



CITY OF CARSON

PLANNING COMMISSION STAFF REPORT

PUBLIC HEARING: October 27, 2015
SUBJECT: Design Overlay Review No. 1580-15 and
Conditional Use Permit No. 982-15

APPLICANT: Mr. Aaron Nouroollah
1730 S. Sherbourne Dr.
Los Angeles, California 90035

PROPERTY OWNER: Same as applicant

REQUEST: Demolition of an existing commercial structure and
construction of a 5,153-square-foot drive-through carwash
that includes a 480-square-foot office.

PROPERTIES INVOLVED: 22303 S. Avalon Boulevard

COMMISSION ACTION

☐ Concurred with staff
☐ Did not concur with staff
☐ Other

COMMISSIONERS' VOTE

<u>AYE</u>	<u>NO</u>		<u>AYE</u>	<u>NO</u>	
		Chairman Diaz			Mitoma
		Vice-Chair Madrigal			Post
		Andrews			Schaefer
		Faletogo			Thomas
		Guidry			

Item No. 11-C

I. Introduction

Property Owner:

Mr. Aaron Nourollah
1730 S. Sherbourne Dr.
Los Angeles, California 90035

Applicant:

Same as property owner

Project Address:

22303 S. Avalon Boulevard

Project Description:

The applicant is proposing to demolish an existing restaurant building totaling 3,260-square-feet and to construct a 5,153-square-foot drive-through carwash that includes a 480-square-foot office on a 0.77 acre site zoned CN-D (Commercial, Neighborhood - Design Overlay).

According to the applicant the proposed carwash would be a state of the art facility that will utilize a reclaim/recycle water system. The hours of operation proposed by the applicant are from 7:00 a.m. to 6:30 p.m. and to 7:30 p.m. during the summer months. The carwash would have up to 9 employees.

Current Improvements:

The site is currently improved with a restaurant building (Teriyaki Factory) and parking lot.

II. Project Site and Surrounding Land Uses

The project site is located near the intersection of Avalon Boulevard and E 223rd Street.

Site Information	
General Plan Land Use	General Commercial
Zone District	CN-D (Commercial, Neighborhood, Design Overlay)
Project FAR	0.15
Site Size	0.77 acres
Present Use and Development	Restaurant (Teriyaki Factory) building and parking lot
Surrounding Uses/Zoning	North: Residential/commercial use zoned CG-MUR-D/CN-D South: Residential single family use zoned RS East: Commercial use zoned ML-D West: Residential single family use zoned RS
Access	Ingress/Egress: Avalon Boulevard and E 223 rd Street

Previously Approved Discretionary Permits

On February 11, 1986, the Planning Commission approved DOR No. 325-85 for the construction of a Burger King on the subject site. The Burger King operated until 2005. In 2005, the Teriyaki Factory restaurant opened for business and remains open to this date.

Public Safety Issues

The proposed carwash use will install a 32 camera security system and building perimeter LED lighting. As a condition of approval staff recommends that security cameras be installed in coordination with the Los Angeles Sheriff's Department.

III. Analysis

Exterior Drive-through Automobile Laundries

The proposed project meets the definition for exterior drive-through automobile laundries as identified in Section 9138.13 of CMC. The project meets the requirements for lot area, lot frontage, on-site circulation, facility enclosure, and vehicle entrances for exterior drive-through automobile laundry. In addition, the project meets the performance standards requirements by mitigating potential noise from idling vehicles waiting for a carwash by agreeing to construct a six (6) foot high masonry wall on the western boundary of the project site, by using a water purification system that recycles water waste for reuse at the facility, and by having adequate provisions in the operation of the proposed facility to ensure that there will be no excessive steam or odors during the operation of the carwash. However, the proposed design of the project does not meet staff's approval. Repeated attempts to request the applicant to change the proposed design and color scheme of the project have not been successful. Therefore, at the request of the applicant, staff has scheduled this item for Planning Commission's consideration. Staff has added several conditions of approval that address staff's concerns.

Building and Architecture

The proposed exterior elevations consist of painted red tile with blue and grey accents and beige stone treatment on the carwash main office tower. The carwash tower feature is approximately 29-feet high with the remaining building height at approximately 17-feet. The building setback from 223rd Street is approximately 96-feet and approximately 43-feet from Avalon Boulevard. The rear setback is approximately 10-feet meeting CMC requirements. Staff informed the applicant that the proposed colors and materials were not acceptable at the first meeting staff held with the applicant prior to submittal of the application. Staff has requested the applicant to provide alternative colors and materials. However, the applicant has insisted to keep the proposed scheme. Staff has added conditions of approval that would result in an acceptable design, refer to Conditions of Approval No. 21 and 22.

Landscaping

The proposed landscape plan features a water efficient design that includes fourteen (14) California Fan Palms and six (6) Palo Verde trees with various drought tolerant

shrubs and ground cover. The proposed landscaping will comply with the CMC Section 9162.52 that requires a minimum of five (5) percent landscaping requirement in proposed parking areas.

Access and Parking

The City Traffic Engineer and the Los Angeles County Fire Department reviewed the proposed project circulation for public safety concerns and determined that the project's proposed circulation provides safe vehicular ingress/egress. The Los Angeles County Fire Department did not have any requirements.

The proposed total carwash floor area is approximately 5,153-square-feet requiring 17 parking spaces. The applicant is proposing 19 parking spaces exceeding the CMC requirements by two (2) parking spaces.

Signage

The applicant is proposing the following signage:

1. A 42-square-foot monument sign with LED illuminated letters identifying the business is proposed with a height of ten (10) feet with a landscaped base;
2. A 104-square-foot building tower sign with LED illuminated letters identifying the business is being proposed;
3. A 36-square-foot sign with LED illuminated letters identifying "free vacuums" is being proposed and;
4. A carwash tunnel entry signage is proposed offering various carwash products.

Public Outreach

Since the proposed project is directly adjacent to a residential area, consistent with previous policy, staff requested the applicant to organize a meeting with the surrounding neighbors. However, the applicant chose to personally meet with a handful of neighbors by knocking on their doors. Staff is not opposed to this approach. However, according to the applicant, some folks were not home when the applicant knocked on their doors. According to the applicant, those who were home did not have major issues with the proposed project. However, staff is not able to verify the applicant's statement.

IV. Discussion

Issue – Noise screening

The proposed project is directly adjacent to a residential neighborhood. Currently there is no wall on the western property boundary to minimize noise impacts to residential areas from future carwash users waiting in idling cars for service or vacuuming their cars.

Solution

The applicant/owner will construct a six (6) foot-high masonry wall along the western property boundary that will minimize noise that may be generated by the proposed

carwash, refer to Condition of Approval No. 23. In addition, the applicant will be required submit a request to the Planning Manager to review the Conditional Use Permit within 6 months from the day the Certificate of Occupancy is issued to ensure continued compliance with all the conditions of approval. The hours of operation proposed by the applicant are from 7:00 a.m. to 6:30 p.m. and to 7:30 p.m. during the summer months. Staff has clarified with the applicant that summer hours are from end of March to end of October, refer to Condition of Approval No. 16.

Issue-Exterior Design including Color and Materials

Staff has concerns with the proposed exterior design including colors and materials and their compatibility with the existing and anticipated development in the neighborhood. Staff has brought this issue to the attention to the applicant several times. In an effort to propose specific measures to improve the design, staff contacted the city architect who identified the following concerns with the applicant's elevation colors and materials:

1. Parapet treatment drastically different from rest of building;
2. Sign oversized for placement on building;
3. Excessive contrast of "red" color is out of character with surrounding architecture;
4. Awning provides shade for wall without cover function for entry;
5. Entry is understated compared to corner windows;
6. Stone is out of character with surrounding and modern theme

Solution

To improve the design to be more compatible with existing and anticipated development in the neighborhood, the city architect recommends a dark blue color with corrugated steel building vertical center and roof cap treatments (Exhibit 7). Staff recommends that applicant follow the suggestions of the city architect for a softer more compatible blue color with grey corrugated steel vertical center building trim, refer to Condition Nos. 21 and 22.

Issue-Signage

The intersection of 223rd Street and Avalon Boulevard is a major intersection. Staff would like to create interesting and appealing designs for intersections in the City. Staff has requested the applicant to provide alternative designs for the monument sign. Staff provided an example to the applicant for inspiration; however, the applicant stated that the design would not work for the site and provided no alternative designs. Furthermore, staff is concerned about the height of the proposed monument sign at 9 feet. Section 9136.7.B.4 CMC does not allow signs over 10 feet. In addition, they are subject to design review.

Solution

Staff has added Condition of Approval No. 40 that requires the applicant to propose an alternative design to enhance the intersection and reduce the height of the structure to 6 feet, refer to Condition of Approval No. 40.

V. Environmental Review

An initial study was prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA) Guidelines. The initial study identified the following:

Air Quality:

The initial study identified less than significant impact. The project does not result in any increased frequency or severity of existing air quality violation standards or delay the timely attainment of air quality standards specified in the Air Quality Management Plan used by the Southern Council of Governments (SCAG) and the South Coast Air Quality Management District.

Hazards and Hazardous Materials:

The initial study identified less than significant impact with incorporation of mitigation measures. Commonly used cleaners for washing cars would be used. The project would recycle approximately 75 to 80 percent of all water used. All wastewater would be collected in a three chambered water purification system that would clean the water before being recycled or discharged into the wastewater system.

Hydrology and Water Quality:

The initial study identified less than significant impact. The proposed three chambered water purification system would capture and recycle water being used to wash cars. The proposed project will comply with all local, state and federal regulations related to preservation of water quality and reduction of runoff, including the National Pollutant Discharge Elimination System and Standard Urban Storm-water Mitigation Plan. Therefore, the proposed project will not violate any water quality standards or waste discharge requirements or degrade water quality.

Noise:

The initial study identified less than significant impact with incorporation of mitigation measures. Staff is requiring a 6-foot high masonry wall on the west property line to reduce potential noise to three (3) residential properties being approximately 70-feet west of the project site from any idling cars/trucks that are waiting for a carwash.

Transportation/Circulation:

The initial study identified no impact. The initial study identified that the proposed carwash would reduce vehicle traffic when compared to the existing drive-through restaurant history of the project. The proposed project will not be in conflict with any applicable congestion management program, therefore no impact would occur.

A focused traffic study (Exhibit No. 5) identified that when compared to existing restaurant use the project would be expected to have a net reduction of 1,370 fewer trips, both daily and in the PM peak hour. Furthermore, assuming that all of the peak hour trips of forty-one (41) vehicles per hour arrived at the entrance nearest to the pay-station gates at 223rd Street, there is no likely impact onto the adjoining streets.

The City Traffic Engineer reviewed the traffic study and concurred with its findings of no impact to the city's circulation system.

Pursuant to Section 21000, of the California Environmental Quality Act (CEQA) Guidelines, Title 14, Division 6, Chapter 3, Section 15000 a Mitigated Negative Declaration was prepared for the proposed project and found that although the 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.

VI. Recommendation

That the Planning Commission:

- **APPROVE** Design Overlay Review No. 1580-15 and Conditional Use Permit No. 982-15 subject to the conditions attached as Exhibit "B" to the Resolution; and
- **ADOPT A MITIGATED NEGATIVE DECLARATION; and**
- **WAIVE** further reading and **ADOPT** Resolution No. _____, APPROVING DESIGN OVERLAY REVIEW NO. 1580-15 AND CONDITIONAL USE PERMIT NO. 982-15 FOR THE NEW CONSTRUCTION OF A 5,153-SQUARE-FOOT DRIVE THROUGH CARWASH WITH 480-SQUARE FEET OFFICE SPACE TO BE LOCATED AT 22303 S. AVALON BOULEVARD

VII. Exhibits

1. Zoning Map
2. Proposed Resolution
3. Applicant's Operational Statement
4. Mitigated Negative Declaration
5. Focused Traffic Study dated August 19, 2015
6. Development Plans (under separate cover)
7. Recommended Building Design

Prepared by: _____

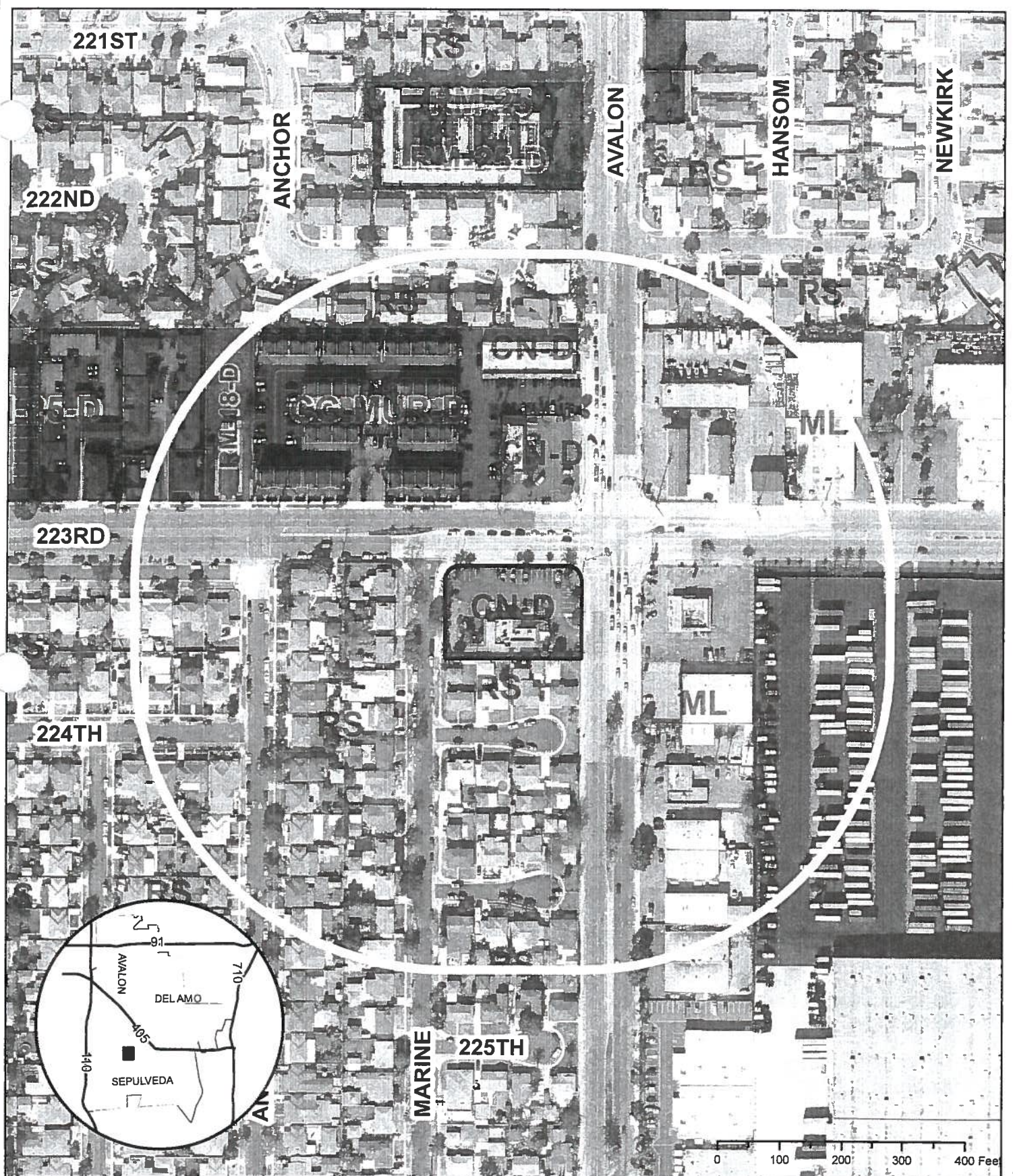
Zak Gonzalez II, Associate Planner

Reviewed by: _____

Richard Rojas, AICP, Senior Planner

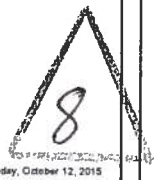
Approved by: _____

Saied Naaseh, Planning Manager



City of Carson
500 Foot Radius Map
22303 Avalon Blvd

EXHIBIT NO. 01



Date Printed: Monday, October 12, 2015

CITY OF CARSON
PLANNING COMMISSION
RESOLUTION NO. 15-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON APPROVING DESIGN OVERLAY REVIEW NO. 1580-15 AND CONDITIONAL USE PERMIT NO. 982-15 FOR THE CONSTRUCTION OF A 5,153-SQUARE-FOOT DRIVE THROUGH CARWASH WITH 480-SQUARE- FEET OF OFFICE SPACE TO BE LOCATED AT 22303 S. AVALON BOULEVARD

THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

Section 1. An application was duly filed by the applicant/property owner Mr. Aaron Nourollah, with respect to real property located at 22303 S. Avalon Boulevard, and described in Exhibit "A" attached hereto, requesting the approval of Design Overlay Review No. 1580-15 and Conditional Use Permit No. 982-15 for the construction of a 5,143--square-foot drive through carwash with 480-square-feet of office space.

A Planning Commission meeting was duly held on October 27, 2015, at 6:30 P.M. at City Hall, Council Chambers, 701 East Carson Street, Carson, California. A notice of time, place and purpose of the aforesaid meeting was duly given.

Section 2. Evidence, both written and oral, was duly presented to and considered by the Planning Commission at the aforesaid meeting.

Section 3. The Planning Commission finds that:

- a) The proposed use and development is consistent with the General Plan, which designates the subject property for General Commercial use.
- b) The proposed project will be compatible with the architecture and design of existing and anticipated development in the area, including site planning, land coverage, landscaping, appearance, scale of structures and open space.
- c) The project site is proposing adequate parking spaces and circulation will be provided to assure the convenience and safety of pedestrians and vehicles. The proposed development will have direct access to South Avalon Boulevard and 223rd Street. Therefore, there will be adequate street access and traffic capacity.
- d) All signage associated with this project will comply with the Carson Municipal Code provisions and will be reviewed and approved by the Planning Division prior to building occupancy.
- e) The site is adequate in size, shape, topography, location, utilities, and other factors to accommodate the proposed use and development.
- f) There will be adequate water supply for fire protection.

Section 4. Pursuant to Section 15369.5, Mitigated Negative Declaration of the California Environmental Quality Act (CEQA) Guidelines, the initial study has identified that revisions made to the project by the applicant will avoid the effects or mitigate the effects to a point where there is no substantial evidence that the project as revised may have a significant effect on the environment.



Section 5. Based on the aforementioned findings, the Commission hereby approves Design Overlay Review No. 1580-15 and Conditional Use Permit No. 982-15 with respect to the property described in Section 1 hereof, subject to the conditions set forth in Exhibit "B" attached hereto.

Section 6. The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the applicant.

Section 7. This action shall become final and effective fifteen days after the adoption of this Resolution unless within such time an appeal is filed with the City Clerk in accordance with the provisions of the Carson Zoning Ordinance.

PASSED, APPROVED AND ADOPTED THIS 27th DAY OF OCTOBER, 2015

CHAIRPERSON

ATTEST:

SECRETARY

EXHIBIT A
LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF CARSON, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

THAT PORTION OF THE 3365.95 ACRE TRACT OF A LAND, ALLOTTED TO MARIA DOLORES DOMINGUEZ DE WATSON, BY DECREE OF PARTITION OF A PORTION OF RANCHO SAN PEDRO, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, CASE NO. 3284, SUPERIOR COURT OF SAID COUNTY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEASTERLY CORNER OF LOT 63 OF TRACT NO. 18004, AS SHOWN ON MAP RECORDED IN BOOK 537, PAGES 1 ET SEQ., OF MAPS, RECORDS OF SAID COUNTY; THENCE ALONG THE NORTHERLY LINES OF LOTS 63, 64 AND 65 OF SAID TRACT, SOUTH 89° 49' 35" WEST 140 FEET; THENCE PARALLEL WITH THE CENTER LINE OF AVALON BOULEVARD, AS SHOWN ON SAID MAP, NORTH 0° 08' 55" WEST 150 FEET TO THE SOUTHERLY LINE OF 223RD STREET, 83 FEET WIDE, AS SHOWN ON SAID MAP; THENCE ALONG SAID SOUTHERLY LINE, NORTH 89° 49' 35" EAST 114.99 FEET TO THE BEGINNING OF A TANGENT CURVE THEREIN, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 25 FEET; THENCE SOUTHEASTERLY ALONG SAID CURVE, 39.28 FEET TO THE WESTERLY LINE OF AVALON BOULEVARD, 90 FEET WIDE, AS SHOWN ON SAID MAP; THENCE ALONG SAID WESTERLY LINE, SOUTH 0° 08' 55" EAST 124.99 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

THAT PORTION OF THE RANCHO SAN PEDRO (MISCELLANEOUS RECORDS BOOK 4, PAGE 348) IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF LOT 66 OF TRACT NO. 18004, AS SHOWN ON MAP RECORDED IN BOOK 537, PAGES 1 TO 3 INCLUSIVE, OF MAPS, RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, CALIFORNIA; THENCE ALONG THE NORTHERLY LINES OF LOTS 66 AND 65 OF SAID TRACT, NORTH 89° 49' 35" EAST 81.25 FEET; THENCE NORTH 0° 08' 55", WEST 150.00 FEET TO THE SOUTHERLY LINE OF 223RD STREET (83.00 FEET WIDE); THENCE ALONG THE SOUTHERLY LINE SOUTH 89° 49' 35", WEST 56.32 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°, A DISTANCE OF 39.27 FEET TO A POINT IN THE SOUTHERLY LINE OF MARINE AVENUE (60 FEET WIDE); THENCE ALONG SAID EASTERLY LINE SOUTH 0° 10' 25", EAST 125.00 FEET TO THE POINT OF BEGINNING.

APN: 7333-023-021



CITY OF CARSON
DEVELOPMENT SERVICES
PLANNING DIVISION
EXHIBIT "B"

DESIGN OVERLAY REVIEW NO. 1580-15 and
CONDITIONAL USE PERMIT NO. 982-15

GENERAL CONDITIONS

1. If a building permit is not issued within one year of the date of approval of Design Overlay Review No. 1580-15 and Conditional Use Permit No. 982-15, said permit shall be declared null and void unless an extension of time is requested prior to expiration and approved by the Planning Commission.
2. The approved Resolution, including the Conditions of Approval contained herein, and signed Affidavit of Acceptance, shall be copied in their entirety and placed directly onto a separate plan sheet behind the cover sheet of the development plans prior to Building and Safety plan check submittal. Said copies shall be included in all development plan submittals, including any revisions and the final working drawings.
3. The applicant shall comply with all city, county, state and federal regulations applicable to this project.
4. The applicant and property owner shall sign an Affidavit of Acceptance form and submit the document to the Planning Division within 30 days of receipt of the Planning Commission Resolution.
5. The applicant shall make any necessary site plan and design revisions to the site plan and elevations approved by the Planning Commission in order to comply with all the conditions of approval and applicable Zoning Ordinance provisions. Substantial revisions will require review by the Planning Commission.
6. The applicant shall submit two complete sets of plans and related documentation that conform to all the Conditions of Approval to be reviewed and approved by the Planning Division prior to the issuance of a building permit.
7. All buildings, grounds, parking areas and landscaping shall be maintained in a neat and orderly manner at all times.
8. Decision of the Planning Commission shall become effective and final 15 days after the date of its action unless an appeal is filed in accordance with Section 9173.4 of the Zoning Ordinance.
9. A modification of the conditions of this permit, including additions or deletions, may be considered upon filing of an application by the owner of the subject property or his/her authorized representative in accordance with Section 9173.1 of the Zoning Ordinance.



10. It is further made a condition of this approval that if any condition is violated or if any law, statute ordinance is violated, this permit may be revoked by the Planning Commission or City Council, as may be applicable; provided the applicant has been given written notice to cease such violation and has failed to do so for a period of thirty days.
11. **Precedence of Conditions.** If any of the Conditions of Approval alter a commitment made by the applicant in another document, the conditions enumerated herein shall take precedence unless superseded by a Development Agreement, which shall govern over any conflicting provisions of any other approval.
12. **City Approvals.** All approvals by City, unless otherwise specified, shall be by the department head of the department requiring the condition. All agreements, covenants, easements, deposits and other documents required herein where City is a party shall be in a form approved by the City Attorney. The Developer shall pay the cost for review and approval of such agreements and deposit necessary funds pursuant to a deposit agreement.
13. **Deposit Account.** A trust deposit account shall be established for all deposits and fees required in all applicable conditions of approval of the project. The trust deposit shall be maintained with no deficits. The trust deposit shall be governed by a deposit agreement. The trust deposit account shall be maintained separate from other City funds and shall be non-interest bearing. City may make demands for additional deposits to cover all expenses over a period of 60 days and funds shall be deposited within 10 days of the request therefore, or work may cease on the Project.
14. The Applicant shall defend, indemnify and hold harmless the City of Carson, its agents, officers, or employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul, or in any way related to the approval of the City, its advisory agencies, appeal boards, or legislative body concerning to Design Overlay Review No. 1580-15 and Conditional Use Permit No. 982-15. The City will promptly notify the Applicant of any such claim, action, or proceeding against the City and the Applicant will either undertake defense of the matter and pay the City's associated legal costs or will advance funds to pay for defense of the matter by the City Attorney. The City will cooperate fully in the defense. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent but should it do so, the City shall waive the indemnification herein, except, the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein. The applicant shall provide a deposit in the amount of 100 % percent of the City's estimate, in its sole and absolute discretion, of the cost of litigation, including the cost of any award of attorney's fees, and shall make additional deposits as requested by the City to keep the deposit at such level. The City may ask for further security in the form of a deed of trust to land of equivalent value. If the applicant fails to provide or maintain the deposit, the City may abandon the action and the applicant shall pay all costs resulting therefrom and the City shall have no liability to the applicant.

15. **The applicant shall submit a request to the Planning Manager to review the Conditional Use Permit within 6 months from the day the Certificate of Occupancy is issued. The Planning Manager shall ensure all conditions of approval are met regarding the operation of the project. Applicant's failure to submit the request may result in the revocation process of the Conditional Use Permit.**
16. **The hours of operation shall be from 7:00 a.m. to 6:30 p.m. and to 7:30 p.m. from end of March to end of October.**

AESTHETICS

17. There shall be no deviation of architectural design or details from the approved set of plans. Any alteration shall be first approved by the Planning Division.
18. The applicant shall provide building colors and materials that are compatible to the character of the surrounding architecture. No bright vivid or florescent colors will be allowed. The Planning Division staff shall review and approve building colors and materials prior to issuance of building permit.
19. All trash and inoperable vehicles shall be removed prior to the issuance of a building permit. The subject property shall be maintained at all times to present an attractive appearance to the satisfaction of the Planning Division.
20. **The applicant shall ensure at all times during the life of the project that all areas of the wash tunnel including the glass areas are kept clean and free of hardwater and soap deposits visible from the outside.**
21. **Prior to issuance of building permits, the applicant shall provide revised elevations in substantial conformance with Exhibit 7 in regards to colors and materials.**
22. **Prior to issuance of building permits, the applicant shall provide construction documents consistent with the resulting elevations from Condition of Approval No. 21.**

FENCES/WALLS

23. **Prior to issuance of certificate of Occupancy, the applicant shall construct a six (6) foot-high masonry wall on the west property boundary.**

GRAFFITI

24. The applicant shall incorporate additional landscaping to screen and block specific project areas that could be subject to graffiti, as determined by the Planning Division.
25. Graffiti shall be removed from all project areas within three (3) days of written notification by the City of Carson. Should the graffiti problem persist more than twice in any calendar year, the matter may be brought before the Planning

Commission for review and further consideration of site modifications (i.e., fencing, landscaping, chemical treatment, etc.).

LANDSCAPING/IRRIGATION

26. The applicant shall submit two sets of landscaping and irrigation plans drawn, stamped, and signed by a licensed landscape architect. Such plans are to be approved by the Planning Division prior to the issuance of any building permit.
27. The applicant shall comply with the provisions of Section 9168 of the Zoning Ordinance, "Water Efficient Landscaping."
28. Landscaping shall be provided with a permanently installed, automatic irrigation system and operated by an electrically-timed controller station set for early morning or late evening irrigation.
29. Landscaping and irrigation plans shall be stamped and signed by a licensed landscape architect and are to include, but are not limited to:
 - a. Annual flowers wherever possible; and
 - b. Five and one gallon shrubs; and
 - c. Flats of ground cover planted 8-inches on center; and
 - d. Tree height and plant materials to be approved by the project planner prior to installation.
30. Installation, maintenance, and repair of all landscaping shall be the responsibility of the property owner.

LIGHTING

31. Onsite lighting shall conform to the requirements of the Carson Municipal Code and shall be directed downward and inward so as not to cause light and glare impacts onto adjacent properties and motorists.

PARKING

32. The required parking shall meet all applicable standards as outlined in the Carson Municipal Code.
33. All parking areas and driveways shall remain clear. No encroachment into parking areas and/or driveways shall be permitted.
34. Compact spaces shall be properly designated pursuant to Section 9162.43 of the Zoning Ordinance.
35. Parking spaces shall be provided with perimeter guards as provided in Section 9162.55 of the Zoning Ordinance.
36. Parking spaces shall be identified (marked) as provided in Section 9162.56 of the Zoning Ordinance.

37. All areas used for the movement parking, loading, repair or storage of vehicles shall be paved with either:
 - a. Concrete or asphaltic concrete to a minimum thickness of three and one-half inches over four inches of crushed aggregate base; or
 - b. Other surfacing material which, in the opinion of the Director of Engineering Services, provides equivalent life, service and appearance.
38. Parking for the handicapped shall comply with the requirements of Section 9162.42 of the Zoning Ordinance.

SIGNS

39. All signage shall comply with the requirements of the Carson Municipal Code and shall be approved by the Planning Division prior to building occupancy.
40. **The applicant shall provide a revised corner monument design including the sign, hardscaping, and landscaping to enhance the intersection of 223rd Street and Avalon Boulevard to the satisfaction of the Planning Manager. A rendering of this corner monument shall also be provided. The structure shall not exceed maximum height of 6 feet.**

TRASH

41. Trash enclosure design shall comply with CMC requirements.

BUILDING AND SAFETY - COUNTY OF LOS ANGELES

41. Appropriate permits shall be obtained for work that has been done on the property without required permits, or said work shall be removed. All work shall be brought into compliance with applicable codes.

BUSINESS LICENSE DEPARTMENT - CITY OF CARSON

42. Per Section 6310 of the Carson Municipal Code, all parties involved in the construction project, including but not limited to contractors and subcontractors, shall obtain a City Business License.

ENGINEERING SERVICES DEPARTMENT - CITY OF CARSON

The Department of Public Works recommends approval of the proposed project subject to the following conditions:

GENERAL

The Developer shall submit a copy of **approved** Grading plans on bond paper to the City of Carson – Engineering Division, prior to issuance of grading permits.

43. The Developer shall submit a copy of **approved** plans on mylars (*such as, Sewer, Street and/or Storm Drain Improvements, whichever applies*), to the City of Carson – Engineering Division, prior to issuance of construction permits.

44. Any existing off-site improvements damaged during the construction shall be removed and reconstructed per City of Carson Standard plan and to the satisfaction of the City Engineer.
45. A construction permit is required for any work to be done in the public right-of-way.
46. Construction bond for all work to be done within the public right of way shall be submitted and approved by Engineering Services prior to approval of the Final Map.
47. Proof of Worker's Compensation and Liability Insurance shall be submitted to the city prior to issuance of construction permit.

Prior to issuance of **Building Permit**, the proposed development is subject to the following:

48. Drainage/Grading plan shall be submitted for approval of the Building and Safety Division. The Developer shall submit a **copy of approved** Drainage/Grading plans on bond paper to the City of Carson – Engineering Division.
49. The Developer shall comply with applicable LID requirements (*Carson Municipal Code 5809*) and shall include Best Management Practices necessary to control storm water pollution from construction activities and facility operations to the satisfaction of Building and Safety.
50. Soils report, sewer area study, drainage concept, hydrology study and stormwater quality plan shall be reviewed and approved. Building Permit issuance will not be granted until the required soils, sewer, drainage concept, hydrology study and stormwater information have been received and found satisfactory.
 - a. Comply with mitigation measures recommended in the approved soils, sewer area study, drainage concept, hydrology study and stormwater quality plan.
51. The Developer shall submit a sewer area study to the Los Angeles. County Department of Public Works (LACDPW) to determine if capacity is adequate in the sewerage system to be used as the outlet for the sewer of this development. If the system is found to have insufficient capacity, the problem must be addressed and resolved to the satisfaction of the L.A. County Sewer Department.
52. Quitclaim or relocate any easements interfering with building locations to the satisfaction of the City, appropriate agency or entity.
53. The Developer shall submit improvement plans to the Development Services Group – Engineering Division showing all the required improvements in the public right of way for review and approval of the City Engineer. A copy of approved conditions of approval shall be attached to the plans when submitted.
 - a. Street Improvements (if any) along Marine Ave, 223rd St and Avalon Blvd

- b. Sewer Main Improvements (if any) along Marine Ave, 223rd St and Avalon Blvd as determined by the aforementioned sewer area study.
 - c. Storm Drain Improvements (if any) along Marine Ave, 223rd St and Avalon Blvd as determined by the aforementioned requirement.
54. Off-site improvements (*eg. driveways, sidewalk, parkway drains, trees, curb/gutter*) can either be shown on the grading plan or on a separate set of street improvement plans. Prior to issuance of Grading permit, developer shall obtain clearance from Carson Engineering.

Prior to issuance of **Certificate of Occupancy**, the proposed development is subject to the following:

55. The Developer shall install separate sewer laterals to individually serve each building in the development. Installation and dedication of main line sewers may be necessary to meet this requirement.
56. The Developer shall comply with all requirements from L.A. County Sewer Maintenance Division for maintenance of new and/or existing sewer main, relating to this development, prior to release of all improvement bonds.
57. The Developer shall execute and provide to the City Engineer, a written statement from the water purveyor indicating that the water system will be operated by the purveyor and that under normal conditions, the system will meet the requirements for the development and that water service will be provided to each building.
- a. Comply with mitigation measures recommended by the water purveyor.
58. The Developer shall construct and guarantee the construction of all required drainage infrastructures in accordance with the requirements and recommendations of the hydrology study, subject to the approval of the City Engineer.
59. Repair any broken or raised/sagged sidewalk, curb and gutter within the public right of way along Marine Ave, 223rd St and Avalon Blvd abutting this proposed development per City of Carson Standard and to the satisfaction of the City Engineer.
60. Fill in any missing sidewalk within the public right of way along Marine Ave, 223rd St and Avalon Blvd abutting this proposed development
61. Remove and replace any broken/damaged driveway approach within the public right of way along 223rd St and Avalon Blvd abutting this proposed development per City of Carson Standard and to the satisfaction of the City Engineer.
62. Remove unused driveway approach if any, within the public right of way along 223rd St and Avalon Blvd abutting this proposed development and replace it with full height curb and gutter and sidewalk per City of Carson Standard and to the satisfaction of the City Engineer.

63. The Developer shall modify existing driveways within the public right of way along 223rd St and Avalon Blvd abutting this proposed development per City of Carson Standard to comply with the ADA requirements and to the satisfaction of the City Engineer.
64. Construct new wheelchair ramp at the corner of Marine Ave and 223rd St. If necessary, modify existing wheelchair ramp at the corner of Avalon Blvd and 223rd St per City of Carson Standard, in compliance with ADA requirements.
65. Plant approved parkway trees on locations where trees in the public right of way along Marine Ave, 223rd St and Avalon Blvd abutting this proposed development are missing per City of Carson Standard Nos. 117, 132, 133 and 134.
66. Install irrigation system for the purpose of maintaining the parkway trees to be planted within the public right of way along Marine Ave, 223rd St and Avalon Blvd abutting this proposed development.
67. Install streetlights on concrete poles with underground wiring in the public right of way along Marine Ave, 223rd St and Avalon Blvd abutting this proposed development to the satisfaction of the L.A. County Street Lighting Division, Department of Public Works. Contact LACDPW Traffic Lighting Jeff Chow (626)300-4753.
68. All existing overhead utility lines less than 12 kilovolts along Marine Ave shall be underground to the satisfaction of the City Engineer. Alternatively, based on the City Engineer's discretion, the City may accept an in-lieu fee in an amount determined by the City Engineer to be sufficient to cover the costs of such undergrounding provided the applicant deposits the full amount of the in-lieu fee before issuance of building permits. Undergrounding estimate shall be prepared by Southern California Edison and shall be submitted to the City Engineer for his determination.
69. All new utility lines, servicing the proposed development shall be underground to the satisfaction of the City Engineer.
70. Comply with any additional requirements, if any, as means of mitigating any traffic impacts as identified by the City's Traffic Engineer; e.g., a protective/permissive left-turn signal phase on eastbound 223rd Street.
71. Install striping and pavement legend per City of Carson standard.
72. Paint Curbs Red along Marine Ave, 223rd St and Avalon Blvd within or abutting this proposed development. Plans showing the proposed red curbs shall be submitted to the Traffic Engineer for review and approval.
73. If needed, easements shall be granted to the City, appropriate agency, or entity for the purpose of ingress, egress, construction, and maintenance of all infrastructures constructed and handicap access for this development to the satisfaction of the City Engineer and or appropriate agency or entity.

74. Streets abutting the development, with new utility trench cuts to serve the development, shall be slurry sealed from curb-to-curb or from median-to-curb when medians are existing or as approved by the City Engineer. Slurry Seal materials shall be rubberized emulsion aggregate slurry (REAS).

All infrastructures necessary to serve the proposed development (water, sewer, storm drain, and street improvements) shall be in operation prior to the issuance of Certificate of Occupancy.

FIRE DEPARTMENT - COUNTY OF LOS ANGELES

75. Provide water mains, fire hydrants, and fire flows as required by the Fire Department.
76. All required fire hydrants shall be installed, tested and accepted prior to occupancy. Vehicular access must be provided and maintained serviceable throughout building remodel.

PUBLIC SAFETY - CITY OF CARSON

77. Ensure compliance with current seismic mitigation codes.

SHERIFF'S DEPARTMENT – COUNTY OF LOS ANGELES

78. Digital security cameras with remote internet access by the LA County Sheriff's Office shall be installed to monitor the premises. Cameras shall be maintained in working order and surveillance footage shall be maintained for a minimum of 30 days on digital media and shared with law enforcement upon request.



*Bellagio Express Carwash,
1730 Sherbourne Dr.
Los Angeles, CA 90035*

To whom it may concern,
Thank you for taking the time to review our statement of operation for our exciting new addition to the Carson City Community. Bellagio Express Carwash is excited to proceed and we look forward to providing you with any additional information that you might require regarding our statement of operation.

Bellagio Express Statement of Operation

Hours of Operation:

Bellagio express carwash will be open from 7:00am to 6:30pm with extended hours during peak summer months, operating from 7:00am till 7:30pm. All hours of operation will be managed by trained staff.

Number of employees:

Bellagio Express anticipates employing 7 to 9 workers for on sight employment. All employees will be required to pass standard background checks and will be expected to adhere to standards of company conduct.

Security Measures and Lighting:

Bellagio Express Carwash will be equipped with a number of security measures to ensure the safety of the business, our patrons as well as the property. We will be installing a 32 camera high definition monitoring system which will be capable of 24 hour surveillance of the building's interior and exterior surroundings. This system can be monitored by authorized personnel via a secure internet connection anywhere in the world, ensuring peace of mind and 24 hour security. In Addition to this surveillance we will be installing a license plate reader which monitors the plate numbers of any car that visits the property. ADT professional security will also be employed to monitor all points egress as well as any window breakage, forced entry or burglary, using motion detection devices as well as glass integrity monitoring. In the event of theft, or emergency a licensed security professional will be informed immediately and provide rapid response and assistance. All detectors will communicate via a hardwired system which prevents tampering and is failsafe in the event of lost power or natural disaster. High Quality LED lighting will provide illumination of the property and its surrounding lot on a dusk till dawn timeframe, and a small

EXHIBIT NO. 03

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security fence will discourage further loitering or suspicious behavior within the grounds, while providing aesthetic appeal to the property.

Mitigating Measures:

For noise, our proposed car wash equipment is state of the art and is designed to minimize any excessive noise. We are also erecting a six foot masonry wall on the west side of the property to further minimize any noise. There will be no obnoxious odors or any steams that will be generated from car wash operation. In regards to water, we will operate under a high tech water purification system that will recycle water to be re-used for car wash operation including waste water.

Demolition and Construction Timeline:

After consultation with FICO construction we anticipate a demolition and construction time table that adheres to the following approximations. Demolition is expected to take 7 to 10 days with construction to begin henceforth. New construction will take approximately 11 to 12 months from the time of groundbreaking. All construction estimates are based on consultation with FICO Construction INC a licensed, bonded and insured California contractor.

Please feel free to contact us with requests for any further information that you might require.

Finest Regards,
Aaron Nourollah

**CARSON CAR WASH
22303 AVALON BOULEVARD
CUP NO. 982-15/DOR NO. 1580-15
ZONING DESIGNATION CN-D
INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION**

Prepared for:
CITY OF CARSON
Department Community Development
701 East Carson Street
Carson, CA 90745

Prepared by:
TERRY A. HAYES ASSOCIATES LLC
8522 National Boulevard, Suite 102
Culver City, CA 90232

August 2015

EXHIBIT NO. 04

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1.0 INTRODUCTION

1.1 PROJECT OVERVIEW

This report analyzes the potential environmental effects of the proposed Carson Car Wash (proposed project) located at 22303 Avalon Boulevard in the City of Carson. The proposed project consists of the demolition of the existing drive-thru restaurant and construction of a car wash facility.

This report is prepared in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code, Sections 21000–21189.3) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000–15387). The purpose of this document is to inform the City of Carson, acting as Lead Agency for the proposed project in accordance with CEQA; public agencies; adjacent property owners; and the general public of the potential environmental effects resulting from the implementation of the proposed project.

This document alone does not determine whether the proposed project will be approved. Rather, it is a disclosure document aimed at informing all concerned parties equally and fostering informed discussion and decision-making regarding all aspects of the proposed project.

1.2 ENVIRONMENTAL COMPLIANCE REQUIREMENTS

The proposed project requires environmental review under CEQA. For the proposed project to obtain an environmental clearance in the form of a Mitigated Negative Declaration (MND) in compliance with CEQA from the City of Carson, any potential significant adverse effects must be mitigated to a less-than-significant level.

1.3 ACTIONS AND AGENCIES INVOLVED

Section 15063(a) of the State CEQA Guidelines requires the Lead Agency to prepare an Initial Study to determine if the proposed project may have a significant effect on the environment. The Initial Study is prepared for consideration by the City of Carson. The Initial Study provides the basis for the declaration that, with the implementation of mitigation measures as prescribed herein, the proposed project would not have a significant adverse effect on the environment.

1.4 DISCRETIONARY ACTIONS

Discretionary actions include those local approvals or entitlements necessary in order to implement a project. Under CEQA, a conditional use permit would be necessary to allow the car wash to operate in its proposed location.

2.0 PROJECT DESCRIPTION

This section provides a description of the project site and the surrounding land uses, characteristics and components of the proposed project, and the estimated timeline for the implementation of the proposed project.

2.1 PROJECT SITE DESCRIPTION

The project site is comprised of a 0.77 acre lot located at 22303 Avalon Boulevard in the City of Carson. The site is currently occupied by a drive-thru restaurant. The proposed project (CUP No. 982-15/DOR No. 1580-15) would include the demolition of the existing building and construction of car wash facility at the south-west corner of 223rd Street and Avalon Boulevard. A full-service driveway is proposed on 223rd Street near the west side of the project site. A emergency exit driveway is proposed on Avalon Boulevard that will not allow entry/exit except in cases of emergency, where an employee would have the access to remove the steel bollards. All cars exiting the tunnel on the east side of the property would be forced to turn left past the steel bollards, resulting in an exit out of the 223rd driveway. A focused traffic study prepared for the proposed project, determined that the proposed project would result in a net reduction in vehicle trips. The proposed project is located in a community commercial zone and is zoned CN-D. There is an existing wall on the southern perimeter of the project site to provide a buffer to residences to the south.

The proposed project would include a 5,153 square-foot car wash facility that includes a tunnel with car washing equipment and a building with waiting area. Cars would enter the car wash facility from a two lane queuing area with a pay station on the west side of the project site. Vehicles entering the tunnel would travel in an easterly direction and exit on the east side of the project site. The existing wall on the southern boundary of the project would remain and an additional 6 to 7-foot sound attenuating/masonry wall would be constructed on the west side of the lot to provide a buffer from the residential uses across Marine Street to the east. The car wash would include 19 parking spaces and provide vacuum stations at 15 of the 19 parking spaces. There would be approximately two to four employees working on-site during operation. The car wash would be open seven days a week from 7:00 a.m. to 6:30 p.m. with extended hours during peak summer months, operating from 7:00 a.m. to 7:30 p.m.

The car wash would be equipped with a number of security measures to ensure the safety of the property. A 32 camera high definition monitoring system will be installed, which will be capable of 24-hour surveillance on the interior and exterior surroundings. A license plate reader which monitors the plate numbers of any car that visits the property would also be installed. High-quality LED lighting will provide illumination of the property and its surrounding lot.

Demolition of the existing building is expected to take 7 to 10 days. New construction will take approximately 11 to 12 months from the time of groundbreaking.

3.0 INITIAL STUDY CHECKLIST AND EVALUATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION: (To be completed by the Lead Agency):

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions 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" 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

Zad Gonzalez

Printed Name

Date

8-27-15

For

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) <i>Have a substantial adverse effect on a scenic vista?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project is located at the corner of 223 rd Street and Avalon Boulevard, which are both wide four-lane roadways. The proposed structure would have a maximum of approximately 30 inches and would not obstruct surrounding views. There are no scenic vistas in the project area that would be affected by the proposed project. Therefore, no impacts would occur.				
b) <i>Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project is not located within a scenic highway, and no scenic resources existing on or adjacent to the project site. Therefore, no impacts would occur.				
c) <i>Substantially degrade the existing visual character or quality of the site and its surroundings?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project is currently used as a drive-thru restaurant. Adjacent uses at this intersection include a retail store, a gas station, and another drive-thru restaurant. The proposed car wash would be consistent and visually compatible with the surrounding uses. Therefore, no impacts would occur.				
d) <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed project would operate seven days a week during the hours of 7:00 a.m. to 7:30 p.m. and includes led security lighting. Lighting levels would be comparable to the existing drive-thru restaurant, would not be anticipated to exceed two footcandles, and would not introduce a new source of light or glare. Vehicles entering the car wash would be enclosed in a tunnel, entering in a west to east direction and headlights would be faced in the opposite direction of adjacent residences across Marine Avenue, such that any effects from light and glare would be minimized. An existing wall on the southern property line and a new proposed wall on the western property line would block potential light and glare from cars entering the car wash facility. Therefore, a less-than-significant impact would occur.				
II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project is not located on any designated farmland and, therefore, no conversion would of farmland would be included as part of the proposed project. Therefore, no impacts would occur.				
b) <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project is not zoned for agricultural use and is not associated with a Williams Act contract. Therefore, no impacts would occur.				

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?</p> <p>The proposed project is not zoned for forestry use and is not associated with timberland protection regulations. Therefore, no impacts would occur.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p> <p>The proposed project is not located on forest land and, therefore, no conversion would of forest land would be included as part of the proposed project. Therefore, no impacts would occur.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p> <p>The proposed project would not entail any changes to farmland or forest land. Therefore, no impacts would occur.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY. Would the project:				
<p>a) Conflict with or obstruct implementation of the applicable air quality plan?</p> <p>While the South Coast Air Basin is in nonattainment for certain criteria pollutants, the proposed project would not result in an intensification of use (e.g. a net reduction of 1,370 vehicle trips). The proposed project would be consistent with the existing commercial land use designation. Therefore, the proposed project would be consistent with the land use assumptions used to generate emissions inventoried in the Air Quality Management Plan (AQMP). Therefore, a less-than-significant impact would occur.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p> <p>The predominant source of emissions from the operation of a car wash would be from mobile source emissions. The traffic study should that the proposed project would result in 1,370 less vehicle trips than the existing drive-thru restaurant, resulting in fewer mobile source emissions. The operation of car wash-related equipment would involve primarily electrical uses and would not be more intensive than the existing use. Construction of the proposed project would contribute air quality emissions through the use of heavy-duty construction equipment, truck delivery and haul trips, and vehicle trips generated by construction workers traveling to and from the project site. While, short-term effects would occur from the demolition of the existing use and construction of the car wash, compliance with Rule 403 related to fugitive dust would reduce construction PM_{2.5} and PM₁₀ emissions by approximately 61 percent. Construction emissions were estimated for the proposed project based on the type of construction (demolition, site preparation, and construction), area and estimated equipment usage.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

							Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
Construction Phase	ROG	CO	NOx	SOx	PM₁₀	PM_{2.5}				
PHASE 1 DEMOLITION										
Off-Site	<1	1	<1	<1	<1	<1				
On-Site	1	9	12	<1	1	1				
Total	1	10	12	<1	1	1				
PHASE 2 SITE PREPARATION										
Off-Site	<1	<1	<1	<1	<1	<1				
On-Site	2	8	16	<1	3	2				
Total	2	8	16	<1	3	2				
PHASE 3 CONSTRUCTION										
Off-Site	<1	1	1	<1	<1	<1				
On-Site	1	8	14	<1	1	1				
Total	1	9	15	<1	1	1				
PHASE 4 PAVING										
Off-Site	<1	1	<1	<1	<1	<1				
On-Site	1	7	12	<1	1	1				
Total	1	8	12	<1	1	1				
Phase 5 Coating										
Off-Site	<1	<1	<1	<1	<1	<1				
On-Site	39	2	3	<1	<1	<1				
Total	39	2	3	<1	<1	<1				
Maximum Regional Total	39	2	3	<1	<1	<1				
Regional Significance Threshold	75	550	100	150	150	55				
Exceed Threshold?	No	No	No	No	No	No				
Maximum Localized Total	78	9	16	<1	3	2				
Localized Significance Threshold	--	585	57	--	4	3				
Exceed Threshold?	--	No	No	--	No	No				
<p>Construction emissions would not exceed the SCAQMD regional significance thresholds for each of the criteria pollutants. Therefore, a less-than-significant impact would occur.</p>										
<p>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)?</p>							<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>As discussed above, the proposed project would result in a less intensive use than the existing drive-thru restaurant and the associated emissions would be less than existing conditions. Therefore, the proposed project would not result in a cumulatively considerable increase.</p>										

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations? The proposed project would be located in the same general location as the existing drive-thru restaurant and would not increase the intensity of use, such that nearby sensitive receptors would be exposed to increased air emissions. The total amount of on-site vehicle idling would be reduced as net vehicle trips per day would be reduced by 1,370. As discussed above, construction-related emissions would also be less than significant. Therefore, a less-than-significant impact would occur.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people? The existing use on the project site involves the preparation of food and collection of associated trash which results in odors. The use of the proposed project as a car wash facility would reduce the amount of odor emitting from the site, as less trash is anticipated to be produced. Therefore, no impact would occur.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IV. BIOLOGICAL RESOURCES. 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 or U.S. Fish and Wildlife Service? The proposed project site is fully developed and no sensitive species or habitats would be affected by the proposed project. Therefore, no impact would occur.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? The proposed project site is fully developed and does not contain riparian habitats or other natural communities. Therefore, no impact would occur.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? The proposed project site is fully developed and does not contain wetlands. Therefore, no impact would occur.	<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 fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? The proposed project site is fully developed and does not contain migratory corridors or nursery sites. Therefore, no impact would occur.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed project may require the removal of approximately 25 ornamental trees around the perimeter of the project site. The trees on the existing project site do not possess substantial biological value and are not protected by any local policies or ordinances. There is one existing mature tree in the sidewalk on Marine Avenue that would remain in place after implementation of the proposed project. In addition, if trees are removed, the landscape plans for the project show that an additional 20 new drought tolerant trees (6 palo verdes and 14 palms) would be planted as part of the new landscape. The proposed project would not conflict with policies or ordinances protecting trees. Therefore, no impact would occur.				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project site is not located within the boundary of a habitat, natural community, or other habitat conservation plan. Therefore, no impact would occur.				
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The existing drive-thru restaurant was constructed in 1987 and would based on age would not qualify as a historical resource. The proposed project would be consistent with the existing designated commercial use and would not alter any potential historical character in the surrounding area, should any surrounding properties be considered of historical significance. Therefore, no impact would occur.				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project site is previously developed no known archeological resources exist in the immediate vicinity of the project site. Therefore, no impact would occur.				
c) Directly or indirectly destroy a unique paleontological resource or site; archaeological or historical site, structure, or object; or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project site is previously developed and the demolition and construction of the proposed project would not be anticipated to encounter any archeological remains. Therefore, no impact would occur.				
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 site is previously developed and the demolition and construction of the proposed project would not be anticipated to encounter any human remains. Therefore, no impact would occur.				

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
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 fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The project is not located within a known fault zone or otherwise depicted on the Alquist Priolo Map. Therefore, no impact would occur.				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The project is located approximately 3.8 miles between the Newport Inglewood and Palos Verdes Fault Zones. The proposed project would comply with existing building codes which would minimize any potential risks from seismic ground shaking to the greatest extent feasible. Therefore, a less-than-significant impact would occur.				
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Compliance with building codes would minimize the potential from seismic-related ground failure to the greatest extent feasible. The proposed project is not located within a designated liquefaction zone. The nearest liquefaction zone is located more than 1.5 miles away. Therefore, no impact would occur.				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project is not located within an area susceptible to landslides. The nearest landslide area is located more than 7.5 miles away. Therefore, no impact would occur.				
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The project site is in a relatively flat area, currently paved and used as a drive-thru restaurant. During the construction phase of the project, activities would be subject to the requirements of a National Pollutant Discharge Elimination System (NPDES) Construction Permit. Compliance with a NPDES permit includes the implementation of Best Management Practices (BMPs), some of which would be specifically implemented to reduce soil erosion or loss of topsoil to the greatest extent feasible. Therefore, a less-than-significant impact would occur.				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
The project site is previously developed and no major excavation for foundations would be required which could subject the proposed project to unstable soils. Compliance with the building code would ensure that the structural stability. Therefore, no impact would occur.				

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
d) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Based on the hazard soil map for the Long Beach 30-60 minute quadrangle, the underlying geologic formation in the project vicinity has no risk for soil slip susceptibility. Therefore, no impact would occur.				
e) <i>Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project site has existing sewer infrastructure and no septic tanks would be required. Therefore, no impact would occur.				
VII. GREENHOUSE EMISSIONS. <i>Would the project:</i>				
a) <i>Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Development of the proposed project would result in less intensity than the existing use of the project site, which currently serves as a drive-thru restaurant. Consequently, less intensity of land use would decrease GHG emissions as a result of construction and operational activities of the project. Therefore, a less-than-significant impact would occur.				
b) <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
As discussed above, a less intensive use than the current use would result in a decrease of GHG emissions and therefore, would not conflict with any plans which seek to reduce GHG emissions. Therefore, a less-than-significant impact would occur.				
VIII. HAZARDS AND HAZARDOUS MATERIALS. <i>Would the project:</i>				
a) <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed project would require the use of commonly used cleaners for the washing apparatus. The proposed project would recycle approximately 75 to 80 percent of all water used. All wastewater would be collected in a three-chambered water purification system, which can accommodate approximately 3,000 gallons, and which would clean the water before being recycled or discharged into the wastewater system. Inspection of the purification system would be subject to routine inspection to ensure waste is being properly treated and disposed. Therefore, a less-than-significant impact would occur.				
b) <i>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
As discussed above, all cleaning-related materials would be conveyed into the tree-chambered purification system, would be subject to routine inspection, and the potential for release would be minimized to the greatest extent feasible. Therefore, a less-than-significant impact would occur.				

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The nearest school, Carson High School, is located approximately 0.5 miles to the west of the proposed project site. The type of hazardous materials used at the project site (cleaning chemicals) would not expose students to any hazardous emissions. Therefore, no impact would occur.				
d) <i>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project site is not included on a list of hazardous material sites. Therefore, no impact would occur.				
e) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The use of the proposed project site as a car wash would not expose any people living or working in the surrounding area to a safety hazard. Therefore no impact would occur.				
f) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The use of the proposed project site as a car wash would not expose any people living or working in the surrounding area to a safety hazard. Therefore no impact would occur.				
g) <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The use of the proposed project site as a car wash would result in less vehicle activity than the existing use as a drive-thru restaurant. As a result, no additional risks to interference with an emergency response plan or evacuation plan would be created through additional activity or use. Therefore no impact would occur.				
h) <i>Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project site is not located in an area in proximity to wildlands or in an area susceptible to wildfires. Therefore, no impact would occur.				
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) <i>Violate any water quality standards or waste discharge requirements?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The project site is currently almost entirely paved. Runoff leaving the project site enters the City's storm drain system via sheet flow. The proposed project would not increase or exacerbate conditions as there would be a three-chamber purification system to capture water being used to wash cars. The proposed project would be required to comply with all local, state and federal requirements pertaining to the				

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
preservation of water quality and reduction of runoff, including the National Pollutant Discharge Elimination System and Standard Urban Stormwater Mitigation Plan Regulations. Accordingly, the proposed project would not violate any water quality standards or waste discharge requirements, or otherwise degrade water quality. Therefore, a less-than-significant impact would occur.				
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"/>
The proposed project is currently almost entirely paved. Runoff leaving the project site enters the City's storm drain system via sheet flow and does not recharge the groundwater supply. Therefore, the proposed project would not deplete groundwater supplies or interfere with groundwater recharge. Therefore, the proposed project would result in a less-than-significant impact related to groundwater.				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
No streams, rivers, or other water courses are located on the project site. The proposed project is currently almost entirely paved. Runoff leaving the project site enters the City's storm drain system. Therefore, no impact would occur.				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
As described above, no drainage patterns would be altered as a result of the proposed project. A three-chamber purification system to capture water being used to wash cars and excess water not recycled would be discharged into the sewer system. Any potential runoff from limited irrigation of drought tolerant landscaping would not be substantial enough to induce flooding. Therefore, no impact would occur.				
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"/>
The proposed project would recycle 75 to 80 percent of the water used for the car wash. All water used for the car wash would be conveyed into a 3,000 gallon three chamber water purification system to be recycled or divert unpolluted excess flow into the sewer system. Therefore, a less-than-significant impact would occur.				
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
As described above, discharged water would be treated through a 3,000 gallon purification system before being recycled or conveyed in to the sewer system. Therefore, no impact would occur				

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
g) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project does not contain housing and is not located within a 100-year flood zone. Therefore, no impact would occur.				
h) <i>Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project does not contain housing and is not located within a 100-year flood zone. Therefore, no impact would occur.				
i) <i>Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project is not located within an area susceptible to failure of a dam or levee. Therefore, no impact would occur.				
j) <i>Inundation by seiche, tsunami, or mudflow?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project site is not located in an area subject to risk of inundation through seiche, tsunami, or mud flow. Therefore, no impact would occur.				
X. LAND USE AND PLANNING. Would the project:				
a) <i>Physically divide an established community?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would be located at the corner of Avalon Boulevard and 223 rd Street, two streets that act as existing barriers within the City. The operation of a car wash would not introduce a new, physical or perceived barrier, which would divide a community. Therefore, no impact would occur.				
b) <i>Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed project is within a commercial area that allows the operation of a car wash with a conditional use permit. The proposed project would acquire a conditional use permit prior to operation and would be consistent with all relevant and applicable land use policies and regulations. Therefore, a less-than-significant impact would occur.				
c) <i>Conflict with any applicable habitat conservation plan or natural community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project is not located within a habitat conservation, or natural community plan area. Therefore, no impact would occur.				

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation	Less-Than- Significant Impact	No Impact
XI. MINERAL RESOURCES. <i>Would the project:</i>				
a) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project site is currently developed with a drive-thru restaurant and development of the proposed project would not encounter or result in the loss of any known mineral resources. Therefore, no impact would occur.				
b) <i>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?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
There are no mineral resources that exist or are designated mineral resource areas on the project site. Therefore, no impact would occur.				
XII. NOISE. <i>Would the project result in:</i>				
a) <i>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The City of Carson has adopted the County of Los Angeles Noise Ordinance with minor amendments. The proposed project would include a drying blower within the tunnel that is regulated by the Noise Ordinance. The Ordinance requires that noise from the blower does not exceed 60 dBA. The car wash would also include noise from vacuums, the automated car washing facility in the tunnel, and idling cars. The site layout for the proposed project was designed so that noise sources would be located away from residences along Marine Street and residences to the south would be shielded from noise effects by the tunnel wall and existing block wall. It is not anticipated that the noise levels from all of these sources operating simultaneously would exceed 75 dBA at 50 feet. The proposed project includes a 6 to 7-foot wall, that has been identified as Mitigation Measure N10 as a project commitment, on the western edge of the property to provide increased security at the pay gates and to further reduce noise effects. Attenuating for the barrier and distance to the nearest receptor, would result in a sound level of approximately 60 dBA, which would comply with the Noise Ordinance.</p> <p>Construction of the proposed project would result in temporary noise levels from construction equipment. Construction activity involving multiple pieces of equipment typically generates a noise level of 89 dBA at 50 feet. Construction equipment noise levels would exceed the 65 dBA at 50 feet noise limitation listed the Carson Noise Ordinance. The code includes a variance that exempts noise levels that exceed the standards if the activity cannot feasibly be done in a manner that would comply with the provisions of this Chapter, and no reasonable alternative is available to the applicant. Taken together, Mitigation Measures N-1 through N-9 are feasible measures to control noise levels, including engine mufflers and noise blanket barriers. Noise mufflers typically reduce aggregate equipment noise levels by 3 dBA. Equipment noise would be at least 86 dBA at 50 feet after engine muffling (Mitigation Measure N-1). Noise sound blankets (Mitigation Measure N-8) can reduce noise levels by up to 10 dBA if properly located between the noise source and receptor. The other mitigation measures, while difficult to quantify, would also reduce and/or control construction noise levels. Implementation of Mitigation Measures N-1 through N-9 would reduce equipment engine noise levels to the greatest extent feasible. Therefore, a less than significant impact would occur with implementation of mitigation measures.</p>				

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
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"/>
According to the Federal Transit Administration, rubber-tired passenger vehicles do not generate perceptible vibration. In addition, the proposed project would not include mechanical equipment known to generate vibration. Therefore, a less-than-significant impact would occur.				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ambient noise levels in the project area are primarily due to vehicles traveling on Avalon Boulevard and 223 rd Street. Noise is also currently generated from the existing commercial drive-thru restaurant. The ambient noise level measured at the site was 70.2 dBA. The proposed project would generate noise from vacuums, the automated car washing facility in the tunnel, and idling cars. These types of noise are similar to the existing noise on-site and are consistent with the commercial designation. It is not anticipated that the noise levels from all of these sources operating simultaneously would exceed 75 dBA at 50 feet. Attenuating for the barrier and distance to the nearest receptor, would result in a sound level of approximately 60 dBA, which would comply with the Noise Ordinance. The anticipated noise level includes reductions for concrete walls between the project site and the residences. It also accounts for site design, which encloses washing equipment and locates vacuums central to the project site and away from residences. When added to the existing ambient noise level of 70.2 dBA, a noise increase of approximately 0.6 dBA is anticipated. This would not result in a substantial permanent increase in ambient noise levels. Therefore, a less-than-significant impact would occur.				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
As discussed above, the proposed project would generate temporary noise levels during construction. Mitigation measures would reduce construction noise levels to the greatest extent feasible. Therefore, a less-than-significant impact would occur with implementation of mitigation measures.				
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"/>
The proposed project is not located within two miles of a public airport or public use airport. Therefore, no impact would occur.				
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"/>
The proposed project is not located within the vicinity of a private airstrip. Therefore, no impact would occur.				

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XIII. POPULATION AND HOUSING. Would the project:				
a) <i>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)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project does not include a housing component, would employ fewer employees than the existing drive-thru restaurant and would not induce substantial population growth. Therefore, no impact would occur.				
b) <i>Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would not remove any housing or require replacement housing. No impact would occur.				
c) <i>Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would not displace a substantial number of people that would require replacement housing. No impact would occur.				
XIV. PUBLIC SERVICES. Would the project result in:				
a) <i>Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
i) <i>Fire Protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would consist of less vehicles, employees, and intensity of use(no cooking) than the existing drive-thru restaurant. The proposed project would not increase the demand for fire protection. Therefore, no impact would occur.				
ii) <i>Police Protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would consist of appropriate lighting and would not be anticipated to increase the demand for police services. Therefore, no impact would occur.				
iii) <i>Schools?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would not increase population or employees which could increase demand for school infrastructure. Therefore, no impact would occur.				
iv) <i>Parks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would not increase population or employees which could increase demand for park usage. Therefore, no impact would occur.				

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v) Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would not increase population or employees which could increase demand for other facilities. Therefore, no impact would occur.				
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project consists of a car wash that would not affect the demand for recreational services. Therefore, no impact would occur.				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project consists of a car wash that would not require additional infrastructure related to recreational services. Therefore, no impact would occur.				
XVI. TRANSPORTATION/ TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would reduce vehicle traffic when compared to the existing drive-thru restaurant. The proposed project would not conflict with any applicable plans or policies related to the performance of the circulation system. Therefore, no impact would occur.				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would reduce vehicle traffic when compared to the existing drive-thru restaurant. The proposed project would not conflict with any applicable congestion management program. Therefore, no impact would occur.				
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"/>
The proposed project would reduce vehicle traffic when compared to the existing drive-thru restaurant and would not introduce substantial safety risks. Therefore, no impact would occur.				

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
d) <i>Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would be located within and around existing transportation infrastructure and would maintain the same access points as the existing use. Therefore, no impact would occur.				
e) <i>Result in inadequate emergency access?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would be located within and around existing transportation infrastructure and would maintain the same access points as the existing use. Therefore, no impact would occur.				
f) <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would be located within and around existing transportation infrastructure, and would not alter the widths or configurations of the exiting sidewalks or any other transit, bicycle, or pedestrian facilities. Therefore, no impact would occur.				
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) <i>Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed project would comply with all wastewater treatment requirements of the Regional Water Quality Control Board. Specifically, the proposed project would provide a 3,000 gallon water purification system to treat wastewater generated by the proposed project. Therefore, a less-than-significant impact would occur.				
b) <i>Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed project would recycle approximately 75 to 80 percent of the water used for the car wash. In addition, wastewater would be treated on-site and recycled or conveyed into the sewer system. It is anticipated that the existing wastewater treatment infrastructure could handle the treated wastewater discharged and no new or expansion of wastewater treatment infrastructure would be required. Therefore, a less-than-significant impact would occur.				
c) <i>Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed project would recycle approximately 75 to 80 percent of the water used for the car wash. In addition, wastewater would be treated on-site and recycled or conveyed into the sewer system. It is anticipated that the existing sewer system infrastructure could handle the residual wastewater discharged and no new or expansion of wastewater infrastructure would be required. Therefore, a less-than-significant impact would occur.				

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
d) <i>Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed project would recycle approximately 75 to 80 percent of the water used for the car wash. It is anticipated that the car wash could service a maximum of 500 cars a day which would require approximately 5,000 gallons of water per day. Approximately 3,750 to 4,000 gallons would be recyclable bringing the water demand to around approximately 1,000 to 1,250 gallons per day. It is anticipated with the water recycling efforts, and available supply, that the effects to water supply would be reduced to the greatest extent feasible. Therefore, a less-than-significant impact would occur.				
e) <i>Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed project would recycle approximately 75 to 80 percent of the water used for the car wash. In addition, wastewater would be treated on-site and recycled or conveyed into the sewer system. It is anticipated that the existing wastewater treatment infrastructure could handle the treated wastewater discharged. Therefore, a less-than-significant impact would occur.				
f) <i>Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The operation of a car wash would consist of trash generated by people cleaning out their cars. However, the amount of solid waste generated by the proposed project is anticipated to be less than the existing drive-thru restaurant and would not overburden landfill capacity. Therefore, a less-than-significant impact would occur.				
g) <i>Comply with federal, state, and local statutes and regulations related to solid waste?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed project would be required to comply with all applicable federal, state, and local regulations regarding waste reduction and effects from solid waste generated would be reduced to the greatest extent feasible. Therefore, a less-than-significant impact would occur.				
XIX. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would consist of a car wash that would not have the potential to threaten biological habitats or species, or important historical structures. Therefore, no impact would occur.				

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation	Less-Than-Significant Impact	No Impact
b) <i>Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would consist of a car wash, which is a less intensive use than the existing drive-thru restaurant. No cumulatively considerable contributions would result from the proposed project. Therefore, no impact would occur.				
c) <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would consist of a car wash, which is a less intensive use than the existing drive-thru restaurant. The operation of the car wash would not introduce any substantial threats to human beings either directly or indirectly. Therefore, no impact would occur.				

Mitigation Measures

- N-1 All construction equipment shall be properly maintained and equipped with mufflers and other suitable noise attenuation devices.
- N-2 The construction contractor shall endeavor to use rubber-tired equipment rather than track equipment. Noisy equipment shall be used only when necessary and shall be switched off when not in use.
- N-3 The construction contractor shall ensure that all stockpiling and vehicle staging areas are located away from noise-sensitive receivers.
- N-4 The construction contractor shall develop a construction schedule to ensure that the construction would be completed quickly to minimize the time a sensitive receptor will be exposed to construction noise.
- N-5 Construction supervisors shall be informed of project-specific noise requirements, noise issues for sensitive land uses adjacent to the project, and/or equipment operations.
- N-6 Construction equipment shall be electric- and hydraulic-powered rather than diesel and pneumatic powered, as feasible.
- N-7 The construction contractor shall install a temporary barrier along the southern and western property lines that shall block the line of sight from construction activity and adjacent residences. The acoustical barrier shall be constructed of material having a minimum surface weight of two pounds per square foot or greater, and a demonstrated Sound Transmission Class rating of 25 or greater as defined by American Society for Testing and Materials Test Method E90. The barrier shall be required during the excavation and site preparation phases of construction.
- N-8 Prior to construction work, the public shall be notified of the location and dates of construction. Residents shall be kept informed of any changes to the schedule.
- N-9 Construction activities shall be prohibited between the hours of 8:00 p.m. and 7:00 a.m.

- N-10** The proposed project shall include the placement of a sound attenuating wall/masonry wall six to seven feet in height on the westerly project boundary.
- N-11** The proposed project shall not extend operation before 7:00 a.m. or beyond 8:00 p.m. on any day in order to minimize noise exposure to residents west of project site in the evening hours.



○

Allyn D. Rifkin, PE
RTPG – the Rifkin Transportation Planning Group

Los Feliz Towers
4455 Los Feliz Boulevard Suite 1403
Los Angeles, CA 90027

E-mail allynrifkin@gmail.com
Telephone and fax -- (323) 664-2805
Mobile phone – (323) 697-1594

August 19, 2015

Richard Garland,
City Traffic Engineer
City of Carson
701 E. Carson Street
Carson, CA 90745
Via email – r.garland@carson.ca.us

22303 Avalon Blvd, DOR No.1580-15 & CUP No. 982-15 for proposed Car Wash – Focused Traffic Study

A focused traffic study for the proposed development has been requested by the Planning Department. The project is to demolish an existing fast food restaurant (approximately 3,243 square feet) and replace it with a car wash. The location is 22303 Avalon Boulevard, at the south-west corner of 223rd Street and Avalon Boulevard. ○

I have reviewed two aspects of the project to determine if there might be any traffic impacts: (1) Trip Generation; and (2) Internal Circulation.

1. Trip Generation

Exhibit 1 is summary of the net trip generation potential of the proposed project. Trip generation rates for development projects are referenced in the Institute of Transportation Engineers (ITE) Trip Generation Manual – 9th Edition as the standard procedure for traffic impact analysis. I found the data for Car Washes limited in that reference source; however data exists from the San Diego, in the San Diego Association Governments (SANDAG) “Trip Generation Rates for the San Diego Region (2002). To be consistent, SANDAG trip rates for both existing and proposed uses were included in the comparison tabulation.

Using these data, compared to the existing use, the project would be expected to be a net reduction in vehicle trips, both daily and in the PM peak hour. As such, no further analysis of congestion impacts to the adjacent signalized intersection of Avalon and 223rd Street is needed.

○

EXHIBIT NO. 05

2. Internal Circulation

Exhibit 2 is a copy of the project site-plan showing the proposed driveways. Due to existing channelized islands in both Avalon Boulevard and 223rd Street, both driveways will be restricted to right-in and right-out.

Exhibit 2 also shows that there is 270 feet (135 feet x 2) of reservoir space between the two pay station gates and the nearest driveway, on 223rd Street.

To evaluate any possible effect of vehicle queuing from the project onto adjacent street, the service rate of the car wash was compared to the expected PM peak hour traffic demand to determine if the number of inbound service lanes (2) is adequate for the conditions.


Exhibit 3A shows that the service rate for each gate is 175 vehicles per hour, well above the peak demand. The service rate for the Car Wash, however, is slightly lower than the gates - approximately 100 vehicles per hour. Exhibit 3B is a chart to calculate the necessary reservoir space based upon the peak traffic intensity. Again, using 41 vehicles per hour, the traffic intensity of 0.4 could result the need to accommodate 2 cars (or 40 feet). As shown on Exhibit 2, the site plan, there are two lanes of 135 feet, yielding a reservoir of 270 feet.

Assuming that all of the peak hour trips (41 vehicles per hour) arrived at the entrance nearest to the pay-station gates (223rd Street), there is no likely impact of queuing onto the adjacent streets.

In conclusion, based upon this focused traffic analysis, the propose project is not expected to have traffic impacts.

If you have any questions regarding this analysis, feel free to call me at 323-697-1594 or contact me at allynritkin@gmail.com

Sincerely,



Allyn D. Rifkin, PE
Transportation Planner/Engineer
Rifkin Transportation Planning Group (RTPG)

Cc: Arash N. via email arashboo@yahoo.com
Alex A. via email alex@tristardevelop.com

Trip Generation Analysis **22303 Avalon Blvd**
City of Carson, California

SOURCE: SANDAG - TRIP GENERATION RATES FOR THE SAN DIEGO REGION (note 1)

LAND USE	"X"	DAILY TRIP ENDS	AM PEAK HOUR TRIPS	INBOUND	OUTBOUND	PM PEAK HOUR TRIPS	INBOUND	OUTBOUND
PROPOSED USE:								
note 2 SANDAG AUTOMATED CAR WASH	1 SITE	900	36	18	18	81	41	41
EXISTING USE:								
note 3 SANDAG THRU FAST FOOD W/O DRIVE	3243 SQ FT	2270	114	68	45	159	79	79
NET TRIPS		(1370)	(78)	(50)	(27)	(78)	(39)	(39)

- note 1 ITE 9th Edition trip rates not used because car wash data are from only 4 sites - not significant. Instead, this analysis relies on "San Diego Trip Rates for the San Diego Region (2002)" published by the San Diego Association of Governments (SANDAG)
- note 2 SANDAG - daily 900 trips per site; am peak hour 0.04% of daily trips (50% in; 50% out);pm peak hour 9% of daily trips (50% in; 50% out)
- note 3 SANDAG - daily 700 trips per ksqft; am peak hour 0.05% of daily trips (60% in; 40% out);pm peak hour 7% of daily trips (50% in; 50% out)

EXHIBIT 1

EXHIBIT 2 – SITE PLAN

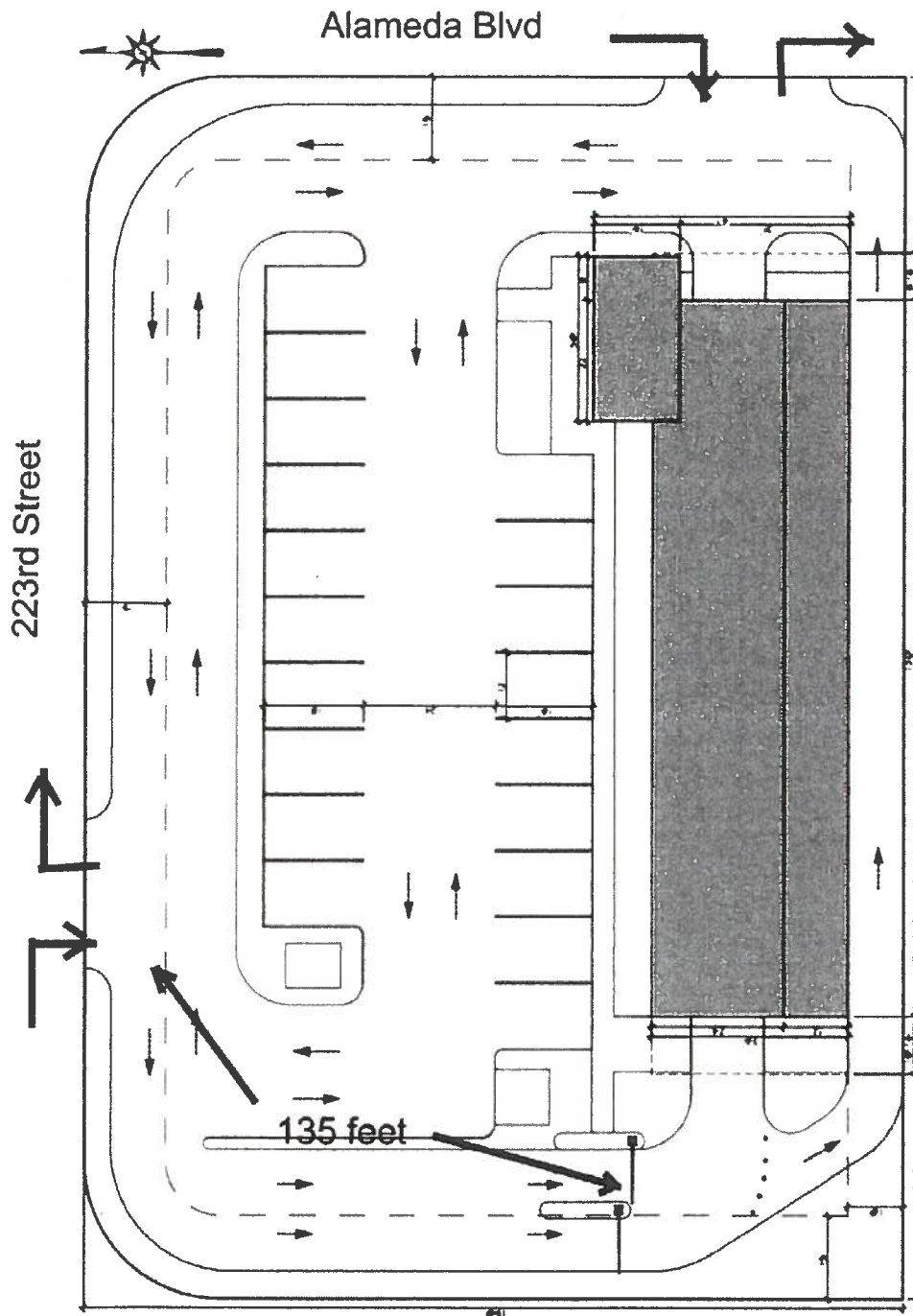


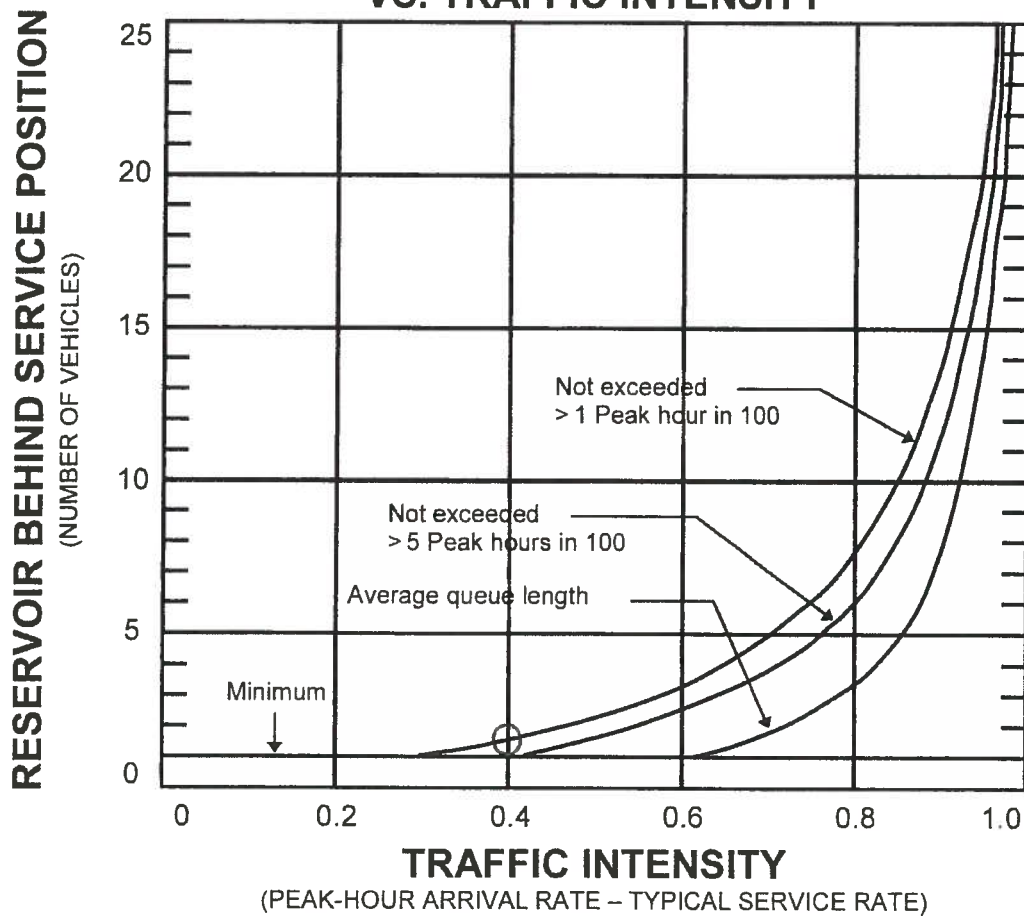
EXHIBIT 3-A – GATE SERVICE RATES

Type of Control	Typical Service Rates Per Lane ⁴	
	Average Headway (Sec/Veh)	Capacity (Veh/Hr)
Entering:		
Clear aisle, no control	3.6	1,000
Ticket dispenser, no gate	5.0	720
Time stamp and handed to driver	8.5	425
Coded-card operated gate	8.9	405
Cashier, flat fee, no gate		
No information given	9.2	390
Direction-info needed	14.8	250
Ticket dispenser with gate		
Sharp turn @ approach	9.5	380
Easy direct approach	5.5	650
Coin-operated gate	20.4	175
Internal:		
Clear aisle or ramp, no parking	2.0	1,800
Straight ramp w/bend @ end	2.2	1,650
Circular ramp, 30' R @ C/L	2.2	1,650
Aisle with adjacent 9' x 18' stalls		
Inbound	3.5	1,040
Outbound	8.6	420
Exiting:		
Light street congestion	7.2	500
Moderate street congestion	9.0	400
Coded card/token-operated gate	9.0	400
Cashier, flat fee with gate	13.4	270
Cashier, variable fee with gate	19.5	185
Coin operated gate	20.4	175

Source – City of Los Angeles Driveway Guidelines, June 2013

EXHIBIT 3B – RESERVOIR NEEDS

RESERVOIR NEEDS VS. TRAFFIC INTENSITY

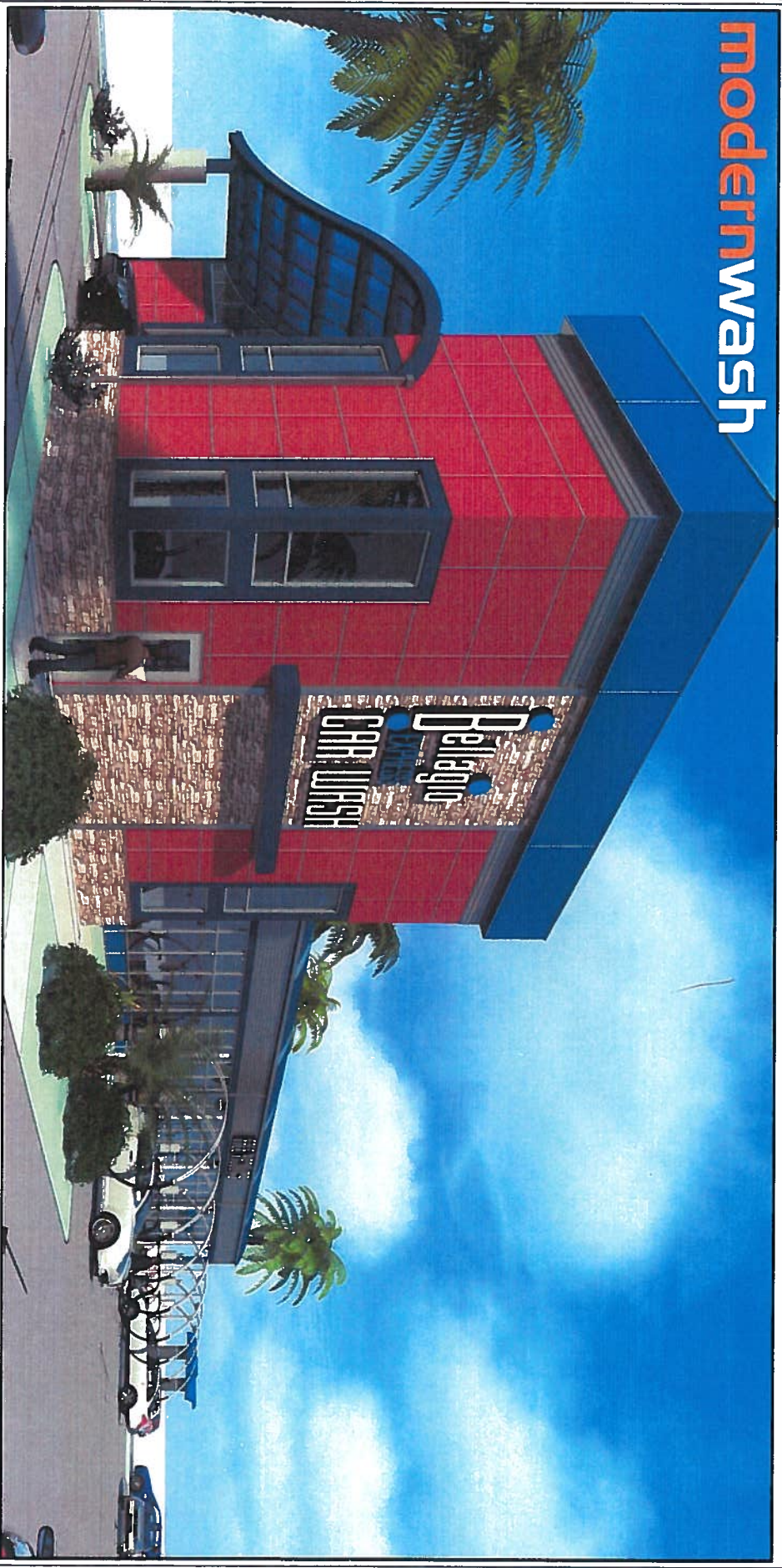


Assumptions: Arrivals follow a Poisson Distribution.
Service rate can be represented by an exponential probability function.
Flow is equally divided between each line if more than one is available.

Source – City of Los Angeles Driveway Guidelines, June 2013

Assuming Car Wash Service rate of 100 vehicles per hour, Traffic Intensity = 41 vph/100 vph
Traffic Intensity = 0.4

Reservoir need = 2 vehicles = 40 feet
Available reservoir = 135 feet x 2 lanes = 270 feet



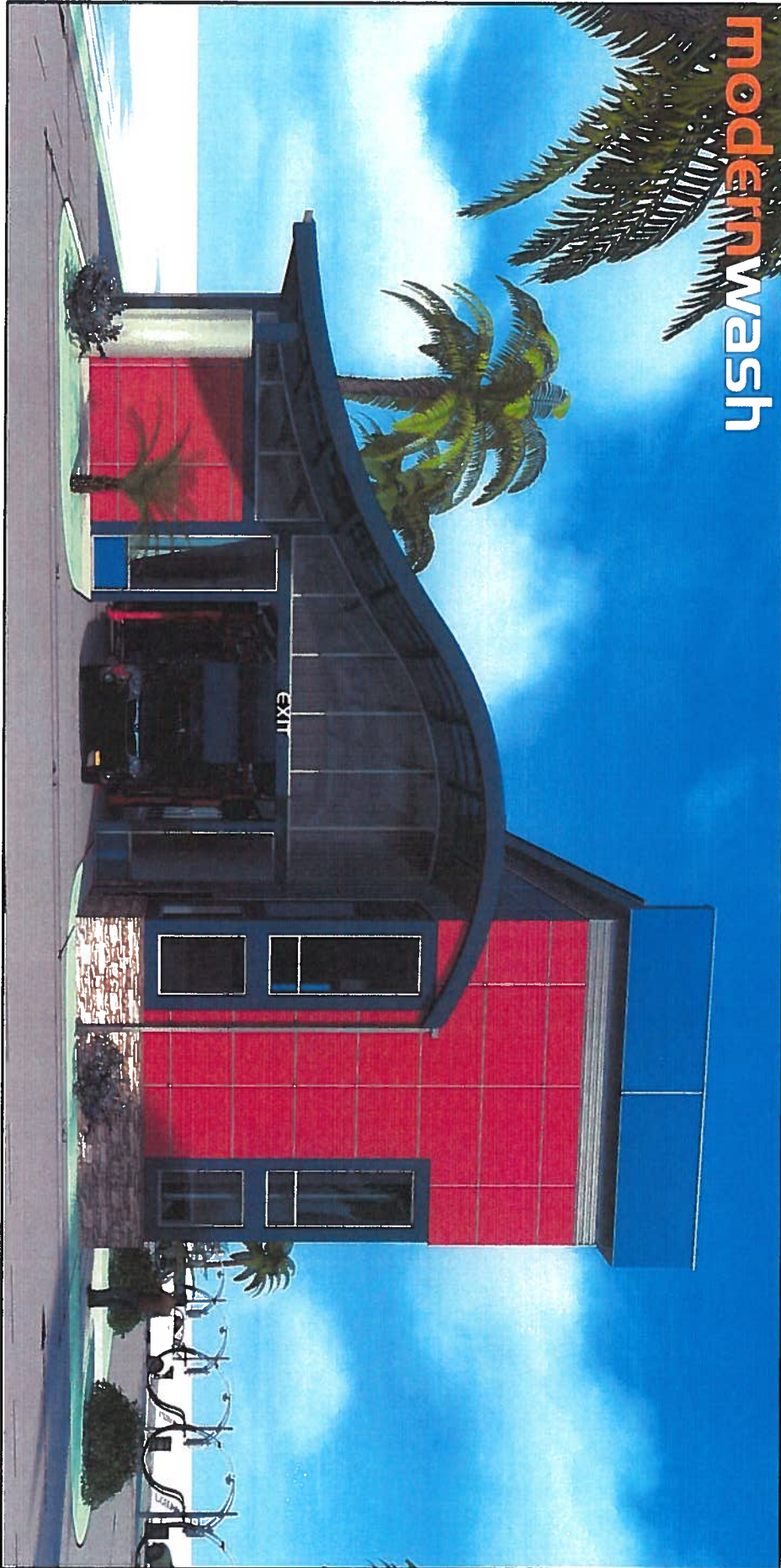
modernwash



9220 SCOTTSMILE RD
BOWLING GREEN, KY 42104
500.977.1208
info@modernwash.com

BELLAGIO IV CAR WASH
22303 AVALON BLVD.
CARSON, CALIFORNIA

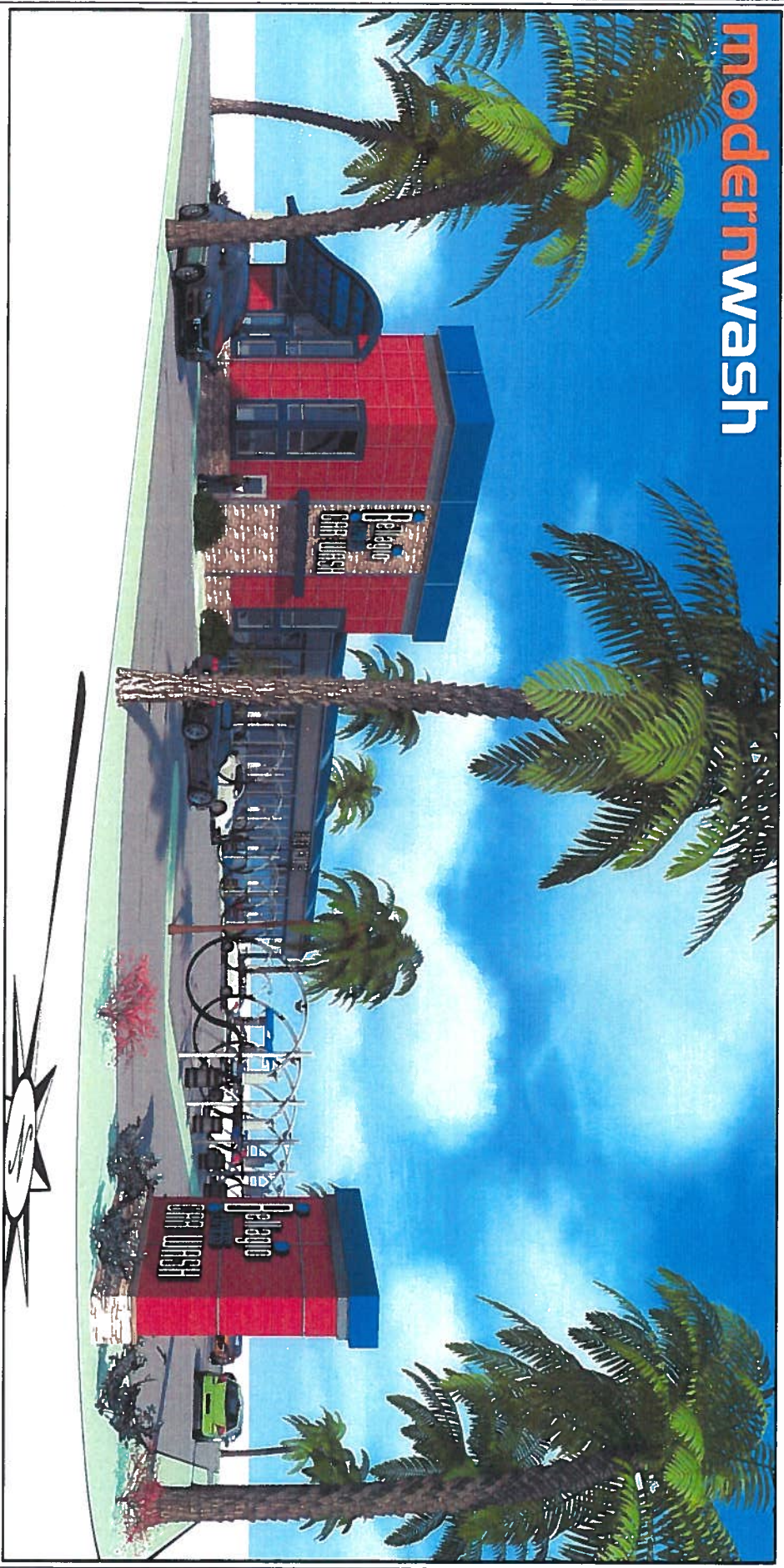
modernwash



08.27.2015 modernwash.com

CARBON, CALIFORNIA

BELLAGIO IV CAR WASH



08.27.2015 modernwash

CARSON, CALIFORNIA

BELLAGIO IV CAR WASH

modernwash

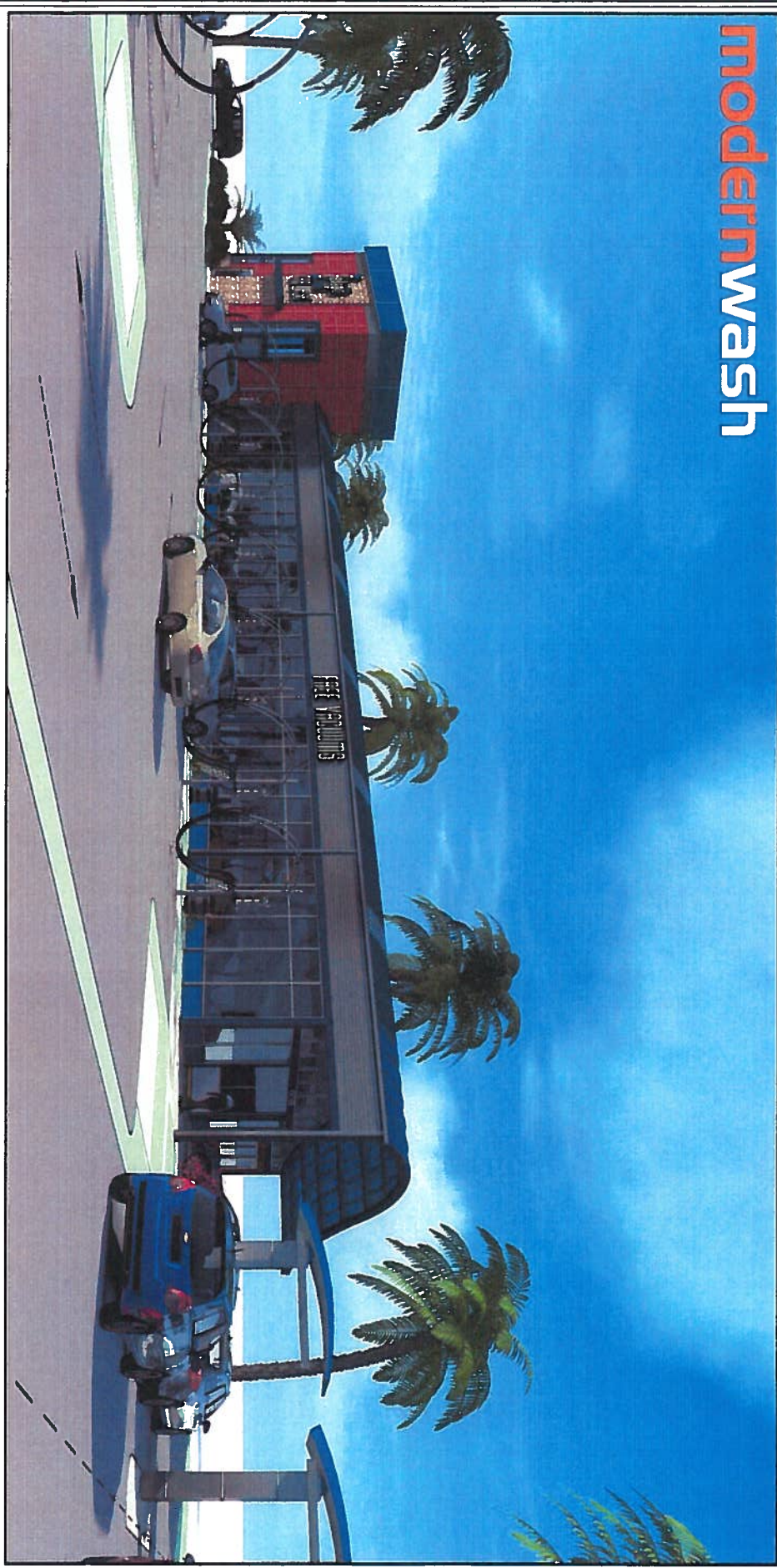


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CARSON, CALIFORNIA

BELLAGIO IV CAR WASH

modernwash

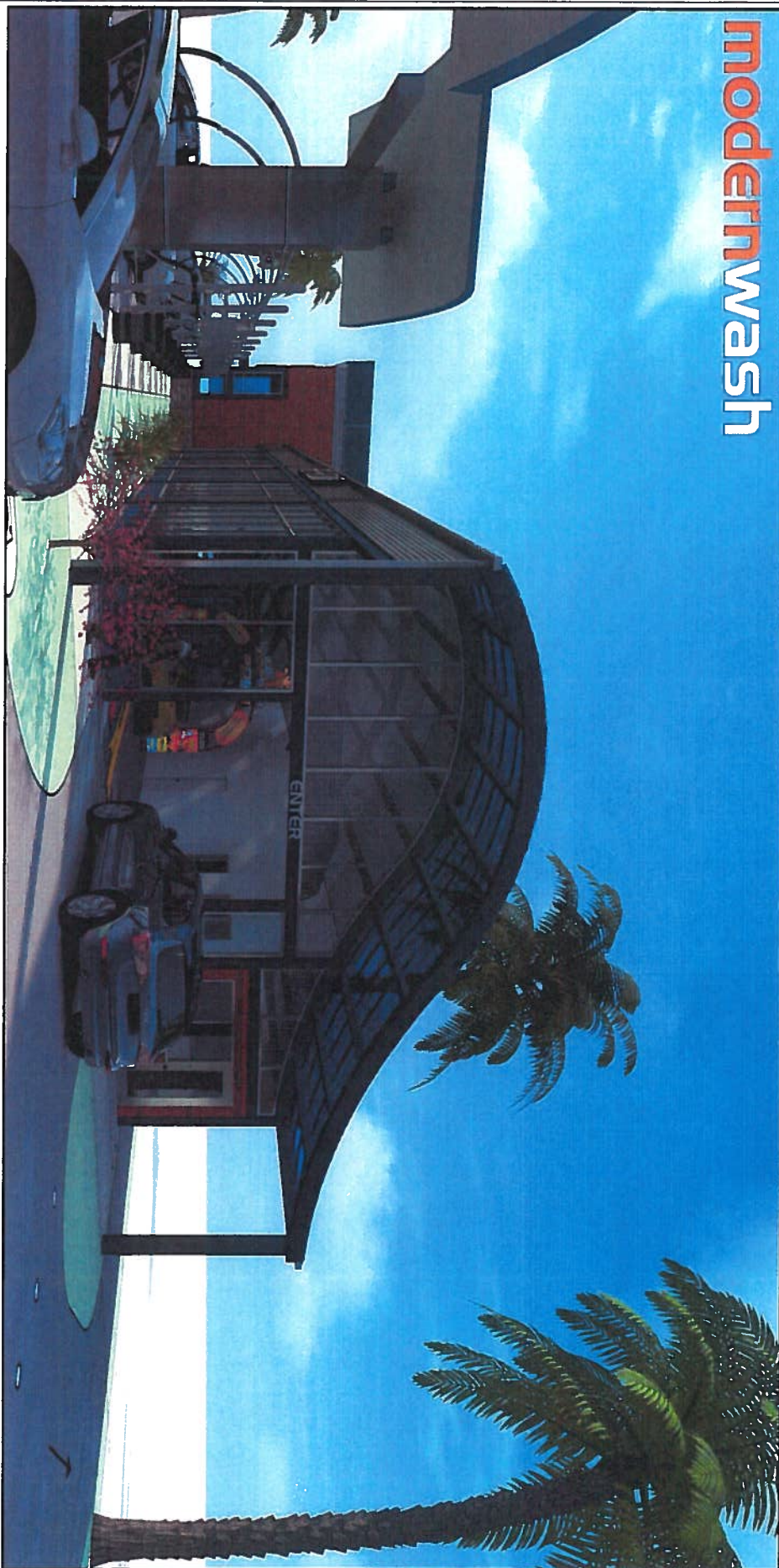


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CARSON, CALIFORNIA

BELLAGIO IV CAR WASH

modernwash



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CARSON, CALIFORNIA

BELLAGIO IV CAR WASH

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CARSON, CALIFORNIA

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modernwash



08-27-2015 modernwash 00000000000000000000

CARSON, CALIFORNIA

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modernwash



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CARSON, CALIFORNIA

BELLAGIO IV CAR WASH

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modernwash

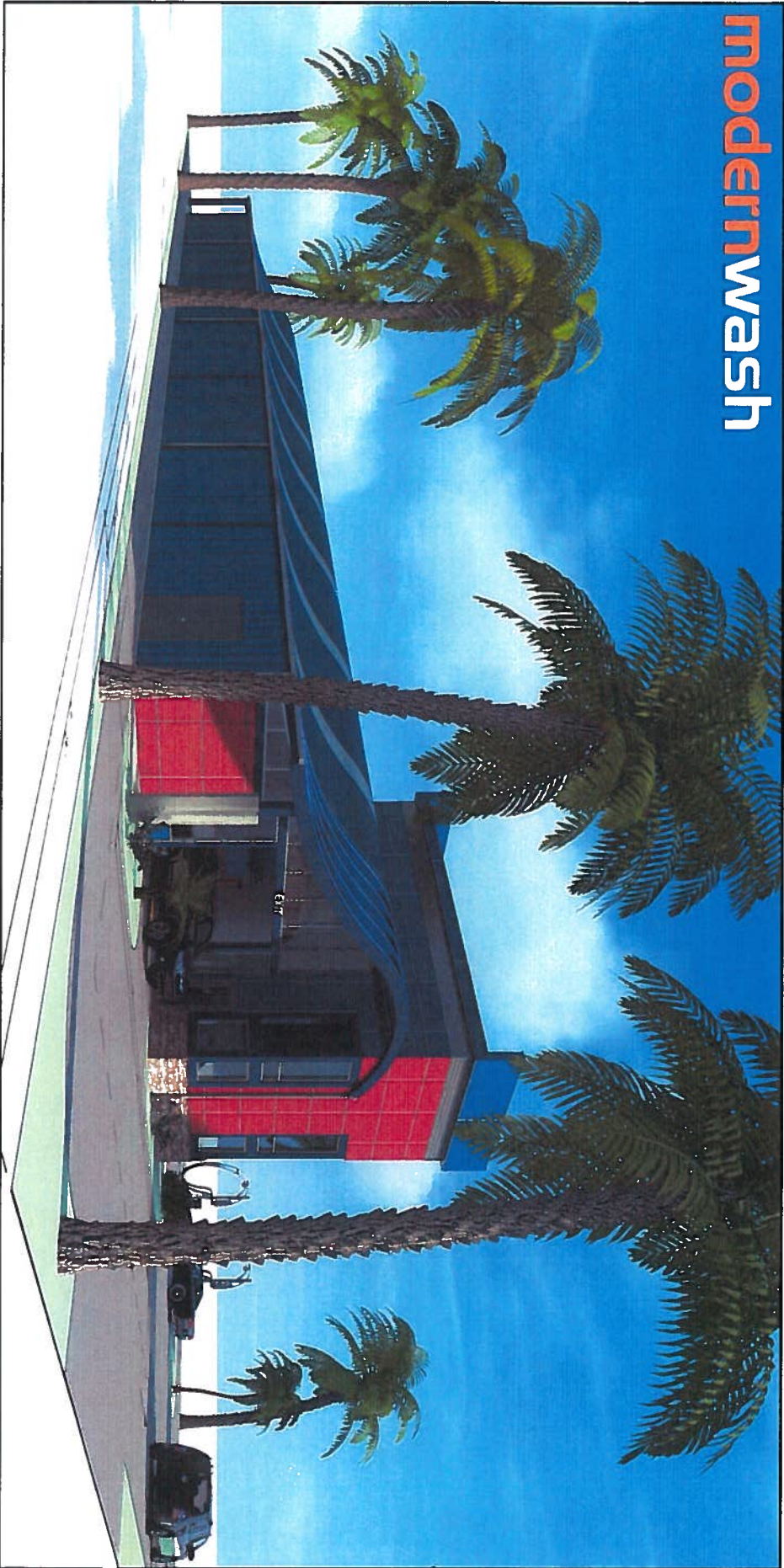


08/27/2005 modernwash CARSON, CA

CARSON, CALIFORNIA

BELLAGIO IV CAR WASH

modernwash



08.27.2015 modernwash (conceptual) 2/20

CARSON, CALIFORNIA

BELLAGIO IV CAR WASH

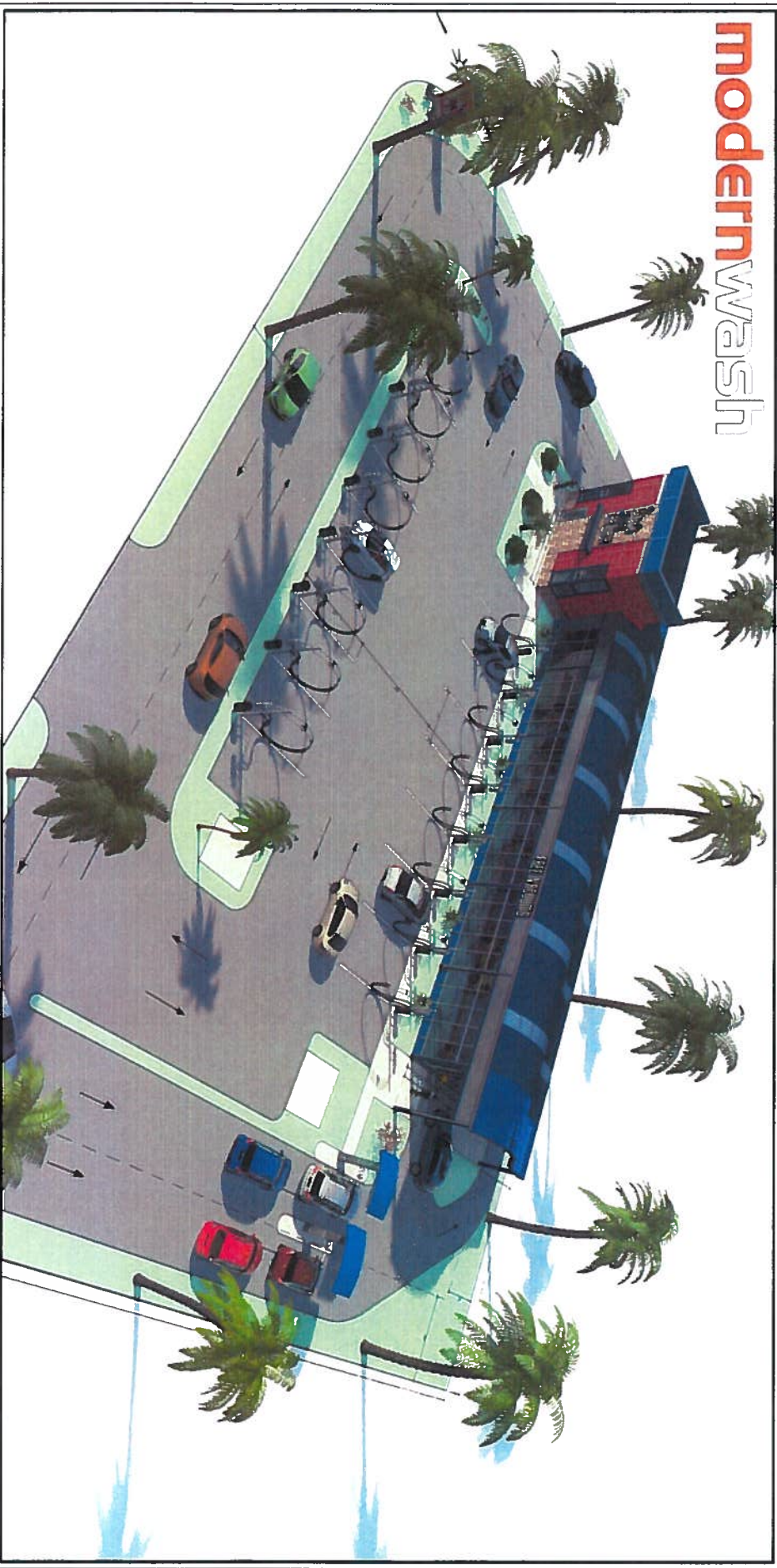
modernWash



08 27 2015 modernWash | CARWASH 2.3m

CANTON, CALIFORNIA | BELLAGIO IV CAR WASH

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modernwash

08.27.2015 modernwash

CARSON, CALIFORNIA

BELLAGIO IV CAR WASH

UNIVERSITY OF CALIFORNIA
ARCHITECTURAL
DRAWINGS

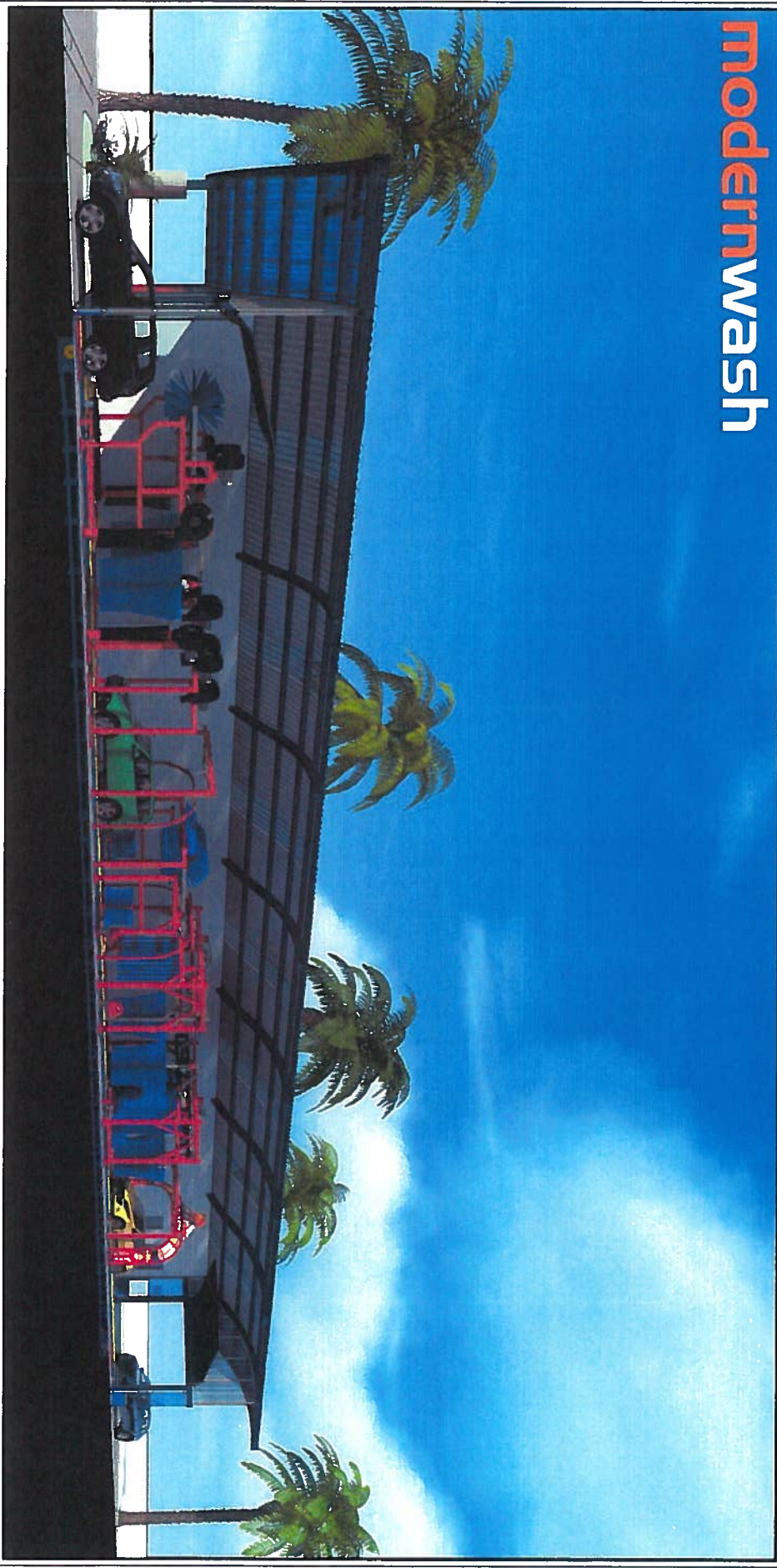
modernwash



08.27.2015 modernwash | CHARTER 528

CARSON, CALIFORNIA | BELLAGIO IV CAR WASH

modernwash

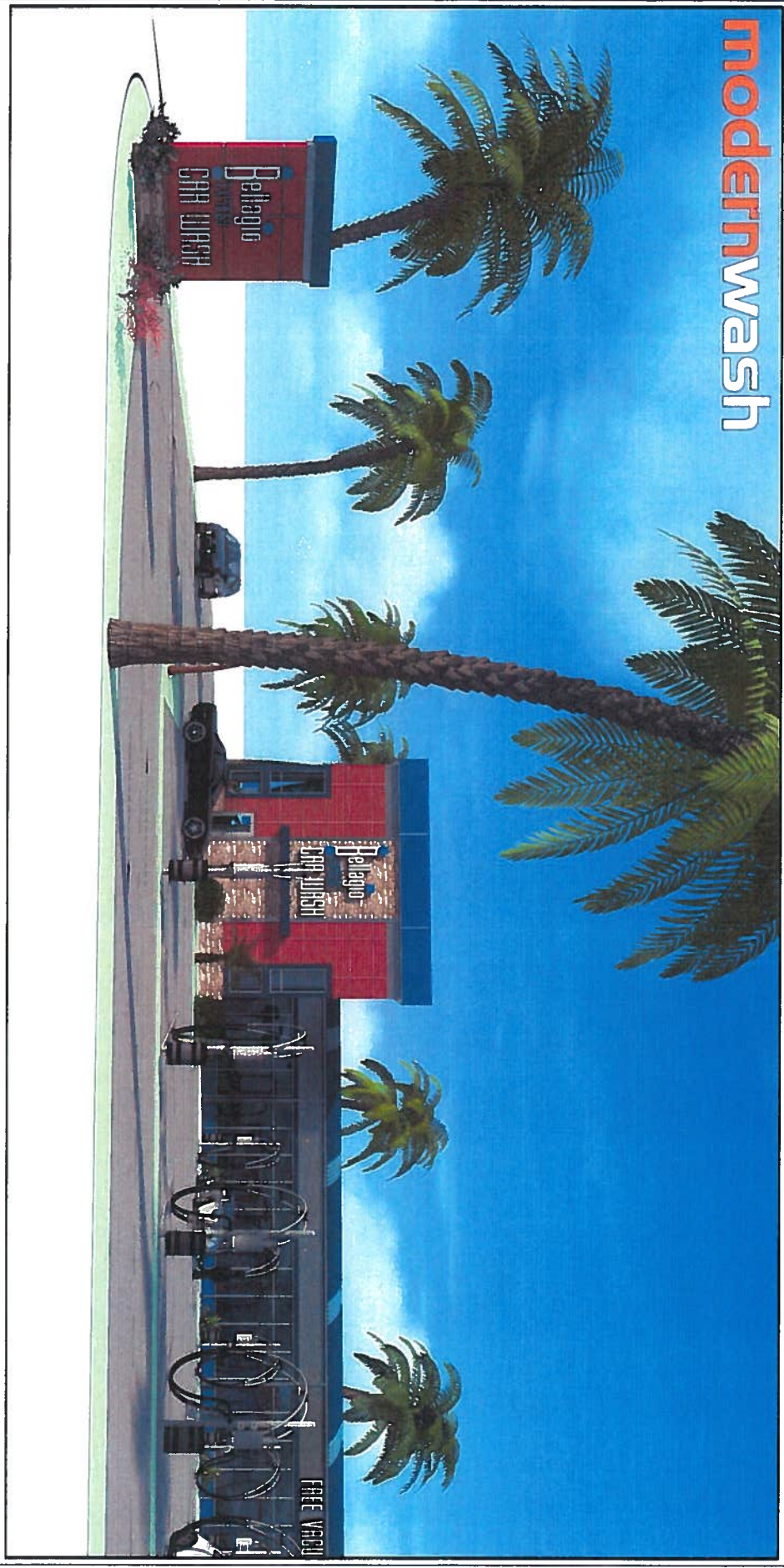


08.27.2015 modernwash | 600-888-6236

CARSON, CALIFORNIA

BELLAGIO IV CAR WASH

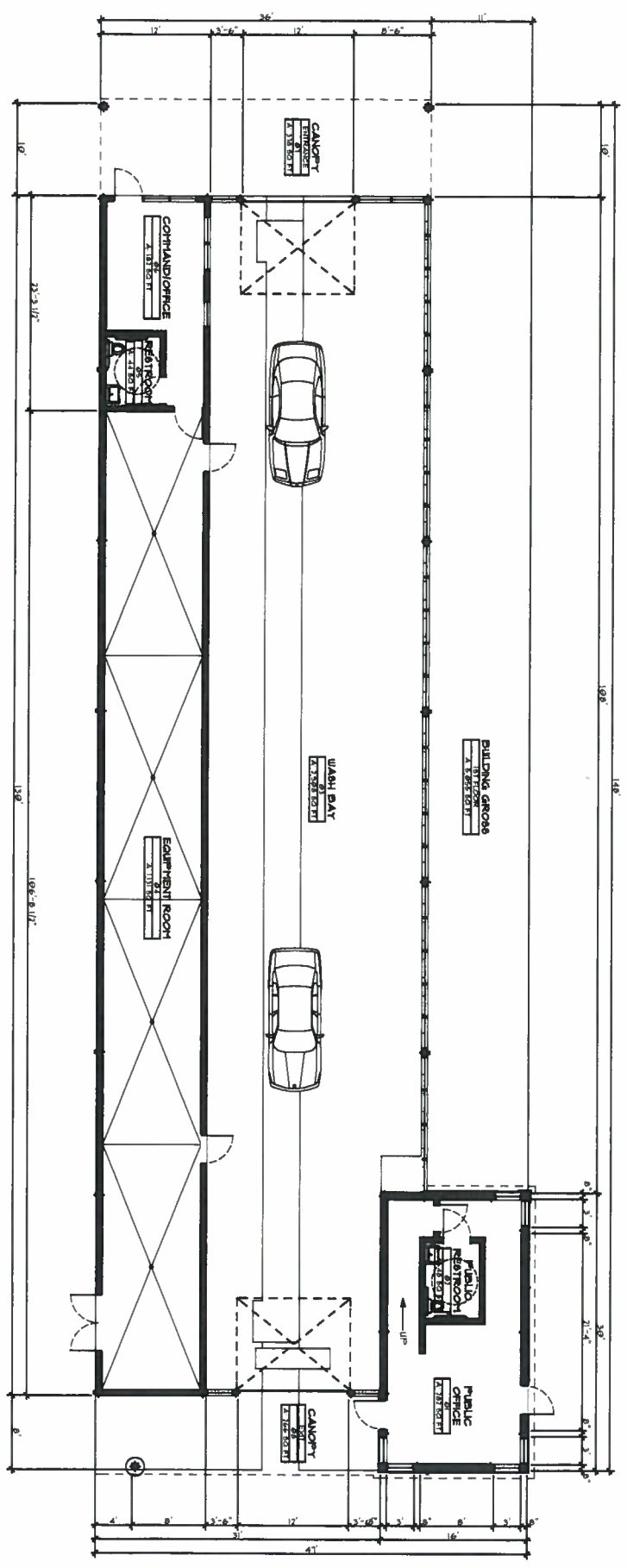
modernwash



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CARSON CALIFORNIA | BELLAGIO IV CAR WASH

no



08272015 Model Wash

CARSON, CALIFORNIA

BELLAGIO IV CAR WASH

11/14

KEY NOTE6

04-01 MASONRY - STONE

2" SILVERTINE STONE VENEER

05-00 TUBE STEEL

05-00-10 BOX COLUMN
PRE-FIN TUBULAR STEEL COLUMN

66-00-21 BOX RAFTER BEAM
PRE-FIN TUBULAR STEEL RAFTER BEAM

05-02 METAL PANEL

MCEIROY METAL - FUJ SERIES PANEL

06-07-01 WAVE PANEL
MCELROY METAL - WAVE PANEL

05-07-03 MEGA-RIB
MCELR0Y METAL - MEGA-RIB PANEL - AWARD BLUE

0600 WOOD, PLASTICS, & COMPOSITES - POLYCARBONATE

20MM TOP GAL STANDING SEAM POLYCARBONATE PANEL - BLUE

05-00-03 10MM PC FIL. BLUE IN AGF FRAME
LEXAN - THERMOCLEAR 10MM POLYCARBON
ALUMINUM 10MM FRAME ED. 1967 1/2" S

ALUMINUM STORE FRONT FRAME - USE 3/8" RUBBER IN 1/4" GLASS SYSTEM

08-00 OPENINGS - ALUMINUM STOREFRONT

05-0003 A6 1400 TUBEUTE
ALUMINUM STOREFRONT - 1400 THERMAL SERIES TUBEUTE -
RECOMMENDED EQUAL OR BETTER - AT OCCUPIED AREAS

08-01 OPENINGS - GLASS

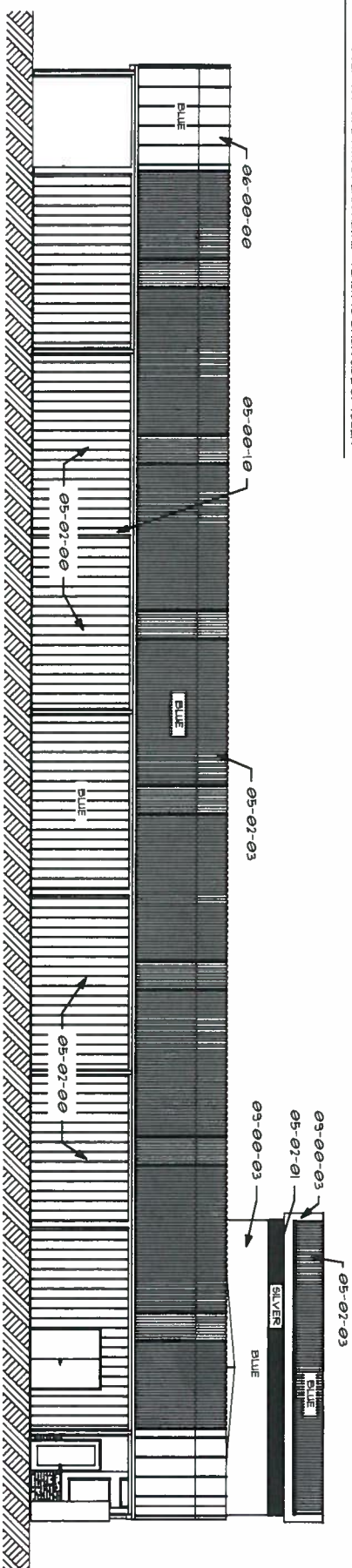
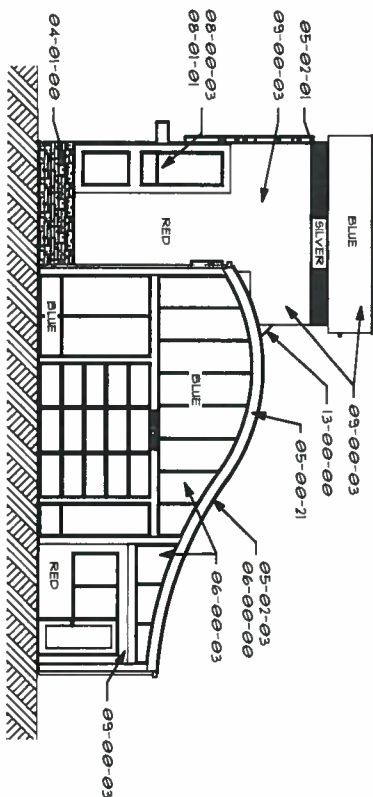
1" INSULATED GLASS AT OCCUPIED AREAS

03-00 FINISHES - EXTERIOR

3M[®] ALUMINUM COMPOSITE PANEL IN 2 PART REVEAL SYSTEM

13-00 SPECIAL CONSTRUCTION

6" LGM FRANTING BETWEEN PURLINS ABOVE - WRAP UNDERSIDE WITH PVC - COVER TOP SIDE WITH BREAK METAL - FLASH TO BACK SIDE OF TOWER



46

TYPICAL SPECIFICATIONS :

1. L-5 High Strength Tubular Steel (HSS) structural frame members. Designed to the most recent IBC or current local building codes with standard design loads of the greater value of 30lbs. per S.F. live load and 100 mph sustained wind load or site specific conditions and applicable zone regarding seismic loads. Connecting bolts shall be A-307 or A-325 specifications. Hidden at all connections. All frame members shall be structural steel tube sized according to structural engineering calculations minimum . 120 wall thickness.

2. All frame members designed according to the American Institute of Steel Construction (AISC) for cold formed structural members. All fabrication welds shall be in accordance with the guidelines of the American Welding Society (AWS). Field welding is not required.

3. Structural Calculations and Stamped Engineering is provided to meet federal, local codes and site conditions determined by zones.

FRAME FINISH :

1. All tubular structural steel members shall be prepared with our L-5 Finish System which is a TGIC Poly Powder Coating with a zinc enriched applied primer in multiple layers.

ROOFING :

1. Pre-finished Mega-Rib roof panel.
2. Topgal 27mm polycarbonate standing seam roof system.

Other roof systems available. See Manufacturer for specific materials specs.

GLAZING :

1. All Standard Glass Systems shall be Sirefront Type Systems with 1/4" uninsulated or 1" insulated (inColdWeatherPackage) SafetyGlass: secured within 4 1/2" Anodized Aluminum Framework with urethane seals.

KNEE WALL PANELS :

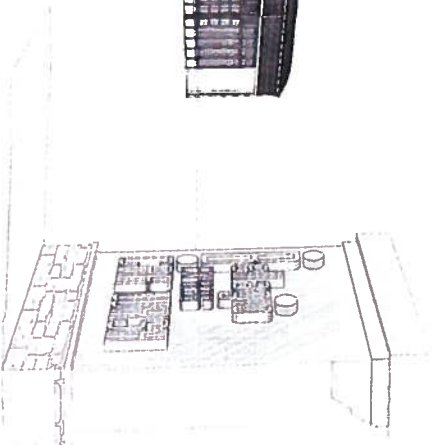
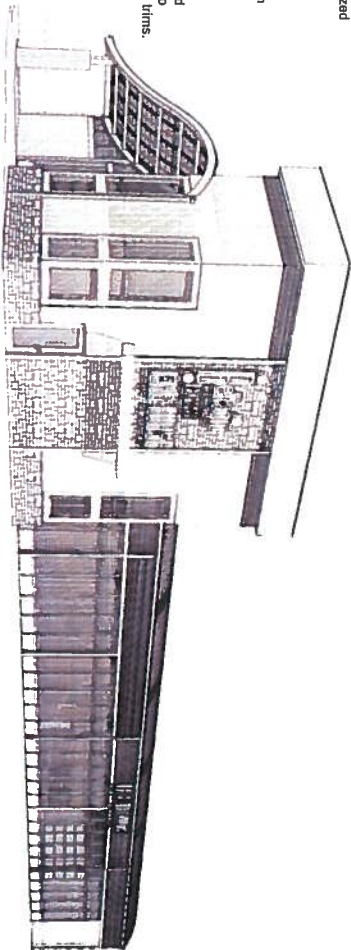
1. Knee wall glazing panels shall be 3mm Aluminum Composite Material (ACM) in coordinating colors.

PVC TUNNEL DIVISOR WALLS :

1. Shall consist of galvanized steel 18 Gauge studs forming a wall frame with solid sheeting applied to the Tunnel side covered with a water resistant wrap (similar to DuPont Tyvek) with a 1/2" Tongue and Groove PVC Panels applied with matching trim.

MAN DOORS :

1. Equipment Room: steel slab painted man doors @ entrance / exterior.
2. PVC wrapped Fiberglass Man door for Equipment Room to Tunnel access.
3. Aluminum Man Doors with glass at all exterior office area locations.



- AXIOM WAVE -

**Car Wash
WAVE CURVE ROOF DESIGN**

Features:

- Decorative Fascia System
- Aluminum Composite Metal Panel Cladding
- Decorative Steel Panels
- Metal Roof Panels

13'-0"
36 S.F.
SLANT PAPER

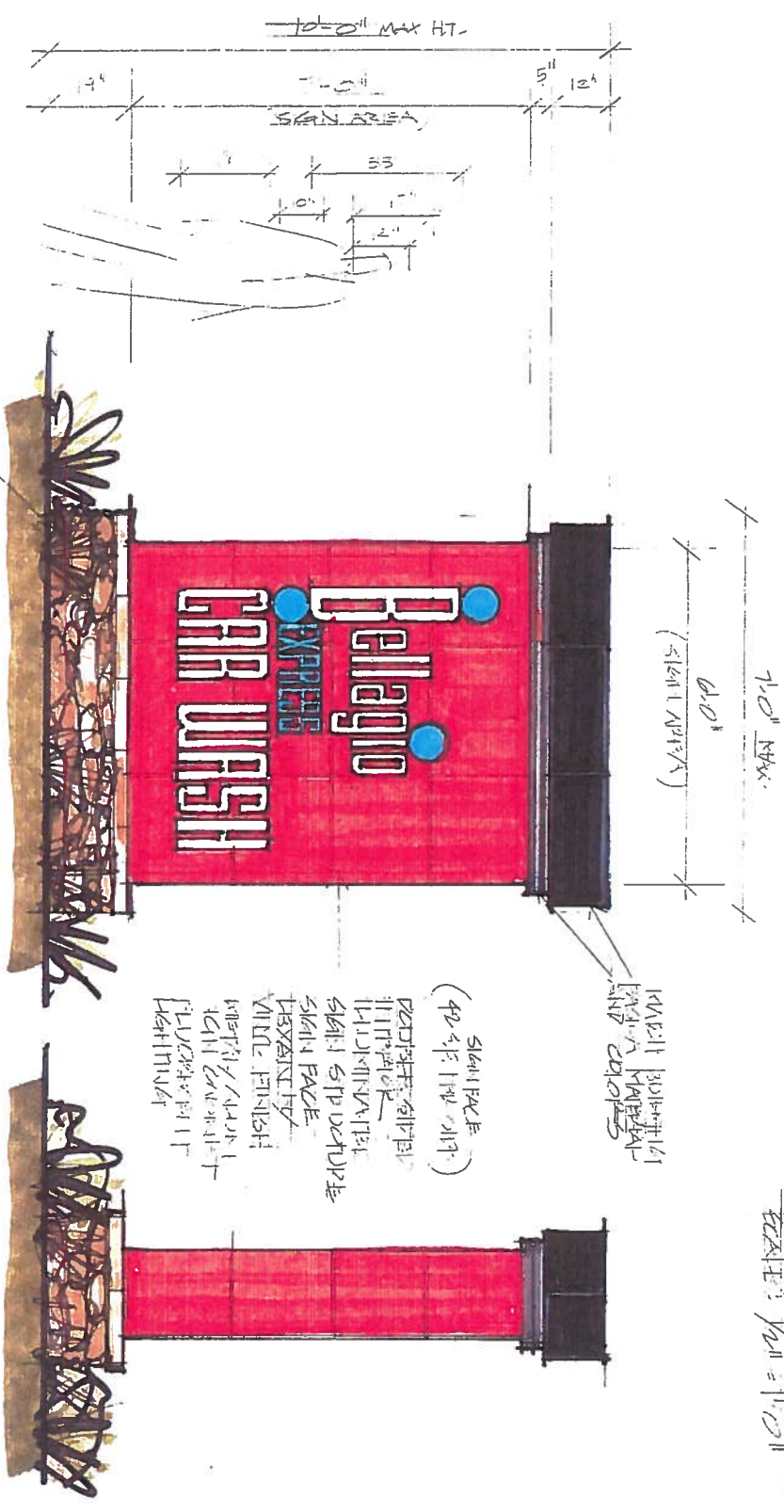
FREE VACUUMS

55"



BUILDING CARPENTERS
KING BUILDING - SOUTH BLEXINGTON
SOUTH 1/4 - 11, 0" PER 9/11/15

PELAGIO CARMEN
 CARMEN, CA.
 DATE: 1/14/15
 SCALE: 1/2" = 1'-0"



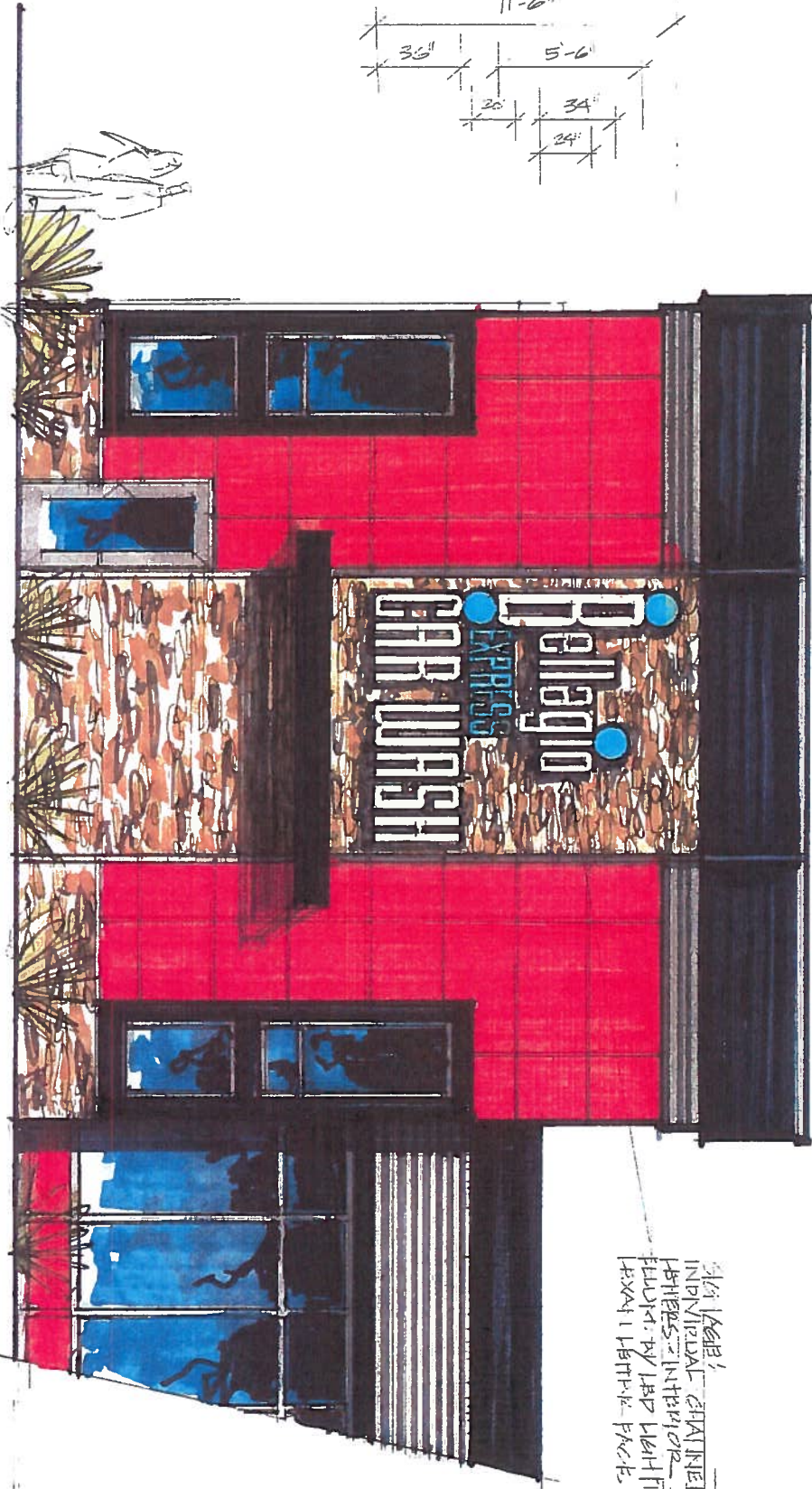
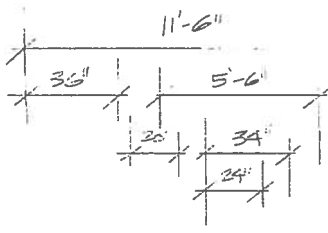
MAINT. BUILDING
 AND CARPORT

PELAGIO CARMEN
 CARMEN, CA.
 DATE: 1/14/15
 SCALE: 1/2" = 1'-0"

PELAGIO CARMEN

64

9' 6" 10' 3 1/2" (ALUM ALUM)



SKIN ASSE,
INDIVIDUAL CHAIRS
BATTERIES - INTERIOR
FLUOR. BY LED LIGHT TUBES
EXHAUST VENTILATION

PL. ASSE, CHAIRS, CAR WASH,
BATTERIES - INTERIOR
FLUOR. BY LED LIGHT TUBES
EXHAUST VENTILATION

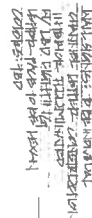


EXHIBIT 14B 2-1-22

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6.2

(continued)

f-543B, PRR 0192
PRISON PLACE
HATFIELD
FLUORIDATION
6411 STANLEY ST
GLEN PLACE
BRANT W/
VINTAGE 187354149
COPPS, 187

2011年11月11日
星期五

2. 2-ethyl-2-pentanol (2-pentanol)
 3. 2-methyl-2-butanol (2-butanol)
 4. 2-methyl-2-butanol (2-butanol)
 5. 2-methyl-2-butanol (2-butanol)

Ground Sign Wall Signage

**Belgioio
Express Car Wash**
22303 Avalon Blvd
Carson, CA 90745

Storhønen
designbills
Karlshøjvej 10
DK-2300 København S
T: +45 33 30 30 30
F: +45 33 30 30 30
E: info@designbills.dk
www.designbills.dk

78

SA-1

Fred

revisions

date: 7/11/

scale
A5-

drawing

Job #

street

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10

1

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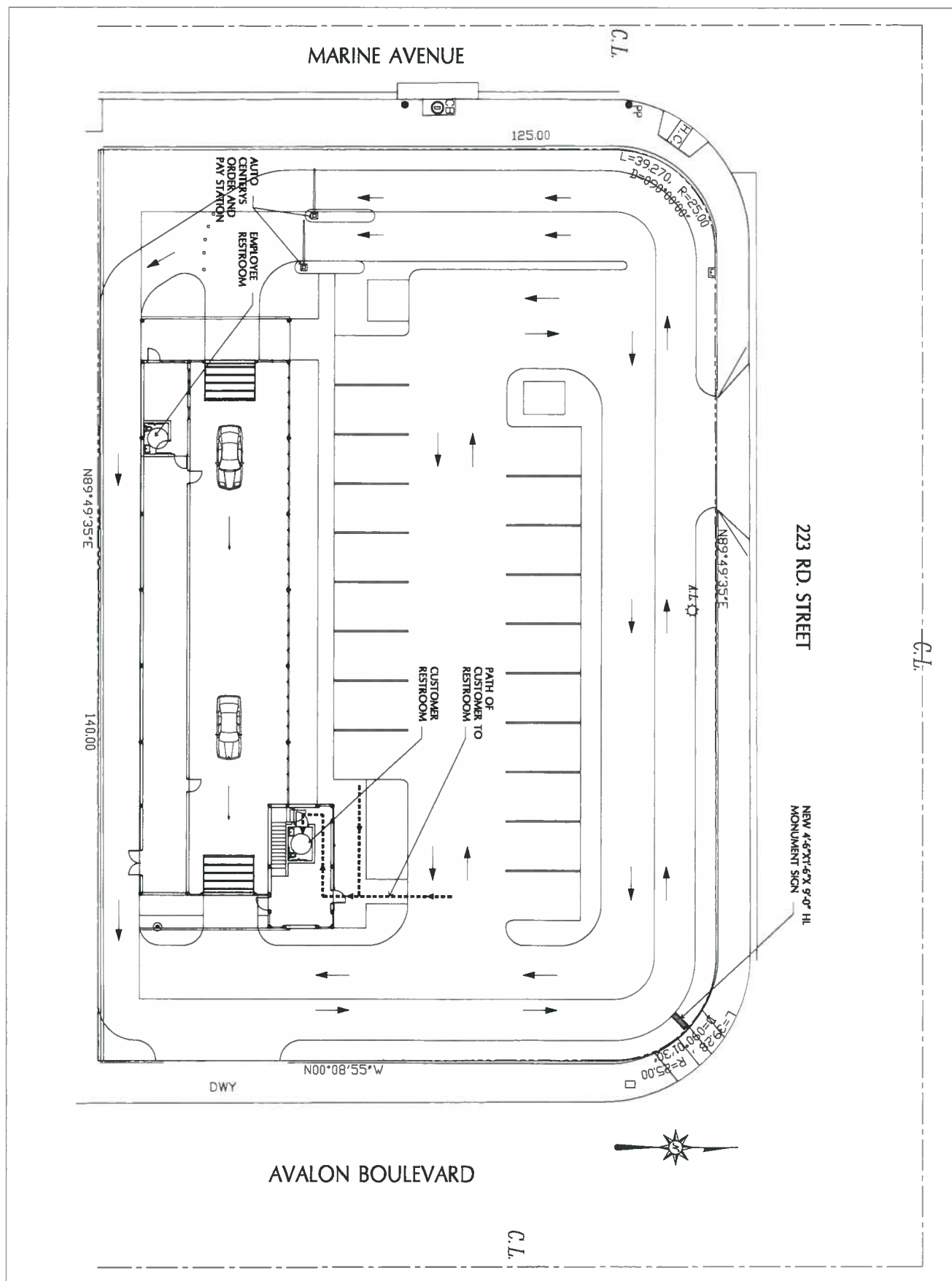
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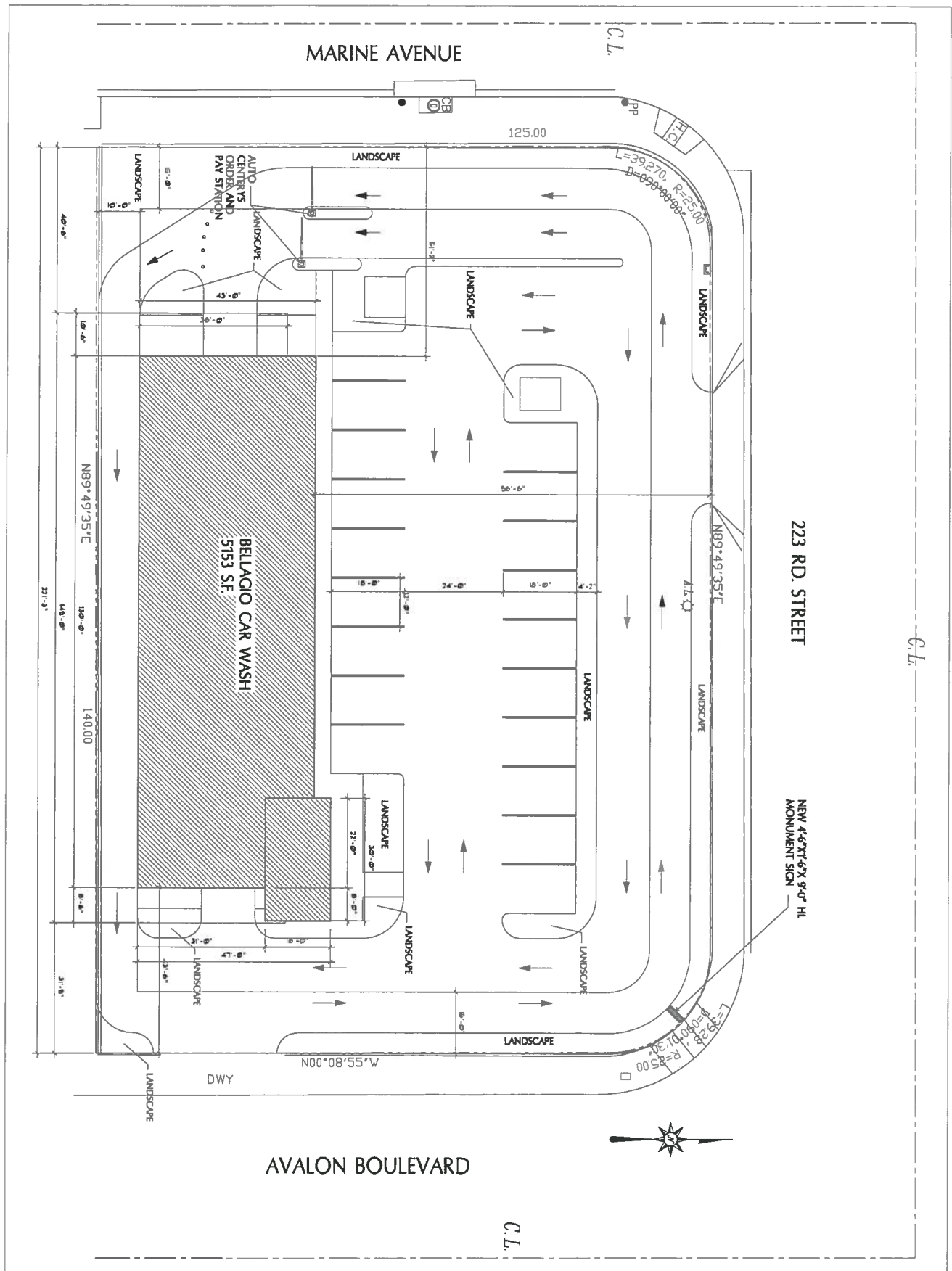
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SITE/ FLOOR PLAN

BELLAGIO CAR WASH
22303 AVALON BLVD.
CARSON, CA 90745

A & S ARCHITECTURAL CONSULTANTS
5700 ETIWANDA AVE #261
TARZANA, CA 91356
TEL (818) 357-8147 FAX (818) 717-7347

179



NO.	DATE	REVISION
1	10/14/04	ISSUED FOR PERMIT
2	10/14/04	ISSUED FOR PERMIT
3	10/14/04	ISSUED FOR PERMIT
4	10/14/04	ISSUED FOR PERMIT
5	10/14/04	ISSUED FOR PERMIT
6	10/14/04	ISSUED FOR PERMIT
7	10/14/04	ISSUED FOR PERMIT
8	10/14/04	ISSUED FOR PERMIT
9	10/14/04	ISSUED FOR PERMIT
10	10/14/04	ISSUED FOR PERMIT

SITE PLAN

BELLAGIO CAR WASH
22303 AVALON BLVD.
CARSON, CA 90745

A & S ARCHITECTURAL CONSULTANTS
5700 ETIWANDA AVE. #261
TARZANA, CA 91356
TEL (818) 357-8147 FAX (818) 717-7347

80

TREE LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY	REMARKS
	Cercidium 'Dusert Museum'	Red Yew	24" x 4"	4	standard trunk
	Cercidium 'Dusert Museum'	Red Yew	24" x 4"	2	medium trunk
	Washingtonia filifera	Cal. Fan Palm	12" trunk	14	

2" deep crushed rocks from Springs Field
1/2" size w/ weed barrier under

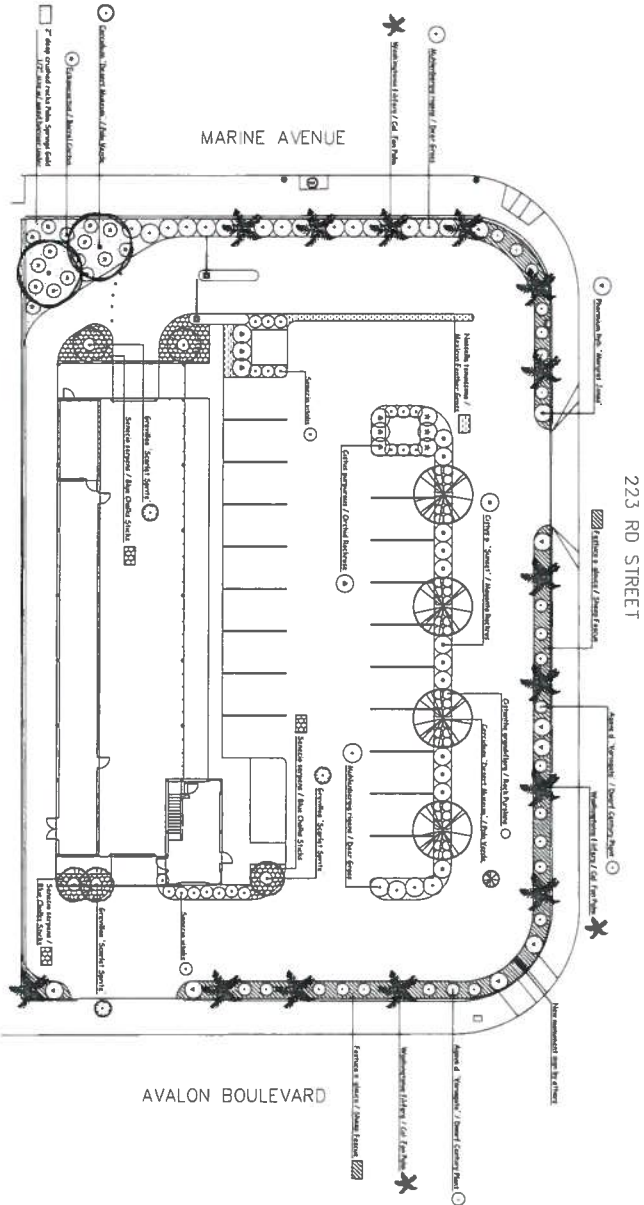
NOTE:

All trees to be planted with connected root barriers.
2" deep shredded Cedar bark to spread between plants.
All groundcover areas where plants are 4" or greater
to have 2 layers of geotextile fabric in 2 different directions
geotextile fabric installed 3' below finished grade w/
3" shredded bark above to eliminate weed growth.

NOTE:
Weirterproofing and drains in planters by others.

SHRUBS AND GROUND COVER LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY	REMARKS
	Agave d. 'Voronoi'	Dwarf Century Plant	5-gal	24	
	Ceanothus 'Garden of Eatin'	Rock Rose	5-gal	48	
	Ceanothus 'Garden of Eatin'	Rock Rose	5-gal	6	
	Ceanothus 'Garden of Eatin'	Rock Rose	5-gal	12	
	Ceanothus 'Garden of Eatin'	Rock Rose	5-gal	15	
	Ceanothus 'Garden of Eatin'	Rock Rose	5-gal	24	
	Ceanothus 'Garden of Eatin'	Rock Rose	5-gal	5	
	Ceanothus 'Garden of Eatin'	Rock Rose	5-gal	20	
	Ceanothus 'Garden of Eatin'	Rock Rose	5-gal	30	
	Ceanothus 'Garden of Eatin'	Rock Rose	5-gal	8	
	Ceanothus 'Garden of Eatin'	Rock Rose	5-gal	10	
	Ceanothus 'Garden of Eatin'	Rock Rose	5-gal	20	



PLANTING NOTES

1. EXAMINE & ENDORSE CONTRACT, CONNECTION TO KEYWAY ALL LOCATIONS AND CONNECTION ON SITE. COUNT ALL PLANT MATERIAL BEFORE BEGIN.
2. CONNECTION TO EXISTING ALL EXISTING CONNECTIONS ON SITE AND LOCATE ALL EXISTING UTILITIES BEFORE CONNECTIONS BEGIN.
3. CONNECTION TO EXISTING ALL EXISTING CONNECTIONS ON SITE AND LOCATE ALL EXISTING UTILITIES BEFORE CONNECTIONS BEGIN.
4. EXISTING PLANT MATERIAL TO BE REMOVED EXCEPT THOSE NOTED ON PLAN.
5. CONNECTION TO EXISTING ALL EXISTING CONNECTIONS ON SITE AND LOCATE ALL EXISTING UTILITIES BEFORE CONNECTIONS BEGIN.
6. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE FOLLOWING NOTES:
7. PLANTING SHALL BE DONE IN ACCORDANCE WITH THE FOLLOWING NOTES:
8. PLANTING SHALL BE DONE IN ACCORDANCE WITH THE FOLLOWING NOTES:
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11. PLANTING SHALL BE DONE IN ACCORDANCE WITH THE FOLLOWING NOTES:
12. PLANTING SHALL BE DONE IN ACCORDANCE WITH THE FOLLOWING NOTES:

PLANTING PLAN



DATE: JULY 30, 2015
SCALE: 1/16" = 1' - 0"
JOB NUMBER: 172915
DRAWN BY: [Signature]

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08.26.2015



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EXHIBIT No. 7

