LOS ANGELES
DEPARTMENT OF CITY
PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

INITIAL STUDY

DE SOTO EXPRESS CAR WASH PROJECT

Case Number: ENV-2024-494-MND

Project Location: 9119 North De Soto Avenue, Chatsworth, California, 91311

Community Plan Area: Chatsworth – Porter Ranch

Council District: 12 — Lee

Project Description: The Project involves the construction of an automated approximately 5,111-square-foot, 36 foot and eight inch high car wash facility to be equipped with standard car wash equipment. The Project also includes an approximately 1,178-square-foot pay station shade structure to provide shelter for incoming customers and a 988-square-foot, two-story trash enclosure. The Project will provide a total of 32 vehicle vacuum stalls and four bicycle parking spaces. Although the Project would operate as an automated car wash facility, approximately two to five employees per shift would supervise the facility to provide customer service and support. Proposed hours of operation are 7:00 a.m. to 9:00 p.m., daily.

PREPARED FOR:

The City of Los Angeles
Department of City Planning

PREPARED BY:

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July 2025

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1. INTRODUCTION

An application for the proposed De Soto Express Car Wash Project ("Project") has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The City of Los Angeles (City), as Lead Agency, has determined that the Project is subject to the California Environmental Quality Act (CEQA), and that the preparation of an Initial Study is required.

This Initial Study (IS) evaluates the potential environmental effects that could result from the construction, implementation, and operation of the proposed Project. This IS 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). The City uses Appendix G of the *State CEQA Guidelines* as the thresholds of significance unless another threshold of significance is expressly identified in the document. Based on the analysis provided within this IS, the City has concluded that the Project will not result in significant impacts on the environment and the preparation of an Environmental Impact Report (EIR) is not required. This Initial Study/Mitigated Negative Declaration (IS/MND) are intended as informational documents, which are ultimately required to be considered and adopted by the decision-making body of the City prior to, or in conjunction with, approval of the Project.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes, including: (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 IS 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 shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the Lead Agency shall prepare a Negative Declaration. If the Initial Study identifies potentially significant effects but revisions have been made by or agreed to by the applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, a Mitigated Negative Declaration is appropriate. If the IS concludes that neither a Negative Declaration nor Mitigated Negative Declaration is appropriate, an EIR is normally required.[1]

[1] *State CEQA Guidelines* Section 15063(b)(1) identifies the following three options for the Lead Agency when there is substantial evidence that the project may cause a significant effect on the environment: "(A) Prepare an EIR, or (B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or (C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration.

1.2 ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into 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

Below is a general overview of the CEQA process. The CEQA process is guided by the CEQA statutes and guidelines, which can be found on the State of California's website (http://resources.ca.gov/ceqa).

Initial Study

At the onset of the environmental review process, the City has prepared this IS to determine if the Project may have a significant effect on the environment. This IS determined that the Project will not have a significant effect on the environment and an EIR will not be prepared.

Pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.), an initial study is a preliminary environmental analysis that is used by the lead agency (the public agency principally responsible for approving or carrying out the proposed project) as a basis for determining whether an environmental impact report, a mitigated negative declaration, or a negative declaration is required for a project. The *State CEQA Guidelines* require that an Initial Study contain a project description, description of existing setting, identification of environmental effects by checklist or other similar form, explanation of environmental effects, discussion of mitigation for significant environmental effects, evaluation of the Project's consistency with existing, applicable land use controls, and the name of persons who prepared the study.

The purpose of this Initial Study is to evaluate the potential environmental impacts of the De Soto Express Car Wash Project (herein referenced as the "Project"). The Project would include construction of an automated, two-story, car wash facility to be equipped with standard car wash equipment.

2. EXECUTIVE SUMMARY

PROJECT TITLE	**De Soto Express Car Wash**
ENVIRONMENTAL CASE NO.	ENV-2024-494-MND
RELATED CASES	CPC-2024-493-ZC-CU2

PROJECT LOCATION	**9119 North De Soto Avenue** **Chatsworth, CA 91311**
COMMUNITY PLAN AREA	Chatsworth – Porter Ranch
GENERAL PLAN DESIGNATION	Highway Oriented Commercial
ZONING	(T)(Q)C2-1 (Commercial Zone; Note: Not Fully Effectuated) (Underlying zones: MR2-1 and P-1) (Industrial and Parking Zones)
COUNCIL DISTRICT	12 — Lee

LEAD AGENCY	**City of Los Angeles**
CITY DEPARTMENT	Department of City Planning
STAFF CONTACT	Correy N Kitchens, MPA, City Planning Associate
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APPLICANT	**De Soto Express Holdings, LLC**
ADDRESS	1308 East Colorado Boulevard, #2071 Pasadena, CA 91106
PHONE NUMBER	(702) 373-2279

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.

- ☐ Aesthetics
- ☐ Agriculture & Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology / Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology / Water Quality
- ☐ Land Use / Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population / Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities / Service Systems
- ☐ Wildfire
- ☐ 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.

Correrey, Kitchens, City Planning Associate	7/22/25
PRINTED NAME, TITLE	**DATE**

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that 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.

3. PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The project involves the construction, use and maintenance of an approximately 5,111square-foot, 36 foot and eight inch high automated car wash facility to be equipped with standard car wash equipment. The project also includes an approximately 1,177 square foot pay station shade structure to provide shelter for incoming customers and a 988 square-foot two-story trash enclosure. The project will provide a total of 32 vehicle vacuum stalls and four bicycle parking spaces. Although the project would operate as an automated car wash facility, approximately two to five employees per shift would supervise the facility to provide customer service and support, depending on customer needs. Proposed hours of operation are 7:00 a.m. To 9:00 p.m., daily.

3.2 Environmental Setting

3.2.1 Project Location

The proposed De Soto Express Car Wash Project (Project) is located on a 40,089 square-foot (0.92-acre) site located at 9119 N. De Soto Avenue and 20921 W. Nordhoff Street (APN 2746-009-024) in the Chatsworth – Porter Ranch Community Plan Area (CPA) in the City of Los Angeles, California (see **Figure 1, Regional Location Map,** and **Figure 2, Aerial Photograph of the Project Site**). The Project Site is located approximately 845 feet east of the Browns Canyon Wash. The Project Site is bound by De Soto Avenue to the east, Nordhoff Street to the south, an unnamed alleyway to the west, and a vacant parcel to the north.

3.2.2 Existing Conditions

The Project Site is currently vacant. The Project Site is located within a heavily developed area of Chatsworth. The majority of the Project Site is relatively flat and is paved with minimal exposed surfaces (see **Figure 3a through 3c, Photographs of Existing Site Conditions**, and **Figure 3d, Photograph Locations Map**). Vehicular access to the Project Site is provided via De Soto Avenue and Nordhoff Street. Regional access to the Project Site is provided by State Route (SR-118), located 2.53 miles to the north, and Interstate 405 (I-405), located 6.74 miles to the east. According to the Chatsworth – Porter Ranch Community Plan, the Project Site is designated as General Commercial and Highway Oriented Commercial with a corresponding (T)(Q) C2-1 – Commercial zoning designation according to ZIMAS.

3.2.3 Surrounding Land Uses

Directly adjacent to the Project Site is an unpaved vacant lot to the north; commercial development comprised of restaurants and a convenience store to the southeast; and warehouses to the west. There is also a storage facility and gas station to the east of the Project Site across De Soto Avenue, and a fitness facility south of the Project Site across Nordhoff Street (see **Figure 4a** and **Figure 4b, Adjacent Buildings**). Land use designations of the properties that surround the Project Site include Light Industrial to the north, south and west, and General Commercial to the west. Adjacent properties are zoned MR2-1 and P-1 to the west and south, and (T)(Q)C2-1 to the north and east.



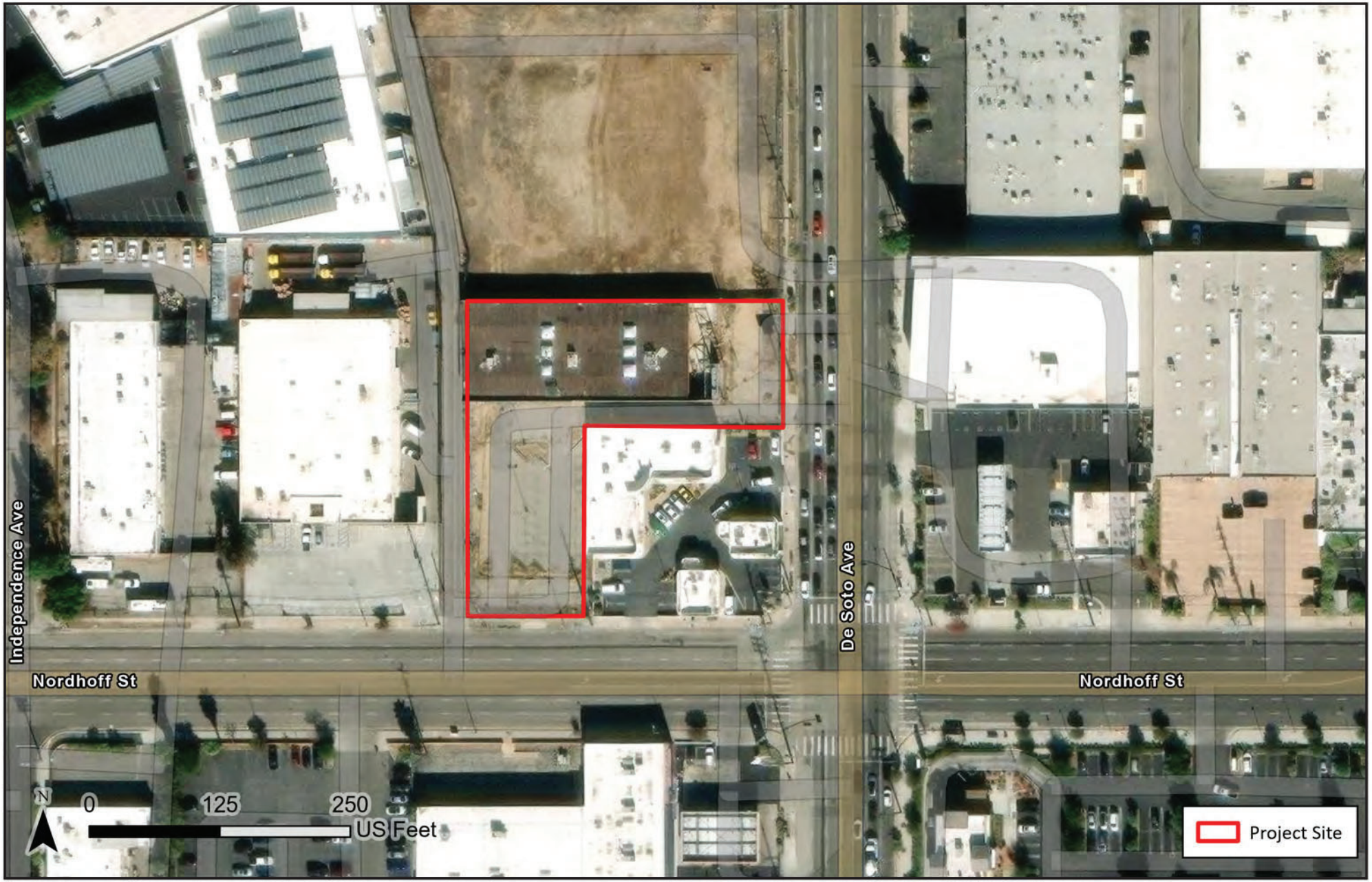
SOURCE: Esri, 2024

FIGURE **1**

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Regional Location Map

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SOURCE: Esri, 2024

FIGURE **2**

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Aerial Photograph of the Project Site

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SOURCE: Impact Sciences, 2024

FIGURE **3a**

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Photographs of Existing Site Conditions

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SOURCE: Impact Sciences, 2024

FIGURE **3b**

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Photographs of Existing Site Conditions

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SOURCE: Impact Sciences, 2024

FIGURE **3c**

IMPACT SCIENCES

Photographs of Existing Site Conditions

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SOURCE: Esri, 2024; Impact Sciences, 2024

FIGURE **3d**

IMPACT SCIENCES

Photograph Locations Map

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SOURCE: Impact Sciences, 2024

FIGURE **9a**

IMPACT SCIENCES

Adjacent Buildings

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SOURCE: Impact Sciences, 2024

FIGURE **9b**

IMPACT SCIENCES

Adjacent Buildings

1340.003•03/24

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The Project involves the construction, use, and maintenance of an automated approximately 5,111 square-foot, two-story, car wash facility to be equipped with standard car wash equipment (see **Figure 5**, **Site Plan**). The Project also includes an approximately 1,178-square-foot, two-story pay station shade structure to provide shelter for incoming customers and a 988-square-foot two-story trash enclosure. **Table 1**, **Project Development** provides additional development details of the Project. The Project will provide a total of 32 vehicle vacuum stalls and four bicycle parking spaces. Although the Project would operate as an automated car wash facility, approximately two to five employees per shift would supervise the facility to provide customer service and support. Proposed hours of operation are 7:00 a.m. to 9:00 p.m., daily.

Table 1
Project Development

Development Standard	Required/Allowable	Project
Lot Area	40,089 sf	40,089 sf
Buildable Area	40,089 sf	40,089 sf
Maximum Floor Area	60,134 sf	7,277sf
Floor to Area Ratio	1.5:1 FAR	0.18:1 FAR
Maximum Height	75’	36’ 8’’
Stories	No Limit	2
Front Yard Setback	No Setback	0’-0”
Side Yard Setback	No Setback	0’-0”
Rear Yard Setback	N/A	0’-0”
Street Dedication	De Soto Ave: 5'-0" Nordhoff: 5'-0"	De Soto Ave: 5'-0" Nordhoff: 5'-0"
Vehicle Parking	None Required	1 (accessible parking spot)

Notes:
sf= square feet
Source: John Kaliski Architects, 2025.

The proposed car wash building will include a lobby, wash bay, equipment room, compressor room, vacuum motor room, storage room, and two restrooms (see **Figure 6, Floor Plan**). The Project would also include signage along the second floor of the car wash building along both street frontages and trash enclosure; and a pole sign and a monument sign located at the southern perimeter of the Project Site (see **Figure 7**, **Building Elevations,** and **Figure 8**, **Building Renderings**). Both driveways along De Soto Avenue and Nordhoff street would be used by vehicles to enter and exit the Project Site. A drive-through lane on-site would be constructed to direct vehicles entering the site along De Soto Avenue to the shaded pay stations, then directing vehicles in a southerly direction into the car wash tunnel. Once vehicles have exited the car wash tunnel, vehicles may either travel east into the proposed vacuum spaces, or south to use the existing driveway to exit the Project Site on to Nordhoff Street. In compliance with the City’s

Landscape Ordinance, the Project would include approximately 839 square feet of landscaping, which would include 211 shrubs, 2,066 square feet of ground covering, and four new trees of drought tolerant species appropriate for the Southern California climate (see **Figure 9, Landscape Plan**).

Anticipated operating hours would be from 7:00 a.m. to 9:00 p.m. seven days a week.

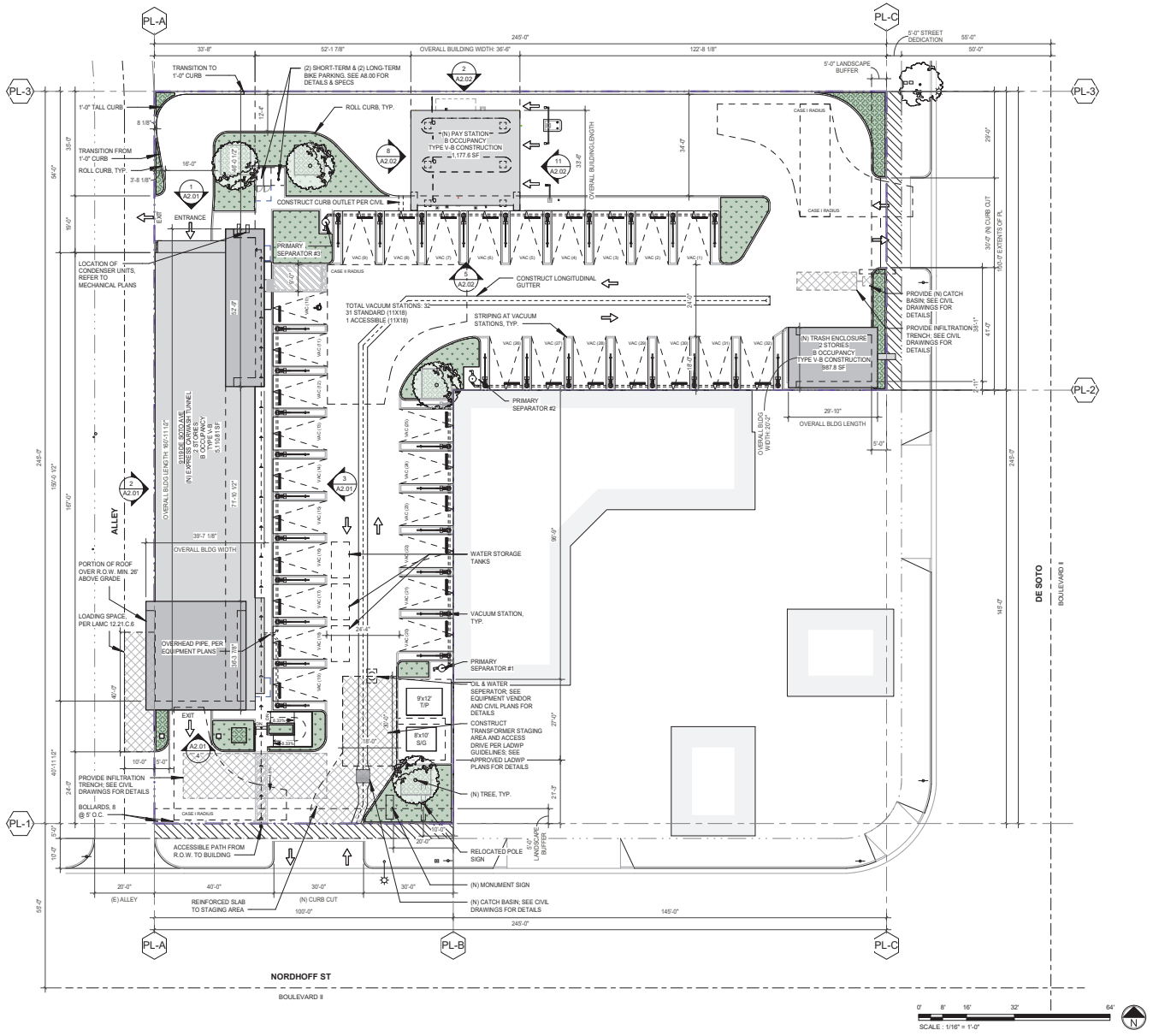
The Project would utilize the existing on-site utilities for water, sewage, and electricity. A new stormwater collection system would be provided on-site to collect stormwater and non-reclaimed car wash water runoff from the facility. The Project would also use a reclaimed water system that reuses water that has already been used in the car wash. Three 2,000-gallon underground storage tanks would be installed to collect and treat reclaimed water and settlement. Reclaimed water would be separated from settlement at each tank and then pumped back up into the building's equipment room and pumped through a reclaim clarifier machine. From there, the reclaim clarifier machine treats the reclaim water before replumbing the water back into the car wash process.

3.3.2 Anticipated Construction Schedule

For the purpose of analyzing impacts associated with construction activities, this analysis assumes a construction schedule of approximately nine months beginning in the fourth quarter of 2025. This analysis assumes the proposed car wash facility will be fully operational in 2026. Construction activities associated with the Project would involve: 1) excavation/grading/foundation preparation, and (2) building construction for the proposed car wash building and trash enclosure.

Grading, excavation and foundation preparation would occur for approximately one month and up to 300 cubic yards (cy) may be exported to accommodate underground utilities and tanks related to on-site water treatment. Building construction would occur for approximately nine months and would include the construction of the proposed structures, connection of utilities, architectural coatings, and paving the Project Site. Architectural coating and paving are assumed to occur over the final month of the building construction phase.

Equipment and construction staging for the Project will take place on-site. Conventional construction equipment would be used, such as excavators, backhoes, and both light- and heavy-duty trucks. Truck trips are expected to reach the Project Site via De Soto Avenue and Nordhoff Street. Light-duty trucks may also access the Project Site via the existing alleyway. Truck trips for off haul materials are expected to travel along these same routes and arterials to dispose of construction debris.



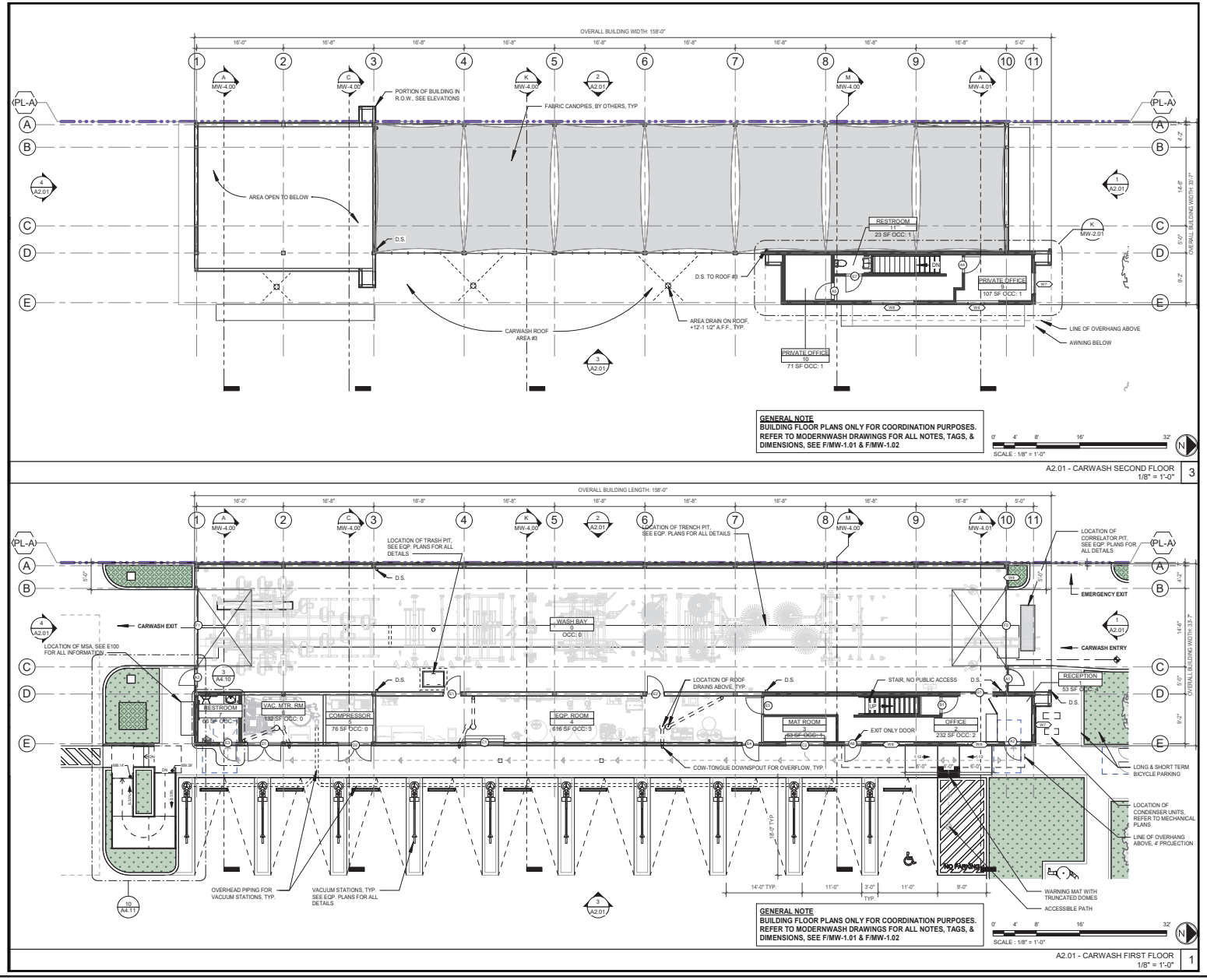
SOURCE: JKA, 2025

FIGURE **5**

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Site Plan

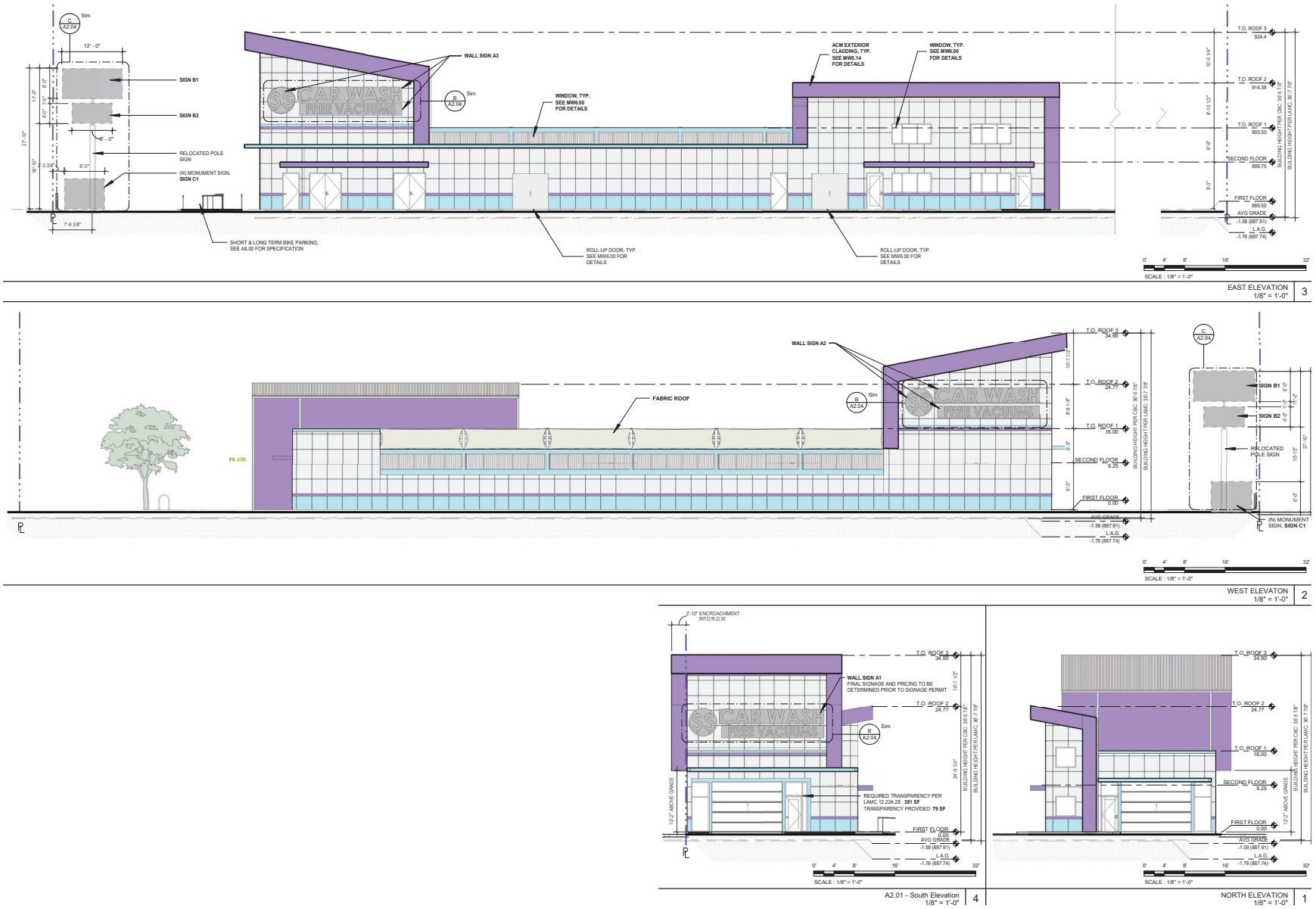
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SOURCE: JKA, 2025

FIGURE 6

Floor Plan



SOURCE: JKA, 2025

FIGURE 7

Building Elevations

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SOURCE: Modern Wash, 2025

FIGURE **8a**

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Building Rendering

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SOURCE: Modern Wash, 2025

FIGURE **8b**

IMPACT SCIENCES

Building Rendering

1340.003•06/25



SOURCE: Modern Wash, 2025

FIGURE **8c**

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Building Rendering

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SOURCE: Modern Wash, 2025

FIGURE **8d**

IMPACT SCIENCES

Building Rendering

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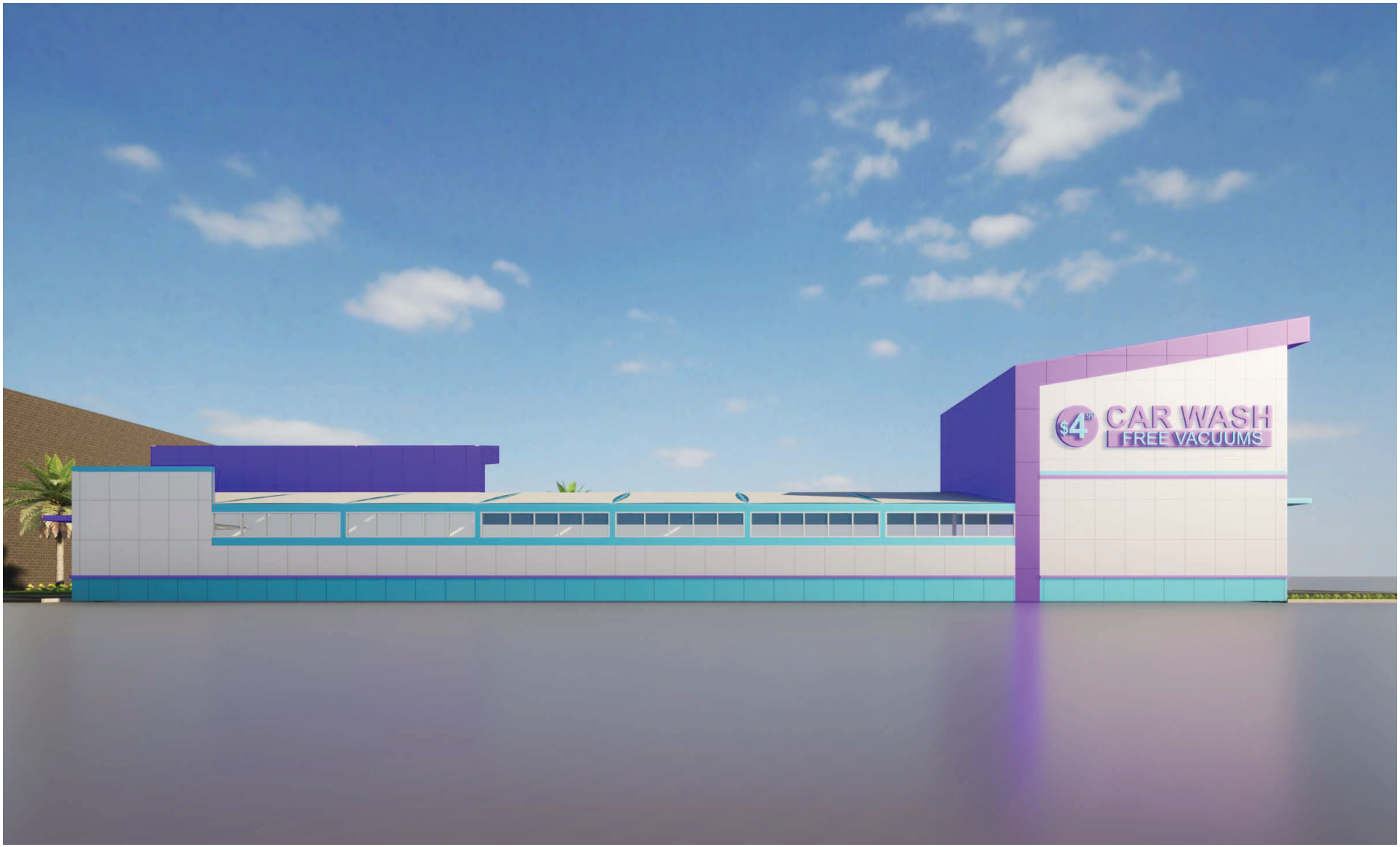
SOURCE: Modern Wash, 2025

FIGURE **8e**

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Building Rendering

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SOURCE: Modern Wash, 2025

FIGURE **8f**

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Building Rendering

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SOURCE: Modern Wash, 2025

FIGURE **8g**

IMPACT SCIENCES

Building Rendering

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SOURCE: Modern Wash, 2025

FIGURE **8h**

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Building Rendering

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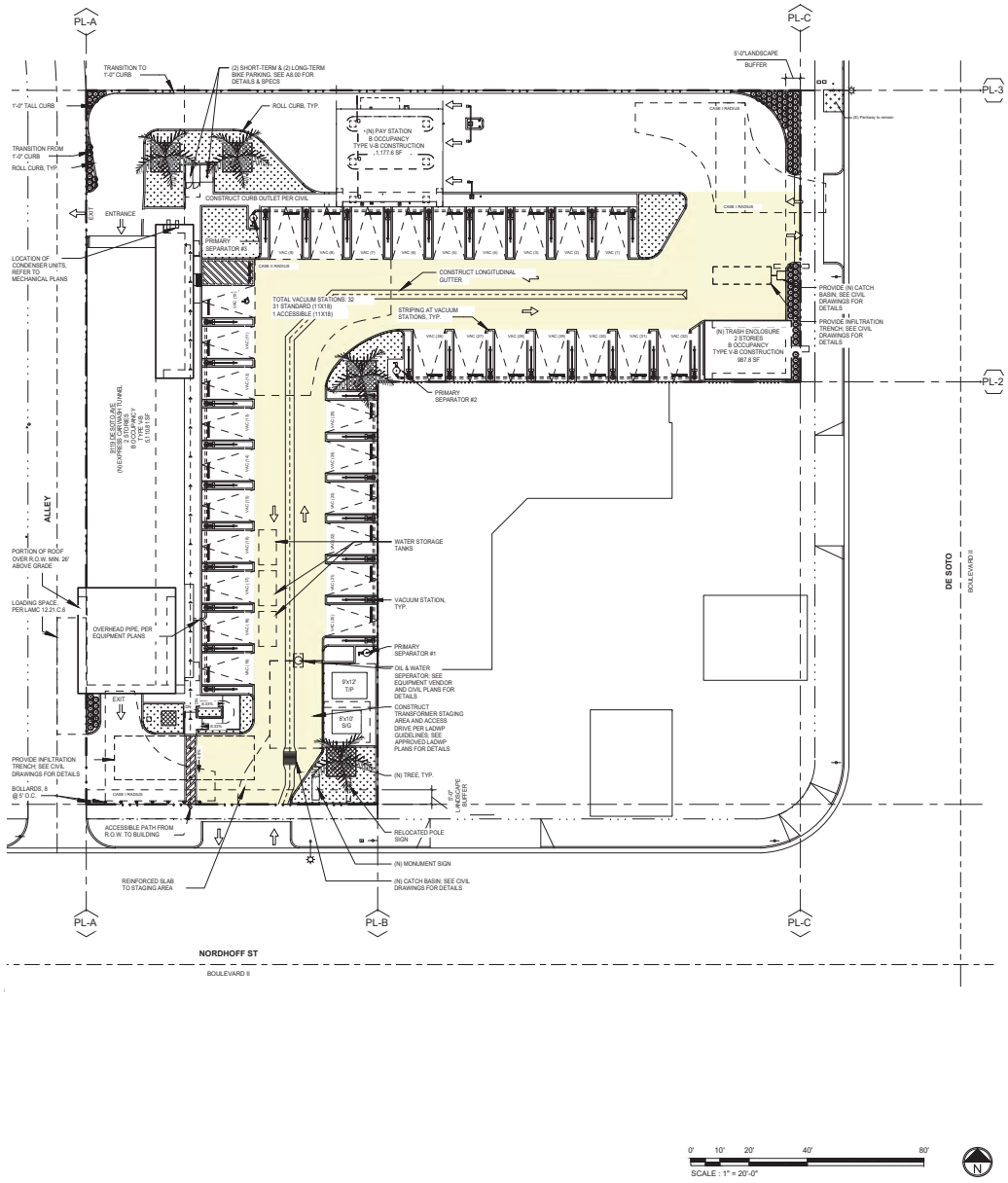
SOURCE: Modern Wash, 2025

FIGURE **8i**

IMPACT SCIENCES

Building Rendering

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SOURCE: JKA, 2025

FIGURE **9**

Landscape Plan

IMPACT SCIENCES

1340.003•06/25

3.4 REQUESTED PERMITS AND APPROVALS

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

- Pursuant to Los Angeles Municipal Code (LAMC) Section 13B.1.4. Zone Change, a Zone Change from MR-2 and P-1 to C2-1 over the entire Subject Site;
- Pursuant to LAMC Section 12.22 A.28, a Conditional Use Permit (CUP) for deviations from the Automotive Use development standards to support the development of the express carwash.

    1. Hours of Operation – proposed hours of operation are from 7:00 a.m. to 9:00 p.m. daily, in lieu of 7:00 a.m. to 7:00 p.m. Monday to Friday, 9:00 a.m. to 8:00 p.m. on Saturday, and 11:00 a.m. to 8:00 p.m. on Sunday.

        The Project's operating hours will be from 7 a.m. to 9 p.m. every day in lieu of the variable daily operational limitations specified in the Code: "Monday through Friday, 7:00 a.m. to 7:00 p.m.; Saturday, 9:00 a.m. to 8:00 p.m.; and Sunday, 11:00 a.m. to 8:00 p.m." (LAMC § 12.22 A.28(b)(5)). The facility will be attended by two to five employees per shift who will oversee daily operations including maintaining site cleanliness and appearance. The onsite staff are available during business hours to the customers or neighbors who may need help or have questions. When the car wash is closed at night, the driveways will be screened off to prohibit unauthorized vehicle entry on the Site. Standardized daily hours of operation are customary for car wash operators and are needed to meet the needs of customers who work during traditional business hours. The property is entirely surrounded by other commercial or industrial development, and the proposed operational hours are consistent with the hours of the surrounding uses.

    2. Window Transparency – The Project will provide less than 50 percent window transparency on exterior walls and doors of any building, excluding bay doors and/or security grills, housing an automotive use which is parallel to a street.

        The Project's proposed buildings consist of the carwash tunnel, pay station and trash enclosure structure. As such, the structures are housing mechanical equipment as well as areas that are not accessible to the general public and it is not possible to provide transparent windows for at least 50 percent of the ground floor frontage. Furthermore, the Site is uniquely shaped, and the proposed building is therefore entirely located behind another commercial building, resulting in the Project's improvements being largely located at the rear of the property along the alley. These existing Site conditions would not allow visibility or transparency into the building, even if additional transparent surfaces were a part of the Project's design. While the existing conditions and mechanical nature of the use are not conducive to 50 percent transparency on the ground level, the Project's architectural design has incorporated

transparent windows and doors (which total 79 sf of the normally 381 sf required, along the south elevation) which allows viewing into the areas that are accessible to customers and members of the public to provide visibility and natural lighting.

3. Landscape Setbacks – The Project is not able to provide the minimum five-foot landscaped planted setback area along Nordhoff Street.

   The required landscaped planting area, which has a minimum width of five feet, is provided along the De Soto Avenue frontage. However, a five-foot landscape frontage is not possible to be provided along the entirety of the Nordhoff Street frontage. As part of the Project, a five-foot street dedication is required to be granted along Nordhoff Street, which impacts the available area for a landscape setback. With regards to the building and site design, the carwash tunnel cannot be shortened any further or pushed backwards on the Site due to vehicular movement requirements. Similarly, the carwash tunnel exiting cannot be shortened or altered and still meet the vehicular movement radial requirements. Thus, it is infeasible to provide a five-foot landscape setback along the western portion of the Nordhoff frontage. However, in lieu of proving a five-foot buffer for the length of the frontage, a larger landscaped island is provided along the eastern 30-feet of the Nordhoff Street frontage.

4. Signage – The Project includes signage which requires Conditional Use Approval.

   The Project includes tenant identification signs at various locations throughout the Site, and includes relocating the existing pole sign to Nordhoff Street, a monument sign on Nordhoff Street, and wall and projecting signs on both the car wash tunnel and trash enclosure structure. The existing property historically has and maintains an existing pole sign, which will be relocated to allow adequate Site ingress and egress, while still providing much needed visibility to the property. Additionally, a projecting sign will be installed on the trash enclosure structure located on De Soto Avenue. Due to the unique double frontage of the property without actual corner frontage, a majority of the site improvements are required to be set at the rear property line. This creates visibility issues for typical wall sign tenant notification, as it is not readily visible in the path of travel from the street. Without the pole and projecting signs, visitors to the Site would potentially miss the entrances and could result in hazardous last minute vehicular movements. Therefore, the Project will maintain a relocated pole sign as well as a projecting sign via this Conditional Use request. All of the proposed signage is consistent with allowable sign limits for the property and Project.

5. Delivery/Loading – The Project does not require delivery or loading areas and all loading, including those of vehicles, shall occur on-site.

   Delivery or loading areas are not needed to support the express car wash use, as deliveries are handled easily by a standard pickup truck. Deliveries are minimal in comparison to most commercial uses. Furthermore, the property has a unique double frontage as well as alley access. The loading area will be located in the adjacent alley near the exit of the carwash tunnel, which will allow optimal circulation in and out of the car wash tunnel. Due to the fact that the tunnel cannot be shortened or otherwise

positioned on the site, Los Angeles Department of Building and Safety (LADBS) staff, as part of Building Permit Plan Check and Zoning Review during plan check, have provided comments that the loading should be located in the alley, rather than completely within the boundaries of the property, which is consistent with LADBS' authority to approve alternate loading requirements and design for auto service uses with small buildings and for unusually shaped lots (LAMC sections 12.21 C.6(a) and 12.21 C.6(g)).

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.

3.5 RESPONSIBLE PUBLIC AGENCIES

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency (*State CEQA Guidelines* Section 15381). The list below identifies whether any responsible agencies have been identified for the Project.

- None

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?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In nonurbanized 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?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

No Impact. A scenic vista is generally defined as a view of undisturbed natural characteristics exhibiting a unique feature that comprises an important or dominant portion of the viewshed. Although scenic vistas are identified at the discretion of its jurisdiction, common examples of scenic vistas include open hillsides, mountain ranges, rivers/streambeds, and large bodies of water.

According to the Chatsworth-Porter Ranch CPA, there are no designated scenic resources within the Chatsworth community. State Route 118 (SR-118) is designated by the Chatsworth-Porter Ranch CPA as a Scenic Corridor; however, it is over five miles from the Project Site; the newly designated Topanga Canyon State Scenic Highway, a 2.5- mile segment of State Route (SR-27), runs through the county and city of Los Angeles in the Santa Monica Mountains National Recreation Area near the Pacific coast, the beginning of which commences south of Mulholland Drive, approximately 5.89 miles south of the Project Site. The Project would involve the construction of a new 7,277 square foot car wash facility with a maximum height of 36 feet and eight inches. The Project Site is currently vacant and is surrounded by existing urban development. Given the existing conditions of the Project Site and its distance from the

designated scenic corridor portions of both SR-118 and SR-27, the Project would not have the potential to substantively alter existing private or public viewsheds of these roadways. Therefore, the Project would not have a substantial adverse impact on the scenic resource, and no impacts would occur. No mitigation measures are required.

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

No Impact. There are no designated or eligible State scenic highways located near the Project Site or within its immediate vicinity. The two nearest designated, or eligible for designation, State scenic highways are a portion of SR-118 that is located approximately 2.53 miles northwest of the Project Site, and the newly designated Topanga Canyon State Scenic Highway, a 2.5- mile segment of SR 27, runs through the county and city of Los Angeles in the Santa Monica Mountains National Recreation Area near the Pacific coast, the beginning of which commences south of Mulholland Drive, approximately 5.89 miles south of the Project Site.[2] Due to this distance, as well as the topography and intervening objects (i.e., trees, buildings), neither SR-118 not SR 27 are visible from the Project Site. Therefore, no impact would occur. No mitigation measures are required.

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. The Project Site and the surrounding area are considered an urbanized area.[3] Surrounding properties include developments with one- to two-story commercial and light industrial uses. Although the construction activities associated with the Project would result in changes to the visual quality of the Project Area, these activities would be temporary and would cease upon completion of the Project. The Project would be constructed in accordance with the City's design regulations for commercial uses. The height and scale of the facility would be consistent with the surrounding development. Thus, the Project would be consistent with applicable regulations governing scenic quality and would not change the visual character of its surroundings and impacts would be less than significant. No mitigation measures are required.

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

Less than Significant Impact. Light emanating from building interiors that pass-through windows and light from exterior sources (i.e., street lighting, parking lot lighting, field lighting, building illumination, security lighting, and landscape lighting) serve as primary sources of light.

The Project involves the construction of a new 7,276square foot car wash facility with a maximum height of 36 feet eight inches. The Project Site is located within an urban and developed area and is surrounded by commercial and light industrial uses. Due to the exterior nighttime lighting of these uses, along with the existing light poles around the eastern and southern perimeter of the Project Site, a moderate level of ambient nighttime light already exists. Any proposed lighting

2 California Department of Transportation, "California State Scenic Highway System Map," Available online at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa , accessed March 8, 2024.

3 According to *CEQA Guidelines* Section 15387 an "urbanized area" means a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile.

would be shielded from adjacent properties and would not substantially change existing ambient nighttime lighting conditions. Further, the Project does not include any elements or features that would create substantial new sources of glare. Therefore, impacts related to light or glare would be less than significant. No mitigation measures are required.

II. AGRICULTURE AND FORESTRY RESOURCES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d. Result in the 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?	☐	☐	☐	☒

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. According to the California Department of Conservation's California Important Farmland Finder, the Project Site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[4] Further, the Project Site is not designated or zoned for agricultural uses, as it is designated and zoned commercial and industrial. Thus, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur. No mitigation measures are required.

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

No Impact. As stated above, the Project Site is within the City of Los Angeles' Chatsworth – Porter Ranch CPA and zoned commercial and industrial. The Project Site's zoning does not include any agricultural-related designations, nor is the site part of a Williamson Act contract.[5] Additionally, the land uses surrounding the Project Site are not zoned for agricultural uses or in a Williamson Act contract. Therefore, Project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur. No mitigation measures are required.

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

No Impact. The Project Site is not zoned or used for forest land or timberland purposes and is not zoned Timberland Production. Further, Project implementation would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. Therefore, no impact would occur. No mitigation measures are required.

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

No Impact. As stated above, the Project Site is not occupied by or used for forest land. Therefore, no impacts would occur. No mitigation measures are required.

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

No Impact. The Project Site is located within a highly developed and urban area. Therefore, Project implementation would not result in the conversion of farmland or forest land to non-agricultural/non-forest land use. No impact would occur. No mitigation measures are required.

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4 California Department of Conservation, "California Important Farmland Finder," Available online at: https://maps.conservation.ca.gov/dlrp/ciff/, Accessed March 6, 2024.

5 California Department of Conservation Division of Land Resource Protection, *Los Angeles County Williamson Act FY 2015/2016*, November 21, 2018.

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.[6]

	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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

South Coast Air Basin

The Project Site is located within the Los Angeles County portion of the South Coast Air Basin (Basin). The Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by meteorological conditions and a wide range of emissions sources – such as dense population centers, heavy vehicular traffic, and industry. The South Coast Air Quality Management District (SCAQMD) divides the Basin into source receptor areas (SRAs) in which monitoring stations operate to monitor the various concentrations of air pollutants in the region. The Project Site is located within SRA 6, which covers the West San Fernando Valley area.

The SCAQMD is the air pollution control district for Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that the Basin region meets attainment for the federal and state standards. The SCAQMD is responsible for preparing an air quality management plan in order to meet federal attainment status. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor

6 Despite the passage of time, the following analysis, as well as that in the Greenhouse Gas and Noise sections, remains adequate because although the dates for Project construction have been pushed out, the underlying assumptions for the modeling in all cases remains the same.

vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

SCAQMD Rules and Regulations

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM10 emissions (particulate matter with a diameter of 10 micrometers or smaller) from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM10 suppression techniques are summarized below.
  - Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
  - All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
  - All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
  - The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
  - Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-uses of architectural and industrial maintenance coatings to reduce reactive organic gas (ROG) emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

Local

Air Quality Element of the City of Los Angeles General Plan

The *Air Quality Element of the City of Los Angeles General Plan* (Air Quality Element) was adopted on November 24, 1992, and sets forth the goals, objectives, and policies that guide the

City in the implementation of its air quality improvement programs and strategies.[7] The Air Quality Element acknowledges that numerous efforts are underway at the regional, county and city levels addressing clean air concerns and that coordination of these various efforts and the involvement of the area's residents are crucial to the achievement of State and Federal air quality standards.

Relevant to the Project, the Air Quality Element establishes the following goals and policies aimed to reduce air quality emissions across the City of Los Angeles:

Goal 1. Good air quality and mobility in an environment of continued population growth and healthy economic structure.

> **Objective 1.1.** It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.
>
> > **Policy 1.1.1.** Encourage demonstration projects which involve creative and innovative uses of market incentive mechanisms to achieve air quality objectives.
>
> **Objective 1.3.** It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.
>
> > **Policy 1.3.1.** Minimize particulate emissions from construction sites.
> >
> > **Policy 1.3.2.** Minimize particulate emissions from unpaved roads and parking lots which are associated with vehicular traffic.

Goal 2. Less reliance on single-occupant vehicles with fewer commute and non-work trips.

> **Objective 2.2.** It is the objective of the City of Los Angeles to increase vehicle occupancy for non-work trips by creating disincentives for single passenger vehicles, and incentives for high occupancy vehicles.
>
> > **Policy 2.2.1.** Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.

Goal 3. Efficient management of transportation facilities and system infrastructure using cost effective system management and innovative demand management techniques.

> **Objective 3.2.** It is the objective of the City of Los Angeles to reduce vehicular traffic during peak periods.
>
> > **Policy 3.2.1.** Manage traffic congestion during peak periods.

Goal 4. Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

> **Objective 4.1.** It is the objective of the City of Los Angeles to include the regional attainment of ambient air quality standards as a primary consideration in land use planning.

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7 City of Los Angeles Planning Department, *Air Quality Element*, 1992. Available online at: https://planning.lacity.org/odocument/0ff9a9b0-0adf-49b4-8e07-0c16feea70bc/Air_Quality_Element.pdf, accessed March 17, 2024.

Policy 4.1.1. Coordinate with all appropriate regional agencies in the implementation of strategies for the integration of land use, transportation, and air quality policies.

Policy 4.1.2. Ensure that project level review and approval of land use development remain at the local level.

Objective 4.2. It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.

Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.

Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers, and other establishments.

Policy 4.2.3 Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.

Policy 4.2.4. Require that air quality impacts to be a consideration in the review and approval of all discretionary projects.

Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.

Thresholds of Significance

Consistency with the Applicable Air Quality Management Plan

The SCAQMD has adopted criteria for consistency with regional plans and the regional Air Quality Management Plan (AQMP) in its CEQA Air Quality Handbook. Specifically, the indicators of consistency are: 1) whether the Project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations; and 2) whether the Project would exceed the assumptions utilized in preparing the AQMP.

Violation of Standards or Substantial Contribution to Air Quality Violations

As the agency principally responsible for comprehensive air pollution control in the Basin, the SCAQMD recommends that projects should be evaluated in terms of air pollution control thresholds established by the SCAQMD and published in the CEQA Air Quality Handbook. These thresholds were developed by the SCAQMD to provide quantifiable levels to which Projects can be compared. The most current significance thresholds, shown in **Table 2, South Coast AQMD Regional Significance Thresholds**, are used in this analysis.

Table 2
South Coast AQMD Regional Significance Thresholds

Mass Daily Thresholds [a]		
Pollutant	**Construction [b]**	**Operation [c]**
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day

Mass Daily Thresholds [a]		
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (Project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO_2eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants [d]		
NO_2	South coast AQMD is in attainment; Project is significant if it causes or contributes to an exceedance of the following attainment standards:	
1-hour average	0.18 ppm (state)	
annual arithmetic mean	0.03 ppm (state) and 0.0534 ppm (federal)	
PM10		
24-hour average	10.4 µg/m^3 (construction) [e] & 2.5 µg/m^3 (operation)	
annual average	1.0 µg/m3	
PM2.5		
24-hour average	10.4 µg/m^3 (construction) [e] & 2.5 µg/m^3 (operation)	
SO_2		
1-hour average	0.25 ppm (state) & 0.075 ppm (federal - 99th percentile)	
24-hour average	0.04 ppm (state)	
Sulfate		
24-hour average	25 µg/m^3 (state)	
CO	South Coast AQMD is in attainment; Project is significant if it causes or contributes to an exceedance of the following attainment standards:	
1-hour average	20 ppm (state) and 35 ppm (federal)	
8-hour average	9.0 ppm (state/federal)	
Ambient Air Quality Standards for Criteria Pollutants [d] (continued)		
Lead		
30-day Average	1.5 µg/m^3 (state)	
Rolling 3-month average	0.15 µg/m^3 (federal)	

[a] Source: South Coast AQMD CEQA Handbook (South Coast AQMD, 1993)

[b] Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).

[c] For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.

[d] Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table A-2 unless otherwise stated.

[e] Ambient air quality threshold based on South Coast AQMD Rule 403.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when a project generates localized pollutant concentrations of nitrogen dioxide (NO_2), carbon monoxide (CO), PM10, or PM2.5 (particulate matter with a diameter of 2.5 micrometers or smaller) at sensitive receptors near a project site that exceed the localized pollutant concentration thresholds listed above or when a project's traffic causes CO concentrations at sensitive receptors located near congested intersections to exceed the national or state ambient air quality standards. The roadway CO thresholds would also apply to the contribution of emissions associated with cumulative development. Additionally, the SCAQMD recommends impacts to sensitive receptors be considered significant if a project exceeds the TAC thresholds detailed in **Table 2** above.

In addition, the SCAQMD has established localized significance criteria in the form of ambient air quality standards for criteria pollutants. To minimize the need for detailed air quality modeling to assess localized impacts, SCAQMD developed mass-based localized significance thresholds (LSTs) that are the number of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD.[8] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA.

Exposure to Objectionable Odors

A significant impact may occur if objectionable odors occur that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

Project Impacts

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

Less than Significant Impact. As part of its enforcement responsibilities, the United States Environmental Protection Agency (U.S. EPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

Drafted by the SCAQMD, the 2022 AQMP[9] was developed in effort with the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. EPA to establish a program of rules and regulations to reduce air pollutant emissions to achieves California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). While the new Connect SoCal 2024 was adopted on April 4th, 2024, the most recent AQMP (2022) was developed using the 2020-2045 SCAG RTP/SCS.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's 1993 CEQA Air Quality Handbook, and include the following:

- **Consistency Criterion No. 1**: The proposed Project will not result in an increase in the frequency or severity of an existing air quality violation, or cause or contribute to new

8 SCAQMD, *Final Localized Significance Threshold Methodology*, June 2003, Revised July 2008. Available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf, Accessed March 6, 2023.

9 South Coast Air Quality Management District, *2022 Air Quality Management Plan,* 2022. Available online at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16, accessed March 6, 2023.

violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- **Consistency Criterion No. 2**: The proposed Project will not exceed the assumptions in the AQMP, or increments based on the years of the Project build-out phase.

With respect to the first criterion, area air quality planning, including the AQMP, assumes that there will be emissions from new growth, but that such emissions may not impede the attainment and may actually contribute to the attainment of applicable air quality standards within the Basin. As discussed herein, the Project would not result in construction air quality emissions that exceed the SCAQMD thresholds of significance. Construction-related emissions would be temporary in nature, lasting only for the duration of the construction period, and would not have a long-term impact on the region's ability to meet state and federal air quality standards. Furthermore, the Project will be required to comply with applicable SCAQMD rules and regulations for new or modified sources. For example, the Project must comply with SCAQMD Rule 403 for the control of fugitive dust during construction. By meeting SCAQMD rules and regulations, Project construction activities will be consistent with the goals and objectives of the AQMP to improve air quality in the Basin. Also discussed herein, the Project would not result in operational air quality emissions that exceed the SCAQMD thresholds of significance (see below). Thus, the Project would be consistent with the first criterion.

With respect to the second criterion, the AQMP was prepared to achieve national and state air pollution standards within the region. A project that is considered to be consistent with the AQMP would not interfere with attainment of AQMP goals because the growth from the Project is included in the regional projections used to formulate the AQMP. Therefore, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP (i.e., the RTP/SCS) would not jeopardize attainment of the air quality levels identified in the AQMP. The Project does not include the addition or removal of housing and thus would have no direct impact on population and housing forecasts for the area. Although the Project could increase employment in the area, such increases would be nominal and consistent with the planned growth assumptions utilized in preparing the AQMP. It is anticipated that employees of the Project would primarily consist of existing residents in the Chatsworth – Porter Ranch area and would not result in a high number of employees relocating to the region. As such, the Project would not have the potential to conflict with regional growth projections identified in SCAG's RTP/SCS and the AQMP. Thus, the Project is also consistent with the second criterion. As the Project is consistent with Criterion Nos. 1 and 2, the Project would not conflict with or obstruct implementation of any applicable air quality plan, and this impact is less than significant. No mitigation measures are required.

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?

Less than Significant Impact. A Project may have a significant impact if project-related emissions would result in a cumulatively considerable net increase for a criteria pollutant for which the region is in nonattainment under applicable federal or state ambient air quality standards. The cumulative analysis of air quality impacts follows the SCAQMD's guidance such that construction or operational project emissions will be considered cumulatively considerable if project-specific emissions exceed an applicable SCAQMD recommended daily threshold.

Regional Construction Significance Analysis

For purposes of this analysis, it is estimated that the Project would be constructed in approximately 9 months with construction beginning in 2025 and Project operations commencing by 2026. While construction may begin at a later date and/or take place over a longer period, these assumptions represent the earliest and fastest build-out potential resulting in a worst-case daily impact scenario for purposes of this analysis. This analysis assumes construction would be undertaken with the following primary construction phases: (1) Grading, and (2) Building Construction.

The analysis of regional daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. Predicted maximum daily construction-generated emissions for the Project are summarized in **Table 3, Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day.** These calculations assume that appropriate dust control measures would be implemented as part of the Project during each phase of development, as specified by SCAQMD Rule 403 (Fugitive Dust). Rule 403 control requirements include but are not limited to: applying water in sufficient quantities to prevent the generation of visible dust plumes; applying soil binders to uncovered areas; reestablishing ground cover as quickly as possible; utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site; and maintaining effective cover over exposed areas. As shown in **Table 3**, the peak daily emissions generated during the construction of the Project would not exceed any of the regional emission thresholds recommended by the SCAQMD. Therefore, Project construction would not result in a cumulatively considerable net increase of any criteria air pollutant for which the Project region is in nonattainment under an applicable federal or state ambient air quality standard.

Table 3
Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day

Construction Year	ROG	NOx	CO	SO_2	PM10	PM2.5
2025	1.22	11.6	11.3	0.02	2.74	1.53
2026	3.89	10.5	14.8	0.02	0.71	0.47
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

Source: Impact Sciences, 2024. See Appendix A to this IS/MND for CalEEMod data.
Note: Project emissions account for the reductions from SCAQMD Rule 403 (Fugitive Dust).

Regional Operational Significance Analysis

Project-generated emissions would be associated with motor vehicle use, energy use, and area sources, such as the use of equipment and consumer cleaning products, associated with the operation of the Project. The operational emissions from the Project were calculated with CalEEMod and the operational emissions were compared against SCAQMD regional thresholds to determine Project significance. Long-term operational emissions attributable to the Project are summarized in **Table 4, Long-Term Operational Emissions – Maximum Pounds per Day**. As shown, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD.

Table 4
Long-Term Operational Emissions – Maximum Pounds per Day

Source	ROG	NOx	CO	SO_2	PM10	PM2.5
Area Source	0.2	<0.01	0.27	< 0.01	< 0.01	< 0.01
Energy Use	<0.01	0.06	0.05	<0.01	< 0.01	< 0.01
Mobile Source	0.26	0.20	2.23	0.01	0.46	0.12
Total	0.75	0.51	6.02	0.01	1.25	0.32
Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed?	*No*	*No*	*No*	*No*	*No*	*No*

Source: Impact Sciences, 2024. See Appendix A to this IS/MND for CalEEMod data.

As shown in **Table 3** and **Table 4**, the Project's construction and operational emissions would not exceed the SCAQMD's thresholds for any criteria air pollutants. Thus, the Project would not result in a cumulatively considerable net increase of any criteria air pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard. These impacts are less than significant.

Air Quality Health Impacts

On December 24, 2018, the California Supreme Court published its opinion on the *Sierra Club et al. v. County of Fresno et. Al.* (Case No. S219783) which determined that an environmental review must adequately analyze a Project's potential impacts and inform the public how its bare numbers translate to a potential adverse health impact or explain how existing scientific constraints cannot translate the emissions numbers to the potential health impacts.

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health. The national and state ambient air quality standards have been set at levels to protect human health with a determined margin of safety.[10] The Basin is in state non-attainment for PM2.5, PM10, and Ozone (O_3) and federal non-attainment for PM2.5 and O_3. Therefore, an increase in emissions of particulate matter or ozone precursors (ROG and nitrogen oxide [NOx]) has the potential to push the region further from reaching attainment status and, as a result, are the pollutants of greatest concern in the region. As noted in **Table 3** and **Table 4** above, the Project will emit criteria air pollutants during construction and operation**.** However, the Project will not exceed SCAQMD thresholds for ozone precursors (ROG and NOx), PM2.5, PM10, or any other criteria air pollutants, and will not result in a cumulatively significant impact for which the region is in non-attainment. Thus, with respect to the Project's increase in criteria pollutant emissions, the Project would not have the potential cause significant air quality health impacts. Therefore, the Project would result in less than significant air quality health impacts. No mitigation measures are required.

10 SCAQMD, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, May 6, 2005.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. The SCAQMD has developed localized significance thresholds (LST) for construction areas that are one, two, and five acres in size to simplify the evaluation of localized emissions. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the applicable federal or State ambient air quality standard. LSTs are provided for each source receptor area (SRA) and various distances from the source of emissions. The nearest air quality sensitive receptors to the Project Site are the Gresham Street residences approximately 1,381 feet (421 meters) south of the Project Site.

The Project Site is located within SRA 6 – West San Fernando Valley and includes sensitive receptors within 500 meters.[11] Projects that are located closer than 500 meters to the nearest receptor are directed to use the LSTs for receptors located within 200 meters. As the Project Site is less than one acre, LSTs for a one-acre site in SRA 6 with sensitive receptors located within 200 meters were utilized to address the potential localized NOx, CO, PM10, and PM2.5 impacts. As shown in **Table 5, Localized Significance of Construction Emissions – Maximum Pounds per Day**, the Project would not exceed any of the identified localized thresholds of significance during construction. Therefore, Project construction would not expose sensitive receptors to substantial air pollutant concentrations and these impacts would be less than significant.

Table 5
Localized Significance of Construction Emissions – Maximum Pounds per Day

Construction Phase	NOx	CO	PM10	PM2.5
Grading	**11.4**	**10.7**	**0.53**	**0.49**
SCAQMD Localized Thresholds	*157*	*2,096*	*59*	*18*
Building Construction	**10.85**	**13.43**	**0.48**	**0.44**
SCAQMD Localized Thresholds	*157*	*2,096*	*59*	*18*
Exceed?	***No***	***No***	***No***	***No***

Source: Impact Sciences, 2024. See Appendix A to this IS/MND for CalEEMod data.
Notes: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. The localized thresholds for each phase are based on a 1-acre site with a receptor distance of 200 meters (656 feet) in SCAQMD's SRA 6. Building construction emissions include paving and architectural coatings which are assumed to overlap with the final month of building construction.

Localized Operational Significance Analysis

Because the LST methodology is applicable to projects where emission sources occupy a fixed location, the LST methodology would typically not apply to the operational phase of a commercial use project because emissions for these projects are primarily generated by mobile sources traveling on local roadways over generally large distances or areas. For example, the LST methodology applies to operational projects such as warehouse/transfer facilities.[12] As the Project would not include warehouse or transfer facilities, an operational analysis against the LST methodology is not directly applicable to the Project. Nevertheless, **Table 6, Localized**

[11] LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs, are applied to receptors such as industrial or commercial facilities since it is reasonable to assume that workers at these sites could be present for periods of one to eight hours. Therefore, this analysis evaluates localized air quality impacts from construction activities associated with the Project on sensitive receptors for NO_2, CO, PM10, and PM2.5, and on "non-sensitive" receptors (e.g., industrial or commercial facilities) for NO_2 and CO.

[12] SCAQMD, *Sample Construction Scenarios for Projects Less than Five Acres in Size*, February 2005, page 1-3.

Significance of On-Site Operational Emissions – Maximum Pounds per Day, has been included to illustrate the potential on-site emissions during Project operation. As shown in **Table 6**, the Project would not exceed any of the identified localized thresholds of significance. Therefore, the Project's operation would not expose sensitive receptors to substantial air pollutant concentrations and these impacts would be less than significant.

Table 6
Localized Significance of On-Site Operational Emissions – Maximum Pounds per Day

Emissions Source	NOx	CO	PM10	PM2.5
Area Sources	<0.01	0.27	< 0.01	< 0.01
Energy Demand	0.06	0.05	< 0.01	< 0.01
Mobile Sources	0.20	2.23	0.46	0.12
Total On-Site Emissions	**0.26**	**2.55**	**0.46**	**0.12**
SCAQMD Localized Thresholds	*157*	*2,096*	*15.00*	*5.00*
Exceed?	***No***	***No***	***No***	***No***

Source: Impact Science, 2024. See Appendix A to this IS/MND for CalEEMod data. Note: Emissions for on-site mobile sources are conservatively assumed to be the total emissions from on-road travel as well.

The Project would not result in potentially significant CO "hot spots" and a Project-specific CO hotspots analysis is not required to reach this conclusion. It has long been recognized that CO exceedances ("hot spots") are caused by vehicular emissions, primarily when idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last twenty years. With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations within the vicinity of the Project Site have historically met state and federal attainment status for the air quality standards. CO concentrations in SRA 6 are substantially below the California one-hour or eight-hour CO standards of 20 or 9.0 parts per million (ppm), respectively.[13] Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. Therefore, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively. Impacts with respect to localized CO concentrations would be less than significant.

Diesel Particulate Matter

Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for grading, building construction, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

In March 2015, the Office of Environmental Health Hazard Assessment (OEHHA) adopted revised guidelines that update previous guidance by incorporating advances in risk assessment with consideration of infants and children using Age Sensitivity Factors (ASF). The intent of the

[13] SCAQMD, *2022 Air Quality*. Available online at: https://www.aqmd.gov/docs/default-source/air-quality/historical-data-by-year/aq_card_2022_final.pdf?sfvrsn=2, accessed July 17, 2025

OEHHA 2015 guidance is to provide Health Risk Assessment (HRA) procedures for use in the Air Toxics Hot Spots Program or for the permitting of existing, new, or modified stationary sources. As the Project is not part of the Air Toxics Hot Spots Program and is considered an urban infill development consisting primarily of mobile and area sources (i.e., non-stationary sources), the OEHHA 2015 guidance is not directly applicable. OEHHA 2015 offers limited information on conducting a short-term HRA, but the guidance acknowledges the many inherent uncertainties that may occur, and it does not identify the types of short-term Projects or non-stationary Projects subject thereto. Further, the SCAQMD has not opined on the application of OEHHA 2015 guidance to development projects such as the Project.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current methodology for conducting health risk assessments is associated with long term exposure periods (9, 30, and 70 years). Therefore, short-term construction activities (such as the Project's 9-month construction process) would not have the potential to generate a significant health risk. Furthermore, the Project Site is approximately 0.92 acres and the nearest sensitive receptor is located approximately 1,381 feet south of the Project Site. Generally, construction for Projects contained in a site of such size with the stated setback distance to sensitive receptors represent less than significant health risks. Project construction would also be subject to California regulations limiting the idling of heavy-duty construction equipment to no more than five (5) minutes, which would further reduce sensitive receptors' exposure to temporary and variable DPM emissions.[14] For these reasons, DPM generated by construction activities would not expose sensitive receptors to substantial amounts of air toxics and these impacts would be less than significant. No mitigation measures are required.

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

Less than Significant Impact. The SCAQMD CEQA Air Quality Handbook (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

Construction activities associated with the Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon Project completion. In addition, the Project would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. The Project would also be required to comply with the SCAQMD Rule 1113 – Architectural Coating, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and not substantial. As such, the Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant. No mitigation measures are required.

[14] California Air Resources Board, *Frequently Asked Questions Regulation for In-Use Off-Road Diesel-Fueled (Off-Road Regulation)*, 2015. Available online at: https://ww3.arb.ca.gov/msprog/ordiesel/faq/idlepolicyfaq.pdf, accessed July 17, 2025.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

No Impact. The Project Site is located in a developed and urban area of the City that has been highly disturbed. According to the Environmental Assessment Form (EAF)[15] prepared for the Project, the Project Site does not currently contain any sensitive biological resources. The Project Site is currently vacant and is surrounded by industrial and commercial uses. Because of the existing conditions, the Project Site does not provide any suitable habitat for special-status mammal, plant, and fish species. Thus, construction activities would not adversely impact candidate, sensitive, or special status species. Furthermore, Project operation would not adversely affect any candidate, sensitive, or special status species. Based on the site's urban condition, no endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or California Native Plant Society have the potential to occur on-site. Thus, no impacts would occur. No mitigation measures are required.

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

No Impact. The Chatsworth – Porter Ranch Community Plan states that "A minimum 100-foot buffer zone should be designated from the top of a channel bank for all riparian habitats. Projects that affect wetlands or natural waterways should comply with requirements of the California Department of Fish and Game and U.S. Army Corps of Engineers." However, the Project Site is not located within 100 feet of a riparian habitat or wetland.[16] Therefore, the Project would not adversely affect riparian habitat or other sensitive natural communities, and no impacts would occur. No mitigation measures are required.

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

No Impact. According to the USFWS National Wetlands Inventory Mapper, there are no mapped wetlands within the Project Site.[17] As such, the Project would result in no impacts to state or federally protected wetlands. No mitigation measures are required.

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

No Impact. The Project Site is located in a developed and urban area that has been highly disturbed and thus does not function as a wildlife corridor or nursery site. Further, the Project Site does not have existing trees or vegetation on-site. Implementation of the Project would not

15 De Soto Express Car Wash Project Environmental Assessment Form prepared for the City of Los Angeles, January 12, 2024.

16 United States Fish and Wildlife, "National Wetlands Inventory." Available online at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed March 6, 2024.

17 United States Fish and Wildlife, "National Wetlands Inventory." Available online at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed March 6, 2024.

remove any trees or vegetation.[18] Therefore, the Project would not substantially interfere 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, and no impacts would occur. No mitigation measures are required.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

No Impact. LAMC Sec. 46, the Tree Preservation Ordinance, (Ordinance No. 177,404) applies to protected trees (4 inches and greater in cumulative diameter at breast height) that are located on public and private properties. Protected tree removal requires a removal permit by the City of Los Angeles Department of Public Works (LADPW). Any act that may cause the failure or death of a protected tree requires inspection by the LADPW's Urban Forestry Division. The following tree species are protected: all native Oak tree species (*Quercus spp*, with the exception of scrub oak, *Quercus berberidifolia*), Western or California Sycamore (*Platanus racemosa*), California Bay (*Umbellularia californica*), Southern California Black Walnut (*Juglans californica*). In addition, on December 11, 2020, the City adopted Ordinance No. 186,873, extending protection status to include two native shrub species; Mexican elderberry (*Sambucus mexicana*) and toyon (*Heteromeles arbutifolia*). According to the EAF, the Project Site does not contain locally protected resources, trees or vegetation on-site. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands). No impact would occur. No mitigation measures are required.

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

No Impact. There are no Habitat Conservation Plans, or Natural Community Conservation Plans, or other approved habitat conservation plans that could be affected by the implementation of the Project. As described above, the Project Site is located in a developed and urban area and does not have the possibility of impacting biological or sensitive resources that are protected within any existing plans. No impact would occur. No mitigation measures are required.

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?	☐	☐	☐	☒

[18] De Soto Express Car Wash Project Environmental Assessment Form (EAF) prepared for the City of Los Angeles, January 12, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

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

No Impact. The Project Site and its immediate vicinity are not identified as local historical resources, or sites that are eligible to be listed on the California Register of Historic Resources (CRHR) or National Register of Historic Places (NRHP).[19,20] Development of the Project Site would not physically damage or materially impair the integrity of any historic resource. Therefore, implementation of the Project would have no impact on any designated or eligible historic structures. No mitigation measures are required.

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

Less than Significant Impact. The Project Site is located in a developed and urban area that has been highly disturbed. Surfaces on-site are mostly paved with concrete and asphalt. As such, it is unlikely that accidental discovery of archeological resources would occur. Nonetheless, should archaeological resources be discovered during grading or construction activities, 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, the City has established a standard condition of approval to address the inadvertent discovery of archaeological resources with which the Project would comply. Should archaeological resources be inadvertently encountered, this condition of approval provides for temporarily halting construction activities near the discovery so that the find can be evaluated. An archaeologist shall then assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating archaeologist, and a copy of the archaeological survey or report shall be submitted to the Department of City Planning. Ground-disturbing activities may resume once the archaeologist's recommendations have been implemented to the satisfaction of the archaeologist. In accordance with the condition of approval, all activities would be conducted in accordance with regulatory requirements. Compliance with the above would ensure that Project impacts would be less than significant.

19 SurveyLA, "Chatsworth – Porter Ranch Report- Individual Resources." Available online at: https://planning.lacity.gov/odocument/e27379b6-97a6-4e0e-86ed-ffe4e124ce58/Chatsworth_Individual_Resources.pdf, accessed March 11, 2024.

20 SurveyLA "Chatsworth – Porter Ranch Report Historic Districts, Planning Districts and Multi-Property Resources." Available online at: https://planning.lacity.gov/odocument/79d7e70f-b519-487c-ad1b-424b080c19f6/Chatsworth_Districts.pdf, accessed March 11, 2024.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact. No dedicated cemetery exists on or in the vicinity of the Project Site. As the Project Site has been subject to past subsurface disturbance associated with grading and foundations; it is not anticipated that intact human remains would be encountered during construction activities. However, in the event that human remains are encountered, those remains would require proper treatment, in accordance with the with State of California Health and Safety Code Section 7050.5. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would also be implemented. 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 (Public Resources Code Section 5097), relating to the disposition of Native American burials would be required. Work would stop immediately, and the County Coroner would be contacted. In addition, the Project would comply with the City's standard condition of approval for inadvertent discovery of human remains, which states the following:

> **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:
>
> 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)
>
> - If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
> - The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
> - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods as provided in Public Resources Code Section 5097.98. If the Applicant does not accept the descendant's recommendations, the owner or the descendant may request mediation by the NAHC.

Compliance with the above would ensure appropriate treatment of any potential human remains discovered during Project construction activities. Therefore, the Project's impact on human remains would be less than significant. No mitigation measures are required.

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?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

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. LADWP provides electrical service to the City, including the Project Site. Southern California Gas Company (SCG) provides natural gas service to the City, including the Project Site.

Construction

Construction activities associated with the Project would consume electricity on a limited basis to power lighting, electrical equipment, and supply and convey water for dust control. Electricity would be supplied to the Project Site from existing electrical lines. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. Electricity use from construction would be short-term, limited to working hours, used for necessary construction-related activities, and represent a small fraction of the Project's annual operational electricity.

Typically, construction activities do not involve the consumption of natural gas. As such, natural gas would not be supplied to support Project construction activities and there would be no expected demand generated by construction of the Project. If natural gas is used during construction, it would be in limited amounts and on a temporary basis and would specifically be used to replace or offset diesel-fueled equipment and as such would not result in substantial on-going demand.

Construction activities associated with the Project would use gasoline and/or diesel-powered equipment and/or vehicles for hauling activities. However, the Project Applicant would use fuel-efficient equipment consistent with State and federal regulations. Furthermore, the Project would comply with all California Code of Regulations including Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes.

Construction equipment would be maintained to applicable standards, and construction activities and associated fuel consumption and energy use would be temporary and typical of construction sites. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. Therefore,

construction activities associated with the Project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant. No mitigation measures are required.

Operation

The Project includes a two-story, automated car wash facility to be equipped with standard car wash equipment. These features would result in energy consumption for electricity and the conveyance of water, wastewater, and solid waste disposal. The Project must comply with the mandatory requirements set forth in the California Green Building Standards Code (CALGreen Code 2022) related to energy efficiency, water efficiency and conservation, and material conservation and resource efficiency for new non-residential buildings.

Energy would also be consumed as a result of vehicle trips. Thus, Project operations would result in an increase in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. The majority of the vehicles that would be used by employees and visitors of the car wash would consist of light-duty automobiles and light-duty trucks, which are subject to state fuel efficiency standards, such as the Low Carbon Fuel Standard (LCFS) and Low-Emission Vehicle Program Standards. The LCFS, in part, aims to reduce fuel consumption and providers of transportation fuels must demonstrate that the mix of fuels they supply for use in California meets the LCFS carbon intensity standards for each annual compliance period.

In conclusion, the Project would result in an increase in energy consumption in the form of electricity, water, wastewater, solid waste disposal, and vehicle trips. Compliance with state-mandated regulations and standards would ensure the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation and impacts would be less than significant. No mitigation measures are required.

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

Less than Significant Impact. The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. Per Guideline 9 of the City of Los Angeles Citywide Design Guidelines (October 2019), the Project would configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users.

The Air Quality Element of the City's General Plan includes relevant energy-specific conservation plans specific to Los Angeles. Specifically, Goal 5 of the Air Quality Element aims to improve energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting. As discussed above, the Project would comply with the CALGreen Code 2022 which ensures the use of energy efficient features for the proposed facility. As such, the Project would not conflict or obstruct any local or state plans for renewable energy or energy efficiency. For these reasons, this impact would be less than significant. No mitigation measures are required.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

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. The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The Act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within the Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

The Project Site is not located within a Alquist-Priolo Earthquake Fault Zone.[21] The nearest active fault is the Chatsworth fault, located approximately 0.51 miles northwest of the Project Site.[22] Considering the distance to the nearest known active faults, the potential for surface fault rupture due to a known active fault is considered low. As such, impacts pertaining to potential fault rupture of a known earthquake fault would not occur. No mitigation measures are required.

ii. Strong seismic ground shaking?

Less than Significant Impact. The Project Site is located in Southern California, which has several active seismic faults that subject people and structures to potential earthquake and seismic-related hazards. As such, the Project would be constructed in accordance with the 2022 California Building Code (CBC), which specifies the regulatory requirements for commercial, recreational, and industrial buildings related to resiliency to strong seismic ground shaking. Additionally, the Project would comply with the structural safety requirements outlined in Chapter IX (Building Regulations) of the City's Municipal Code. By complying with state and local regulations regarding structural safety, impacts would be less than significant. No mitigation measures are required.

iii. Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: (1) shallow groundwater; (2) low-density, fine, clean sandy soils; and (3) high intensity ground motion.

According to the California State Geoportal, the Project Site is not located within a liquefaction zone.[23] Additionally, no features of the Project would result in increased liquefaction potential. Thus, the Project would not directly or indirectly cause potential substantial adverse effects,

21 California Department of Conservation, "Earthquake Zones of Required Investigation." Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed on March 6, 2024.

22 United States Geological Survey, "Quaternary Fault and Fold Database of the United States." Available online at: https://www.usgs.gov/programs/earthquake-hazards/faults. Accessed on March 6, 2024.

23 California State Geoportal, "CGS Seismic Hazards Program: Liquefaction Zones." Available online at: https://gis.data.ca.gov/datasets/b70a766a60ad4c0688babdd47497dbad_0/explore?location=34.097009%2C-117.992164%2C12.94, accessed March 6, 2024.

including the risk of loss, injury, or death involving liquefaction or other seismic-related ground failure, and no impacts would occur. No mitigation measures are required.

iv. Landslides?

No Impact. Landslides and other types of slope failures, such as lateral spreading, can result in areas with varying topography in the event of an earthquake. The topography of the Project Site is relatively flat with no significant slopes existing within its vicinity. Furthermore, the Project Site is not located within a designated landslide zone.[24] As such, landslide hazard is anticipated to be negligible, and impacts related to landslides would not occur. No mitigation measures are required.

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

Less than Significant Impact. Construction activities associated with the Project would result in ground surface disruption during site preparation, which would temporarily expose soils, allowing for possible erosion. The Project would be required to comply with federal, regional, and local regulations pertaining to soil erosion related-construction activity. As discussed in **Section X**, **Hydrology and Water Quality**, the Project must comply with all applicable requirements contained within Section 64.72 (Stormwater Pollution Control Measures For Development Planning And Construction Activities). Per City Low Impact Development (LID) standards, the Project would also implement the applicable best management practices (BMPs) to minimize runoff. Compliance with these local regulations and implementing applicable BMPs would ensure that the Project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant. No mitigation measures are required.

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

Less Than Significant Impact. Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. The surficial blocks are transported downslope or in the direction of a free face, by earthquake and gravitational forces. The Project Site is relatively flat and does not include a free-facing slope in proximity to the site. Therefore, the potential for lateral spreading is considered very low.

Subsidence occurs when large amounts of groundwater have been withdrawn from certain types of rocks, such as fine-grained sediments. In California, large areas of land subsidence were first documented by United States Geological Survey (USGS) scientists in the first half of the 20th century. Most of this subsidence was a result of excessive groundwater pumping. The Project Site is not within a subsidence area according to the USGS.[25]

As stated, the Project Site is not located within a liquefaction zone, nor would the Project be prone to landslides. The Project would be subject to Chapter IX of the City's Municipal Code and the CBC in order to minimize geologic hazards during a seismic event. Thus, adherence to local and state regulations would ensure that the Project would not 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-

24 California Department of Conservation, "Landslide Inventory (Beta)." Available online at: https://maps.conservation.ca.gov/cgs/lsi/. Accessed March 6, 2024.

25 U.S. Geological Survey, "Areas of Land Subsidence in California." Available online at: https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html, accessed March 6, 2024.

or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Less than significant impacts would occur. No mitigation measures are required.

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

Less than Significant Impact. Expansive soils are defined as soils possessing clay particles that react to moisture changes by shrinking (when dry) or swelling (when wet). According to the United States Department of Agriculture (USDA), soils within the Project Site are classified as "Urban land, commercial-Soboba complex," which generally consist of medium dense to dense sands and gravels. These materials have a low potential for soil expansion.[26] As such, impacts from soil expansion would be less than significant. No mitigation measures are required.

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

No Impact. No septic tanks or alternative wastewater disposal systems would be constructed as part of the Project. Therefore, impacts related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems would not occur. No mitigation measures are required.

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

Less than Significant Impact. Paleontological resources include fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. Paleontological resources are generally found within sedimentary rock formations.

As discussed above, the Project Site is located in a developed and urban area that has been highly disturbed. However, ground disturbing activities during construction could potentially impact undiscovered paleontological resources, which could be considered a significant impact. The Project would be required to comply with existing plans and regulations related to the inadvertent discovery of unknown paleontological resources should they be encountered during ground disturbing activities. Those plans and regulations can be found in the General Plan Conservation Element and Section 5097.5 of the Public Resources Code. In addition, the City has established a standard condition of approval to address the inadvertent discovery of paleontological resources. Should paleontological resources be inadvertently encountered, this condition of approval provides for temporarily halting construction activities near the encounter so that the find can be evaluated. A paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall then assess the discovered material(s) and prepare a survey, study, or report evaluating the find. The Applicant shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey or report shall be submitted to the Los Angeles County Museum of Natural History and the Department of City Planning. Ground disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist. In accordance with this condition of approval, all activities would be conducted in accordance with regulatory requirements.

[26] United States Department of Agriculture, "Web Soil Survey." Available online at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed February 6, 2023.

Compliance with the above would ensure that Project impacts would be less than significant. No mitigation measures are required.

VIII. GREENHOUSE GAS EMISSIONS

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

Greenhouse Gas Emissions (GHG) and Climate Change

Earth's natural warming process is known as the "greenhouse effect." The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. Certain atmospheric gases, known as GHGs, act as an insulating blanket for solar energy to keep the global average temperature in a suitable range for life support. These GHGs keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler.[27] It is normal for Earth's temperature to fluctuate over extended periods of time. Over the past one hundred years, Earth's average global temperature has generally increased by 1°F. In some regions of the world, the increase has been as much as 4°F.

Scientists studying the particularly rapid rise in global temperatures during the late 20th century believe that natural variability alone does not account for that rise. Rather, human activity spawned by the industrial revolution has likely resulted in increased emissions of carbon dioxide (CO2) and other forms of GHGs, primarily from the burning of fossil fuels (i.e., during motorized transport, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.) and deforestation, as well as agricultural activity and the decomposition of solid waste.[28]

GHG Pollutants

The California Global Warming Solutions Act of 2006 defined GHGs to include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulfur hexafluoride (SF_6), and nitrogen trifluoride. Black carbon also contributes to global warming, but it is a solid particle or aerosol, not a gas. CO_2 is the most abundant GHG. Other GHGs are less abundant but have higher global warming potential than CO_2. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, referred to as CO_2 equivalents and

[27] California Environmental Protection Agency, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, 2006.

[28] Center for Climate and Energy Solutions, *Climate Change 101*, 2011.

denoted as CO_2e. Forest fires, decomposition of organic material, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

Key Statewide Regulations

The California Air Resources Board (CARB), a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the Federal Government and the local air districts. The SIP is required for the state to take over implementation of the Federal Clean Air Act. CARB also has primary responsibility for adopting regulations to meet the state's goal of reducing GHG emissions.

Assembly Bill 32. The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the Legislature. The law instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. AB 32 directed CARB to set a GHG emission limit based on 1990 levels to be achieved by 2020. AB 32 set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.[29] See the **Climate Change Scoping Plan** subsection below.

Sustainable Communities and Climate Protection Act (Senate Bill 375). The Sustainable Communities and Climate Protection Act of 2008, or SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the State on September 30, 2008. SB 375 finds that the "transportation sector is the single largest contributor of greenhouse gases of any sector."[30] Under SB 375, CARB is required, in consultation with the Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. SCAG is the Metropolitan Planning Organization in which the City of Santa Clarita is located in. CARB set targets for 2020 and 2035 for each of the 18 metropolitan planning organization regions in 2010, and updated them in 2018.[31] In March 2018, CARB updated the SB 375 targets for the SCAG region to require an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.[32] As discussed further below, SCAG has adopted an updated Regional Transportation Plan / Sustainable Community Strategies (RTP/SCS or Connect SoCal 2024).

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29 Office of Legislative Counsel of California, *The California Global Warming Solutions Act of 2006 (AB 32)*, 2006.

30 State of California, *Senate Bill No. 375*, September 30, 2008.

31 CARB, "Sustainable Communities & Climate Protection Program – About," available online at: https://ww2.arb.ca.gov/ourwork/programs/sustainable-communities-climate-protection-program/about, accessed October 2, 2023.

32 CARB, "SB 375 Regional Greenhouse Gas Emissions Reduction Targets," available online at: https://www.arb.ca.gov/cc/sb375/finaltargets2018.pdf, accessed October 2, 2023.

Senate Bill 32. In 2016, the Legislature passed Senate Bill (SB) 32 with the companion bill AB 197, which further requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. The bill targets reductions from the leading GHG emitters in the state. Transportation is the largest sector of GHG emissions in California and will be a primary subject for reductions. Through advances in technology and improved public transportation, the state plans to reduce GHG emissions from transportation sources to assist in meeting the 2030 reduction goal. AB 197, signed September 8, 2016, is a bill linked to SB 32 and signed on September 8, 2016, prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its website the emissions of GHGs, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two Members of the Legislature to the CARB board as ex officio, non-voting members and creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the state's programs, policies, and investments related to climate change.

AB 1279. On September 16, 2022, California signed into law AB 1279 (The California Climate Crisis Act) which establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates (see below) identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies.

Climate Change Scoping Plan. The Scoping Plan is a GHG reduction roadmap developed and updated by CARB at least once every five years, as initially required by AB 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB adopted the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in December 2022 as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business-as-usual activities.[33] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).[34] The 2017 Scoping Plan Update,[35] shifted focus to the newer SB 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path

33 CARB, *Climate Change Scoping Plan*, 2008.

34 CARB, *First Update to the Climate Change Scoping Plan*, 2014.

35 CARB, *California's 2017 Climate Change Scoping Plan*, 2017. Available online at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf. accessed October 2, 2023.

to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan. The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State's GHG reductions goals.[36] Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority.

The 2022 Scoping Plan Update also identifies multiple legal tools open to local jurisdictions to support statewide priorities, including development of a climate action plan (CAP), sustainability plan, or inclusion of a plan for reduction of GHG emissions and climate actions within a jurisdiction's general plan. The City has taken the initiative in combating climate change by developing policies identified in the City's General Plan, the Green New Deal, and green building requirements through the LAMC.

California Green Building Code (California Code of Regulations Title 24). Although not originally aimed at reducing GHG emissions, CCR Title 24 Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended to recognize that energy-efficient buildings require less electricity and reduce fuel consumption, which subsequently reduces GHG emissions. The current 2022 Title 24 standards were adopted, among other reasons, to respond to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2023, are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CalGreen) Code (CCR Title 24, Part 11). Title 24 standards are updated triennially; the next update is scheduled to be adopted in 2025

[36] CARB. *2022 Scoping Plan for Achieving Carbon Neutrality*, 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf, accessed March 27, 2024.

and will take effect on January 1, 2026.

Key Regional Regulations

SCAG Regional Transportation Plan/Sustainable Communities Strategy. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted its most recent Regional Transportation Plan / Sustainable Communities Strategy (Connect SoCal 2024) in 2024.[37] The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals of health, prosperity, accessibility, and connectedness through 2050, with a particular focus on system management, revitalization, and reuse, such as infill development and repurposing underutilized properties. Additionally, the Connect SoCal 2024 provides technical reports on active transportation, aviation, congestion management, equity and environmental justice, goods movement, highways and arterials, housing land use, and transportation conformity.

SCAQMD. The SCAQMD is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. These responsibilities are accomplished through air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[38] A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.[39] The SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 $MTCO_2e$ per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 $MTCO_2e$ per year would be assumed to have a less than significant impact on climate change. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 $MTCO_2e$ per year for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects). The Working Group has been inactive since 2011, and SCAQMD has not formally adopted any GHG significance threshold, including the interim CEQA GHG significance thresholds previously discussed, for other jurisdictions.

Key Local Regulations

Los Angeles Green New Deal. The City of Los Angeles addressed the issue of global climate change in Green LA, An Action Plan to Lead the Nation in Fighting Global Warming ("LA Green Plan/ClimateLA") in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities.

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37 Southern California Association of Governments, *Connect SoCal 2024*, 2024. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1712261565, accessed April 17, 2024.

38 SCAQMD, Board Meeting, December 5, 2008, Agenda No. 31, available online at: http://www3.aqmd.gov/hb/2008/December/081231a.htm, accessed October 2, 2023.

39 SCAQMD, *Greenhouse Gases CEQA Significance Thresholds*, available online at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds, accessed October 2, 2023.

Subsequently on April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAn, which includes both short-term and long-term aspirations through the year 2035 in various topic areas, including water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.[40] Specific targets included the construction of new housing units within 1,500 feet of transit by 2017, reducing VMT per capita by 5 percent by 2025, and increasing trips made by walking, biking or transit by at least 35 percent by 2025. The Sustainable City pLAn was intended to be updated every four years.

In April 2019, the Green New Deal (Sustainable City pLAn 2019), was released, consisting of a program of actions designed to create sustainability-based performance targets through 2050 designed to advance economic, environmental, and equity objectives.[41] L.A.'s Green New Deal is the first four-year update to the City's first Sustainable City pLAn that was released in 2015.[42] It augments, expands, and elaborates L.A.'s vision for a sustainable future and tackles the climate emergency with accelerated targets and new aggressive goals.

City of Los Angeles Green Building Code. On December 10, 2022, the Los Angeles City Council approved Ordinance No. 187719, which amended Chapter IX of the Los Angeles Municipal Code (LAMC), referred to as the Los Angeles Green Building Code, to incorporate by reference certain portions of the 2022 Edition of the California Building Standards Code and to make local administrative, climatic, geological, topographical, or environmental changes. Projects filed on or after January 1, 2023, must comply with the provisions of the Los Angeles Green Building Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Article 9, Divisions 4 and 5 include mandatory measures for newly constructed nonresidential and high-rise residential buildings.

City of Los Angeles All-Electric Buildings. Chapter IX of the LAMC also requires that all new buildings be all-electric buildings, with some exceptions. Equipment typically powered by natural gas such as space heating, water heating, cooking appliances and clothes drying would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, laboratory, and research and development uses. The LAMC is consistent with 2022 Title 24 goals of encouraging all-electric development which requires new residential uses to be electric-ready (wiring installed for all-electric appliances). Buildings in Los Angeles account for 41 percent of greenhouse gas emissions—more than any other sector in the City.[43] These LAMC requirements ensure that new buildings being constructed are built to leverage the increasingly clean electric grid, which is anticipated to be carbon-free by 2035, rather than relying on fossil fuels.

City of Los Angeles General Plan Air Quality Element. The City does not have a General Plan Element specific to climate change and GHG emissions. However, the following five goals from the City's General Plan Air Quality Element would also lead to GHG emission reductions:[44]

40 City of Los Angeles, *Sustainable City pLAn*, April 2015.

41 City of Los Angeles, *LA's Green New Deal,* 2019.

42 City of Los Angeles, *Sustainable City pLAn.* April 2015.

43 City of Los Angeles, *Los Angeles Sustainable City pLAn*, 2019, page 14; data for 2017 most recent year in plan. Available at: https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf, accessed July 21, 2023.

44 City of Los Angeles, *Air Quality Element*, June 1991, pages IV-1 to IV-4.

- Less reliance on single-occupancy vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implement of conservation measures, including passive measures, such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

Project GHG Analysis Methodology

State CEQA Guidelines Section 15064.4 was amended in 2019 to incorporate the holding in the Center for Biological Diversity case[45] as well as others. The Court acknowledged that the scope of global climate change and the fact that GHGs, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are global, rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for GHG, it does not. For projects that are designed to accommodate long-term growth in California's population and economic activity in a sustainable manner, such as the Project, this fact gives rise to an argument that a certain amount of GHG emissions is as inevitable as population growth. Under this view, a significance criterion framed in terms of efficiency and conservation in land use (as compared to a business-as-usual [BAU] pattern of growth) is superior to a simple numerical threshold because CEQA is not intended as a population control measure.

This consideration favors consistency with statewide goals (i.e., AB 32, SB 32, and AB 1279) as a permissible significance criterion for project GHG emissions. Meeting statewide reduction goals does not preclude all new development. Rather, the Scoping Plan, the State's roadmap for meeting Statewide target, assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To the extent a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall GHG reductions necessary for the entire State, one can reasonably argue that its impact is not cumulatively considerable, because it would be helping to solve the cumulative problem of GHG emissions as envisioned by California law. Given the reality of growth, some GHG emissions from new development are inevitable. The critical CEQA question is the cumulative significance of a project's GHG emissions and, as discussed previously, from a climate change point of view, it does not matter where in the State those emissions are produced. Under these circumstances, evaluating the significance of a project's GHG emissions with respect to their effect on the State's efforts to meet its long-term goals is a reasonable threshold. As such, the impact analysis contained herein is cumulative and qualitative in nature.

Based on the above legal standards, and in the absence of any numeric threshold of significance adopted by the SCAQMD or CARB, this analysis evaluates the significance of the Project GHG emissions in a cumulative context based on its consistency with the state's laws and programs to

45 California Supreme Court, *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife,* November 30, 2015.

address climate change. To that end, this analysis assesses the significance of the Project's potential environmental impacts associated with its GHG emissions qualitatively, based on the Project's consistency with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan); SB 375 (through demonstration of conformance with Connect SoCal 2024); and the relevant components of the City's General Plan identified above. Therefore, the quantitative estimate of the Project's GHG emissions is provided below for informational purposes only to comply with CEQA's disclosure requirements.

Regarding assessing the significance of a project's GHG emissions through consistency with statewide, regional and local plans, Appendix D, Local Actions, of the 2022 Scoping Plan Update contains guidance for local governments reviewing new land use development projects, including through environmental review under CEQA." (Page 4 of Appendix D.) While the State encourages local governments to adopt a CEQA-qualified Climate Action Plan (CAP) addressing the three priority areas (transportation electrification, VMT reduction, and building decarbonization), the State recognizes that almost 50 percent of jurisdictions do not have an adopted CAP, for financial and practical reasons. Therefore, Appendix D recommends that local jurisdictions that wish to take meaningful climate action aligned with the State's climate goals in the absence of a CEQA-qualified CAP are advised to focus on the three priority areas (transportation electrification, VMT reduction, and building decarbonization) when taking actions. "By prioritizing climate action in these three priority areas, local governments can address the largest sources of GHGs within their jurisdiction." (Page 9 of Appendix D.)

Estimate of Project GHG Emissions

State CEQA Guidelines Section 15064.4(a) states a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe and estimate the amount of greenhouse gas emissions resulting from a project. *State CEQA Guidelines* Section 15064.4(c) states a lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from the project and that the lead agency has the discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. Based upon this guidance, GHG emissions were quantified for the Project using CalEEMod, which is the model recommended by the SCAQMD (see **Appendix A** to this IS/MND). Operational emissions include both direct and indirect sources including mobile sources, water use, solid waste, area sources, natural gas, and electricity use emissions. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model is considered by the SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California. Again, this analysis is not performed to measure the project's GHG impacts against a numerical threshold. The City does not have or use a numerical threshold for GHG emissions or a methodology that relies on a quantitative analysis in order to determine the significance of a project's GHG emissions. Instead, the Project's GHG emissions are quantified and provided to comply with *State CEQA Guidelines*, Section 15064.4(a).

Construction Emissions

For purposes of this analysis, it is estimated that the Project would be constructed in approximately 9 months with construction beginning in 2025 and Project operations commencing by mid-2026. This analysis assumes construction would be undertaken with the following primary construction phases: (1) Grading, and (2) Building Construction.

With the use of CalEEMod, GHG emissions throughout Project construction were calculated from off-road equipment usage, hauling vehicles, delivery trips, and worker trips to and from the site. The total GHG construction emissions during 2025 and 2026 would be approximately 126.4 metric tons of carbon dioxide equivalent (MT CO2e). As GHG emissions impact from construction activities would occur over a relatively short time span, it would contribute a relatively small portion of the lifetime GHG emission impact of the Project. The total construction GHG emissions were divided by 30 years to determine an annual construction emission rate to be amortized over the Project's first 30 years of operations, consistent with SCAQMD recommendations. Amortized over a 30-year period, the Project is anticipated to emit approximately 4.21 metric tons of carbon dioxide per year (MT CO2e/year).

Operational Emissions

The operations of the Project would generate GHG emissions from the usage of electricity, natural gas, water, and generation of solid waste and wastewater. Emissions of operational GHGs are shown in **Table 7**, **Project Greenhouse Gas Emissions**. As shown, the GHG emissions generated by the Project would be approximately 346.52 CO2e MTY.

Table 7
Project Greenhouse Gas Emissions

Emissions Source	Metric Tons of Carbon Dioxide Equivalent (per year)
Amortized Construction	4.21
Area Sources	0.13
Energy Sources	31.6
Mobile Sources	85.0
Waste Sources	7.49
Water Sources	2.09
Refrigerants	216
Total GHG Emissions	**346.52**

Source: Impact Sciences, 2024. See Appendix A to this IS/MND for CalEEMod data.

This quantified illustration of the Project's scope of GHG emissions is provided for informational purposes, and significance under CEQA is based on the Project's consistency with statewide and regional policies and plans to meet the state reduction goals (see **Table 7**).

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

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

Less than Significant Impact. As stated above, this analysis evaluates the significance of Project GHG emissions in a cumulative context based on its consistency with State and local laws and programs to address climate change. To that end, this analysis assesses the significance of the Project's potential environmental impacts associated with its GHG emissions qualitatively, based on the Project's consistency with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan); SB 375 (through demonstration of conformance with

Connect SoCal 2024); and the relevant components of the City's General Plan and Green New Deal.

Consistency with the 2022 Scoping Plan for Achieving Carbon Neutrality

The Project would be consistent with CARB's 2022 Scoping Plan. As discussed previously, Appendix D to the 2022 Scoping Plan recommends that local jurisdictions that wish to take meaningful climate action aligned with the State's climate goals in the absence of a CEQA-qualified CAP are advised to focus on the three priority areas (transportation electrification, VMT reduction, and building decarbonization) when taking actions. "By prioritizing climate action in these three priority areas, local governments can address the largest sources of GHGs within their jurisdiction." (Page 9 of Appendix D.)

Transportation Electrification. As the Project proposes a neighborhood-serving express car wash, the Project would not directly affect transportation electrification. It is noted that the State and City have established several requirements for transportation electrification and the Project would not conflict with their implementation. Specifically, the State has adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations. As a result, the City updated Section IX of the LAMC, which requires most new construction to designate 30 percent of new parking spaces as capable of supporting future electric vehicle supply equipment (EVSE). This would exceed the CALGreen 2022 requirements of 20 percent of new parking spaces as EV capable. The ordinance also requires new construction to install EVSE at 10 percent of total parking spaces. This requirement also exceeds the CALGreen 2022 requirements of installing EVSE for 25 percent of EV capable parking spaces which is approximately five percent of total parking spaces. The City has also implemented programs to increase the amount of EV charging on city streets, EV carshare, and incentive programs for apartments to be retrofitted with EV chargers. While it is noted the Project is not required to provide EV charging stations on site, the Project would not conflict with the City's goals of installing EV chargers throughout the City to be consistent with the Scoping Plan goals of transitioning to EVs.

VMT Reduction. As the Project proposes a neighborhood-serving express car wash, the Project would not have the potential to directly affect VMT reduction in the region. Furthermore, as discussed herein, the Project will result in a net increase of seventy-five (75) daily vehicle trips which is under the DOT's threshold of 250 daily vehicle trips that requires further VMT analysis. Thus, the Project would not result in potentially significant impacts with respect to VMT and therefore the Project would not conflict with Statewide goals of VMT reduction.

Building Decarbonization. The City has updated the LAMC with requirements for all new buildings, with some exceptions to be all-electric, which will reduce GHG emissions related to natural gas combustion. Space heating, water heating and cooking for non-restaurant uses would be required to be powered by electricity. In future years, the LADWP will be required to increase the amount of renewable energy in the power mix to comply with SB 100 requirements. The combination of the all-electric LAMC regulations and increasing availability of renewable energy will serve to reduce GHG emissions from sources traditionally powered by natural gas. The Project will not conflict with this section of the LAMC. Furthermore, the Project will be required to comply with the Los Angeles Green Building Code which includes energy and water saving measures that reduce GHG emissions below Title 24 requirements.

Consistency with SCAG RTP/SCS (Connect SoCal 2024)

The State of California has adopted plans and policies designed to reduce regional and local GHG emissions. SB 375 requires that each MPO prepare an SCS in the RTP that demonstrates how the region will meet greenhouse gas emissions targets. SB 375 establishes a collaborative relationship between MPOs and CARB to establish GHG emissions targets for each region in the state. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, Connect SoCal 2024 was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. Connect SoCal represents the culmination of several years of work involving dozens of public agencies, 191 cities, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations.

The primary goal of the SCS is to provide a vision for future growth in southern California that will decrease per capita GHG emissions from passenger vehicles. However, the strategies contained in the SCS will produce benefits for the region far beyond simply reducing GHG emissions. The SCS integrates the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and on commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development.

As discussed herein, the Project does not include the addition or removal of any housing and would not have the potential to alter the growth forecasts for the region. Furthermore, also discussed herein, the Project will result in a net increase of seventy-five (75) daily vehicle trips which is under the DOT's threshold of 250 daily vehicle trips that requires further VMT analysis. Thus, the Project would not result in potentially significant impacts with respect to VMT and therefore the Project would not have the potential to substantively increase GHG emissions associated with motor vehicles beyond the forecasts identified in SCAG's Connect SoCal 2024.

City of Los Angeles General Plan and Green New Deal. As the Project proposes a neighborhood-serving express car wash, the Project would not have the potential to conflict with goals, objectives and policies identified in the City's General Plan or Green New Deal. Furthermore, the Project will be required to comply with the Los Angeles Green Building Code which includes energy and water saving measures that reduce GHG emissions below Title 24 requirements.

Conclusion

As demonstrated above, the Project would be consistent with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan), SB 375 (through demonstration of conformance with Connect SoCal 2020-2045 RTP/SCS), and relevant components of the City's General Plan. Therefore, project-level and cumulative impacts with respect to GHG emissions would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

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. Exposure of the public or the environment to hazardous materials could potentially occur through improper handling or use of hazardous materials or hazardous wastes during routine use, disposal, and/or transport of hazardous materials. The severity of these potential effects varies with the activity conducted, the concentration and type of hazardous materials or wastes present, and the proximity of sensitive receptors.

Limited amounts of some hazardous materials could be used in the short-term construction phase of the Project and could expose construction workers and the general public, including standard construction materials (e.g., paints and solvents), vehicle fuel, and other hazardous materials. In the event of a release of hazardous material the Project would be required to notify the following State agencies under the following State statutes, respectively:

- Department of the California Highway Patrol: California Vehicle Code Section 23112.5;
- Office of Emergency Services and the California Public Utilities Commission: Public Utilities Code Section 7673, (PUC General Orders #22-B, 161);
- State Fire Marshal: Government Code Sections 51018
- Office Emergency Services: Water Codes Sections 13271, 13272; and
- Division of Occupational Safety and Health (Cal/OSHA): California Labor Code Section 6409.1 (b)10.

Project operations may include the use of various cleaning solutions and chemicals for cleaning vehicles that would be used on-site. The Project would be required to adhere to existing regulations, standards, and guidelines established by the U.S. Environmental Protection Agency (EPA), California Environmental Protection Agency, and the County of Los Angeles related to the storage, use, transport, and disposal of hazardous materials. Furthermore, the Project Applicant would adhere to the requirements set forth in Southern California Air Quality Management District. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant. No mitigation measures are required.

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

Less than Significant Impact. The Project involves the construction of a new car wash facility. A Phase I Environmental Sites Assessment (ESA), was completed for the Project Site and determined that the there are no recognized environmental conditions[46] on the Project Site nor are there any recommendations for additional investigations at this time (see **Appendix B, Phase I ESA)**.Construction equipment utilized during construction activities associated with the Project could result in accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. However, the level of risk associated with this type of accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. As stated above, Project operations would involve the use of cleaning solvents for vehicles on-site, which could potentially result in the accidental release of hazardous chemicals. Upon adherence to

[46] Recognized environmental condition is defined as: (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment.

existing regulations related to chemical safety, impacts pertaining to the potential for accidental conditions during project operations would be less than significant.

Lastly, according to the State Water Resources Control Board (SWRCB) and the Department of Toxic Substances Control (DTSC), there are no reported cases of soil, soil vapor, or groundwater contamination on-site.[47,48] Furthermore, the Project Site is vacant, and the risk of exposure to lead based paint (LBP) and asbestos containing materials (ACMs) would be low.[49] As such, the Project would not 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, impacts would be less than significant. No mitigation measures are required.

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

No Impact. The nearest existing school to the Project Site is Chatsworth Elementary School, located approximately 1.77 miles northwest of the Project Site at 22005 Devonshire Street, Chatsworth, CA 91311. Additionally, there are no planned schools within a one-quarter mile radius of the Project Site.[50] As such, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and no impacts would occur. No mitigation measures are required.

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

No Impact. Government Code §65962.5 requires the Department of Toxic Substances Control (DTSC), the State Department of Health Services, the SWRCB, and the California Integrated Waste Management Board to compile and annually update lists of hazardous waste sites and land designated as hazardous waste property throughout the state. The Project Site is not included in a list of hazardous materials sites pursuant to Government Code §65962.5.[51] As such, no impacts would occur. No mitigation measures are required.

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. The nearest airport to the Project Site is the is Van Nuys Airport, approximately 5.87 miles southeast of the Project Site. The Project Site is not located within the Van Nuys Airport's

47 State Water Resources Control Board, "Geotracker." Available online at: https://geotracker.waterboards.ca.gov/, accessed March 13, 2024.

48 Department of Toxic Substances Control. "Envirostor." Available online at: https://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST, accessed March 13, 2024.

49 Historic Aerials. 9119 De Soto Avenue. Available online at: https://www.historicaerials.com/viewer, accessed March 13, 2024.

50 Los Angeles Unified School District, *2022-2026 Strategic Plan*. Available online at: https://www.lausd.org/cms/lib/CA01000043/Centricity/Domain/1371/Strategic-Plan22-26.pdf, accessed March 12, 2024.

51 California Environmental Protection Agency, "Cortese List Data Resources." Available online at: https://calepa.ca.gov/sitecleanup/corteselist/, accessed March 12, 2024.

safety zone area including the runway protection zone.[52] As such, the Project would not result in a safety hazard or excessive noise for people residing or working at the Project Site or its immediate vicinity and no impacts would occur. No mitigation measures are required.

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

No Impact. The Project would not require the closure of any public or private streets and would not impede emergency vehicle access to the Project Site or vicinity. Construction activities would be limited to the Project Site, and the Project would use the existing on-site driveways as access points for emergency vehicles. Emergency access to and from the Project Site would adhere to all regulatory requirements of the Los Angeles Fire Department (LAFD) for site access points. Additionally, the Project Site is not located near or adjacent to a designated emergency route.[53] Thus, the Project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impacts would occur. No mitigation measures are required.

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

No Impact. The Project Site is located within a highly developed and urbanized area of the City and does not include wildlands or high-fire-hazard terrain or vegetation. In addition, the Project Site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) identified within the City.[54] As such, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires and no impacts would occur. No mitigation measures are required.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede	☐	☐	☒	☐

52 Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan*. Available online: https://planning.lacounty.gov/wp-content/uploads/2022/10/Los-Angeles-County-Airport-Land-Use-Plan.pdf, accessed March 12, 2024.

53 City of Los Angeles, *City of Los Angeles General Plan.* Safety Element. Available online at: https://planning.lacity.gov/plans-policies/general-plan-overview, accessed March 13, 2024.

54 City of Los Angeles, *City of Los Angeles General Plan*. Safety Element. Available online at: https://planning.lacity.gov/plans-policies/general-plan-overview, accessed March 13, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
sustainable groundwater management of the basin?				
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?				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

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

Less than Significant Impact. Construction activities associated with the Project would involve moving earthwork that could result in urban runoff with sedimentation and siltation. Project Operations would release typical chemicals related to carwash facilities into the City's stormwater system. The Project would comply with the California Building Code (CBC), which requires new construction projects which disturb less than one acre of land to prevent stormwater runoff pollution through compliance with local ordinances and implementation of Best Management Practices (BMPs). Construction and operational activities would be performed in accordance with the regulatory requirements of the Los Angeles Building Code (LABC) and the Los Angeles Regional Water Quality Control Board (LARWQCB). The Project would be required to comply with the Stormwater and Urban Runoff Pollution Control regulations outlined in Article 4.4 (Stormwater and Urban Runoff Pollution Control) of the City's Municipal to ensure that emitted stormwater pollutants from the Project Site are minimized. Per Article 4.4, the Project would also integrate Low Impact Development (LID) practices and standards for stormwater pollution mitigation for both construction and operational activities. The Project would also be required to comply with the City's Municipal Code Section 64.72 (Stormwater Pollution Control Measures For Development Planning And Construction Activities). Furthermore, the Project would implement

the appropriate BMPs outlined in the City's LID BMPs Handbook to minimize stormwater runoff. Compliance with state and local regulatory requirement and the implementation of the appropriate BMPs would reduce potential water quality impacts from the Project to a less than significant level. No mitigation measures are required.

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

Less than Significant Impact. The Project Site is currently paved with minimal exposed surfaces and is mostly impervious. The Project would include 873 square feet of landscaping throughout the Project Site. Therefore, Project implementation would not result in new impervious surfaces that could increase stormwater runoff and lead to a decrease in the amount of water recharged to the groundwater system within the confines of the Project Site. In addition, the Project is not anticipated to substantially deplete groundwater supplies or impede sustainable groundwater management of the basin. Impacts would be less than significant. No mitigation measures are required.

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

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

Less than Significant Impact. The Project Site is located in a developed and urban area that has been highly disturbed. Soil disturbance would temporarily occur during Project construction due to trenching for soil compaction and minimal excavation and grading activities. As such, disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the Project Site. However, as stated above, the Project would be required to comply with Section 64.72 of the City's Municipal Code and would implement BMPs to minimize the runoff of sedimentation and siltation pollutants during Project-related construction activities. Compliance with these local regulations would reduce impacts related to erosion and siltation on-or-off site to less than significant levels. No mitigation measures are required.

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

Less than Significant Impact. According to the Federal Emergency Management Agency's Flood Map Service Center, the Project Site is not located within a 100-year flood hazard area.[55] The Project would collect on-site stormwater runoff on the Project Site in accordance with LARWQCB's Standard Urban Storm Water Mitigation Plan (SUSMP). Further, the Project would be required to comply with Section 64.72 of the City's Municipal Code and would implement the applicable BMPs to meet local design standards and discharge requirements. It is not anticipated that the Project would increase surface runoff in a manner that would result in on- or off-site flooding. Thus, impacts are anticipated to be less than significant. No mitigation measures are required.

55 Federal Emergency Management Agency, "Flood Rate Insurance Map # 06037C1700F." Available online at: https://msc.fema.gov/portal/home, Accessed March 6, 2024.

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

Less than Significant Impact. As stated, Project implementation would not result in an increase in impervious area. The Project's stormwater system would discharge on-site stormwater in accordance with the City's Municipal Code. Therefore, the Project is not expected to exceed the capacity of the existing/planned stormwater drainage systems, and less than significant impacts would occur. No mitigation measures are required.

iv. Impede or redirect flood flows?

No Impact. As stated, the Project Site is located outside of a 100-year flood hazard area and is located within an area identified as having little chance of flooding. Moreover, the Project is not of a size or scale that would have the potential to impede or redirect flood flows. Therefore, no impacts would occur.

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

No Impact. As stated above, the Project Site is not located within a 100-year flood hazard area.[56] The Project Site is located approximately 17.4 miles north of the Pacific Ocean, and, according to the California Department of Conservation, is located at a sufficient distance so as not to be subject to potential tsunami hazards.[57] The Project would not increase the existing impervious surfaces on-site, nor would it introduce any new components that would result in the release of stormwater pollutants. Additionally, according to the California Department of Water Resources, the Project Site is not located within a designated dam inundation area.[58] Therefore, the Project would not result in the release of pollutants in a flood hazard, tsunami, or seiche zones due to inundation, and no impacts would occur. No mitigation measures are required.

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

No Impact. The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) establishes the water quality regulations and programs to implement the regulations for the Los Angeles and Ventura counties. The Basin Plan identifies beneficial uses for surface and ground waters, identifies narrative and numerical water quality objectives for regional attainment, and describes implementation programs and other necessary actions to achieve water quality objectives. The Project would also adhere to the Basin Plan's requirements for BMPs. As such, the Project would not conflict or obstruct implementation of a water quality control plan, and no impacts would occur. No mitigation measures are required.

56 Federal Emergency Management Agency, "Flood Rate Insurance Map # 06037C1700F." Available online at: https://msc.fema.gov/portal/home. Accessed March 6, 2024.

57 California Department of Conservation, "Los Angeles County Tsunami Hazard Areas." Available online at: https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles. Accessed March 6, 2024.

58 California Department of Water Resources, "California Dam Breach Inundation Maps." Available online at: https://fmds.water.ca.gov/maps/damim/. Accessed March 6, 2024.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐

a. Physically divide an established community?

No Impact. The Project would construct a new car wash facility. The Project would serve the community overall by providing carwash services to residents and employees within the surrounding area. The Project would not introduce any new factors that could physically divide an established community, such as constructing major highways/roadway, storm channel, bridge, or utility transmissions. Therefore, no impacts would occur. No mitigation measures are required.

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. The Project Site is located within the Chatsworth Porter-Ranch Community Plan Area and is designated as General Commercial and Highway Oriented Commercial with a corresponding (T)(Q) C2-1 – Commercial zoning designation. The Project involves the construction of an automated, two-story, car wash facility to be equipped with standard car wash equipment.

According to ZIMAS, the site's current zoning is (T)(Q)C2-1 as a result of a zone change in 2018 from MR-2 and P-1 in connection with the proposed expansion of an LA Fitness health club/gym.[59] The LA Fitness business closed that location, the existing building was demolished, and the site is currently vacant. However, as the zone change was not fully effectuated, the site reverted to the original zoning designations of MR-2 and P-1, in July 2024.

The proposed car wash use differs from the previously approved health club/gym use. Further, the previous Q condition and T classification were specific to the LA Fitness expansion. Therefore, the current Applicant is requesting a zone change from MR-2 and P-1 to C2-1 to allow the development of an express car wash at the site. The C2 zone permits automobile uses, including car washes by right. Approval of the zone change to C2-1 would also make the site's zoning consistent with other properties in the area and would make the zoning consistent with the site's general plan designation.

In addition, pursuant to LAMC Section 12.22 A.28, the Project is requesting a Conditional Use Permit (CUP) for deviations from the Automotive Use development standards to support the development of the express carwash. These deviations are required as the express car wash use

59 The zone change was approved in case APCNV-2017-1848-ZC-WDI in March 2018.

has different operation and design requirements than uses defined as Automotive Uses (i.e. used automobile sales and service) by the Code.[60] The deviations are specifically related to hours of operation limitations, windows/transparency, landscaping setbacks, signage, and delivery/loading standards. These deviations are necessary to support the development of the Project as follows:

(1) **Hours of Operation.** The Project's operating hours will be from 7 a.m. to 9 p.m. every day in lieu of the variable daily operational limitations specified in the Code: "Monday through Friday, 7:00 a.m. to 7:00 p.m.; Saturday, 9:00 a.m. to 8:00 p.m.; and Sunday, 11:00 a.m. to 8:00 p.m." (LAMC § 12.22 A.28(b)(5)). The facility will be attended by two to five employees per shift who will oversee daily operations including maintaining site cleanliness and appearance. The onsite staff are available during business hours to the customers or neighbors who may need help or have questions. When the car wash is closed at night, the driveways will be screened off to prohibit unauthorized vehicle entry on the site. Standardized daily hours of operation are customary for car wash operators and are needed to meet the needs of customers who work during traditional business hours. The property is entirely surrounded by other commercial or industrial development, and the proposed operational hours are consistent with the hours of the surrounding uses.

(2) **Windows/Transparency.** The Project's proposed buildings consist of the carwash tunnel and trash enclosure structure. As such, the structures are housing mechanical equipment as well as areas that are not accessible to the general public and it is not possible to provide transparent windows for at least 50 percent of the ground floor frontage. Furthermore, the site is uniquely shaped, and the proposed building is therefore entirely located behind another commercial building, resulting in the Project's improvements being largely located at the rear of the property along the alley. These existing site conditions would not allow visibility or transparency into the building, even if additional transparent surfaces were a part of the Project's design. While the existing conditions and mechanical nature of the use are not conducive to 50 percent transparency on the ground level, the Project's architectural design has incorporated transparent windows and doors into the areas that are accessible to customers and members of the public to provide visibility and natural lighting.

(3) **Landscaping Setbacks.** The required landscaped planting area, which has a minimum width of five feet, is provided along the De Soto Avenue frontage. However, it is not feasible to provide a five-foot landscape frontage along the entirety of the Nordhoff Street frontage. As part of the Project, a five-foot street dedication is required to be granted along Nordhoff Street, which impacts the available area for a landscape setback. With regards to the building and site design, the carwash tunnel cannot be shortened any further or pushed backwards on the site due to vehicular movement requirements. Similarly, the car wash tunnel exiting cannot be shortened or altered and still meet the vehicular movement radial requirements. Thus, it is infeasible to provide a five-foot landscape setback along the western portion of the Nordhoff frontage. However, in lieu of proving a five foot buffer for the length of the frontage, a larger landscaped island is provided along the eastern 30-feet of the Nordhoff Street frontage.

60 The term "Automotive Use" is defined as follows in Section 12.03 of the LAMC: "The primary sale of used automobiles. In addition, this phrase shall include automotive repair and automobile and trailer sales area, as defined in this section."

(4) **Signage.** The Project includes tenant identification signs at various locations throughout the site, and includes relocating the existing pole sign to Nordhoff Street, a monument sign on Nordhoff Street, and wall and projecting signs on both the car wash tunnel and trash enclosure structure. The existing property historically has and maintains an existing pole sign, which will be relocated to allow adequate site ingress and egress, while still providing much needed visibility to the property. Additionally, a projecting sign will be installed on the trash enclosure structure located on De Soto Avenue. Due to the unique double frontage of the property without actual corner frontage, a majority of the site improvements are required to be set at the rear property line. This creates visibility issues for typical wall sign tenant notification, as it is not readily visible in the path of travel from the street. Without the pole and projecting signs, visitors to the site would potentially miss the entrances and could result in hazardous last minute vehicular movements. Therefore, the Project will maintain a relocated pole sign as well as a projecting sign via the CUP request. All of the proposed signage would be consistent with allowable sign limits for the property and Project.

(5) **Delivery/Loading.** Delivery or loading areas are not needed to support the express car wash use, as deliveries are handled easily by a standard pickup truck. Deliveries are minimal in comparison to most commercial uses. Furthermore, the property has a unique double frontage as well as alley access. The loading area will be located in the adjacent alley near the exit of the carwash tunnel, which will allow optimal circulation in and out of the car wash tunnel. Due to the fact that the tunnel cannot be shortened or otherwise positioned on the site, Los Angeles Department of Building and Safety (LADBS) staff, as part of Building Permit Plan Check and Zoning Review during plan check, have provided comments that the loading should be located in the alley, rather than completely within the boundaries of the property, which is consistent with LADBS' authority to approve alternate loading requirements and design for auto service uses with small buildings and for unusually shaped lots (LAMC sections 12.21 C.6(a) and 12.21 C.6(g)).

Upon approval of the zone change and the CUP the Project would not conflict with applicable plans/policies. Therefore, the impact would be less than significant. No mitigation measures are required.

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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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. According to the California Department of Conservation, Division of Mine Reclamation, there are no active mines within 5 miles of the Project Site.[61] The Project Site is not classified by the City as containing significant mineral deposits. The Project Site is designated for commercial and industrial land uses and not for mineral extraction land use. Therefore, the Project would not result in the loss of availability of any known, regionally, or locally valuable mineral resource, and no impact would occur. No mitigation measures are required.

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. The Project would not 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 would occur. No mitigation measures are required.

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?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

61 California Department of Conservation, “Mines Online.” Available online at: https://maps.conservation.ca.gov/mol/index.html, accessed on March 6, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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.

Applicable Plans and Policies

Title 24, California Code of Regulations

The California Noise Insulation Standards of 1988 (California Code of Regulations Title 24, Section 3501 et seq.) require that interior noise levels from the exterior sources not exceed 45 dBA Ldn/community noise equivalent level (CNEL) in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses and other dwellings, except detached single-family dwellings) with doors and windows closed. Where exterior noise levels exceed 60 dBA CNEL/Ldn, an acoustical analysis is required to show that the building construction achieves an interior noise level of 45 dBA CNEL/Ldn or less.

City of Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) provides two types of noise standards that are relevant to this analysis: 1) construction noise standards, and 2) general noise ordinance standards. The construction noise standards apply only to construction activities, while the general noise ordinance standards apply to noise generated by land use activities.

Construction Noise Standards

The LAMC has established noise regulations for both short-term construction activities and long-term operation of a project. The LAMC regulates noise from any powered equipment or powered hand tool in a residential zone (or within 500 feet) at a distance of 50 feet between 7:00 AM and 10:00 PM to the following:

- 75 dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;
- 75 dB(A) for powered equipment of 20 horse-power or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools; and

- 65 dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools.[62]

These noise limits do not apply where compliance is deemed technically infeasible. Specifically, such activities are allowed when it is demonstrated that compliance is not possible "despite the use of mufflers, shields, sound barriers, and/or other noise reduction device or techniques during the operation of the equipment."[63]

Section 41.40 of the LAMC also prohibits construction activity from occurring between 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM on Saturday.[64] This is intended to protect persons occupying sleeping quarters in any hotel, apartment, or other place of residence. Construction noise intruding onto property zoned for manufacturing or industrial uses is exempt from these standards.

General Noise Ordinance

LAMC Chapter XI, "Noise Regulation," regulates noise from non-transportation noise sources such as commercial or industrial operations, mechanical equipment or residential activities. Although these regulations do not apply to vehicles operating on public rights-of-way, the regulations do apply to noise generated by vehicles on private property, such as truck operations at commercial or industrial facilities. The exact noise standards vary depending on the type of noise source, but the allowable noise levels are generally determined relative to the existing ambient noise levels at the affected location. Table II of LAMC Section 111.03 establishes presumed ambient noise levels according to zoning designation and time of day. Daytime levels are to be used from 7:00 a.m. to 10:00 p.m. and nighttime levels from 10:00 p.m. to 7:00 a.m. The Project Site is zoned (T)(Q) C2-1 and adjacent properties are zoned MR2-1 and P-1 to the west and south, and (T)(Q)C2-1 to the north and east. Based on these zoning designations and the Project's proposed operating hours of 7:00 a.m. to 9:00 p.m., the presumed ambient noise level pursuant to LAMC Section 111.03 is 60 dB(A).

LAMC Section 111.01 (a) defines the ambient noise as "the composite of noise from all sources near and far in a given environment, exclusive of occasional and transient intrusive noise sources and of the particular noise source or sources to be measured. Ambient noise shall be averaged over a period of at least 15 minutes at a location and time of day comparable to that during which the measurement is taken of the particular noise source being measured." LAMC Section 111.02(a) provides additional procedures and criteria for sound level measurements and establishing measured ambient noise levels. These procedures and criteria were followed when collecting measured ambient noise levels for the Project Site and adjacent properties. See **Table 9** below for the ambient noise levels that were collected and utilized in this analysis.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers and stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dB(A). Amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the project's property line.

LAMC Section 112.02 (a) would prevent project HVAC systems and other mechanical equipment from elevating noise levels at neighboring residences by more than 5 dB(A).

62 City of Los Angeles, Municipal Code Chapter XI-Noise Regulation (Section 112.05), 1986.

63 *Ibid.*

64 City of Los Angeles, Municipal Code Chapter IV-Public Welfare (Section 41.40), 1984.

For a project's operational impacts:

- The ambient noise level measured at the property line of affected uses to increase by 3 dB(A) in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category.
- Any 5 dB(A) or greater noise increase.

These "normally unacceptable" and "clearly unacceptable" categories refer to those outlined by the State's noise and land-use compatibility chart, shown in **Table 8, State of California Noise/Land Use Compatibility Matrix,** below.

Table 8
State of California Noise/Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (dB, L_{dn} or CNEL)						
	55	60	65	70	75	80	
Residential - Low Density Single-Family, Duplex, Mobile Homes							
Residential - Multi-Family							
Transient Lodging - Motels Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Planning and Research, General Plan Guidelines - Noise Element Guidelines (Appendix C), 2003.

Existing Conditions

Measured Ambient Noise Levels

To establish baseline noise conditions, existing noise levels were monitored at three locations in the vicinity of the Project Site. The locations of where the noise measurements were taken are depicted in **Figure 10, Noise Monitoring Location Map**. The noise survey was conducted in March 2024 using the Larson Davis SoundTrack LxT (Type 1) sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1 and is consistent with the sound level meter definition established in the LAMC. At the measurement sites, the microphone was placed at a height of approximately five feet above grade. The results of the measurements are summarized in T**able 9, Existing Noise Levels in the Vicinity of the Project Site**. As shown in **Table 9**, the ambient noise levels ranged from 61.9 dBA Leq to 74.5 dBA Leq in the vicinity of the Project Site.

Table 9
Existing Noise Levels in the Vicinity of the Project Site

Noise Monitoring Locations	Primary Noise Sources	Noise Levels [dB(A)]		
		Leq	Lmin	Lmax
1. Alleyway off Nordhoff Street, West Boundary of Project Site	Vehicle Traffic	61.9	52.5	76.8
2. Nordhoff Street, South Boundary of Project Site	Vehicle Traffic	74.5	56.7	97.2
3. North De Soto Avenue, East Boundary of Project Site	Vehicle Traffic	72.1	59.9	87.3

*Source: Impact Sciences, Inc., March 2024. See **Appendix C, Noise and Vibration Technical Data**.*



SOURCE: Esri, 2024

FIGURE **10**

IMPACT SCIENCES

Noise Monitoring Location Map

1340.003•04/24

Construction

Construction of the Project would require the use of heavy equipment for grading/site preparation, installation of utilities, building fabrication, and finishing. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction, several types of equipment potentially could be operating concurrently, and noise levels would vary based on the amount of equipment in operation and the location of the activity.

Typical noise levels at 50 feet from various types of equipment that may be used during construction are listed in **Table 10, Outdoor Construction Equipment Noise Levels**. The loudest noise levels are typically generated by impact equipment (e.g., pile drivers) and heavy-duty equipment (e.g., scrapers and graders). Construction noise would occur intermittently throughout construction, and, in some instances, multiple pieces of equipment may operate simultaneously, generating overall noise levels that can be incrementally higher than what is shown in **Table 10**.

Table 10
Outdoor Construction Equipment Noise Levels

Construction Equipment	Noise Level at 50 Feet (dB(A), L_{eq})
Pile Driver (Peak Noise Level)	95-105
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	73-95
Backhoe	73-107
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

Source: U.S. EPA. Noise from Construction Equipment and Operations, Building Equipment and Home Appliances. PB 206717. 1971.

Table 11, Outdoor Construction Phase Noise Levels, shows noise levels by construction phase at 50 feet. The grading/excavation and finishing phases typically generate the loudest noise levels at 89 dB(A) L_{eq} without equipment mufflers, and 86 dB(A) L_{eq} with equipment mufflers.

Table 11
Outdoor Construction Phase Noise Levels

Construction Phase	Noise Level at 50 Feet [d(B)A, L_{eq}]	Noise Level at 50 Feet with Mufflers [dB(A), L_{eq}]
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

Source: U.S. EPA. Noise from Construction Equipment and Operations, Building Equipment and Home Appliances. PB 206717. 1971.

Noise levels would diminish notably with distance from the construction site at a rate of 6 dB(A) per doubling of distance (noise from stationary or point sources is reduced by about 6 dB(A) for every doubling of distance at acoustically hard locations). For example, a noise level of 86 dB(A) Leq measured at 50 feet from the noise source to the receptor would decline to 80 dB(A) Leq at 100 feet from the source to the receptor and fall by another 6 dB(A) Leq to 74 dB(A) Leq at 200 feet from the source to the receptor. These noise attenuation rates assume a flat and unobstructed distance between the noise generator and the receptor. Intervening structures and vegetation would further attenuate (reduce) the noise. While construction activity would increase noise levels in the vicinity of the Project Site, it should be noted that increases in noise levels during construction would be intermittent and temporary and would not generate continuously high noise levels. Furthermore, the construction noise experienced during the initial periods of construction (i.e., site preparation/grading/foundations) typically would be reduced in the later construction periods (i.e., interior building construction).

As discussed above, construction noise impacts would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. The Project Site is not located within 500 feet of a residential zone and these noise limitations are not applicable to the Project. In addition, there are no non-residential sensitive receptors within 500 feet of the Project Site and there is no potential to exceed the City's maximum 80 dBA Leq(8-hour) absolute threshold at sensitive uses.[65]

As stated earlier, noise sources associated with construction, repair, remodeling, or grading of any real property are exempt from regulation so long as the construction activities take place between the times of 7:00 a.m. and 9:00 p.m. during weekdays and 8:00 am and 6:00 pm on Saturdays. Project construction would not occur during restricted periods, and thus, the Project would be consistent with the criteria set forth in the LAMC Section 41.40. As such, construction noise impacts would be less than significant and no mitigation measures are required.

65 City of Los Angeles, Department of City Planning, *Construction Noise and Vibration, Updates to Thresholds and Methodology*, August 2024. Available online at: https://planning.lacity.gov/odocument/fba26ae5-ca95-48c3-aace-ae3bf0cb43b1/Construction%20Noise%20and%20Vibration%20-%20Proposed%20Updates%20to%20Thresholds%20and%20Methodology%20&%20Attachments.pdf, accessed July 17, 2025.

Operational

Parking Noise

Various noise events would occur periodically from the Project's parking uses. Such periodic events would include activation of car alarms, sounding of car horns, slamming of car doors, engine revs, and tire squeals. Automobile movements would comprise the most continuous noise source and would generate a noise level of approximately 65 dBA at a distance of 25 feet. Car alarm and horn noise events generate sound levels as high as 75 dBA at a reference distance of 25 feet, however these noise sources would be sporadic. It should also be noted that the existing urban environment of the Project Site currently generates noise levels associated with parking and vehicular noise sources identified above. Although the Project would increase the number of vehicles on the Project Site, the types of noise would be similar to those currently occurring in the vicinity of the Project Site. While periodic noise levels from car alarms, horns, slamming of doors, etc., would increase as a result of the Project, these events would not occur consistently over a 24-hour period and thus would not have the potential to increase ambient noise levels at off-site locations by 5 dBA CNEL or more, nor exceed the City's exterior noise standards at off-site locations. As such, noise impacts from the parking areas would be considered less than significant.

Permanent Operational Traffic Noise

Traffic volumes in the vicinity of the Project Site were obtained from the Los Angeles Department of Transportation traffic count information. According to Los Angeles Department of Transportation traffic counts for the intersection of Nordhoff Street and N DeSoto Avenue, DeSoto Avenue accommodates 42,068 vehicles per day.[66] According to the City of Los Angeles VMT Calculator, the Project will result in a net increase of seventy-five (75) daily vehicle trips. As such, the Project would not have the potential to double traffic volumes on existing roadways in the vicinity of the Project Site. Since it would take a doubling (i.e., a 100 percent increase) of roadway traffic volume to increase noise levels by 3 dB(A), the addition of traffic volume from operation of the Project would not increase traffic to levels capable of producing a 3 dB(A) ambient noise increase. Additionally, the Project is consistent with the surrounding land uses, which currently generate mobile noise sources typical of a commercial urban environment. As such, any noise increase would be imperceptible, and impacts would be less than significant.

Stationary Noise Sources

With respect to existing noise sources in the vicinity of the Project Site, noise is primarily generated by vehicle activity on Nordhoff Street and DeSoto Avenue. Additionally, commercial uses surrounding the Project Site also contribute to the ambient conditions. Thus, existing ambient noise sources primarily include vehicular travel, access and parking, landscape maintenance, and operation of HVAC units. As shown in **Table 9** previously, the ambient noise levels reach up to 74.5 dBA Leq in the vicinity of the Project Site. As part of the Project, new mechanical equipment, HVAC units, and exhaust fans could be installed on the roof or near the proposed new structures. Although the operation of this equipment would generate noise, the design of these on-site HVAC units and exhaust fans would be required to comply with the regulations of the LAMC. Specifically, Section 112.02 of the LAMC states that noises from sources such as heating, air conditioning, and ventilation systems should not increase ambient noise

66 City of Los Angeles, Department of Transportation, *24 Hours Traffic Volume – Nordhoff at N DeSoto Ave*, March 2015. Available at: https://navigatela.lacity.org/dot/traffic_data/automatic_counts/DESOTO.NORDHOFF.150318-AUTO.pdf, accessed April 2024.

levels at neighboring occupied properties by more than 5 dB(A). In addition to these requirements, the Project will screen mechanical equipment as feasible and necessary to meet City noise standards. The method of screening would be architecturally compatible with project features and would blend with the building designs. As such, compliance with Section 112.02 of the LAMC would ensure noise from these stationary sources would be less than significant.

With respect to noise generated from the air blowers used to dry the vehicles, the Project Applicant proposes the use of a dryer system that could produce noise levels of approximately 79 dBA at 50 feet (see **Appendix C** to this IS/MND). The dryer system would be located inside the carwash structure and blowers would be oriented toward the interior of the carwash. Thus, the carwash structure would break line-of-sight noise transmission to off-site receptors, reducing noise levels to approximately 59 to 64 dBA at 50 feet.[67] In addition to these estimates, a field survey documented that noise levels at a comparable carwash reached 64.5 dBA Leq at a distance of 50 feet from the air blowers and carwash structure.[68] As stated previously, the ambient noise levels in the vicinity of the Project Site reach up to 74.5 dBA Leq. Thus, noise levels associated with the dryer system would generally not exceed ambient noise levels. Furthermore, the Project Site is in a heavily urbanized setting bound by De Soto Avenue to the east, Nordhoff Street to the south, an unnamed alleyway to the west, and a vacant parcel to the north. Thus, there are no existing land uses within 50 feet of the Project Site that have exterior spaces sensitive to noise levels. For these reasons, noise impacts associated with the air blowers would be less than significant.

With respect to noise generated from the vacuum spaces, the Project Applicant proposes the use of vacuums that could produce noise levels ranging between 54 and 65 dBA at 50 feet, depending on the horsepower and stage of operation.[69] As stated previously, the ambient noise levels in the vicinity of the Project Site reach up to 74.5 dBA Leq. Thus, noise levels associated with the vacuums would generally not exceed ambient noise levels. Furthermore, the Project Site is in a heavily urbanized setting bound by De Soto Avenue to the east, Nordhoff Street to the south, an unnamed alleyway to the west, and a vacant parcel to the north. Thus, there are no existing land uses within 50 feet of the Project Site that have exterior spaces sensitive to noise levels. For these reasons, noise impacts associated with the vacuums would be less than significant.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Construction activity can result in varying degrees of ground vibration depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. Buildings founded on the soil in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels.

The Federal Transit Administration (FTA) provides ground-borne vibration impact criteria with respect to building damage during construction activities. Peak Particle Velocity (PPV), expressed in inches per second, is used to measure building vibration damage. Construction vibration damage criteria are assessed based on structural category (e.g., reinforced-concrete, steel, or

67 Estimate assumes the carwash structure would attenuate line-of-sight noise levels by approximately 15-20 dBA.

68 See **Appendix C** to this IS/MND.

69 The Project Applicant proposes the use of vacuums that could produce noise levels ranging between 64 and 76 dBA at 15 feet, or the equivalent of approximately 54 to 65 dBA at 50 feet. See **Appendix C** to this IS/MND.

timber). FTA guidelines consider 0.2 inch/sec PPV to be the significant impact level for non-engineered timber and masonry buildings. Structures or buildings constructed of reinforced concrete, steel, or timber have a vibration damage criterion of 0.5 inch/sec PPV pursuant to FTA guidelines.[70] All off-site buildings in proximity to the Project Site are considered to be, at a minimum, non-engineered timber and masonry buildings.

Construction vibration is a localized event and is typically only perceptible to a receptor that is in proximity to the vibration source. As shown in **Table 12, Vibration Source Levels for Construction Equipment**, construction equipment would typically generate vibration levels up to 0.089 PPV at 25 feet.

Table 12
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)			
	25 Feet	50 Feet	75 Feet	100 Feet
Caisson Drilled Piles	0.089	0.031	0.017	0.011
Large Bulldozer	0.089	0.031	0.017	0.011
Loaded Trucks	0.076	0.027	0.015	0.010
Jackhammer	0.035	0.012	0.007	0.004

Source: FTA. Transit Noise and Vibration Impact Assessment. September 2018.

The closest off-site structure to Project construction activities is located adjacent to the south and east of the Project Site. The majority of construction would take place approximately 25 feet to the north of the structure, closer to the middle of the Project Site. Based on the data in **Table 12**, construction-related vibration levels would reach a maximum of 0.089 PPV at the nearest off-site structure, which is well below the FTA threshold of 0.2 inch/sec PPV noted above. As such, impacts with respect to vibration would be less than significant. No mitigation measures are required.

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

No Impact. The Project Site is not located within the vicinity of a private airstrip or an airport land use plan and is not located within 2 miles of a public airport or public-use airport. The nearest airport to the Project Site is the Van Nuys Airport, located approximately 7.9 miles southeast of the Project Site. Therefore, no impacts with respect to airstrip or airport related noise would occur and no further analysis is required. No mitigation measures are required.

70 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018. Available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed March 6, 2024.

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

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

Less than Significant Impact. A Project could induce population growth in an area either directly, through the development of new businesses, or indirectly, through the extension of roads or other infrastructure. The Project does not include the addition or removal of housing and thus would have no direct impact on population and housing forecasts for the area. Although the Project would increase employment in the area, the Project would not result in a high number of employees permanently relocating to the region. Estimating the number of future employees who may choose to relocate to the City would be highly speculative, since many factors influence personal housing location decisions (e.g., family income levels and the cost and availability of suitable housing in the local area). Nevertheless, in an effort to present a worst-case population growth scenario, this analysis assumes the Project would employ up to four full-time employees, all of whom would permanently relocate to the City.

Based on the City's average household size of 2.53 persons, the Project could result in a nominal population increase of approximately 11 persons.[71] As of 2023, the City has an estimated population of 3,766,109 persons.[72] The SCAG growth forecasts estimate the City's population to reach 10,654,000 persons by the year 2040, representing a total increase of 9,643 persons.[73] The Project's potential maximum increase of 11 persons would represent less than one percent of the City's projected increase in population between the years 2023 and 2040. Thus, the potential increase in population resulting from the Project would be nominal. Therefore, the

71 California Department of Finance, Demographic Research Unit, "E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Benchmark." May 2023.

72 California Department of Finance Demographic Research Unit, "E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Benchmark." May 2023.

73 Southern California Association of Governments, *2024-250 RTP/SCS Technical Report,* Demographics and Growth Forecast. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-connect-socal-2024-demographics-growth-forecast-draft-110223.pdf?1698263165. Accessed March 11, 2024.

Project would not induce substantial unplanned population growth in an area, either directly or indirectly, and impacts would be less than significant. No mitigation measures are required.

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

No Impact. The Project Site is currently vacant. No housing exists on-site. Therefore, the Project would not displace existing people or housing, and no impacts would occur. No mitigation measures are required.

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?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

a. Fire protection?

Less Than Significant Impact. The City of Los Angeles Fire Department (LAFD) provides fire protection and emergency response services to the Project Site. The Project would be served primarily by Los Angeles Fire Department (LAFD) Fire Station No. 96, located 21800 Marilla Street, Chatsworth, CA 91311, approximately 2.0 miles from the Project Site.

As discussed in **Section XIV, Population and Housing**, the Project would result in an increase in employees within the City. However, this increase would be nominal. The Project Applicant will submit all plans to the LAFD for review and approval prior to obtaining any permits. Additionally, the Project will be required to comply with applicable City Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, and would be required to include features such as established emergency procedures, automatic fire-extinguishing system, automatic smoke detection system, emergency voice/alarm communication system, manual alarm fire boxes, etc. Therefore, impacts would be less than significant. No mitigation measures are required.

b. Police protection?

Less than Significant Impact. The City of Los Angeles Police Department (LAPD) provides law enforcement services to the City, including the Project Site. The LAPD has implemented multiple community outreach programs to provide communication and accessibility between the LAPD and the community. The Project would be served primarily by the LAPD's Topanga Community Police Station, located at 21501 Schoenborn Street, Canoga Park, CA 91304, approximately 1.5 miles from the Project Site.

The Project is not expected to result in a substantial increase in population compared to existing conditions. Upon site plan review and approval, the Project Site would meet the LAFD's fire access requirements, and thus, would also provide adequate emergency access for the LAPD. Further, construction activities associated with the Project would be required to comply with the 2022 California Building Code, specifically Chapter 33 (Safeguards During Construction), which includes emergency access requirements minimizing site safety hazards and potential construction-related impacts to police services. Thus, the Project would not result in the need for new or physically altered police protection facilities and would not adversely impact service ratios and response times of the LAPD. A less than significant impact would occur. No mitigation measures are required.

c. Schools?

No Impact. The Los Angeles Unified School District (LAUSD or District) provides educational services to the City of Los Angeles. The LAUSD currently has 784 K-12 schools.[74] The nearest LAUSD school to the Project Site is Stoney Point High School, located approximately 1.2 miles north of the Project Site at 10010 De Soto Avenue, Chatsworth, CA 91311.

As stated, the Project would not induce a substantial increase in population on-site. As a car wash, the Project would not generate new students and would not require the expansion of school facilities. Therefore, no impacts would occur. No mitigation measures are required.

d. Parks?

No Impact. The City of Los Angeles Department of Recreation and Parks oversees and facilitates the existing public parks and recreational facilities within the City. The nearest park to the Project Site is Canoga Park, located approximately 0.8 miles southwest of the Project Site at 8801 Eton Avenue, Canoga Park, CA 91304. As stated previously, the Project would not induce a substantial increase in population and is not anticipated to generate substantive additional demands for parkland or other recreational facilities. As such, no impacts would occur. No mitigation measures are required.

e. Other public facilities?

No Impact. The City is served by the Los Angeles Public Library (LAPL). The Chatsworth Branch Library serves as a branch of the Los Angeles library system and is located approximately 1.7 miles northwest of the Project Site at 21052 Devonshire Street, Chatsworth, CA 91311. As stated above, the Project is not expected to result in a substantial increase in population compared to existing conditions. Thus, the Project is not expected to result in an additional demand for library services. Therefore, no impacts would occur. No mitigation measures are required.

74 LAUSD, Open Data. Available online at: https://my.lausd.net/opendata/landing_page, accessed March 6, 2024.

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

No Impact. As stated in **Section XV**, **Public Services**, the nearest recreational facility to the Project Site is Canoga Park, located approximately 0.8 miles southwest of the Project Site. The Project would not result in a substantial increase in demand for parks or any recreational facilities. Accordingly, no impacts would occur. No mitigation measures are required.

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

No Impact. The Project includes the development of a car wash and does not include or require the construction or expansion of recreational facilities. Therefore, the Project would not result in adverse physical impacts to the environment due to the construction or expansion of recreational facilities. Therefore, no impacts would occur. No mitigation measures are required.

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?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d.	Result in inadequate emergency access?	☐	☐	☒	☐

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

Less than Significant Impact. A significant impact to the circulation system may occur if the Project causes a net increase in Vehicle Miles Traveled (VMT) that surpasses Los Angeles Department of Transportation's (DOT) established traffic impact criteria.[75] The DOT requires further VMT analysis for projects that exceed 250 daily vehicle trips. According to the City of Los Angeles DOT Referral Form and VMT Calculator (included as **Appendix D,** to this IS/MND), the Project will result in a net increase of seventy-five (75) daily vehicle trips; and therefore, does not require further VMT analysis. Therefore, the Project is not expected to contribute significantly to any traffic congestion or affect any congestion management program. The Project provides four (4) bicycle parking spaces therefore satisfying the minimum bicycle parking as required per LAMC and would not impede construction of future bicycle facilities within the public right of ways adjacent to the Project. Therefore, the Project would not conflict with a program, plan, ordinance, or policy addressing the vehicular circulation system. As such, impacts will be less than significant. No mitigation measures are required.

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

Less than Significant Impact. The Congestion Management Program (CMP) was adopted by Los Angeles County Metropolitan Transportation authority (Metro) and intended to address the impact of local growth on the regional transportation system.[76] As previously discussed, the Project will result in a net increase of seventy-five (75) daily vehicle trips which is under the DOT's threshold of 250 daily vehicle trips that requires further VMT analysis. Therefore, the project is not expected to contribute significantly to any traffic congestion or affect any congestion management program. Therefore, impacts will be less than significant. No mitigation measures are required.

75 Los Angeles Department of Transportation, *Transportation Assessment Guidelines*, 2020. Available online at: https://ladot.lacity.gov/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27.pdf, accessed March 19, 2024.

76 Los Angeles County Metropolitan Transportation Authority, *Congestion Management Program*, 2018. Available online at: https://libraryarchives.metro.net/dpgtl/programs/congestion-management-program-lacmta/congestion-management-program-for-los-angeles-county-index-page.html, accessed March 6, 2024.

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

No Impact. A significant impact could occur if a project were to include a new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if access or other features were designed in such a way as to create hazard conditions. The Project Site consists of a single lot that is currently vacant. The Project involves the construction, use, and maintenance of a new automated car wash facility. Furthermore, adherence to all emergency response plan requirements set forth by the City and LAFD would be required throughout the duration of the Project's construction and operation phases. As such, there would be no impacts regarding hazards due to a design feature. No mitigation measures are required.

d. Result in inadequate emergency access?

Less than Significant Impact. The Project would utilize the existing driveways on-site for primary and emergency vehicular access. The Project would incorporate all applicable design and safety standards and regulations outlined in Chapter 33 of the 2022 California Building Code, and Chapter 11 (Construction Requirements for Existing Buildings) of the California Fire Code. Further, the Project would submit all Project plans to the City and the LAFD to confirm that the Project would provide adequate on-site access to emergency services. Therefore, the Project would not result in inadequate emergency access and impacts would be less than significant. No mitigation measures are required.

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	☐	☐	☐	☒
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.	☐	☒	☐	☐

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)?

No Impact. Impacts related to historical resources are evaluated in **Section V, Cultural Resources**. As discussed, the Project Site and its immediate vicinity are not identified as local historical resources, or sites that are eligible to be listed on the California Register of Historic Resources (CRHR) or National Register of Historic Places (NRHP). As such, no impact to historical resources would occur. No mitigation measures are required.

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

Less than Significant Impact with Mitigation Incorporated. According to **Appendix D, Sacred Lands File Search Request,** of this IS/MND, a Native American Heritage Commission (NAHC) Sacred Lands File search was requested on March 15, 2024, per Assembly Bill (AB) 52 requirements. The NAHC responded to the request on April 4, 2024, and reported negative results. A list of 21 tribal contacts who may have interest in the Project was provided with the NAHC response. Informational query letters were sent to each of these contacts by the City on March 5, 2024.

Ground-disturbing activities associated with the Project could result in the discovery of previously undiscovered cultural resources. This includes potential discovery of tribal cultural resources. In the event that Native American resources are discovered, the City would consult with the Native American monitor and affected tribe(s). Implementation of **Mitigation Measure TCR-1** would require Native American monitoring, recovery and retention of tribal cultural resources, and the preservation of human remains or associated ceremonial objects, to reduce impacts to resources that are applicable under Public Resources Code Section 5024.1 to less than significant levels.

Mitigation Measures

TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

Prior to commencing any ground disturbance activities at the Project site, the Applicant, or it's successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or similar activity at the project site. Any qualified tribal monitor(s) shall be approved by the Gabrieleño Band of Mission

Indians – Kizh Nation. Any qualified archeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").

The qualified archeological and tribal monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring the on-site monitoring shall end when the ground disturbing activities are completed, or when the archeological and tribal monitor both indicate that the site has a low potential for impacting tribal cultural resources.

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

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporary cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in conjunction with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities 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 OHR.

2. If OHR determines, pursuant to Public Resources Code Section 21074(a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and

   supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendation are reasonable and feasible.

4. In addition to any recommendations from the applicable tribe(s), a qualified archaeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with the best practices identified

by the Native American Heritage Commission and in compliance with any applicable federal, state, or local law, rule or regulation.

5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that it is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as the radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.

7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery only after it has complied with all the recommendations developed and approved pursuant to the process to the process set forth in paragraphs 2 through 5 above.

8. 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 Costal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

9. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB52 Confidentiality Protocols.

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?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

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. The Project Site is located within a highly developed and urbanized area of the City with existing infrastructure. The Project would connect to existing utility lines located within the public rights-of-way along De Soto Avenue and Nordhoff Street. The Project is not anticipated to require the relocation or construction of new or expanded water supply, wastewater, electricity, natural gas, or telecommunication lines. Therefore, impacts related to water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities would be less than significant. No mitigation measures are required.

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. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecasted population growth. The Project would implement a reclaimed water system that would minimize the Project's water usage by reusing water from the carwash facility. 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 2020 Urban Water Management Plan (2020 UWMP).[77] The Project would not result in substantial unplanned population growth and would be consistent with existing plans and policies. Therefore, the Project is consistent with Citywide growth and the Project's demand for water is not anticipated to extend beyond the capacity identified within the 2020 UWMP. It is anticipated that the Project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet Project demands. Therefore, the Project would have a less than significant impact related to water supplies. No mitigation measures are required.

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

Less Than Significant Impact. The Project will be served by the City's existing sewer system and will connect to the existing sewer lines on-site. Construction activities would result in a temporary increase in sanitary waste. However, this increase would not require the expansion of facilities, as the contractor would utilize on-site portable toilets, which would not be connected to the sewer system. The Project would be limited to two restrooms. However, the wastewater generated from these two bathrooms would be nominal compared to previous uses on-site. Water would be re-used from the car wash facility through a closed water reclamation system. 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 Project, and any upgrades to the wastewater lines in the vicinity of the Project Site that are needed to adequately serve the Project. Therefore, the Project is not expected to exceed wastewater treatment requirements in the area. The Project would not involve or require the construction of new wastewater treatment facilities or require an expansion of the existing facilities. Impacts will be less than significant. No mitigation measures are required.

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. Solid waste generated within the City is disposed of at privately owned landfill facilities throughout the County of Los Angeles. Private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, and transformed at a waste-to-energy facility, or disposed of at a landfill. The County's Public Works Department prepares an annual report on solid waste management in the County in order to help meet long-term needs and maintain adequate capacity. Landfills within the County are categorized as either Class III or unclassified landfills. Non-hazardous municipal solid waste is disposed in Class III

[77] Los Angeles Department of Water and Power, *Urban Water Management Plan*, 2020. Available online at: https://www.ladwp.com/sites/default/files/documents/LADWP_2020_UWMP_Web.pdf, accessed on May 7, 2024.

landfills, while inert waste such as construction waste, yard trimmings, and earth-like waste are disposed of in unclassified landfills.[78] Ten Class III landfills and one unclassified landfill with solid waste facility permits are located within Los Angeles County.[79] Of the ten Class III landfills in Los Angeles County, five Class III landfills are open to the City of Los Angeles.[80] The Class III landfills have an estimated remaining capacity of 140.8 million tons.[81]

The Project can be adequately served by an existing landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. As an automated carwash facility, solid waste generated from the Project would be limited to waste from vehicles during operation hours. Accordingly, the proposed uses under the Project are anticipated to generate a nominal amount of solid waste that would not exceed the capacity of existing landfills serving the Project Site. In addition, the Project will be required to comply with current regulations required by the Department of Building and Safety, LAMC Section 99.04.408.1 and the BOS, LAMC Section 66.32, which requires the recycling and proper disposal of solid waste. Therefore, impacts will be less than significant. No mitigation measures are required.

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

Less than Significant Impact. The Project would demonstrate compliance with the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The Project would also comply with the 2022 California Green Building Standards (CALGreen) Code, which includes design and construction measures that help reduce construction-related waste though material conservation and other construction-related efficiency measures. Thus, less than significant impacts would occur. No mitigation measures are required.

78 Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

79 The ten Class III landfills within Los Angeles County include: Antelope Valley, Burbank, Calabasas, Chiquita Canyon, Lancaster, Pebbly Beach, San Clemente, Savage Canyon, Scholl Canyon, and Sunshine Canyon City/County. The total number of Class III landfills within Los Angeles County excludes the Puente Hills Landfill, which closed on October 31, 2013. The unclassified landfill within the Los Angeles County is the Azusa Land Reclamation facility.

80 The five Class III landfills open to the City of Los Angeles include: Antelope Valley, Calabasas, Chiquita Canyon, Lancaster, and Sunshine Canyon City/County. Note that while the Calabasas Landfill is open to the City of Los Angeles, its service area is limited to the cities of Hidden Hills, Agoura Hills, Westlake Village, and Thousand Oaks per Los Angeles County Ordinance No. 91-0003.

81 County of Los Angeles, Department of Public Works, *Los Angeles County Integrated Waste Management Plan 2019 Annual Report*, September 2020.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

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

No Impact. The Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones.[82,83] The Project Site and surrounding land uses are developed with urban land uses and do not present a wildland fire hazard. Furthermore, the Project Site is not located along any designated disaster routes in the Safety Element of the City's General Plan. Any lane closures associated with construction of the Project must be approved by LADOT and would not be approved if substantial delays could result. Typically, LADOT will require a construction traffic management plan, including the use of flag personnel to help direct traffic around any roadway closures. Therefore, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and no impacts would occur. No mitigation measures are required.

82 Cal Fire, *Fire Hazard Severity Zones in SRA*, Adopted November 7, 2007. Available online at: https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf.

83 Cal Fire, *Very High Fire Hazard Severity Zones in LRA*, Adopted September, 2011. Available online at: https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf.

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

No Impact. As stated above, the Project Site is not located in or near state responsibility areas or lands classified as a very high fire hazard severity zone. The Project Site is located in a developed and urban environment that would not exacerbate wildfire risks or expose the public to uncontrolled spread. Thus, no impacts would occur. No mitigation measures are required.

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

No Impact. The Project will not require the installation or maintenance of infrastructure, such as roads, fuel breaks, emergency water sources, power lines, or other utilities. Therefore, the Project would not exacerbate fire risk, and there would be no impact. No mitigation measures are required.

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

No Impact. As stated above, the Project would not be located in or near state responsibility areas or lands classified as a very high fire hazard severity zone. Additionally, the Project Site is located on relatively flat terrain, and would not be subject to landslides. Thus, wildfire impacts involving downslope, downstream flooding, or landslides would not occur, and there would be no impact. No mitigation measures are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable”	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?				
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

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

Less than Significant Impact with Mitigation Incorporated. As discussed in **Section IV**, **Biological Resources**, the Project Site is located within an urbanized area of the City. As such, no sensitive plant or animal species would be adversely impacted by the Project. As discussed in **XVIII, Tribal Cultural Resources**, ground-disturbing activities associated with the Project may potentially uncover tribal resources. As such, implementation of **Mitigation Measure TCR-1** would reduce these potential impacts to less than significant levels.

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 with Mitigation Incorporated. The Project generally would not contribute to potentially cumulatively considerable impacts. As indicated in the above analysis, with implementation of the required mitigation measure, the Project would not result in any unmitigated significant adverse impacts and/or cumulatively considerable impacts. Specifically, **Mitigation Measure TCR-1** would reduce potentially significant impacts to less than significant levels. The Project does not include any unmitigated cumulatively considerable impacts when considered in connection with the effects of past, present and probable future projects. No further analysis is necessary.

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

Less than Significant Impact. As discussed in the preceding sections, a finding that the Project could have a significant impact is appropriate if there is substantial evidence that a particular physical impact may be significant based on the City's established thresholds. Based on the analysis contained in this IS/MND, the Project would not result in any direct or indirect adverse

effects on living human beings, and all Project impacts on living human beings would be less than significant.