



8431 Sunland Car Wash Project

Case Number: ENV-2020-1322-MND

Project Location: 8431 N. Sunland, Sun Valley, California, 91352

8401 N. Sunland, Sun Valley, California, 91352

Community Plan Area: Sun Valley – La Tuna Canyon

Council District: 6—Imelda Padilla

Project Description: Demolish the remainders of the existing building for the construction of a new express car wash located in a Commercial Corner development in the C2-1VL-CUGU zone and P-1VL-CUGU zone. A Conditional Use Permit to deviate from the hours of operation, and the use of an existing pole sign in a Commercial Corner Development. A Zone Variance is filed to allow commercial uses on site, such as vacuums, as well as vehicular access to drive aisles which would serve the proposed carwash. A Specific Plan Exemption is filed to allow the express carwash within 500 feet from residential zoned properties in a CUGU zone.

PREPARED BY:

The City of Los Angeles
Department of City Planning

PREPARED BY:

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APPLICANT:

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October 2024

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 **4,295 square-foot car wash commercial project** (“Project”). The proposed Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Los Angeles (City). Based on the analysis provided within this Initial Study, the City has concluded that the Project 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.

1.3. CEQA PROCESS

In compliance with the State CEQA Guidelines, the City, as the Lead Agency for the Project, will provide opportunities for the public to participate in the environmental review process. As described below, throughout the CEQA process, an effort will be made to inform, contact, and solicit input on the Project from various government agencies and the general public, including stakeholders and other interested parties.

At the onset of the environmental review process, the City has prepared an Initial Study to identify the preliminary environmental impacts of the project. The Initial Study for the Project determined that the proposed Project could have significant environmental impacts that would require the implementation of mitigation measures, and the Lead Agency has decided to prepare a Mitigated Negative Declaration.

If the Project is approved, then within five days of the action, the City files a Notice of Determination with the County Clerk. The Notice of Determination is posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues that were presented to the Lead Agency by any person, either orally or in writing, during the public comment period.

1.3.1 Initial Study

At the onset of the environmental review process, the City has prepared this Initial Study to determine if the proposed Project may have a significant effect on the environment. This Initial Study determined that the proposed Project could have potentially significant environmental impacts but mitigation measures agreed to by the applicant would avoid or reduce such impacts to a point where clearly no significant impacts would occur.

A Notice of Intent to Adopt a Mitigated Negative Declaration (MND) is provided to inform the general public, responsible agencies, trustee agencies, and the county clerk of the availability of the document, and the locations where the document can be reviewed. A 20-day review period (or 30-day review period when the document is submitted to the State Clearinghouse for state agency review) is identified to allow the public and agencies to review the document. The notice is mailed to any interested parties and is noticed to the public through publication in a newspaper of general circulation.

The decision-making body then considers the Mitigated Negative Declaration together with any comments received during the public review process and may adopt the MND and approve the project. In addition, when approving a project for which an MND has been prepared, the decision-making body must find that there is no substantial evidence that the project will have a significant effect on the environment, and that the MND reflects the lead agency's independent judgement and analysis. When adopting an MND, the lead agency must also adopt a mitigation monitoring program to ensure that all proposed mitigation measures are implemented to mitigate or avoid significant environmental effects.

INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	8431 N. SUNLAND BLVD., 93152
ENVIRONMENTAL CASE NO.	ENV-2020-1322-MND
RELATED CASES	APCNV-2020-1322-SPE-CU-ZV

PROJECT LOCATION	8431 N. SUNLAND BLVD., 93152
COMMUNITY PLAN AREA	SUN VALLEY – LA TUNA CANYON
GENERAL PLAN DESIGNATION	NEIGHBORHOOD OFFICE COMMERCIAL
ZONING	C2-1VL-CUGU, P-1VL-CUGU
COUNCIL DISTRICT	CD 6 – IMEDA PADILLA

LEAD AGENCY	City of Los Angeles
STAFF CONTACT	JOSHUA ORDONEZ
ADDRESS	6262 VAN NUYS BLVD, 91401, ROOM 430, VAN NUYS, CA 91401
PHONE NUMBER	(213) 682-6370
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APPLICANT	MIRZAKHANIAN LLC
ADDRESS	2733 SLEEPY HOLLOW PL, GLENDALE CA 91206
PHONE NUMBER	(818) 266-5953

PROJECT DESCRIPTION

The project includes the demolition of the existing building for the construction of a new 4,295 square foot car wash and new landscaping on a 37,801 square-foot lot that is zoned with C2-1VL-CUGU and P-1VL-CUGU and located in a Commercial Corner. The project entitlement includes a Conditional Use to request the construction of the carwash in an existing Commercial Corner Development, a Zone Variance to allow for the distribution of uses on site as well as vehicular access to drive aisles which would serve the proposed carwash. A Specific Plan Exemption was filed to allow the express carwash within 500 feet from residential zoned properties.

To achieve the proposed Project, the applicant is requesting:

- Pursuant to Los Angeles Municipal Code (“LAMC”) Section 12.22-A.28(b)(5), A request to deviate from the hours of operation for the carwash.
- Pursuant to Los Angeles Municipal Code (“LAMC”) Section 13.18-F,2(e), for an Exception from the distancing requirement to allow an express carwash within 500 feet from residential zoned property.
- Pursuant to Los Angeles Municipal Code (“LAMC”) Section 12.27, for a Zone Variance to allow for an express carwash with associated parking and driveway aisles to be established in the P-1VL-CUGU zone.
- Pursuant to Los Angeles Municipal Code (“LAMC”) Section 12.22- A.28 A.28(a)(6)(i), for the continuation of an existing pole sign.

ENVIRONMENTAL SETTING

The project site is an approximately 37,801 square-foot lot, located within the Sun Valley - La Tuna Canyon Community plan area, is zoned C2-1VL-CUGU and P-1VL-CUGU, and has a General Plan Land Use designation of Neighborhood Office Commercial. The corresponding zones for the Neighborhood Office Commercial land use are: C1, C1.5, C2, C4, RAS3, and RAS4. The subject is currently developed with the burned down remains of a 5,763 square-foot restaurant. The subject site is nestled next to a neighborhood along Sunland Boulevard (to the East). A 500 ft. radius from the project site shows that the property is comprised by a variation of residential homes and commercial buildings. Sunland Boulevard is 70 ft. wide in length and runs from North to South. The frontage of the property faces Sunland Boulevard with a length of approximately 313 feet in length and a depth of approximately 152 square feet. The street is developed with a 15-foot sidewalk. A curb and gutter follow the same pattern along Sunland Boulevard. The subject site is also currently developed with an existing pole sign and there are 2 existing non-protected trees on site.

Sunland Boulevard is designated as a Avenue I street with a width of 70 feet. The street is developed with a 15-foot sidewalk with a curb and gutter that follow the same pattern along Sunland Boulevard.

Alley is a width of 20 feet. The Alley is abutting the project site to the east and single-family dwellings on the west. The Alley has access from both Sunland Boulevard and Nettleton Street.

The subject property is not located within 500 feet of a school. The Department of City Planning’s ZIMAS program (the Zone Information and Map Access System) identifies the flood zone hazard

for the property as “Outside Flood Zone.” The site is also located within an Urban Agriculture Incentive Zone; however, the proposed Project does not involve a contract to use vacant property for agricultural purposes in exchange for reduced property taxes. The site is within a High Wind Velocity area. The site is located within the Verdugo Fault and is not within the Alquist-Priolo Fault Zone. The site is not located within a Special Grading Area, or an area identified as being subject to Landslides, and it is not within a Tsunami Inundation Area, a Methane Hazard Area, or a Very High Fire Hazard Severity Zone. The site is not located in a Liquefaction hazard area. Fire protection service is provided by Valley Bureau, Battalion 12, Fire Station 77 of the Los Angeles Fire Department. Police protection service is provided by the Valley Bureau, Foothill Station (Reporting District 1675) of the Los Angeles Police Department.

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

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

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

None

CALIFORNIA NATIVE AMERICAN TRIBES CONSULTATION

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 2180.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

On June 18, 2021, pursuant to AB52, the City mailed an informational letter to the Native American Heritage Commission (NAHC)-listed tribes, describing the project and requesting information regarding resources that may exist on or near the site.

On July 9, 2021 the City received notification via email from the Fernandefio Tataviam Band of Mission Indians that the site is located within their ancestral territory, as well as a formal request for consultation, but stated the Cultural Resource Management (CRM) of the Fernandefio Tataviam Band of Mission Indians takes no issue with the proposed plans. The CRM wants to assure that any inadvertent discovery is properly documented, and further impacts are mitigated. On July 9, 2021 the City responded to the Tribe acknowledging the request for consultation. On December 10, 2021, the City and the Fernandefio Tataviam Band of Mission Indians scheduled an in-person consultation for December 21, 2021.

On January 14, 2022, the City received an email from Jairo Avila of the Fernandefio Tataviam Band of Mission Indians in which he stated that the City’s Mitigation Measures related to inadvertent discovery of tribal/cultural resources on the project site are acceptable. This concluded the California Native Tribes consultation, pursuant to AB 52, required for this project. For further information related to the City’s policies related to inadvertent discovery of human remains, archeological resources, and/or tribal/cultural resources, see Sections 4.V. and 4.XVIII below.

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 checked="" type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Mandatory Findings of Significance |

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>Joshua Ordonez <hr/> PRINTED NAME</p>	<p>Planning Assistant <hr/> TITLE</p>
<p><hr/> SIGNATURE</p>	<p>8/7/2024 <hr/> 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

Demolish the remainders of the existing building for the construction of a new express car wash located in a Commercial Corner development in the C2-1VL-CUGU zone and P-1VL-CUGU zone. A Conditional Use Permit is filed to request the construction of the carwash in an existing Commercial Corner Development. A Zone Variance is filed to allow for the distribution of uses on site as well as vehicular access to drive aisles which would serve the proposed carwash. A Specific Plan Exemption was filed to allow the express carwash within 500 feet from residential zoned properties.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

8431 N Sunland Boulevard, Sun Valley, CA 91352

Sun Valley – La Tuna Canyon, in the City of Los Angeles, located on the East side of Sunland Boulevard.

3.2.2 Existing Conditions

The project site is an approximately 37,801 square-foot lot, located within the Sun Valley - La Tuna Canyon Community plan area, is zoned C2-1VL-CUGU and P-1VL-CUGU, and has a General Plan Land Use of Neighborhood Office Commercial. The corresponding zones for the Neighborhood Office Commercial land use are: C1, C1.5, C2, C4, RAS3, and RAS4. The subject is currently developed with the burnt down remains of a 5,763 square-foot restaurant.

3.2.3 Surrounding Land Uses

The Subject site is nestled next to a neighborhood along Sunland Boulevard (On the East). A 500 ft. radius from the project site shows that the property is engulfed by a variation of residential homes and commercial buildings.



Figure A-1. Aerial View of Site

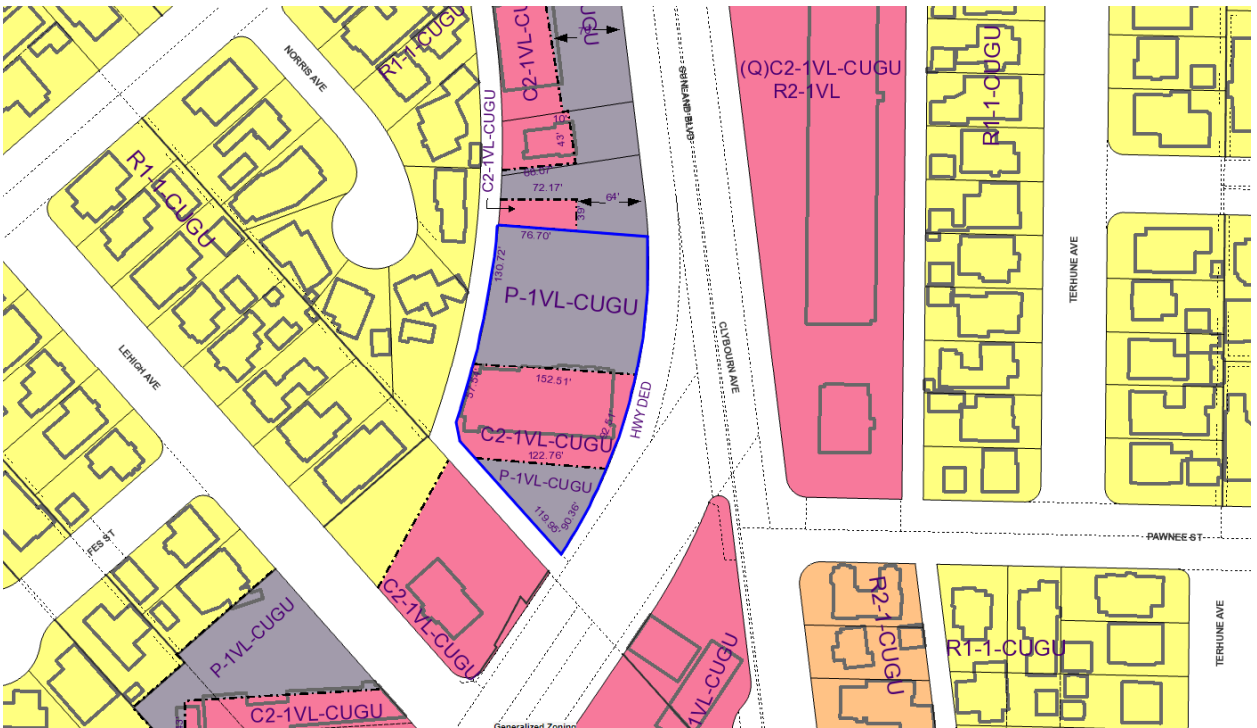


Figure A-2. ZIMAS Map

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The proposed project would involve the removal of the existing signage on-site and the removal of the cement pad from the prior restaurant, parking blocks and existing landscaping for the construction of a new 1-story, 26 feet high, 2,730 square-foot carwash tunnel with a 1,208 square-foot storage room, a 160 square-foot office room, and a 197 square-foot restroom totaling 4,295 square feet of new construction in the C2-1VL-CUGU and P-1VL-CUGU Zone.

3.3.2 Design and Architecture

The applicant's plan and application materials show a one-story express car wash with lanes that combine at a point before entering the car wash, with one lane having an opening leading to a vacuum parking area. The structure has rectangular massing with a driveway entrance located on the west side of the site, facing Sunland Boulevard. Lot coverage is approximately 11.7%, approximately 66.6% paving/hardscape, and approximately 21.7% landscape of all open space.

The design of the carwash is contemporary in nature with 2,212 square feet of glazing facing Sunland Boulevard.

3.3.3 Open Space and Landscaping

As there are no approved right-of-way improvement plans, the project considered will assume the worst-case scenario of removal of all street trees. However, this analysis gives no rights to the applicant to remove any street tree. No street trees may be removed without prior approval of Urban Forestry based on compliance with LAMC Section 62.169 and 62.170 and applicable findings.

There are a total of 12 trees proposed on this lot. 3 Camphor Trees, 5 Natchez Crape Myrtle, and 4 Brisbane Box trees. There are 271 shrubs proposed on this lot including 142 Whirling Butterflies Gaura, 19 English Ivy, 87 Ballerina Indian Hawthorn, and 23 Clara Indian Hawthorn. There are also 2 types of ground covers proposed including 258 Natal Plum spaced at 36 inches on center, and 479 Atlas Fescue spaced at 30 inches on center. No street trees will be removed, and none have been proposed.

3.3.4 Access, Circulation, and Parking

Access to the proposed mixed-use building is provided by a driveway located on the northwest side of the lot. The parking area provides a total of 24 parking spaces with 20 spaces allocated for the commercial use, 1 handicap vacuum parking space, and 3 standard regular parking spaces. A 6-foot-high block wall will separate the car wash parking spaces from the adjacent lot's parking spaces.

The 35-foot driveway provides right turn or left turn ingress and right or left turn egress for customers and employees. Commercial customers/employees will use the driveway to access the parking area or the lanes that lead to the carwash.

The driveway lanes split from one lane to two lanes. The right lane leads directly to the carwash while the left lane allows travel to the carwash and to the vacuum parking area. Both lanes will lead back to the northwestern driveway which will have a right or left turn egress. Customer and

employee vehicles will enter through the two-way driveway on Sunland Boulevard and will exit using the same driveway proposed located on the northwest side of the lot.

3.3.5 Lighting and Signage

The proposed project will have lights along the interior of the queue line away from the alley. All exterior lights point down at the ground or away from the neighboring single-family dwellings. There will be a total of 13 exterior lights mostly concentrated towards Sunland Boulevard and away from the Alley on the east side of the property.

3.3.6 Anticipated Construction Schedule

Anticipated construction start time mid to late 2025.

3.4 REQUESTED PERMITS AND APPROVALS

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

- Pursuant to LAMC Section 13.18 H(3) of the Los Angeles Municipal Code (LAMC), a Specific Plan Exception from “CUGU” Clean Up Green Up Supplemental Use District Regulations Ordinance No. 184,246, to allow the construction of a new express carwash within 500 feet from residential zoned property pursuant to LAMC 13.18 F(2)(e); and
- Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 W(4), a Conditional Use Permit to allow the continued use of an existing pole sign pursuant to LAMC 12.22 A(28)(a)(6)(i), and
- Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 W (4), a Conditional Use Permit to deviate from the hours of operation for the carwash pursuant to LAMC 12.22 A.28(b)(5). The proposed hours are Monday – Sunday: 7:00 am – 9:00 pm. In lieu of the required Monday – Friday: 7:00 am – 7:00 pm; Saturday: 9:00 am – 8:00 pm; Sunday: 11:00 am – 8:00 pm.
- Pursuant to LAMC Section 12.27, a Zone Variance to permit to allow the construction of an express carwash with associated parking and driveway aisles to be established in the P-1VL-CUGU zone.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

INITIAL STUDY

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

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

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

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

No Impact. A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance); and focal views (visual access to a particular object, scene, or feature of interest).

The San Fernando Valley encompasses an area of approximately about 260 square miles and is bound by the Santa Susana Mountains to the northwest, the Simi Hills to the west, the Santa Monica Mountains and Chalk Hills to the south, the Verdugo Mountains to the east, and the San Gabriel Mountains to the northeast. The San Gabriel Mountains to the north are visible in the distant background but only within the narrow corridor created by Sunland Boulevard. This is due to their distance from the project site, the intervening urbanized development, and street trees which block them from view. Similarly, and for the same reasons, the Verdugo Mountains to the east are also visible in the distant, but only within the corridor created by Strathern Street. The Simi Hills are not visible to the west from any vantage proximate to the project site. Further, there are no scenic vistas within the area surrounding the project site. Because there are no panoramic views within the area of the project site, no impact to panoramic views is anticipated. Further, the proposed project will not extend across any public right-of-way, so no change to the visibility of these surrounding mountain ranges will occur.

The area surrounding the project site is characterized by low scale commercial buildings along Sunland Boulevard and at the intersection of Sunland Boulevard and Clybourn Avenue, one-story single-family homes to the west, one-story single-family homes to the east behind the commercial development fronting along both Sunland Boulevard and Clybourn Avenue. This commercial and residential built environment surrounding the project site does not provide any significant focal views.

Due to the relatively level topography and extent of development within the immediate area, there are no other scenic views or vantage points that afford scenic views. Furthermore there are no significant natural features on the Project Site or other valued views within the Project area that would be defined as a scenic vista. Therefore, no impact to scenic vistas 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. There are two officially designated State scenic highways in Los Angeles County. This includes State Route 2 (SR-2; Angeles Crest Highway) located more than nine miles to the east of the Project Site, and a portion of State Route 27 (SR-27; Topanga Canyon Highway) located more than 14 miles southwest of the Project Site. As identified in the Mobility Element, Appendix B, of the City of Los Angeles General Plan, the nearest designated scenic highways include Sunland Boulevard abutting the Project Site. The Project Site is relatively level and does not contain any unique geologic features. Project does not propose removal any street trees, approval for their removal is subject to review by the Board of Public Works and is discretionary. In the event approval for their removal was granted, these trees would be required to be replaced at a minimum 1:1 ratio, and consistent with the standards and requirements of the Department of Urban Forestry. Section IV, Biological Resources, includes a detailed discussion of tree retention and removal activities associated with the Project in

compliance with the City's tree protection policies. Because there are no impacts to scenic resources on or near the Site, and the Site is not within a scenic highway, the Project would not damage scenic resources in a scenic highway, and no impact would result.

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 a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The Project Site is located in a highly urbanized area. As such, analysis of potential impacts to public views of the site and its surroundings is not applicable. The proposed project is permitted within the C2 zoned portion of the subject property, and the applicant has requested a zone variance for the portion of the project located within the P zone. Furthermore, when compared to the existing site conditions which include a burned down vacant commercial building and associated surface parking lot, and perimeter chain link fencing, the Project would enhance the visual character and quality of the Site in the surrounding neighborhood. Because the Project would not conflict with applicable zoning and other regulations governing scenic quality, impacts would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include streetlights, vehicle headlights, and interior and exterior building illumination. The Proposed Project would redevelop the Project Site which is currently occupied by a burned down vacant commercial building and associated surface parking lot, and perimeter chain link fencing, with a new express car wash. The Project Site is in a well-lit urban area where there are moderate to high levels of ambient nighttime lighting, including street lighting, vehicle headlights, architectural and security lighting, and indoor building illumination (light emanating from structures which passes through windows), all of which are common to densely populated areas. Artificial light impacts are largely a function of proximity and timing. Because the Project is in an urban area, light emanating from any one source contributes to lighting impacts rather than being solely responsible for lighting impacts on a particular use. As uses surrounding the Project Site are already impacted by lighting from existing development within the area, the amount of new light sources must be highly visible from light-sensitive uses to have any notable effect. Construction activities associated with the Project would be required to comply with Code requirements and can be expected to occur during daylight hours and would not involve lighting during evening hours. Once constructed and occupied, the proposed commercial use as well as the residential units would include indoor lighting as well as exterior lighting, with evening or nighttime hours requiring lighting primarily for security purposes. Outdoor lighting and signage would be designed and installed with shielding, such that lighting would be directed and focused on the Project Site and not on adjacent residential properties, consistent with Code requirements (LAMC Section 93.0117). Therefore, light impacts are not expected to be substantial or to adversely affect day or night views.

The Proposed Project would also utilize reflective materials, such as glass surfaces in its doors and windows, which could create glare during daylight hours. In addition, the Proposed Project would generate new vehicle traffic to and from the Project Site that would contribute light from vehicle headlamps and glare from vehicle surfaces and windows. As with existing lighting, existing glare in the Project area is not substantial and is typical of a highly urbanized area, with sunlight reflected off reflective materials utilized in buildings and from vehicle windows and other surfaces. In accordance with City requirements (i.e., LAMC Chapter 9, Article 3, Division 1, Section 93.017(b)), the exterior of the proposed project would use materials such as, high performance and/or low pre-reflective glass (no mirror like tints or films) and cast concrete or fabricated wall surfaces that would minimize glare and reflected heat. To the extent that glare is experienced by adjacent uses or the occupants of vehicles on nearby streets, the duration would be temporary, and continuously changing with the movement of the sun throughout the course of the day and

the seasons of the year. Therefore, glare impacts are not expected to be substantial or to adversely affect day or night views. Light and glare impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

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

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

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

No Impact. A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site was developed with a restaurant that burnt down. The project involves commercial uses. No farmland, agricultural uses, or related operations are present within the project site or surrounding area. The project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.

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

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

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

No Impact. A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted in the loss of forest land or in the conversion of forest land to non-forest use. Although it is undeveloped, the project site is not zoned for forest land or timberland, and there are no properties zoned for forest land or timberland in the vicinity. Accordingly, the proposed project will not conflict with forest land or timberland zoning or cause the rezoning of forest land or timberland. Therefore, the project will have no impact on forest land or timberland zoning.

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

No Impact. A significant impact would occur if the proposed project would result in the loss of forest land or in the conversion of forest land to non-forest use. The project site is not used as forest land or timberland, nor are any such uses present in the surrounding area. Therefore, the project will have no impact in terms of loss of forest land or conversion of forest land to non-forest use.

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

No Impact. A significant impact would occur if the proposed project would cause the conversion of farmland or forest land to non-agricultural or non-forest use. The project site is developed with the foundations of a burnt down restaurant and parking lot located within a highly urbanized area and is not used as farmland or forest land, nor is there any farmland or forest land in the vicinity. The project proposes the construction of a car wash and will not involve other changes in the environment. Therefore, the project will have no impact on changes in the existing environment which could result in the loss of farmland or forest land.

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. The SCAQMD prepared the 2016 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represents a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The project is subject to the City of Los Angeles' Green Building Program Ordinance (Ordinance No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional, and global ecosystems. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if the proposed project would contribute substantially to an increase of a designated criteria pollutant. Potential sources of criteria pollutants from the project include fugitive dust and the movement of vehicles and equipment during demolition and construction, physical construction (such as of pavement or application of architectural coatings), and the movement of vehicles and energy use during operation of the completed development. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and state non-attainment area for Ozone (O₃) and PM_{2.5}, a state non-attainment area for PM₁₀ and a non-attainment area for Lead (Pb). It is classified as a state and federal attainment/maintenance area for Carbon Monoxide (CO) and currently meets federal and state standards for Nitrogen Dioxide (NO₂) and Sulfur Dioxide (SO₂: unclassifiable/attainment). Because the South Coast Air Basin is designated as a state and/or federal non-attainment air basin for O₃, PM₁₀, and PM_{2.5}, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact, depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions.

Motor vehicles that access the project site would be the predominant source of long-term project operations emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. The project would be subject to regulatory compliance measures, which reduce the impacts of operational regional emissions. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions.

According to a report by MD Acoustics LLC this project is staying well below the SCAMQD threshold for 25 meters. A project of this size and scope (4,295 square-foot car wash) would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants and the impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCQAMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of maximum daily localized construction emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These apply to projects that are less than or equal to five acres in size and only to the PM₁₀, PM_{2.5}, CO, and NO_x criteria pollutants.

The nearest sensitive receptors are abutting single-family residences to the east and west of the project site and multifamily residential uses to the north. Based on published studies for projects of similar size in the same area, the construction phase of the project would not likely exceed the SCAQMD significance thresholds for emissions of Carbon Monoxide (CO), Reactive Organic Compounds (ROC), Nitrogen Oxides (NOx), Particulate Matter (PM10 and PM2.5), Sulfur Dioxide (SO2), and Sulfur Oxides (Sox). Therefore, localized emission impacts for the proposed project would be less than significant for all construction phases and the proposed project would not expose sensitive receptors to substantial localized criteria pollutant emissions during construction. In addition, the California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. While the project does not propose a use (car wash) that is classified as a sensitive receptor, it is located approximately 500 feet from the nearest freeway (Interstate 5). Therefore, the proposed project would result in a less than significant impact.

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

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of maximum daily localized construction emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These apply to projects that are less than or equal to five acres in size and are only applicable to Respirable Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. The location of the proposed project, a car wash located approximately 500 feet from the nearest freeway, would be consistent with the CARB recommendations for locating new sensitive receptors. Therefore, the proposed project would result in a less than significant impact in regard to emissions generally.

Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance.

According to the SCAQMD, 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 uses do not include any of the aforementioned land uses and therefore would result in a less-than-significant impact related to objectionable odors.

IV. BIOLOGICAL RESOURCES

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

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

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

No Impact. A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located

in a highly urbanized area, on a site which has been either paved over with either an asphalt parking lot or previously improved with commercial structures. With the exception of a small landscape planter, there is no on-site vegetation. Therefore, no impact would result.

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. The Project site is located in a highly urbanized area. As such the proposed Project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.

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

No Impact. A significant impact would occur if federally protected wetlands would be modified or removed by a project. The Project Site is located in a highly urbanized area, and it 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. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur.

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

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

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

No Impact. A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed Project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The project site does not contain locally protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees, as there are no trees located on the site. Therefore there is no impact.

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. A significant impact may occur if the proposed project would be inconsistent with any applicable habitat conservation plans. The project site is not located in an area governed by an approved or adopted habitat conservation plan. Therefore, the project will not conflict with and will have no impact on any applicable habitat conservation plans.

V. CULTURAL RESOURCES

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

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

No Impact. A significant impact would occur if the proposed Project would substantially alter the environmental context of, or remove historical resources. While the proposed project proposes demolition of a partially burned down grocery store building neither it nor the subject property are identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. In addition, the site was not found to be a potential historic resource based on SurveyLA, the citywide survey of Los Angeles or the City's HistoricPlacesLA website. Therefore, the impact would be less than significant.

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

Less Than Significant with Mitigation Incorporated. A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.

The foundations of the burnt down restaurant would need to be removed before a new foundation is constructed for the car wash.

In the event that unanticipated archaeological resources were encountered during Project implementation, work will cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with Federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, MM-CUL-1 through MM-CUL-3 are incorporated into the project to supplement the City's current standard conditions of approval (COA) and ensure that impacts to unanticipated archaeological resources would be less than significant.

MM-CUL-1: Workers Environmental Awareness Program Training. All construction personnel and monitors who are not trained archaeologists should be briefed regarding inadvertent discoveries prior to the start of construction activities. A basic presentation and handout or pamphlet should be prepared in order to ensure proper identification and treatment of inadvertent discoveries. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of archaeological materials that may be identified during construction of the Project and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker should also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor. To ensure consistency of the training with the City's standard conditions, a cultural resource inadvertent discovery clause should be included on all construction plans, and a copy kept on the Project site throughout the duration of all construction tasks.

MM-CUL-2: Retention of a Qualified Archaeologist. A qualified archaeologist should be retained and on-call to respond and address any inadvertent discoveries identified for the duration of construction activities.

MM-CUL-3: Inadvertent Discovery Clause. If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and:

- The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact; The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and
- The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.

Project development activities may resume once copies of the archaeological survey, study or report are submitted to the following:

SCCIC Department of Anthropology
McCarthy Hall 477
CSU Fullerton 800 North State College Boulevard
Fullerton, California 92834

Prior to the issuance of any building permit, the Project Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered. A covenant and agreement binding the Project Applicant to this condition shall be recorded prior to the issuance of a grading permit.

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

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

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 is designed and will be operated in accordance with all applicable building codes, including State Building Code Title 24 regulations and the City of Los Angeles Green Building Code, which impose energy conservation measures. The majority of energy usage in the project will arise from lighting and climate control. Adherence to all applicable energy regulations will ensure conformance with the State’s goal of promoting energy and lighting efficiency. Therefore, the project will have a less than significant impact on energy consumption.

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

No Impact. A significant impact may occur if the proposed project would be inconsistent with any applicable regulations governing renewable energy or energy efficiency or plans for future use of the site for renewable energy. The project site is a vacant lot that has not been identified for any future use for renewable energy sources and will be required to comply with all applicable regulations related to renewable energy or energy efficiency. Therefore, the project would have no impact.

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 type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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.**

No Impact. A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a state-designated Alquist-Priolo Zone or other designated fault zone. 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 proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.

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

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

Less Than Significant Impact. A significant impact would occur if any unstable geological conditions would result in any type of geologic failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would have the potential to expose people and structures to seismic-related ground failure. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. According to the Environmental and Public Facilities Maps (1996) and ZIMAS, 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. The Department of Building and Safety will require that the project 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.

iv) Landslides?

Less Than Significant Impact. A significant impact would occur if the proposed project were to be implemented on a site 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. As such, impacts related to landslide would be less than significant, as compliance with these conditions is a Regulatory Compliance Measure.

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

Less Than Significant Impact. A significant impact would occur if the proposed project were to be implemented on a site 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. As such, impacts related to landslide would be less than significant, as compliance with these conditions is a Regulatory Compliance Measure.

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

Less Than Significant Impact. A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would 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. According to the Environmental and Public Facilities Maps (1996) and ZIMAS, 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. As required by the Department of Building and Safety, project construction would have 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.

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?

Less Than Significant Impact. A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. However, as applicable, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.

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 significant impact may occur if adequate wastewater disposal is not available in sites without sewer service. The subject property is located within 200 feet of an available sewer mainline and the proposed project would include construction of a new connection for service. The project would not utilize septic tanks or other alternative wastewater disposal systems. Therefore, the project will have no impact on soil capability to support septic tanks or other alternative wastewater disposal systems.

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

Less Than Significant Impact. A significant impact may occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. In accordance with regulatory measures, if paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety would be notified immediately, and all work would halt in the area of the find until a qualified paleontologist evaluates the find. The paleontologist would determine the location, the time frame, and the extent to which any monitoring of earthmoving activities would be required. Any deposits encountered would be treated in accordance with applicable federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, as the project is required to adhere to these regulatory measures, it would have a less than significant impact on paleontological resources or unique geologic features.

VIII. GREENHOUSE GAS EMISSIONS

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

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

Less Than Significant Impact. Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances to establish and update the Los Angeles Green Building Code (LAGBC) (Ordinance No. 181,480). The most recent update of the LAGBC, and the one to which the project would be subject, occurred on December 23, 2022. As of that date, LADBS is required to enforce the 2022 Edition of the California Building Standards Codes, also known as Title 24. Although the project will directly and indirectly generate GHGs, because it is required to comply with the LAGBC it would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.

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

Less Than Significant Impact. The California legislature passed SB 375 to connect regional transportation planning to local land use decisions. The law requires that metropolitan planning organizations prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve per capita GHG reduction targets. For the Southern California Association of Governments (SCAG), the regional planning organization for the Southern California region encompassing Ventura, Los Angeles, Riverside, San Bernardino, and Orange Counties, the SCS is contained in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. This plan focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development. A separate law on analysis of transportation impacts under CEQA, SB 743, encourages land use and transportation planning decisions that reduce vehicle miles traveled and thus also reduce GHG emissions.

The project entails construction of an express car wash on an already developed lot, and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2016-2040 RTP/SCS. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less than significant impact related to plans, policies, or regulations that target the reduction of GHG emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 may occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, and other construction supplies. The project is required to comply with all applicable standards and regulations regarding the use, handling, and disposal of any such materials during the construction period. Operation of the project may involve limited use and storage of common hazardous substances typical of those used in residential and landscaping supplies. However, the handling, storage, and disposal of those products and supplies would be subject to standard safety requirements. No uses or activities are proposed that would result in the use or discharge of hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. Therefore, the project will have a less than significant impact on the routine transport, use, or disposal of hazardous materials.

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

No Impact. A significant impact may occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The site is vacant, and the original restaurant no longer exists. Although no demolition will take place, removal of the remainder of the restaurant will occur, therefore there will be no impact.

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

No Impact. Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The nearest school to the proposed project is Camellia Avenue Elementary, which is located 1.53 miles from the subject site, further than one-quarter mile from the site. Therefore, the proposed project will not result in any impacts.

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 impact may occur if the project would expose people to excessive noise levels or safety hazards as a result of proximity to an airport. The project site is not located within two miles of any airfield or airport. The subject property is also not within any adopted airport land use plans or within any airport influence area, per the Los Angeles County Airport Land Use Commission. Therefore, the project will have no impact as it is not located within the vicinity of a private airstrip, an airport land use plan, or two miles of a public airport or public use airport.

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

Less than significant impact. A significant impact may occur if the project would conflict with any adopted emergency transportation routes. The project site is located on Sunland Boulevard, which is a selected disaster route according to the Critical Facilities and Lifeline Systems map published in the Safety Element of the City of Los Angeles General Plan, dated November 1996. The proposed project will not require the closure of any public or private streets, including these emergency routes, and will 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 the requirements of the Los Angeles Fire Department (LAFD). Therefore, the project will have no impact on any adopted emergency response plans or emergency evacuation plans.

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

No Impact. A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is not located in a high fire severity zone. Therefore, the project will have no impact in exposing people or structures to a risk of loss, injury, or death involving wildland fires.

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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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. A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). Stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from the proposed use as a car wash (commercial grade cleaners), landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance Nos. 172,176 and 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The ordinances contain requirements for construction activities and operation of projects to integrate Low Impact Development (LID) practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less than significant impacts.

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

No Impact. A significant impact would occur if the proposed project would substantially deplete groundwater or interfere with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by 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 proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. Therefore, there would be no impact on groundwater supplies or groundwater recharge.

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

- i. Result in substantial erosion or siltation on- or off-site;**
- ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**
- iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
- iv. Impede or redirect flood flows?**

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. 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 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. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site.

A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Site-generated surface water runoff would continue to flow to the City's storm drain system, and as identified on ZIMAS, stormflows would be contained in the storm drain. 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 as an LAMC requirement to address water runoff and storm water pollution. Therefore, through compliance with all applicable regulatory compliance measures, the proposed project would result in less-than-significant impacts related to existing storm drain capacity, function, or water quality.

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

Less Than Significant Impact. A significant impact would occur if the proposed project would be located within a 100-year or 500-year flood plain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F and NavigateLA, the project site is not located within a 100-year or 500-year flood plain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur. A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Therefore, the project would have a less than significant impact related to inundation by seiche, tsunami, or mudflow.

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

Less Than Significant Impact. A significant impact would occur if the proposed project would conflict with or obstruct a water quality control plan or sustainable groundwater management plan. The construction of a car wash is not anticipated to disrupt water quality or ground water retention, or to substantially deplete groundwater or interfere with groundwater recharge. The proposed project would be required to incorporate the City's Low Impact Development regulations to prevent stormwater runoff. Moreover, it 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 proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. Therefore, the impact on groundwater supplies or groundwater recharge would be less than significant.

XI. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 closure or result in development of new thoroughfares or highways. The proposed project is the construction of a new express carwash in an a highly urbanized area comprised of single-family homes and commercial buildings and would not divide an established community. Therefore, there would be no impacts.

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 with Mitigation Incorporated. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Sun Valley – La Tuna Canyon Community Plan Area and the Pacoima/Sun Valley Clean Up Green Up Zone. The site is zoned C2-1VL-CUGU, and P-1VL-CUGU, with General Plan land use designations of Neighborhood Office Commercial. The proposed project is the construction of an express carwash and does not conform to the allowable land uses pursuant to the Los Angeles Municipal Code. The applicant is asking for a Zone Variance to allow the construction of queueing lanes, and vacuums on a P zone; and a Specific Plan Exemption for the construction of an express carwash closer than 500 feet to a residential zone. While the construction of the car wash would be against CUGU regulations the noise study conducted by MD Acoustics has shown the overall ambient noise caused by the car wash, would not be higher in decibels then the ambient noise caused by the nearby freeway, by incorporating quieter machinery into their design. The North Valley Area Planning Commission will determine whether discretionary requests will 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 resource recovery site. The project site is not classified by the City as containing significant mineral deposits nor is it designated for 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 nor is it designated for 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 significant impact would occur if the project would result in temporary or permanent noise levels above those permitted by any applicable regulations. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The project is required to comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. According to a noise study completed by MD Acoustics dated February 10, 2023, the decibel levels produced by the vacuums and other equipment produce less noise than the ambient levels of the surrounding area. Therefore, the proposed project is anticipated to result in a less than significant impact related to the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

b) Generation of, excessive ground borne vibration or ground borne noise levels?

Less Than Significant Impact. Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach levels that damage structures. The proposed project would involve very little grading, but not within close proximity to other structures. The project is also required to comply with all applicable regulations governing construction hours, equipment noise, and general noise emission. Therefore, it is unlikely that the project will generate excessive ground borne vibration or noise, and impacts will be less than significant.

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

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

XIV. POPULATION AND HOUSING

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

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

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

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

No Impact. A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The project site is not developed with residential units, and therefore the project would not have an impact in terms of displacing any residence or person as a result.

XV. PUBLIC SERVICES

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

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

a) Fire protection?

Less Than Significant Impact. A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by Fire Station 77, located at 9224 Sunland Boulevard (approximately 0.9 miles north of the project site). The proposed project would replace a once existing restaurant, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there is an existing fire 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 fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less than significant impact.

b) Police protection?

Less Than Significant Impact. A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The subject property and the surrounding area have long been developed and urbanized. The property is served by the LAPD Valley Bureau's Foothill Community Police Station, located at 12760 Osborne Street, approximately 3.3 miles northwest of the project site. The project proposes the construction of an express carwash, which is unlikely to substantially increase the demand for LAPD services from current levels. Therefore, the project will have a less than significant impact on police protection services.

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 consists of the construction of an express carwash. Therefore, the proposed project would not create substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. Substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district.

d) Parks?

Less Than Significant Impact. A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project is an express carwash, so there is unlikely to be a significant increase in demand for parks and recreation facilities. Therefore, the proposed project would not create capacity or service level problems or result in substantial physical impacts associated with the provision of new or altered park facilities, and its impact on park facilities would be less than significant.

e) Other public facilities?

Less Than Significant Impact. A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities. The proposed project is an express carwash, which won't result in increased demand for library services and resources of the Los Angeles Public Library System. Thus, the proposed project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less than significant impact on other public facilities.

XVI. RECREATION

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

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

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

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

Less than significant impact. Refer to Response to Checklist Question XV (d) above.

XVII. TRANSPORTATION

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

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

Less Than Significant Impact. A significant impact may occur if the project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The project is the construction of an express carwash. Although the new project will result in a net increase of 380 new vehicle trips (per the Los Angeles Department of Transportation VMT Calculator), this increase is below the LADOT threshold of daily vehicle trips to require a traffic analysis. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if vehicle miles traveled exceed an applicable level of significance. According to the LADOT VMT Calculator, the project would generate a net increase of 380 daily vehicle trips. LADOT considers this project to be retail and although above the City's threshold of 250 vehicle trips, the project does not require a transportation assessment because this retail project falls under 50,000 square feet. Based on that assessment, the project would not be inconsistent with CEQA Guidelines section 15064.3, resulting in a less than significant impact.

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

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduce incompatible uses to the existing traffic pattern. The proposed project would not include unusual or hazardous design features and the proposed project is compatible with existing uses in the area. Thus, the project impact would be less than significant.

d) Result in inadequate emergency access?

No Impact. A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The nearest emergency routes are Sunland Boulevard (Adjacent to the property); and interstate 5 (500 feet to the south), as noted in IX.f above. 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 the requirements of the LAFD. The project will also comply with all applicable regulations governing on-site access and internal emergency circulation. Therefore, the project will have no impact on emergency access.

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

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

Less Than Significant Impact with Mitigation Incorporated. Assembly Bill 52 (AB 52) established a formal consultation process for California Native American tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21704, as a part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the project site.

Pursuant to AB 52, on June 18, 2021 the City mailed an informational letter to the Native American Heritage Commission (NAHC)-listed tribes, describing the project and requesting information

regarding resources that may exist on or near the site. The City received requests for consultation from the Fernandeano Tataviam Band of Mission Indians.

Pursuant to AB 52, on June 18, 2021 the City mailed an informational letter to the Native American Heritage Commission (NAHC)-listed tribes, describing the project and requesting information regarding resources that may exist on or near the site. The City received requests for consultation from the Fernandeano Tataviam Band of Mission Indians.

The Fernandeano Tataviam Band of Mission Indians requested a consultation. The Cultural Resources Management team of the Tataviam Band of Mission Indians takes no issue with the proposed plans but wants to assure that any inadvertent discovery is properly documented.

As such the following Mitigation Measure has been applied to the project:

TCR-1 Tribal Cultural Resource Inadvertent Discovery.

In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- a. Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 978-1271.
- b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 15 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- c. The Applicant shall implement the tribe's recommendations if a qualified archaeologist and by a culturally affiliated tribal monitor, both retained by the City and paid for by the Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- d. The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist and by a culturally affiliated tribal monitor to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- e. If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by a culturally affiliated tribal monitor, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.
- f. The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and by a culturally affiliated tribal monitor and determined to be reasonable and appropriate.
- g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken,

and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

- h. Condition of Approval for an Inadvertent Discovery of Human Remains – If the City concludes that there is no substantive evidence the project may encounter human remains, in order to be conservative and sensitive, the City should place the following condition on the project approval under the City’s land use approval authority to include the following language:
- i. Human Remains Inadvertent Discovery. In the event that human skeletal remains are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5 which requires that no further ground disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event human skeletal remains are discovered during construction or during any ground disturbance activities, the following procedures shall be followed:
- j. Stop immediately and contact the County Coroner: 1104 N. Mission Road Los Angeles, CA 90033 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
- k. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- l. The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- m. The most likely descendent has 48 hours to make recommendations to the Applicant, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- n. If the Applicant does not accept the descendant’s recommendations, the owner or the descendent may request mediation by the NAHC.

The project is required to comply with all regulations governing the discovery of archaeological resources. If archaeological resources are discovered during excavation, grading, or construction activities, work will cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with applicable federal, state, and local guidelines. Any found resources would be treated in accordance with the same applicable guidelines. Therefore, the project will have a less than significant impact with Mitigation Incorporated on any tribal cultural resources.

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. As noted above in No. XVIII(a), no tribal cultural resources were identified onsite. Should there be an inadvertent discovery during construction, the project will be conditioned to coordinate with relevant tribal organizations in that circumstance. There are no known resources determined to be significant to any California Native American Tribes. Therefore, the project will have a less than significant impact on Tribal Cultural Resources.

XIX. UTILITIES AND SERVICE SYSTEMS

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

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

Less Than Significant Impact. A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The 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 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of

Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or waste water infrastructure.

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 service planning based on forecast population 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 in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (LASAN) 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. Refer to response to Checklist Question XIX (b).

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

Less Than Significant Impact. A significant impact would occur if the proposed project would generate solid waste to such a degree that the capacity of facilities currently serving the project site would be exceeded. The City of Los Angeles Bureau of Sanitation (LASAN) conducts service planning based on forecast population growth. The proposed project would be consistent with Citywide growth, and therefore, the project demand for solid waste disposal services is not anticipated to require the expansion of existing or construction of new facilities beyond those already in the LADWP 2015 Urban Water Management Plan (UWMP) or the One Water LA 2040 Plan. Therefore, the proposed project would have a less than significant impact on local infrastructure for solid waste disposal or attainment of solid waste reduction goals.

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

Less Than Significant Impact. A significant impact may occur if the project would conflict with any statutes and regulations governing solid waste. The Los Angeles Bureau of Sanitation and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. The entire Southern California region is served by an extensive network of landfills and other waste disposal methods. Although the project proposes to change the use from a restaurant to a carwash, it is unlikely to generate such a substantial increase in waste that would exceed the capacity of the existing waste disposal system. The project will comply with all applicable federal, State, and local regulations involving solid waste. Therefore, the project will have a less than significant impact on statutes and regulations governing solid waste.

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

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

Less Than Significant Impact. There is already an emergency evacuation plan established for the city. The proposed project is not located on any established emergency/disaster routes, and construction of a carwash will not conflict with the evacuation plan that is already in place. Therefore, the project will result in a less than significant impact.

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?

Less Than Significant Impact. The addition of an express carwash has no potential to expose existing residents to the risk of wildfires, however, the project site and new construction must comply with all requirements of the Building Code and Fire Code in regard to fire prevention. Therefore, the impact of a possible spread of a wildfire would be less than significant.

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?

Less than Significant Impact. A significant impact would occur if the proposed project would require the installation or maintenance of associated infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, the project would result in a less than significant impact.

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?

Less Than Significant Impact. The proposed project does not pose significant risks as it is not located on a downslope or downstream or landslides. While it is possible that the project will 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, however, the regulatory compliance measures with which the project must comply, as noted in Section VII above, would reduce those risks to a less than significant level.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Less Than Significant Impact. Based on the analysis of this Initial Study and as mitigated, the proposed project would not have the potential to significantly 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, reduce the number or restrict the range of a rare or endangered plant or animal, or threaten important or cultural resources. The project will comply with all applicable regulations and requirements, which will reduce any potential impacts to less than significant. Therefore, the project will have a less than significant impact on the quality of the environment, any fish or wildlife species, or historical or cultural resources.

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

Less Than Significant Impact. A significant impact may occur if the proposed project, in conjunction with the related products, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although similar projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. Implementation of the mitigation measures identified would reduce cumulative impacts to less than significant levels.

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

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

5 PREPARERS AND PERSONS CONSULTED

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Los Angeles Department of Transportation Referral Form, February 1, 2023.

6 REFERENCES, ACRONYMS AND ABBREVIATIONS

ACM - asbestos-containing materials

AQMP – Air Quality Management Plan

BMP – Best Management Practices

BOS – City of Los Angeles Bureau of Sanitation

CARB – California Air Resources Board

CDFW – California Department of Fish and Wildlife

CEQA – California Environmental Quality Act

CFGF – California Fish and Game Code

CMP – Congestion Management Program

DTSC – California Department of Toxic Substances Control

FMMP – Farmland Mapping and Monitoring Program

GHG – greenhouse gasses

LADBS – Los Angeles Department of Building and Safety

LADOT – Los Angeles Department of Transportation

LADWP – Los Angeles Department of Water and Power

LAFD – Los Angeles Fire Department

LAGBC – Los Angeles Green Building Code

LAMC – Los Angeles Municipal Code

LAPD – Los Angeles Police Department

LBP – lead-based paint

LESA - Land Evaluation and Site Assessment

LID – low impact development

LST – localized significance thresholds

MBTA – Migratory Bird Treaty Act

Metro – Los Angeles County Metropolitan Transportation Authority

MND – Mitigated Negative Declaration

NAHC – Native American Heritage Commission

PRC – California Public Resources Code

RAP – Los Angeles Department of Recreation and Parks

REC – Recognized Environmental Condition

RTP – Regional Transportation Plan

SCAG – Southern California Association of Governments

SCAQMD – South Coast Air Quality Management District

SCCIC - Central Coastal Information Center

SCS – Sustainable Communities Strategy

TDP - Treatment and Disposition Plan

UBC – Uniform Building Code

USFWS – U.S. Fish and Wildlife Services