

Regional Planning Commission Transmittal Checklist

Hearing Date
1/9/2013
Agenda Item No.
7

Project Number: R2006-00533-(4)
Zone Change No. 201200002
Case(s): Conditional Use Permit Case No. 201100147
Environmental Assessment Case No. 201200131
Planner: Iris Chi

- Project Summary
- Property Location Map
- Staff Analysis
- Draft Resolution / Draft Ordinance / 8.5x11 Map (ZC or PA)
- Draft Findings
- Draft Conditions
- Burden of Proof Statement(s)
- Environmental Documentation (ND / MND / EIR)
- Correspondence
- Photographs
- Aerial Image(s)
- Land Use/Zoning Map
- Tentative Tract / Parcel Map
- Site Plan / Floor Plans / Elevations
- Exhibit Map
- Landscaping Plans
- _____
- _____
- _____

Reviewed By: 



Department of Regional Planning
 320 West Temple Street
 Los Angeles, California 90012

PROJECT NUMBER

R2006-00533-(4)

HEARING DATE

January 9, 2013

REQUESTED ENTITLEMENTS

Zone Change No. 201200002
 Conditional Use Permit No. 201100147
 Environmental Assessment No. 201200131

PROJECT SUMMARY

OWNER / APPLICANT

Hossein Rash/ Sean Nourani

MAP/EXHIBIT DATE

September 4, 2012

PROJECT OVERVIEW

The applicant is requesting a Conditional Use Permit ("CUP") to authorize the establishment and implementation of a Development Program to authorize the construction, operation, and maintenance of an automatic car wash facility in the proposed C-3-DP (Unlimited Commercial – Development Program) zone in the proposed C-3-DP Zone pursuant to Los Angeles County ("County") Code Section 22.28.180. The DP designation of the C-3-DP zone will only allow for an automatic car wash, as long as a valid CUP is obtained. Associated with this project is a request for a zone change from CPD (Commercial Planned Development) zone to C-3-DP zone.

LOCATION

15003 Mulberry Drive Whittier, CA 90604

ACCESS

via Mulberry Drive

ASSESSORS PARCEL NUMBER(S)

8226-015-023

SITE AREA

15,979 sq. ft.

GENERAL PLAN / LOCAL PLAN

Los Angeles County General Plan

ZONED DISTRICT

Southeast Whittier

LAND USE DESIGNATION

1- Low Density Residential

ZONE

CPD (Commercial Planned Development)

PROPOSED UNITS

N/A

MAX DENSITY/UNITS

1 to 6 du/ac

COMMUNITY STANDARDS DISTRICT

N/A

ENVIRONMENTAL DETERMINATION (CEQA)

Negative Declaration

KEY ISSUES

- Clearance from Fire Department regarding fire flow adequacy pending
- Consistency with the General Plan
- Satisfaction of the following Section(s) of Title 22 of the Los Angeles County Code:
 - 22.56.040 (Conditional Use Permit Burden of Proof requirements)
 - 22.28.210 (C-3 Zone Uses subject to permits)
 - 22.40.030 (Development Program zone permitted uses)

STAFF RECOMMENDATION

With clearance from Fire Department, staff recommends APPROVAL of ZC No. 201200002 and CUP No. 201100147, subject to the attached conditions, since the proposed automatic car wash facility is consistent with the goals and policies set forth in the General Plan and will be permitted in the new proposed zone C-3-DP zone with a CUP. Staff recommends that a Negative Declaration is the appropriate environmental documentation under the California Environmental Quality Act (CEQA) and the County environmental guidelines.

CASE PLANNER:

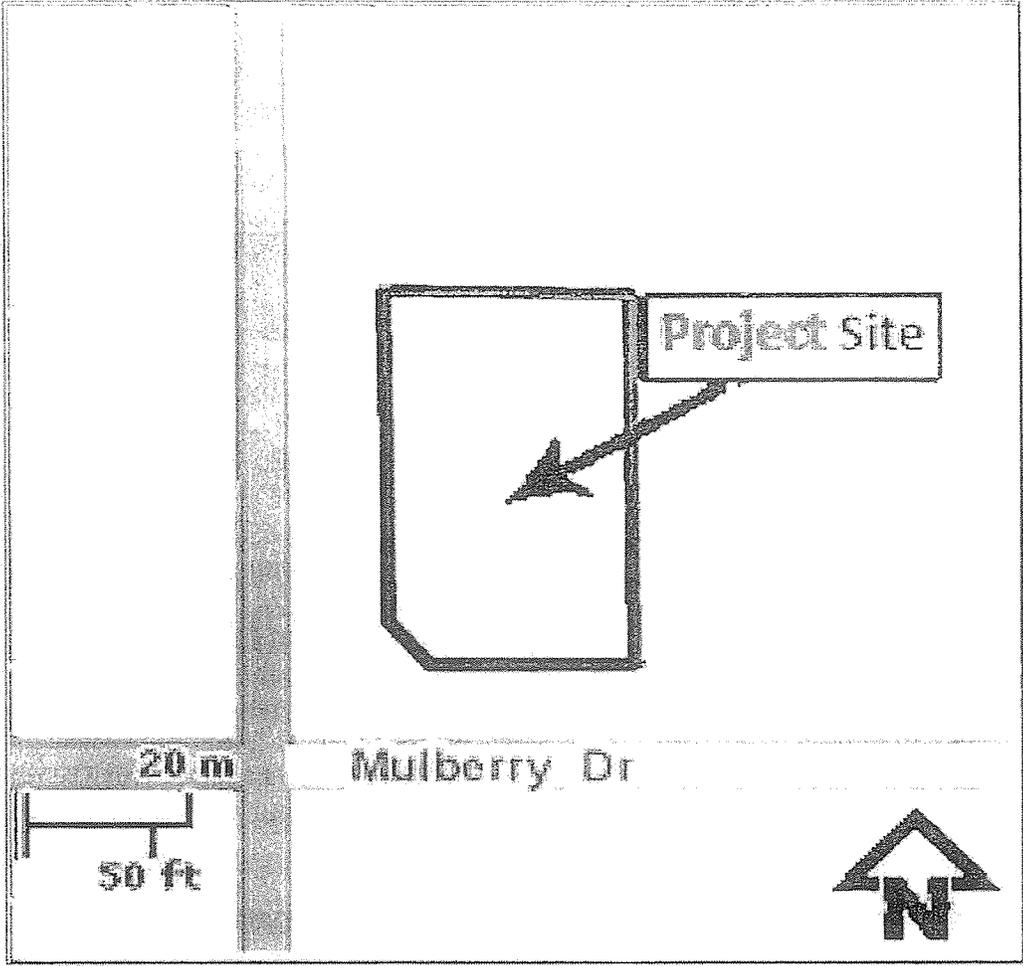
Iris Chi, AICP

PHONE NUMBER:

(213) 974 - 6443

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ichi@planning.lacounty.gov



ENTITLEMENTS REQUESTED

- Zone Change (“ZC”) to change the zoning of the subject parcel from CPD (Commercial Planned Development) zone to C-3-DP (Unlimited Commercial – Development Program) zone.
- Conditional Use Permit (“CUP”) to authorize the establishment and implementation of a Development Program to authorize the construction, operation, and maintenance of an automatic carwash facility in the proposed C-3-DP zone.

PROJECT DESCRIPTION

The applicant is requesting a zone change from CPD zone to C-3-DP zone, and a CUP to establish and implement a development program in order to authorize the construction, operation and maintenance of an automatic car wash facility in the proposed C-3-DP zone. The zone change is necessary from the existing CPD zone to a C-3 zone in order to allow for an automatic car wash facility. The CPD zone only allows for commercial uses listed in the C-1 (Restricted Business) zone with a CUP; this type of car wash facility is not allowed in the C-1 zone.

The CUP is a request to implement a development program for the project, which is required for all projects that include zone changes with a corresponding Development Program (-DP) overlay zone. The Development Program is designed to ensure that all development on the subject property conforms to those plans that are submitted during the rezoning process when such plans are a critical factor in the decision to rezone. Any future changes to the use of the property, other than those specifically allowed in the development program, would require a new CUP and environmental review.

The subject site is currently vacant. The proposed hours of operation for the carwash will be 8:00 A.M. to 6:00 P.M., seven days a week. The project is proposing a maximum of three employees present during the largest shift.

SITE PLAN DESCRIPTION

The site plan depicts a 29-foot tall, 2,371 square-foot commercial building that consists of a car wash tunnel, car wash equipment room, office, and a restroom on a 15,979 square-foot rectangular-shaped corner lot. The building contains a car wash equipment room, office, restroom, and an automatic car wash tunnel. There are two kiosks placed by the entrance of the car wash tunnel containing equipment to be used by drive through customers. The site plan shows seven standard parking spaces and one handicap parking space, but the final site plan will have to depict the required total of nine parking spaces. There are four vacuum locations that serve two parking spaces each. Customers enter and exit the site through a driveway off of La Mirada Boulevard. The driveway is 30 feet wide and is located approximately 54 feet from the intersection of Mulberry Drive and La Mirada Boulevard. Majority of the 2,225 square feet of landscaping provided are in the perimeter of the site and covers approximately 14% of

the parcel. The carwash equipment includes a 1,500 gallon clarifier and utilizes an onsite reclaimed water system. There will be eight ornamental outdoor light fixtures located on the exterior of the building.

EXISTING ZONING

The subject property is zoned CPD, in the Southeast Whittier Zoned District.

Surrounding properties are zoned as follows:

North: CPD

South: C-1 (Restricted Business)

East: CPD

West: C-2-BE (Neighborhood Business – Billboard Exclusion)

EXISTING LAND USES

The subject property is currently vacant.

Surrounding properties are developed as follows:

North: Retail strip mall, Single-family residences

South: Retail strip mall, Single-family residences, Multi-family residences

East: Supermarket, Single-family residences

West: Vacant lot, Retail strip mall, Single-family residences

PREVIOUS CASES/ZONING HISTORY

- Zone Change No. 5312-(1)
 - Approved by the Board of Supervisors on 3/26/1968
 - Zone change from R-A-6000 (Residential Agricultural – 6,000 Square Feet Minimum Required Lot Area) zone to CPD zone
- R2006-00533-(4)
 - Conditional Use Permit No. 200600031
 - Authorized a car wash facility with incidental retail sales
 - CUP was unused and expired on 1/10/2010
 - Environmental Assessment No. 200600033
 - Initial study resulted in a Negative Declaration for the project proposed in CUP200600031

ENVIRONMENTAL DETERMINATION

The Los Angeles County (“County”) Department of Regional Planning (“DRP”) recommends that a Negative Declaration is the appropriate environmental documentation under the California Environmental Quality Act (“CEQA”) and the County environmental guidelines. The project is located in an urbanized area, with access to the property from two Major Highways as designated on the County Master Plan of Highways. The site is flat with no native vegetation or landscaping in the immediate vicinity, and was previously developed with a gas/service station and currently vacant. The project will be required to comply with Low Impact Development (LID) and Standard Urban Stormwater Mitigation Plan (SUSMP) to address on-site water retention and

stormwater discharge requirements, and with the County Noise Ordinance for the operation of the car wash.

Therefore, the project will have less than significant impacts on the environment and staff recommends a Negative Declaration as the appropriate environmental documentation under the California Environmental Quality Act (CEQA) and the County environmental guidelines.

STAFF EVALUATION

General Plan/Community Plan Consistency

The project site is located within Category 1 - Low Density Residential (1 to 6 dwelling units per acre) land use designation of the County General Plan ("General Plan").

- *1- Low Density Residential - Areas particularly suitable for single family detached housing units, including large lot estates and typical suburban tract developments. Densities typically range from one to six units per gross acre. The intent of this classification is to maintain the character of existing low density residential neighborhoods and also to provide additional areas to accommodate future market demand.*

Although the proposed project is not a residential development, the project still maintains the intent of this land use designation. The carwash facility follows the scale of a low density neighborhood by proposing a single level facility with a minimal footprint where the building covers 15 % of the parcel. The immediate neighboring parcels are mostly all developed with commercial uses. The project is located on the corner of two major highways. The Low Density Residential land use designation also highlights the purposing of areas to accommodate future market demand.

The proposed zone change from a CPD zone to a C-3-DP zone will allow for future uses to be more compatible with existing uses and the neighborhood. A CPD zone allows for R-A zone uses by right and uses in a C-1 (Restricted Business) zone can be established by first obtaining a CUP. With the zone change to C-3-DP, the automatic car wash facility may be established to serve the community. It is possible to restrict and monitor future uses to make sure that it is consistent with the General Plan and the neighborhood character by designating the subject parcel a Development Program zone.

The following policies of the General Plan are applicable to the proposed project:

- *Land Use Policy No. 9 – Promote neighborhood commercial facilities which provide convenience goods and services and complement community character through appropriate scale, design and locational controls.*

The proposed car wash facility fits in with the land use policy of the Los Angeles County General Plan. The project will provide a service that will be used by residents living in the surrounding area. The scale and the design of the car wash facility are minimal and not obtrusive. The location enables the project to blend in with the existing surrounding land uses. The project is located on the corner of two Major Highways on the County Master Plan of Highways, and the surrounding corner uses are commercial uses.

Zoning Ordinance and Development Standards Compliance

Pursuant to Section 22.28.220 of the County Code, establishments in the C-3 Zone are subject to the following development standards:

- *That not to exceed 90 percent of the net area be occupied by buildings, with a minimum of 10 percent of the net area landscaped with a lawn, shrubbery, flowers and/or trees, which shall be continuously maintained in good condition. Incidental walkways, if needed, may be developed in the landscaped area.*
- *That there be parking facilities as required by Part 11 of Chapter 22.52.*

The proposed site plan depicts approximately 15% of the net area of the property occupied by one building, with landscaping covering up to 14% of the parcel. The proposed site plan also depicts eight parking spaces (seven standard spaces and one handicap space). However, under Section 22.52, this specific land use requires a total of nine parking spaces. The conditions of approval will reflect that the correct number of nine parking spaces (eight standard spaces and one handicap space) will be required and to be reflected in the final Exhibit A.

Pursuant to Section 22.40.040 of the County Code, establishments in a ()-DP zone are subject to the following requirements.

- *If a conditional use permit has been obtained as provided in Part 1 of Chapter 22.56, property in Zone ()-DP may be used for any use permitted in the basic zone subject to the conditions and limitations of the conditional use permit, including the approved development program which shall be contained therein.*

The proposed zone change from a CPD zone to C-3-DP zone will allow for the establishment of the proposed automatic car wash facility; any other use will require a separate CUP. The applicant has applied for a CUP to comply with the development program (-DP) overlay zone for an automatic car wash facility, which is otherwise a permitted use by right in the C-3 zone. This CUP is being processed concurrently with the proposed zone change.

The Development Program is designed to ensure that the development conforms to the plans submitted during the rezoning process. Any other use than the one proposed will be required a new CUP due to the fact that the submitted plans are a critical deciding factor in rezoning the parcel. The applicant submitted a progress schedule, a requirement of the Development Program to ensure

completion of the project. The applicant foresees the completion of construction in 6 months after the approval of the CUP and issuance of all building permits. Occupancy is scheduled for 12 months after the issuance of building permits.

Neighborhood Impact/Land Use Compatibility

The current zone for the parcel is CPD. A CPD zone allows for R-A uses by right and C-1 uses with a CUP. The proposed use of an automatic carwash is not allowed in a CPD zone. Therefore, a zone change is proposed to go from a CPD zone to a C-3-DP zone. The Development Program (DP) zone will limit the allowable use with a CUP to only allow an automatic carwash with a valid CUP. This will enable the project to be consistent with the C-3 zone of the parcel but restrict the uses to fit in with the character of the neighborhood. The uses in a CPD zone are mostly retail oriented uses that fit into the less intensive commercial area. The proposed C-3-DP zone will be compatible with the surrounding land uses because the development program overlay zone will require a discretionary process for future uses or changes that is not a part of the approved development program.

The uses immediately adjacent to the project are strip malls with retail units, a market, and gas station. Single family residences are located in areas behind the commercial uses, the closest house being at least 300 feet away measured from door to door from both uses. The car wash facility will be utilizing modern technology and will have to abide by the County Noise Control Ordinance. The project will have minimal noise impacts on the neighboring residential areas.

The project site is an existing vacant lot that is located on the corner of two major highways. The project will be utilizing existing sidewalks and will not impede pedestrian access. Although the project will be a commercial use, the physical scale of the project keeps with the surrounding neighborhood character. The project proposes a one-story building that only occupies about 15% of the parcel. Landscaping is required and will cover up to be 14% of the parcel. The preliminary landscape plan submitted by the applicant shows shrubs screening the property on the whole north and east property lines at the minimum height of 30 inches and three feet in width. The south and west property lines use a combination of low shrubs for intermittent screening and perennial flowers to accent the landscape.

Zone Change Burden of Proof

The applicant is required to substantiate all facts to the satisfaction of the Commission identified by Section 22.16.150 of the County Code. The Zone Change Burden of Proof with the applicant's responses is attached. Staff is of the opinion that the applicant has met the burden of proof, per the following summary of responses:

That modified conditions warrant a revision in the zoning plan as it pertains to the area or district under consideration.

- The subject parcel was rezoned to CPD from R-A-6000 in 1968. At that time the uses in the immediate surrounding areas were service stations, retail strip malls, vacant parcels, and single family residences. Currently, the surrounding uses have shifted into more intensive uses such as: a supermarket, gas station, and a multi-family complex. The proposed automatic car wash facility has been designed to have minimal noise impacts, and only this facility would be permitted with the proposed zone change and CUP. (The intensifying uses along the intersection of Mulberry Drive and La Mirada Boulevard will allow the proposed use to be acceptable.)

That a need for the proposed zone classification exists within such area or district.

- The subject parcel is currently a vacant dirt lot that was previously used for a gas station. The applicant hopes to develop this lot into an automatic car wash facility that would service those living in and traveling through the area. The project will take advantage of the underutilized parcel. The location of the proposed project enables the proposed C-3-DP zone to be buffered from the neighboring residences by surrounding parcels that are zoned CPD, C-1, and C-2.

That the particular property under consideration is a proper location for said zone classification within such area or district.

- The fact that the subject parcel is located on the corner of two major highways, allows for the property to accommodate the more intensive zone classification of C-3-DP. The parcel currently is zoned CPD and is allowed only uses by right in the R-A zone and uses in the C-1 zone with a CUP. Under the CPD zone, the automatic car wash facility will not be allowed. The property that serves as a buffer between the subject property and the single family residences is also zoned CPD. Although changing the zone from CPD to C-3-DP will intensify the uses, the fact that the subject property is located on a corner and is buffered from residential homes makes the parcel a viable candidate for a zone change. The Development Program overlay zone only authorizes the automatic car wash facility and any future uses will require a discretionary review that will also analyze the neighborhood compatibility.

That placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice.

- The location allows for this project to be consistent with good zoning practice. The commercial uses are contained in the intersection of major highways. Currently there are retail strip malls and a gas station established on the other corners of Mulberry Drive and La Mirada Boulevard. The corner location of the proposed project allows for the applicant to concentrate the higher intensive commercial use nearer to the already existing commercial uses. Although there

are single family residences in the vicinity, these residences are buffered from the project site by an existing commercial use and/or a major highway. These buffers minimize the effects on public health, safety and general welfare of the residents.

Conditional Use Permit Burden of Proof

The applicant is required to substantiate all facts identified by Section 22.56.040 of the County Code. The Burden of Proof with applicant's responses is attached. Staff is of the opinion that the applicant has met the burden of proof, per the following summary of responses:

That the requested use at the location will not:

- 1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, or*
- 2. Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, or*
- 3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.*

- The proposed project will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area. The environmental assessment done for this project concluded that there will not be a significant environmental impact to the surrounding area. The project will have to comply with the requirements of the County Noise Control Ordinance, which is enforced by the County Department of Public Health – Environmental Health Division (“Public Health”).

The new project will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site since the current zone of the parcel is a commercial zone. Hand wash and coin operated car wash facilities are permitted in the current CPD zone as long as a CUP is first obtained. The proposed zone of C-3-DP and proposed use of an automatic car wash facility with modern technology is comparable to the car wash facilities allowed in a CPD zone. The proposed DP zone restricts the uses and a discretionary process is required to ensure compatibility. The project will not jeopardize, endanger or otherwise constitute a menace to the public health safety or general welfare. The project will be providing a service that will be utilized by those residing in the area.

The project will be required to maintain a minimum 30-inch high, three foot-wide, heavily obscuring, landscaped hedge along the east and north property lines. The intent of this landscaping requirement is to obscure views and to provide an attractive landscaped buffer between properties.

That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.

- The proposed project is located in a parcel that is adequate in size and shape to be in compliance with development standards of the proposed zone of C-3-DP. The location of the parcel allows for the proposed use of an automatic car wash facility to be incorporated with the surrounding uses in the area. The proposed site plan depicts approximately 15 percent of the net area occupied by one building, with landscaping covering up to 14 percent of the parcel. The proposed site plan also depicts eight parking spaces (seven standard spaces and one handicap space). However, under Section 22.52, this specific land use requires a total of nine parking spaces. The conditions of approval will reflect that the correct number of nine parking spaces (eight standard spaces and one handicap space) will be required and will be reflected in the final Exhibit A. The parcel is located on the corner of Mulberry Drive and La Mirada Boulevard, two major highways as designed on the County Master Plan of Highways. The use will be buffered from the residences by existing commercial uses and with a minimum 30-inch high, three-foot wide landscaping buffer as depicted on the conceptual landscaping plan.

That the proposed site is adequately served:

1. *By highways or streets of sufficient width, and improve as necessary to carry the kind and quantity of traffic such use would generate, and*
2. *By other public or private service facilities as are required.*

- The proposed project is located on the corner of two major highways. The design of the project relocated the driveway of the parcel further from the intersection to allow for a safer turning situation for vehicles entering the carwash. The applicant is required to modify the existing sidewalk curb cut for pedestrian access in order to be ADA complaint. The project proposes adequate circulation inside the parcel with two queue lines with room for three cars to queue up in each line. The project will provide the required number of parking spaces. The project is adequately served by electrical and water public service facilities since it is located in an established urban area.

COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS

County Department of Public Works

County Public Works recommends approval of this project with the recommended conditions. The project requires street improvements to be made such as: side walk dedication to make the right of way to meet current Americans with Disabilities Act (ADA) guidelines, street lighting along the frontage of the parcel, planting street trees

along the frontage of the parcel. The project will have to comply with LID standards, National Pollutant Discharge Elimination System (NPDES), and SUSMP requirements.

County Fire Department

County Fire Department currently has a hold on the project. A fire flow availability form is required prior to public hearing. Also, a new public fire hydrant will be required to be installed approximately 30 feet north of the northern property line. The applicant is currently awaiting results from the water purveyor for the fire flow test.

County Department of Parks and Recreation

County Parks and Recreation stated that the proposed project will not impact its facilities.

County Department of Public Health

County Public Health recommends approval of this project with the recommended conditions. The project shall comply with the requirements of the County Noise Control Ordinance, and implement noise control measures. The use of reclaimed water must meet the requirements of Title 22 of the California Code of regulations and other requirements established by the California Department of Public Health and County Public Health.

Please see attached comments from Public Works, Parks and Recreation, and Public Health.

LEGAL NOTIFICATION AND PUBLIC OUTREACH

Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper, property posting, library posting and DRP website posting.

PUBLIC COMMENTS

No public comments have been received to date.

FEES/DEPOSITS

If approved, fees identified in the attached project conditions will apply unless modified by the Regional Planning Commission.

STAFF RECOMMENDATION

The following recommendation is made prior to the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing:

Once all project holds are cleared, including Fire Department's clearance regarding adequacy of fire flow and any recommended conditions, staff recommends **APPROVAL** of Project Number R2006-00533-(4), Zone Change Number 201200002, and Conditional Use Permit Number 201100147, subject to the attached conditions, since

PROJECT NO. R2006-00533-(4)
ZONE CHANGE NO. 201200002
CONDITIONAL USE PERMIT NO. 201100147
ENVIRONMENTAL ASSESSMENT NO. 201200131

STAFF ANALYSIS
PAGE 10 OF 10

the proposed automatic car wash facility is consistent with the goals and policies set forth in the General Plan and permitted in the proposed C-3-DP zone with a CUP.

SUGGESTED APPROVAL MOTION

"I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING AND ADOPT THE NEGATIVE DECLARATION PREPARED UNDER ENVIRONMENTAL ASSESSMENT NO. 201200131 PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR THIS PROJECT.

"I MOVE THAT THE REGIONAL PLANNING COMMISSION APPROVE CONDITIONAL USE PERMIT NO. 201100147 SUBJECT TO THE FINDINGS AND CONDITIONS, AND RECOMMEND TO THE BOARD OF SUPERVISORS APPROVAL OF ZONE CHANGE NO. 201200002."

Prepared by Iris Chi, AICP, Regional Planning Assistant II
Reviewed by Susan Tae, AICP, Supervising Regional Planner, Zoning Permits North

Attachments:

Draft Zone Change Resolution
Draft Findings
Draft Conditions of Approval
Applicant's Burden of Proof statements
Site Photographs
Aerial Image
Site Plan
Land Use Map
Preliminary Landscape Plan

ST:IC
12/27/2012

**DRAFT ZONE CHANGE RESOLUTION
THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PROJECT NO. R2006-00533-(4)
ZONE CHANGE NO. 201200002**

WHEREAS, the Regional Planning Commission of the County of Los Angeles (“County”) has conducted a public hearing in the matter of Zone Change No. 201200002 on January 9, 2013:

WHEREAS, the Regional Planning Commission finds as follows:

1. **LOCATION.** This project is located at 15003 Mulberry Drive Whittier, CA 90604.
2. **PROJECT DESCRIPTION.** A zone change from CPD (Commercial Planned Development) zone to C-3-DP (Unlimited Commercial – Development Program) zone, and a conditional use permit (“CUP”) to establish and implement a development program in order to authorize the construction, operation and maintenance of an automatic car wash facility in the proposed C-3-DP zone. The zone change is necessary from the existing CPD zone to a C-3 zone in order to allow for an automatic car wash facility. The CPD zone only allows for commercial uses listed in the C-1 (Restricted Business) zone with a CUP; this type of car wash facility is not allowed in the C-1 zone. The CUP is a request to implement a development program for the project, which is required for all projects that include zone changes with a corresponding Development Program (-DP) overlay zone. The Development Program is designed to ensure that all development on the subject property conforms to those plans that are submitted during the rezoning process when such plans are a critical factor in the decision to rezone. Any future changes to the use of the property, other than those specifically allowed in the development program, would require a new CUP and environmental review.

The subject site is currently vacant. The proposed hours of operation for the carwash will be 8:00 A.M. to 6:00 P.M., seven days a week. The project is proposing a maximum of three employees present during the largest shift.

3. **EXISTING ZONING.** The subject property is zoned CPD, in the Southeast Whittier Zoned District.

Surrounding properties are zoned as follows:

North: CPD
South: C-1 (Restricted Business)
East: CPD

West: C-2-BE (Neighborhood Business – Billboard Exclusion)

4. **EXISTING LAND USES.** The subject property is currently vacant.

Surrounding properties are developed as follows:

North: Retail strip mall, Single-family residences

South: Retail strip mall, Single-family residences, Multi-family residences

East: Supermarket, Single-family residences

West: Vacant lot, Retail strip mall, Single-family residences

5. **GENERAL PLAN/COMMUNITY PLAN CONSISTENCY.**

The project site is located within Category 1 - Low Density Residential (1 to 6 dwelling units per acre) land use designation of the County General Plan ("General Plan").

- *1- Low Density Residential - Areas particularly suitable for single family detached housing units, including large lot estates and typical suburban tract developments. Densities typically range from one to six units per gross acre. The intent of this classification is to maintain the character of existing low density residential neighborhoods and also to provide additional areas to accommodate future market demand.*

Although the proposed project is not a residential development, the project still maintains the intent of this land use designation. The carwash facility follows the scale of a low density neighborhood by proposing a single level facility with a minimal footprint where the building covers 15 percent of the parcel. The immediate neighboring parcels are mostly all developed with commercial uses. The project is located on the corner of two Major Highways on the County Master Plan of Highways. The Low Density Residential land use designation also highlights the purposing of areas to accommodate future market demand.

The proposed zone change from a CPD zone to a C-3-DP zone will allow for future uses to be more compatible with existing uses and the neighborhood. A CPD zone allows for R-A zone uses by right and uses in a C-1 zone can be established by first obtaining a CUP. With the zone change to C-3-DP, the automatic car wash facility may be established to serve the community. It is possible to restrict and monitor future uses to make sure that it is consistent with the General Plan and the neighborhood character by designating the subject parcel a Development Program zone.

The following policies of the General Plan are applicable to the proposed project:

- *Land Use Policy No. 9 – Promote neighborhood commercial facilities which provide convenience goods and services and complement community character through appropriate scale, design and locational controls.*

The proposed car wash facility fits in with the land use policy of the General Plan. The project will provide a service that will be used by residents living in the surrounding area. The scale and the design of the car wash facility are minimal and not obtrusive. The location enables the project to blend in with the existing surrounding land uses. The project is located on the corner of two major highways and the surrounding corner uses are commercial uses.

6. ZONING ORDINANCE AND DEVELOPMENT STANDARDS COMPLIANCE.

Pursuant to Section 22.28.220 of the County Code, establishments in the C-3 Zone are subject to the following development standards:

- *That not to exceed 90 percent of the net area be occupied by buildings, with a minimum of 10 percent of the net area landscaped with a lawn, shrubbery, flowers and/or trees, which shall be continuously maintained in good condition. Incidental walkways, if needed, may be developed in the landscaped area.*
- *That there be parking facilities as required by Part 11 of Chapter 22.52.*

The proposed site plan depicts approximately 15 percent of the net area of the property occupied by one building, with landscaping covering up to 14 percent of the parcel. The proposed site plan depicts eight parking spaces (seven standard spaces and one handicap space). However, under Section 22.52.1100, this specific land use requires a total of nine parking spaces this specific land use requires a total of nine parking spaces based on the parking ratio of one parking space for each 250 square feet of floor area. The conditions of approval for the accompanying CUP will reflect that the correct number of nine parking spaces (eight standard spaces and one handicap space) will be required and will be reflected in the final Exhibit A.

Pursuant to Section 22.40.040 of the County Code, establishments in a ()-DP zone are subject to the following requirements.

- *If a conditional use permit has been obtained as provided in Part 1 of Chapter 22.56, property in Zone ()-DP may be used for any use permitted in the basic zone subject to the conditions and limitations of the conditional use permit, including the approved development program which shall be contained therein.*

The proposed zone change from a CPD zone to C-3-DP zone will allow for the establishment of the proposed automatic car wash facility; any other use will require a separate CUP. The applicant has applied for a CUP for an automatic car wash facility and Development Program to be processed concurrently with the zone change.

The Development Program is designed to ensure that the development conforms to the plans submitted during the rezoning process. Any other use than the one proposed will be required a new CUP due to the fact that the submitted plans are a critical deciding factor in rezoning the parcel. The applicant submitted a progress schedule, a requirement of the Development Program to insure completion of the project. The applicant foresees the completion of construction in 6 months after the approval of the CUP and issuance of all building permits. Occupancy is scheduled for 12 months after the issuance of building permits.

7. NEIGHBORHOOD IMPACT/LAND USE COMPATIBILITY.

The current zone for the parcel is CPD. A CPD zone allows for R-A uses by right and C-1 uses with a CUP. The proposed use of an automatic carwash is not allowed in a CPD zone. Therefore, a zone change is proposed to go from a CPD zone to a C-3-DP zone. The Development Program (DP) zone will limit the allowable use with a CUP to only allow an automatic carwash with a valid CUP. This will enable the project to be consistent with the C-3 zone of the parcel but restrict the uses to fit in with the character of the neighborhood. The uses in a CPD zone are mostly retail oriented uses that fit into the less intensive commercial area. The proposed C-3-DP zone will be compatible with the surrounding land uses because the development program overlay zone will require a discretionary process for future uses or changes that is not a part of the approved development program.

The uses immediately adjacent to the project are strip malls with retail units, a market, and gas station. Single family residences are located in areas behind the commercial uses, the closest house being at least 300 feet away measured from door to door from both uses. The car wash facility will be utilizing modern technology and will have to abide by the County Noise Control Ordinance. The project will have minimal noise impacts on the neighboring residential areas.

The project site is an existing vacant lot that is located on the corner of two major highways. The project will be utilizing existing sidewalks and will not impede pedestrian access. Although the project will be a commercial use, the physical scale of the project keeps with the surrounding neighborhood character. The project proposes a one-story building that only occupies about 15 percent of the parcel. Landscaping is required and will cover up to be 14 percent of the parcel. The preliminary landscape plan submitted by the applicant shows shrubs screening the property on the whole north and east property lines at the minimum height of 30 inches and three feet wide. The south and west property lines use a combination of low shrubs for intermittent screening and perennial flowers to accent the landscape.

8. **LEGAL NOTIFICATION AND PUBLIC OUTREACH.** Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting.

ZONE CHANGE SPECIFIC FINDINGS

9. The subject parcel was rezoned to CPD from R-A-6000 in 1968. At that time the uses in the immediate surrounding areas were service stations, retail strip malls, vacant parcels, and single family residences. Currently, the surrounding uses have shifted into more intensive uses such as: a supermarket, gas station, and a multi-family complex. The intensifying uses along the intersection of Mulberry Drive and La Mirada Boulevard, two Major Highways, will allow the proposed use to be acceptable.

Therefore, the modified conditions warrant a revision in the zoning plan as it pertains to the area or district under consideration.

10. The subject parcel is currently a vacant dirt lot that was previously used for a gas station. The applicant hopes to develop this lot into an automatic car wash facility that would service those living and traveling through the area. The project will take advantage of the underutilized parcel. The location of the proposed project enables the proposed C-3-DP zone to be buffered from the neighboring residences by surrounding parcels that are zoned CPD, C-1, and C-2.

Therefore, a need for the proposed zone classification exists within such area or district.

11. The fact that the subject parcel is located on the corner of two major highways, allows for the property to accommodate the more intensive zone classification of C-3-DP. The parcel currently is zoned CPD and is allowed

only uses by right in the R-A zone and uses in the C-1 zone with a CUP. Under the CPD zone, the automatic car wash facility will not be allowed. The property that serves as a buffer between the subject property and the single family residences is also zoned CPD. Although changing the zone from CPD to C-3-DP will intensify the uses, the fact that the subject property is located on a corner and is buffered from residential homes makes the parcel a viable candidate for a zone change.

Therefore, the particular property under consideration is a proper location for said zone classification within such area or district.

12. The location allows for this project to be consistent with good zoning practice. The commercial uses are contained in the intersection of major highways. Currently there are retail strip malls and a gas station established on the other corners of Mulberry Drive and La Mirada Boulevard. The corner location of the proposed project allows for the applicant to concentrate the higher intensive commercial use nearer to the already existing commercial uses. Although there are single family residences in the vicinity, these residences are buffered from the project site by an existing commercial use and/or a major highway. These buffers minimize the effects on public health, safety and general welfare of the residents.

Therefore, placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice.

ENVIRONMENTAL DETERMINATION

13. The project is located in an urbanized area, with access to the property from two Major Highways as designated on the County Master Plan of Highways. The site is flat with no native vegetation or landscaping in the immediate vicinity, and was previously developed with a gas/service station and currently vacant. The project will be required to comply with LID and SUSMP to address on-site water retention and stormwater discharge requirements, and with the County Noise Ordinance for the operation of the car wash.

Therefore, the project will have less than significant impacts on the environment and a Negative Declaration has been prepared as the appropriate environmental documentation under the California Environmental Quality Act (CEQA) and the County environmental guidelines.

14. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13th Floor, Hall

of Records, 320 West Temple Street, Los Angeles, CA 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits North Section, Los Angeles County Department of Regional Planning.

RESOLVED, that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles as follows:

1. Change the zone from CPD (Commercial Planned Development) to C-3-DP (Unlimited Commercial - Development Program).
2. That the Board of Supervisors, having considered the Negative Declaration together with any comments received during the public review process, finds on the basis of the whole record before the Board that there is no substantial evidence that the project will have a significant effect on the environment, finds that the Negative Declaration reflects the independent judgment and analysis of the Board, and adopts the Negative Declaration;
3. That the Board of Supervisors find the recommended zoning is consistent with the Los Angeles County General Plan;
4. That the Board of Supervisors hold a public hearing to consider the above recommended change of zone.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission on the County of Los Angeles on January 9, 2013.

Rosie Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

VOTE:

Concurring:
Dissenting:
Abstaining:
Absent:
Action Date:

SMT:IC
12/27/12

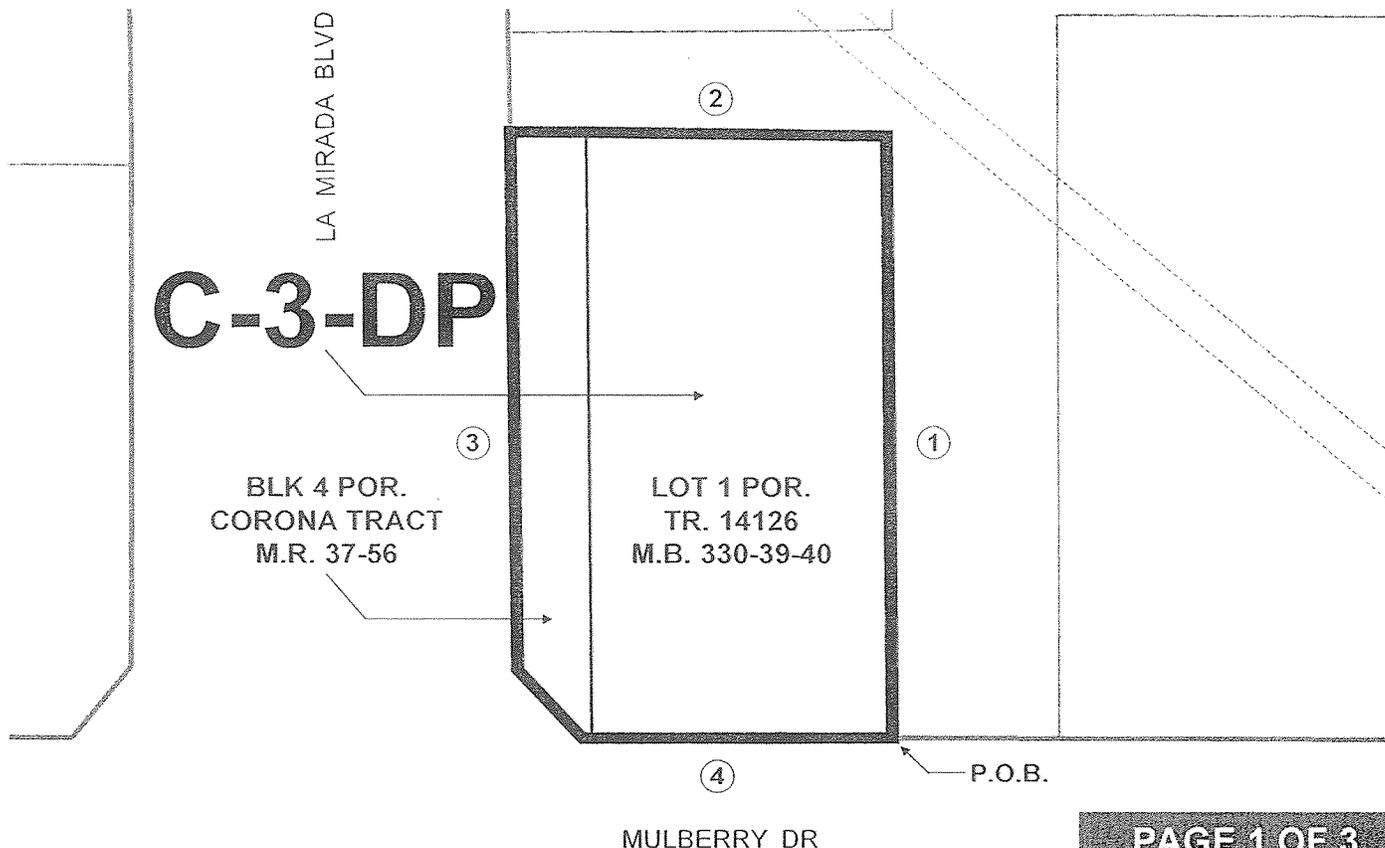
CHANGE OF PRECISE PLAN
SOUTHEAST WHITTIER ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC201200002

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



PAGE 1 OF 3

LEGAL DESCRIPTION: THAT POR. OF LOT 1 OF TRACT NO. 14126, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 330 PAGES 39 AND 40 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND THAT POR. OF BLOCK 4 OF THE CORONA TRACT, IN SAID COUNTY AND STATE, AS PER MAP RECORDED IN BOOK 37 PAGE 56 OF MISCELLANEOUS RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER, DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT THE SE COR. OF SAID LOT 1, BEING IN THE N'LY LINE OF MULBERRY DR (FORMERLY SANTA FE ST) 100' WIDE, AS SHOWN ON SAID MAP OF TRACT NO. 14126

CONTINUE TO PAGE 2.

DIGITAL DESCRIPTION: \ZCOZD_SOUTHEAST_WHITTIER\
THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
CURT PEDERSEN, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA



0 25 50

FEET

COUNTY ZONING MAP
087H281

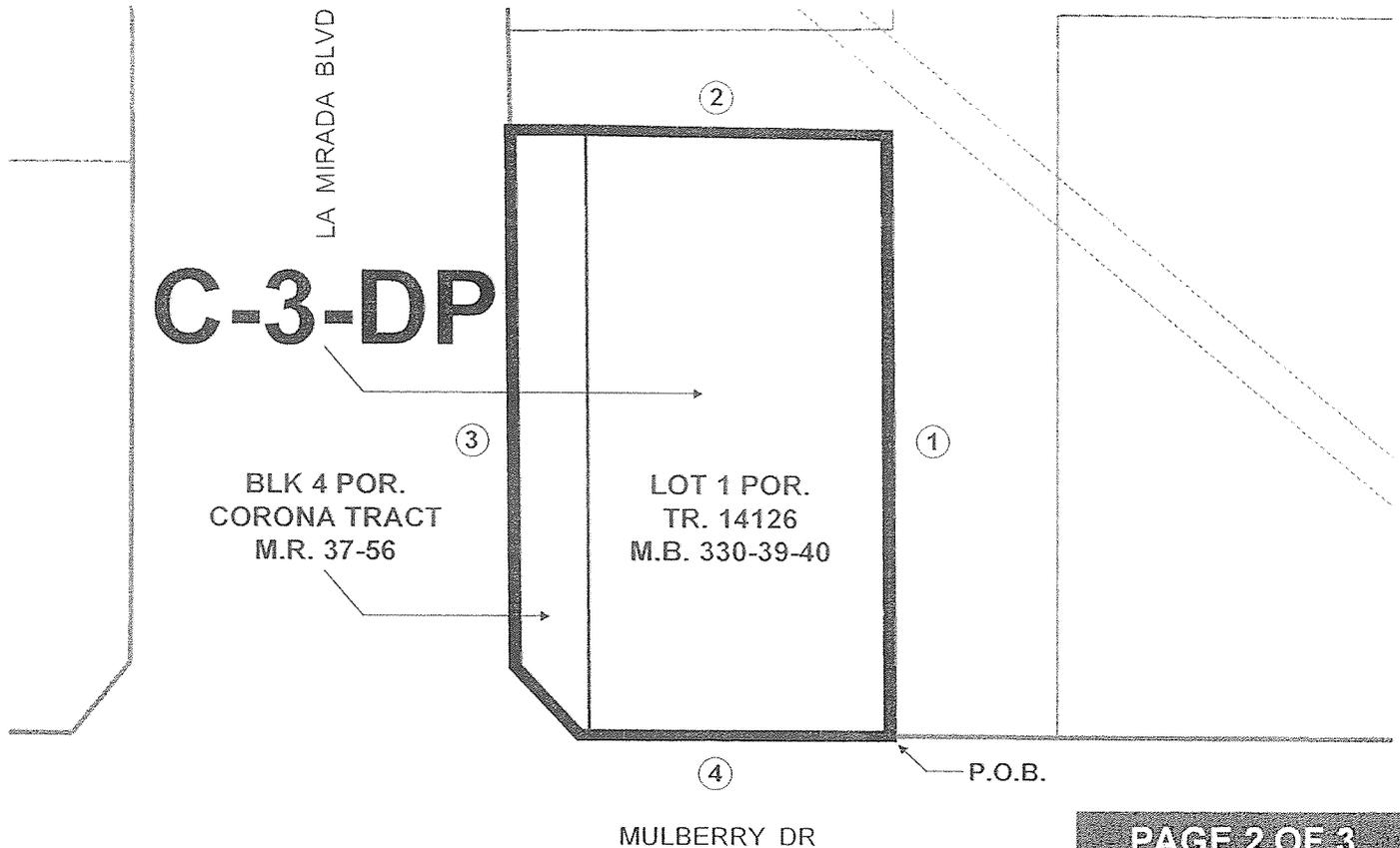
CHANGE OF PRECISE PLAN
 SOUTHEAST WHITTIER ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC201200002

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



PAGE 2 OF 3

LEGAL DESCRIPTION: CONTINUED FROM PAGE 1

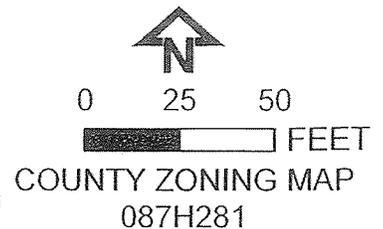
- ① ALONG THE E'LY LINE OF SAID LOT 1, N.00°33'00"E. 160.00'
- ② — PARALLEL WITH SAID N'LY LINE OF MULBERRY DR (FORMERLY SANTA FE ST), N.89° 27' 00"W. 100.00', MORE OR LESS, TO THE E'LY LINE OF LA MIRADA BLVD (LUITWIELER AVE), 100' WIDE, AS DESCRIBED IN THE DEED TO THE COUNTY OF LOS ANGELES, RECORDED ON JULY 14, 1961 AS INSTRUMENT NO. 4277 IN BOOK D 1287 PAGE 58 OF OFFICIAL RECORDS OF SAID COUNTY
- ③ ALONG SAID E'LY LINE OF LA MIRADA BLVD (LUITWIELER AVE), S.00° 32' 10"W. 160.00', MORE OR LESS, TO SAID N'LY LINE OF MULBERRY DR (FORMERLY SANTA FE ST)

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA

CONTINUE TO PAGE 3.

DIGITAL DESCRIPTION: \ZCOZD_SOUTHEAST_WHITTIER\
 THE REGIONAL PLANNING COMMISSION
 COUNTY OF LOS ANGELES
 CURT PEDERSEN, CHAIR
 RICHARD J. BRUCKNER, PLANNING DIRECTOR



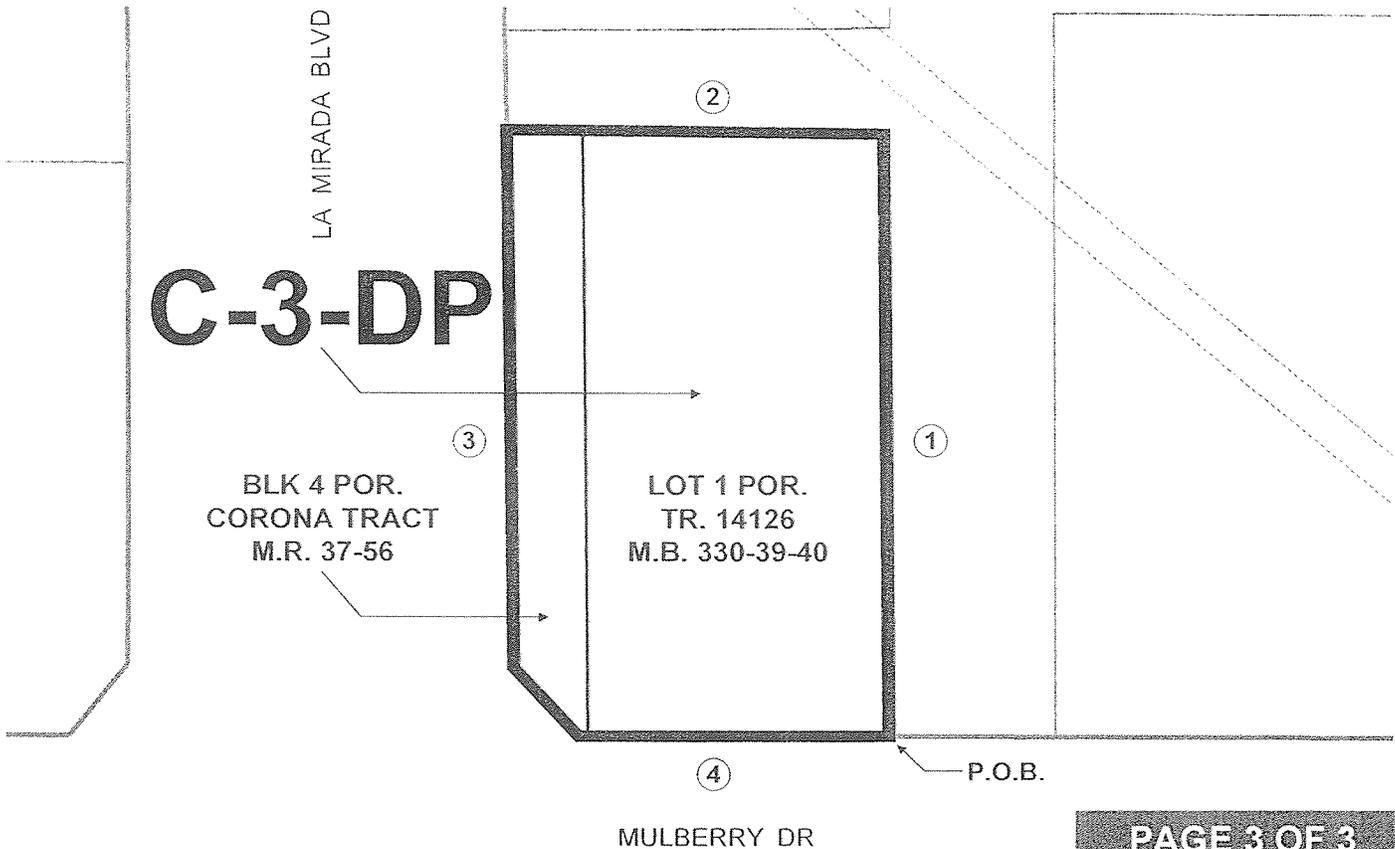
CHANGE OF PRECISE PLAN
SOUTHEAST WHITTIER ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC201200002

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



PAGE 3 OF 3

LEGAL DESCRIPTION: CONTINUED FROM PAGE 2

④ — ALONG SAID N'LY LINE S.89° 27' 00"E. 100.00', TO THE POINT OF BEGINNING.

EXCEPT THAT POR. OF SAID LAND, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SW COR. OF SAID LAND; ALONG THE W'LY LINE OF SAID LAND, N.0° 32' 10"E. 17.00'; S.44° 27' 25"E. 24.04' TO THE S'LY LINE OF SAID LAND; ALONG SAID S'LY LINE, N.89° 27' 00"W. 17.00' TO THE POINT OF BEGINNING.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA



0 25 50

FEET

COUNTY ZONING MAP
087H281

DIGITAL DESCRIPTION: \ZCOZD_SOUTHEAST_WHITTIER\
THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
CURT PEDERSEN, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

DRAFT FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PROJECT NO. R2006-00533-(4)
CONDITIONAL USE PERMIT NO. 201100147
ENVIRONMENTAL ASSESSMENT NO. 201200131

1. **ENTITLEMENTS REQUESTED.** The applicant, Hossein Rash, is requesting a Conditional Use Permit ("CUP") to authorize the establishment and implementation of a Development Program to authorize the construction, operation, and maintenance of an automatic car wash facility in the proposed C-3-DP (Unlimited Commercial – Development Program) zone pursuant to Los Angeles County ("County") Code Section 22.28.180. The proposed development program will only allow for an automatic car wash, as long as a valid CUP is in effect. Associated with this project is a request for a zone change from CPD (Commercial Planned Development) zone to C-3-DP zone.
2. **HEARING DATE.** January 9, 2013
3. **PROCEEDINGS BEFORE THE REGIONAL PLANNING COMMISSION.** *To be inserted after public hearing...*
4. **PROJECT DESCRIPTION.** A zone change from CPD zone to C-3-DP zone, and a CUP to establish and implement a development program in order to authorize the construction, operation and maintenance of an automatic car wash facility in the proposed C-3-DP zone. The zone change is necessary from the existing CPD zone to a C-3 zone in order to allow for an automatic car wash facility. The CPD zone only allows for commercial uses listed in the C-1 (Restricted Business) zone with a CUP; this type of car wash facility is not allowed in the C-1 zone. The CUP is a request to implement a development program for the project, which is required for all projects that include zone changes with a corresponding Development Program (-DP) overlay zone. The Development Program is designed to ensure that all development on the subject property conforms to those plans that are submitted during the rezoning process when such plans are a critical factor in the decision to rezone. Any future changes to the use of the property, other than those specifically allowed in the development program, would require a new CUP and environmental review.

The subject site is currently vacant. The proposed hours of operation for the carwash will be 8:00 A.M. to 6:00 P.M., seven days a week. The project is proposing a maximum of three employees present during the largest shift.

5. **LOCATION.** This project is located at 15003 Mulberry Drive Whittier, CA 90604.
6. **SITE PLAN DESCRIPTION.** The site plan depicts a 29-foot tall, 2,371 square-foot commercial building that consists of a car wash tunnel, car wash equipment room, office, and a restroom on a 15,979 square-foot rectangular-shaped corner lot. The building contains a car wash equipment room, office, restroom, and an automatic

car wash tunnel. There are two kiosks placed by the entrance of the car wash tunnel containing equipment to be used by drive through customers. The site plan depicts seven standard parking spaces and one handicap parking space, but the final site plan will have to depict the required total of nine parking spaces. There are four vacuum locations that serve two parking spaces each. Customers enter and exit the site through a driveway off of La Mirada Boulevard. The driveway is 30 feet wide and is located approximately 54 feet from the intersection of Mulberry Drive and La Mirada Boulevard. Majority of the 2,225 square feet of landscaping provided are in the perimeter of the site and covers approximately 14 percent of the parcel. The carwash equipment includes a 1,500 gallon clarifier and utilizes an onsite reclaimed water system. There will be eight ornamental outdoor light fixtures located on the exterior of the building.

7. **EXISTING ZONING.** The subject property is zoned CPD, in the Southeast Whittier Zoned District.

Surrounding properties are zoned as follows:

North: CPD

South: C-1 (Restricted Business)

East: CPD

West: C-2-BE (Neighborhood Business – Billboard Exclusion)

8. **EXISTING LAND USES.** The subject property is currently vacant.

Surrounding properties are developed as follows:

North: Retail strip mall, Single-family residences

South: Retail strip mall, Single-family residences, Multi-family residences

East: Supermarket, Single-family residences

West: Vacant lot, Retail strip mall, Single-family residences

9. **PREVIOUS CASES/ZONING HISTORY.**

- Zone Change No. 5312-(1)
 - Approved by the Board of Supervisors on 3/26/1968
 - Zone change from R-A-6000 (Residential Agricultural – 6,000 Square Feet Minimum Required Lot Area) zone to CPD zone
- R2006-00533-(4)
 - Conditional Use Permit No. 200600031
 - Authorized a car wash facility with incidental retail sales
 - CUP was unused and expired on 1/10/2010
 - Environmental Assessment No. 200600033
 - Initial study resulted in a Negative Declaration for the project proposed in CUP200600031

10. GENERAL PLAN / COMMUNITY PLAN CONSISTENCY.

The project site is located within Category 1 - Low Density Residential (1 to 6 dwelling units per acre) land use designation of the County General Plan ("General Plan").

• *1- Low Density Residential - Areas particularly suitable for single family detached housing units, including large lot estates and typical suburban tract developments. Densities typically range from one to six units per gross acre. The intent of this classification is to maintain the character of existing low density residential neighborhoods and also to provide additional areas to accommodate future market demand.*

Although the proposed project is not a residential development, the project still maintains the intent of this land use designation. The carwash facility follows the scale of a low density neighborhood by proposing a single level facility with a minimal footprint where the building covers 15% of the parcel. The immediate neighboring parcels are mostly all developed with commercial uses. The project is located on the corner of two Major Highways on the County Master Plan of Highways. The Low Density Residential land use designation also highlights the purposing of areas to accommodate future market demand.

The proposed zone change from a CPD zone to a C-3-DP zone will allow for future uses to be more compatible with existing uses and the neighborhood. A CPD zone allows for R-A zone uses by right and uses in a C-1 (Restricted Business) zone can be established by first obtaining a CUP. With the zone change to C-3-DP, the automatic car wash facility may be established to serve the community. It is possible to restrict and monitor future uses to make sure that it is consistent with the General Plan and the neighborhood character by designating the subject parcel a Development Program zone.

The following policies of the General Plan are applicable to the proposed project:

• *Land Use Policy No. 9 – Promote neighborhood commercial facilities which provide convenience goods and services and complement community character through appropriate scale, design and locational controls.*

The proposed car wash facility fits in with the land use policy of the General Plan. The project will provide a service that will be used by residents living in the surrounding area. The scale and the design of the car wash facility are minimal and not obtrusive. The location enables the project to blend in with the existing surrounding land uses. The project is located on the corner of two Major Highways on the County Master Plan of Highways, and the surrounding corner uses are commercial uses.

11. ZONING ORDINANCE AND DEVELOPMENT STANDARDS COMPLIANCE.

Pursuant to Section 22.28.220 of the County Code, establishments in the C-3 Zone are subject to the following development standards:

- *That not to exceed 90 percent of the net area be occupied by buildings, with a minimum of 10 percent of the net area landscaped with a lawn, shrubbery, flowers and/or trees, which shall be continuously maintained in good condition. Incidental walkways, if needed, may be developed in the landscaped area.*
- *That there be parking facilities as required by Part 11 of Chapter 22.52.*

The proposed site plan depicts approximately 15 percent of the net area of the property occupied by one building, with landscaping covering up to 14 percent of the parcel. The proposed site plan depicts eight parking spaces (seven standard spaces and one handicap space). However, under Section 22.52.1100 of the County Code, this specific land use requires a total of nine parking spaces based on the parking ratio of one parking space for each 250 square feet of floor area. The conditions of approval will reflect that the correct number of nine parking spaces (eight standard spaces and one handicap space) will be required and will be reflected in the final Exhibit A.

Pursuant to Section 22.40.040 of the County Code, establishments in a ()-DP zone are subject to the following requirements.

- *If a conditional use permit has been obtained as provided in Part 1 of Chapter 22.56, property in Zone ()-DP may be used for any use permitted in the basic zone subject to the conditions and limitations of the conditional use permit, including the approved development program which shall be contained therein.*

The proposed zone change from a CPD zone to C-3-DP zone will allow for the establishment of the proposed automatic car wash facility; any other use will require a separate CUP. The applicant has applied for a CUP to comply with the development program (DP) overlay zone for an automatic car wash facility, which is otherwise a permitted use by right in the C-3 zone. This CUP is being processed concurrently with the proposed zone change.

The Development Program is designed to ensure that the development conforms to the plans submitted during the rezoning process. Any other use than the one proposed will be required a new CUP due to the fact that the submitted plans are a critical deciding factor in rezoning the parcel. The applicant submitted a progress schedule, a requirement of the Development Program to ensure completion of the project. The applicant foresees the completion of construction in 6 months after the approval of the CUP and issuance of all building permits. Occupancy is scheduled for 12 months after the issuance of building permits.

12. NEIGHBORHOOD IMPACT/LAND USE COMPATIBILITY.

The current zone for the parcel is CPD. A CPD zone allows for R-A uses by right and C-1 uses with a CUP. The proposed use of an automatic carwash is not allowed in a CPD zone. Therefore, a zone change is proposed to go from a CPD zone to a C-3-DP zone. The Development Program (DP) zone will limit the allowable use with a CUP to only allow an automatic carwash with a valid CUP. This will enable the project to be consistent with the C-3 zone of the parcel but restrict the uses to fit in with the character of the neighborhood. The uses in a CPD zone are mostly retail oriented uses that fit into the less intensive commercial area. The proposed C-3-DP zone will be compatible with the surrounding land uses because the development program overlay zone will require a discretionary process for future uses or changes that is not a part of the approved development program.

The uses immediately adjacent to the project are strip malls with retail units, a market, and gas station. Single family residences are located in areas behind the commercial uses, the closest house being at least 300 feet away measured from door to door from both uses. The car wash facility will be utilizing modern technology and will have to abide by the County Noise Control Ordinance. The project will have minimal noise impacts on the neighboring residential areas.

The project site is an existing vacant lot that is located on the corner of two major highways. The project will be utilizing existing sidewalks and will not impede pedestrian access. Although the project will be a commercial use, the physical scale of the project keeps with the surrounding neighborhood character. The project proposes a one-story building that only occupies about 15 percent of the parcel. Landscaping is required and will cover up to be 14 percent of the parcel. The preliminary landscape plan submitted by the applicant shows shrubs screening the property on the whole north and east property lines at the minimum height of 30 inches and three feet wide. The south and west property lines use a combination of low shrubs for intermittent screening and perennial flowers to accent the landscape.

13. COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS.

County Department of Public Works ("Public Works")

Public Works has reviewed the project and recommends approval with recommended conditions. The project requires street improvements to be made such as: sidewalk dedication to make the right of way to meet current Americans with Disabilities Act (ADA) guidelines, installation of street lighting along the frontage of the parcel, and the planting of street trees along the frontage of the parcel. The project will also be required to comply with the Low Impact Development (LID) standards, National Pollutant Discharge Elimination System (NPDES), and Standard Urban Stormwater Mitigation Plan (SUSMP) requirements.

County Fire Department ("Fire Department")

To be inserted after Fire Department clearance, and provided in a supplemental mailing...

County Department of Parks and Recreation ("Parks and Recreation")

Based on consultation with Parks and Recreation, the project will not have any impact to parks and recreational facilities.

County Department of Public Health ("Public Health")

Public Health recommends approval of this project with the recommended conditions. The project shall comply with the requirements of the County Noise Control Ordinance, and implement noise control measures. The use of reclaimed water must meet the requirements of Title 22 of the California Code of regulations and other requirements established by the California Department of Public Health and Public Health.

14. **LEGAL NOTIFICATION AND PUBLIC OUTREACH.** Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting.
15. **PUBLIC COMMENTS.** No public comments have been received.

CONDITIONAL USE PERMIT SPECIFIC FINDINGS

16. The project is consistent with the General Plan. The project site is located within Category 1 – Low Density Residential (1 to 6 dwelling units per acre) of the General Plan. Although the proposed project is not a residential development, the project still maintains the intent of this land use designation. The carwash facility follows the scale of a low density neighborhood by proposing a single level facility with a minimal footprint where the building covers 15 percent of the parcel. The immediate neighboring parcels are mostly all developed with commercial uses. The project is located on the corner of two major highways. The Low Density Residential land use designation also highlights the purposing of areas to accommodate future market demand.

The proposed zone change from a CPD zone to a C-3-DP zone will allow for future uses to be more compatible with existing uses and the neighborhood. A CPD zone allows for R-4 (Unlimited Residence) zone uses by right and uses in a C-1 (Restricted Business) zone can be established by first obtaining a CUP. It is possible to restrict and monitor future uses to make sure that it is consistent with the General Plan and the neighborhood character by designating the subject parcel a Development Program zone.

17. The proposed project will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area. The environmental

assessment done for this project concluded that there will not be a significant environmental impact to the surrounding area. The project will have to comply with the requirements of the Los Angeles County Noise Control Ordinance, which is enforced by the Department of Public Health – Environmental Health Division.

The new project will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site since the current zone of the parcel is a commercial based zone. Hand wash and coin operated car wash facilities are permitted in the current CPD zone as long as a CUP is first obtained. The proposed zone of C-3-DP and proposed use of an automatic car wash facility is not too drastic compared to the car wash facilities allowed in a CPD zone. The DP zone restricts the uses and a discretionary process is required. The project will not jeopardize, endanger or otherwise constitute a menace to the public health safety or general welfare. The project will be providing a service that will be utilized by those residing in the area.

The project will be required to maintain a minimum 30-inch high and three-foot wide, heavily obscuring, landscaped hedge along the east and north property lines. The intent of this landscaping requirement is to obscure views and to provide an attractive landscaped buffer between properties.

Therefore, the existing use at the current location will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety or general welfare.

18. The proposed project is located in a parcel that is adequate in size and shape to be in compliance with development standards of the proposed zone of C-3-DP. The location of the parcel allows for the proposed use of an automatic car wash facility to be incorporated with the surrounding uses in the area. The proposed site plan depicts approximately 15 percent of the net area occupied by one building, with landscaping covering up to 14 percent of the parcel. The proposed site plan also depicts eight parking spaces (seven standard spaces and one handicap space). However, under Section 22.52, this specific land use requires a total of nine parking spaces. The conditions of approval will reflect that the correct number of nine parking spaces (eight standard spaces and one handicap space) will be required and will be reflected in the final Exhibit A. The parcel is located on the corner of Mulberry Drive and La Mirada Boulevard, two major highways as designed on the County Master Plan of Highways. The use will be buffered from the residences by existing commercial uses and with a minimum 30-inch high , three-foot wide landscaping buffer as depicted on the conceptual landscaping plan.

Therefore, the existing site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities and other development features prescribed in Title 22 of the County Code, or as is otherwise required in order to integrate said use with the uses in the surrounding area.

19. The proposed project is located on the corner of two major highways. The design of the project moved the driveway of the parcel further away from the intersection to allow for a safer turning situation for vehicles entering the carwash. The applicant is required to modify the existing sidewalk curb cut for pedestrian access in order to be ADA complaint. The project proposes adequate circulation inside the parcel with two queue lines with room for 3 cars to queue up in each line. The projects will provide the required number of parking spaces. The project is adequately served by electrical and water public service facilities since it is located in an established urban area.

Therefore, the existing site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.

ENVIRONMENTAL DETERMINATION

20. The project is located in an urbanized area, with access to the property from two Major Highways as designated on the County Master Plan of Highways. The site is flat with no native vegetation or landscaping in the immediate vicinity, and was previously developed with a gas/service station and currently vacant. The project will be required to comply with LID and SUSMP to address on-site water retention and stormwater discharge requirements, and with the County Noise Ordinance for the operation of the car wash.

Therefore, the project will have less than significant impacts on the environment and a Negative Declaration has been prepared as the appropriate environmental documentation under the California Environmental Quality Act (CEQA) and the County environmental guidelines.

21. **TERM LIMIT.** To ensure continued compatibility between the use of the subject property allowed by this grant and surrounding land uses, the Regional Planning Commission determines that it is necessary to limit the term of the grant to fifteen (15) years.
22. **RECORD OF PROCEEDINGS.** The location of the documents and other materials constituting the record of proceedings upon which the Regional Planning Commission's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, CA 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits North Section, Los Angeles County Department of Regional Planning.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION CONCLUDES:

- A. That the existing use is consistent with the adopted general plan for the area; and
- B. That the existing use at the current location will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety or general welfare; and
- C. That the existing site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities and other development features prescribed in Title 22 of the County Code, or as is otherwise required in order to integrate said use with the uses in the surrounding area; and
- D. That the existing site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.

THEREFORE, the information submitted by the applicant and presented at the public hearing substantiates the required findings for a Conditional Use Permit as set forth in Section 22.56.090 of the Los Angeles County Code (Zoning Ordinance).

REGIONAL PLANNING COMMISSION ACTION:

- 1. The Regional Planning Commission, having considered the Negative Declaration together with any comments received during the public review process, finds on the basis of the whole record before the Regional Planning Commission that there is no substantial evidence that the project will have a significant effect on the environment, finds that the Negative Declaration reflects the independent judgment and analysis of the Regional Planning Commission, and adopts the Negative Declaration.
- 2. In view of the findings of fact and conclusions presented above, Conditional Use Permit No. 201100147 is APPROVED subject to the attached conditions.

ST:IC
12/27/12

c: Regional Planning Commission, Zoning Enforcement, Building and Safety



COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commercc, California 90040

DATE: December 13, 2012

TO: Department of Regional Planning
Permits and Variances

PROJECT #: CUP R2006-00533

LOCATION: 15003 Mulberry Dr.

- The Fire Department has no additional requirements for this permit.
- The required fire flow for this development is 1500 gallons per minute for 2 hours. The water mains in the street, fronting this property must be capable of delivering this flow at 20 pounds per square inch residual pressure.
- Install 1 Public and Verify 1 Public 6" X 4" X 2 1/2" fire hydrants, conforming to AWWA C503-75 or approved equal. All installations must meet Fire Department specifications. Fire hydrant systems must be installed in accordance with the Utility Manual of Ordinance 7834 and all installations must be inspected and flow tested prior to final approval.
- Comments: The Fire Department has a HOLD on this project.
- Location: - Submit an original fire flow availability form, Form 196, to our office prior to the Public Hearing. The existing fire hydrant to verify shall be the closest public fire hydrant to the properties lot frontage. Our records indicate the closest existing public fire hydrant is located at the Southeast corner of Mulberry Dr. and La Mirada Blvd
- A new public fire hydrant is required approximately 30ft. north of the northernly property line base on the current information available. Submit 4 copies of the site plan to plot the exact location the fire hydrant.
- Access: Access is adequate as shown on the site plan.
- Special Requirements: Submit the required fire flow form directly to the Fire Department for review and acceptance.

Fire Protection facilities; including access must be provided prior to and during construction. Should any questions arise regarding this matter, please feel free to call our office @ (323) 890-4243.

Inspector: Juan C. Padilla

Co.CUP 04/04

Land Development Unit – Fire Prevention Division – (323) 890-4243, Fax (323) 890-9783

DRAFT CONDITIONS OF APPROVAL
COUNTY OF LOS ANGELES
PROJECT NO. R2006-00533-(4)
CONDITIONAL USE PERMIT NO. 201100147

PROJECT DESCRIPTION

The project is to authorize the establishment and implementation of a development program to authorize the construction, operation, and maintenance of an automatic car wash facility, all in connection with a zone change from CPD (Commercial Planned Development) to C-3-DP (Unlimited Commercial – Development Program), subject to the following conditions of approval:

GENERAL CONDITIONS

1. Unless otherwise apparent from the context, the term “permittee” shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.
2. This grant shall not be effective for any purpose until Zone Change No. 201200002 (“Zone Change”) is effective; the permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Los Angeles County (“County”) Department of Regional Planning (“Regional Planning”) their affidavit stating that they are aware of and agree to accept all of the conditions of this grant; and that the conditions of the grant have been recorded as required by Condition No. 8; and until all required monies have been paid pursuant to Condition Nos. 11 and 12. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 5, 6, 10, and 12 shall be effective immediately upon the date of final approval of this grant by the County.
3. Unless otherwise apparent from the context, the term “date of final approval” shall mean the date the County's action becomes effective pursuant to Section 22.60.260 of the County Code.
4. Approval of this grant for the purposes of the construction, operation, and maintenance of the automatic car wash facility shall not become effective until the Zone Change is approved by the County Board of Supervisors (“Board”) and the Zone Change become effective.
5. The permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009 or any other applicable limitations period. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall fully cooperate in the defense. If the County fails to promptly notify the permittee of any claim action or proceeding, or if the County fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

6. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing make an initial deposit with Regional Planning in the amount of up to \$5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in Regional Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to permittee or permittee's counsel.

If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of \$5,000.00. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.

At the sole discretion of the permittee, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the permittee according to County Code Section 2.170.010.

7. If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.
8. Prior to the use of this grant, the permittee, or the owner of the subject property if other than the permittee, shall **record the terms and conditions** of the grant in the office of the County Registrar-Recorder/County Clerk ("Recorder"). In addition, upon any transfer or lease of the property during the term of this grant, the permittee, or the owner of the subject property if other than the permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
9. **This grant shall terminate on January 9, 2033.** Entitlement to use of the property thereafter shall be subject to the regulations then in effect. If the permittee intends to continue operations after such date, whether or not the permittee proposes any modifications to the use at that time, the permittee shall file a new Conditional Use Permit application with Regional Planning, or shall otherwise comply with the applicable requirements at that time. Such application shall be filed at least six (6) months prior to the expiration date of this grant and shall be accompanied by the required fee. In the event that the permittee seeks to discontinue or otherwise change the use, notice is hereby given that the use of such property may require additional or different permits and would be subject to the then-applicable regulations.
10. This grant shall expire unless used within two (2) years from the date of final approval of the grant. A single one-year time extension may be requested in writing and with the payment of the applicable fee prior to such expiration date.

11. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. Inspections shall be made to ensure compliance with the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved site plan on file. The permittee shall deposit with the County the sum of \$2,000.00. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval. The fund provides for ten (10) biennial inspections. Inspections shall be unannounced.

If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. The amount charged for additional inspections shall be \$200.00 per inspection, or the current recovery cost at the time any additional inspections are required, whichever is greater.

12. Within three (3) days of the date of final approval of this grant, the permittee shall remit processing fees payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Game pursuant to Section 711.4 of the California Fish and Game Code, the permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently \$2,231.25 (\$2,156.25 for a Negative Declaration plus \$75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.
13. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to Chapter 22.56, Part 13 of the County Code.
14. All development pursuant to this grant must be kept in full compliance with the County Fire Code. The permittee shall comply with all conditions set forth in the attached County Fire Department letter dated _____ (waiting on Fire clearance).
15. All development pursuant to this grant shall conform with the requirements of the County Department of Public Works ("Public Works"). The permittee shall comply

with all conditions set forth in the attached Public Works letter dated November 7, 2012.

16. The permittee shall comply with all conditions set forth in the attached County Department of Public Health letter dated November 2, 2012.
17. All development pursuant to this grant shall comply with the requirements of Title 22 of the County Code ("Zoning Ordinance") and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions, including the approved Exhibit "A," or a revised Exhibit "A" approved by the Director.
18. The permittee shall maintain the subject property in a neat and orderly fashion. The permittee shall maintain free of litter all areas of the premises over which the permittee has control.
19. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of notification of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

20. The subject property shall be developed and maintained in substantial compliance with the plans marked Exhibit "A." As changes to the site plan are required, **five (5) copies** of a modified Exhibit "A" shall be submitted to Regional Planning within sixty (60) days of the date of final approval.
21. In the event that subsequent revisions to the approved Exhibit "A" are submitted, the permittee shall submit **five (5) copies** of the proposed plans to the Director for review and approval. All revised plans must be accompanied by the written authorization of the property owner(s) and applicable fee for such revision.

PERMIT SPECIFIC CONDITIONS

22. The project shall be developed consistent with the approved Development Program, including the progress schedule, including phases of development and the sequence and time period within which the improvements described will be made as a requirement of the Development Program zone. The Development Program Progress Schedule dated December 18, 2012 is on file at Regional Planning.

23. The permittee shall comply with the following conditions specific to a Development Program zone.
 - a. No building or structure of any kind except a temporary structure used only in the developing of the property according to the program shall be built, erected, or moved onto any part of the property.
 - b. No existing building or structure which under the program is to be demolished shall be used.
 - c. No existing building or structure which, under the program, is to be altered shall be used until such building or structure has been so altered.
 - d. All improvements shall be completed prior to the occupancy of any structures.
 - e. Where one or more buildings in the projected development are designated as primary buildings, building permits for structures other than those so designated shall not be issued until the foundations have been constructed for such primary building or buildings.

PROJECT SITE SPECIFIC CONDITIONS

24. This grant shall authorize the establishment and implementation of a development program to authorize the construction, operation, and maintenance of an automatic car wash facility in the C-3-DP zone.
25. The hours of operation for the automatic car wash facility and dryer unit shall be limited to 8:00 a.m. to 6:00 p.m., Monday through Sunday.
26. A minimum of nine parking spaces, one of which shall be a handicapped accessible space, shall be maintained onsite. The required parking spaces shall be continuously available for vehicular parking only and shall not be used for storage or automobile repair. The applicant shall submit an updated site plan depicting the minimum nine required parking spaces within 60 days of final approval and prior to issuance of any building permits.
27. The permittee shall maintain a three foot-high, heavily obscuring, landscaped hedge along the east and north property lines. A variety of plantings made be maintained to provide the obscuring hedge. It is the intent of this condition to obscure views and to provide an attractive landscaped buffer between properties.
28. The permittee shall submit a detailed landscaping and irrigation plan, reflecting the three-foot high landscaped hedge and a minimum of approximately 2,225 square feet (14 percent) of landscaping on the property. All landscaping indicated on the approved Exhibit A (approximately 2,225 square feet) shall be continuously maintained. The permittee shall maintain all landscaping in a neat, clean, and healthful condition, including proper pruning, weeding, litter removal, fertilizing, watering, and replacement of dead or unhealthful plants.

29. The project shall comply with Section 12.09.450 of the County Noise Ordinance by limiting the noise generated by the project, including noise generated by forced-air blowers in the car wash tunnel, to 60 decibels at the nearest residential property boundary.
 - a. The blow-drying equipment shall be properly installed according to manufacturer guidelines to reduce or limit noise generated during operation of said equipment, including the installation of the silencing package, to the satisfaction of Public Health.
 - b. The building where the forced-air blowers are installed, shall not amplify any noise generated so as to exceed the noise limit of 60 decibels at the nearest residential property boundary.
 - c. Vacuum motors to be used shall be insulated or fully enclosed so as to reduce noise to comply with the stated noise limit.
 - d. Any other equipment, including dust blowers, shall comply with the stated noise limit.
30. The permittee shall install clear or lightly tinted glass for the building. Mirrored, highly reflective glass or densely tinted glass shall not be used except as a minor architectural or minor decorative accent totaling no more than 20 percent of the building façade.
31. All signage shall be approved through a separate Revised Exhibit "A" prior to installation of such signage.

Attachments:

Public Works Department Letter dated November 7, 2012

Fire Department Letter dated _____

Public Health Department Letter dated November 2, 2012



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

GAIL FARBER, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

November 7, 2012

IN REPLY PLEASE
REFER TO FILE: LD-1

TO: Susan Tae
Zoning Permits North Section
Department of Regional Planning

Attention Iris Chi

FROM: Steve Burger *Steve Burger*
Land Development Division
Department of Public Works

CONDITIONAL USE PERMIT (CUP) NO. 201100147
PROJECT NO. R2006-00533
15003 MULBERRY DRIVE
ASSESSOR'S MAP BOOK 8226, PAGE 15, PARCEL NO. 23
UNINCORPORATED COUNTY AREA OF SOUTH WHITTIER

- Public Works recommends approval of this CUP.
- Public Works does **NOT** recommend approval of this CUP.

We reviewed the revised site plan dated September 4, 2012, for CUP No. 201100147 in the unincorporated County area of South Whittier. The project is to authorize the new construction of a 2,457-square-foot car wash building with one restroom and office space.

Upon approval of the site plan, we recommend the following conditions:

1. Road
 - 1.1 Dedicate an adequate right of way for a corner cut-off (beginning of curb return [BCR] to end of curb return [ECR]) based on a curb return radius of 35 feet, a full parkway width, and a minimum 15 foot radial distance from the curb face at the northeast corner of La Mirada Boulevard and Mulberry Drive (northeast corner) to meet current Americans with Disabilities Act (ADA) guidelines and to the satisfaction of Public Works. A fee will be required for the review of the dedication documents.

- 1.2 Reconstruct the existing curb ramp at the intersection of La Mirada Boulevard and Mulberry Drive (northeast corner) to comply with current ADA guidelines and to the satisfaction of Public Works. Relocate any affected utilities including traffic signal equipment which would require a separate traffic signal plan.
- 1.3 Construct driveway approaches at the site to comply with current ADA guidelines and to the satisfaction of Public Works. Relocate any affected utilities.
- 1.4 Close any unused driveways with standard curb, gutter, and sidewalk along the property frontage on La Mirada Boulevard and Mulberry Drive to the satisfaction of Public Works.
- 1.5 Replace any displaced/broken sidewalk along the property frontage on La Mirada Boulevard and Mulberry Drive to the satisfaction of Public Works.
- 1.6 Construct drainage devices (parkway drains/curb drains) at the site and execute a drainage covenant for the maintenance of said devices to the satisfaction of Public Works.
- 1.7 Plant street trees on La Mirada Boulevard and Mulberry Drive along the property frontage. Existing trees in the right of way shall be removed and replaced if not acceptable as street trees.
- 1.8 Repair any damaged improvements during construction to the satisfaction of Public Works.
- 1.9 Submit street improvement plans and acquire street plan approval or direct check status before obtaining grading permit.
- 1.10 Execute an Agreement to Improve for the street improvements prior to issuance of a building permit.

For questions regarding the road conditions, please contact Matthew Dubiel at (626) 458-4921 or mdubiel@dpw.lacounty.gov.

2. Street Lighting

- 2.1 Provide street lights on concrete poles with underground wiring along the property frontage on Mulberry Drive and La Mirada Boulevard to the satisfaction of Public Works. Submit street lighting plans along with existing and/or proposed underground utility plans as soon as possible to Public Works' Traffic and Lighting Division, Street Lighting Section, to allow the maximum time for processing and approval.
- 2.2 The applicant shall comply with the conditions of acceptance listed below in order for the lighting districts to pay for the future operation and maintenance of the street lights. It is the sole responsibility of the owner of the project to have all street lighting plans approved prior to the issuance of a building permit or road improvements permits, whichever occurs first. The required street lighting improvements shall be the sole responsibility of the owner of the project, and the installation must be accepted by the Lighting District, per approved plans, prior to issuance of a Certificate of Occupancy.

Conditions of Acceptance for Street Light Transfer of Billing:

All street lights in the project, or the approved project phase, must be constructed according to Public Works-approved plans. The contractor shall submit one complete set of As-built plans. Provided the above conditions are met, the lighting district can assume responsibility for the operation and maintenance of the street lights by July 1 of any given year provided all street lights in the project, or approved project phase, have been energized and the developer has requested a transfer of billing at least by January 1 of the previous year. The transfer of billing could be delayed one or more years if the above conditions are not met. The lighting district cannot pay for the operation and maintenance of street lights within gated communities.

For questions regarding the street lighting conditions, please contact Arnel Dulay at (626) 300-4754 or adulay@dpw.lacounty.gov.

3. Grading

- 3.1 Submit a drainage plan to Public Works for approval. The drainage plans must show and call out the construction of at least all drainage devices and details, paved driveways, elevation and drainage of all pads, and the Standard Urban Stormwater Mitigation Plan (SUSMP) devices, if applicable. The applicant is required to show and call out all existing easements on the drainage plan and obtain the easement holder(s) approvals.
- 3.2 A maintenance agreement may be required prior to drainage plan approval for privately maintained drainage devices including any onsite SUSMP devices.
- 3.3 Obtain Public Works, Geotechnical and Materials Engineering Division's soil/geology approval (if applicable) of the grading plan.
- 3.4 Obtain and submit any jurisdictional permits (if required).
- 3.5 Obtain and submit drainage acceptance letters (if applicable) from all impacted offsite owners.

For questions regarding the grading conditions, please contact Matthew Dubiel at (626) 458-4921 or mdubiel@dpw.lacounty.gov.

4. Drainage

- 4.1 Prior to issuance of a building permit, plans must be approved to provide for the proper distribution of drainage and for contributory drainage from adjoining properties; to eliminate the sheet overflow and ponding; and to comply with National Pollutant Discharge Elimination System, Stormwater Management Plan, and SUSMP requirements.
- 4.2 Per Los Angeles County Code Section 12.84.440, comply with Low-Impact Development (LID) standards in accordance with the LID development Standards Manual, which can be found at [http://dpw.lacounty.gov/wmd/LA County LID Manual.pdf](http://dpw.lacounty.gov/wmd/LA%20County%20LID%20Manual.pdf).

For questions regarding the drainage conditions, please contact Christopher Sheppard at (626) 458-4921 or csheppard@dpw.lacounty.gov.

Susan Tae
November 7, 2012
Page 5

5. Sewer

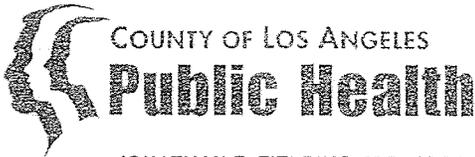
- 5.1 Secure a sewer lateral connection permit and pay all applicable fees to the satisfaction of the County of Los Angeles Sanitation Districts. Should the applicant request to connect to County of Los Angeles, Department of Public Works Sewer Maintenance District Sanitary Sewer, the applicant will be required to submit a sewer area study to determine if capacity is available in the sewage system servicing this project prior to submitting plans for the extension of the sewer.

For questions regarding the sewer condition, please contact Jae Kim at (626) 458-4921 or jakim@dpw.lacounty.gov.

If you have any other questions or require additional information, please contact Ruben Cruz at (626) 458-4910 or rcruz@dpw.lacounty.gov.

nope JY:tb

P:\dpub\SUBMGTCUP\Project No. R2006-00533 CUP 201100147 15003 Mulberry Drive final.docx



JONATHAN E. FIELDING, M.D., M.P.H.
Director and Health Officer

JONATHAN E. FREEDMAN
Chief Deputy Director

ANGELO J. BELLOMO, REHS
Director of Environmental Health

JACQUELINE TAYLOR, REHS
Director of Environmental Protection Bureau

PATRICK NEJADIAN, REHS
Chief EHS, Land Use Program

KEN HABARADAS, M.S., REHS
Environmental Health Staff Specialist
Land Use Program
5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5382 • FAX (626) 813-3016



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November 2, 2012

TO: Iris Chi
Zoning Permits North Section
Department of Regional Planning

FROM: Ken Habaradas, M.S., REHS
Environmental Health Division
Department of Public Health

SUBJECT: PERMIT CONSULTATION *K Habaradas*
PROJECT NO.R2006-00533 / CUP 201100147
15045 E. MULBERRY DRIVE, WHITTIER

- Environmental Health recommends approval of this CUP.
- Environmental Health does NOT recommend approval of this CUP.

The Department of Public Health – Environmental Health Division has reviewed the information provided regarding a CUP to authorize an automatic carwash facility in a C-3-DP zone. We recommend the following conditions upon approval of the CUP:

1. The project shall comply with the requirements of the Los Angeles County Noise Control Ordinance as found in the Title 12 of the Los Angeles County Code. The project shall implement the noise control measures specified in Condition No. 22 of the previously approved permit (CUP 200600031) to reduce the noise generated by the project. For questions regarding noise, please contact Robert Vasquez at (213) 738-4596.
2. The use of reclaimed water must meet the requirements of Title 22 of the California Code of regulations and other requirements established by the California Department of Public Health and this Department. Prior to installation of the onsite reclaimed water system, two sets of plans, along with a completed application and fee, must be submitted to the Environmental Health's Cross Connection Program for review and approval. For questions regarding reclaimed water, please contact Carlos Borja at (626) 430-5295.

For any other questions, please feel free to contact me at (626) 430-5382.



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

"Parks Make Life Better!"

Russ Guiney, Director

John Wicker, Chief Deputy Director

October 29, 2012

Sent via e-mail: ichi@planning.lacounty.gov

TO: Iris Chi
Department of Regional Planning

FROM: Julie Yom, Park Planner *JY*
Environmental and Regulatory Permitting Section

SUBJECT: **PROJECT CONSULTATION**
COUNTY PROJECT NO. R2006-00533
RCUP 201100147
RZC201200002
15003 MULBERRY DRIVE, SOUTH WHITTIER
APN 8226-015-023

The above project has been reviewed for potential impacts on the facilities of this Department. We have determined that the proposed project, which involves a zone change from CPD (Commercial Planned Development Zone) to C-3 DP (Unlimited Commercial- Development Program Zone) and a CUP to authorize a proposed automatic car wash facility, will not impact the facilities of this Department.

Thank you for including this Department in the review of this notice. If we may be of further assistance, please contact me at (213) 351-5127 or jyom@parks.lacounty.gov.

JY: R2006-00533 Zone change, CUP carwash, South Whittier

c: DPR (N. E. Garcia, K. King, J. Rupert, J. Barber, L. Bradley, O. Ruano)



ZONE CHANGE APPLICATION BURDEN OF PROOF

In addition to the information required on the application by Chapter 22.16, Part 2, the applicant for a Zone Change Application shall substantiate to the satisfaction of the Commission the following facts:

(Do not provide one word or Yes/No responses. If necessary, attach additional pages.)

A. That modified conditions warrant a revision in the zoning plan as it pertains to the area or district under consideration; and
We are applying for the zone change of G1 to G3, C3 DP
B. That a need for the proposed zone classification exists within such area or district; and
The purpose is to accomodate building a self service car wash
C. That the particular property under consideration is a proper location for said zone classification within such area or district; and
This zone change will accomodate this type of project
D. That placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice.
This type of project will be serving this neighbor hood which a self serice car wash will bring convinence quality wash for this neighbor hood residence

R2006-00533

In addition to the information required in the application, the applicant shall substantiate to the satisfaction of the Zoning Board and/or Commission, the following facts:

- A. That the requested use at the location proposed will not:
1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, or
 2. Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, or
 3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

THE PROJECT IS A CAR WASH TO PROVIDE THE SERVICE FOR THE COMMUNITY. THE PROJECT IS COMPATIBLE WITH THE SURROUNDING USES, FUNCTIONALLY AND FORMALLY IT CONFORMS WITH THE CONTEXTUALITY OF THE CONTEXT. THE CAR WASH WILL BE OPEN FROM 8:00 AM TO 6:00 PM. IT WOULD BE AN ASSET FOR THE COMMUNITY

- B. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.

THE PROPOSED USE IS ADEQUATE IN SIZE AND SHAPE AND CONFORMS TO TITLE 22 AND IS ADEQUATE AND ACCOMMODATE LANDSCAPING, PARKING.

- C. That the proposed site is adequately served:
1. By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and
 2. By other public or private service facilities as are required.

THERE IS ONE ADEQUATE DRIVEWAY TO ACCOMMODATE THE TRAFFIC IN AND OUT OF THE SITE.

Saba Construction, Inc.

License#587295

12,18,2012

Progress Schedule

For : Express Carwash at: 15003 Mulberry Dr. Whittier, Ca. 90603

To: County of Los Angeles, Planning and Zoning

The following construction stages are scheduled toward the completion of the project located at the above address upon completion of CUP approval followed by issuance of all building permits :

1-Allocation of construction funds:	2 Months
2-Grading & compaction:	1 Month
3-Completion Construction:	6 Months
4-Installation of Equipment:	1 Month
5-Notice of completion & Occupancy permit:	<u>2 Months</u>
Total :	12 Months

Hossein M. Rash

President

County of Los Angeles
Department of Regional Planning
320 West Temple Street
Los Angeles, California 90012

Environmental Determination: Negative Declaration
Project Number R2006-00533-(4)
Environmental Case Number 201200131

1. Project Description:

The applicant is requesting a zone change from CPD (Commercial Planned Development) zone to C-3-DP (Unlimited Commercial – Development Program Zone), and a Conditional Use Permit (“CUP”) to authorize an automatic car wash facility in the proposed C-3-DP zone. The current CPD zone does not allow for an automatic car wash facility. The DP designation of the C-3-DP zone will only allow for an automatic carwash out of all the C-3 uses, as long as a CUP is obtained.

2. Project Location:

15003 Mulberry Drive Whittier, CA 90604
APN 8226-015-023

3. Proponent:

Sean Nourani
7723 East Misty Glen Court
Anaheim, CA 92808

4. Findings of No Significant effect:

The initial study determined that the project is not likely to have a significant effect on the environment.

5. Location and custodian of record of proceedings:

The location and custodian of the record of proceedings on which adoption of this Negative Declaration is based is: Department of Regional Planning, 320 West Temple Street, Los Angeles, CA 90012.

Prepared by Iris Chi, AICP

11/21/2012

Environmental Checklist Form (Initial Study)
County of Los Angeles, Department of Regional Planning



Project title: R2006-00533-(4)/RZC201200002/RCUP201100147/RENV201200131

Lead agency name and address: Los Angeles County Dept. of Regional Planning, 320 West Temple Street, Los Angeles, CA 91020

Contact Person and phone number: Iris Chi (213)974-6443

Project sponsor's name and address: Hossein Rash 8506 East Altaview Drive Orange, CA 92867

Project location: 15003 Mulberry Drive South Whittier
APN: 8226-015-023 USGS Quad: Whittier

Gross Acreage: 0.72 acres (31,500 square feet)

General plan designation: 1 (Low Density Residential)

Community/Area wide Plan designation: N/A

Zoning: Existing: CPD (Commercial Planned Development); Proposed: C-3-DP (Unlimited Commercial-Development Program)

Description of project: A zone change from CPD (Commercial Planned Development) zone to C-3-DP (Unlimited Commercial – Development Program Zone), and a Conditional Use Permit (“CUP”) to authorize an automatic car wash facility in the proposed C-3-DP zone. The DP designation of the C-3-DP zone will only allow for an automatic carwash out of all the C-3 uses, as long as a CUP is obtained; any other use proposed in the C-3-DP zone will require a separate CUP and environmental review. The site plan depicts a 29-foot tall, 2,457 square-foot commercial building that consists of a car wash tunnel, car wash equipment room, office, and a restroom on a 15,979 square-foot rectangular-shaped corner lot. Eight parking spaces are provided. The only access is provided by a 30 foot wide driveway off of La Mirada Boulevard. The plan indicates 2,225 sq. ft. of landscaping. The subject site is currently vacant. The proposed hours of operation for the carwash will be 8:00 A.M. to 5:00 P.M., seven days a week. The project is proposing a maximum of three employees present during the largest shift. Along with the carwash equipment, the project is proposing two 15 HP self service vacuums located in the parking lot that accommodates up to six locations. The carwash equipment includes a 1,500 gallon clarifier and utilizes an onsite reclaimed water system. There will be eight ornamental outdoor light fixtures located on the exterior of the building.

Surrounding land uses and setting: The project site is a flat parcel located on the northeast corner of Mulberry Drive and La Mirada Boulevard, within the community of South Whittier-Sunshine Acres in the unincorporated area of Los Angeles County. Mulberry Drive is a secondary highway with 100 feet in width, and La Mirada Boulevard is a major highway with 100 feet in width. The public right of way is improved with sidewalks and no landscaping in the immediate project area. The closest school, Orchard Dale Elementary School, is located approximately 1,400 feet away from the project site. The subject site was

previously developed with a gas/service station and is currently vacant. The adjoining properties are vacant land or developed with commercial uses. The closest residential areas are less than 400 feet from the project site. The residential uses are single family residences. The area is urbanized.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

<i>Public Agency</i>	<i>Approval Required</i>
<u>N/A</u>	<u>N/A</u>

Major projects in the area:

<i>Project/Case No.</i>	<i>Description and Status</i>
<u>N/A</u>	<u>N/A</u>

Reviewing Agencies:

<i>Responsible Agencies</i>	<i>Special Reviewing Agencies</i>	<i>Regional Significance</i>
<input type="checkbox"/> None	<input checked="" type="checkbox"/> None	<input type="checkbox"/> None
Regional Water Quality Control Board:	<input type="checkbox"/> Santa Monica Mountains Conservancy	<input type="checkbox"/> SCAG Criteria
<input checked="" type="checkbox"/> Los Angeles Region	<input type="checkbox"/> National Parks	<input checked="" type="checkbox"/> Air Quality
<input type="checkbox"/> Lahontan Region	<input type="checkbox"/> National Forest	<input type="checkbox"/> Water Resources
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> Edwards Air Force Base	<input type="checkbox"/> Santa Monica Mtns. Area
<input type="checkbox"/> Army Corps of Engineers	<input type="checkbox"/> Resource Conservation District of Santa Monica Mountains Area	

Trustee Agencies

None
 State Dept. of Fish and Game
 State Dept. of Parks and Recreation
 State Lands Commission
 University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

DPW:
 - Land Development Division (Grading & Drainage)
 - Engineering Division
 - Traffic and Lighting Division
 - Environmental Programs Division
 - Sewer Maintenance Division

Fire Department
 - Land Development Unit
 - Health Hazmat
 Sanitation District
 Public Health/Environmental Health Division: Land Use Program (OWTS), Toxics Epidemiology Program (Noise)
 Sheriff Department
 Parks and Recreation
 Subdivision Committee

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project.

- Aesthetics
- Agriculture/Forest
- 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/Traffic
- Utilities/Services
- Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Department.)

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 in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that 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 the 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 (Prepared by)

11/24/12

Date

Signature (Approved by)

11/27/12

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 the Lead Department 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 Department 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 mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 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) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.
- 8) Climate Change Impacts: When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on : 1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and 2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

1. AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be visible from or obstruct views from a regional riding or hiking trail?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Official State Scenic Highways are designated by the California Department of Transportation (CalTrans). According to CalTrans, “[t]he stated intent (Streets and Highway Code Section 260) of the California Scenic Highway Program is to protect and enhance California’s natural beauty and to protect the social and economic values provided by the State’s scenic resources” (State of California Department of Transportation, California Scenic Highway Program, website: <http://www.dot.ca.gov/dist3/departments/mtce/scenic.htm>, accessed October 6, 2011). While there are numerous designated Scenic Highways across the state, the following have been designated in Los Angeles County: Angeles Crest Highway (Route 2) from just north of Interstate 210 to the Los Angeles/San Bernardino County Line, two segments of Mulholland Highway from Pacific Coast Highway to Kanan Dume Road and from west of Cornell road to east of Las Virgenes Road, and Malibu Canyon-Las Virgenes Highway from Pacific Coast Highway to Lost Hills Road.

In addition to scenic highways, unincorporated Los Angeles County identifies ridgelines of significant aesthetic value that are to be preserved in their current state. This preservation is accomplished by limiting the type and amount of development near them. These “Significant Ridgelines” (“Major Ridgelines” on Santa Catalina Island) are designated by the General Plan or applicable Area/Community Plan, Local Coastal Program, or Community Standards District.

Riding and hiking trails have been designated throughout unincorporated Los Angeles County. At present, there are officially adopted trails in the Antelope Valley, the Santa Clarita Valley, and the Santa Monica Mountains designated by the General Plan or applicable Area/Community Plan and Local Coastal Program.

The proposed project is located in an urban setting of the community of South Whittier-Sunshine Acres, which allows for a less than significant impact to the aesthetics of the surrounding area. The Los Angeles County General Plan and the State of California CalTrans Scenic Highway Mapping System do not show any designated scenic highways, corridors, or resources to or in the proximity to the project site. The area that the proposed project is located is a relatively flat area with no significant ridgelines. The scenic vista of this area is the San Gabriel Mountains that is approximately 16 miles from the project site. The maximum

height of building proposed is 29 feet. The building will have a less than significant impact on the scenic vista because the height of the building will be low enough to not obstruct the scenic vista view.

Since the current condition of the parcel is a vacant lot, the new project will change the visual character of the site and its surrounding area. The design of the proposed building allows for the project to have a less than significant impact on the existing visual character of the community. The proposed building will have a maximum height of 29 feet, which blends in with the scale of the surrounding retail centers and gas station. The proposed building will cover 15.3% of the 15,979 square feet property. This configuration allows for minimal building bulk.

The new project will contribute to creating new sources of shadows, light or glare. However, due to the size of the project, it will have a less than significant impact on the day or nighttime views in the area. The new building bulk will be able to cast new shadows, but nothing of significance since the maximum height proposed is 29 feet. There will be eight ornamental outdoor light fixtures located on the exterior of the building. The project is not a 24 hour operation, therefore, the chances of new light sources affecting the day and nighttime views in the area are less than significant.

2. AGRICULTURE / FOREST

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data that are used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called *Prime Farmland*. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance. FMMP produces *Important Farmland Maps*, which are a hybrid of resource quality (soils) and land use information.

The California Land Conservation Act of 1965--commonly referred to as the Williamson Act--enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Local governments receive an annual subvention of forgone property tax revenues from the state via the Open Space Subvention Act of 1971. The only Williamson Act contract lands in the County are located on Catalina Island and held by the Catalina Island Conservancy as set asides for open space and recreational purposes. Therefore, there are no agricultural Williamson Act contracts in the remainder of the unincorporated County.

Agricultural Opportunity Areas (AOAs) are a County identification tool that indicates land where commercial agriculture is taking place and/or is believed to have a future potential based on the presence of

prime agricultural soils, compatible adjacent land uses, and existing County land use policy. In addition to AOA's, the County has two agricultural zones: A-1 (Light Agriculture) and A-2 (Heavy Agriculture).

California Public Resources Code section 12220(g) defines forest land as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." California Public Resources Code section 4526 defines timberland as land, other than land owned by the federal government and land designated by the State Board of Forestry and Fire Protection as experimental forest land that is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the State Board of Forestry and Fire Protection for each district after consultation with the respective forest district communities. California Public Resources Code section 51104(g) defines "Timberland production zones" or "TPZ" as an area which has been zoned and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.

The County contains important and prime farmland, and the Angeles National Forest and a portion of the Los Padres National forest are also located in the County. The County does not have any zone that is strictly used for forest uses or timberland production. However, the Angeles National Forest, and a portion of the Los Padres National forest are located in the County, and the Watershed Zone allows for any use owned and maintained by the Forest Service of the United States Department of Agriculture, and any authorized leased use designated to be part of the Forest Service overall recreational plan of development, including logging. In addition, Los Angeles County has been mapped by the California Department of Forestry and Fire Protection to identify the different categories of land cover capable of being sustained therein, including forests, woodlands, wetlands, and shrubs, for example.

The proposed project will not convert farmland to a non-farmland use. The current zone of the parcel is CPD and is currently vacant. The proposed zone change is to C-3-DP. The Farmland Mapping and Monitoring Program by the State Department of Conservation does not indicate the subject property as prime farmland or farmland. It does not categorize this parcel as any specific farmland use.

The subject property is not zoned for agricultural use and will not conflict with existing zoning for agricultural use. The parcel is not within a designated Agricultural Opportunity Area since this designation is found in the Antelope Valley Area Plan. There is no existing Williamson Act contract for the subject property.

Since the property is located in an urbanized area and not in a National Forest area, there is no impact to any existing zoning or cause of rezoning of forest land. There will be no loss of forest land to non-forest use.

The surrounding parcels adjacent to the property are commercial uses and the nearest residential uses, single family residences, are less than 400 feet away. This eliminates the possibility of encroachment of agricultural or forest land.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The air pollutants that are regulated by the Federal and California Clean Air Acts fall under three categories, each of which are monitored and regulated:

- Criteria air pollutants;
- Toxic air contaminants (TACs); and,
- Global warming and ozone-depleting gases.

In 1970, the U.S. Environmental Protection Agency (EPA) identified six “criteria” pollutants they found to be the most harmful to human health and welfare. They are:

- Ozone (O₃);
- Particulate Matter (PM);
- Carbon Monoxide (CO);
- Nitrogen Dioxide (NO₂);
- Sulfur Dioxide (SO₂); and,
- Lead (Pb).

The Federal government and the State of California have established air quality standards designed to protect public health from these criteria pollutants. Among the federally identified criteria pollutants, the

levels of ozone, particulate matter, and carbon monoxide in Los Angeles County continually exceed federal and state health standards and the County is considered a non-attainment area for these pollutants.

In response to the region's poor air quality, the South Coast Air Quality Management District (SCAQMD) & the Antelope Valley Air Quality Management District (AVAQMD) were created. The SCAQMD and the AVAQMD are responsible for monitoring air quality as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region. The SCAQMD implements a wide range of programs and regulations, most notably, the Air Quality Management Plan (AQMP). The SCAQMD jurisdiction covers approximately 10,743 square-miles and includes all of Los Angeles County except for the Antelope Valley, which is covered by the Antelope AVAQMD.

Sensitive receptors are uses such as playgrounds, schools, senior citizen centers, hospitals or other uses that would be more highly impacted by poor air quality. AQMD Rule 402, which states "A person shall not 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. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

The proposed project will not conflict with SCAQMD or AVAQMD plans, violate air quality standards, result in a net increase in pollutants, or create objectionable odors. Since the location is not near sensitive uses, there will be a less than significant impact when it comes to exposing sensitive receptors to substantial pollutants concentration. The nearest sensitive use, Orchard Dale Elementary School, is located approximately 1,400 feet away from the subject property. The zone change will allow for the project site to go from a CPD zone to C-3-DP zone. An automatic carwash would be allowed in a C-3-DP zone as long as a CUP is obtained. The emissions from the carwash equipment will have a less than significant impact because it will be new and modern equipment that will be powered electrically. The emissions from this modern equipment will be less significant than older machines that are not built to be more energy efficient.

4. BIOLOGICAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFG or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or otherwise contain oak or other unique native trees (junipers, Joshuas, southern California black walnut, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with the provisions of an adopted state,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

regional, or local habitat conservation plan?

EVALUATION OF ENVIRONMENTAL IMPACTS:

Biological resources are identified and protected through various federal, state, regional, and local laws and ordinances. The federal Endangered Species Act and the California Endangered Species Act (CESA) state that animals and plants that are threatened with extinction or are in a significant decline will be protected and preserved. The State Department of Fish and Game created the California Natural Diversity Database (CNDDDB), which is a program that inventories the status and locations of rare plants and animals in California.

Section 404 of the Clean Water Act defines wetlands as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.”

The County’s primary mechanism to conserve biological diversity is an identification tool and planning overlay called Significant Ecological Areas (SEA). SEAs are ecologically important land and water systems that are valuable as plant and/or animal communities, often integral to the preservation of threatened or endangered species, and conservation of biological diversity in the County. These areas also include nearly all of the wildlife corridors in the County, as well as oak woodlands and other unique and/or native trees.

Sensitive biological resources in the Coastal Zone are known as Environmentally Sensitive Habitat Areas (ESHAs). ESHAs are defined in the Coastal Act as areas “in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. On Santa Catalina Island, there are both ESHAs and SEAs. In the Coastal Zone segment of the Santa Monica Mountains, sensitive biological resources are designated as Sensitive Environmental Resource Areas (SERAs) by the Malibu Land Use Plan, which contains terrestrial and marine resources that, because of their characteristics and/or vulnerability, require special protection. SERAs include the following sub-categories: ESHAs; Significant Woodlands and Savannahs; Significant Watersheds; the Malibu Cold Creek Resource Management Area; and Wildlife Migration Corridors.]

The proposed project is located in an urban area with no ecologically sensitive areas nearby or located within the property. This project will not impact sensitive natural communities or federal/state protected wetlands. There are no oak woodlands on the subject property. The project will not conflict with local policies/ordinances protecting biological resources or adopted conservation plans. The project will have a less than significant impact on species protected by CDFG and USFWS. The CNDDDB identifies an element occurrence count of two in the geographic area where the project site is located. The element identified is the bank swallow and an element occurrence count greater than one indicates the presence of multiples of this element. Currently, the parcel is completely vacant and covered with gravel. There are no visible signs that the property is a bank swallow habitat.

5. CULTURAL RESOURCES

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project will not have any impact on cultural resources, such as historical or archaeological resources defined by CEQA guidelines. The project will not disturb human remains or paleontological resources since it is located in already developed urbanized area. Although the parcel is currently vacant, it was previously used for a service station.

6. ENERGY

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with Los Angeles County Green Building Ordinance (L.A. County Code Title 22, Ch. 22.52, Part 20 and Title 21, § 21.24.440) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 22.52, Part 21)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

Per Appendix F of CEQA guidelines, the goal of conserving energy implies decreasing overall per capita energy consumption, decreasing reliance on fossil fuels such as coal, natural gas and oil, and increasing reliance on renewable energy sources. In 2008, the County adopted a Green Building Program to address these goals. Section 22.52.2100 of Title 22 (Los Angeles County Code) states that the purpose of the County's Green Building Program was to establish green building development standards for new projects with the intent to, conserve water; conserve energy, conserve natural resources, divert waste from landfills, minimize impacts to existing infrastructure, and promote a healthier environment. The Green Building Program includes Green-Building Standards, Low-Impact Development standards, and Drought Tolerant Landscaping requirements. In January 2011, the State of California adopted the CALGreen Building Code with mandatory measures that establish a minimum for green construction practices.

The Los Angeles County Green Building and Drought-Tolerant Landscaping requirements do not apply to the proposed project since the new development is less than 10,000 square feet. The project will have to comply with the Low Impact Development requirements. The project must implement Best Management Practices that promote infiltration, store and beneficially use storm water runoff as determined by Los Angeles County Department of Public Works. Also, the project will not involve the inefficient use of energy resources.

In a CPD zone, the uses potentially allowed are those permitted in the R-A and C-1 zone, which are less intensive uses compared to the automatic carwash that will be permitted with the CUP and zone change to C-3-DP. The uses permitted in an R-A zone are mainly low density residential. Uses permitted in a C-1 zone are primarily retail. The energy uses in a CPD zone will be considerably less than an automatic carwash in a C-3-DP zone. The carwash will need to power the machinery, vacuums, and lighting for the premises. The machinery used for the carwash can be categorized as heavy duty commercial equipment. The energy usage will have a less than significant impact because the amount of energy used at a given time will be capped. The main consumer of energy on this property is the carwash equipment. The carwash tunnel that houses the equipment only allows for one car to be washed at a time.

7. GEOLOGY AND SOILS

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to 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 active fault trace? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction and lateral spreading?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 prohibits the location of most structures for human occupancy across the traces of active faults, and lessens the impacts of fault rupture. The Seismic Hazards Mapping Act requires the California Geological Survey to prepare Seismic Hazard Zone Maps that show areas where earthquake induced liquefaction or landslides have historically occurred, or where there is a high potential for such occurrences. Liquefaction is a process by which water saturated granular soils transform from a solid to a liquid state during strong ground shaking. A landslide is a general term for a falling, sliding or flowing mass of soil, rocks, water and debris. The County General Plan prohibits new developments, as defined by the Alquist-Priolo Act, within fault traces until a comprehensive geological study has been completed.

More than 50 percent of the unincorporated areas are comprised of hilly or mountainous terrain. The vast majority of hillside hazards include mud and debris flows, active deep seated landslides, hillside erosion, and man induced slope instability. These geologic hazards include artificially-saturated or rainfall saturated slopes, the erosion and undercutting of slopes, earthquake induced rock falls and shallow failures, and natural or artificial compaction of unstable ground. The General Plan Hillside Management Area (HMA) Ordinance regulates development in hillsides of 25 percent slope or greater to address these potential hazards.

The Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist does not delineate the subject property to be located on top of an active earthquake fault. The Seismic Hazard Zone map from the California Department of Conservation does not indicate that the property is located in a seismic hazard zone. The State of California Department of Conservation Division of Mines and Geology maps indicate that the subject parcel is not located within a designated liquefaction zone. The California Geologic Survey maps show that the project is not within a landslide area. The project will not result in substantial soil erosion or loss of topsoil since it is located in an urbanized area. The terrain of the parcel is flat and will not require large amounts of grading or land disturbance. There is no vegetation growing on this parcel, but is currently a dirt lot covered with gravel. Since no project can fully contain erosion from occurring, the project will have a less than significant impact on erosion and soil loss. The project will have to comply with the Los Angeles County's Low Impact Development Ordinance requirements to install Best Management Practices that promote infiltration, store and beneficially use storm water runoff as determined by Los Angeles County Department of Public Works ("Public Works").

A soils and geology report was not required during the CUP review by Public Works. The project will have no impact on soils incapable of adequately supporting the use of onsite wastewater treatment systems because the project will have access to the public sewer system. The project is not located within a designated hillside management area and will not result in any impacts.

8. GREENHOUSE GAS EMISSIONS

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project may have a less than significant impact on the environment when it comes to greenhouse gas (GHGs) emission due to the fact that the proposed use is a service provided for cars. The use will generate more car trips versus the current use, which is a vacant lot. The project design includes 2 queuing lines, both accommodating three car lengths. The queuing of vehicles will emit exhaust fumes while the cars are idling and will have a less than significant impact on the emissions of greenhouse gases. The zone change allows for the intensification of the use through rezoning from CPD zone to a C-3-DP zone. The use allowed in a C-3-DP zone is an automatic carwash that is dependent on cars for its business. A carwash will attract more vehicles and have a larger rate of vehicles entering and exiting the property versus a retail use allowed in a CPD zone.

The equipment to be used for the automatic carwash may contribute to the greenhouse gas emitted from this project. However, the emissions from the equipment will be less than significant. The equipment to be used is considered modern and new and will have to comply with current AQMD regulations concerning emissions. The equipment will be powered electrically. The emissions from the carwash project will be more compared to emissions from a use from the CPD zone since automated carwash equipment in a C-3-DP zone is a more intensive use than uses allowed in a CPD zone.

The project will have to comply with Los Angeles County's green building policies, low-impact development, and drought-tolerant landscaping regulations.

9. HAZARDS AND HAZARDOUS MATERIALS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:				
i) within a Very High Fire Hazard Severity Zones (Zone 4)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) within a high fire hazard area with inadequate access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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| iii) within an area with inadequate water and pressure to meet fire flow standards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) within proximity to land uses that have the potential for dangerous fire hazard? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Does the proposed use constitute a potentially dangerous fire hazard? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

EVALUATION OF ENVIRONMENTAL IMPACTS:

Hazardous materials are generally defined as any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or future hazard to human health and safety or to the environment, if released into the workplace or the environment (Health and Safety Code (H&SC), §25501(o)). The California Department of Toxic Substances (DTSC) is responsible for classifying hazardous materials in the state of California. Hazardous materials are commonly stored and used by a variety of businesses and are commonly encountered during construction activities.

DTSC oversees the cleanup of disposal and industrial sites that have resulted in contamination of soil and groundwater. In close cooperation with the United States Environmental Protection Agency, DTSC administers both state and federal hazardous waste programs including The Resource Conservation and Recovery Act (RCRA) the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, 42 U.S.C. § 9601–9675), the Toxic Substances Control Act (TSCA) and a number of other State and Federal bodies of law dealing with hazardous materials and the environment. The Envirostar database lists properties regulated by DTSC where extensive investigation and/or cleanup actions are planned or have been completed at permitted facilities and clean-up sites. No hazardous materials sites or properties listed in compliance with California Government Code, Section 65962.5 (e.g., Comprehensive Environmental Response, Compensation and Liability Information System [CERCLIS], Resource Conservation and Recovery Act [RCRA]) are located on the project site. Any sites within the general vicinity are not likely to have contaminated the project site.

Projects in close proximity to airports are within the jurisdiction of the Airport Land Use Commission (ALUC). The Regional Planning Commission meets in the capacity of the ALUC to consider projects requiring ALUC review and it makes a determination of the compatibility of the proposed project with the nearby airport.

The Office of Emergency Management is responsible for organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County. The OEM is the day-to-day Los Angeles County Operational Area coordinator for the County. The emergency response plan for the unincorporated areas is the Operational Area Emergency Response Plan (OAERP), which is prepared by OEM. The OAERP strengthens short and long-term emergency response and recovery capability, and identifies emergency procedures and emergency management routes in the County. The disaster response plan is the County Local All Hazards Mitigation Plan.

The zone change from CPD to C-3-DP not only intensifies the uses allowed but also creates more opportunities for hazardous materials to be used onsite. The chances of retail uses in the CPD zone handling hazardous materials are less than the proposed project in the C-3-DP zone. The proposed use will

need a CUP for the specific use of an automatic carwash. Any other use may require its own CUP and environmental review.

The largest amount of product that the proposed project, an automatic carwash, will use is the cleaning solution for washing the cars. The cleaning solution does not contain hazardous chemicals. The cleaning solution will be stored in the equipment room. The most possible significant release of the solution is through the water system. Other potential contaminants to enter the water system are motor oil and asbestos from brake dust. The project proposes a 1,500 gallon underground clarifier system that will be used to treat the waste water from the carwash before it is released into the sewer system. This process reduces the likelihood of contaminants to be released into the environment. There is a less than significant impact that the project will create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials.

There is a less than significant impact that a hazardous material can be released into the environment through an accidental condition. The cleaning solution used in the project does not contain hazardous chemicals. The closest residences are located approximately 400 feet away from the project site. The project indicates that there will be an underground clarifier that can accommodate 1,500 gallons.

There is no impact that the project will emit hazardous emission or handle hazardous materials within one quarter mile of sensitive land uses. The nearest sensitive uses, which are two schools, are located outside of the one quarter mile buffer.

The proposed project is not on a site that is designated as a hazardous materials site by the Envirostar database. The project is not located near any airports and is not within an airport land use plan. The project is not located along any disaster routes indicated by the General Plan and will not impede with an adopted emergency response plan or evacuation plan. The project is not located within a Very High Fire Hazard Severity Zone. The Los Angeles County Fire Department is requiring modifications to the existing fire hydrant in order to meet the necessary fire flow standards. The adjacent land uses do not pose a potential fire hazard, nor is the proposed project considered to be a potential fire hazard. The immediate surrounding land uses are all commercial land uses that include a market and strip retail malls.

10. HYDROLOGY AND WATER QUALITY

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Generate construction or post-construction runoff that would violate applicable storm water NPDES permits or otherwise significantly affect surface water or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- i) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?
- j) Otherwise substantially degrade water quality?
- k) 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, or within a floodway or floodplain?
- l) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?
- m) 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?
- n) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?

EVALUATION OF ENVIRONMENTAL IMPACTS:

Los Angeles County is split between two water quality regions: the Los Angeles Region and the Lahontan Region. Each regional board prepares and maintains a Basin Plan which identifies narrative and numerical water quality objectives to protect all beneficial uses of the waters of that region. The Basin Plans achieve the identified water quality objectives through implementation of Waste Discharge Requirements (WDRs) and by employing three strategies for addressing water quality issues: control of point source pollutants, control of nonpoint source pollutants, and remediation of existing contamination.

Point sources of pollutants are well-defined locations at which pollutants flow into water bodies (discharges from wastewater treatment plants and industrial sources, for example). These sources are controlled through regulatory systems including permitting under California's Waste Discharge Requirements and the National Pollutant Discharge Elimination System (NPDES) program; permits are issued by the appropriate Regional Water Quality Control Board and may set discharge limitation or other discharge provisions.

Nonpoint sources of pollutants are typically derived from project site runoff caused by rain or irrigation and have been classified by the United States Environmental Protection Agency (USEPA) into one of the following categories: agriculture, urban runoff, construction, hydromodification, resource extraction, silviculture, and land disposal, according to the Basin Plan for the Los Angeles Regional Water Quality Control Board. This type of pollution is not ideally suited to be addressed by the same regulatory mechanisms used to control point sources. Instead, California's Nonpoint Source Management Plan describes a three-tiered approach including the voluntary use of Best Management Practices, the regulatory enforcement of the use of Best Management Practices, and effluent limitations. Generally speaking, each Regional Water Quality Control Board implements the least restrictive tier until more stringent enforcement is necessary.

The Los Angeles Regional Water Quality Control Board addresses on-site drainage through its construction, industrial, and municipal permit programs. These permits require measures to minimize or prevent erosion and reduce the volume of sediments and pollutants in a project's runoff and discharges based upon the size of the project site

During the construction phase of a proposed project, the pollutants of greatest concern are sediment, which may run off the project site due to site grading or other site preparation activities, and hydrocarbon or fossil fuel remnants from the construction equipment. Construction runoff is regulated by the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. This permit applies to all construction which disturbs an area of at least one acre.

The Los Angeles County Low Impact Development Ordinance is designed to promote sustainability and improve the County's watersheds by preserving drainage paths and natural water supplies in order to '...retain, detain, store, change the timing of, or filter storm water or runoff.'

Areas of Special Biological Significance are "...those areas designated by the State Water Board as ocean areas requiring protection of species or biological communities to the extent that alteration of natural water quality is undesirable. All Areas of Special Biological Significance are also classified as a subset of STATE WATER QUALITY PROTECTION AREAS." Note that all of these areas are located off the coast of California and not within any inland water courses or bodies.

FEMA, the Federal Emergency Management Agency, prepares hydrological studies throughout the country, called Flood Insurance Studies, in order to identify areas that are prone to flooding. From the results of these studies, FEMA prepares Flood Insurance Rate Maps (FIRMs) that are designed to geographically depict the location of areas prone to flooding for purposes of determining risk assessment for flood insurance. An area that has been designated a 100-year flood plain is considered likely to flood under the 100-year storm event.

Dam inundation areas are areas that have been identified as being potentially susceptible to flooding from a catastrophic failure of one or more of the dams in Los Angeles County. These areas were mapped in accordance with California Government Code Section 8589.5 and do not suggest with certainty that a particular plot of land would be inundated given a catastrophic dam failure.

A seiche is the sudden oscillation of water that occurs in an enclosed, landlocked body of water due to wind, earthquake, or other factors. A tsunami is an unusually large wave or set of waves that is triggered in most cases by a seaquake or an underwater volcanic eruption. A mudflow is flow consisting predominantly of earthen materials/soil and water.

Rezoning the parcel from a CPD zone to a C-3-DP zone to allow for a more intensive use such as an automatic carwash will impact the water usage and disposal. An automatic carwash in a C-3-DP zone is heavily dependent on water for its operations. Compared to the proposed use in a C-3-DP zone, the allowed uses in a CPD zone and the current vacant lot consume less water.

This project will not impact any water quality standards or waste discharge requirements due to the various County requirements. The project will have to comply with Low Impact Development (LID) requirements. Also, LID requires that the project installs Best Management Practices that promote infiltration, store and beneficially use storm water runoff as determined by Los Angeles County Department of Public Works. The project includes a 1,500 gallon underground clarifier that will be used to treat wastewater produced.

The project may have a less than significant effect on the level of groundwater supplies because of the increase of impervious surfaces that will be created from this project. Eighty-six percent (86%) of the parcel

will be impervious. Although groundwater will not be removed from the ground since the water will be provided through a public water retail provider, the creation of impervious surfaces could create a less than significant impact when it comes to groundwater recharge.

The project could have a less than significant impact on the existing drainage pattern of the site due to the amount of paving that is proposed. Currently, the property is a vacant dirt lot and the project proposes 86% of the parcel to be of impervious surface. The project is required to comply with LID requirements.

Although the project may increase the amount of runoff due to the current state of the parcel being a vacant unpaved lot, the size of the project and the property, a 2,457 square feet building on a 15,979 square feet lot, will not have a significant impact on the storm water drainage systems. The project will also connect to a municipal sewer system. The project is proposing to use a clarifier and a waste reclamation system to reduce the amount of water consumed. The brush system of the equipment will be utilizing reclaimed water. The clarifier is used to remove the oil, grease, and solid matter from the waste water before it is flushed into the sewer system.

The project will have a less than significant impact on surface water or groundwater quality due to the fact that it cannot be guaranteed that 100% of construction runoff can be contained to the property. Prior to issuance of a building permit, plans must be approved to provide for the proper distribution of drainage and for contributory drainage from adjoining properties; to eliminate the sheet overflow and ponding; and to comply with National Pollutant Discharge Elimination System, Storm Water Management Plan, and Standard Urban Storm Water Mitigation Plan requirements.

The project will have no impact on nonpoint source pollutant discharges into State Water Resources Control Board designated Areas of Special Biological Significance since there are no such areas in proximity to the project site.

The project will have no impact on onsite wastewater treatment systems. The project site is not located in an area with known geological limitations or in close proximity to surface water. With LID requirements and the location of the project site limit, the project will not have an impact on the degradation of water quality. The project site is not located within a FEMA flood zone. It is not proposing residential developments, place structures that impede flood flows, or expose people to significant risk within a flood zone. The project site is not within areas subject to inundation by seiche, tsunami, or mudflow.

11. LAND USE AND PLANNING

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be inconsistent with the County zoning ordinance as applicable to the subject property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project will have a less than significant impact on an established community by creating physical barriers that divide the community. The project site is an existing vacant lot that is located on the corner of two major highways. Existing commercial uses buffer the project from neighboring residences. The project will be utilizing existing sidewalks and will not impede pedestrian access.

The current land use designation for the project site is 1-Low Density Residential (1 to 6 dwelling units per acre). The current zone is Commercial Planned Development (CPD). The project is proposing a zone change from CPD to C-3-DP. The General Plan's Category 1 land use designation does not account for the neighborhood serving commercial uses. Although the proposed zone does not directly correlate with the General Plan land use designation, the allowable use in the new C-3-DP zone will be limited to an automatic carwash. The impact of the zone change and proposed use will be less than significant and consistent with the General Plan. Although the proposed zone change is not of residential character, there is an existing commercial strip mall and market that buffers the proposed use from the residential areas.

The current zone for the parcel is CPD. A CPD zone allows for R-A uses by right and C-1 uses with a CUP. The proposed use of an automatic carwash is not allowed in a CPD zone. Therefore, a zone change is proposed to go from a CPD zone to a C-3-DP zone. The Development Program (DP) zone will limit the allowable use with a CUP to only an automatic carwash. This will enable the project to be consistent with the C-3 zone of the parcel but restrict the uses to fit in with the character of the neighborhood. The uses in a CPD zone are mostly retail oriented uses that fit into the less intensive commercial area. The adjacent uses are strip malls with retail units, a market, gas station, and single family residences.

The project site is not located within a regulated hillside area, Significant Ecological Area, Sensitive Environmental Resource Area, or Environmentally Sensitive Habitat Area designated area.

12. MINERAL RESOURCES

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

The County depends on the State of California's Geological Survey (State Department of Conservation, Division of Mines and Geology) to identify deposits of regionally- significant aggregate resources. These clusters or belts of mineral deposits are designated as Mineral Resources Zones (MRZ-2s), and there are four major MRZ-2s are designated in the County: the Little Rock Creek Fan, Soledad Production Area, Sun Valley Production Area, and Irwindale Production Area. The California Department of Conservation protects mineral resources to ensure adequate supplies for future production.

The California Surface Mining and Reclamation Act of 1975 (SMARA) was adopted to encourage the production and conservation of mineral resources, prevent or minimize adverse effects to the environment, and protect public health and safety. In addition, Title 22 of the Los Angeles County Code (Part 9 of Chapter 22.56) requires that applicants of surface mining projects submit a Reclamation Plan prior to receiving a permit to mine, which must describe how the excavated site will ultimately be remediated and transformed into another use.

Small-scale oil production still occurs in many parts of the County, including the Baldwin Hills and the Santa Clarita Valley. The California Division of Oil, Gas, and Geothermal Resources (DOGGR) permits and tracks each operating production well and natural gas storage well and ultimately monitors the decommissioning process.

The project site is not within an area where there is known mineral resources according to the Los Angeles County Natural Resource Areas Map. This project will have no impact on the loss of availability of mineral resources.

13. NOISE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project result in:				
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project will conform to Los Angeles County Code Title 12, Chapter 12.08 (Noise Control Ordinance). Section 12.08.390 of the County Code provides a maximum exterior noise level of 45 decibels (dB) between 10:00 p.m. and 7:00 a.m. (nighttime) and 50 dB from 7:00 a.m. to 10:00 p.m. (daytime) in Noise Zone II (residential areas).

Noise generated by construction equipment during the construction phase of the project may result in a substantial temporary increase in ambient noise levels. Construction activities will be conducted according to best management practices, including maintaining construction vehicles and equipment in good working order by using mufflers where applicable, limiting the hours of construction, and limiting the idle time of

diesel engines. Noise from construction equipment will be limited by compliance with the Noise Control Ordinance and County Code Section 12.12.

The project site is located on the corner of Mulberry Drive and La Mirada Boulevard, both major highways according to Los Angeles County Master Plan of Highways. The proposed project will generate noise as it is an automatic carwash with automated mechanical equipment and vacuuming stations. The project will have a less than significant impact when it comes to generation of noise levels in excess of standards because of the location of the site. The existing ambient noise from the busy Mulberry Drive and La Mirada Boulevard intersection sets the baseline noise levels higher.

The mechanics of the automatic car wash will have a less than significant impact when it comes to generating excessive ground borne vibration and noise levels. The closest sensitive receptors are a block of single family residences that are about 400 feet from the project site. The homes are buffered from the proposed project by an existing strip mall and a market. The mechanics of the carwash are enclosed within a building and have openings on each side of the building to allow for cars to drive in. The vacuuming stations are located outside in the parking lot.

The activity from the project will have a less than significant impact on the permanent increase in ambient noise levels in the vicinity. Aside from the carwash equipment, traffic noise can also contribute to the increase of ambient noise. The circulation layout allows for three cars to queue up at each of the two pay stations. Since the project is located on the corner of two major highways, the ambient noise level is already affected by these major thoroughfares.

The construction activity associated with the project will have a less than significant impact on the temporary or periodic increase in ambient noise levels. After the completion of construction, the associated noise type will be considered not to have a permanent effect on the ambient noise.

The project site is not located within 2 miles of a public airport or a private airstrip. The closest airport is Fullerton Municipal Airport, which is 4.8 miles away from the project site. The project will have no impact when it comes to exposing residents or future employees to excessive noise levels.

14. POPULATION AND HOUSING

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

Typical local thresholds of significance for housing and population growth include effects that would induce substantial growth or concentration of a population beyond a city's or county's projections; alter the location, distribution, density, or growth rate of the population beyond that projected in the city or county general plan housing element; result in a substantial increase in demand for additional housing, or create a development that significantly reduces the ability of the county to meet housing objectives set forth in the city or county general plan housing element.

The Los Angeles County General Plan and Housing Element uses population, household, and employment projections from a growth forecast that is developed from the Southern California Association of Governments 2008 Regional Transportation Plan (RTP). The population projections and household projections for unincorporated County are organized by eight SCAG sub-regions.

The proposed project is located in the Gateway Cities sub-region with a 4% projected population growth from 2005-2014. SCAG has also established the County's RHNA allocation at 57,176 units.

This project will have no impact on inducing substantial population growth in the surrounding area. The project is not proposing adding residential units, but rather proposing a carwash business that will service the existing population. The project site is a vacant lot and all infrastructure is existing will not be modified. The project will not displace or cause the demolition of existing housing units or need to provide replacement housing for those displaced. Since the project is not proposing new residential units, the project will have no impact on exceeding official regional or local population projections.

15. PUBLIC SERVICES

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sheriff protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Libraries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

Fire suppression services in unincorporated Los Angeles County are provided by the Los Angeles County Fire Department (LACoFD), which has 21 battalions providing services to the whole of the unincorporated County. Development in the unincorporated areas must comply with the requirements of the Fire Code (Title 32), which provides design standards for all development in the unincorporated County. Development must also comply with standards for response times between fire stations and the project site. These times are: 5 minutes or less for projects in urban areas, 8 minutes or less for projects in suburban areas, and 12 minutes or less for projects in rural areas.

Law enforcement services within the unincorporated Los Angeles County are provided by the Los Angeles County Sheriff's Department. The Los Angeles County Sheriff's Department strives to maintain a service ratio of approximately one officer for every 1,000 residents within the communities it serves.

In Los Angeles County, parks are operated and maintained by the Department of Parks and Recreation. As of 2010, there were approximately 153 recreational facilities managed by the Department of Parks and Recreation totaling approximately 65,528 acres of recreation and open space. The Los Angeles County General Plan, Regional Recreation Areas Plan, provides the standard for the allocation of parkland in the unincorporated county. This standard is four acres of local parkland per 1,000 residents and six acres of regional parkland per 1,000 residents. For subdivision projects, the Quimby Act permits the County, by ordinance, to require the dedication of parkland or the payment of an in-lieu fee to achieve the parkland-to-population ratio sought in the General Plan. Further, as a condition of a zone change approval, General Plan amendment, or Specific Plan approval, the County may require the applicant pursuing the subdivision to dedicate and/or improve land according to the following General Plan standards. This requirement is justified as long as an appropriate nexus between the proposed project and the dedication can be shown.

In the unincorporated portions of Los Angeles County, as well as in 50 of the 88 cities within the County, library services are provided by the County of Los Angeles Public Library. There are approximately 84 libraries operated by the County with roughly 7.5 million volumes in its book collection. The County of Los Angeles Public Library is a special district and is primarily funded by property taxes, but other funding mechanisms include a Mello-Roos Community Facilities District, developer impact fees, developer agreements, and a voter-approved special tax.

According to the Draft General Plan, the Library's planning guidelines specify that 2.75 library material items should be available per capita as well as 0.5 square feet of library space per capita. The Public Library also imposes a mitigation fee on residential development based on the cost estimation of providing the appropriate library facilities and services to each library planning area. The fees are as follows:

Planning Area 1: Santa Clarita Valley per dwelling unit	\$829.00
Planning Area 2: Antelope Valley per dwelling unit	\$804.00
Planning Area 3: West San Gabriel Valley per dwelling unit	\$839.00
Planning Area 4: East San Gabriel Valley per dwelling unit	\$827.00
Planning Area 5: Southeast per dwelling unit	\$830.00
Planning Area 6: Southwest per dwelling unit	\$836.00
Planning Area 7: Santa Monica Mountains per dwelling unit	\$832.00

The project will have a less than significant impact on fire protection services. The project site is located within the Los Angeles County Fire Battalion 08 boundaries and is serviced by Station # 59 Whittier. This station, located at 10021 Scott Avenue Whittier, CA 90603, is the nearest station to the project site. The Fire Department is requiring that a fire hydrant be installed that is able about to handle the required fire flow of 1,500 gallons per minute for 2 hours.

The project will not be adding to the number of permanent residents in the area since no residential units are proposed. The project will have a less than significant impact on the service levels provided by the Sheriff's Department considering that the project site is a vacant lot and the new commercial use will increase the activity level. The project will generate more vehicular trips made by the customers that will visit the business. The nearest Sheriff's station is located 1.8 miles from the project site.

The project will not have an impact on the existing schools, parks, libraries, and other public facilities. The project is not proposing any new residential units, but rather a commercial use with maximum 3 employees per shift. The proposed project is designed to service the existing population.

16. RECREATION

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Los Angeles County General Plan standard for the provision of parkland is four acres of local parkland per 1,000 residents of the population in the County's unincorporated areas, and six acres of regional parkland per 1,000 residents of the County's total population.

The project will have no impact on the existing neighborhood and regional parks since there are none within the immediate proximity of the project site. The current use of the parcel is a vacant lot. The proposed project will have a maximum of 3 employees per shift and an increase in customers with the established use. The project does not include any parks or recreational facilities that might have an adverse physical effect on the environment. The proposed project is a commercial use that will not have any residential units developed as well as no recreational uses. This project will not interfere with regional open space connectivity. The project site is located in an urbanized area surrounded by existing commercial uses. The current zone of the parcel is not designated open space, so the project will not be taking up open space resources.

17. TRANSPORTATION/TRAFFIC

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

Traffic conditions are determined by using a system that measures the volume of traffic going through an intersection at a specific point in time relative to the intersection's maximum possible automobile throughput. This volume-to-capacity ratio is referred to as Level of Service (LOS) and ranges from the best-case scenario LOS A (free-flowing conditions) to the worst-case scenario LOS F (gridlock).

The proposed project is a small scale project that will have a less than significant impact on local or regional plans that focus on effective circulation of multi-modal transportation. The project site is 15,979 square feet and does not propose any alterations to the existing pedestrian and vehicular thoroughfares. The design of the project addresses the circulation within the project site. The only point of access to the site is the

driveway off of La Mirada Boulevard. The interior circulation is designed so that the vehicles enter and exit from that one driveway. The project will generate a certain amount of trips, but not enough to have an impact on existing circulation plans. The zone change will allow for a more intensive use, but the number of trips generated compared to the current vacant lot, is less than significant. The entrance to the site will be located 54 feet from the Mulberry Drive and La Mirada Boulevard intersection to allow for vehicles to make a smooth entrance to the site. Design guidelines exist for self-service carwashes of this type. Said guidelines suggest that enough room be provided onsite to provide a queue length of at least 3 car lengths per wash line. Although this project only has 1 self-service wash line, there will be 2 ticket dispensers; each meeting/exceeded the recommended queue length for a project of this type. This will allow for vehicular queuing to take place onsite, avoiding a potential backup on La Mirada Boulevard.

The project will have a less than significant impact on the congestion management program (CMP) by Los Angeles County Metropolitan Authority ("Metro"). The project is a local project that will have minimal impact on the regional transportation system. The project site is located on the corner of two major highways that are not monitored by Metro for CMP purposes. This project will generate more trips than the current use, which is a vacant lot.

The project will have no impact on air traffic patterns. The project is not located near any airports or airstrips and is a one story structure that is not tall enough to create problems for air traffic.

There are no increased hazards due to the design of the project. The project site is a relatively flat parcel located on the corner of two major highways. The design of the project moved the driveway of the parcel further away from the intersection to allow for a safer turning situation for vehicles entering the carwash. The applicant will modify the sidewalk curb cut for pedestrian access in order to be ADA compliant.

This project will not impact existing emergency access. Construction and operations will be contained within the project site and will not impede existing throughways used by emergency vehicles.

While the project site is not located near a Transit Oriented District, the County's Bicycle Master Plan identifies a future proposal for Class II bike lanes along La Mirada Boulevard in the vicinity of and along the frontage of the project site. A Class II bicycle facility consists of bike lanes defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. On Mulberry Drive, along the property frontage, there is currently an existing Class III bike route designated by signs, which provides shared bicycle use with motor vehicle traffic within the same travel lane. The project design will not impede the future proposal for installation of bike lanes along La Mirada Boulevard or diminish the use of the existing Class III bike route along Mulberry Drive.

Additional public right-of-way will be required from the project at the northeast corner of La Mirada Boulevard and Mulberry Drive to accommodate a new curb ramp that meets American's with Disability Act (ADA) standards. Other modifications to the public right-of-way will include closure of the existing driveways on La Mirada Boulevard and Mulberry Drive and construction of a new driveway on La Mirada Boulevard. The project will be responsible for complying with ADA standards in the closure and construction of the driveways. The planting of street trees along the property frontage will also be a requirement of the project.

18. UTILITIES AND SERVICE SYSTEMS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impa ct</i>
Would the project:				
a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create water or wastewater system capacity problems, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create drainage system capacity problems, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

All public wastewater disposal (sewer) systems are required to obtain and operate under the terms of an NPDES (National Pollution Discharge Elimination System) permit, which is issued by the local Regional Water Quality Control Board (RWQCB). The NPDES is a permitting program that established a framework for regulating municipal, industrial, and construction storm water discharges into surface water

bodies and storm water channels.

The Los Angeles and Lahontan Regional Water Quality Control Boards are responsible for implementing the federally-mandated NPDES program in the County through the adoption of an Order, which is effectively the NPDES Permit for that region. The Los Angeles Regional Board's Permit designates 84 cities within the Board's region as permittees, and the County as the principal permittee of the NPDES Permit. The NPDES Permit defines the responsibilities of each permittee to control pollutants, including the adoption and enforcement of local ordinances and monitoring programs. The principal permittee is responsible for coordinating activities to comply with the requirements set forth in the NPDES Permit, but is not responsible for ensuring the compliance of any other permittee. The County's Storm water Ordinance requires that the discharge, deposit, or disposal of any storm water and/or runoff to storm drains must be covered by a NPDES permit.

For the unincorporated areas, in accordance with the NPDES Permit, the County implements a Standard Urban Storm water Mitigation Plan (SUSMP) at the project site level to address pollutants generated by specific activities and types of development. The main purpose of this planning program is to identify new construction and redevelopment projects that could contribute to storm water pollution, and to mitigate run-off from those projects by requiring that certain Best Management Practices be implemented during and after construction. Moreover, the SUSMP prevents erosion by controlling runoff rates, protecting natural slopes and channels, and conserving natural areas.

The Los Angeles County Integrated Waste Management Plan (IWMP), which is compiled by the interagency Integrated Waste Management Task Force and updated annually, has identified landfills with sufficient disposal capacity for the next 15 years, assuming current growth and development patterns remain the same. In addition to the projections of the IWMP (see above), all projects must comply with other documents required by the California Integrated Waste Management Act of 1989 (AB 939).

The County's Green Building Program's three ordinances were adopted in 2008 and were created to implement new green-building practices for projects in the County with the goals to conserve water, conserve energy, conserve natural resources, divert waste from landfills, minimize impacts to existing infrastructure, and promote a healthier environment. The Green Building Program consists of the Green Building Ordinance, the Low Impact Development Ordinance, and the Drought Tolerant Landscaping Ordinance

Uses under the CPD zone are less intensive commercial retail uses that will not impact the utilities and service systems as much as an automatic carwash in a C-3-DP zone will. The zone change will have a less than significant impact on the utilities and service systems, especially for water and sanitation. Access to water is important for the operation of the automatic carwash, and wastewater is produced as well.

The project will be connecting to the municipal sewer connection. The public sewer systems are required to obtain and operate under the terms of a NPDES permit. In order for the project to connect to the sewer system, it will need to be compliant with the same regulations as the NPDES permit. As a result, the project will have a less than significant impact on wastewater treatment requirements. The Los Angeles County Department of Public Works cleared the project to connect to the municipal sewer line.

The County Sanitation Districts of Los Angeles County calculated 1,638 units of usage for this commercial use. The applicant submitted a will serve letter from the local water purveyor, Suburban Water Systems. The will serve letter states that the project site is currently served by a 1-inch service. Any modifications required will need to be provided by the developer. The project proposes a 1,500 gallon underground clarifier to treat the wastewater before it enters the sewer system. The project will also use reclaimed water for part of the wash cycle. This will potentially reduce the amount of units of water consumed, as well as

the amount released into the sewers.

This project will have to comply with the Low Impact Development (LID) requirements since it is a commercial use that will create impervious surfaces. The project will create a less than significant impact on the drainage system capacity that may call for the expansion of existing storm water drainage facilities.

The will serve letter from the water purveyor stated that the Suburban Water Systems will operate the proposed water system and will serve water to the property. The project will have a less than significant impact on the reliability of water resources due to the size of the project. The project is not subject to the State of California Water Supply Assessment laws SB 610 and SB 220 as the size of the project does not require the water purveyor to provide a Water Supply Assessment.

This project will have a less than significant impact on the energy utility system capacity. The project does not significantly increase the demand of energy. The project is not subject to the Green Building Ordinance since the new building proposed is less than 10,000 square feet. The project site is a developed urban area that currently has an existing energy infrastructure that is sufficient for this project.

Since the proposed use for the property is a carwash, the amount of solid waste generated will be at a minimum. Wastewater will be the largest amount of waste that will be generated, which will not significantly impact the landfills. Currently, the parcel is vacant and the amount of construction demolition waste will also be at a minimum since the proposed structure will have to be newly built. This project will be consistent with all federal, state, and local statutes and regulations related to solid waste due to the requirement of obtaining prior approvals and building permits before commencing construction.

19. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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, 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?

This project will have a less than significant impact on the degradation of the local flora and fauna population since the project is located in an already developed urbanized area within the bank swallow occurrence area signified by the California Natural Diversity Database. The subject parcel is currently vacant, but was previously developed as a service station. There is no evidence of archaeological artifacts discovered at the project site.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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This project will have a less than significant impact on long term environmental effects by incorporating measures that may achieve some short term environmental goals. These measures include utilizing nonhazardous soap formula, investing in newer modern equipment that will have less of an impact on air quality emissions and energy usages, installing a clarifier to treat wastewater, and planning on using reclaimed water recycled onsite as part of the wash cycle to reduce the units of water consumed but also disposed.

c) Does the project have impacts that are individually limited, but cumulatively considerable?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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("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)?

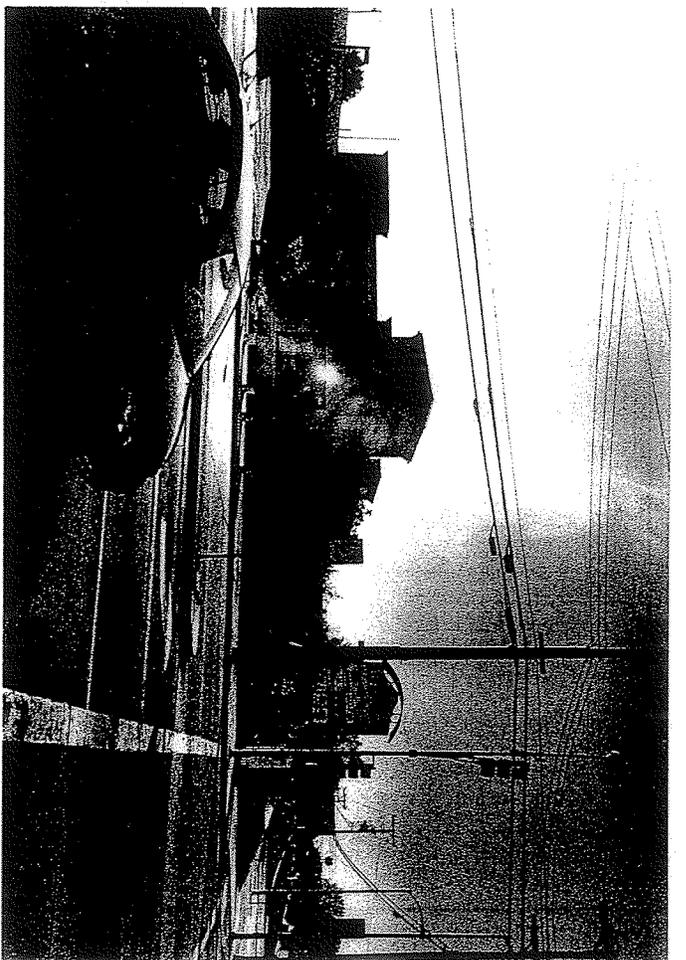
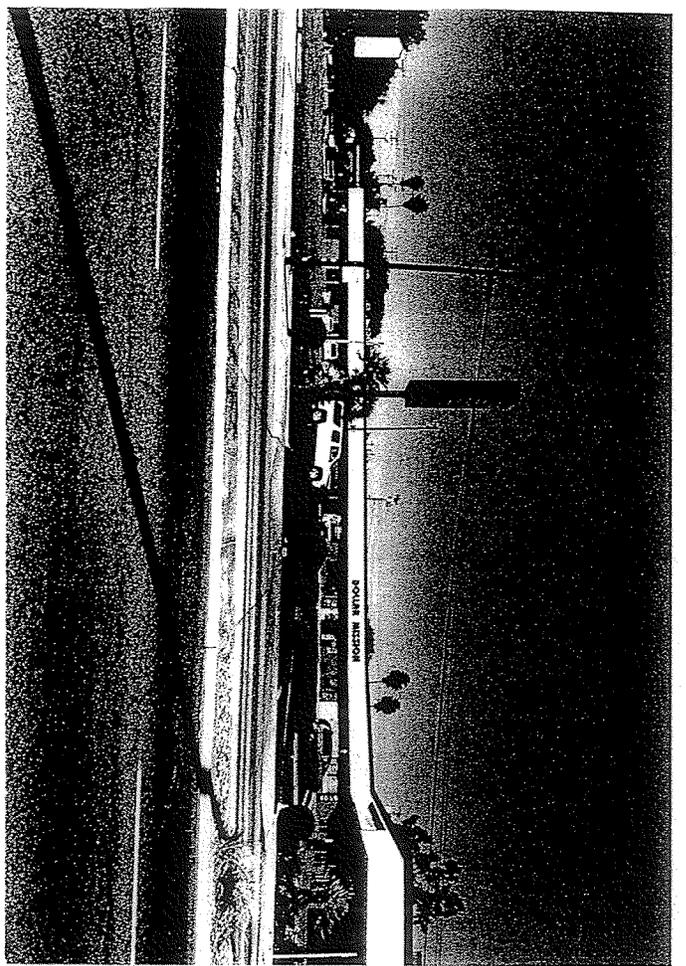
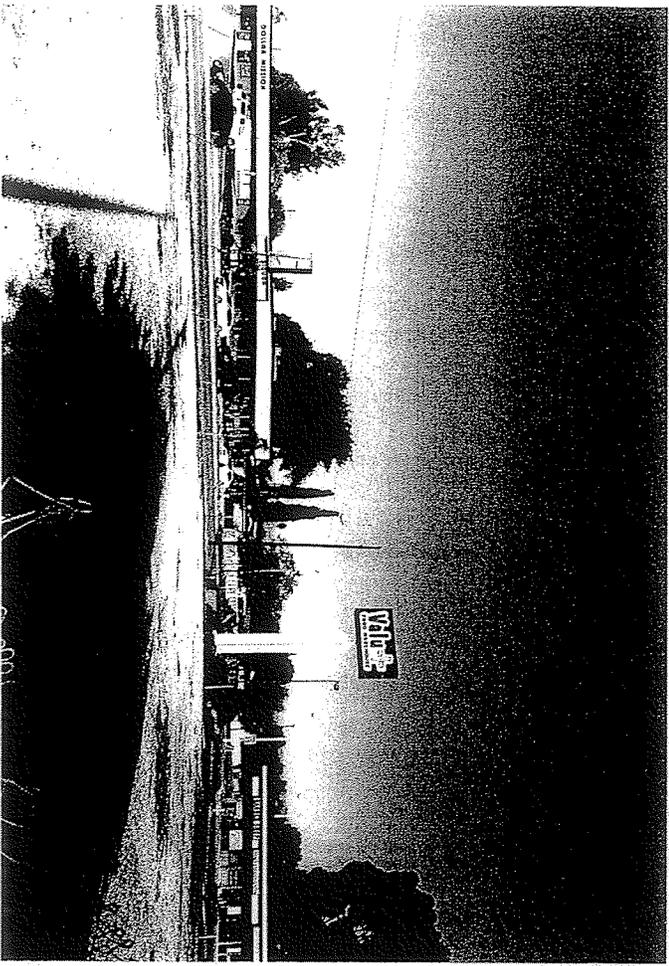
This project is a small project that the individual and cumulative impacts are considered less than significant. The size of the property is 15,979 square feet and the building area is 2,457 square feet. This project is the current pending project in the immediate area. The surrounding uses are already established. There is a neighboring parcel that is also vacant and may become a future site for development. That parcel is zone C-2 and any future uses established may be less intensive than the subject project.

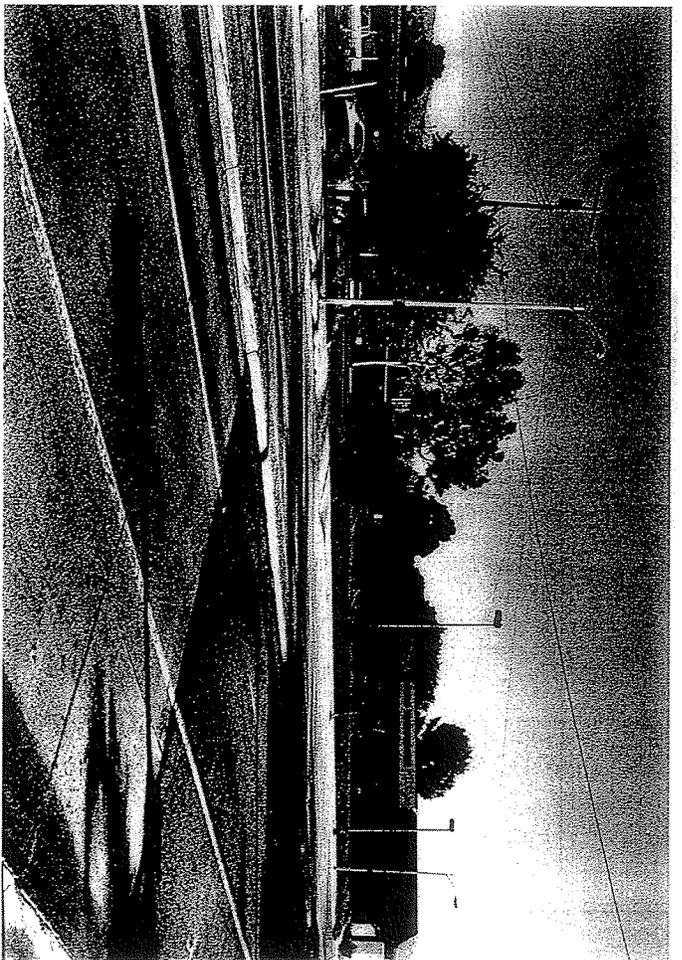
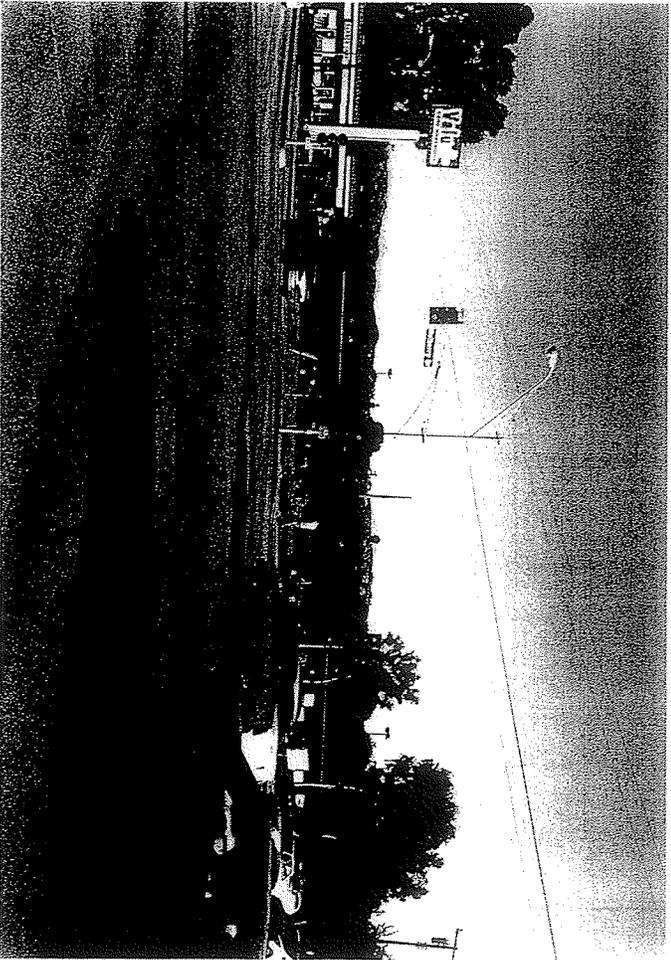
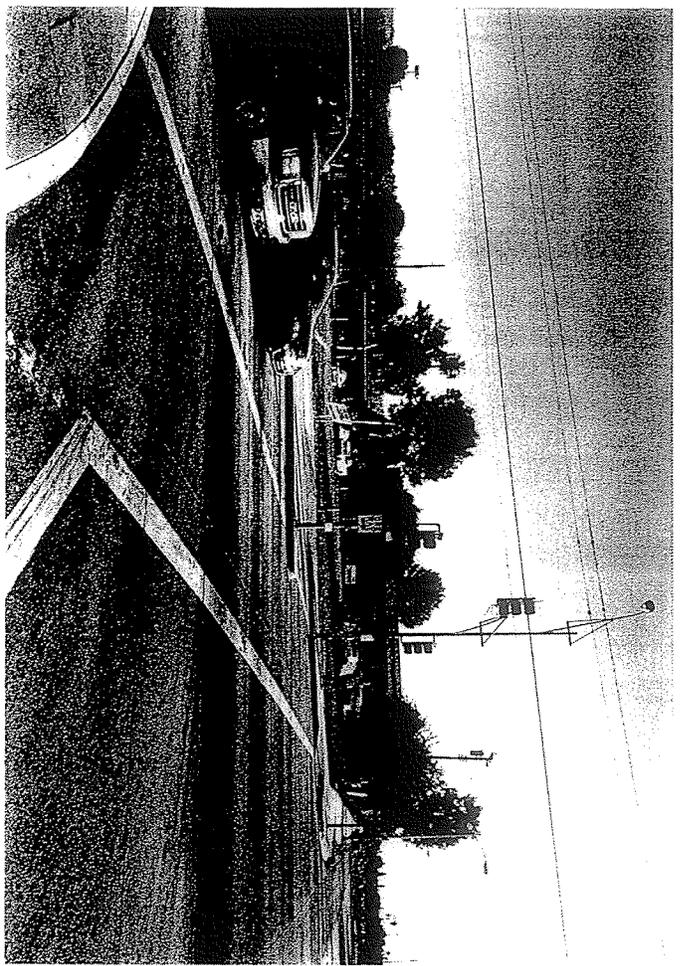
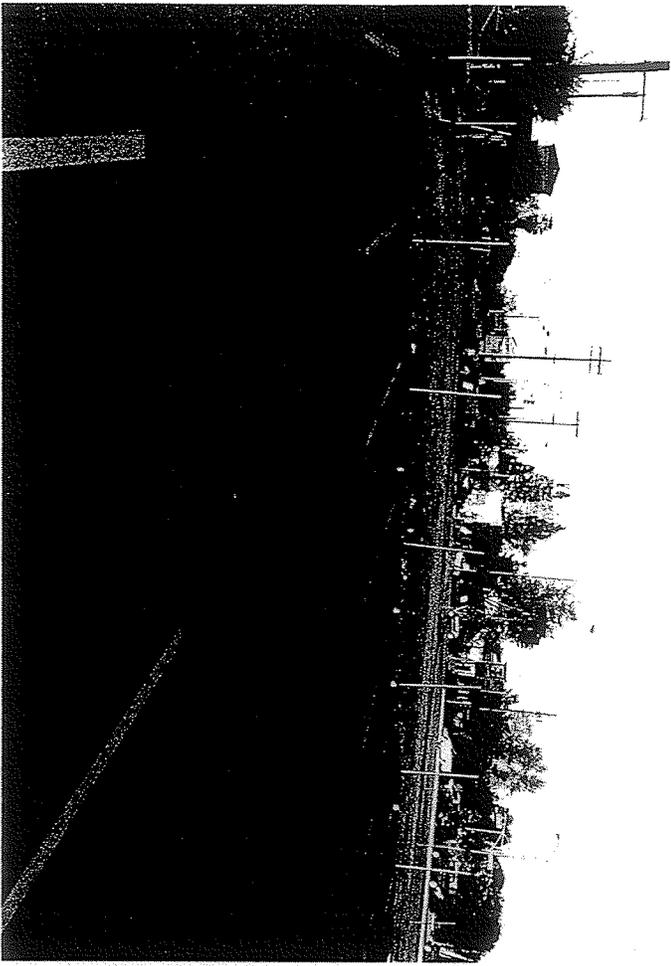
d) Does the project have environmental effects which

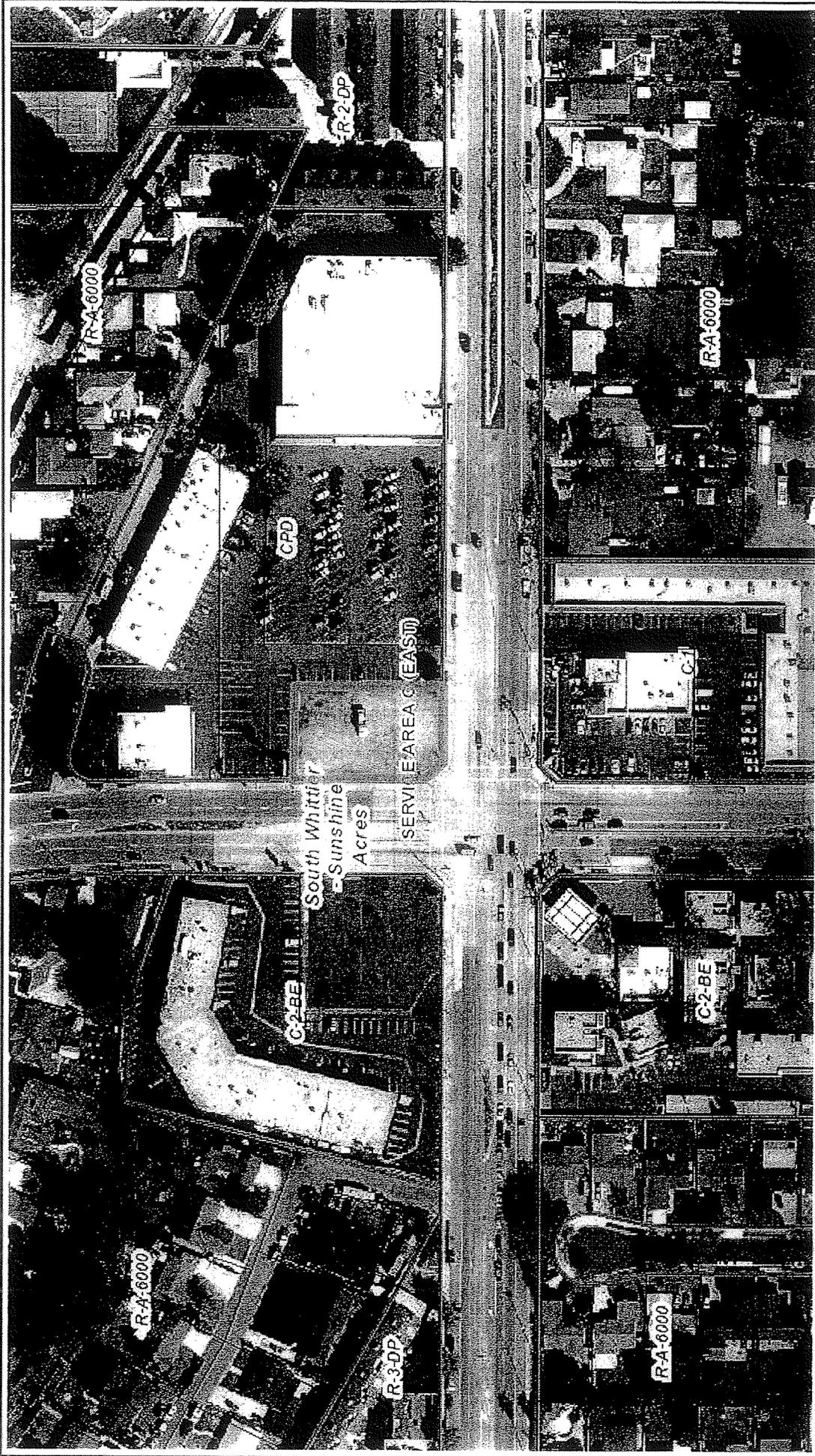
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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will cause substantial adverse effects on human beings, either directly or indirectly?

The environmental effects that effect humans directly or indirectly are less than significant due to the size of the project. The area that may potentially affect human beings is the water usage and the wastewater produced as a result of the operation of the carwash. However, the people mostly affected will be the residents and businesses in the immediate area. The project is utilizing measures that will help to keep these effects less than significant.







Department of Regional Planning

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