

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT CD 7 - FELIPE FUENTES
PROJECT TITLE ENV-2016-1218-MND	CASE NO. ZA-2016-1217-CU-SPP
PROJECT LOCATION 7101 W FOOTHILL BLVD	
PROJECT DESCRIPTION The construction, use, and maintenance of a new self service car wash and equipment room at an existing gas station and mini-mart. The applicant is requesting a conditional use and a determination of compliance with the Foothill Boulevard Corridor Specific Plan.	
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY Pinewood Petrol Inc. 7101 West Foothill Boulevard, Tujunga, CA 91042	
FINDING: The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance <div style="text-align: center;">(CONTINUED ON PAGE 2)</div>	
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.	
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.	
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.	
NAME OF PERSON PREPARING THIS FORM <div style="font-family: cursive; font-size: 1.2em;">Jo Jo Pawsawang</div>	TITLE City Planning Assistant
TELEPHONE NUMBER (213) 978-1214	
ADDRESS 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	SIGNATURE (Official) <div style="font-family: cursive; font-size: 1.2em;">Jo Jo Pawsawang</div>
DATE August 17, 2016	

I-120. Aesthetics (Light)

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

I-130. Aesthetics (Glare)

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

III-60. Objectionable Odors (Commercial Trash Receptacles)

- Environmental impacts may result from project implementation due to the location of trash receptacles near adjacent residences. However, these impacts will be mitigated to a less than significant level by the following measure:
- Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use.
- Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.

XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)

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- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

XII-30. Increased Noise Levels (Parking Wall)

- Environmental impacts to the adjacent residential properties may result due to noise from parking on the site. However, this potential impact will be mitigated to a less than significant level by the following measure:
- A 6-foot-high solid decorative masonry wall, measured from the lowest adjacent grade, adjacent to residential use and/or zones shall be constructed if no such wall exists.

XII-70. Increased Noise Levels (Operational Noise from Machine and/or Other Electronic Devices)

- Environmental impacts to adjacent properties may result from project implementation due to the installation and testing of _____. However, the potential impact will be mitigated to a less than significant level by the following measure:
- The proposed facility shall be designed with noise-attenuating features (physical as well as operational) by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

XIV-20. Public Services (Police – Demolition/Construction Sites)

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- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

XIV-30. Public Services (Police)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community

Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles		COUNCIL DISTRICT: CD 7 - FELIPE FUENTES	DATE:
RESPONSIBLE AGENCIES: Department of City Planning			
ENVIRONMENTAL CASE: ENV-2016-1218-MND	RELATED CASES: ZA-2016-1217-CU-SPP		
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions		
PROJECT DESCRIPTION: CONSTRUCTION OF A NEW SELF-SERVE CARWASH WITH A NEW EQUIPMENT ROOM TO AN EXISTING GAS STATION WITH A MINI-MART.			
ENV PROJECT DESCRIPTION: The construction, use, and maintenance of a new self service car wash and equipment room at an existing gas station and mini-mart. The applicant is requesting a conditional use and a determination of compliance with the Foothill Boulevard Corridor Specific Plan.			
ENVIRONMENTAL SETTINGS: The subject site is a slightly sloping, rectangular-shaped corner lot, consisting of three lots totaling 14,390 square feet, with a frontage of approximately 100 feet on the north side of Foothill Boulevard and a frontage of 91 feet on the west side of Pinewood Avenue. The site is developed with four pump gas station with ancillary food mart and pole signs. The project site is zoned C2-1VL and is located within the Sunland - Tujunga - Lake View Terrace - Shadow Hills - East La Tuna Canyon Community Plan. The site is located within the Foothill Boulevard Corridor Specific Plan and the application is affected. The project site is further located within a Very High Fire Hazard Severity Zone, a High Wind Velocity Area, and is located within the Verdugo Fault Zone. The northern adjoining properties are zoned R3-2 and are developed with multi-family dwellings. The eastern adjoining property (across Pinewood Avenue) is zoned C2-1VL and is developed with a mini-shopping center. The southern adjoining properties (across Foothill Boulevard) are zoned C2-1VL and are developed with single-story commercial buildings. The western adjoining property is zoned C2-1VL and is developed with a single-story commercial building.			
PROJECT LOCATION: 7101 W FOOTHILL BLVD			
COMMUNITY PLAN AREA: SUNLAND - TUJUNGA - LAKE VIEW TERRACE - SHADOW HILLS - EAST LA TUNA CANYON STATUS: <input type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: NORTH VALLEY	CERTIFIED NEIGHBORHOOD COUNCIL: SUNLAND - TUJUNGA	
EXISTING ZONING: C2-1VL	MAX. DENSITY/INTENSITY ALLOWED BY ZONING:	LA River Adjacent:	
GENERAL PLAN LAND USE: GENERAL COMMERCIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:		
PROPOSED PROJECT DENSITY:			

Determination (To Be Completed By 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.


Signature

Title

(213) 978-1214

Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). 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 whatever 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.

Environmental Factors Potentially Affected:

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

<input checked="" type="checkbox"/> AESTHETICS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS	<input type="checkbox"/> POPULATION AND HOUSING
<input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES	<input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input checked="" type="checkbox"/> PUBLIC SERVICES
<input checked="" type="checkbox"/> AIR QUALITY	<input type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input type="checkbox"/> RECREATION
<input type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> LAND USE AND PLANNING	<input type="checkbox"/> TRANSPORTATION/TRAFFIC
<input type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS
<input type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

Pinewood Petrol Inc.

PHONE NUMBER:

(213) 260-0123

APPLICANT ADDRESS:

7101 West Foothill Boulevard, Tujunga, CA 91042

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

04/07/2016

PROPOSAL NAME (if Applicable):

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS

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.	Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓		

II. AGRICULTURE AND FOREST RESOURCES

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 nonagricultural 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?				✓

III. AIR QUALITY

a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c.	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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?			✓	
e.	Create objectionable odors affecting a substantial number of people?		✓		

IV. BIOLOGICAL RESOURCES

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 U.S. Fish and Wildlife Service?				✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
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?				✓

V. CULTURAL RESOURCES

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?		✓	
e.	Cause a substantial adverse change in the significance of a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or determined eligible for listing on the California register of historical resources, listed on a local historical register, or otherwise determined by the lead agency to be a tribal cultural resource?		✓	

VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		✓	
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?		✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?			✓
e.	Result in substantial soil erosion or the loss of topsoil?			✓
f.	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?			✓
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		✓	
h.	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?			✓

VII. GREEN HOUSE GAS EMISSIONS

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?		✓	

VIII. HAZARDS AND HAZARDOUS MATERIALS

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?			✓

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓	

IX. HYDROLOGY AND WATER QUALITY

a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	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?			✓	
f.	Otherwise substantially degrade water quality?			✓	
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓

X. LAND USE AND PLANNING

a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

XI. MINERAL RESOURCES

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

XII. NOISE

a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
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Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
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 expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

XIII. POPULATION AND HOUSING

a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

XIV. PUBLIC SERVICES

a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			✓	
b.	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: Police protection?		✓		
c.	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: Schools?				✓
d.	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: Parks?				✓
e.	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: Other public facilities?			✓	

XV. RECREATION

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?				✓

XVI. TRANSPORTATION/TRAFFIC

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				✓
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				✓
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
e.	Result in inadequate emergency access?				✓
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓

XVII. UTILITIES AND SERVICE SYSTEMS

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e.	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?			✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to 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, 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" 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?			✓	

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2016-1218-MND** and the associated case(s), **ZA-2016-1217-CU-SPP**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not**:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
	City Planning Assistant	(213) 978-1214	07/13/2016

Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS			
a.	NO IMPACT	The existing visual character of the surrounding locale is highly urban and the project site is not located within or along a designated scenic highway, corridor, or parkway. No designated scenic vistas in the local area would be impeded, and the project will not substantially block any scenic vistas. Therefore, no impact will result.	
b.	NO IMPACT	A significant impact would occur only if scenic resources would be damaged or removed by a project, such as a tree, rock outcropping, or historic building within a designated scenic highway. There are no identified scenic resources such as rock outcroppings or historic buildings located on-site. The building has not been identified as requiring Historic Preservation Review. No impact will result.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site. This development would activate a currently underutilized parcel that contains a gas station with mini-mart. Moreover, the project includes landscaping that exceeds the minimum requirement for landscaping per the Foothill Boulevard Corridor Specific Plan. The façade features articulation (window and planters pop out) and material changes to reduce its apparent bulk. Therefore, the Project would not degrade the existing visual character or quality of the Project Site and its surroundings and impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	The project (through new building materials and lighting) has the potential to create a new source of substantial light and glare for adjacent residential land uses. The referenced Mitigation Measures shall apply to reduce impacts to a less than significant level.	I-120, I-130
II. AGRICULTURE AND FOREST RESOURCES			

Impact?	Explanation	Mitigation Measures
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a.	NO IMPACT	The project site will not result in the conversion of land zoned for agricultural use to non-agricultural use. Further, the Project will not result in the conversion of land under a Williamson Act Contract from agricultural use to non-agricultural use. Therefore, no impact with respect to land zoned for agricultural use or under a Williamson Act Contract will occur.	
b.	NO IMPACT	The project site will not result in the conversion of land zoned for agricultural use to non-agricultural use. Further, the Project will not result in the conversion of land under a Williamson Act Contract from agricultural use to non-agricultural use. Therefore, no impact with respect to land zoned for agricultural use or under a Williamson Act Contract will occur.	
c.	NO IMPACT	Neither the project site nor surrounding parcels are zoned for forest land or timberland. No impacts related to forest land or timberland will occur.	
d.	NO IMPACT	The proposed project is completely surrounded by urban uses and infrastructure, and is not forest land. No impact related to the loss of forest land or conversion of forest land will occur.	
e.	NO IMPACT	The project site is located in a developed urban area. There is no farmland or agricultural or forest uses on or in close proximity to the site. No impact will occur.	

III. AIR QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The Project would develop 1,012 square feet of commercial space in Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan. The Project would not add residents to the Plan. The Project site is classified as "General Commercial" in the Community Plan, a zoning classification that allows the proposed uses. As such, the RTP/SCS' assumptions about growth in the City likely accommodate employment growth on this site. As such, the Project does not conflict with the growth assumptions in the regional air plan and this impact is considered less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	It is mandatory for all construction projects in the South Coast Air Basin (Basin) to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of	

Impact?	Explanation	Mitigation Measures
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		visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible. Compliance with Rule 403 would reduce regional particulate matter emissions associated with construction activities and the impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project is a commercial project that does not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM10 and PM2.5 would be minimal. Similarly, existing land uses in the area include commercial land uses that do not produce substantial emissions of localized nonattainment pollutants. A less-than significant project impact does not make a cumulatively considerable contribution to a cumulative impact. Long-term operation of the project would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant.	
d.	LESS THAN SIGNIFICANT IMPACT	The proposed project would not expose sensitive receptors to substantial pollutant concentrations, particularly localized criteria pollutant emissions, during construction. The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoiding siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The project site is not near either a freeway or a large gas station. Therefore, the proposed project would result in a less than significant impact.	
e.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	The project has the potential to impact adjacent residential properties through odors from trash receptacles on the site. However, the Mitigation Measures will reduce any impacts to a less than significant level.	III-60

IV. BIOLOGICAL RESOURCES

a.	NO IMPACT	The proposed car wash expansion is within a highly urbanized area that does not contain any biological resources or habitat area. The site is zoned C2-1 and the General Plan Land Use Designation is General Commercial. The site is developed with an existing gas station with mini-mart. No impact will result.	
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Impact?	Explanation	Mitigation Measures
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b.	NO IMPACT	The project site is fully developed and within a highly urbanized area, and does not contain any biological resources or habitat area. No impact will result.	
c.	NO IMPACT	The project site is fully developed and within a highly urbanized area, and does not contain any biological resources or habitat area. No impact will result.	
d.	NO IMPACT	A significant impact would occur if the project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the urbanized nature of the subject property and surrounding area, the lack of a major water body, and the limited number of trees, the subject property does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the project would not interfere with wildlife movement or impede the use of native wildlife nursery sites. No impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CFGF protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and no impacts would occur.	

Impact?	Explanation	Mitigation Measures
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f.	NO IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.	
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V. CULTURAL RESOURCES

a.	NO IMPACT	A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historical resources. The project does not involve the demolition of existing structures. The project will involve the remodeling of the existing mini-mart. However, none of the structures have been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and the Los Angeles Historic-Cultural Monuments Register. In addition, the site was not found to be a potential historic resource based on communication with the Planning Department's Office of Historic Resources, and data available on the City's HistoricPlacesLA website (the City's new online information and management system created to inventory Los Angeles' significant historic resources). Therefore, no impacts would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	The project is not located on a site with any known archeological resources; however, the applicant shall abide by current law if archaeological resources are discovered during grading or construction. Therefore, impacts will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project is not located on a site with any known paleontological resources; however, the applicant shall abide by current law if paleontological resources are discovered during grading or construction. Therefore, impacts will be less than significant.	

Impact?	Explanation	Mitigation Measures
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d.	LESS THAN SIGNIFICANT IMPACT	No human remains are expected to be located on the project site; however, the applicant shall abide by current law if human remains are discovered during grading or construction. Therefore, impacts will be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project would result in a substantial adverse change in the significance of a tribal cultural resource, including, but not limited to, sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe or an historical resource as defined in of Section 5024.1(c) Public Resources Code. The subject property has not been identified to contain any tribal cultural resource. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to and if archeological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Section 21083.2. Therefore, project impacts would be less than significant.	

VI. GEOLOGY AND SOILS

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, impacts will be less than significant.	
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Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT IMPACT	The site is located in a seismically active area and is within a fault zone (Verdugo Fault), but the project is not expected to cause or accelerate any geological hazards. The project is also subject to the seismic standards of the Department of Building and Safety's Uniform Building Code, thereby reducing possible seismic hazard impacts to a less than significant level.	
c.	NO IMPACT	A significant impact would occur if the project would cause personal injury or death or resulted in property damage as a result of liquefaction. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Areas Susceptible to Liquefaction, Exhibit B, the subject property is not located within a Liquefiable Area or Potentially Liquefiable Area. Therefore, the project would not cause personal injury or death or resulted in property damage as a result of liquefaction, and no impact would occur.	
d.	NO IMPACT	According to ZIMAS, the site is not located within an area of historically earthquake-induced landslides, and landslides on the site are not anticipated based on the area's flat terrain.	
e.	NO IMPACT	According to ZIMAS, the site is not located in an area of known or suspected erosion hazards. No impact will result.	
f.	NO IMPACT	According to ZIMAS, the project site at 7101 West Foothill Boulevard is not located within an unstable soil area, landslide, or liquefaction area, and is not expected to cause or accelerate any geological hazards. No impact will result.	
g.	LESS THAN SIGNIFICANT IMPACT	The project site is not located in an area known to have expansive soils. Impacts will be less than significant.	
h.	NO IMPACT	No septic tanks or alternative waste disposal systems are proposed. The project will be served by the City's sewer system. No impact will result.	

VII. GREEN HOUSE GAS EMISSIONS

a.	LESS THAN SIGNIFICANT IMPACT	Through required implementation of the LA Green Building Code, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable	
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Impact?	Explanation	Mitigation Measures
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		contribution to emissions and impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The project would provide infill commercial development proximate to a major transportation corridor (Foothill Boulevard) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions. Impacts are less than significant.	

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	LESS THAN SIGNIFICANT IMPACT	Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials. The proposed project would provide for a new automated car wash facility and an ancillary storage room. This type of use would be expected to use and store very small amounts of hazardous materials, (ie. cleaners, solvents, etc). Nevertheless, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements to reduce impacts to less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. Therefore, project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A project-related significant adverse effect may occur if the project is located within 0.25-mile (1,325 feet) of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds. The nearest school is:	

Impact?	Explanation	Mitigation Measures
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		Verdugo Hills High School (located 1.4 miles from the site). The project will have a less than significant impact during construction (with regulatory compliance measures for asbestos, lead-based paint, PCBs) and will not emit any hazardous substances during operation. The school would still be generally shielded from the Project Site by the distance and intervening residential and commercial buildings between the school and the Site. Therefore, impacts of hazardous materials within one-quarter mile of a school will be less than significant.	
d.	NO IMPACT	A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, no impact would occur.	
e.	NO IMPACT	The project site is not located within an airport land use plan, nor is it within two miles of a public or public use airport. Therefore, no impact will result.	
f.	NO IMPACT	The project site is not located within an airport land use plan, nor is it within two miles of a private air strip. Therefore, no impact will result.	
g.	NO IMPACT	The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would	

Impact?	Explanation	Mitigation Measures
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		occur.	
h.	LESS THAN SIGNIFICANT IMPACT	The project site is located within a Very High Fire Hazard Severity Zone. The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, impacts will be less than significant.	

IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The proposed project is a for an automated car wash addition to an existing gas station. As is typical of most non-industrial urban development, stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household and vehicle cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less-than-significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially	
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Impact?	Explanation	Mitigation Measures
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		degrade water quality.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed automated car wash facility is not anticipated to deplete groundwater supplies or to interfere with groundwater recharge. The project will continue to be supplied by the City's municipal water supply. Impacts will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The site is within an urbanized area and no natural watercourses are located on-site nor in the vicinity. Runoff from the site and surrounding area is removed by way of street flows and storm drains and will comply with L.A.M.C. Section 64.70. Impacts will be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	No streams or rivers are contained on-site and as such the development will not alter the existing drainage patterns. Further, the project will comply with L.A.M.C. Section 64.70 to ensure that surface runoff will not result in flooding.	
e.	LESS THAN SIGNIFICANT IMPACT	Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less-than-significant impacts related to existing storm drain capacities or water quality.	
f.	LESS THAN SIGNIFICANT IMPACT	The proposed car wash facility would contain solvents and cleaners which are potential sources of contaminants, which could potentially degrade water quality. However, the project would comply with all federal, state and local regulations governing stormwater discharge. Vehicle/equipment wash areas are required to be self-contained and/or covered, equipped with a clarifier, or other pretreatment facility, and properly connected to the sanitary sewer.	

Impact?	Explanation	Mitigation Measures
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		Therefore, impacts will be less than significant.	
g.	NO IMPACT	The proposed project is not located within a 100-year flood hazard area. Therefore no impact will result.	
h.	NO IMPACT	The proposed project is not located within a 100-year flood hazard area. Therefore no impact will result.	
i.	NO IMPACT	The project site is not located within a potential dam inundation zone. No impact will result.	
j.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. The project site and the surrounding areas are not located near a water body to be inundated by seiche and is not located within a tsunami inundated zone. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.	

X. LAND USE AND PLANNING

a.	NO IMPACT	The project will not divide an established community. The proposed automated car wash facility as an expansion to an existing gas station with mini-mart is an infill project, replacing a paved surface parking lot at the rear of the mini-mart. No impact will result.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project involves the development of a new automated car wash. The use is required to apply for Conditional Use and Specific Plan Project Permit Compliance with the Foothill Boulevard Corridor Specific Plan. In the event the necessary findings to support the project are not made, the project would be denied and its proposed location and size would be in conflict with the City's Municipal Code. In the event the requested entitlements are approved with the Department of City Planning, the proposed building will not be in conflict. Impacts will be less than significant.	
c.	NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	

XI. MINERAL RESOURCES

Impact?	Explanation	Mitigation Measures
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a.	NO IMPACT	MRZ-2 sites are identified in two community plan elements of the city's general plan, the Sun Valley and the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon community plans. Neither the project site nor the surrounding area is identified as an area containing mineral deposits of regional or statewide significance. Therefore, no impact to known mineral deposits would occur.	
b.	NO IMPACT	The project site is not delineated as a locally important mineral resource recovery site on any City plans. Furthermore, the project site is surrounded by dense urban uses and residential uses. Thus, the Project Site would not be an adequate candidate for mineral extraction. Therefore, no impacts to loss of availability of a locally important mineral resource will occur.	

XII. NOISE

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. During construction of the proposed project, the applicant will be required to comply with the City's Noise Ordinance No. 161,574, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible, and will also be required to comply with construction noise mitigation measures including limiting construction activities to specific times and days (i.e., 7:00AM to 6:00PM Monday through Friday, and 8:00AM to 6:00PM on Saturday, with no work on Sunday) and implementing specific construction equipment operations requirements, which will reduce impacts to a less than significant level. Therefore, with required mitigation	XII-20
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Impact?	Explanation	Mitigation Measures
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		measures, impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The City of Los Angeles does not address vibration in the LAMC or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level capable of damaging structures. The construction activities that typically generate the most severe vibrations are blasting and impact pile driving. These types of activities are not proposed by the project. The FTA has published standard vibration velocities for various construction equipment operations. The estimated vibration velocity levels from construction equipment would be well below the significance thresholds. Therefore, project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of any other occupied properties by more than 5 dBA. Therefore, project impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	During the construction phase, the project may create a substantial temporary or periodic increase in ambient noise levels in the project vicinity. Noise from recurrent activities (e.g., conversation, amplified music, jets, machines) or non-recurrent activities (e.g., parties) would elevate ambient noise levels to differing degrees. The City's noise ordinance would also provide a means to address nuisances related to restaurant or retail noise. The proposed Mitigation Measures will reduce the impacts to a less than significant level.	XII-30, XII-70
e.	NO IMPACT	The project is not located within two miles of a public airport or public use airport. No impact will result.	

Impact?	Explanation	Mitigation Measures
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f.	NO IMPACT	The project is not located within two miles of a private airstrip. No impact will result.	
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XIII. POPULATION AND HOUSING

a.	NO IMPACT	The automated car wash facility would not induce substantial population growth and would be supported by the existing infrastructure such as roadways. No impact will result.	
b.	NO IMPACT	A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project Site does not contain any housing. The Project does not represent a displacement of substantial numbers of existing housing. Therefore, no impact will occur.	
c.	NO IMPACT	A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The project site does not contain any housing. The Project does not represent a displacement of substantial numbers of existing housing. Therefore, no impact will occur.	

XIV. PUBLIC SERVICES

a.	LESS THAN SIGNIFICANT IMPACT	The Project, in combination with the related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and related projects would contribute. Similar to the Project, each of the related projects in the City of Los Angeles would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by LAPD's Valley Bureau, Foothill Station (Reporting	XIV-20, XIV-30

Impact?	Explanation	Mitigation Measures
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		District 1657). The proposed project would result in a temporary construction area being located on-site, potentially increasing demand for police services. However, mitigation measures requiring temporary construction fencing along the project site, and LAPD review and approval of the project plans prior to issuance of building permits to ensure that the design of the project follows the LAPD's Design Out Crime Program (an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD) would reduce project impacts to less-than-significant levels.	
c.	NO IMPACT	No new housing will be provided. Therefore, the project will not increase the demand for schools in the area. No impact will occur.	
d.	NO IMPACT	Since the Project would not be including any housing or any permanent residents, there would be no required open space elements and no expected use of existing park facilities. Therefore, impacts no impact will occur.	
e.	LESS THAN SIGNIFICANT IMPACT	The proposed project would not result in an increase in residential units which could result in increased demand for library services and resources of the LAPL System. There will be no increase in demand for library services, and the proposed project would not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries. Therefore, the proposed project would result in no impact on library services.	

XV. RECREATION

a.	NO IMPACT	No new housing will be provided. Therefore, the project is not expected to increase the use of existing neighborhood and regional parks. Therefore, no impact will occur.	
b.	NO IMPACT	The proposed car wash does not include any recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impact will occur.	

XVI. TRANSPORTATION/TRAFFIC

	Impact?	Explanation	Mitigation Measures
a.	NO IMPACT	According to the DOT Referral Form dated August 10 2015, the proposed automated car wash addition to an existing gas station with mini-mart will not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The project will result in an increase of 14 peak hour trips in the A.M. and 3 in the P.M. Impacts will be less than significant.	
b.	NO IMPACT	According to the DOT Referral Form dated August 10, 2015, the proposed addition of an automated car wash to an existing gas station will not conflict with any applicable congestion management program. The project will result in a decrease 79 trips. No impact will result.	
c.	NO IMPACT	The proposed airport is located approximately 11 miles from Burbank Airport. The project will not in any way affect air traffic patterns in the area. No impact will occur.	
d.	NO IMPACT	The project will not involve any change in design features of the surrounding streets or other means of access to the site. No impact will result.	
e.	NO IMPACT	A significant impact would occur if the proposed project would result in inadequate emergency access. The project does not propose any changes to emergency access, and will require approval of plans by the Fire Department. Further, the project must comply with all applicable City fire safety regulations. No impact will occur.	
f.	NO IMPACT	A significant impact may occur if the proposed project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on or offsite. The proposed project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the proposed project would not interfere with any Class I or Class II bikeway systems. Since the proposed project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs.	
XVII. UTILITIES AND SERVICE SYSTEMS			

Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT IMPACT	The project will be served by the City's sewer system and is not expected to exceed wastewater treatment requirements in the area. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, impacts related to wastewater treatment would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance. Impacts will be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California, which is obtained from the Colorado River Aqueduct. These sources, along with recycled water, are expected to supply the City's water needs in the years to come. The Project shall comply with the City of Los Angeles Low Impact Development Ordinance (City Ordinance No. 181,899) and to implement Best Management Practices that have stormwater recharge or reuse benefits for the Project. Impacts will be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. The Project's wastewater would be sufficiently accommodated as part of the remaining 88 mgd or 80 percent of treatment	

Impact?	Explanation	Mitigation Measures
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		capacity currently available at the Hyperion Water Treatment Plant (HTP). Also, the HTP has sufficient capacity for the Project's flow. Therefore, impacts to wastewater treatment would be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	During the demolition, construction, and operational phases, the project has the potential to have an impact on landfills. However, 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 Bureau of Sanitation (LAMC Section 66.32) which requires the recycling and proper disposal of solid waste. Impacts will be less than significant.	
g.	LESS THAN SIGNIFICANT IMPACT	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 Bureau of Sanitation (LAMC Section 66.32) which requires the recycling and proper disposal of solid waste and will ensure that the project complies with federal, state, and local regulations as it relates to solid waste. Impacts will be less than significant.	

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	LESS THAN SIGNIFICANT IMPACT	The proposed project does not have the potential to significantly degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, or threaten to eliminate a plant animal community. The project is located in a developed, urbanized area and will not disrupt or hinder any known habitats. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less than significant levels with implementation of the mitigation measure provided in the previous sections. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation	

Impact?	Explanation	Mitigation Measures
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		measures identified will ensure that no cumulative impacts will occur as a result of the proposed project.	
c.	LESS THAN SIGNIFICANT IMPACT	The mitigation measures required herein will reduce the potential impacts of the proposed project on human beings to a less than significant level.	



DEPARTMENT OF TRANSPORTATION REFERRAL FORM

NOTE: Submit this form to the Department of Transportation (DOT) for their review and analysis of traffic, access and circulation of the proposed project. The referral form is a required attachment to any application, except Tract Map or Parcel Map applications, that includes one of the following (please check the box for the application the referral form is intended for):

- ☒ A project that requires Site Plan Review (unless the Traffic Study or Technical Memorandum process with DOT has already begun)
- ☒ A project with new floor area or a change of use that requires the filing of an Environmental Assessment Form (EAF), this referral form replaces the previously used Initial Study Assessment Form (ISAF) (unless the Traffic Study or Technical Memorandum process with DOT has already begun)
- ☒ A project with new floor area and frontage along a Major or Secondary Highway
- ☐ A project that proposes bicycle parking in the public right-of-way
- ☐ A project in a Transportation Specific Plan area:
 - Central City West Specific Plan (*Downtown Planning Office*)
 - Coastal Transportation Corridor Specific Plan (*West LA Planning Office*)
 - Glencoe/Maxella Specific Plan (*West LA Planning Office*)
 - Warner Center Specific Plan (*Valley Planning Office*)
 - West Los Angeles Transportation Improvement and Mitigation Specific Plan (*West LA Planning Office*)
 - Venice Coastal Zone Specific Plan (*West LA Planning Office*)
 - Ventura-Cahuenga Boulevard Corridor Specific Plan (*Valley Planning Office*)
- ☐ All new school projects; by-right projects and not by-right projects (except not required for tenant improvement's with no additional floor area or change of use). Four months prior to opening the new school, the applicant should contact the appropriate DOT District Office to coordinate the installation of any necessary traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones. The DOT District Office, in consultation with the school, shall determine what signs, pavement markings, parking restrictions and loading zones, if any, should be installed by the applicant prior to the school's opening.

This form can also determine whether a change of use meets the definition of a Development Project as per LAMC Section 16.05 C1 (c) and (d).

Pursuant to LAMC Section 19.15, a review fee payable to DOT may be required to process this form. The applicant should contact the appropriate DOT Development Services Office to arrange payment.

DOT's Traffic Study Policies and Procedures can be found on ladot.lacity.org, under "B-PERMIT & TRAFFIC STUDIES".

RELATED CODE SECTION/ORDINANCE: LAMC Section 16.05; various ordinances

L-2A-2016-1217

SPECIALIZED REQUIREMENTS: When submitting this referral form to DOT, include the documents listed below (unless the form is being used to determine whether a change of use meets the definition of a Development Project as per LAMC Section 16.05 C1 (c) and (d)).

- ☐ Copy of completed Master Land Use Permit Application
- ☒ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation
- ☐ If filing for purposes of Site Plan Review, a copy of the completed Site Plan Review Supplemental Application

DEPARTMENT OF TRANSPORTATION DEVELOPMENT SERVICES DIVISION OFFICES

**Downtown
Planning Office**
213-972-8482
100 S Main St, 9th Floor
Los Angeles, CA 90012

**West Los Angeles
Planning Office**
213-485-1062
7166 W Manchester Blvd
Los Angeles, CA 90045

**Valley
Planning Office**
818-374-4699
6262 Van Nuys Blvd, 3rd Floor
Van Nuys, CA 91401

Project Name: 1 Mini Mart Car Wash
 Project Address: 7101 Foothill Blvd
Tujunga CA 91042
 Project Description: Addition of a drive-through car wash to an
existing gas station. Car wash area 1,012.0 sq. ft.
 Applicant Name: Pinewood Petrol Inc.
 Applicant E-mail: mailianassociates@ Applicant Phone: 818. 427. 1220.
gmail.com. Argineh M.

TO BE COMPLETED BY DOT STAFF ONLY

TRIP GENERATION CALCULATION

	Uses (list each use)	Project (square feet or dwelling units)	Land Use ADT (trip generate rate)	Subtotal ADT (number of trips)	Total ADT (number of trips)
Existing	Gas Station	Fueling 8	162.78	1302	1302
	with Conven				
Proposed	Market (946)				
	Gas Station	8	152.84	1223	1223
	Market				
	Car Wash (946)				
Net Increase / Decrease (+ or -)					- 79

POTENTIAL TRANSPORTATION & CIRCULATION IMPACTS

(to be completed only for projects with new floor area or a change of use that requires the filing of an Environmental Assessment Form (EAF))

Pursuant to CEQA Appendix G, part XVI – Transportation/Traffic, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(the following two items are for informational purposes only and are not applicable to DOT; they pertain to the Los Angeles World Airports (LAWA))				
e) result in a change in air traffic patterns?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Peak Hour Trips: A.M. : 14 P.M. : 3

DOT Comments: This determination does not include approval of driveway and internal circulation. Dedication and improvement is required. Submit final site plan to DOT Valley Development Review Section, 6262 Van Ness Blvd. Room 3012, CA 94401, for approval.

Traffic Study Required? Yes: _____ No: ☒

Prepared By: (DOT Staff Name Printed) Albert Ismailian Phone: (818) 374-4693

Signature: [Signature] Date: 08/10/2015