

FINDINGS

GENERAL PLAN FINDINGS

1. **General Plan Land Use Designation.** The subject property is located within the South Los Angeles Community Plan area, which designates the site as General Commercial with corresponding zones of C1.5, C2, C4, RAS3, and RAS4. The recommended (T)[Q]C2-1VL-HPOZ zoning classification will therefore be consistent with the General Plan.
2. **General Plan Text.** The proposed development is consistent with the following objectives and policies of the South Los Angeles Community Plan:

Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.

Objective 2-1: To conserve and strengthen viable commercial development.

Objective 2-2: Allow for the development of automobile-related uses in appropriate commercial designations along major arterials.

Policy 2-2.1: Permit the continuation of gasoline stations and supporting service facilities along major streets and highways in which they are currently located and require a decision maker to insure that expansions and modifications of existing facilities be designed to achieve a high quality architectural and landscape character.

ENTITLEMENT FINDINGS

3. **Zone Change Findings**

Pursuant to Section 12.32 of the Municipal Code, and based on these findings, the recommended rezoning of the site from C1-1VL-HPOZ to C2-1VL-HPOZ is **consistent** with public necessity, convenience, general welfare and good zoning practice as follows:

The project site is comprised of two parcels totaling 19,279 square feet in the C1-1VL-HPOZ zone in the Adams-Normandie Historic Preservation Overlay Zone. The site had previously been used as an automotive fueling station since 1937, and therefore this request represents the re-establishment of a previous use, with the addition of a larger convenience food store and two additional fueling stations.

Public Necessity – Approval of the proposed zone change will allow for the re-establishment of an automotive fueling station at the subject property. This action is consistent with the Policy of the South Los Angeles Community Plan to “permit the continuation of gasoline stations and supporting service facilities along major streets and highways in which they are currently located and require a decision maker to insure that expansions and modifications of existing facilities be designed

to achieve a high quality architectural and landscape character.” The rezoning of the subject property for the automotive fueling station will provide a necessary service for the community.

Convenience – The proposed project implements Objective 2-2 of the South Los Angeles Community Plan which states “Allow for the development of automobile-related uses in appropriate commercial designations along major arterials” as well as implementing the following policy in the Plan: “permit the continuation of gasoline stations and supporting service facilities along major streets and highways in which they are currently located and require a decision maker to insure that expansions and modifications of existing facilities be designed to achieve a high quality architectural and landscape character.” The rezoning allows for a re-establishment of a use that has served the surrounding neighborhood since 1937.

General Welfare – The rezoning of the subject property to re-establish an automobile fueling station, which has existed as a use on the subject property since 1937, is appropriate as it implements Objective 2-1 of the South Los Angeles Community Plan “To conserve and strengthen viable commercial development” and Objective 2-2 “Allow for the development of automobile-related uses in appropriate commercial designations along major arterials.” The proposed project will redevelop the site without moving the underground storage tanks or adding additional tanks. Therefore, the rezoning of the subject property to C2-1VL-HPOZ will ensure that the development of this property will not have greater impacts on the property than the current use, despite the additional fueling stations and larger convenience food store.

Good Zoning Practices - The action, as recommended, has been made contingent upon compliance with the “(T)” and “[Q]” conditions imposed herein. These limitations are necessary to protect the best interests of and to assure a development more compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action. There are additional conditions of approval resulting from the Adams-Normandie Historic Preservation board which ensure that the project conforms to the intent of the Preservation Plan and provides sufficient protection for residents surrounding the subject property. The adjacent properties along Adams Boulevard are zoned C2-1VL-HPOZ, and therefore, the proposed rezoning will be consistent with surrounding properties, and will conform to the General Commercial land use designation for the site. With the exception of the deviations requested herein, the proposed project complies with the development standards and operating conditions in Section 12.22.A.28 and 12.14.A.6.

4. **Conditional Use Permit Findings Pursuant to Section 12.24.W.4**

- A. **That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

The project involves the demolition of a 1,862-square-foot convenience food store with 8 vehicle fueling stations, the construction of a 2,500-square-foot convenience food store with the addition of two vehicle fueling station (for a total of 10 stations). The applicant is requesting to re-establish a 24-hour fueling station and food store, to allow less than 5-foot width of landscaping along street frontages and interior lot lines, and the continuation of a pole sign. The subject property has been used as an automotive fueling station since 1937, though the existing use has been non-operational for approximately 5 years. The operation of the fueling station and convenience food store will provide a beneficial use, which has existed in this location previously, to the community. There are approximately 4 automotive fueling stations within a ½ mile radius of the subject property, including one at the southwest corner of Adams Boulevard and Normandie Avenue, which includes an automotive repair facility. The use is compatible with the surrounding commercial uses.

- B. **That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The site is zoned C1-1VL-HPOZ, however, the South Los Angeles Community Plan land use designation for the property is General Commercial, which includes C1.5, C2, C4, RAS3, and RAS4 as corresponding zones. Therefore the current zoning for the subject property is inconsistent with the General Commercial land use designation. The proposed project has requested a zone change to (T)[Q]C2-1VL-HPOZ to ensure consistency between zoning and land use, and to allow an automotive fueling station. The request to allow the proposed project to have 24-hour operation, permit the continued use of a pole sign, and to reduce the landscaping requirement of a 5-foot buffer along street frontages requires a Conditional Use Permit pursuant to Section 12.24.W.4, since these requests do not comply with the development standards and operating conditions enumerated in Section 12.22.A.28. The project will be compatible with and will not adversely affect or degrade adjacent properties or the surrounding neighborhood because the one-story, 23-foot 6-inch tall building is similar to existing commercial buildings in the vicinity. The zone change from C1-1VL-HPOZ to (T)[Q]C2-1VL-HPOZ will be consistent with the General Commercial land use designation for the property, as well as consistent with the commercial properties adjacent to and across the street from the subject property. The project was also reviewed by the Adams-Normandie Historic Preservation board for compatibility with the Preservation Plan for the HPOZ.

24-Hour Operation

Pursuant to Section 12.22.A.28, automotive uses in the C2 zone are limited to the following hours of operation: Monday through Friday, 7:00 AM to 7:00 PM; Saturday, 9:00 AM to 8:00 PM; and Sunday, 11:00 AM to 8:00 PM. The site is currently vacant and has been for approximately 5 years, which has led to safety and security concerns in the community. Residents in the area testified of the dangerous conditions and criminal activity present in the area as a result of a vacant site. Additionally, there are also two bus stops located on the northwest corner of Adams Boulevard and Normandie Avenue, and residents spoke favorably about how a 24 hour use would increase security and safety for those waiting for buses. A 24-hour operation would provide a service to the community as it would activate the corner of Adams Boulevard and Normandie Avenue, with pedestrian and vehicular traffic accessing the site at various hours. The business' hours of operation would create a continuous presence on the site which would enhance security. A police officer testified that a business on the corner with a 24 hour operation would be beneficial to their presence in the community. Additionally, having a store open 24 hours would provide a convenience to the community by providing nearby residents a place to shop. The applicant has offered to provide a neighborhood security patrol (Condition 7), which would enhance the security of the site and the surrounding neighborhood. Therefore, the request for 24-hour operation should be approved.

Landscape

The location of the driveway apron, fueling dispenser island, and underground storage tanks make providing a 5-foot landscape buffer along Adams Boulevard impractical or infeasible. The proposed project will provide a 5-foot landscape buffer along Normandie Avenue. Due to the location of the underground storage tanks on the southeastern portion of the site, and the existing fueling pump along the Adams Boulevard frontage, a 5-foot landscape buffer in this location will be impractical and would conflict with fueling truck maneuverability. The lack of a 5-foot landscape buffer in this location will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

Pole Sign

The existing pole sign on the subject property is located at the southwest corner of the site and is 16-feet tall. The pole sign appears to have been removed from the site around March of 2009, based on Google Street View images. The pole sign is not shown again in Google Street View until June of 2016, and there are no records of a building permit to allow the pole sign. Therefore, since it appears that the pole sign was removed and re-established without proper permits, it is not appropriate for the new business to be able to utilize the sign, and reface and repair as necessary.

The subject property has been used as a fueling station since 1937, although it has been non-operational for approximately 5 years. The entitlements requested herein would allow for that use to be re-established and for the corner lot to be utilized instead of sitting vacant. The proposed use of the site

as a fueling station would conform to the allowable uses in the C2 zone. Therefore, the proposed project will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

C. That the project substantially conforms to the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The property is located within the South Los Angeles Community Plan, which designates the site for General Commercial land uses, with C1.5, C2, C4, RAS3, and RAS4 as corresponding zones. The property is currently zoned C1-1VL-HPOZ, which is not a corresponding zone to the General Commercial land use, therefore the requested zone change to C2-1VL-HPOZ would conform to the Community Plan land use. Additionally, the properties to the east of the subject site are zoned C2-1VL-HPOZ, which would make the subject site compatible with the surrounding zoning. The conditional use request to reduce the landscaping requirement of a 5-foot buffer along street frontages would allow for the re-establishment of the automotive fueling use, which would be compatible with surrounding developments and the land use for the subject property. The location of the driveway apron, fueling dispenser island, and underground storage tanks make providing a 5-foot landscape buffer along Adams Boulevard impractical or infeasible. The proposed project will provide a 5-foot landscape buffer along Normandie Avenue. The granting of the conditional use would be in substantial conformance with the purpose, intent and provisions of the General Plan and the Community Plan.

D. That project approval will not create or add to a detrimental concentration of automotive uses in the vicinity of the proposed automotive use.

The project involves the demolition of a 1,862-square-foot convenience food store with 8 vehicle fueling stations, and the construction of a 2,500-square-foot convenience food store with the addition of two vehicle fueling station (for a total of 10 stations). The subject property has been used as an automotive fueling station since 1937, though the existing use has been non-operational for approximately 5 years. The operation of the fueling station and convenience food store will provide a beneficial use to the community, which has existed in this location previously. There are approximately 4 automotive fueling stations within a ½ mile radius of the subject property, including one at the southwest corner of Adams Boulevard and Normandie Avenue, which includes an automotive repair facility. Since the subject property has been used as an automotive fueling station since 1937, the use of this site predates the other automotive uses in the vicinity, and the proposed project involves a re-establishment of this use. As a result of the historical use of this property, the approval of the proposed project will not create a new use on-site, nor create a detrimental concentration of automotive uses in the vicinity.

E. That based on data provided by the Department of Transportation or a licensed traffic engineer, ingress to, egress from and associated parking of the automotive use will not constitute a traffic hazard or cause

significant traffic congestion or disruption of vehicular circulation on adjacent streets.

The proposed project re-establishes an existing automotive fueling station on site with the addition of two (2) vehicle fueling pumps and an expanded convenience food store. Pursuant to the Department of Transportation Referral Form dated May 5, 2016, the proposed project was found to have acceptable Level-of-Service (LOS) at nearby intersections and did not require a traffic study. Therefore, the proposed project will not constitute a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets.

- F. That any spray painting will be conducted within a fully enclosed structure located at least 500-feet away from a school or A or R zone, and that all spray painting will be conducted in full compliance with the provisions of Article 7, Chapter 5 of the LAMC, as well as South Coast Air Quality Management District Rules 1132 and 1151, regulating these installations.**

The proposed project involves an automotive fueling station and associated convenience food store. No automotive repair or spray painting is proposed, nor will such a use be permitted on the subject property. The project as proposed conforms to this requirement.

- G. That the applicant has submitted an appropriate landscape plan setting forth all plant materials and irrigation systems, and a written maintenance schedule indicating how the landscaping will be maintained.**

The applicant has submitted a landscape plan, which is included as Exhibit "B", and conforms to this requirement.

5. Certificate of Compatibility

- A. 12.20.3.L.3.(b) – Recommendations from the Adams-Normandie HPOZ Board:**

Section 12.20.3.L. of the LAMC requires that Department of City Planning staff refer applications for Certificates of Compatibility to the HPOZ Board within a 30-day period of the application having been deemed complete. The purpose of this requirement is to allow the subject application to be discussed in a public meeting with both public and expert testimony.

The subject application was deemed complete on September 15, 2016. Department of City Planning staff sent copies of the application with relevant materials to the HPOZ Board on September 16, 2016. Notice was posted for the meeting at the site, and at City Hall, and mailed to abutting property owners on September 16, 2016. After ten (10) days of public notice, the Adams-Normandie HPOZ Board met on September 27, 2016 and conducted a public hearing on the proposed project, pursuant to LAMC Section 12.20.3.M: Notice and Public Hearing. The Board requested additional clarifications and details

from the project applicant; the project was therefore continued. On October 25, 2016, the HPOZ Board, with a three-member quorum, unanimously recommended approval of the project.

The expert opinion of the HPOZ Board has recommended approval of the subject application. Approval of the subject application is therefore consistent with 12.20.3.L. of the LAMC.

B. 12.20.3 L.4.(b) - Standards for Issuance of Certificate of Compatibility for New Building Construction or Replacement, and the Relocation of Buildings or Structures Not Dating from the Preservation Zone's Period of Significance Onto a Lot Designated as a Non-Contributing Element, as it relates with the adopted Preservation Plan.

The proposed project, as conditioned in this Determination, substantially complies with LAMC Section 12.20.3.L.4 because the proposed project complies with and is consistent with the adopted Preservation Plan.

10.3 – Signs

10.3.7. Signs should be designed and placed in such a way that is consistent with the size and style of a building and that does not conceal or diminish the architectural features of that building. If a storefront includes a raceway for signs, then any new wall signs should be confined to this area. If signs were historically mounted to a structural canopy, or included on awnings, then new signs should replicate this pattern.

As depicted in Exhibit B, two locations for wall signs are proposed on the food storage building as well as signage on the face of the dispenser island canopies. One wall sign will be above the double-door entry and the other will be on the south façade facing Adams Blvd. These sign placements do not diminish any architectural features and will be consistent with the style of the building. Similarly, lettering placed on the face of the canopies is consistent with the design of historic commercial structures, such as signage on the canopy of the historic commercial structure at 1616 W. Adams, also an auto service center. However, complete sign details are not currently proposed. Review and approval of signage will be subject to HPOZ review. Condition No. 2.a. ensures that all wall signs and canopy signage will be submitted for HPOZ review.

The project proposes to install a 16-foot tall pole sign, with an attached sign area 12 feet high by 4 feet wide. The pole sign will be placed at the corner of the site facing the intersection of Adams Blvd. and Normandie Ave., within the landscape planter. A pole sign structure currently exists at this location. However, it was constructed without HPOZ review and without building permits. The HPOZ Board recommended denial of the pole sign, and instead recommended that a monument sign be installed. Condition 2.b. prohibits installation of a pole sign. Sign details for an alternative sign are not currently proposed. Review and approval of alternative signage at the corner will be

subject to HPOZ review. Condition 2.c. ensures that proposed signage at this corner will be submitted for HPOZ review.

10.3.8. Externally illuminated signs are generally preferred when illumination is to be used at all. If internal illumination can be found to be appropriate, reverse-cut channel letters or neon are preferred. Internally illuminated channel letters and cabinet or box style signs are generally inappropriate.

Sign details, including illumination, are not currently proposed. Per Condition Nos. 2.a. and 2.c., all sign details will be submitted for HPOZ review.

10.3.9. External signage should not be installed over storefront windows, doors, or transom areas.

10.3.10. Internal signage that substantially blocks the transparency of storefront windows is inappropriate.

Signage on the exterior and on the interior of the food store building glazing is not proposed. Condition 2.d. ensures that such signage will not be installed.

11.2 – Location and Site Design

11.2.4 Building entrances should always be oriented towards the street.

The proposed food store building will be placed at the rear, northeast corner of the site. While this location is the farthest portion of the site from both Adams Blvd. and Normandie Ave., the building will include glazing over more than 60% of the two street-facing facades with double entry doors facing Normandie Ave. The entrance will also be identified by the proposed pedestrian path that will lead directly from the sidewalk at Normandie Ave. to the entry doors as well as from the sidewalk at Adams Blvd. to the entry doors. The pedestrian paths will be comprised of a different material from the surrounding cement pavement, further emphasizing the entrance to the food store building. Condition No. 2.e. ensures installation of this alternative treatment.

11.2.6 Tree planting should be dispersed throughout surface parking areas so as to minimize glare and to provide shade.

11.2.7 If new parking areas are to be created, these areas should be screened from public view by appropriate fencing or planting strips. Where fencing is to be used, materials should be consistent with wall materials found on historic buildings in the area. Where planting strips are to be used, such strips should be wide enough to allow for the planting of a variety of plant species ranging from ground cover, to medium height shrubs and to shade trees. In most cases, 3.5 feet is preferred as a minimum depth.

Parking spaces that had been located within the northeast corner of the site will be relocated to the areas directly in front of the food store building. Short-term and long-term bicycle parking will also be located in these areas. New planters along the north and east property edges as well as in between parking spaces will include a mix of shrubs and small scale trees, and will provide screening of some parking spaces as well as some shade.

11.2.8 - Entrances for commercial parking areas should be taken from alleys and side-streets to the greatest extent possible. When driveways along major streets are necessary such driveways should be minimal in depth. In most cases 20 feet should be the maximum for a two-way driveway.

The subject site is a corner lot with frontage along Adams Blvd. and along Normandie Ave. The site has been in use as a gas station since 1937. Currently, there are four driveways, two at each street. Three of the driveways are 30 feet wide and one is 26 feet wide. No change to the site access is proposed; therefore, these existing driveways will remain.

11.3 – Building Mass, Scale, and Form

11.3.1 - New structures should maintain the average scale of historic structures within the area.

The height of the proposed dispenser island canopies will match that of the proposed food store building. The top of the canopies will be at a height of 20 feet, and with a depth of three feet, the underside of the canopies will be at a height of 17 feet. This is similar to the food store building with a height of 20 feet and an interior ceiling height of 14 feet. Within the block to the east, the Redeemer Baptist Church at 1631 W. Adams is a Contributing Feature built in the Moderne style with a height that approximates two stories. At 1616 W. Adams, a corner lot, there is a Contributing Feature built in 1937 in the Streamline Moderne style that is an auto service center use in a single story structure with a canopy as well as roof parapets that extend the overall height of the structure. Thus, the proposed new structures are consistent in scale with Contributing Features in the vicinity.

11.3.2 - New structures should draw from surrounding historic structures in establishing an identifiable base, middle and top. Simple box forms with no vertical delineation are inappropriate.

The design of the proposed structures will reference the Art Deco and Streamline Moderne design features of service stations dating from the HPOZ's period of significance of 1860 to 1940, such as rounded canopy edges at the dispenser islands and curvilinear roof forms on the food store building. Similarly, the metal louvers at the top of the glazing of the food store building create a horizontality that is typical of Streamline Moderne. These horizontal and curved roof elements are present on the nearby Contributor built in 1937 at 1616 W. Adams that is also an auto service use.

11.3.3 - New structures that are taller than existing historic commercial structures in the area should be designed to emphasize the existing cornice heights in the area.

The proposed structures will not exceed the height of nearby historic commercial structures. The Redeemer Baptist Church, a Contributor at 1631 W. Adams Blvd., is approximately two stories in height. The auto service center at 1616 W. Adams Blvd. is a contributor and is one story in height. Thus, the proposed structures with heights of 20 feet (and up to 23 feet-6 inches including the roof parapets) are not taller than nearby historic commercial structures.

11.3.4 - The basic building form for new commercial structures should be a simple rectangular solid.

The proposed food store building will be a rectangular form, although the short façade fronting Adams Blvd. will be a slight angle. This structure will replace the food store building at the center of the site that has multiple facades and corners and that sits at an angle to both Adams Blvd. and Normandie Ave. Thus, the proposed food store building conforms with this guideline and improves the compatibility of the site with the surrounding historic commercial structures.

11.3.6 - A flat roof is the preferred roof form.

As shown in Exhibit B, the roof of the proposed food store building will be a flat roof. Similarly, the two dispenser island canopies will be flat.

11.4 – Materials and Details

11.4.1 - Building materials should be similar to those used historically. A stucco commercial structure on a street comprised mainly of masonry commercial structures would be inappropriate.

The body of the food store building will be clad in stucco, as are the surrounding Contributing commercial structures. The columns supporting the proposed dispenser island canopies will be clad in metal. The proposed dispenser island canopies will be comprised of an aluminum composite material that will look similar to the metal material found in similar historic commercial structures, such as the auto service use at 1616 W. Adams built in 1937 which includes a canopy with metal elements. The body of this historic commercial structure is also clad in stucco. Thus, the proposed structures will be comprised of building materials similar to those of nearby historic commercial structures.

11.4.2 - Generally, architectural details should be arranged to emphasize the horizontal features of facades.

The proposed structures include elements that emphasize the horizontality of the structures. The horizontal dimension of each dispenser island canopy is emphasized by the minimal number of columns that support each canopy – just three columns support the 76-foot length of the larger canopy and just one column supports the 25-foot length of the smaller canopy. At the proposed food store building, the length of glazing, the metal louvers along the top of the glazing, and the awnings emphasize the horizontal dimension of the building.

11.4.3 - Architectural details should echo, but should not exactly mimic, details found on historic facades.

Architectural details found on other historic structures in the surrounding neighborhood such as canopies and horizontal details comprised of metal are echoed in the proposed structures, though not exactly replicated. For example, the proposed food store building will have horizontal metal louvers across the top of the glazing where the nearby historic commercial structure at 1616 W. Adams, an auto service center, has horizontal bands at the top portion of the facades. Similarly, at this historic commercial structure, narrow metal columns support a canopy, whereas the proposed canopies will be supported by larger columns clad in metal. Lastly, the new canopies will have rounded corners in the historic style of this canopy type.

The HPOZ Board recommended that a community bulletin board be incorporated on the site, and that it be designed as such bulletin boards were historically designed. As shown in Exhibit B, a community bulletin board is proposed adjacent to the food store building. The face of the bulletin board will be approximately four feet tall and six feet wide, and will be mounted on two small, three-foot tall posts, for a total height of seven feet. External light fixtures, attached to the top of the structure, are proposed. The HPOZ Board recommended that the bulletin board be comprised of sheet metal, painted a tan color, and include lettering that clearly labels it, "Community Bulletin Board," in order to echo the typical historic design of such structures. Condition 2.f. ensures that these design elements will be incorporated.

11.4.4 - The colors and dimensions of permanent finish materials, such as brick, tile, and stucco, should be similar to these used historically.

As depicted in Exhibit B, the proposed design of the food store building includes stucco in two different shades of beige, awnings painted yellow, aluminum composite material (ACM) accents in green, and an aluminum storefront system in clear anodized aluminum. The HPOZ Board recommended that darker colors and more earth tones be used, including dark gray for the louvers at the top of the glazing and dark bronze for the aluminum storefront system. Condition No. 2.g. ensures the use of these colors.

11.4.6 - Materials such as foam plant-ons, rough textured stucco, faux lentils, cornices or quoins, etc. are inappropriate.

As depicted in Exhibit B, the materials to be used include stucco, aluminum, metal, and glass. Some architectural details will be comprised of an aluminum composite material or metal, such as the canopies, the awnings, and the louvers at the top of the glazing. No foam plant-ons or other faux details will be included.

11.4.7 - Signage on commercial infill structures should follow the signage guidelines laid out in the Commercial Rehabilitation Chapter.

See 10.3, Signs, above.

11.5 – Openings, Storefronts, and Entries

11.5.1 - On the ground floor of new commercial structures, a majority of the primary architectural façade should echo traditional retail storefronts. The use of a bulkhead, expansive storefront windows, recessed entries and transoms are encouraged.

11.5.2 - The ground floor of the primary architectural façade should be composed primarily of transparent elements and pedestrian entrances.

The two street-facing facades of the proposed food store building include glazing across more than 60% of each façade. The glazing extends from the base of the façade to a height of 11 feet. The double-door front entry is within this glazing, with the doors also fully glazed within the aluminum storefront frame system. Thus, the facades of the proposed food store building echo traditional retail storefronts.

11.5.3 - Recessed entryways are strongly encouraged for primary entrances on the ground floor level.

11.5.4 - Primary entryways should be clearly marked through the use of important defining architectural elements, such as transoms, awnings, lintels, or surrounds.

The primary entry to the food store building is at the west façade, fronting Normandie Ave. This entry is marked by the change in the glazing, with the double doors being shorter than the 11-foot height of the storefront glazing, and the remaining glazing above the double doors echoing a transom element. In addition, a pedestrian path will lead from the sidewalk at Normandie Ave. straight to this double-door entry, and, as shown in Exhibit B, the path will be comprised of a different material than the surrounding cement paving of the site. Thus, while a recessed entryway is not incorporated in the design, other elements clearly mark the entry to the food store building.

11.5.8 – On structures occupying corner lots, corner entryways with strong architectural emphasis are encouraged.

While on a corner lot, the proposed food store building is located to the rear, in the northeast corner of the site. At this distance from the corner, the building entry cannot take advantage of the corner of the site. However, the site plan incorporates some emphasis at the corner with a landscape planter that abuts the sidewalk and that creates a separation between the two driveways on either side of the corner.

12 – Public Realm: Streetscapes, Alleyscapes, Parks & Public Buildings

12.12 - When portions of a sidewalk are replaced special attention should be paid to replicating score lines, texture, coloration and swirl-patterns.

12.13 - New sidewalks should be compatible with the historic character of the streetscape.

The property has existing sidewalks along both the West Adams Boulevard and Normandie Avenue frontages. The redevelopment of the site would trigger a requirement to expand the width of the sidewalks. Historically, however, the pattern, design and paver width of sidewalks during the period of development of the neighborhood in the early 20th Century was different than the current City standards. The Preservation Plan Guidelines of the HPOZ specify that areas of new or replaced sidewalks should restore that historic pattern. A condition is therefore included in the Conditions of Approval requiring that all new or replaced sidewalk areas for the project shall be constructed in the original historic sidewalk panel pattern, as found on nearby portions of Adams Boulevard and Normandie Avenue.

- C. **The proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Article 19, Section 15303 (New Construction of Small Structures), 15331 (Historic Resource), and 15332 (In-Fill Development) of the CEQA Guidelines; and Article III, Section 2 (Replacement or Reconstruction), Class 2 (Replacement of Commercial Structure) of the City CEQA Guidelines, because the project involves general rehabilitation and repair of the existing structure and new construction that is consistent with the Secretary of the Interior's Standards for Rehabilitation.**

6. **Environmental Findings (CEQA)**

Pursuant to Section 21084 of the California Public Resources Code, and Article 19, Sections 15303 (New Construction of Small Structures), 15331 (Historic Resource), and 15332 (In-Fill Development) of the CEQA Guidelines; and Article III, Section 2 (Replacement or Reconstruction), Class 2 (Replacement of Commercial Structure) of the City CEQA Guidelines, a Categorical Exemption has been issued for the project.

The proposed project qualifies for a Class 3 New Construction of Small Structures Categorical Exemption because it does not meet any of the exceptions to the exemption as follows:

- (a) These classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.***

The project is not located on a site with an environmental resource of hazardous or critical concern. The site has been used as an automotive fueling station since 1937 until 2007, and is completely surrounded by urban uses.

(b) All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The proposed project involves the demolition of a 1,862-square-foot convenience food store and one of the two existing fuel dispenser islands, and the construction of a new 2,500-square-foot convenience food store and three new fuel dispenser islands, for a total of four islands. The proposed project will not expand or modify the existing underground storage tanks. Therefore, the project will not result in cumulative impacts.

(c) A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The proposed project involves the demolition of a 1,862-square-foot convenience food store and one of the two existing fuel dispenser islands, and the construction of a new 2,500-square-foot convenience food store and three new fuel dispenser islands, for a total of four islands. The project site is two 19,279-square-foot rectangular lots located at the northwest corner of Adams Boulevard and Normandie Avenue, in the South Los Angeles Community Plan Area and the Adams-Normandie Historic Preservation Overlay Zone. The subject site is a Non-Contributing Feature in the Adams-Normandie HPOZ. The subject property and proposed project do not involve any special or unusual circumstances that will have a significant effect on the environment.

(d) A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

The proposed project involves the demolition of a 1,862-square-foot convenience food store and one of the two existing fuel dispenser islands, and the construction of a new 2,500-square-foot convenience food store and three new fuel dispenser islands, for a total of four islands. The project site is two 19,279-square-foot rectangular lots located at the northwest corner of Adams Boulevard and Normandie Avenue, in the South Los Angeles Community Plan Area and the Adams-Normandie Historic Preservation Overlay Zone. The subject site is a Non-Contributing Feature in the Adams-Normandie HPOZ. Adams Boulevard is designated as a scenic highway, however, the project will not result in damage to scenic resources such as trees, historic buildings, rock outcroppings, or similar resources.

(e) A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

The subject property is not located on a site listed on the State's Hazardous Waste and Substances "Cortese" list.

(f) A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The subject site is a Non-Contributing Feature in the Adams-Normandie HPOZ. The proposed project involves the demolition of a 1,862-square-foot convenience food store and one of the two existing fuel dispenser islands, and the construction of a new 2,500-square-foot convenience food store and three new fuel dispenser islands, for a total of four islands. Therefore, the project does not involve a substantial adverse change in the significance of a historic resource.

The proposed project qualifies for a Class 32 In-Fill Development Categorical Exemption because it conforms to the definition of "In-fill Projects" as follows:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:

The General Plan land use map for the South Los Angeles Community Plan and zoning designate the subject property for General Commercial land uses with corresponding zones of C1.5, C2, C4, RAS3, and RAS4. The proposed project involves a zone change from C1-1VL-HPOZ to (T)[Q]C2-1VL-HPOZ and a Conditional Use Permit pursuant to Section 12.24.W.4, with requested deviations from landscape buffer, hours of operation, and pole sign regulations. As conditioned, the proposed project will be consistent with the applicable general plan designation and all applicable policies and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses:

The subject site is two 19,279-square-foot rectangular lots located at the corner of Adams Boulevard and Normandie Avenue, in the South Los Angeles Community Plan Area and the Adams-Normandie Historic Preservation Overlay Zone.

(c) The project site has no value as habitat for endangered, rare or threatened species:

The immediate vicinity is highly urbanized and is comprised of commercial and residential development. NavigateLA and the Los Angeles City Planning Department's Environmental and Public Facilities map for Significant Ecological Areas show that the subject site is not located in any of these areas.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality:

The project would not result in any significant effects related to traffic, based on the Department of Transportation Referral Form dated May 16, 2016, which indicates the project will generate approximately 102 trips during the a.m. peak hour and 135 trips during the p.m. peak hour. The project is proposing to re-establish an automotive fueling station which has existed on the subject site since 1937, and will only generate 21 a.m. peak hour and 27 p.m. peak hour trips above the previous automotive fueling station use based on the two (2) new fueling pumps and additional floor area for the convenience food store. As a result of the proposed re-establishment of an automotive fueling station, and pursuant to the Department of transportation Referral Form dated May 16, 2016, no significant traffic impacts will be introduced on the existing mobility and circulation available in proximity to the project site.

The development of the project would not result in any significant effects relating to noise, since the project must comply with the City of Los Angeles Noise Ordinance No. 161,574 and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.

Possible project-related air quality concerns will derive from the mobile source emissions generated from the proposed residential uses for the project site. Operational emissions for project-related traffic will be less than significant. In addition to mobile sources from vehicles, general development causes smaller amounts of "area source" air pollution to be generated from on-site energy consumption (natural gas combustion) and from off-site electrical generation. These sources represent a small percentage of the total pollutants. The inclusion of such emissions adds negligibly to the total significant project-related emissions burden generated by the proposed project. The proposed project will not cause the SCAQMD's recommended threshold levels to be exceeded. Operational emission impacts will be at a less-than-significant level.

The development of the project would not result in any significant effects relating to water quality. The project is not adjacent to any water sources and does not involve extensive excavation that might have an impact on the water table. Therefore, construction of the project will not create any impact on water quality. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70.

(e) The site can be adequately served by all required utilities and public services:

The subject site is located in the South Los Angeles Community Plan area, along a well-established commercial corridor with fully improved public infrastructure. The site is currently being served adequately by the City's Department of Water and Power, the City's Bureau of Sanitation, the SoCal Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, and many others public services.

There is no evidence that the proposed project will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The proposed Project and potential impacts were analyzed in accordance with the City's Environmental Quality Act (CEQA) Guidelines and the City's L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed Project reach or exceed those thresholds. Analysis of the proposed project determined that it is Categorically Exempt from environmental review pursuant to Article 19, Section 15332 (Class 32) of the CEQA Guidelines. The Class 32 exemption is intended to promote infill development within urbanized areas.