



CITY OF LOS ANGELES  
DEPARTMENT OF CITY PLANNING  
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

# Mitigated Negative Declaration

## Fallbrook Automatic Car Wash

Case Number: ENV-2022-6081-MND

**Project Location:** 22736 West Victory Boulevard, Woodland Hills, California, 91367

**Community Plan Area:** Canoga Park – Winnetka – Woodland Hills – West Hills

**Council District:** 3 – Bob Blumenfield

**Project Description:** The Proposed Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. The project will provide a total of 19 vehicle parking spaces and four (4) bicycle parking stalls. A total of 3,150 square feet of landscaped area will be provided along the perimeter and throughout the interior of the Project Site. Proposed hours of operation of the car wash facility are from 7:00 a.m. to 7:00 p.m., daily. The Project will involve grading that will result in the import of approximately 70 cubic yards of soil to the site.

In order to facilitate the development of the proposed car wash facility, the applicant is requesting a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL; a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone; and a Waiver of Dedication and Improvements to waive a 5-foot dedication along the property's frontage on the south side of Victory Boulevard.

**PREPARED BY:**

The City of Los Angeles  
Department of City Planning

**APPLICANT:**

Moti Balyan

**OWNER:**

Gulatta Roberta

January 2023

# INITIAL STUDY

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# INITIAL STUDY

## 1 INTRODUCTION

This Initial Study (IS) document evaluates potential environmental effects resulting from construction and operation of the proposed **Fallbrook Automatic Car Wash** (“Project”). The proposed Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Los Angeles (City). Based on the analysis provided within this Initial Study, the City has concluded that the Project will not result in significant impacts on the environment. This Initial Study and Mitigated Negative Declaration are intended as informational documents, and are ultimately required to be adopted by the decision maker prior to project approval by the City.

### 1.1 PURPOSE OF AN INITIAL STUDY

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

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

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

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

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

This Initial Study is organized into four sections as follows:

### **1 INTRODUCTION**

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

### **2 EXECUTIVE SUMMARY**

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

### **3 PROJECT DESCRIPTION**

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

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

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

# INITIAL STUDY

## 2 EXECUTIVE SUMMARY

<b>PROJECT TITLE</b>	<b>FALLBROOK AUTOMATIC CAR WASH</b>
ENVIRONMENTAL CASE NO.	<b>ENV-2022-6081-MND</b>
RELATED CASES	<b>APCSV-2022-6080-ZC-CU-WDI</b>
<b>PROJECT LOCATION</b>	22736 WEST VICTORY BOULEVARD, WOODLAND HILLS, CA 91367
COMMUNITY PLAN AREA	CANOGA PARK – WINNETKA – WOODLAND HILLS – WEST HILLS
EXISTING GENERAL PLAN DESIGNATION	COMMUNITY COMMERCIAL
EXISTING ZONING	C2-1VL & P-1VL
PROPOSED ZONING	(T)(Q)C2-1VL
COUNCIL DISTRICT	3
<b>LEAD AGENCY</b>	<b>City of Los Angeles</b>
STAFF CONTACT	TREVOR MARTIN
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<b>APPLICANT</b>	MOTI BALYAN
ADDRESS	5951 VARIEL AVENUE, WOODLAND HILLS, CA 91367
PHONE NUMBER	(818) 462-3105

## **PROJECT DESCRIPTION**

The Proposed Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. The Project will provide a total of 19 vehicle parking spaces and four (4) bicycle parking stalls. A total of 3,150 square feet of landscaped area will be provided along the perimeter and throughout the interior of the project site. Proposed hours of operation of the car wash facility are from 7:00 a.m. to 7:00 p.m., daily. The project will involve grading that will result in the import of approximately 70 cubic yards of soil to the site.

## **ENVIRONMENTAL SETTING**

The subject property is a level, rectangular-shaped lot encompassing a total lot area of approximately 31,048 square feet. The subject property has a street frontage of 100 feet along the south side of Victory Boulevard.

The subject property is currently improved with an existing coin-operated car wash facility (Fallbrook Car Wash) built in 1970 (Building Permit No. 1970VN58869). The car wash facility consists of four structures and has three canopies. Prior to being used as a car wash facility, the site had previously been used as a real estate office and storage building. Ingress and egress to and from the site is provided via two two-way driveways at the north end the property, along Victory Boulevard, as well as a single two-way driveway at the south end of the property adjoining a cul-de-sac on Friar Street. The westerly and southerly perimeters of the site consist of masonry block walls, while the easterly perimeter contains wrought-iron fencing. A wrought-iron vehicular access gate is located at the southeast corner of the site. According to a Tree Letter dated March 29, 2022, prepared by McKinley & Associates (Appendix E), the subject property does not contain any trees or landscaping.

The project site is zoned C2-1VL and P-1VL and is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area which designates the subject property for Community Commercial land uses corresponding to the CR, C2, C4, RAS3, and RAS4 zones. The project site is not located within the boundaries of or subject to any specific plan, community design overlay, or interim control ordinance.

The subject property is not located within a Hazardous Waste Site, Methane Hazard Site, an Alquist-Priolo Fault Zone, a Preliminary Fault Rupture Study Area, a Landslide Area, a Very High Fire Hazard Severity Zone, Flood Zone, Tsunami Inundation Zone, or Hillside Area. The Project Site is located within a BOE Special Grading Area and Liquefaction Area and is located approximately 13.33 kilometers from the nearest fault zone (Malibu Coast Fault).

Surrounding properties are within the C2-1VL, P-1VL, and RA-1 zones and contain a variety of commercial and residential land uses. Abutting the subject property to the north, across Victory Boulevard, is a C2-1VL zoned lot that is improved with an Aldi grocery store, and Chick-fil-A fast-food restaurant and drive-through that are surrounded by a surface parking lot. Abutting the project site to the east is a C2-1VL and P-1VL zoned lot that is improved with a Jack in the Box fast-food restaurant and drive-through. Lots abutting the subject site to the south and southeast are zoned RA-1 and are improved with single-family dwellings. Properties abutting the subject property to the east and southeast are zoned C2-1VL and P-1VL and are improved with a Mobile

gas station, a two-story, multi-tenant dental office building, a Veterinarian Hospital (VCA Parkwood animal Hospital), and Cannabis Dispensary (The Syndicate).  
(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

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**OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED**

(e.g. permits, financing approval, or participation agreement)

None.

**CALIFORNIA NATIVE AMERICAN CONSULTATION**

Yes.

*Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission’s Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.*

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

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

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**DETERMINATION**

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

<p>Trevor Martin PRINTED NAME</p>	<p>City Planning Associate TITLE</p>
<p><i>Trevor Martin</i> SIGNATURE</p>	<p>1/24/2023 DATE</p>

## EVALUATION OF ENVIRONMENTAL IMPACTS

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

# INITIAL STUDY

## 3 PROJECT DESCRIPTION

### 3.1 PROJECT SUMMARY

The Proposed Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. The Project will provide a total of 19 vehicle parking spaces and four (4) bicycle parking stalls. A total of 3,150 square feet of landscaped area will be provided along the perimeter and throughout the interior of the Project Site. Proposed hours of operation of the car wash facility are from 7:00 a.m. to 7:00 p.m., daily. The Project will involve grading that will result in the import of approximately 70 cubic yards of soil to the site.

In order to facilitate the development of the proposed car wash facility, the applicant is requesting a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL; a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone; and a Waiver of Dedication and Improvements to waive a 5-foot dedication along the property's frontage on the south side of Victory Boulevard.

### 3.2 ENVIRONMENTAL SETTING

#### 3.2.1 Project Location and Existing Conditions

The subject property is a level, rectangular-shaped lot encompassing a total lot area of approximately 31,048 square feet. The subject property has a street frontage of 100 feet along the south side of Victory Boulevard.

The subject property is currently improved with an existing coin-operated car wash facility (Fallbrook Car Wash) built in 1970 (Building Permit No. 1970VN58869). The car wash facility consists of four structures and has three canopies. Prior to being used as a car wash facility, the site had previously been used as a real estate office and storage building. Ingress and egress to and from the site is provided via two two-way driveways at the north end the property, along Victory Boulevard, as well as a single two-way driveway at the south end of the property adjoining a cul-de-sac on Friar Street. The westerly and southerly perimeters of the site consist of masonry block walls, while the easterly perimeter contains wrought-iron fencing. A wrought-iron vehicular access gate is located at the southeast corner of the site. According to a Tree Letter dated March 29, 2022, prepared by McKinley & Associates (Appendix E), the subject property does not contain any trees or landscaping.

The Project Site is zoned C2-1VL and P-1VL and is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area which designates the

subject property for Community Commercial land uses corresponding to the CR, C2, C4, RAS3, and RAS4 zones. The Project Site is not located within the boundaries of or subject to any specific plan, community design overlay, or interim control ordinance.

The subject property is not located within a Hazardous Waste Site, Methane Hazard Site, an Alquist-Priolo Fault Zone, a Preliminary Fault Rupture Study Area, a Landslide Area, a Very High Fire Hazard Severity Zone, Flood Zone, Tsunami Inundation Zone, or Hillside Area. The Project Site is located within a BOE Special Grading Area and Liquefaction Area and is located approximately 13.33 kilometers from the nearest fault zone (Malibu Coast Fault).

### **3.2.2 Surrounding Land Uses**

Surrounding properties are within the C2-1VL, P-1VL, and RA-1 zones and contain a variety of commercial and residential land uses. Abutting the subject property to the north, across Victory Boulevard, is a C2-1VL zoned lot that is improved with an Aldi grocery store, and Chick-fil-A fast-food restaurant and drive-through that are surrounded by a surface parking lot. Abutting the project site to the east is a C2-1VL and P-1VL zoned lot that is improved with a Jack in the Box fast-food restaurant and drive-through. Lots abutting the subject site to the south and southeast are zoned RA-1 and are improved with single-family dwellings. Properties abutting the subject property to the east and southeast are zoned C2-1VL and P-1VL and are improved with a Mobile gas station, a two-story, multi-tenant dental office building, a Veterinarian Hospital (VCA Parkwood animal Hospital), and Cannabis Dispensary (The Syndicate).

## **3.3 DESCRIPTION OF PROJECT**

### **3.3.1 Project Overview**

The Proposed Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. The Project will provide a total of 19 vehicle parking spaces and four (4) bicycle parking stalls. A total of 3,150 square feet of landscaped area will be provided along the perimeter and throughout the interior of the Project Site. Proposed hours of operation of the car wash facility are from 7:00 a.m. to 7:00 p.m., daily. The Project will involve grading that will result in the import of approximately 70 cubic yards of soil to the site.

### 3.4 REQUESTED PERMITS AND APPROVALS

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

- Pursuant to Los Angeles Municipal Code (LAMC) Section 12.32 F, a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL;
- Pursuant to LAMC Section 12.24 W.4, a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone;
- Pursuant to LAMC Section 12.37 I.3, a Waiver of Dedication and Improvements to waive a 5-foot dedication along the property's frontage on the south side of Victory Boulevard; and
- Other discretionary and ministerial actions and approvals that may be deemed necessary, including, but not limited to, temporary street closure(s), demolition, grading, excavation, building, and signage.

# INITIAL STUDY

## 4 ENVIRONMENTAL IMPACT ANALYSIS

### I. AESTHETICS

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Except as provided in Public Resources Code Section 21099 would the project:

- a. Have a substantial adverse effect on a scenic vista?
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

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

**No Impact.** A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The proposed project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. The project is not located on or near any scenic vista. Therefore, no impact would occur.

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

**No Impact.** A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles General Plan Transportation Element (Map E: Scenic Highways in the City of Los Angeles) indicates that no City-designated scenic highways are located near the project site. Therefore, no impacts related to scenic highways would occur.

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

**Less Than Significant Impact.** A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of the site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The proposed project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility reaching a maximum height of 32 feet, 6 inches. The subject site is located in an urbanized area in the City. Surrounding properties are developed with one- to two-story commercial and residential developments, and surface parking lots. The height and scale of the proposed building would be consistent with the surrounding development. The proposed project will not change the visual character of its surroundings. Therefore, impacts will be less than significant, and no mitigation is required.

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

**Less Than Significant Impact.** A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior facades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. The proposed project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility that will reach a maximum height of 32 feet, 6 inches. Due to the urbanized nature of the neighborhood, moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed project would include nighttime security lighting primarily along the perimeter of the project site. The proposed lighting however, will be shielded from adjacent properties and would not substantially change existing ambient nighttime lighting conditions. The proposed project does not include any elements or features that would create substantial new sources of glare. Therefore, impacts related to light or glare would be less than significant, and no mitigation is required.

## II. AGRICULTURE AND FORESTRY RESOURCES

*In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** The Project Site is located within a developed and urbanized area of the City. No farmland or agricultural activity exists on or near the Project Site. No portion of the Project Site is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. As such, no impacts would occur, and no mitigation is required.

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

**No Impact.** The Project Site is located within the jurisdiction of the City of Los Angeles and is subject to the applicable land use and zoning requirements of the LAMC. The Project Site is currently designated for Community Commercial land uses and is zoned C2-1VL and P-1VL. The subject property comprises a single rectangular-shaped lot that is currently improved with an existing coin-operated car wash facility (Fallbrook Car Wash) built in 1970. Prior to being used as a car wash facility, the site had previously been used as a real estate office and storage building. The project proposes the removal and replacement of the existing car wash with a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. In order to facilitate the development of the proposed car wash facility, the applicant is requesting a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL; a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone; and a Waiver of Dedication and Improvements to waive a 5-foot dedication along the property's frontage on the south side of Victory Boulevard. As such, the Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site. Therefore, no impacts would occur, and no mitigation is required.

**c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No Impact.** As previously stated, the Project Site has a current land use designation of Community Commercial and is zoned C2-1VL and P-1VL. The Project Site is currently improved with an existing car wash facility. As such, the Project Site is not zoned as forest land or timberland, and there is no timberland production at the Project Site. Therefore, no impacts would occur, and no mitigation is required.

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

**No Impact.** The Project Site is not designated or zoned for forest or timberland or used for foresting. Additionally, the Project Site is located in an urbanized area of the City and is not within any forestland area. As such, no impacts would occur, and no mitigation is required.

**e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

**No Impact.** Neither the Project Site nor nearby properties are currently utilized for agricultural or forestry uses. The Project Site is not classified in any "Farmland" category designated by the State of California. As such, no impacts would occur, and no mitigation is required.

### III. AIR QUALITY

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less than Significant Impact.** The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2016 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. The 2016 AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment.<sup>8</sup> With regard to future growth, SCAG has prepared the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the 2016-2040 RTP/SCS are based in part on projections originating under County and City General Plans. These growth projections were utilized in the preparation of the air quality forecasts and consistency analysis included in the 2016 AQMP. The 2020-2045 RTP/SCS was approved in September 2020. Consistency with the 2020-2045 RTP/SCS is therefore analyzed in Land Use, Greenhouse Gas Emissions and Energy sections of this Initial Study/MND. However, the 2016 AQMP relies on the 2016-2040 RTP/SCS and is therefore addressed for consistency with the 2016 AQMP.

The 2016 AQMP was adopted by the SCAQMD as a program to lead the Air Basin into compliance with several criteria pollutant standards and other federal requirements. It relies on emissions forecasts based on demographic and economic growth projections provided by SCAG's 2016-2040 RTP/SCS. SCAG is charged by California law to prepare and approve "the portions of each AQMP relating to demographic projections and integrated regional land use, housing, employment, and transportation programs, measures and strategies." Projects whose growth is included in the projections used in the formulation of the AQMP are considered to be consistent with the plan and not to interfere with its attainment. The SCAQMD recommends that, when determining whether a project is consistent with the current AQMP, a lead agency must assess whether the project would directly obstruct implementation of the plan and whether it is consistent with the demographic and economic assumptions (typically land use related, such as resultant employment or residential units) upon which the plan is based.

A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot automated car wash facility. The project would not lead to a substantial increase in regional employment or population growth. The Project would generate part-time and full-time jobs associated with construction and operation of the new car wash facility. As such, the Project would not result in additional permanent employment. Therefore, the Project would be consistent with the demographic projections set forth in SCAG's 2016-2040 RTP/SCS and which were used in the 2016 AQMP because the Project would result in no increase in population or permanent employment. Thus, the Project would not conflict with or obstruct implementation of the 2016 AQMP.

The City's General Plan Air Quality Element identifies policies and strategies for advancing the City's clean air goals. To achieve the goals of the Air Quality Element, performance-based standards have been adopted by the City of Los Angeles to provide flexibility in implementation of its policies and objectives. The goal, objectives, and policies provided in the City's Air Quality Element applicable to the Project include the following:

- Goal 1: Good air quality and mobility in an environment of continued population growth and healthy economic structure.
- Objective 1.1: It is the objective of the City of Los Angeles to reduce air pollutants consistent with the AQMP, increase traffic mobility, and sustain economic growth citywide.
- Objective 1.3: It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.
- Policy 1.3.2: Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic.
- Policy 4.2.3: Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.

The Project would result in a net decrease in the number of daily trips for the site by 4 trips per day. The net decrease of 4 daily vehicle trips is well below the Department of Transportation's (LADOT) threshold of 250 daily vehicle trips. Additionally, according to the Air Quality and Greenhouse Gas Study prepared by Yorke Engineering, LLC dated June 15, 2022, provided in Appendix A, and utilizing the California Emissions Estimator Model<sup>®</sup> (CalEEMod), the project does not reach the established thresholds of potential significance for air quality per the SCAQMD.

Thus, the Proposed Project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Therefore, impacts would be less than significant, and no mitigation is required. For the detailed description of the Air Quality analysis and results, refer to Appendix A.

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

**Less than Significant Impact.** A significant impact would occur if the Proposed Project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction and operation emissions are estimated using CalEEMod, the statewide land use emissions computer model designed to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from land use projects. According to the CalEEMod model results as summarized in the Air Quality and Greenhouse Gas Study conducted by Yorke Engineering, LLC dated June 15, 2022 provided in Appendix A, overall construction (maximum daily emission) for the Proposed Project would not exceed the SCAQMD thresholds for the criteria pollutants Reactive Organic Compounds (ROG), Nitrogen Oxides (NO<sub>x</sub>), Carbon Monoxide (CO), Sulfur Oxides (SO<sub>x</sub>), and Respirable and Fine Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>, respectively). The project is estimated to generate less than the SCAQMD threshold of 75 pounds per day (lbs/day) for ROG, 100 lbs/day for NO<sub>x</sub>, 550 lbs/day for CO, 150 lbs per day for SO<sub>x</sub>, 150 lbs/day for PM<sub>10</sub>, and 55 lbs/day for PM<sub>2.5</sub> during the construction phase. Additionally, the project is estimated to generate less than the SCAQMD threshold of 55 pounds per day (lbs/day) for ROG, 55 lbs/day for NO<sub>x</sub>, 550 lbs/day for CO, 150 lbs per day for SO<sub>x</sub>, 150 lbs/day for PM<sub>10</sub>, and 55 lbs/day for PM<sub>2.5</sub> during the operational phase. The primary source of operation phase emissions are on-road vehicles traveling to and from the Site and standard car wash operational activities such as landscape equipment, energy use, and water use. The project operational emissions output is also below the significance thresholds for the above referenced criteria pollutants with regard to overall operational emissions.

The proposed Project Site is approximately 0.71 acres in source-receptor area (SRA) Zone 6 – West San Fernando Valley. The 1-acre screening lookup tables were used to evaluate NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> impacts on nearby receptors. The nearest receptor is approximately 25 meters away from the site. Therefore, the impact evaluation was performed using the closest distance within SCAQMD LST tables of 25 meters for construction. (SCAQMD 2008a).

The LST results provided in the Air Quality and Greenhouse Gas Study conducted by Yorke Engineering, LLC. dated June 15, 2022 show that on-site emissions from construction and operations would meet the LST passing criteria at the nearest receptors (25 meters).

Therefore, the Proposed Project would result in a less than significant impact related to regional operational emissions and no mitigation is required. For the detailed description of the Air Quality analysis and results, refer to Appendix A.

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

**Less than Significant Impact.** A significant impact would occur if the Proposed Project were to expose sensitive receptors to pollutant concentrations. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities. The Project Site is surrounded by residential, commercial, and light industrial uses. The Project is

subject to grading and construction standards to mitigate air pollution and dust impacts. Additionally, the project is not expected to contribute to pollutant concentrations or expose surrounding residences and other sensitive receptors to substantial pollutant concentrations. The Project is required to meet SCAQMD District Rule 403 as well as the City's requirements for demolition, grading, and construction related to air pollution. Therefore, construction and operation of the project would result in a less than significant impact for both localized and regional air pollution emissions and no mitigation is required. For the detailed description of the Air Quality analysis and results, refer to Appendix A.

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

**Less Than Significant Impact.** Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. The construction, use, and maintenance of the proposed three-story commercial office building would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed car wash use would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less than significant impact related to objectionable odors and no mitigation is required. For the detailed description of the Air Quality analysis and results, refer to Appendix A.

## IV. BIOLOGICAL RESOURCES

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

**No Impact.** The project site is located within an urbanized area that does contain any biological resources or habitat area. The site is currently zoned C2-1VL and P-1VL and is designated for

Community Commercial land uses by the General Plan. The subject property is a single, level interior lot that is currently improved with an existing coin-operated car wash facility.

The proposed project involves the demolition of the existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility inclusive of a 1,572 square-foot auto detail center, and a 791 square-foot private office. The project will provide a total of 19 vehicle parking spaces and four (4) bicycle parking stalls. A total of 3,150 square feet of landscaped area will be provided along the perimeter and throughout the interior of the project site. In order to facilitate the development of the proposed car wash facility, the applicant is requesting a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL; a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone; and a Waiver of Dedication and Improvements to waive a 5-foot dedication along the property's frontage on the south side of Victory Boulevard. The project involves a like for like development and use that is consistent with the scale and character of the neighborhood. Therefore, no impact will result, and no mitigation is required.

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

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

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

**No Impact.** A significant impact would occur if federally protect wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The Project Site is located in an urbanized area and is currently improved with an existing coin-operated car wash facility and does not contain any existing trees or vegetation. The proposed Project involves the demolition of the existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. As such, no impacts would occur, and no mitigation is required.

**d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**No Impact.** A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the urbanized nature of the Project Site and surrounding area, the Project Site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites. As such, no impact would occur, and no mitigation is required.

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

**No Impact.** A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). According to a Tree Report prepared by McKinley & Associates dated March 29, 2022 (Appendix E), the project site does not contain locally protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Both the MBTA and CFGC protects migratory birds that may use trees on or adjacent to the project site for nesting and may be disturbed during construction of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands). No impacts would occur, and no mitigation is required.

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

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

## V. CULTURAL RESOURCES

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

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

**No Impact.** A significant impact would occur if the proposed project would substantially alter the environmental context of or remove identified historical resources. The subject property is a single lot that is currently improved with an existing coin-operated car wash facility that was built in 1970. The proposed project involves the demolition of the existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility. None of the existing structures on site have been identified as a historic resource by local or state agencies, and the Project Site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or the Los Angeles Historic-Cultural Monuments Register. Therefore, no impacts would occur, and no mitigation is required.

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

**Less than Significant Impact With Mitigation Incorporated.** A significant impact would occur if a known or unknown archaeological resource was removed, altered, or destroyed as a result of the Proposed Project. Section 15064.5 of the State CEQA guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, or resources that constitute unique archaeological resources. Most of the natural ground-surface appears to be obscured by urban development; consequently, not all surface artifacts would not be visible during a survey. While there are currently no recorded archaeological sites within the project area, buried resources could potentially be unearthed during project activities. Therefore, customary caution and a halt-work condition will in place for all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find will stop until a qualified archaeological consultant can assess the find and make recommendations. Excavation of potential cultural resources will not be attempted by project personnel. Thus, impacts will be less than significant with mitigation incorporated and no further analysis is needed.

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

**Less than Significant Impact With Mitigation Incorporated.** A significant impact would occur if previously interred human remains would be disturbed during excavation activities associated with project construction. No human remains are expected to be located on the Project Site; however, the applicant shall abide by current law if human remains are discovered during grading or construction. Thus, impacts will be less than significant with mitigation incorporated and no further analysis is needed.

## VI. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact.** The Project would be designed and operated in accordance with the applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which impose energy conservation measures. Adherence to the aforementioned energy requirements will ensure conformance with the State's goal of promoting energy and lighting efficiency. As such, impacts of the Project would be less than significant, and no mitigation is required.

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

**Less Than Significant Impact.** The Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot automatic car wash facility. As stated above, the project's improvements and operations would be in accordance with applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which impose energy conservation measures. As such, impacts of the project would be less than significant, and no mitigation is required.

## VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

**Less Than Significant.** A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. According to the California Department of Conservation Special Studies Zone Map, the Project Site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The Project Site is 13.33 kilometers from the nearest fault zone (Malibu Coast Fault). Earthquake hazard zones define areas subject to three distinct types of geologic ground failures: 1) fault rupture, where the surface of the earth breaks along a fault; 2) liquefaction, in which the soil temporarily turns to quicksand and cannot support structures; and 3) earthquake-induced landslides. The Geotechnical Investigation Report (Appendix C) dated April 7, 2022, prepared by Geo Environ Engineering Consultants states the site is generally free from geologic or seismic hazards that would preclude the proposed development. Furthermore, the seismic design requirements of the 2020 Los Angeles Building Code will be followed therefore the proposed development is considered feasible from a geotechnical perspective. Thus, impacts related to fault rupture would be less than significant, and no mitigation is required.

ii) Strong seismic ground shaking?

**Less Than Significant Impact.** A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, the proposed project could expose people and structures to strong seismic ground shaking. The design of the Project would be in accordance with the provisions of the latest California Building Code and Los Angeles Building Code (implemented at the time of building permits) and will mitigate the potential effects of strong ground shaking. The design and construction of the Project is required to comply with the most current codes regulating seismic risk, including the California Building Code and the LAMC, which incorporates the International Building Code (IBC). Compliance with current California Building Code and LAMC requirements will minimize the potential to expose people or structures to substantial risk of loss, injury or death. In addition, a Geotechnical Investigation Report prepared by Geo Environ Engineering Consultants, Inc., and attached to the environmental case file, concluded that the site can be developed as proposed, provided the recommendations of the report are followed and implemented during design and construction. See Appendix C for a copy the report. Therefore, impacts related to seismic ground shaking will be less than significant.

iii) Seismic-related ground failure, including liquefaction?

**Less Than Significant Impact.** A significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Per the LADBS Soils Report

Approval Letter (Log No. 121766) dated June 17, 2022, the site is located in a designated liquefaction hazard zone as shown on the Seismic Hazard Zones map issued by the State of California. The Liquefaction study included as a part of the 04/07/2022 report demonstrates that the site soils are subject to liquefaction. The earthquake induced total and differential settlements are calculated to be 0.929 and 0.6 inches, respectively. However, these settlement magnitudes are considered by the Department to be within acceptable levels. The requirements of the 2020 City of Los Angeles Building Code have been satisfied. In addition, a Geotechnical Investigation Report prepared by Geo Environ Engineering Consultants, dated April 7, 2022 (Appendix C) and attached to the environmental case file, concluded that the site can be developed as proposed, provided the recommendations of the report are followed and implemented during design and construction. Therefore, impacts related to seismic-related ground failure, including liquefaction, will be less than significant.

#### **iv) Landslides?**

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

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

**Less Than Significant Impact.** Construction of Proposed Project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Proposed grading would result in approximately 70 cubic yards of soil being imported to the Project Site. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil. As such, impacts would be less than significant, and no mitigation is required.

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

**Less Than Significant Impact.** A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. The proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. A Geotechnical Investigation Report prepared by Geo Environ Engineering Consultants, Inc., dated April 7, 2022 and attached to the environmental case file, concluded that the site can be developed as proposed, provided the recommendations of the report are followed and

implemented during design and construction. Subsequently, a Los Angeles Building & Safety Soils Report Approval Letter (Log No. 121766) dated June 17, 2022, concluded that project's Geotechnical Investigation Report prepared by Geo Environ Engineering Consultants, Inc. is acceptable. Furthermore, the proposed car wash facility will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant, and no mitigation is required.

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

**No Impact.** A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. The Project Site is not located in an area known to have expansive soils. A Geotechnical Investigation Report prepared by Geo Environ Engineering Consultants, Inc., dated April 7, 2022 and attached to the environmental case file, concluded that the site can be developed as proposed, provided the recommendations of the report are followed and implemented during design and construction. Subsequently, a Los Angeles Building & Safety Soils Report Approval Letter (Log No. 121766) dated June 17, 2022, concluded that project's Geotechnical Investigation Report prepared by Geo Environ Engineering Consultants, Inc. is acceptable. Therefore, no impact will occur, and no mitigation is required.

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

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

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

**Less Than Significant Impact.** Based on the criteria established in the State's CEQA Guidelines and Appendix G, a significant impact could occur if grading or excavation activities associated with the Project were to disturb unique paleontological resources or unique geologic features that presently exist within the Project Site. The Project Site is located within an urbanized area that has been subject to grading and development in the past and is not known to contain any unique paleontological resource or site or unique geologic feature. Potential paleontological or geologic impacts of the Project would be less than significant, and no mitigation is required.

## VIII. GREENHOUSE GAS EMISSIONS

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

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

**Less Than Significant Impact.** Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and anthropogenic (human generated), that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F.

The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions. Therefore, impacts will be less than significant, and no mitigation is required. For the detailed description of the Greenhouse Gas analysis and results, refer to Appendix A.

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

**Less Than Significant Impact.** The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the

metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The proposed project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility on a site currently zoned C2-1VL and P-1VL and designated by the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan for Community Commercial land uses. In order to facilitate the development of the proposed car wash facility, the applicant is requesting a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL; a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone; and a Waiver of Dedication and Improvements to waive a 5-foot dedication along the property's frontage on the south side of Victory Boulevard. The project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. Therefore, impacts will be less than significant.

## IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Less Than Significant Impact.** A significant impact would occur if the Proposed Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The proposed project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility. The Project would involve the limited use and storage of common hazardous substances typical of those used in commercial and light industrial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. The Project will comply with all applicable rules of the Southern California Air Quality Management District. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

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

**Less Than Significant Impact.** A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The Project Site is currently improved with an existing coin-operated car wash facility that was constructed in 1970. The existing on-site structures, therefore, may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). The project involves the demolition and removal of the existing coin-operated car wash and the construction of a new automatic car wash facility. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed in accordance with applicable regulations prior to demolition. As such, impacts related to asbestos and lead-based paint will be less than significant impact, and no mitigation is required.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Less Than Significant Impact.** A project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) the project involved the creation of any health hazard or potential health hazard (i.e., such as exposure to lead based paint, polychlorinated biphenyls, or asbestos). While there are several residential properties located within 500 feet of the project site, the construction and operation of the new car wash facility will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Given the Project's proposed scope of work and required compliance with existing State laws regarding removal (if needed), impacts related to hazardous emissions, materials, substances, or waste, will be less than significant, and no mitigation is required.

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

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

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

**No Impact.** A significant project-related impact may occur if the Project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest public airport to the Project Site is the Van Nuys Airport, approximately 7.7 miles away. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.

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

**No Impact.** The project is located in close proximity to the nearest emergency route – Santa Monica Boulevard (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.) The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

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

**No Impact.** The project site is located within a highly urbanized area of the City and does not include wildlands or high-fire-hazard terrain or vegetation. In addition, the project site is not identified by the City as being located within an area susceptible to fire hazards. Additionally, the proposed commercial development use would not create a fire hazard that has the potential to exacerbate the current environmental condition relative to wildfires. Therefore, the project would not subject people or structures to a significant risk or loss, injury, or death as a result of exposure to wildland fires. No impacts related to this issue would occur, and no mitigation is required.

## X. HYDROLOGY AND WATER QUALITY

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

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

**Less Than Significant Impact.** Based on the criteria established in the State's CEQA Guidelines and Appendix G, a project could have a significant impact on surface water quality if discharges associated with the project were to create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the project would discharge water that does not meet the quality standards of local agencies that regulate surface water quality and water discharge into stormwater drainage systems.

The Project Site will add more than 500 square feet of impervious space, which will meet the City thresholds for Low Impact Development (LID) review. The project is expected to comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts and the City's Low Impact Development (LID) Ordinance. The purpose of the LID standards is to reduce the peak discharge rate, volume, and duration of flow through the use of site design and stormwater quality control measures. The LID Ordinance requires that the project retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. LID practices can effectively remove nutrients, bacteria, and metals while reducing the volume and intensity of stormwater flows. As such, potential water quality impacts from the project would be less than significant, and no mitigation is required.

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

**Less Than Significant Impact.** Based on the criteria established in the State's CEQA Guidelines and Appendix G, a project could have a significant impact on groundwater level if the project were to change potable water levels sufficiently to (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity. The project is not adjacent to a well field nor part of a groundwater recharge area. The Proposed Project would not require the use of groundwater at the Project Site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not being proposed and the scope of the work thus would not result in the interception of existing aquifers or penetration of the existing water table. Additionally, any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance. The LID Ordinance requires that the project retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. As such, through project design features and through regulatory compliance, impacts on groundwater supplies and groundwater recharge would be less than significant, and no mitigation is required.

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

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

**Less Than Significant Impact.** A significant impact would occur if the Proposed Project would substantially alter the drainage pattern of the site or area, including through the alteration of the course of a stream or river, such that erosion or siltation would result. The Project Site does not contain, nor is adjacent to, any stream or river. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Significant alterations to existing drainage patterns within the Project Site and surrounding area would not occur. Therefore, the Proposed Project would result in less than significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation and no mitigation is required.

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

**Less than Significant Impact.** Based on the criteria established in the State's CEQA Guidelines and Appendix G, a project could have a significant impact on surface water hydrology if the project were to result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The project site does not contain, nor is adjacent to, any stream or river. Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. The site is already developed with impermeable uses as an existing car wash facility. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low Impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the Proposed Project would result in less than significant impacts related to flooding on- or off-site, and no mitigation is required.

**iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**

**Less than Significant Impact.** Based on the criteria established in the State's CEQA Guidelines and Appendix G, a project could have a significant impact on surface water quality if discharges associated with the project were to create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. Runoff from the project site would be collected on the site and directed towards existing storm drains in the project vicinity. Pursuant to local practice and City regulations, stormwater retention would be required as part of the City's Standard Urban Stormwater Mitigation Plan (SUSMP) implementation features and the requirements of the Low Impact Development (LID)

ordinance requirements. The primary purpose of the LID ordinance is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Accordingly, with compliance to the LID ordinance, the project would not create or contribute to surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the Proposed Project would result in less than significant impacts related to existing storm drain capacities or water quality and no mitigation is required.

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

**Less than Significant Impact.** The project site is located in an urbanized area that is currently served by storm drain infrastructure. The project would not change this local drainage pattern; therefore, the project would not have the potential to impede or redirect floodwater flows. Impacts would be less than significant, and no mitigation is required.

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

**No Impact.** A significant impact would occur if the project site were sufficiently close to the ocean or other water body to potentially be at risk of seismically induced tidal phenomena (e.g., seiche and tsunami), or was within a flood zone, and if the project site utilized, stored or otherwise contained pollutants that would be at risk of release if inundated. The Project Site is not located within a Tsunami Inundation Zone or Flood Zone. Furthermore, the proposed use does not involve the storage or use of substantial quantities of potential pollutants. No impacts would occur, and no mitigation measures are necessary.

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

**Less than Significant Impact.** A significant impact could occur if the project includes potential sources of water pollutants that would have the potential to interfere with a water quality control plan or sustainable groundwater management plan. The Proposed Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot car wash facility. The project would comply with the City's Low Impact Development (LID) ordinance, the primary purpose of which is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of storm water flows. Impacts would be less than significant, and no mitigation is required.

# XI. LAND USE AND PLANNING

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

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

**No Impact.** A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, which involves the replacement of an existing coin-operated car wash with a new automatic car wash facility within an urbanized area of Los Angeles, would not divide an established community. Therefore, no impact would occur.

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

**Less Than Significant Impact.** A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigation. The project site is located within Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area and is currently zoned C2-1VL and P-1VL with a General Plan land use designation of Community Commercial. The Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot automated car wash facility. In order to facilitate the development of the proposed car wash facility, the applicant is requesting a Zone Change for the portion of the site zoned P-1VL to (T)(Q)C2-1VL; a Conditional Use to allow the use of an automatic car wash with proposed hours of operation from 7:00 a.m. to 7:00 p.m., daily in the C2 Zone; and a Waiver of Dedication and Improvements to waive a 5-foot dedication along the property’s frontage on the south side of Victory Boulevard. The decision maker will determine whether the discretionary requests would conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.

## XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**No Impact.** A significant impact would occur if the Proposed Project would result in the loss of availability of known mineral resources of regional value or locally important mineral recovery site. The Project Site is not classified by the City as containing significant mineral deposits. The Project Site is designated for Community Commercial land uses and not as a mineral extraction land use. In addition, the Project Site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed Project would not result in the loss of availability of any known, regionally or locally valuable mineral resource, and no impact would occur.

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

**No Impact.** A significant impact would occur if the Proposed Project would result in the loss of availability of known mineral resources of regional value or locally important mineral resource recovery site. The Project Site is not classified by the City as containing significant mineral deposits. The Project Site is currently designated for Community Commercial land uses and not as a mineral extraction land use. In addition, the Project Site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

### XIII. NOISE

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

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

**Less Than Significant Impact.** A noise impact is considered potentially significant if project construction activities extended beyond ordinance time limits for construction or construction-related noise levels exceed the ordinance noise level standards unless technically infeasible to do so, subject to confirmation under the Los Angeles Municipal Code (LAMC) Noise Regulation. The Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot automated car wash facility.

Construction noise levels will vary at any given receptor and are dependent on the construction phase, equipment type, duration of use, distance between the noise source and receptor, and the presence or absence of barriers between the noise source and receptor. The project does not propose to deviate from any requirements of the Noise Element of the General Plan, Section 111 of the L.A.M.C., or any other applicable noise standard. The project is required to comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. Construction noise is typically governed by ordinance limits on allowable times of equipment operations. The City of Los Angeles limits construction activities to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on Sunday.

A Noise Study dated July 6, 2022 was prepared by Advanced Engineering Acoustics to analyze construction and operational noise from the Proposed Project (See Appendix D). Although the estimated construction-related exterior noise levels associated with the Proposed Project would normally be below the 75 dBA threshold, there may be times when the construction activities could intermittently and marginally exceed the 75 dBA threshold at 50 feet from the noise source. To minimize impacts, the Project will implement technically feasible BMPs in compliance with the standards set forth in LAMC Section 112.05. Specifically, the use of deflectors/barriers such as plywood construction fencing, flexible sound-absorbing curtains, or existing intervening buildings, can reduce line-of-sight exterior noise levels by approximately 5 to 15 dBA, depending on the applied physical configuration. With the application of construction noise BMPs, exterior noise levels would be reduced by approximately 10 dBA, possibly up to 15 dBA. Therefore, based on the provisions set forth in LAMC 112.05, implementation of the LAMC-required noise control measures, impacts would be less than significant.

The construction noise control BMPs required by LAMC Section 112.05 would include the following:

1. The Project shall comply with the City of Los Angeles Noise Ordinance No. 161,574 (see LAMC Section 112.05) and any subsequent ordinances (et seq) which prohibit the emission or creation of noise beyond certain levels.
2. Construction shall be restricted to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturdays or national holidays. No construction work shall be performed at any time on Sundays.
3. Construction activities shall be scheduled to avoid operating several pieces of large equipment simultaneously, which can cumulatively cause higher noise levels.
4. Noise-generating equipment operated at the Project site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise due to worn or improperly maintained parts would be generated.
5. Where its location on the site may be flexible (e.g., air compressors, generators, cement and mortar mixers, and materials deliveries), noise-generating equipment shall be placed as far as practical from the nearest noise-sensitive land uses. Natural and/or man-made barriers (e.g., trees, fencing, curtains) shall be used to screen propagation of noise from such activities toward these land uses to the maximum extent possible.
6. The Project shall implement noise barriers comprising plywood construction fencing and/or flexible sound-absorbing curtains. The noise barriers shall be erected between the receptor and the construction site to minimize the transmission of construction noise toward nearby noise-sensitive land uses. The noise barriers shall be at least 8 feet in height and constructed of materials achieving an Insertion Loss (IL) coefficient of at least 5 dBA for flexible curtains, 8 dBA for rigid plywood fencing, or 10 dBA in combination (FHWA 2006).
7. The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see LAMC Section 91.106.4.8), which requires a construction site notice to be

provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public, i.e., in plain sight.

Upon completion of construction and occupancy of the proposed Project, on-site operational noise would be generated mainly by heating, ventilation, and air conditioning (HVAC) equipment installed on the roof of the new building. However, the overall noise levels generated by the new HVAC equipment are not expected to be substantially greater than generated by older HVAC equipment installed on existing buildings near the Project site. As such, the new HVAC equipment associated with the proposed Project would not represent a substantially new type or source of noise in the general vicinity. In addition, the operation of this and any other on-site stationary sources of mechanical noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties, e.g., nearby residential buildings, by more than 5 dBA. Such equipment is designed to meet this standard. No adverse impacts are expected from, and no noise reduction measures would be required for, the operation of the proposed project. Therefore, the operational noise impacts of the proposed Project would be less than significant. For the detailed description of the Noise analysis and results, refer to Appendix D.

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

**Less Than Significant Impact.** The City of Los Angeles does not address vibration in the LAMC or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level capable of damaging structures. The construction activities that typically generate the most severe vibrations are blasting and impact pile driving. The project would be constructed using standard construction techniques and no blasting or impact pile driving is anticipated. Heavy construction equipment (e.g., bulldozers, scrapers, excavators, compactors, and motor graders) would generate a limited amount of ground-borne vibration during construction activities at a short distance away from the source. Post-construction on-site activities would be limited to typical car wash uses that would not generate excessive ground-borne noise or vibration. As such, ground-borne vibration and noise levels associated with the project would be less than significant, and no mitigation measures are required. For the detailed description of the Noise analysis and results, refer to Appendix D.

**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 is not located within two miles of a private airstrip or an airport land use plan. Therefore, no impact will result.

## XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Less Than Significant Impact.** A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The Project involves the demolition of an existing coin-operated car wash and the construction, use, and maintenance of a new 6,435 square-foot automated car wash facility. The proposed car wash facility would not substantially induce population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Therefore, the impact would be less than significant, and no mitigation is required.

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

**Less Than Significant Impact.** A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project Site is a single lot that is currently developed with a coin-operated car wash that was constructed in 1970. The Project would replace the existing coin-operated car wash with a new automatic car wash on a site that is designated by the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan for Community Commercial land uses. The project does not represent a displacement of substantial numbers of existing housing as a new car wash development on a site that does not currently contain residential uses. The proposed project would not preclude a residential project on the subject site. Therefore, impacts will be less than significant.

## XV. PUBLIC SERVICES

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

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

### a) Fire protection?

**Less Than Significant Impact.** A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The Project Site and the surrounding area are currently served by LAFD Fire Station 105, located at 6345 North Fallbrook Avenue, located approximately 250 feet west of the Project Site. The proposed project involves the construction, use, and maintenance of a new automatic car wash facility, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the Proposed Project would result in a less than significant impact, and no mitigation is required.

### b) Police protection?

**Less Than Significant Impact.** The construction, use, and maintenance of a new car wash facility has the potential to increase the demand for police services in the area. However, the Project Site and the surrounding area are currently served by the LAPD Topanga Police Station

at 21501 West Schoenborn Street, approximately 2.7 miles northeast of the Project Site. Given that there is a police station in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing police station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for police protection. As such, impacts will be less than significant.

### **c) Schools?**

**Less than Significant Impact.** A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The Proposed Project involves the removal and replacement of an existing coin-operated car wash with a new automatic car wash facility. Although the project does not include a residential component, the addition of a new car facility could potentially draw in new residents to the area as a result of new employment opportunities, which could increase enrollment at schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new commercial development. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.

### **d) Parks?**

**No Impact.** A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The Proposed Project involves the removal and replacement of an existing coin-operated car wash with a new automatic car wash facility, which is unlikely to result in increased demand for parks and recreation facilities. Furthermore, non-residential development is exempt from park fees per LAMC Section 12.33. Therefore, the project would not create capacity or service level problems or result in substantial physical impacts associated with the provision or new or altered parks facilities. As such, no impact will occur.

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

**No Impact.** The removal and replacement of an existing coin-operated car wash with a new 6,435 square-foot car wash facility, which will not result in increased demand for library services and resources of the Los Angeles Public Library (LAPL) System. Therefore, the proposed project would result in no impact on library services.

## XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**No Impact.** The Proposed Project involves the removal and replacement of an existing coin-operated car wash with a new automatic car wash facility. The Project will not result in the addition of any new residential units that would potentially lead to increased use of existing neighborhood and regional parks or other recreational facilities. Therefore, the project will have no impact.

**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.** The Proposed Project would not require the construction or expansion of recreational facilities beyond the limits of the project site. The Proposed Project involves the removal and replacement of an existing coin-operated car wash with a new automatic car wash facility. The Project would not result in the addition of any residential units that would otherwise potentially include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, the project will have no impact.

## XVII. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Less than Significant Impact.** A significant impact to the Circulation System may occur if the Proposed Project causes a net increase in Vehicle Miles Traveled (VMT) that surpasses Los Angeles Department of Transportation’s (DOT) established traffic impact criteria. The project will result in a net decrease of four (4) daily vehicle trips. The net decrease of four (4) daily vehicle trips does not exceed the Department of Transportation’s (LADOT) threshold of 250 daily vehicle trips that requires further VMT analysis. Therefore, the project is not expected to contribute significantly to any traffic congestion or affect any congestion management program. The Project is requesting a Waiver of Dedication and Street Improvements to waive a 5-foot dedication requirement along the property’s frontage on the south side of Victory Boulevard. The Project will provide the required street improvements pursuant to the Mobility Plan 2035. The Project provides the minimum bicycle parking as required per LAMC, and would not impede construction of future bicycle facilities within the public right of ways adjacent to the Project. Therefore, the Project would not conflict with a program, plan, ordinance or policy addressing the vehicular circulation system. As such, impacts will be less than significant, and no mitigation is required.

**b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**Less than Significant Impact.** A significant impact may occur if the adopted Los Angeles County Metropolitan Transportation authority (Metro) thresholds for a significant project impact would be

exceeded. The Congestion Management Program (CMP) was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network that includes all state highways and some arterials within the County of Los Angeles. The Project will result in a net decrease of four (4) daily vehicle trips which is under the Department of Transportation's (LADOT) threshold of 250 daily vehicle trips that requires further VMT analysis. Therefore, the project is not expected to contribute significantly to any traffic congestion or affect any congestion management program. Therefore, impacts will be less than significant.

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

**Less Than Significant Impact.** A significant impact could occur if a project were to include new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if access or other features were designed in such a way as to create hazard conditions. The Project Site consists of a single lot that is currently improved with an existing coin-operated car wash facility. The Project involves the demolition of the existing coin-operated car wash and the construction, use, and maintenance of a new automated car wash facility. The project would not propose any new curb cuts that would potentially disrupt the pedestrian experience or create new hazards for pedestrians. The Project will maintain two (2) existing driveways along the south side of Victory Boulevard and one (1) driveway at the rear end of the property along Friar Street. In addition, the Project's proposed driveway plan will be required to be reviewed and approved by the Department of Transportation. Furthermore, adherence to all emergency response plan requirements set forth by the City and LAFD would be required through the duration of the project's construction and operation phases. As such, there would be no impacts regarding hazards due to a design feature, and no mitigation is required.

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

**No Impact.** A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The project does not propose any changes to emergency access, and will require approval of plans by the Fire Department. Further, the project must comply with all applicable City fire safety regulations. Therefore, no impact will occur.

## XVIII. TRIBAL CULTURAL RESOURCES

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

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

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

**Less than Significant Impact With Mitigation Incorporated.** A significant impact would occur if the project would 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, which is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). The site is not 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(l). Most of the natural ground-surface appears to be obscured by urban development; consequently, not all surface artifacts would not be visible during a survey. While there are currently no recorded archaeological sites within the project area, buried resources could potentially be unearthed during project activities. Therefore, customary caution and a halt-work condition will in place for all ground-disturbing

activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find will stop until a qualified archaeological consultant can assess the find and make recommendations. Excavation of potential cultural resources will not be attempted by project personnel.

On November 15, 2022, Planning Staff received a Letter from the Gabrieleño Band of Mission Indians – Kizh Nation, stating that the Project Site is located within Ancestral Tribal Territory, and that its Tribal Government would like to schedule a consultation with the Lead Agency. On November 18, 2022, Planning Staff received an email from Sarah Brunzell, on behalf of the Cultural Resources Management (CRM) Division of the Fernandeano Tataviam Band of Mission Indians (FTBMI), who indicated that although the Project Site is located in a previously developed area, the site is vulnerable to Tribal Cultural Resource exposure due to its close proximity (within one mile) to a large Tribal Cultural Resource site. The FTBMI requested that it be notified if and when cultural resources are encountered during implementation. FTBMI would like to assure that all cultural materials on the surface and subsurface of the project site and any inadvertent discovery, are properly documented, salvaged, and protected. Sarah Brunzell, Manager of FTBMI's Cultural Resources, Management Division requested that Tribal Cultural Resource mitigation measures are incorporated into the Project's Mitigated Negative Declaration and Conditions of Approval. On January 9, 2023, the Gabrieleño Band of Mission Indians – Kizh Nation provided its proposed Tribal Cultural Resource Mitigation Measures. After reviewing and analyzing the information and proposed Tribal cultural Resource Mitigation Measures provided by both the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeano Tataviam Band of Mission Indians, Planning Staff determined that the Project may have a significant impact on potential subsurface Tribal Cultural Resources. On January 11, 2023, Planning Staff provided both Tribes with modified versions of the City's standard mitigation measures that incorporate several of the provisions and requirements from the mitigation measures that have been requested by the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeano Tataviam Band of Mission Indians. On January 12, 2023, the Gabrieleño Administration concluded its Tribal Consultation. Subsequently, on January 13, 2023, the FTBMI Administration stated it had no questions or concerns with the City's proposed Mitigation Measures and concluded its Tribal Consultation.

The City has imposed Mitigation Measures TCR-1 and TCR-1 as part of the Mitigated Negative Declaration Report. Mitigation Measure TCR-1 will require the applicant to retain archaeological and tribal monitor(s) that are qualified to identify subsurface tribal cultural resources. If cultural resources are encountered, the tribal monitor(s) will have the authority to request ground disturbing activities cease within 60-feet of discovery to assess and document potential finds in real time. Mitigation Measure TCR-2 requires that the City and/or applicant consult with the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeano Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities. Therefore, with the implementation of Mitigation Measures TCR-1 and TCR-2, impacts related to tribal and cultural resources will be less than significant.

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

**subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

**Less than Significant Impact With Mitigation Incorporated.** Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources (TCRs), as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation on or after July 1, 2015. PRC Section 21084.2 now establishes that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment. To help determine whether a project may have such an effect, PRC Section 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings for the administrative record.

Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a TCR, the lead agency must consider measures to mitigate that impact. PRC Section 21074 provides a definition of a TCR. In brief, in order to be considered a TCR, a resource must be either: 1) listed, or determined to be eligible for listing, on the national, State, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a TCR. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the State register of historic resources or City Designated Cultural Resource. In applying those criteria, a lead agency shall consider the value of the resource to the tribe.

As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. An informational letter was mailed to a total of 10 Tribes known to have resources in this area, on November 8, 2022, describing the Project and requesting any information regarding resources that may exist on or near the Project Site.

On November 15, 2022, Planning Staff received a Letter from the Gabrieleño Band of Mission Indians – Kizh Nation, stating that the Project Site is located within Ancestral Tribal Territory, and that its Tribal Government would like to schedule a consultation with the Lead Agency. On November 18, 2022, Planning Staff received an email from Sarah Brunzell, on behalf of the Cultural Resources Management (CRM) Division of the Fernandeño Tataviam Band of Mission Indians (FTBMI), who indicated that although the Project Site is located in a previously developed area, the site is vulnerable to Tribal Cultural Resource exposure due to its close proximity (within one mile) to a large Tribal Cultural Resource site. The FTBMI requested that it be notified if and when cultural resources are encountered during implementation. FTBMI would like to assure that all cultural materials on the surface and subsurface of the project site and any inadvertent discovery, are properly documented, salvaged, and protected. Sarah Brunzell, Manager of

FTBMI's Cultural Resources, Management Division requested that Tribal Cultural Resource mitigation measures are incorporated into the Project's Mitigated Negative Declaration and Conditions of Approval. On January 9, 2023, the Gabrieleño Band of Mission Indians – Kizh Nation provided its proposed Tribal Cultural Resource Mitigation Measures. After reviewing and analyzing the information and proposed Tribal cultural Resource Mitigation Measures provided by both the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeno Tataviam Band of Mission Indians, Planning Staff determined that the Project may have a significant impact on potential subsurface Tribal Cultural Resources. On January 11, 2023, Planning Staff provided both Tribes with modified versions of the City's standard mitigation measures that incorporate several of the provisions and requirements from the mitigation measures that have been requested by the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeno Tataviam Band of Mission Indians. On January 12, 2023, the Gabrieleño Administration concluded its Tribal Consultation. Subsequently, on January 13, 2023, the FTBMI Administration stated it had no questions or concerns with the City's proposed Mitigation Measures and concluded its Tribal Consultation.

The City has imposed Mitigation Measures TCR-1 and TCR-1 as part of the Mitigated Negative Declaration Report. Mitigation Measure TCR-1 will require the applicant to retain archaeological and tribal monitor(s) that are qualified to identify subsurface tribal cultural resources. If cultural resources are encountered, the tribal monitor(s) will have the authority to request ground disturbing activities cease within 60-feet of discovery to assess and document potential finds in real time. Mitigation Measure TCR-2 requires that the City and/or applicant consult with the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeno Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities. Therefore, with the implementation of Mitigation Measures TCR-1 and TCR-2, impacts related to tribal and cultural resources will be less than significant.

## **Mitigation Measures**

### **MM-TCR-1**

Prior to commencing any ground disturbance activities at the Project Site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeno Tataviam Band of Mission Indians. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").

If cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. Work on the portions of the Projects outside of the buffered area may continue during this assessment period. The Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeno Tataviam Band of Mission Indians shall be contacted about any pre-contact and/or post-contact finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, to provide Tribal input with regards to significance and treatment.

**MM-TCR-2**

The Lead Agency and/or applicant shall, in good faith, consult with the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeseño Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

# XIX. UTILITIES AND SERVICE SYSTEMS

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

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

**Less Than Significant Impact.** Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the Proposed Project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, impacts related to wastewater treatment would be less than significant.

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

**Less Than Significant Impact.** A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. removal and replacement of an existing coin-operated car wash with a new automatic car wash facility, which is not considered substantial in consideration of anticipated growth. The proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.

**c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less Than Significant Impact.** The project will be served by the City's sewer system and is not expected to exceed wastewater treatment requirements in the area. Impacts will be less than significant.

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

**Less Than Significant Impact.** The proposed automatic car wash facility will be required to comply with current regulations required by the Department of Building and Safety (LAMC Section 99.04.408.1) and the Bureau of Sanitation (LAMC Section 66.32), which requires the recycling and proper disposal of solid waste. Therefore, impacts will be less than significant.

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

**Less than Significant Impact.** A significant impact could occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. These regulations include:

- California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939). AB 939 requires cities and counties to reduce the amount of solid waste entering existing landfills through recycling, reuse, and waste prevention efforts. These efforts have included permitting procedures for waste haulers and handlers.
- California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327), which requires local jurisdictions to adopt an ordinance requiring commercial buildings to provide an adequate storage area for the collection and removal of recyclable materials. The City of Los Angeles passed such an ordinance in 1997.

- AB 341 of 2012 requires businesses to arrange for recycling services.
- Los Angeles Green Code incorporates the CALGreen Code and is applicable to the construction of new buildings by addressing construction waste reduction, disposal, and recycling.
- Los Angeles Citywide Construction and Demolition Waste Recycling Ordinance requires haulers and contractors responsible for handling C&D waste to obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste, and C&D waste can only be taken to City-certified C&D processing facilities.

The proposed car wash facility project must comply with federal, state, and local statutes and regulations relating to solid waste. Impacts will therefore be less than significant.

## XX. WILDFIRE

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

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

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

**No Impact.** The Project is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. The Project Site is located within an urbanized area of the City and does not include wildlands or high-fire-hazard terrain. As such, no impacts would occur, and no mitigation is required.

**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?**

**No Impact.** The Project is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. The Project Site is located within an urbanized area of the City and does not include wildlands or high-fire-hazard terrain. As such, no impacts would occur, and no mitigation is required.

**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?**

**No Impact.** The Project is not located in or near State responsibility areas or lands classified as very high fire hazard zones. The Project Site is located within an urbanized area of the City and does not include wildlands or high-fire-hazard terrain. In addition, the Project Site is not identified by the City as being located within an area susceptible to fire hazards. As such, no impacts would occur, and no mitigation is required.

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

**No Impact.** The Project Site is not located in or near State responsibility areas or lands classified as very high fire hazard zones. The Project Site is located within an urbanized area of the City and does not include wildlands or high-fire-hazard terrain. In addition, as previously discussed, the Project Site is not susceptible to potential flooding or landslides, nor would the Project result in potential drainage changes. As such, no impacts would occur, and no mitigation is required.

## XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact with Mitigation Incorporated.** Based on the analysis of this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The Project Site is currently developed and located in an urbanized area. According to a Tree Letter dated March 29, 2022, prepared by McKinley & Associates (Appendix E), the subject property does not contain any trees or landscaping. No wildlife corridors or native wildlife nursery sites are present on the Project Site or in the surrounding area. Further, due to the urbanized nature of the Project area, the potential for native resident or migratory wildlife species movement through the Project Site is negligible.

While there are currently no recorded archaeological sites within the project area, buried resources could potentially be unearthed during project activities. Therefore, customary caution and a halt-work condition will in place for all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find will stop until a qualified archaeological consultant can assess the find and make recommendations. Excavation of potential cultural resources will not be attempted by project personnel.

The City has imposed Mitigation Measures TCR-1 and TCR-1 as part of the Mitigated Negative Declaration Report. Mitigation Measure TCR-1 will require the applicant to retain archaeological and tribal monitor(s) that are qualified to identify subsurface tribal cultural resources. If cultural resources are encountered, the tribal monitor(s) will have the authority to request ground disturbing activities cease within 60-feet of discovery to assess and document potential finds in real time. Mitigation Measure TCR-2 requires that the City and/or applicant consult with the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeano Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities. As such, impacts would be less than significant with mitigation incorporated and no further analysis is needed.

## **Mitigation Measures**

### **MM-TCR-1**

Prior to commencing any ground disturbance activities at the Project Site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeano Tataviam Band of Mission Indians. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources (“OHR”).

If cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. Work on the portions of the Projects outside of the buffered area may continue during this assessment period. The Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeano Tataviam Band of Mission Indians shall be contacted about any pre-contact and/or post-contact finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, to provide Tribal input with regards to significance and treatment.

### **MM-TCR-2**

The Lead Agency and/or applicant shall, in good faith, consult with the Gabrieleño Band of Mission Indians – Kizh Nation and the Fernandeano Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

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

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

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

**Less Than Significant Impact.** A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. The proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. Therefore, impacts will be less than significant.