Saturday studied, the 85th percentile queue length exceeded 12 vehicles for most of the period between 1:30pm and 4:45pm. The average queue between the three studied car wash businesses never exceeded 12 vehicles. Because the proposed site plan includes an overflow capacity of approximately 7 vehicles before extending into the street, the traffic study concludes that "the overall drive-through storage capacity for the project site is forecast to be adequate to accommodate the peak queue." Therefore, the vehicle queuing design will not substantially increase hazards to the public.

d) Would the project result in inadequate emergency access?

NO IMPACT.

Emergency access to the project site currently is available from Florence Avenue. The project will be required to meet the requirements of the Los Angeles County Fire Department prior to the issuance of development permits. Therefore, no negative impact to emergency access would result from Project development or Project operation.

SECTION 18 – TRIBAL CULTURAL RESOURCES

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); Tribal Consultation with Gabrieleno Band of Mission Indians-Kizh Nation (March 29, 2022); and, the Project plans.

18.1 Setting

Prehistoric Chronology

The following **Table 18-1** illustrates cultural patterns and phases for the Project area.

Table 18-1
Cultural Patterns and Phases

Phase	Dates BP	Material Culture	Other Traits
Topanga 1	8,500 to 5,000	Abundant manos and metates; many core tools and scrapers; few but large points, charmstones, cogged stones, early discoidals; faunal remains rare	Shellfish and hunting important; secondary burials under metate cairns (some with long bones only); some extended inhumations; no cremations
Topanga 2	5,000 to 3,500	Abundant but decreasing manos and metates; adoption of mortars and pestles; smaller points, cogged stones, late discoidals; fewer scraper planes and core tools; some stone balls and charmstones	Shellfish important; addition of acorns; reburial of long bones only; addition of flexed inhumations (some beneath metate cairns); cremations rare
Topanga 3	3,500 to 1,300	Abundant but decreasing manos and metates; increasing use of mortars and pestles; wider variety of small projectile points; stone-lined ovens	Hunting and gathering important; flexed inhumations (some under rock cairns); cremations rare; possible subsistence focus on yucca/agave
Angeles IV	1,300 to 800	Cottonwood arrow points for arrow appear; *Olivella* cupped beads and *Mytilus* shell disks appear; some imported pottery appears; possible appearance of ceramic pipes	Changes in settlement pattern to fewer but larger permanent villages; flexed primary inhumations; cremations uncommon
Angeles V	800 to 450	Artifact abundance and size increases; steatite trade from	Development of mainland dialect of Gabrielino; settlement in open

		islands increases; larger and more elaborate effigies	grasslands; exploitation of marine resources declined and use of small seeds increased; flexed primary inhumations; cremations uncommon
Angeles VI	450 to a50	Addition of locally made pottery, metal needle-drilled *Olivella* beads; addition of Euroamerican material culture (glass beads and metal tools	Use of domesticated animals; flexed primary inhumations continue; some cremations

The Angeles VI phase reflects the ethnographic mainland Gabrielino of the post-contact period (i.e., after A.D. 1542). One of the first changes in Gabrielino culture after contact was population loss due to disease, coupled with resulting social and political disruption. Angeles VI material culture is essentially Angeles V augmented by a number of Euroamerican tools and materials, including glass beads and metal tools such as knives and needles (used in bead manufacture). The frequency of Euroamerican material culture increased through time until it constituted the vast majority of materials used. Locally produced brown ware pottery appears along with metal needle-drilled *Olivella* disk beads.

The ethnographic mainland Gabrielino subsistence system was primarily based on terrestrial hunting and gathering, although nearshore fish and shell fish played important roles. Sea mammals, especially whales (likely from beached carcasses), were prized. Additionally, a number of European plant and animal domesticates were obtained and exploited. Ethnographically, the mainland Gabrielino practices interment and some cremation.

The greater Los Angeles Basin previously was inhabited by the Gabrielino people, who have lived in this region for approximately 7,000 years. The Gabrielinos were semi-sedentary hunters and gatherers who spoke a language that is part of the Takic language family. Their territory encompassed an area stretching from Topanga Canyon in the northwest to the base of Mount Wilson in the north, to San Bernardino in the east, Aliso Creek in the southeast, and the Southern Channel Islands - - an area of more than 2,500 square miles. At European contact, the tribe consisted of more than 5,000 people living in various settlements throughout the area. The villages typically were located near major rivers (e.g. Los Angeles River, Rio Hondo River, and San Gabriel River). Some villages housed up to 150 people. In addition to permanent villages, the Gabrielino occupied temporary seasonal campsites used for a variety of activities such as hunting, fishing, and gathering plant resources.

The Gabrielino are considered to have been one of the wealthiest tribes and to have greatly influenced tribes with whom they traded. Houses were domed; circular structures were thatched with tule or similar materials. The best-known artifacts were made of steatite and were highly prized. Many common everyday items were decorated with inlaid shell or carvings that reflected an elaborately developed artisanship.

The primary food zones utilized were marine, woodland, and grassland. Plant foods were the greatest part of the traditional diet at contact. Acorns were the most important single food source. Villages were located near water sources necessary for leaching of acorns. Grass seeds were the next most abundant plant food used along with chia. Greens and fruits were eaten raw or cooked or sometimes dried for storage. Mushrooms and tree fungus were

delicacies. Various teas were made from flowers, fruits, stems and roots for medicinal cures as well as for beverages.

The principal game animals were deer, rabbit, jackrabbit, woodrat, mice, ground squirrels, antelope, quail, dove, ducks, and other birds. Most predators were avoided as food, as were tree squirrels and most reptiles. Trout and other fish were caught in streams; salmon were available they ran in larger creeks. Marine foods were extensively utilized. Sea mammals, fish and crustaceans were hunted and gathered from the shoreline and from the open ocean using reed and dugout canoes. Shellfish were the most common resource, including abalone, turbans, mussels, clams, scallops, bubble shells, and others.

Prior to Spanish and Russian entries into California in the 1700s, California Indian Tribes did not have pan-tribal names for themselves. When the Spanish invaded local Indian territory in 1771, they established their occupational headquarters at what is now called Whittier Narrows, 15 miles of what is not downtown Los Angeles. The first mission (San Gabriel Mission) was constructed there with Indian slave labor because it was well-watered by the San Gabriel River and because the area contained several prominent Tribal villages. The Indian peoples there collectively called themselves "Kizh," after the dome-shaped dwellings in which they lived. The Spanish called the Kizh peoples "Kicherenos."

A new Mission complex was built in 1774, five miles north of the original complex, after the original mission compound was washed away. Once the new Mission was established, the Spanish eventually dropped the use of the term "Kichereno" and replaced it with "Gabrieleno" when referencing the Indian peoples of the area.

Scholars first recognized the Tribal name of Kizh in the 19th century, when approaching how to classify the Tribal language. Therefore, the academic community recognized "Kizh" as referring to the Tribal name and the Tribal language. However, by the mid-20th century scholars had replaced "Kizh" with "Gabrielino" as a standard term for the Tribal group. In 1994, the Gabrielinos were recognized by the State of California as the aboriginal tribe of the Los Angeles Basin "…after…the [incorrect] 'Tongva' name was unable to be confirmed and validated."

18.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) 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		**X**		

a California Native American tribe, and that is; 1) 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 2) 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.				

18.3 Discussion of CEQA Checklist Answers

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;

1) 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

2) 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.

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATION.

There will be pavement removal, grading to prepare the site for the proposed development, as well as trenching, tree removal, and other ground-disturbing activities. The Consulting Tribe noted that the site is within a corridor with an increased potential for scattered burials. Although the site has been filled with imported soil to develop the existing office building and parking lot, the Consulting Tribe noted the potential for certain types of imported fill to contain human remains, which would be assessed in the early stages of monitoring. Furthermore, ground-disturbing activities can potentially extend to the original soil of the site where remains can be discovered. Therefore, there is a potential for finding of human remains, and the

following Mitigation Measure would ensure that any such discovery and related impact would be reduced to a less than significant level.

MM-TCR-1 – Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the "Tribe" or the "Consulting Tribe"). The applicant shall provide proof that they have retained an approved Native American Monitor prior to the issuance of permits for ground-disturbing activities. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

SECTION 19 – UTILITIES AND SERVICE SYSTEMS

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); and, the Project plans.

19.1 Setting

Wastewater Treatment

The City of Huntington Park Public Works Department maintains the City sewer system. Sewage generated by the City is conveyed to regional sewage treatment facilities maintained and operated by the Los Angeles County Sanitation District. Wastewater collected by the District is conveyed to the Joint Water Pollution Control Plant in the City of Carson, which provides primary and secondary treatment for approximately 280 million gallons daily and has a total permitted capacity of 400 million gallons daily.

Water Supply

Four water companies serve the City of Huntington Park. These companies, listed below, obtain their water supply from two sources - - groundwater from local wells and water supplied by the Metropolitan Water District.

- Maywood Mutual Water Company – The Maywood Mutual Water Company serves the northeastern portion of Huntington Park. Its service boundaries extend east to west from Maywood Avenue to the Huntington Park/Maywood border, and north to south from Slauson Avenue to Randolph Avenue. Approximately 70 percent of this Water Company's customers reside in Huntington Park.
- Walnut Park Mutual Water Company – The Walnut Park Mutual Water Company serves the odd-numbered side of Walnut Street.
- Golden State Water Company – Huntington Park is located within the Central Basin West service area of the Golden State Water Company. This Company serves the western portion of Huntington Park. Its service boundaries extend from Slauson Avenue to the north to Florence Avenue to the south, and from the City's western border with Florence-Graham to the west to Alameda Street to the east.
- City of Huntington Park – Inframark is the contracted operator of the City of Huntington Park water utility system which includes multiple wells in the City. This service area covers the majority of the City.

Waste Collection and Disposal

United Pacific Waste provides residential and commercial waste management services to the City of Huntington Park. The Los Angeles County Sanitation District selected the Mesquite Regional Landfill in Imperial County as the new target destination for the County's waste. The Mesquite Regional Landfill has a 100-year capacity at 8,000 tons per day. In addition, the Puente Hills Transfer Station/Materials Recovery Facility is able to accept 4,440 tons of solid waste per day. Waste from Huntington Park also may be transferred to the Downey Area Recycling and Transfer

Facility, the South Gate Transfer Station, the Commerce Refuse-to-Energy Facility, and the Southeast Resource and recovery facility.

The California State Legislature determined that the amount of solid waste generated in California, together with diminished landfill space, created a need for local agencies to enact and implement aggressive integrated waste management programs, and thereby passed the California Integrated Waste Management Act of 1989 (Assembly Bill 939). This Act enabled the State to direct public agencies to divert 50 percent of all solid waste from disposal based on 1990 levels of generated solid waste, subject to adjustments for certain demographic and economic factors, through source reduction, recycling, and composting actions.

Storm Drainage Infrastructure

The Los Angeles River Channel is a 500-foot wide concrete channel designed to accommodate storm water runoff from the Los Angeles area. The River is located north and approximately 1.9 miles east of Huntington Park. The Los Angeles County Flood Control District owns the majority of storm drains in Huntington Park. The storm drains extend along major arterials and connect directly to the Los Angeles River.

Power Utilities and Communications

The Southern California Gas Company provides natural gas service to Huntington Park. Southern California Edison provides electricity to Huntington Park and maintains overhead and underground lines in Huntington Park to serve energy demands of local residents and businesses.

19.2 Thresholds of Significance

Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation of the construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?			**X**	
b) Have sufficient water supplies to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			**X**	
c) Result in a determination by the wastewater treatment provider which serves or may serve the			**X**	

project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				
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?			**X**	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

19.3 Discussion of CEQA Checklist Answers

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

LESS THAN SIGNIFICANT IMPACT.

Project development will include construction of new catch basins. Any new locations will better serve storm water drainage from the Project improvements. The resultant flow rates will be less than the existing condition, as the project will include a stormwater infiltration system and less impervious surface than the existing condition. Furthermore, no new water, electric, natural gas, or wastewater facilities will be needed to serve the property, as the project will be able to connect to the existing sewer mains (an 18" Los Angeles County main or an 8" Huntington Park main). The project will generate up to 9,051 gallons of wastewater per day, or 3,303,615 gallons per year, less than the 6,000,000 gallon threshold at which the Los Angeles County Sanitation Districts may need to do an assessment.

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

LESS THAN SIGNIFICANT IMPACT.

The proposed car wash equipment has been calculated by the applicant to use between 18,729 and 20,129 gallons per day, 60% of which will be recycled, resulting in a daily equipment demand of 7,488 to 8,051 gallons per day. Daily demand for irrigation and domestic use was estimated by the applicant to total 2,000 gallons per day. Total water demand would range up to 10,051 gallons per day.

The project site is within the City of Huntington Park water service area which is operated by Inframark, the City's contracted water services operator. The applicant requested a will-serve determination and comments on their water services connection proposal for the proposed car wash from Inframark on October 12, 2020 and received a response from the City with comments on the specific water meter and connection requirements; the City expressed no

concern regarding the adequacy of the water supply. Thus, the resulting impact would be Less Than Significant.

c) Would the project 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?

LESS THAN SIGNIFICANT IMPACT.

The City of Huntington Park Public Works Department maintains the City sewer system. Sewage generated by the City is conveyed to regional sewage treatment facilities maintained and operated by the Los Angeles County Sanitation District. Wastewater collected by the District is conveyed to the Joint Water Pollution Control Plant in the City of Carson, which provides primary and secondary treatment for approximately 280 million gallons daily and has a total permitted capacity of 400 million gallons daily.

Project development activities will generate wastewater typically associated with grading and construction procedures. Furthermore, no new wastewater facilities will be needed to serve the property, as the project will be able to connect to the existing sewer mains (an 18" Los Angeles County main or an 8" Huntington Park main). The project will generate up to 9,051 gallons of wastewater per day, or 3,303,615 gallons per year, less than the 6 million gallon annual threshold at which the Los Angeles County Sanitation Districts may need to do an assessment. The 9,051 gallon daily wastewater generation is very small compared to the entire stream of wastewater handled by the Joint Water Pollution Control Plant in the City of Carson, which provides primary and secondary treatment for approximately 280 million gallons daily and has a total permitted capacity of 400 million gallons daily.

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

LESS THAN SIGNIFICANT IMPACT.

The Project site is fully developed with a deteriorated office building and associated infrastructure. Project development (demolition; grading; construction; painting; finishing) would generate solid waste largely in the form of pavement disposal and construction waste. Any landscaping removed during Project development will be replaced with new landscaping. Composting of removed landscaping would occur in compliance with City of Huntington Park requirements. Project operational-generated waste will be recycled, per City and State requirements and thereby not exceed the capacity of local infrastructure or otherwise impair attainment of City of Huntington Park solid waste reduction goals.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

LESS THAN SIGNIFICANT IMPACT.

All Project development-generated solid waste will be disposed of by the contractor at an approved site. During Project development the contractor will be required to adhere to City of Huntington Park and County of Los Angeles ordinances pertaining to waste reduction and recycling. Project operation will be generating minimal waste associated with a car wash.

Therefore, Project development and operation level of impact related to compliance with Federal, State and local management and reduction statutes and regulations related to solid waste will be Less Than Significant.

SECTION 20 – WILDFIRE

The discussion and analysis in this section is derived from information contained in the following: City of Huntington Park General Plan: City of Huntington Park Municipal Code; Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017); Cal Fire Hazard Maps; and the Project Plans.

20-.1 Setting

The City of Huntington Park is completely developed with urban uses and is not in proximity to the nearest State-designated fire hazard zone, which is in Hacienda Hills and more than 8 miles from the Project area. The Project area is located within an urbanized area that CAL FIRE does not designate as a Very High Fire Hazard Severity Zone.

20.2 Thresholds of Significance

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

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

20.3 Discussion of CEQA Checklist Answers

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

LESS THAN SIGNIFICANT IMPACT.

Project development (demolition; grading; pavement removal; construction; painting; finishing) would occur mostly within the 0.876-acre Project site, with minor improvements to the adjacent public right-of-way. Any temporary closure of a roadway lane along Florence Avenue would necessitate traffic control measures. The City of Huntington Park will approve a schedule and plan for any temporary roadway lane closure to that vehicular traffic will continue to flow smoothly and so the safety of crews working adjacent to vehicular travel lanes would be ensured. The resultant level of impact would be less than significant.

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

NO IMPACT.

The City of Huntington Park is completely developed with urban uses and is not in proximity to the nearest State-designated fire hazard zone, which is in Hacienda Hills and more than 8 miles from the Project site. The Project site is located within an urbanized area that CAL FIRE does not designate as a Very High Fire Hazard Severity Zone.

No wildland is present on, adjacent, or near the Project area. Therefore, there would be no impact from Project development or operation due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

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

NO IMPACT.

Project development would involve the following.

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system

    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

Installation and maintenance of Project-related infrastructure will not result in an impact related to exacerbation of fire risk or result in temporary or ongoing impacts to the environment as the project is in a fully developed urban setting. No Impact would result.

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

NO IMPACT.

The City of Huntington Park is completely developed with urban uses and is not in proximity to the nearest State-designated fire hazard zone, which is in Hacienda Hills and more than 8 miles from the Project site. The Project site is located within an urbanized area that CAL FIRE does not designate as a Very High Fire Hazard Severity Zone. The Project site and neighborhood setting is entirely flat and fully developed with urban uses. Therefore, Project development and operation would not 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 courses. No Impact would result.

MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

LESS THAN SIGNIFICANT IMPACT.

Findings of Fact. Project development would involve the following.

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

No impacts to candidate, sensitive, or special status species; impacts to riparian habitat or other sensitive natural community; or, interference with movement of any native resident or migratory wildlife species would occur as a result of Project development and Project operation. The potential for subsurface archaeological or paleontological finds or deposits is low. Any discovery of human remains or tribal cultural resources that may occur during Project development will be subject to the Mitigation Measure delineated in the Tribal Cultural Resources Section of this document. The resultant impact will be reduced to a less than significant level.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

LESS THAN SIGNIFICANT IMPACT.

Findings of Fact. Project development and operation has the potential to result in impacts in the following CEQA threshold subject areas: Air Quality; Cultural Resources;

Noise; and, Tribal Cultural Resources**.** All identified impacts would be less than significant with incorporation of specified Mitigation Measures. Mitigation Measures have been provided to reduce potential short-term Project development (grading; construction) emissions. In addition, short-term Project development-generated impacts pertaining to exposure of nearby residences and to sensitive uses within one-quarter mile of the Project site to air quality impacts and noise would be less than significant with adherence to stipulated Mitigation Measures. Noise impacts would be ensured to remain at a less than significant level with implementation of the stated Mitigation Measures. Lastly, any potential impacts to Cultural Resources/Tribal Cultural Resources resulting from Project development would be reduced to a less than significant impact with implementation of the specified Mitigation Measure.

Additional impacts identified would not be cumulatively considerable in that the Project vicinity is fully developed with commercial and residential uses. The resultant level of cumulative impact of Project development and operation would be less than significant.

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

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED.

Findings of Fact. Based on the analysis in this Initial Study and on the findings and conclusions within the technical studies performed for Project development and operation, Project development (demolition; site preparation; grading; construction; painting; finishing) would result in less than substantial short-term effects pertaining to Air Quality, Noise, and Transportation. However, implementation of stipulated Mitigation Measures would reduce the Air Quality and Noise impacts to a less than significant levels. The Project area, as is the South Coast Air Basin, is non-attainment in Ozone and Particulate levels. The Initial Study identifies Mitigation Measures that will reduce Project development impact related to Air Quality; Project operation will not contribute to non-attainment levels.

GENERAL PLAN CONSISTENCY ASSESSMENT

The following City of Huntington Park General Plan Policies are relevant to Project development and/or Project operation.

GENERAL PLAN POLICIES	GENERAL PLAN CONSISTENCY ANALYSIS
LAND USE AND COMMUNITY DEVELOPMENT ELEMENT	
Policy 1 – The City of Huntington Park shall maintain and preserve those industrial and commercial areas of the City while preventing land use conflicts through comprehensive land use planning and environmental review.	**Consistent.** The Project site is designated General Commercial in the City of Huntington Park General Plan Land Use Element and is zoned for commercial uses. Project development and operation will maintain the commercial retail/dining use of the 5.5-acre Project site.
Policy 6 – The City of Huntington Park shall require that new developments are properly designed so as to minimize potential land use conflicts and environmental impacts.	**Consistent.** Project development and operation will not result in significant impacts to the environment that cannot be mitigated to a less than significant level.
Policy 11 – The City of Huntington Park shall target certain businesses and industries that will benefit the local market.	**Consistent.** Project development and operation will provide a new and needed commercial service not provided elsewhere nearby to the Huntington Park community.
Policy 16 – The City of Huntington Park shall locate distinctive public signage and landscaping for key entry points into the City and will require that signage on commercial structures be compatible and integrated with the surrounding area.	**Consistent.** Proposed project signage will be reviewed by the Planning Commission and City staff for compatibility prior to project approval.
Policy 21 – The City of Huntington Park shall require that new development(s) pay their "Fair Share" for the provision of the necessary infrastructure and other support services that will be required to serve the development.	**Conditionally Consistent.** The City of Huntington Park will require developer payment of Development Impact Fees on a "Fair Share" basis as part of approval of the Project discretionary application.
Policy 23 – The City of Huntington Park shall require all new development, including commercial, industrial, and	**Consistent.** Automatic sprinkler systems and other fire

residential development to install fire protection systems, including automatic sprinkler systems.	control systems will be required as part of an approved Building Permit and Certificates of Occupancy for Project-related buildings.
Policy 30 – The City of Huntington Park shall ensure that adequate water and sewer service is available as new development occurs.	**Consistent.** Four water companies, including the City, serve the City of Huntington Park. These companies obtain their water supply from two sources - - groundwater from local wells and water supplied by the Metropolitan Water District. Adequate water supply and sewer service is provided the Project site. Water supply and sewer service will continue to be available for Project development and operation.
Policy 31 – The City of Huntington Park shall continue to require the use of drought-resistant landscaping to reduce water use.	**Conditionally Consistent.** New parking lot and perimeter landscaping will be drought-resistant, as required by the City of Huntington Park.
Policy 33 – The City of Huntington Park shall work closely with the County of Los Angeles and other responsible agencies so as to reduce solid waste generated in the City.	**Conditionally Consistent.** Project development and operation will comply with all City of Huntington Park requirements for recycling construction-related and operational waste.
Policy 36 – The City of Huntington Park shall encourage composting as an alternative to disposal for solid wastes.	**Conditionally Consistent.** The Project will comply with all City of Huntington Park requirements related to composting.
MOBILITY AND CIRCULATION ELEMENT	
Policy 3 – The City of Huntington Park shall require the traffic impacts of major new developments include a traffic impact analysis to identify measures to mitigate the traffic impacts.	**Consistent.** A Traffic Impact Analysis has been prepared that relates to Project operation. It concluded that the project would maintain acceptable levels of service and not result in any operational deficiencies.

	No mitigation of traffic impacts will be necessary.
Policy 4 – As new development or redevelopment occurs, the City of Huntington Park shall limit driveway access onto arterial streets, restrict travel through adjacent residential neighborhoods, and provide bus turnouts where appropriate along heavily traveled arterials.	**Consistent.** The existing signalized driveway to the intersection of Florence Avenue and Mission Place will remain. An existing westerly driveway will be eliminated, and a proposed easterly driveway will be limited to right-turn-exit-only to limit traffic conflicts. No residential neighborhoods will be affected as the site has no access from residential neighborhoods.
Policy 8 – The City of Huntington Park shall coordinate the development of [a] goods movement system that will reduce the impact of trucks on the local traffic and the street infrastructure.	**Consistent.** Florence Avenue is a City-designated Truck Route.
Policy 15 – The City of Huntington Park shall require new development to provide transit facilities, such as bus shelters and turn-outs, where deemed necessary.	**Conditionally Consistent.** Existing bus shelters and turn-outs along Florence Avenue will remain. Project development and operation will not impact bus shelters and turn-outs.
Policy 18 – The City of Huntington Park shall maintain existing pedestrian facilities and require new development to provide pedestrian access to existing public walkways.	**Consistent.** Project development will accommodate direct pedestrian access from the Florence Avenue public sidewalk via a dedicated ADA-accessible path.
Policy 27 – The City of Huntington Park shall require all truck parking and queuing to occur outside of the public rights-of-ways.	**Consistent.** Project truck parking (loading space) and queuing will occur on the Project site.
Policy 28 – The City of Huntington Park shall allow for adequately sized truck loading areas which do not interfere with nearby traffic circulation.	**Consistent.** A Project truck loading space is included on the Project site which meets the applicable development standards.
RESOURCE MANAGEMENT ELEMENT	

Policy 1 – The City of Huntington Park shall endorse regional and local air quality and transportation management plans in order to reduce air pollution emissions and vehicular trips.	**Conditionally Consistent.** The Air Quality Analysis contained in this document indicates that the Project development and operation will not result in significant impacts related to Air Quality with the incorporation of required mitigation measures. The Traffic Impact Analysis prepared for the Project indicates Project impact related to Vehicle Miles Traveled also will be less than significant.
Policy 4 – The City of Huntington Park shall encourage the use of energy conservation devices in project design and construction to increase energy efficiency and decrease pollution emissions from energy production and use.	**Consistent.** Project development will use energy saving equipment during construction and during operation.
Policy 6 – The City of Huntington Park shall reduce water consumption by providing water conservation techniques and by using reclaimed water, water-conserving appliances, and drought-resistant landscaping when feasible.	**Conditionally Consistent.** Project development and operation will include water conservation techniques, water-conserving appliances, and drought-tolerant landscaping in accordance with City of Huntington Park requirements placed on the Project Building Permits and Certificates of Occupancy.
Policy 8 – The City of Huntington Park shall implement a water conservation ordinance that includes the installation of xeriscape and water-conserving plumbing fixtures.	**Conditionally Consistent.** Project development and operation will include water conservation techniques, water-conserving appliances, and drought-tolerant landscaping in accordance with City of Huntington Park requirements placed on the Project Building Permits and Certificates of Occupancy.
Policy 12 – The City of Huntington Park shall promote the use of energy-efficient lighting throughout the City.	**Conditionally Consistent.** Project development and operation will include energy-efficient lighting in accordance with City of Huntington Park

	requirements placed on the Project Building Permits and Certificates of Occupancy.
Policy 14 – The City of Huntington Park shall comply with the requirements of AB-52 requiring consultation with local Native American tribes in the revision of new development proposals.	**Consistent.** The City notified all four tribes in the area and conducted a Tribal Consultation with the Gabrieleno Band of Mission Indians – Kizh Nation representatives in accordance with requirements of AB-52.
Policy 15 – The City of Huntington Park shall encourage the use of California native vegetation in the landscaping of larger developments.	**Conditionally Consistent.** Project development will include installation of California native vegetation, as required by the City of Huntington Park.
Policy 16 – The City of Huntington Park shall strive to maintain parkway landscaping throughout the City.	**Consistent.** All landscaping within the Florence Avenue parkway adjacent to the Project site will be maintained or replaced as a result of Project development.
HEALTH AND SAFETY ELEMENT	
Policy 2 – In areas with liquefaction potential, the City of Huntington Park shall require review of soils and geologic conditions, and if necessary, on-site borings, to determine liquefaction susceptibility of the proposed site.	**Consistent.** The 0.876-acre Project site is fully developed as an office building with associated parking. The eastern two-thirds of the City, within which the Project site is located, have been identified as being subject to a potential liquefaction risk. Project development will be preceded by a City review of soils and geologic conditions prior to issuance of a Building Permit to determine susceptibility of Project exposure to liquefaction.
Policy 8 – The City of Huntington Park shall require local drainage-related improvements to be implemented as part of new development approvals.	**Consistent.** Project development will not impact the existing storm drain catch basins along Florence Avenue. The Project includes a stormwater infiltration system

	and reduces the amount of impervious surface compared to the existing condition, therefore stormwater drainage will be improved as a result of the Project.
Policy 9 – The City of Huntington Park shall enforce building code requirements for new construction that ensure provision of adequate fire protection.	**Consistent.** The Building Permit to be issued for Project development will include City Building Code requirements pertaining to ensuring adequate fire protection that the Project developer must implement.
Policy 13 – The City of Huntington Park shall locate new and existing land uses involved in production, storage, transportation, handling, and/or disposal of hazardous materials a safe distance from other land uses that may be sensitive to such activities.	**Conditionally Consistent.** Project development and operation may include some use of hazardous materials. Such materials will be stored, transported, handled and disposed in a manner in compliance with State of California, County of Los Angeles, and City of Huntington Park requirements. This will ensure there will be no impact to the residences adjacent to the southern boundary of the project site and other nearby sensitive uses.
Policy 22 – The City of Huntington Park shall enforce City, State, and Federal noise standards, especially those for mufflers and modified exhaust systems.	**Conditionally Consistent.** Machinery and vehicles used during Project development and trucks used during Project operation will be required to comply with City of Huntington Park Standard Conditions related to limited idling time. In addition, mitigation measures contained in this document limit the noise impacts of construction to a less than significant level.
Policy 25 – The City of Huntington Park shall ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise-sensitive areas.	**Conditionally Consistent.** Project construction equipment and Project operation will comply with City of Huntington

	Park, State of California, and Federal standards related to noise reduction, particularly in relation to residences adjacent to the southern boundary of the project site, as required by the noise mitigation measures contained in this document.
Policy 27 – The City of Huntington Park shall require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary.	**Conditionally Consistent.** The required implementation of the noise mitigation measures contained in this document will ensure Project consistency with this Policy.
Policy 31 – The City of Huntington Park shall reduce noise generated by building activities by requiring sound attenuation devices on construction equipment.	**Conditionally Consistent.** The required implementation of the construction noise mitigation measures contained in this document will ensure Project consistency with this Policy.

REFERENCES

Blodgett Baylosis Environmental Planning, "Draft Environmental Impact Report: City of Huntington Park 2030 Comprehensive General Plan Update – Huntington Park, California" (October 12, 2017)

California Air Resources Board, "California's 2017 Climate Change Scoping Plan: Strategy for Achieving California's 2030 Greenhouse Gas Target," (November, 2017)

Castillo, Joe, "Tribal Name – An Independent Study by Joe Castillo, Historical Consultant and Researcher," (October 2018)

City of Huntington Park, "2030 City of Huntington Park General Plan,"

City of Huntington Park, "Bicycle Transportation Master Plan," (February 3, 2014)

City of Huntington Park, "City of Huntington Park Natural Hazards Mitigation Plan," (October 15, 2004)

City of Huntington Park, "City of Huntington Park Planning and Zoning Code"

Ganddini Group Inc., "Florence Avenue Car Wash Noise Impact Analysis, City of Huntington Park, California" (October 13 2021)

Ganddini Group Inc., "3100 Florence Avenue Car Wash Project Traffic Impact Analysis," (September 8, 2021)

Project Plans

Southern California Association of Governments, "2016-2040 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life," Los Angeles, CA, (2016)

Southern California Association of Governments, "Profile of the City of Huntington Park," (May, 2019)

Stickel, E. Gary, "Why the Original Indian Tribe of the Greater Los Angeles Area is Called Kizh, Not Tongva," (April 6, 2016)

United States Environmental Protection Agency, "Idling Vehicle Emissions for Passenger Cars, Light-Duty Trucks, and Heavy-Duty Trucks," (October 2008)

APPENDICES

MITIGATED NEGATIVE DECLARATION

MITIGATION MONITORING AND REPORTING PROGRAM

NOTICE OF INTENT

TECHNICAL STUDIES

- Ganddini Group Inc., “Florence Avenue Car Wash Noise Impact Analysis, City of Huntington Park, California” (October 13 2021)
- Ganddini Group Inc., “3100 Florence Avenue Car Wash Project Traffic Impact Analysis,” (September 8, 2021)

MITIGATED NEGATIVE DECLARATION

MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Florence Car Wash

APPLICANT: Leedco Engineers, Inc.

CITY AND COUNTY: Huntington Park, Los Angeles County.

DESCRIPTION:

Project Location: The Project site occupies approximately 0.876 acres within two Assessor's parcels in the southerly portion of the City of Huntington Park. The addresses/Assessor Parcel Numbers of the Project site are as follows:

- 3100 Florence Avenue, APNs 6212-001-060 and 6212-001-061

Project Description: The Project involves a Conditional Use Permit and Development Permit application that would allow the applicant to develop and operate a new automated drive-thru car wash, including vending machines. Proposed development work includes the following:

- Demolish the existing 11,718 square foot office building and remove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet and one 192 square foot paystation canopy
    - 192 square foot vacuum pump enclosure and other utility structures
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - Stormwater infiltration system
    - Wastewater clarifier system and associated water recycling system
    - Property line walls and freestanding pole sign
    - Approximately 7,498 square feet of landscaped area
- Construct the following improvements in the public right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

FINDINGS: The environmental analysis provided in this Initial Study indicates that the proposed project will not result in any unmitigable significant adverse impacts. For this reason, the City of Huntington Park has determined that a Mitigated Negative Declaration is the appropriate CEQA document for the Project.

MITIGATION MONITORING PROGRAM

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
AIR QUALITY					
MITIIGATION MEASURE MM-AQ-1: All unpaved demolition, and construction areas shall be watered three times a day during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet South Coast Air Quality Management District Rule 403. Soil stabilizers also shall be used to control on-site fugitive dust. Water could reduce fugitive dust by as much as 60 percent.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way)	Ongoing during Project development (demolition; grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department
MITIIGATION MEASURE MM-AQ-2: All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage on adjacent streets during transport.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way)	Ongoing during Project development (demolition; grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department
MITIIGATION MEASURE MM-AQ-3: All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 miles per hour) to prevent excessive amounts of fugitive dust.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way)	Ongoing during Project development (demolition; grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department
MITIIGATION MEASURE MM-AQ-4: Contractors shall adhere to all pertinent South Coast Air Quality Management District protocols regarding grading, site preparation, and construction activities.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way)	Ongoing during Project development (demolition; grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department
BIOLOGICAL RESOURCES					
Mitigation Measure MM-BIO-1 – A pre-construction nesting bird survey should be conducted by a qualified biologist no more than seven (7) days prior to vegetation	Contractor	City Building & Safety Division (on-site); City Public Works	Prior to permit issuance and start of Project development (grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
removal or construction activities during the nesting season.		Department (for Public Right-of-Way); Biologist			
Mitigation Measure MM-BIO-2 – If an active nest is found, all active bird nests shall be flagged in all directions, and an appropriate avoidance buffer will be established around the nest by a qualified biologist in consultation with the California Department of Fish and Wildlife. This buffer shall not be disturbed by construction activities until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young are no longer expected to be impacted by the project as determined through additional monitoring by a qualified biologist.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way); Biologist	Prior to permit issuance and start of Project development (grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department
Mitigation Measure MM-BIO-3 – If, during the nesting season, 10 days have passed since an area has been surveyed, and construction work has not been continuous in that area, then construction work shall not take place in that area until a new nesting bird survey has been performed.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way); Biologist	Prior to permit issuance and start of Project development (grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department
Mitigation Measure MM-BIO-4 – If active nests are observed adjacent to the project and an avoidance buffer has been established, it is recommended that a biological monitor be present on site to monitor nesting behaviors in order to assess if the nest buffer is appropriate. If the birds show any sign of stress, the buffer will be increased and work should be conducted elsewhere until fledging occurs. If necessary,	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way); Biologist	Prior to permit issuance and start of Project development (grading; construction)	Written verification to Building Official; Director of Public Works	City Building & Safety Division; City Public Works Department

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
the size of the buffer area may be reduced if the biologist in consultation with the California Department of Fish and Wildlife determines that the construction activity would not be likely to have adverse effects on the particular species in question.					
CULTURAL RESOURCES INCLUDING TRIBAL CULTURAL RESOURCES					
MM-TCR-1: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 (the "Tribe" or the "Consulting Tribe"). The applicant shall provide proof that they have retained an approved Native American Monitor prior to the issuance of permits for ground-disturbing activities. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-	Contractor; Project Applicant; Project Developer City Public Works Dept.; City Planning Dept.; Grading Contractor; Tribal Monitor	City Director of Community Develop,	Prior to Grading Permit issuance; Ongoing during Project development (grading; construction)	Review and Approval of Grading Plans; Tribal Monitor Observation of Project Development Activities	City Director of Community Development; Tribal Monitor

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The					

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.					
NOISE					
MM-N-1. During all project construction phases on-site, construction contractors shall equip all construction equipment, fixed or mobile, with either properly operating and maintained mufflers or enclosures/acoustical tents (as appropriate) that achieve at least 10 dB reduction from noise level specifications presented in Table 5 of the Noise Impact Analysis report for the project.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department
MM-N-2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise	Contractor	City Building & Safety Division (on-site); City Public Works	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
sensitive receptors nearest the project site.		Department (for Public Right-of-Way);and Contractor			
MM-N-3. Equipment shall be shut off and not left to idle when not in use.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department
MM-N-4. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department
MM-N-5. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department
MM-N-6. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department
MM-N-7. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department

MITIGATION # AND REQUIREMENT	Respon-sible Party	Monitor	Monitoring Timing	Monitoring Action	Verification
MM-N-8. Care should be used when using vibratory rollers and/or any other equivalent vibratory equipment within 19 feet of the eastern and western property lines and 16 feet of the southern property line and bulldozers within 12 feet of the eastern and western property lines and 7 feet of the southern property line where adjacent residential and commercial structures are located.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department
MM-N-9. Operation of the proposed car wash shall be limited to the hours between 7:00 AM and 10:00 PM.	Contractor	City Building & Safety Division (on-site); City Public Works Department (for Public Right-of-Way);and Contractor	Ongoing during Project development (demolition; grading; construction)	Review and approval of public improvement, grading, and building plans notes	City Building & Safety Division; City Public Works Department

NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION

The City of Huntington Park has prepared an Initial Study for the following project in accordance with City and State of California Environmental Quality Act Guidelines.

Project Title: Florence Car Wash

Project Applicant: Leedco Engineers, Inc.

Project Location: The Project site occupies approximately 0.876 acres within two Assessor's parcels in the southerly portion of the City of Huntington Park. The addresses/Assessor Parcel Numbers of the Project site are as follows:

- 3100 Florence Avenue, Huntington Park, CA 90255: APNs 6212-001-060 and 6212-001-061

Project Description: The Project involves a Conditional Use Permit and Development Permit application that would allow the applicant to develop and operate a new automated drive-thru car wash, including vending machines. Proposed development work includes the following:

- Demolish the existing 11,718 square foot office building and **r**emove all of the existing site improvements including all parking lot paving, trash enclosure, equipment cabinets, parking lot planters, all existing property line walls, and all existing vegetation including trees.
- Construct a 4,969 square foot car wash building with related development including
    - Four vacuum canopies totaling 3,963 square feet **and one 192 square foot paystation canopy**
    - 192 square foot vacuum pump enclosure **and other utility structures**
    - 34 parking space parking area including drive aisles, queuing and exit lanes
    - **S**tormwater **infiltration** system
    - **Was**tewater clarifier system **and associated water recycling system**
    - **Property line walls and freestanding pole sign**
    - **Approximately** 7,498 square feet of landscaped area
- **Construct the following improvements in the p**ublic right-of-way:
    - Remove existing driveway at west end of site
    - Widen existing driveway at Mission Place intersection
    - Install new right-turn-exit-only driveway near east end of site
    - Remove street tree and relocate existing tree well to accommodate new driveway
    - Install new fire hydrant

The City prepared an Initial Study to determine the Project's impact(s) on the environment and found that the Project would not have any significant impacts on the environment. Therefore, a Mitigated Negative Declaration was prepared.

A public hearing to review the project is scheduled before the Planning Commission on April 20, 2022 at 6:30 pm in the City Council Chamber, Huntington Park City Hall. An additional public hearing to consider the project and the Mitigated Negative Declaration is expected before the Planning Commission on May 18, 2022 at 6:30 pm in the City Council Chamber, Huntington Park City Hall.

Copies of the proposed Mitigated Negative Declaration and related documents are on file and available for public review in the Huntington Park City Hall during the hours of 7:00 a.m. to 5:30 p.m. Monday through Thursday and the Huntington Park Public Library. This Notice will be posted at the following locations.

- Los Angeles County Recorder's Office
  12400 Imperial Highway, Norwalk, CA 90650
- Huntington Park City Hall
  6550 Miles Avenue, Huntington Park, CA 90255
- Huntington Park Public Library

6518 Miles Avenue, Huntington Park, CA 90255

- On- and Off-site at the project location
  3100 Florence Avenue, Huntington Park, CA 90255

The starting date for the review period during which the Lead Agency will receive comments about the proposed Mitigated Negative Declaration shall be **April 12, 2022**. The ending date for the review period shall be **May 12, 2022**, at which time all written comments about the Mitigated Negative Declaration must be received by the City. Persons wishing to review or obtain copies of the proposed Negative Declaration and Initial Study may contact Steve Forster, Interim Director of Community Development.

Steve Forster, Interim Director of Community Development

TECHNICAL STUDIES