

# Regional Planning Commission Transmittal Checklist

Hearing Date  
10/21/2015  
Agenda Item No.  
6

**Project Number:** R2013-02546-(2)  
**Case(s):** Conditional Use Permit Case No. 201300125  
Environmental Assessment Case No. 201300213  
**Planner:** Shaun Temple

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

Reviewed By: 



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

**PROJECT NUMBER**      **HEARING DATE**  
 R2013-02546              October 21, 2015

**REQUESTED ENTITLEMENTS**  
 Conditional Use Permit No. 201300125  
 Environmental Assessment No. 201300213

# PROJECT SUMMARY

**OWNER / APPLICANT**

Ned Nik

**MAP/EXHIBIT DATE**

July 18, 2015

**PROJECT OVERVIEW**

The project is for the proposed construction of a new ARCO AM/PM gas station with six dispenser canopies that provide 12 fueling positions and is located within the Vermont Station-Green Line Transit Oriented District and the West Athens-Westmont Community Standards District. The project includes a 2,900 square foot convenience store that proposes the off-site sale of beer.

**LOCATION**

11408 New Hampshire, West Athens-Westmont

**ACCESS**

Imperial Highway; New Hampshire Avenue

**ASSESSORS PARCEL NUMBER(S)**

6079-021-001, -002, -003

**SITE AREA**

0.5 Acres

**GENERAL PLAN / LOCAL PLAN**

West Athens-Westmont

**ZONED DISTRICT**

West Athens-Westmont

**LAND USE DESIGNATION**

C.1 – Regional Commercial

**ZONE**

C-2 (Neighborhood Business Zone)

**PROPOSED UNITS**

None

**MAX DENSITY/UNITS**

N/A

**COMMUNITY STANDARDS DISTRICT**

West Athens-Westmont

**ENVIRONMENTAL DETERMINATION (CEQA)**

Negative Declaration

**KEY ISSUES**

- Consistency with the Los Angeles County General Plan and the West Athens/Westmont Community Plan.
- Satisfaction of the following Section(s) of Title 22 of the Los Angeles County Code:
  - 22.28.170 (C-2 Zone Development Standards)
  - 22.44.120 (West Athens-Westmont CSD requirements)
  - 22.44.430 (Allowable Uses and Development Standards Within Specific Zones in all TODs)
  - 22.44.450 (Allowable Uses and Development Standards within Green Line TODs)
  - 22.56.040 (Conditional Use Permit Burden of Proof Requirements)

**CASE PLANNER:**

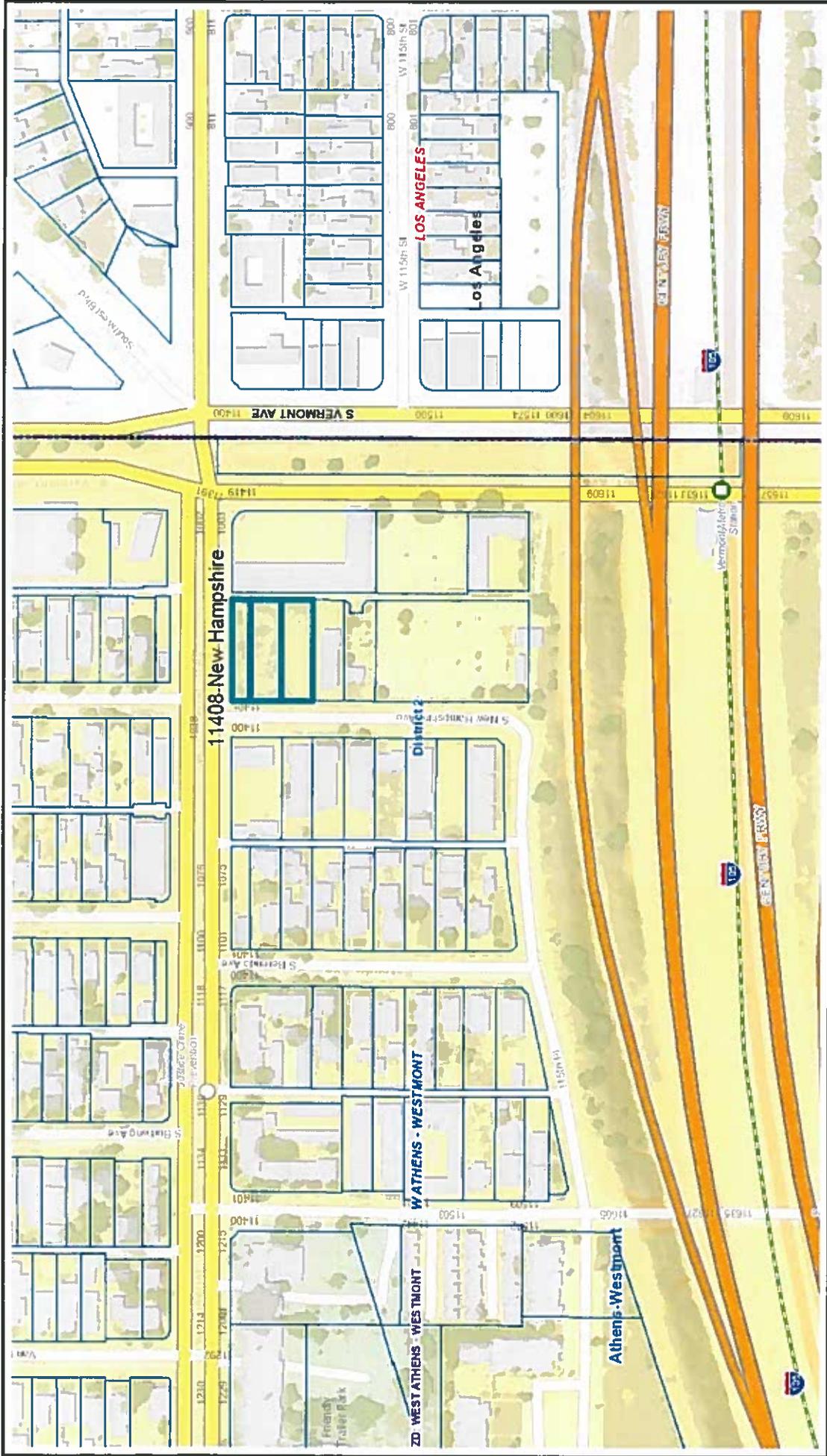
Shaun Temple

**PHONE NUMBER:**

(213) 974 - 6462

**E-MAIL ADDRESS:**

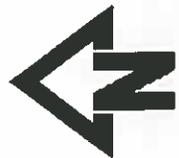
stemple@planning.lacounty.gov



# 11408 New Hampshire Property Location Map

Printed: Sep 29, 2015

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**ENTITLEMENTS REQUESTED**

- Conditional Use Permit (CUP) for the proposed construction and maintenance of a gas station, including a 2,900 square foot convenience store, located in the Vermont Station - Green Line Transit Oriented District and the off-site sale of beer and wine in the C-2 (Neighborhood Business) Zone pursuant to County Code Sections 22.44.450 and 22.28.160.

**PROJECT DESCRIPTION**

The proposed project is for a gas station to be located on Imperial Highway just west of the Vermont intersection near the Metro Green Line Vermont Station, which is located in the I-105 Freeway just west of the I-110 junction. The proposed gas station has six dispenser canopies that provide twelve fueling positions. In addition, there is a 2,900 square foot convenience store, which proposes to have the off-site sale of beer and wine (ABC license Type 20), which would be limited to no more than 5-percent of the shelf space in the store. The proposed project is located within the Vermont Station Green Line Transit Oriented District (TOD) and for this reason a gas station in the C-2 zone requires a conditional use permit. If not for the TOD, the gas station is allowed by-right in the C-2 zone. The Los Angeles County Sheriff's Department has reviewed the sale of alcohol and has requested that Crime Prevention through Environmental Design principles be applied to this project. The proposed project is designed so that the parking spaces for the convenience store are not located between the sidewalk and the store, but are rather on the west side of the store. A 32-foot deep landscaped public space with a circular bench and table with a shade umbrella is proposed for the area between the sidewalk and the store. This design enables the project to meet the pedestrian friendly design requirements of the TOD as well as defensible space design principles. The parking lot is still visible from the street and the site layout and design of the store is such that there are minimal potential hiding places on the property and maximum visibility from the street.

The adoption of the 2035 General Plan will remove the TOD overlay that requires a conditional use permit for a gas station on this property. Under the 2035 General Plan, the zoning on the property will remain C-2, and with the repeal of the TOD, the gas station will be permitted by right. At the time of this staff report, the 2035 General Plan is expected to be adopted in a few weeks. However, even with the adoption of the General Plan, the off-site sale of beer and wine from the convenience store will still require a conditional use permit.

**EXISTING ZONING**

The subject property is zoned C-2 (Neighborhood Business).

Surrounding properties are zoned as follows:

North: C-2 and R-2 (Two-Family Residential)

South: C-2

East: C-2

West: C-2

### EXISTING LAND USES

The subject property is undeveloped vacant land.

Surrounding properties are developed as follows:

North: Commercial services: gas station, termite control office, and a tire shop.

South: Abandoned building, one single-family residence, and a large parking lot.

East: Retail shopping plaza.

West: Liquor store, restaurant, multi-family housing behind the commercial.

### PREVIOUS CASES/ZONING HISTORY

The subject property is vacant land and has no history of zoning entitlements.

### ENVIRONMENTAL DETERMINATION

The Los Angeles County ("County") Department of Regional Planning recommends that a Negative Declaration is the appropriate environmental documentation under the California Environmental Quality Act (CEQA) and the County environmental guidelines. The Initial Study concluded that there is no evidence that the project may have a significant impact on the environment.

### STAFF EVALUATION

#### General Plan/Community Plan Consistency

The project site is located within the Regional Commercial land use category of the West Athens-Westmont Community Plan. This designation is intended for a range of mixed commercial retail and service activities. The gas station and the 2,900 square foot convenience store and the service of off-site beer and wine are uses that provide commercial services and are therefore consistent with the permitted uses of the underlying land use category.

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

- *Land Use Policy 9. Promote neighborhood commercial facilities which provide convenience goods and services and complement community character through appropriate scale, design and locational controls.*

The gas station and convenience store is located appropriately near the intersection of Imperial Highway and Vermont Avenue and fits in with the other uses as well as the scale and character of the other commercial uses around that intersection. Within the store, 95-percent of the shelf space will be dedicated to a variety of non-alcoholic convenience goods and 5-percent of shelf space will be dedicated to beer and wine.

The following policies of the West Athens-Westmont Community Plan are applicable to the proposed project:

- *Commercial/Industrial Policy. Encourage the revitalization of deteriorating commercial areas*

- *Commercial/Industrial Policy. Enhance the physical character and economic viability of existing commercial areas by providing for infill and intensification of vacant and under-utilized parcels, adaptive reuse of vacant structures and rehabilitation of deteriorated structures.*

The subject property is vacant, sits adjacent to an abandoned building, and is attracting litter. The proposed project will occupy the vacant lot with a functional commercial use that includes a landscaped public space and a convenience store.

### Zoning Ordinance and Development Standards Compliance

#### **C-2 Zone**

Development in the C-2 Zone is limited to 90-percent lot coverage. The proposed project meets this requirement with a total lot coverage of 28-percent, which is made up of the building area, which occupies 13-percent, and the canopy area with the gasoline pumps, which occupies 15-percent. Landscaping occupies 12-percent of the lot, which meets the required 10-percent minimum. The 2,900 square foot convenience store requires 12 parking spaces and 11 vehicle parking spaces and six bicycle parking spaces are provided. The project is able to obtain the reduction of one vehicle parking space as it provides six bicycle parking spaces along a proposed bicycle route that is also within ½ mile of mass transit systems, which include the Vermont Station Metro Green Line and Metro bus routes along Imperial Highway and Vermont Avenue. For automobile service stations, outside display is allowed, but is limited to automobile accessories and facilities necessary to dispensing petroleum products. There is no further outside display or storage beyond this.

#### **West Athens-Westmont CSD**

All buildings in the community of West Athens-Westmont are limited to 40-feet in height. The convenience store is 20-feet tall and the canopies are 18-feet tall and therefore both meet this requirement.

#### **Vermont Station Green Line TOD**

Projects located within the Vermont Station Green Line TOD are required to have a pedestrian character. To enhance the pedestrian character of the project, parking for the convenience store is not located between the sidewalk and the building but is proposed to be placed on the western side of the convenience store. The area between the sidewalk and the convenience store will instead be occupied by an approximately 32-foot deep landscaped public space with a circular bench and table with a shade umbrella. Six bicycle parking spaces are located within this landscaped public space for local residents who wish to visit the convenience store by bicycle. The driveway entrance to the property is proposed to be made with colored paving material with decorative score lines cut into the concrete to improve the aesthetic walking experience for the pedestrian and there is a minimum of 5-feet of landscaping along the sidewalks. Fourteen shade trees are proposed to be planted evenly throughout all the landscaped areas. The mechanical equipment of the building and the trash enclosure are placed on

the south side of the building, which is hidden from the pedestrians walking along Imperial Highway.

The upcoming adoption of the 2035 General Plan will remove the TOD overlay that requires a conditional use permit for a gas station on this property and the associated TOD design standards. Once the 2035 General Plan becomes effective, the gas station will be a by-right use in the C-2 Zone. Nonetheless, this project is still being designed per the TOD design standards as discussed in the paragraph above.

### ***Alcoholic Beverage Sales***

There are two establishments within 500-feet of the project that have a license to sell alcohol. Both are liquor stores with an ABC Type 21 license for the off-site sale of general alcohol. Per County standards, the location of other uses that sell alcohol for off-site consumption within 500-feet of the proposed project is an undue concentration which requires shelf space for the alcoholic beverages to be limited to five percent and a finding of public convenience and necessity. The proposed sale of alcohol at the convenience store would be subordinate to the primary use of the property as a gasoline station and the majority of the goods available at the convenience store are non-alcoholic. Only five percent of the shelf space would carry alcohol. In addition, the sale of alcohol will be subject to a number of conditions including prohibitions on the consumption of alcoholic beverages on the premises, loitering in general, the display of alcoholic beverages near the front door, and advertising the sale of alcohol in the windows or outside areas of the property.

There is one sensitive use, a church, that is located within 600-feet of the subject property. However, the church is buffered from the convenience store as it is located across Imperial Highway and to the north. In addition, the convenience store is limited to not more than five-percent of the shelf space that can be devoted to the sale of beer and wine. As a result, the convenience store's sale of beer and wine is not expected to have an impact on the church.

### **Burden of Proof**

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

### **Neighborhood Impact/Land Use Compatibility**

The subject property is located on Imperial Highway adjacent to its intersection with Vermont Avenue. This intersection is one of the major vehicular intersections of the area and is developed with a variety of commercial uses including a retail shopping plaza, eating establishments, a tire shop, and a termite control office. Imperial Highway is a 6-lane, 100-foot major east-west transportation corridor to and from the Los Angeles International Airport. Vermont Avenue is an 8-lane, 200-foot major north-south transportation corridor that connects various cities and unincorporated communities in the Los Angeles Basin. Vermont Avenue also serves as a freeway entrance/exit for the I-105 Freeway just west of its junction with the I-110 Freeway. The Metro Green Line Vermont Station is located in the center of the I-105 Freeway.

The Green Line TOD Strategy Report promotes commercial uses which are neighborhood-serving, pedestrian-oriented, and transit-oriented. The Strategy Report also promotes in-fill development, consolidation and better use of under-utilized lots as the Strategy Report states, "under-utilized and vacant parcels do not promote a pedestrian or transit orientation or neighborhood vitality, and are generally inconsistent with TOD goals." Currently, the subject property is vacant, has no history of development, and easily accumulates litter. The proposed gas station is the first development proposed within the Vermont Station TOD since its adoption in 2005 and is new development in an area that has had few investments in general. A gas station is a use consistent with the Strategy Report granted that a conditional use permit be processed for its approval. The project was designed to respect the TOD requirements. Parking was oriented on the west side of the convenience store so that landscaping could be placed between the sidewalk and the store. Twelve percent of the property is proposed to be landscaped including a minimum five foot strip along the sidewalks and there are fourteen shade trees proposed to be placed within these landscaped areas around the sidewalks. The driveway entrance to the property is proposed to be made with colored paving material with decorative score lines cut into the concrete to improve the aesthetic walking experience for the pedestrian. These landscaping and pavement design features are beneficial for pedestrians walking down the sidewalk in terms of aesthetics and shade and are consistent with the goals of the Strategy Report. Most importantly a vacant lot will be occupied by a business that will be responsible for the upkeep and maintenance of the property and conditions will ensure that there will be ongoing monitoring of the site to prevent loitering and the on-site consumption of alcohol.

## **COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS**

### **Sheriff's Department**

The South Los Angeles Sheriff Station reports this location as a high-crime area with regular calls for disturbance in the area. The Sheriff's Station recommends approval of the alcohol permit with the following stipulations:

- Bi-annual inspections
- Monitor crime rates for one year
- Install recorded video system with 24-hour monitoring
- Crime Prevention Through Environmental Design (CPTED)

The first three stipulations will be included as conditions of approval for this permit. The fourth stipulation of Crime Prevention Through Environmental Design was addressed by minimizing potential hiding areas on the property. The parking lot and landscaped public space are easily visible from the public right-of-way and video cameras will monitor these public spaces as well as inside of the store.

Public Works

The Department of Public Works recommends approval of this CUP with conditions of road improvements, LID compliance, local water purveyor requirements, Building & Safety approvals, environmental permitting requirements, and street light improvements. These conditions are detailed in DPW's letter dated August 5, 2015.

Fire Department

The Fire Department recommends approval of this CUP with conditions of maintaining Fire access requirements and installing fire hydrants pursuant to the Fire Department's letter dated June 18, 2015.

Public Health

The Department of Public Health recommends approval of this CUP with conditions of maintaining connection to existing public water and sewer facilities, complying with the Los Angeles County Noise Control Ordinance, and complying with all Public Health requirements relating to the construction and operation of food establishments. The details of these conditions are listed in the Department of Public Health's letter dated September 23, 2015.

**OTHER AGENCY COMMENTS AND RECOMMENDATIONS**

California Department of Alcoholic Beverage Control

Per the California Department of Alcohol Beverage Control (ABC), within Census Tract 6028.01, two licenses for the off-site sale of alcohol are allowed. Any additional licenses are considered an over concentration. Two liquor stores hold an ABC license for the off-site sale of general alcohol within the census track and the proposed off-site sale of beer and wine at the proposed gas station would be a third. As a result, this third license being request by the applicant requires a finding of public convenience and necessity.

**LEGAL NOTIFICATION AND PUBLIC OUTREACH**

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

**PUBLIC COMMENTS**

Staff has not received any comments at this time.

**FEES/DEPOSITS**

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

**STAFF RECOMMENDATION**

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

Staff recommends **APPROVAL** of Project Number R2013-02546-(2), Conditional Use Permit Number 201300125, subject to the attached conditions.

**SUGGESTED APPROVAL MOTION:**

**I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING AND ADOPT THE NEGATIVE DECLARATION PURSUANT TO STATE AND LOCAL CEQA GUIDELINES.**

**I MOVE THAT THE REGIONAL PLANNING COMMISSION APPROVE CONDITIONAL USE PERMIT NUMBER 201300125 SUBJECT TO THE ATTACHED FINDINGS AND CONDITIONS.**

Prepared by Shaun Temple, Regional Planning Asst. II, Zoning Permits West Section  
Reviewed by Mi Kim, Supervising Regional Planner, Zoning Permits West Section

**Attachments:**

Draft Findings, Draft Conditions of Approval  
Applicant's Burden of Proof statement  
Negative Declaration Initial Study  
Site Photographs, Aerial Image  
Site Plan, Land Use Map

MKK:sct  
9/29/15

**DRAFT FINDINGS OF THE REGIONAL PLANNING COMMISSION  
AND ORDER  
COUNTY OF LOS ANGELES  
PROJECT NO. R2013-02546-(2)  
CONDITIONAL USE PERMIT NO. 201300125**

1. The Los Angeles County ("County") Regional Planning Commission ("Commission") conducted a duly-noticed public hearing in the matter of Conditional Use Permit No. 201300125 ("CUP") on October 21, 2015.
2. The permittee, Ned Nik ("permittee"), requests the CUP to authorize construction and maintenance of a gas station, including a 2,900 square foot convenience store, located in the Vermont Station - Green Line Transit Oriented District and the off-site sale of beer and wine ("Project") on a property located at 11408 New Hampshire Avenue in the unincorporated community of West Athens-Westmont ("Project Site") in the C-2 (Neighborhood Business) zone pursuant to Los Angeles County Code ("County Code") Sections 22.44.450 and 22.28.160.
3. The Project Site is 0.5 gross acres in size and consists of three legal lots. The Project Site is rectangular in shape with flat topography and is undeveloped.
4. The Project Site is located in the West Athens-Westmont Zoned District and is currently zoned C-2 (Neighborhood Business).
5. The Project Site is located within the Regional Commercial land use category of the West Athens-Westmont Community Land Use Policy Map.
6. Surrounding Zoning within a 500-foot radius includes:
  - North: C-2 (Neighborhood Business) and R-2 (Two-Family Residential)
  - South: C-2
  - East: C-2
  - West: C-2
7. Surrounding land uses within a 500-foot radius include:
  - North: Commercial services: gas station, termite control office, and a tire shop.
  - South: Abandoned building, one single-family residence, and a large parking lot.
  - East: Retail shopping plaza.
  - West: Liquor store, restaurant, multi-family housing behind the commercial.
8. The subject property is vacant land and has no history of zoning entitlements.
9. The site plan for the Project depicts a gas station with a canopied fueling area with six dispensers that provide twelve fueling positions in the center west portion of the subject property. There is a 2,900 square foot convenience store located in the southeast portion of the property. There is landscaping along all the sidewalks and a 32-foot deep landscaped public space between the sidewalk and the store. There is

a total of 2,783 square feet of landscaping, which covers 12.6 percent of the lot. Eleven vehicle parking spaces are located on the west side of the store.

10. Primary access to the Project Site will be via an entrance/exit on Imperial Highway. Secondary access to the Project Site will be via an entrance/exit on New Hampshire Avenue.
11. Eleven vehicle parking spaces, one of which is ADA compliant, and six bicycle parking spaces are being provided.
12. The County Departments of Public Works, Fire, and Public Health recommended approval of this Project with conditions, which have been attached to the Conditions of Approval.
13. Prior to the Commission's public hearing on the Project, an Initial Study was prepared for the Project in compliance with the California Environmental Quality Act (Public Resources Code section 21000, et seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines for the County. Based on the Initial Study, staff from Regional Planning determined that a Negative Declaration was the appropriate environmental document for the Project because the Initial Study concluded that there was no substantial evidence that the Project would result in a significant impact on the environment.
14. Pursuant to the provisions of sections 22.60.174 and 22.60.175 of the Zoning Code, the community was appropriately notified of the Project's public hearings by mail, newspaper, and property posting.
15. Staff did not receive any comments from the public.

16. Reserved for public hearing proceedings.

17. The Commission finds that the gas station is located within the Regional Commercial land use designation of the West Athens-Westmont Community plan. This designation is intended for a range of mixed commercial retail and service activities. The gas station and the 2,900 square foot convenience store and the service of off-site beer and wine are uses that provide commercial retail and services. Therefore, these uses are consistent with the adopted general and the local community plan of the area.
18. The Commission finds that the project meets lot coverage, landscaping, parking, and outdoor display standards of the C-2 zone; the height standards of the West Athens-Westmont CSD; the enhanced pedestrian character development standards of the Vermont Station Green Line TOD requirement; and the shelf space requirements for alcoholic beverage sales. Therefore, the project is consistent with the Zoning Code.
19. The Commission finds that the gas station with a convenience store is a use that the Green Line TOD Strategy Report recommends to be allowed in the TOD with a conditional use permit and that the project is in-fill development of an under-utilized

property that will be designed to respect the TOD requirements. Therefore, the project is consistent with the Green Line TOD Strategy Report.

20. The Commission finds that the subject property is located on Imperial Highway adjacent to its intersection with Vermont Avenue. This intersection is one of the major vehicular intersections of the area and is developed with a variety of commercial uses including a retail shopping plaza, eating establishments, a tire shop, and a termite control office. Imperial Highway is a 6-lane, 100-foot major east-west transportation corridor to and from the Los Angeles International Airport. Vermont Avenue is an 8-lane, 200-foot major north-south transportation corridor that connects various cities and unincorporated communities in the Los Angeles Basin. Vermont Avenue also serves as a freeway entrance/exit for the I-105 Freeway just west of its junction with the I-110 Freeway. The project site is adequately served by existing utility and street infrastructure and meets current zoning requirements. Therefore, the requested use at the location proposed will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.
21. The Commission finds that the project site is zoned for commercial uses and that the gas station and convenience store met the applicable zoning requirements and parking requirements for commercial uses. Therefore, the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.
22. The Commission finds that the project is located on Imperial Highway, which is a County-designated and improved 100 foot-wide major highway, with three lanes for traffic traveling in either direction. The site's vehicular ingress and egress is provided by a 30 foot driveway. Therefore, the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.
23. The Commission finds that there is one sensitive use that is located within 600 feet of the subject property, a church. The primary purposes of the gas station is to sell gas and no more than five percent of the shelf space in the convenience store will be devoted to the sale of beer and wine. In addition, the church is buffered by Imperial Highway and several businesses. Therefore, the requested use at the proposed location will not adversely affect the use of a place used exclusively for religious worship, school, park, playground or any similar use within a 600-foot radius.
24. The Commission finds that there are residential structures to the west of the property. However, this residential area is buffered by 60 foot wide New Hampshire Avenue and 10 feet of landscaping on the property line. The convenience store is located on the eastern side of the property, which is the furthest area away from the

residential uses. No more than five percent of the shelf space at the convenience store will be devoted to the sale of beer and wine. Therefore, the requested use at the proposed location will not adversely affect the residential uses within the immediate vicinity.

25. The Commission finds that there are two establishments within 500-feet of the project that have a license to sell alcohol. However, there is a finding of public convenience and necessity as the sale of beer and wine for off-site consumption is incidental to the operation of the convenience store and gas station. The project site is located on Imperial Highway, which is a major transportation corridor in the Los Angeles Basin and a gas station provides needed services to motorists traveling along this road. The convenience store provides a variety of non-alcoholic convenience goods for neighbors within the area. The sale of alcoholic beverages will be limited to not more than five percent of the shelf space in the store. The development and use of this property as a gas station and convenience store will provide infill development on an underutilized property and provide employment opportunity in the area. Therefore, the project provides public convenience or necessity.
26. The Commission finds that the development and use of this property as a gas station and convenience store will provide infill development on an underutilized property and provide employment opportunity in the area and sales tax revenue for respective government agencies. Therefore, the requested use at the proposed location will not adversely affect the economic welfare of the surrounding community.
27. The Commission finds that the project will be new construction in the same scale and character of other commercial structures in the immediate vicinity. Therefore, the exterior appearance of the structure will not be inconsistent with the exterior appearance of commercial structures already constructed or under construction within the immediate neighborhood so as to cause blight, deterioration, or substantially diminish or impair property values within said neighborhood.
28. The Commission finds that to ensure continued compatibility between the Project and the surrounding land uses, it is necessary to limit the conditional use permit to 15 years.
29. The Commission finds that pursuant to sections 22.60.174 and 22.60.175 of the County Code, the community was properly notified of the public hearing by mail, newspaper, and property posting. Additionally, the Project was noticed and case materials were available on Regional Planning's website and at libraries located in the vicinity of West Athens community. On September 10, 2015, a total of 69 Notices of Public Hearing were mailed to all property owners as identified on the County Assessor's record within a 500-foot radius from the Project Site, as well as 5 notices to those on the courtesy mailing list for the West Athens-Westmont Zoned District and to any additional interested parties.

30. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits West Section, Department of Regional Planning.

**BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION  
CONCLUDES THAT:**

**WITH RESPECT TO THE CONDITIONAL USE PERMIT:**

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

**WITH RESPECT TO ALCOHOLIC BEVERAGE SALES:**

- F. That the requested use at the location will not adversely affect the use of a place used exclusively for religious worship, school, park, playground or any similar use within a 600-foot radius.
- G. That the requested use at the location will not adversely affect the residential uses within the immediate vicinity.
- H. That the project provides public convenience or necessity.
- I. That the requested use at the proposed location will not adversely affect the economic welfare of the nearby community.

- J. That the exterior appearance of the structure will not be inconsistent with the exterior appearance of commercial structures already constructed or under construction within the immediate neighborhood so as to cause blight, deterioration, or substantially diminish or impair property values within the neighborhood.

**THEREFORE, THE REGIONAL PLANNING COMMISSION:**

1. Certifies that the Negative Declaration for the Project was completed in compliance with CEQA and the State and County Guidelines related thereto; certifies that it independently reviewed and considered the Negative Declaration and that the Negative Declaration reflects the independent judgment and analysis of the Commission as to the environmental consequences of the Project; determined that on the basis of the whole record before the Commission that there is no substantial evidence that the Project will have a significant effect on the environment; and adopts the Negative Declaration; and
2. Approves Conditional Use Permit 201300125, subject to the attached conditions.

**ACTION DATE: October 21, 2015**

**VOTE:**

MKK:sct  
9/29/2015

c: Each Commissioner, Zoning Enforcement, Building and Safety

**DRAFT CONDITIONS OF APPROVAL  
COUNTY OF LOS ANGELES  
PROJECT NO. R2013-02546-(2)  
CONDITIONAL USE PERMIT NO. 201300125**

**PROJECT DESCRIPTION**

The project is the off-site sale of beer and wine at a 2,900 square foot convenience store of a gas station located in the Vermont Station Green Line Transit Oriented District subject to the following conditions of approval:

**GENERAL CONDITIONS**

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.
2. This grant shall not be effective for any purpose until the permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Los Angeles County ("County") Department of Regional Planning ("Regional Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition No. 7, and until all required monies have been paid pursuant to Condition Nos. 11, and 12. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, 10, and 12 shall be effective immediately upon the date of final approval of this grant by the County.
3. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's action becomes effective pursuant to Section 22.60.260 of the County Code.
4. The permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009 or any other applicable limitations period. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall reasonably cooperate in the defense. If the County fails to promptly notify the permittee of any claim, action, or proceeding, or if the County fails to cooperate reasonably in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.
5. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing make an initial deposit with Regional Planning in the amount of up to \$5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in Regional Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to permittee or permittee's counsel.

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

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

6. If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.
7. Prior to the use of this grant, the permittee, or the owner of the subject property if other than the permittee, shall **record the terms and conditions** of the grant in the office of the County Registrar-Recorder/County Clerk ("Recorder"). In addition, upon any transfer or lease of the property during the term of this grant, the permittee, or the owner of the subject property if other than the permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. **If, after the 2035 General Plan becomes effective** and a conditional use permit is no longer required for the operation of a gas station and convenience store, then entitlement to use of the property thereafter shall be subject to the regulation in effect and a conditional use permit would not be needed to continue the operation of the gas station and convenience store from that point forward unless a new zone, overlay, or plan requires differently. The off-site sale of beer and wine shall continue to require a conditional use permit.
9. **The grant for the off-site sale of beer and wine shall terminate on October 21, 2030.** If the permittee intends to continue the off-site sale of beer and wine after such date, whether or not the permittee proposes any modifications to the use at that time, the permittee shall file a new Conditional Use Permit application with Regional Planning, or shall otherwise comply with the applicable requirements at that time. Such application shall be filed at least six (6) months prior to the expiration date of this grant and shall be accompanied by the required fee. In the event that the permittee seeks to discontinue or otherwise change the use, notice is hereby given that the off-site sale of beer and wine may require additional or different permits and would be subject to the then-applicable regulations.
10. This grant shall expire unless used within two (2) years from the date of final approval of the grant. A single one-year time extension may be requested in writing and with the payment of the applicable fee prior to such expiration date.

11. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. Inspections shall be made to ensure compliance with the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved site plan on file. The permittee shall deposit with the County the sum of **\$4,000.00**. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval. The fund provides for **ten (10) bi-annual (twice per year) inspections for the first five (5) years and ten (10) annual (once per year) inspections for the final ten (10) years of the grant term for a total of twenty (20) inspections.** Inspections shall be unannounced.

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

12. Within five (5) working days from the day after your appeal period ends on **November 9, 2015**, the permittee shall remit processing fees at the County Registrar-Recorder/County Clerk Office, payable to the County of Los Angeles, in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Wildlife pursuant to Section 711.4 of the California Fish and Game Code, the permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently **\$2,285.00** (\$2,210.00 for a Negative Declaration or Mitigated Negative Declaration plus \$75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.
13. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to Chapter 22.56, Part 13 of the County Code.

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

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

19. The subject property shall be developed and maintained in substantial conformance with the plans marked Exhibit "A." If changes to any of the plans marked Exhibit "A" are required as a result of instruction given at the public hearing, **three (3) copies of a modified Exhibit "A"** shall be submitted to Regional Planning by **December 21, 2015**.
20. In the event that subsequent revisions to the approved Exhibit "A" are submitted, the permittee shall submit **three copies** of the proposed plans to the Director for review and approval. All revised plans must substantially conform to the originally approved Exhibit "A". All revised plans must be accompanied by the written authorization of the property owner(s) and applicable fee for such revision.

**PERMIT SPECIFIC CONDITIONS - SALE OF ALCOHOLIC BEVERAGES**

21. The conditions of this grant shall be retained on the premises at all times and shall be immediately produced upon request of any County Sheriff, Zoning Inspector or Department of Alcoholic Beverage Control agent. The manager and all employees of the facility shall be knowledgeable of the conditions herein.
22. This grant authorizes the sale of alcoholic beverages from 9:00 a.m. to 12:00 a.m. (midnight), seven days a week.
23. Loitering shall be prohibited on the subject property, including loitering by employees of the subject property. Signage in compliance with Section 22.52 Part 10 of the County Code shall be placed on the premises indicating said prohibition.
24. The consumption of alcoholic beverages shall be prohibited on the subject property. The permittee shall post signage on the premises prohibiting consumption of alcoholic beverages on the premises.
25. Employees shall enforce the regulations against loitering and on-site consumption of alcoholic beverages and to call local law enforcement if necessary.
26. The permittee shall post or otherwise provide telephone numbers of local law enforcement agencies and taxicab companies at or near the cashier, or similar public service area. Such telephone numbers shall be visible by and available to the general public.
27. The permittee, and all managers and designated employees of the establishment, who directly serve or are in the practice of selling alcoholic beverages, shall participate in the LEAD (Licensee Education on Alcohol and Drugs) Program provided by the State of California Department of Alcoholic Beverage Control. All new designated employees shall be required to attend. The licensee shall display a certificate or plaque in a publicly accessible area of the establishment such as the lobby, indicating they have participated in this program. Proof of completion of the facilities' training program by employees, the licensee and all managers shall be available upon request.
28. Employees on duty from the hours of 10:00 p.m. and 12:00 a.m. who sell alcohol shall be at least 21 years old.
29. All regulations of the State of California prohibiting the sale of alcoholic beverages to minors shall be strictly enforced.
30. The permittee shall not advertise the sale of alcoholic beverages on the exterior of any structure on the subject property including windows, walls, fences or similar structures.
31. No beer or wine advertising shall be located on motor fuel islands.

32. The permittee shall display alcoholic beverages only in the cooler or shelving designated for storage of said beverages as depicted on the "shelf plan" labeled Exhibit 'A'. No additional display of alcoholic beverages shall be provided elsewhere on the premises.
33. There shall be no beer sold in containers under one quart or in less than six-pack quantities.
34. The beer in containers of 16 ounces or less shall not be sold by single container, but must be sold in manufacturer pre-packaged multi-unit quantities. The permittee shall post signs on the coolers and cashier station stating the selling of single containers of beer is prohibited.
35. There shall be no wine, with the exception of wine coolers, sold in containers of less than 750 milliliters. No miniatures of any type may be sold. Wine coolers shall not be sold in less than four-pack quantities.
36. No malt liquors and/or malt based products with alcoholic content greater than five percent by volume shall be sold.
37. The sale of fortified wines shall be prohibited.
38. The licensed premises shall have no coin operated amusements, such as pool tables, juke boxes, video games, small carousel rides or similar riding machines, with the exception of official State Lottery machines.
39. The permittee shall provide adequate lighting above all entrances and exits to the premises.
40. The permittee shall provide adequate lighting in all parking areas and walkways under control of the permittee.
41. All lighting required by this grant shall be of sufficient power to illuminate and make easily discernable the appearance and conduct of all persons within lighted areas during operating hours and shall be designed so as to direct light and glare only onto the facility premises. Said lighting and glare shall be deflected, shaded and focused away from all adjoining properties.
42. All parking lot and other exterior lighting shall be hooded and directed away from neighboring residences to prevent direct illumination and glare, and shall be turned off within thirty minutes after conclusion of activities, with the exception of sensor-activated security lights and/or low level lighting along all pedestrian walkways leading to and from the parking lot.
43. The permittee shall install a recorded video system with 24-hour monitoring of both the interior and exterior of the store. Recorded videos shall be furnished to the Los

Angeles County Department of Regional Planning and Los Angeles County Sheriff's Department upon request.

44. All litter and trash shall be collected regularly from the premises and the adjacent right-of-way.
45. The permittee shall comply with all conditions set forth in the attached County Public Works Department letter dated August 5, 2015.
46. The permittee shall comply with all conditions set forth in the attached County Fire Department letter dated June 18, 2015.
47. The permittee shall comply with all conditions set forth in the attached County Public Health Department letter dated September 23, 2015.

**Attachments:**

Public Works Department Letter dated August 5, 2015

Fire Department Letter dated June 18, 2015

Public Health Department Letter dated September 23, 2015



GAIL FARBER, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

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

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

August 5, 2015

IN REPLY PLEASE

REFER TO FILE LD-2

TO: Mi Kim  
Zoning Permits West Section  
Department of Regional Planning

Attention Shaun Temple

FROM: Art Vander Vis  
Land Development Division  
Department of Public Works

**CONDITIONAL USE PERMIT (CUP) NO. 201300125  
PROJECT NO. R2013-02546  
11408 NEW HAMPSHIRE AVENUE  
ASSESSOR'S MAP BOOK NO. 6079, PAGE 21, PARCEL NOS. 1, 2, AND 3  
UNINCORPORATED COUNTY COMMUNITY OF WEST ATHENS**

We reviewed the site plan for the proposed project located at 11408 New Hampshire Avenue in the unincorporated County community of West Athens. The proposed project involves the construction of a new Arco AM/PM gas station that consists of 12 fueling positions, a 2,900-square-foot convenience store, 13 on-site parking spaces, and landscape improvements.

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

**Upon approval of the CUP, we recommend the following conditions:**

### Road

1. Dedicate an additional 4 feet of right of way on the alley along the property frontage to achieve an ultimate right-of-way width of 10 feet from the centerline. A fee will be required for the preparation of the dedication documents.

Permission is granted to waive the 5 feet of additional alley dedication that would normally be required beyond the additional 4 feet mentioned above since the existing development pattern would prevent any future widening to the alley.

2. Vacate the existing 5-foot slope easement along the property frontage on Imperial Highway since the existing site has a predominantly flat topography and the easement is no longer necessary. A fee will be required for the preparation of the vacation documents. For questions regarding the vacation process, please contact Jose Suarez of Survey/Mapping and Property Management Division at (626) 458-7060 or [jsuarez@dpw.lacounty.gov](mailto:jsuarez@dpw.lacounty.gov).
3. Dedicate a right-of-way corner cut-off (beginning of curb return [BCR] to end of curb return [ECR]), based on a 35-foot curb-return radius, at the southeast corner of Imperial Highway and New Hampshire Avenue to the satisfaction of Public Works. A fee will be required for the preparation of the dedication documents.
4. Dedicate 10 feet of right of way for a corner cut-off at the southwest corner of the intersection of Imperial Highway and the alley to the satisfaction of Public Works. A fee will be required for the preparation of the dedication documents.
5. Construct all driveway approaches at the site to meet current Americans with Disabilities Act (ADA) guidelines. Relocate any affected utilities.
6. Reconstruct the existing curb ramp at the southeast corner of Imperial Highway and New Hampshire Avenue to meet current ADA guidelines.
7. Construct 4 feet of additional pavement and base on the alley to achieve an ultimate width of 10 feet from the centerline, along the property frontage, to the satisfaction of Public Works. Reconstruction of the existing pavement on the alley may be necessary, along the property frontage, depending on the existing longitudinal grades and the cross slopes of the alley.
8. Reconstruct the alley intersection at Imperial Highway to meet current ADA guidelines and to accommodate the required alley widening.
9. Close the unused existing driveway located on New Hampshire Avenue in the vicinity of the southerly property line with standard curb, gutter, and sidewalk.
10. Reconstruct the sidewalk on New Hampshire Avenue, along the property frontage, to be a minimum of 5 feet and to meet current ADA guidelines.
11. Reconstruct the existing curb return to provide a 35-foot curb return radius at the southeast corner of Imperial Highway and New Hampshire Avenue. This will involve reconstruction of the pavement and cross gutter in the vicinity of the curb return. Relocate any affected utilities.

12. Provide and continuously maintain adequate sight distance (10 feet minimum) from all proposed driveways to the back of the sidewalk, to the satisfaction of Public Works. This means there cannot be any obstructions, such as landscaping, above 3 feet in height within the 10-foot sight triangle.
13. As indicated in the attached March 10, 2015, letter from Public Works' Traffic and Lighting Division, Public Works generally agrees with the Traffic Impact Study dated January 29, 2015, that the traffic generated by the project, alone and cumulatively with other related projects, will not have a significant impact to County roadways or intersections in the area.
14. Execute a drainage covenant for the maintenance of any parkway drains/curb drains that are installed as part of the project.
15. Plant street trees along the property frontage on Imperial Highway and New Hampshire Avenue to the satisfaction of Public Works. Please contact Norik Sahak of Public Works' Road Maintenance Division, Maintenance District 3, at (310) 648-6448 or [nsahak@dpw.lacounty.gov](mailto:nsahak@dpw.lacounty.gov) to obtain information regarding the desirable tree species to be planted along the property frontage.
16. Acquire street improvement plan approval before obtaining a grading permit.
17. Execute an Agreement to Improve for the street improvements prior to issuance of a building permit.

For questions regarding the road conditions, please contact Matthew Dubiel of Land Development Division at (626) 458-4921 or [mdubiel@dpw.lacounty.gov](mailto:mdubiel@dpw.lacounty.gov).

#### **Drainage/Grading**

1. Submit drainage and grading plan for review and approval that complies with the approved hydrology/Low-Impact Development (LID) study dated May 19, 2015 (or the latest revision). The plans need to call out the construction of at least all drainage devices and details, paved driveways, elevation of all pads, water quality devices, LID features, and existing easements. Additionally, the applicant is required to obtain the necessary easement holder approvals for the proposed work.

Additionally, the grading plan must provide for the proper distribution of drainage, including contributory drainage from adjoining properties, and comply with the current Municipal Separate Storm Sewer System Permit, which can be found at [http://www.waterboards.ca.gov/losangeles/water\\_issues/programs/stormwater/municipal/index.shtml](http://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/index.shtml).

2. Per County Code Section 12.84.440, comply with LID standards in accordance with the LID Standards Manual, which can be found at <http://dpw.lacounty.gov/lld/web/forms.aspx>.
3. Obtain soil/geology approval of the grading plan by Public Works' Geotechnical and Materials Engineering Division.
4. Regulatory agency approvals/permits may be required prior to grading plan approval.
5. Provide maintenance agreements/covenants for any privately maintained drainage devices.

For questions regarding the drainage/grading conditions, please contact Mr. Dubiel at (626) 458-4921 or [mdubiel@dpw.lacounty.gov](mailto:mdubiel@dpw.lacounty.gov).

#### **Water**

1. Comply with all requirements stipulated by the local water purveyor. The attached Will Serve letter issued by Golden State Water Company will expire on September 24, 2015. It shall be the sole responsibility of the applicant to renew the aforementioned Will Serve letter upon expiration and abide by all requirements of the water purveyor.

For questions regarding the water condition, please contact Tony Khaikhali of Land Development Division at (626) 458-4910 or [tkhalkh@dpw.lacounty.gov](mailto:tkhalkh@dpw.lacounty.gov).

#### **Building and Safety**

1. Submit building plans to Public Works' Building and Safety Division, Southwest District office, for review and permit issuance.

For questions regarding the building and safety condition, please contact Clint Lee of Building and Safety Division at (626) 458-3154 or [cilee@dpw.lacounty.gov](mailto:cilee@dpw.lacounty.gov).

**Environmental**

1. Prior to construction, the applicant must obtain a permit for the installation of the proposed underground storage tanks from Public Works' Environmental Programs Division. Please contact the Underground Tank Unit at (626) 458-3510 for more information on underground storage tank permit requirements.
2. Prior to the issuance of building permits, the applicant must comply with Section 110.3 of the Los Angeles County Building Code, which requires that a building or structure located on or within 1,000 feet (304.8 m) of a landfill containing decomposable material must be protected against landfill gas intrusion. The project site is located within 1,000 feet of the Caltrans-Leinard Flynn Dump Site No. 17. Submit Methane mitigation plans to Environmental Programs Division, Landfills Section, Methane Unit, for review and approval. For more information and submittal requirements, please contact the Methane Unit at (626) 458-2193.
3. Prior to the issuance of building permits, the applicant must submit a stormwater registration application to Environmental Programs Division for review and approval. For more information on stormwater requirements, please contact the Stormwater Unit at (626) 458-3513.
4. Prior to issuance of building permits, the applicant is required to submit 4 sets of plans to the Industrial Waste Unit to approve the stormwater treatment system in the area before operation. For more information, please contact the Industrial Waste Unit at (626) 458-3517.
5. The applicant/owner must provide designated areas for the collection and removal of recyclable materials such as cardboard, beverage containers, and other materials that could be diverted from landfill disposal, in accordance with Title 14, Division 7, Section 17313 of the California Code of Regulations, and as approved by Environmental Programs Division.

For questions regarding the environmental conditions, please contact Patrick Holland of Environmental Programs Division at (626) 458-3592 or [pholland@dpw.lacounty.gov](mailto:pholland@dpw.lacounty.gov).

### **Street Lights**

1. Provide street lights on concrete poles with underground wiring along the property frontage on Imperial Highway and New Hampshire Avenue to the satisfaction of Public Works. Submit street lighting plans showing all existing lights along with existing and/or proposed underground utilities plans as soon as possible to Traffic and Lighting Division's Street Lighting Section to allow the maximum time for processing and approval.

The applicant shall comply with conditions of acceptance listed below in order for the lighting district to pay for the future operation and maintenance of the street lights. All street lights shall be installed per approved plans. It shall be the sole responsibility of the owner of the project to have all street lighting plans approved prior to the issuance of building permits. The required street lighting improvements shall be the sole responsibility of the owner of the project, and the installation must be accepted by the lighting districts, per approved plans, prior to issuance of a Certificate of Occupancy.

2. The following are conditions of acceptance for street light transfer of billing:
  - a. All street lights in the project, or current project phase, must be constructed according to Public Works-approved plans.
  - b. The contractor shall submit one complete set of As-built plans.

Provided the above conditions are met; all street lights in the project, or approved project phase, have been energized; and the developer has requested a transfer of billing by at least January 1 of the previous year, the lighting district can assume responsibility for the operation and maintenance of the street lights by July 1 of any given year. The transfer of billing could be delayed one or more years if the above conditions are not met.

For questions regarding the street lighting conditions, please contact Jeff Chow of Traffic and Lighting Division at (626) 300-4753 or [jchow@dpw.lacounty.gov](mailto:jchow@dpw.lacounty.gov).

If you have any other questions or require additional information, please contact Mr. Dubiel at (626) 458-4921 or [mdubiel@dpw.lacounty.gov](mailto:mdubiel@dpw.lacounty.gov).

MD:tb

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Attach.



**COUNTY OF LOS ANGELES FIRE DEPARTMENT  
FIRE PREVENTION DIVISION**

Land Development Unit  
5823 Rickenbacker Road  
Commerce, CA 90040  
Telephone (323) 890-4243, Fax (323) 890-9783

PROJECT: R2013-02546

MAP DATE: October 6, 2014

LOCATION: 11408 New Hampshire, Los Angeles (CO)

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**REVISED CONDITIONS: Supersedes Fire Dept. Conditions Dated 12/03/ 2014**

**THE FIRE DEPARTMENT RECOMMENDS CLEARANCE OF THIS PROJECT TO PROCEED TO PUBLIC HEARING AS PRESENTLY SUBMITTED WITH THE FOLLOWING CONDITIONS OF APPROVAL.**

**CONDITIONS OF APPROVAL – ACCESS**

1. The access is adequate for this project.
2. All on-site Fire Department vehicular access roads shall be labeled as "Private Driveway and Fire Lane" on the site plan along with the widths clearly depicted on the plan. Labeling is necessary to assure the access availability for Fire Department use. The designation allows for appropriate signage prohibiting parking.
3. Fire Department vehicular access roads must be installed and maintained in a serviceable manner prior to and during the time of construction. Fire Code 501.4
4. The Fire Apparatus Access Roads and designated fire lanes shall be measured from flow line to flow line.
5. Provide a minimum unobstructed width of 26 feet, exclusive of shoulders and an unobstructed vertical clearance "clear to sky" Fire Department vehicular access to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building. Fire Code 503.1.1 & 503.2.2
6. The dimensions of the approved Fire Apparatus Access Roads shall be maintained as originally approved by the fire code official. Fire Code 503.2.2.1



**COUNTY OF LOS ANGELES FIRE DEPARTMENT  
FIRE PREVENTION DIVISION**

Land Development Unit  
5823 Rickenbacker Road  
Commerce, CA 90040  
Telephone (323) 890-4243, Fax (323) 890-9783

PROJECT: R2013-02546

MAP DATE: October 6, 2014

LOCATION: 11408 New Hampshire, Los Angeles (CO)

- 
7. A minimum 5 foot wide approved firefighter access walkway leading from the fire department access road to all required openings in the building's exterior walls shall be provided for firefighting and rescue purposes. Fire Code 504.1
  8. Security barriers, visual screen barriers or other obstructions shall not be installed on the roof of any building in such a manner as to obstruct firefighter access or egress in the event of fire or other emergency. Parapets shall not exceed 48 inches from the top of the parapet to the roof surface on more than two sides. Fire Code 504.5
  9. Approved building address numbers, building numbers or approved building identification shall be provided and maintained so as to be plainly visible and legible from the street fronting the property. The numbers shall contrast with their background, be Arabic numerals or alphabet letters, and be a minimum of 4 inches high with a minimum stroke width of 0.5 inch. Fire Code 505.1

**CONDITIONS OF APPROVAL – WATER SYSTEM**

1. All fire hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal, and shall be installed in accordance with the County of Los Angeles Fire Department Regulation 8.
2. All required PUBLIC fire hydrants shall be installed, tested and accepted prior to beginning construction. Fire Code 501.4
3. The Fire Flow Tests performed by the Golden State Water Company on 11/17/2014 for this project are adequate. The required fire flow for the public fire hydrants for this project is 1500 gpm at 20 psi residual pressure for 2 hours.

For any questions regarding the report, please contact FPEA Wally Collins at (323) 890-4243 or at [Wally.Collins@fire.lacounty.gov](mailto:Wally.Collins@fire.lacounty.gov).



CYNTHIA A. HARDING, M.P.H.  
Interim Director

JEFFREY D. GUNZENHAUSER M.D., M.P.H.  
Interim Health Officer

ANGELO J. BELLOMO, REHS, QEP  
Director of Environmental Health

TERRI S. WILLIAMS, REHS  
Assistant Director of Environmental Health

5050 Commerce Drive  
Baldwin Park, California 91706  
TEL (626) 430-5100 • FAX (626) 813-3000

[www.publichealth.lacounty.gov](http://www.publichealth.lacounty.gov)

BOARD OF SUPERVISORS

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Fifth District

September 23, 2015

TO: Shaun Temple  
Regional Planning Assistant II  
Department of Regional Planning

FROM: Michelle Tsiebos, REHS (M.T.)  
Environmental Health Division  
Department of Public Health

SUBJECT: CUP CONSULTATION  
PROJECT NO. R2013-02546/ RCUP 201300125  
11408 S. New Hampshire Ave., Los Angeles

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

The Department of Public Health-Environmental Health Division has reviewed the information provided for the project identified above. The CUP is to authorize the construction of a new ARCO AM/PM gas station with 2900 SF convenience store and six dispenser canopies which provide 12 fueling positions. The Department recommends approval of this CUP with the following conditions:

1. The project shall be connected to existing public water and public sewer facilities.
2. The project shall comply with the requirements of the Los Angeles County Noise Control Ordinance as found in Title 12 Chapter 12.08 of the Los Angeles County Code.
3. The project shall comply with all Public Health requirements relating to the construction and operation of food establishments. Three sets of construction plans for the proposed food establishment shall be submitted to the Department's Plan Check Program for review and approval prior to issuance of any building permits. The proposed food establishment must be issued a Public Health Permit to operate by this Department after construction. For questions regarding this requirement, please contact the Plan Check Program at (626) 430-5560.

For any questions regarding this report, please contact me at (626) 430-5382 or at [mtsiebos@ph.lacounty.gov](mailto:mtsiebos@ph.lacounty.gov).



## CONDITIONAL USE PERMIT BURDEN OF PROOF

Pursuant to Zoning Code Section 22.56.040, the applicant shall substantiate the following:

*(Do not repeat the statement or provide Yes/No responses. If necessary, attach additional pages.)*

A. That the requested use at the location will not:

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

SEE ATTACHED

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

SEE ATTACHED

C. That the proposed site is adequately served:

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

SEE ATTACHED

- A.1. The proposed facility being located on the Imperial Hwy which extends from western portion Los Angeles County to the most easterly portion of Orange County enables travelers as well as surrounding neighborhood to utilize the convenience use "one stop" shop to get the fuel and minor groceries. This proposal does not affect the health, peace, comfort or welfare of any individual but to provide service for its customers and surrounding neighborhood.
- A.2. Currently the subject property is vacant. The proposed facility will not be detrimental to the use and enjoyment of other persons or property due to the fact that it will enhance the area by tremendous amount of landscaping and contemporary design architecture.
- A.3. As stated previously, this facility provides services to neighborhood and traveling consumers. It does not endanger public health, safety or general welfare.
- B. The property for the conditional use permit is being applied for is approximately 22,000sf flat vacant land with. The proposed facility will consist of over 16% landscaping along the frontage, side and rear of the property. 2900sf AMPM convenience store will be constructed along the easterly portion of the property which enables the employees to monitor the facility during the operation. The Fueling area is located centrally within the property and provides adequate vehicular circulation throughout the site. In addition 13 off street parking spaces are provided which meets and exceeds requirement set forth by Los Angeles County. The building and fueling canopy encompass the contemporary design architecture with earth tone colors which enhances the area and surrounding neighborhood. AMPM and Gasoline service station will be operating 24hrs/7days a week and minimum of 3 employees will occupy the building during each shift.
- C.1. The site will be served by one (ea.) driveway from New Hampshire St. and Imperial Hwy. New Hampshire driveway is sized at 38feet to accommodate larger trucks and delivery trucks ingress. The primary entrance to the site is anticipated to be Imperial Hwy entrance which is located approximately 73feet from the Northwesterly corner of the property line. We believe the two proposed driveway adequately serve the site to provide smooth traffic ingress and egress throughout the site.
- C.2. Adequate water and sewer line are both available along New Hampshire St and Imperial Hwy. We anticipate to be able to connect to existing main lines along said streets



Los Angeles County  
Department of Regional Planning



*Planning for the Challenges Ahead*

**ALCOHOLIC BEVERAGE SALES BURDEN OF PROOF**

Pursuant to Zoning Code Section 22.56.195, the applicant shall substantiate the following:  
*(Do not repeat the statement or provide Yes/No responses. If necessary, attach additional pages.)*

ABC License Type No(s): \_\_\_\_\_ (e.g. Type 20, Type 41)

**A. That the requested use at the proposed location will not adversely affect the use of a place used exclusively for religious worship, school, park, playground, or any similar use within a 600-foot radius.**

See attached

**B. That the requested use at the proposed location is sufficiently buffered in relation to any residential area within the immediate vicinity so as not to adversely affect said area.**

See attached

**C. The requested use at the proposed location will not result in an undue concentration of similar premises; a separation of not less than 500 feet shall not be construed as undue concentration; provided, however, that the planning agency may find that the public convenience or necessity for an additional facility selling alcoholic beverages for off-site consumption, outweighs the fact that it is located within a 500-foot radius of any other facility selling alcoholic beverages for either on-site or off-site consumption, in which case the shelf space devoted to alcoholic beverages shall be limited to not more than five percent of the total shelf space in the establishment.**

See attached

**D. That the requested use at the proposed location will not adversely affect the economic welfare of the surrounding community.**

See attached

**E. That the exterior appearance of the structure will not be inconsistent with the exterior appearance of commercial structures already constructed or under construction within the immediate neighborhood so as to cause blight, deterioration, or substantially diminish or impair property values within said neighborhood.**

See attached

- A. There are no schools, park, playground or any similar use located within 600-foot radius of subject property. The closest religious worship center is located at 11243 S. Vermont which is approximately 500-foot away from the subject property by bird's eye view and not only is buffered by several businesses but also on different street which will be more than 600-foot away by travel on foot. By implementing property conditions to the subject business, said religious organization will not be adversely affected.

The sale of beer and wine for off-site consumption is incidental to the operation of the convenience store and gas station. All alcoholic beverages will be prepackaged and individual sales of single cans or bottles of beer will not be permitted. All refrigerated coolers containing alcoholic beverages will be secured and locked between 2 a.m. to 6 a.m. The possession of alcoholic beverages in open containers and the consumption of alcoholic beverages will be prohibited on or around the premises. As such, proper signage will be installed throughout the facility to inform all consumers of such prohibitions. All consumers purchasing alcoholic beverages will have to present proper identification to provide proof of adequate age. Arco AMPM is one of the strongest supporter of MAAD (Mothers against drunk drivers) and continuously provide education regarding the results of driving under influence of alcohol throughout the United States of America.

- B. Northern and Western perimeter of the site will be buffered by minimum of 10-foot landscape. Southern and Eastern perimeter of the property will be buffered not only by landscape but also Min. 6-foot high Block (CMU) wall to provide adequate buffer to adjacent residential properties.
- C. As stated previously the type 20 alcoholic beverage license requested for this facility does not result in an undue concentration of similar premises due to the fact that this type of license is incidental to operations of the convenience store and is for the sale of beer and wine for the offsite consumption.
- D. The proposed subject facility not only does not adversely affect the economic welfare of the surrounding community but also provides employment opportunity, sales tax revenue for the respective government agencies and provide a one stop service for the community.
- E. The building architecture is based on contemporary design which brings a unique and stylish feature to the area. The adjacent properties are mostly built with flat roof which this building complements the surrounding neighborhood architecture

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



**Project title:** Project No. R2013-02546-(2) / Conditional Use Permit No. 201300125

**Lead agency name and address:** Los Angeles County, 320 West Temple Street, Los Angeles, CA 90012  
**Contact Person and phone number:** Shaun Temple, (213) 974-6462

**Project sponsor's name and address:** Fred Cohen, CJC Design, Inc., 140 N. Maple Street #101,  
Corona, CA 92880

**Project location:** 11408 New Hampshire Avenue, Los Angeles, CA 90044  
**APNs:** 6079-021-001, 6079-021-002, 6079-021-003 **USGS Quad:** Ingelwood  
**Gross Acreage:** 0.5 Acres

**General plan designation:** N/A

**Community/Area wide Plan designation:** C.1 – Regional Commercial

**Zoning:** C-2 (Neighborhood Business); West Athens-Westmont Community Standards District; Transit Oriented Development – Vermont Station, Green Line.

**Description of project:** The project is a request for a conditional use permit for the construction and operation of a gasoline service station in the C-2 (Neighborhood Business) Zone located along Imperial Highway in the urbanized community of West Athens-Westmont. Per Title 22, gasoline service stations are a by-right use in the C-2 Zone with the vast majority being processed by Site Plan Review with no environmental review. However, this project is located in the Vermont Station - Transit Oriented Development (TOD), which requires automobile related services, including gasoline service stations, to be approved by a conditional use permit. Discretionary projects are subject to environmental review and as such an Initial Study was prepared for this project. The project consists of the storage of gasoline.

**Surrounding land uses and setting:** The project site is at the south-east corner of the intersection of Imperial Highway and S. New Hampshire Avenue, just one property west of the major intersection of Imperial Highway and Vermont Avenue. Along this section of Imperial Highway is an already established gasoline service station, a tire repair shop, and small-scale commercial shopping centers. North of Imperial Highway is composed primarily of single-family residential and to the south of Imperial Highway is composed primarily of multi-family residential. Vermont Avenue to the east is composed primarily of commercial retail and restaurants. Just south of the project site on Vermont Avenue are the on-ramps and off-ramps for Interstate 105 and the Vermont Station for the Metro Green Line.

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

<i>Public Agency</i>	<i>Approval Required</i>
_____	_____

**Major projects in the area:**

<i>Project/Case No.</i>	<i>Description and Status</i>
None	N/A

**Reviewing Agencies:**

*Responsible Agencies*

- None
- Regional Water Quality Control Board:
  - Los Angeles Region
  - Lahontan Region
- Coastal Commission
- Army Corps of Engineers

*Trustee Agencies*

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

*Special Reviewing Agencies*

- None
- Santa Monica Mountains Conservancy
- National Parks
- National Forest
- Edwards Air Force Base
- Resource Conservation District of Santa Monica Mountains Area
- 

*County Reviewing Agencies*

- DPW:
  - Land Development Division (Grading & Drainage)
  - Geotechnical & Materials Engineering Division
  - Watershed Management Division (NPDES)
  - Traffic and Lighting Division
  - Environmental Programs Division
  - Waterworks Division
  - Sewer Maintenance Division

*Regional Significance*

- None
- SCAG Criteria
- Air Quality
- Water Resources
- Santa Monica Mtns. Area
- 

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

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION:** (To be completed by the Lead Department.)  
On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Shawn Temple  
Signature (Prepared by)

9/9/15  
Date

[Signature]  
Signature (Approved by)

9-9-15  
Date

## EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) **Supporting Information Sources:** A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.
- 8) **Climate Change Impacts:** When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on : 1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and 2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

## 1. AESTHETICS

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

The project site is located in the urbanized community of West Athens-Westmont where there are no scenic vistas, regional riding or hiking trails, or any other scenic resources such as trees, rock outcroppings, and historic buildings within a state scenic highway in the area.<sup>1</sup> Therefore, there are no impacts on these resources.

The proposed gasoline service station with a one-story, 2,900 square foot market would be in size and character with the other small scale commercial uses that make up this portion of Imperial Highway. Therefore, any impacts that would substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features are expected to be less than significant.

Imperial Highway is a highly traveled vehicle corridor that has several commercial uses and vehicle service uses located along it. The addition of a gasoline service station would be in scale with these uses and is not expected to create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area. Therefore, impacts are expected to be less than significant.

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<sup>1</sup> Los Angeles County Department of Regional Planning GIS "Environmental Resources" Layer, accessed 5/20/15

**2. AGRICULTURE / FOREST**

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

The project for a gasoline service station located along Imperial Highway is located within the urbanized, built-out community of West Athens-Westmont. This location is not near any farmlands, agricultural lands, forest lands, or timberlands. As a result, this use would not involve the conversion or loss of any of these types of lands. Therefore, there will be no impact to agricultural and forest lands.

### 3. AIR QUALITY

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

The project site is located in the South Coast Air Quality Management District (SCAQMD), which is responsible for monitoring air quality as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region. According to SCAQMD, if a project does not conform to a general plan or is very large in scale and scope, then it is not within SCAG's population and vehicle miles traveled projections, which are the foundation for the Air Quality Management Plan (AQMP). The proposed plan conforms to the West Athens-Westmont Community Plan as it is consistent with the C.1 (Regional Commercial) land use policy for the site and is located in the C-2 (Neighborhood Business) Zone where gasoline service stations are a permitted use, by-right. The reason a conditional use permit and an initial study are required is because this is an automobile related use that stores a large amount of gasoline on-site and is located within a Transit Oriented Development. However, as this service station is not large in scale and as gasoline service stations within commercial areas are already within SCAG's population and vehicle miles traveled projections, then any impacts related to this proposed use conflicting with or obstructing implementation of applicable SCAQMD air quality plans, violating any air quality standards, or contributing substantially to an existing or projected air quality violation are expected to be less than significant. In addition, for the same reasons, the implementation of the proposed project is expected to result in less than significant impacts related to federal and state air quality standards or for the exposure of sensitive receptors to substantial pollutant concentrations and the creation of

objectionable odors affecting a substantial number of people. However, it should be noted that the region is currently in non-attainment for several criteria pollutants.

The project site is also located within 1,000 feet of the Caltrans – Leinard Flynn Dump Site No. 17 and therefore will comply with Section 110.3 of the Los Angeles County Building Code, which requires the building be protected against landfill gas intrusion.

#### 4. BIOLOGICAL RESOURCES

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

**Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)?**

**g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan?**

The project site is located in the community of West Athens-Westmont, which is an urbanized area and does not contain any known sensitive or endangered species as identified by the State's Fish and Wildlife Department or the U.S. Fish and Wildlife Service<sup>2</sup>. Therefore, this project is expected to have less than significant impacts on any species identified as a candidate, sensitive, or special status.

The project site is not located near any sensitive natural communities such as oak woodlands and coastal sage scrub. The project site is also not located next to any federally or state protected wetlands or waters of the United States.<sup>3</sup> Therefore, there is no impact to these resources.

The County's primary mechanism to conserve biological diversity is an identification tool and planning overlay called Significant Ecological Areas (SEA). SEAs are ecologically important land and water systems that are valuable as plant and/or animal communities, often integral to the preservation of threatened or endangered species, and conservation of biological diversity in the County. These areas also include nearly all of the wildlife corridors in the County, as well as oak woodlands and other unique and/or native trees. The project site is not located on or near an SEA, known wildlife corridor or nursery site, oak woodland or other unique tree habitat, or designated wildflower area. Therefore impacts with the movement of any native resident or wildlife species is expected to be less than significant and no impacts are expected to oak woodlands, wildflower reserve areas, and Significant Ecological Areas in general.<sup>4</sup>

There is no adopted state, regional or local habitat conservation plan on or near the project area. Therefore there is no impact on these resources.

<sup>2</sup> GIS-NET, "California Natural Diversity Database" layer, accessed 5/26/2015.  
<sup>3</sup> USFWS Wetlands Mapper, accessed 5/26/2015  
<sup>4</sup> GIS-NET "Environmental Resources – SEA and Wildlife Linkage" layers, accessed 5/26/15.

## 5. CULTURAL RESOURCES

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

There are no historical resources located near the project site.<sup>5</sup> Therefore, there will be no impacts to those resources.

The project site is located between Imperial Highway and Interstate 105 within the highly urbanized and built-out community of West Athens-Westmont and there are not any known significant archeological, paleontological, or geological resources in the area, nor are there any known formal or informal cemeteries.<sup>6</sup> Therefore, any impacts to these resources are expected to be less than significant.

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<sup>5</sup> Los Angeles County General Plan

<sup>6</sup> Los Angeles County General Plan

## 6. ENERGY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
<b>a) Conflict with Los Angeles County Green Building Standards Code (L.A. County Code Title 31)?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The County's Green Building Program was established in 2008 and created green building development standards for new projects with the intent of conserving water; energy, and other natural resources as well as diverting waste from landfills, minimizing impacts to existing infrastructure, and promoting a healthier environment. All new development in the County must comply with Green Building Standards, as applicable. Therefore, impacts are expected to be less than significant due to code compliance and as project design.

Per Appendix F of CEQA guidelines, the goal of conserving energy implies decreasing overall per capita energy consumption, decreasing reliance on fossil fuels such as coal, natural gas and oil, and increasing reliance on renewable energy sources. The County's green building program serves to meet these goals. The green building program includes green-building standards, Low-Impact Development standards, and Drought Tolerant Landscaping requirements. In addition, on January 2011, the State of California adopted the CALGreen Building Code with mandatory measures that establish a minimum for green construction practices. The proposed project is required to comply with all relevant green building and energy standards. Therefore, impacts are expected to be less than significant.

## 7. GEOLOGY AND SOILS

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

The project site is not located on any known active fault trace, seismic zone, landslide area, or a liquefaction area<sup>7</sup>. Any development will be subject to seismic safety and building standards. Therefore, the project is not expected to expose people or structures to potential significant impacts related to seismic activity and seismic related hazards. Therefore, impacts are expected to be less than significant.

The project site is located in an urbanized area and the project is subject to the regulations related to seismic safety and any proposed construction on the site will need to comply with all applicable construction best management practices related to soil erosion and the loss of top soil. Therefore, the project is not expected to result in substantial soil erosion or the loss of topsoil and impacts are expected to be less than significant. There are no known lateral spreading or subsidence zones or expansive soils in the project site area. Therefore, the project is not expected to expose people or structures to potential significant impacts related to seismic hazards, soil instability, or expansive soils. Therefore, impacts are expected to be less than significant.

The project site is connected to public sewer and therefore there are no impacts to soils incapable of adequately supporting the use of onsite wastewater treatment systems (OWTS) as there will be no use of an OWTS.

Hillside Management Areas are identified by the County as areas that have a slope of 25 percent or greater. There are no designated Hillside Management Areas located in the project area. Therefore, no impacts from the proposed project on these resources would occur.

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<sup>7</sup> GIS-NET, "Seismic Hazards" layer, accessed 5/26/2015.

**8. GREENHOUSE GAS EMISSIONS**

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

The proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG including regulations implementing AB 32 of 2006, General Plan policies and implementing actions for GHG emission reduction, and the Los Angeles Regional Climate Action Plan. The proposed project is not expected to generate any significant GHG emissions or conflict with any applicable GHG plan or policy. Therefore, impacts related to greenhouse gases are expected to be less than significant.

**9. HAZARDS AND HAZARDOUS MATERIALS**

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

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

The project is a request for the construction and operation of a gasoline service station. Gasoline stations store large amounts of gasoline, which is a hazardous material. However, gasoline service stations are common uses found throughout all cities and there are several environmental and safety regulations set in place by the Federal Environmental Protection Agency (EPA), the California Environmental Protection Agency (Cal-EPA), and the California Department of Toxic Substances Control (DTSC) that are standard to the operation of these uses to prevent significant hazard to the public through routine transport, storage, and use and also to prevent foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment. Because of these regulations already in place, gasoline services stations are normally a by-right use in the C-2 Zone and do not require an environmental review. However, this project is located in the Vermont Station - Transit Oriented Development, which requires automobile related services, including gasoline service stations, to be approved by a conditional use permit. Discretionary projects are subject to CEQA, and because the project involves the storage of a hazardous material (gasoline), an Initial Study was prepared. However, as these standards and regulations are already in place, impacts to the public from storing gasoline are expected to be less than significant.

Gasoline service stations are related to the emission of carbon dioxide pollution by vehicles that use the gasoline purchased at the station. However, the California Air Resources Board sets emission standards for vehicles registered in California and the Environmental Protection Agency sets emission standards for vehicles registered outside of California. These emissions standards are considered acceptable for vehicles driving within one-quarter mile of sensitive land uses. Therefore, hazardous emission impacts are considered to be less than significant.

No hazardous materials sites or properties listed in compliance with California Government Code, Section 65962.5 (e.g., Comprehensive Environmental Response, Compensation and Liability Information System [CERCLIS], Resource Conservation and Recovery Act [RCRA]) are located on the project site. Any sites within the general vicinity are not likely to have contaminated the project site. Therefore, impacts are expected to be less than significant.

Projects in close proximity to airports are within the jurisdiction of the Airport Land Use Commission (ALUC). The closest airports to the project site are the Hawthorne Municipal Airport, approximately 2.5 miles to the southwest; the Compton/Woodley Airport, approximately 5 miles to the southeast; and Los Angeles International (LAX), approximately 5.5 miles to the west. None of these airports have their influence area extend to the project site. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area and would not impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Therefore, impacts are expected to be less than significant.

There are no private airstrips within the vicinity of the project site, therefore no impacts are expected that would result in a safety hazard for people residing or working in the project area.

The project site is located at the intersection of Imperial Highway and New Hampshire Avenue, both of which provide adequate access to emergency responders and the design of the project site conforms to standards set forth by the Los Angeles County Fire Department. Therefore, the impacts to the impaired implementation of an adopted emergency response plan or emergency evacuation plan area expected to be less than significant.

The project site is not located in a Very High Fire Hazard Severity Zone.<sup>8</sup> In addition, all potential development projects are required to have adequate fire flow and water pressure or upgrade the system to meet the required standards of the Fire Department. The proposed project is not expected to expose people or structures to a significant risk of loss, injury, or death involving fires in high fire hazard areas. Therefore any impacts are expected to be less than significant.

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<sup>8</sup> GIS-NET, "Very High Fire Hazard Severity Zone" layer, accessed 5/26/2015.

## 10. HYDROLOGY AND WATER QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
<b>a) Violate any water quality standards or waste discharge requirements?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>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)?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>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?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>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?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>e) Add water features or create conditions in which standing water can accumulate that could increase habitat for mosquitoes and other vectors that transmit diseases such as the West Nile virus and result in increased pesticide use?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>g) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>h) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| i) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| j) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| k) Otherwise substantially degrade water quality?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| l) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain?                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| m) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| n) 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

The construction and maintenance of a gasoline service station would be required to comply with the requirements in the Basin Plan prepared by the Los Angeles Regional Water Quality Control Board, which is a plan that identifies narrative and numerical water quality objectives to protect all beneficial uses of the waters of that region. The Basin Plan achieves the identified water quality objectives through implementation of Waste Discharge Requirements (WDRs). The project is required to comply with all applicable water and wastewater treatment standards as maintained by the Regional Water Quality Control Board. Therefore the project is not expected to violate any water quality standards or waste discharge requirements and impacts are expected to be less than significant.

The project is located on a commercially-zoned property and is consistent with the land use policy and zoning designation for the site. The project site is served by existing public water and wastewater systems. Additionally, a gasoline service station is not a land use associated with heavy water usage. Therefore, the project is not expected to substantially deplete groundwater supplies or interfere with groundwater recharge and impacts are expected to be less than significant.

The project site is located in a built-out, urbanized area with no streams or rivers located nearby. The project will include the construction of a new building, which will alter the drainage pattern of the property. However, the project is subject to Low Impact Development (LID) requirements, which manages on-site water run-off. Therefore, impacts to the existing drainage pattern of the site, in a manner which would result

in substantial erosion, siltation, flooding, or exceeding the capacity of existing storm water drainage systems are expected to be less than significant.

There are no proposed water features for the site, therefore the project is not expected to create stand water accumulation that could increase habitat for mosquitoes and other vectors that transmit diseases such as the West Nile Virus and result in increased pesticide use.

The proposed project would comply with all applicable NPDES requirements and with the County Low Impact Development Ordinance. Therefore, impacts to these requirements are not expected and impacts to the water quality in general are expected to be less than significant.

Areas of Special Biological Significance (ASBS) are designated by the State Water Resources Control Board. In Los Angeles County, ASBSs exist in the ocean waters along the coast of the City of Malibu and around Santa Catalina Island.<sup>9</sup> The project site is located in the interior of the Los Angeles Basin and therefore, impacts to ASBSs are not expected.

The project site is served by public water and wastewater facilities. Therefore there is no on-site wastewater treatment system being proposed for this project and there is no impact.

The project site is not located in a FEMA Flood Zone, a dam inundation zone, or an area subject to inundation by seiche, tsunami, or mudflow.<sup>10</sup> Therefore impacts by these hazards to are expected to be less than significant.

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<sup>9</sup> California State Water Resources Control Board, California's Areas of Special Biological Significance, website: [http://www.waterboards.ca.gov/water\\_issues/programs/ocean/asbs\\_map.shtml](http://www.waterboards.ca.gov/water_issues/programs/ocean/asbs_map.shtml), map, accessed 5/28/2015.

<sup>10</sup> Los Angeles County Department of Regional Planning GIS "Environmental Resources – FEMA Flood Zone" Layer, accessed 5/28/15.

## 11. LAND USE AND PLANNING

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

The proposed project is for a gasoline service station located along the developed commercial corridor of Imperial Highway on a half-acre property. Therefore, impacts to physically dividing a community are expected to be less than significant.

The project is a commercial use within the Regional Commercial land use policy area of the West Athens-Westmont Community Plan. Therefore, the project is consistent with the local community plan.

The project is located in the C-2 (Neighborhood Business) Zone in which gasoline service stations are a by-right use. However, the project is also located in the Vermont Station Green Line Transit Oriented Development, which requires a conditional use permit for automobile related uses, including gasoline service stations. A conditional use permit is being processed for this project with the application of all the applicable development standards of the Transit Oriented Development ordinance. Therefore, the project is consistent with the zoning ordinance as applicable to the subject property.

There are no Hillside Management Areas or SEAs within or nearby to the project site. Therefore, no impacts related to land use and planning are expected from the proposed project.

## 12. MINERAL RESOURCES

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

The County depends on the State of California's Geological Survey (State Department of Conservation, Division of Mines and Geology) to identify deposits of regionally-significant aggregate and mineral resources. These clusters or belts of mineral deposits are designated as Mineral Resources Zones (MRZ-2s). According to the General Plan for Los Angeles County, there are no known mineral resources located at the project site.<sup>11</sup> Additionally, according to the California State Department of Conservation, Division of Mines and Geology, there are no known aggregate resource areas at the project site.<sup>12</sup> Therefore, the proposed project will not result in the loss of availability of a known mineral resource or mineral resource of local importance that would be of value to the region and the residents of the State as delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts are expected to occur.

<sup>11</sup> GIS-NET, "Special Management Areas" layer, accessed 5/28/2014.

<sup>12</sup> California Department of Conservation, California Geological Survey, Aggregate Availability in California, map, website: [http://www.conservation.ca.gov/cgs/information/publications/ms/Documents/MS\\_52\\_map.pdf](http://www.conservation.ca.gov/cgs/information/publications/ms/Documents/MS_52_map.pdf), accessed 5/28/2014.

### 13. NOISE

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

The proposed project will conform to Los Angeles County Code Title 12, Chapter 12.08 (Noise Control Ordinance). Section 12.08.390 of the County Code provides a maximum exterior noise level of 45 decibels (dB) between 10:00 p.m. and 7:00 a.m. (nighttime) and 50 dB from 7:00 a.m. to 10:00 p.m. (daytime) in Noise Zone II (residential areas). Therefore the project is not expected to expose people to excess levels of noise and impacts are expected to be less than significant.

The project is a gasoline service station, which is not a land use associated with ambient noise increases. Noise generated by construction equipment during the construction phase of the project may result in a substantial temporary increase in ambient noise levels. Noise from construction equipment will be limited by compliance with the Noise Control Ordinance and County Code Section 12.12. Therefore the project is not expected to be a source of a substantial permanent increase in groundborne vibrations and noise levels, or a substantial permanent or temporary increase in ambient noise levels and impacts are expected to be less than significant.

The project is not located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip. Therefore, impacts from these uses are expected to be less than significant.

## 14. POPULATION AND HOUSING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
<b>a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>d) Cumulatively exceed official regional or local population projections?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project is one gasoline service station on a half-acre property zoned for commercial use. The project is a commercial development and does not include the extension of roads or other infrastructure. Therefore, the project will not induce substantial population growth or displace existing housing or cumulatively exceed official regional or local population projections. Therefore, the project will have less than significant on population and housing.

**15. PUBLIC SERVICES**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) <b>Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</b>				
<b>Fire protection?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Sheriff protection?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Schools?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Parks?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Libraries?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Other public facilities?</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project is a gasoline service station, which as a commercial use is not considered a population inducer. The likelihood of more people moving into this area as a result of this project is expected to be less than significant. As a result, any increase in demands on public services is expected to be less than significant. Therefore, no new or physically altered governmental facilities are needed in order to maintain acceptable service ratios, response times, or other performance objectives for fire and sheriff services from the proposed zone change and plan amendment. As this project is a gasoline service station and as any increase in population growth is expected to be less than significant, then any impact on schools, parks, libraries, and other public facilities is also expected to be less than significant.

## 16. RECREATION

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

In general, a gasoline service station is not considered a population inducer, meaning the likelihood of more people moving into this area as a result of this project is expected to be less than significant. Therefore any impact on the use of existing neighborhood and regional parks or other recreational facilities is expected to be less than significant.

The project does not include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities. Therefore, there is no impact.

The project site is located along Imperial Highway in an urbanized area and does not interfere with regional open space connectivity. Therefore, there is no impact.

**17. TRANSPORTATION/TRAFFIC**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed gasoline service station is located along Imperial Highway, which is a major east-west thoroughfare that connects many communities in Los Angeles County. As such, the project is appropriately located so as not to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness of the circulation system. Similarly, the project will therefore not conflict with an applicable congestion management program, or programs and policies for public transit, bicycle or pedestrian facilities, and impacts from the project are expected to be less than significant.

As a gasoline service station, the proposed project would not result in any development that either increases demand for air travel services or results in the development of structures sufficiently tall that flight paths need to be altered or necessitates a change in location that results in substantial safety risks. Therefore, impacts are expected to be less than significant.

The proposed project must comply with all applicable Department of Public Works and Americans with Disabilities Act standards. Therefore, impacts related to a substantial increase in hazards due to a design feature or incompatible uses are expected to be less than significant.

The proposed project must comply with all applicable Fire Department standards for emergency access. Therefore, impacts related to inadequate emergency access are expected to be less than significant.

The proposed project must conform with adopted policies, plans, and programs regarding public transit, bicycle, or pedestrian facilities and therefore any impacts to performance or safety to such facilities are expected to be less than significant.

**18. UTILITIES AND SERVICE SYSTEMS**

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

The project site is served by public water and sewer systems. The project is required to comply with all applicable water and wastewater treatment standards as maintained by the Los Angeles Regional Water Quality Control Board and NPDES permit. Therefore impacts to exceeding wastewater treatment requirements are expected to be less than significant.

The project is a gasoline service station on a half-acre lot and is considered small in scale and unlikely to significantly impact wastewater system capacity, drainage system capacity, water supply, and energy utility

system capacity. The proposed project is not expected to result in the construction of new water or wastewater treatment facilities, storm water drainage facilities, energy facilities or expansions of already existing facilities. Therefore, impacts are expected to be less than significant.

The Los Angeles County Integrated Waste Management Plan (IWMP), which is compiled by the interagency Integrated Waste Management Task Force and updated annually, has identified landfills with sufficient disposal capacity for the next 15 years, assuming current growth and development patterns remain the same. All projects must also comply with other documents required by the California Integrated Waste Management Act of 1989 (AB 939). Additionally, Assembly Bill 341 (2011) and Assembly Bill 1826 (2014) require certain businesses to set up recycling services for recyclables and organic waste. Therefore, impacts are expected to be less than significant.

The project must comply with the IWMP, the County's Green Building Program, and with all federal, state, and local statutes and regulations related to solid waste. Therefore, impacts are expected to be less than significant.

**19. MANDATORY FINDINGS OF SIGNIFICANCE**

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

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

The project site is in the heavily urbanized community of West Athens-Westmont between Imperial Highway and Interstate 105. It does not contain any known sensitive or endangered habitat, fish, wildlife, or plant species as identified by federal, state or County jurisdiction. Therefore, the impacts to these resources are expected to be less than significant.

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

The proposed project is a gasoline service station along Imperial Highway and would be consistent and in scale with the development in the area. As the project would have minimal impact in the character and use of the local area, then impacts to the both short-term and long-term environmental goals are expected to be less than significant.

c) 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)?

The project is consistent with the land use and zoning designations for the property and does not impact mineral, agricultural or other natural resources. The project does not require infrastructure upgrades as it is adequately served by existing public services. Therefore the project is not expected to have cumulatively considerable impacts are expected to be less than significant.

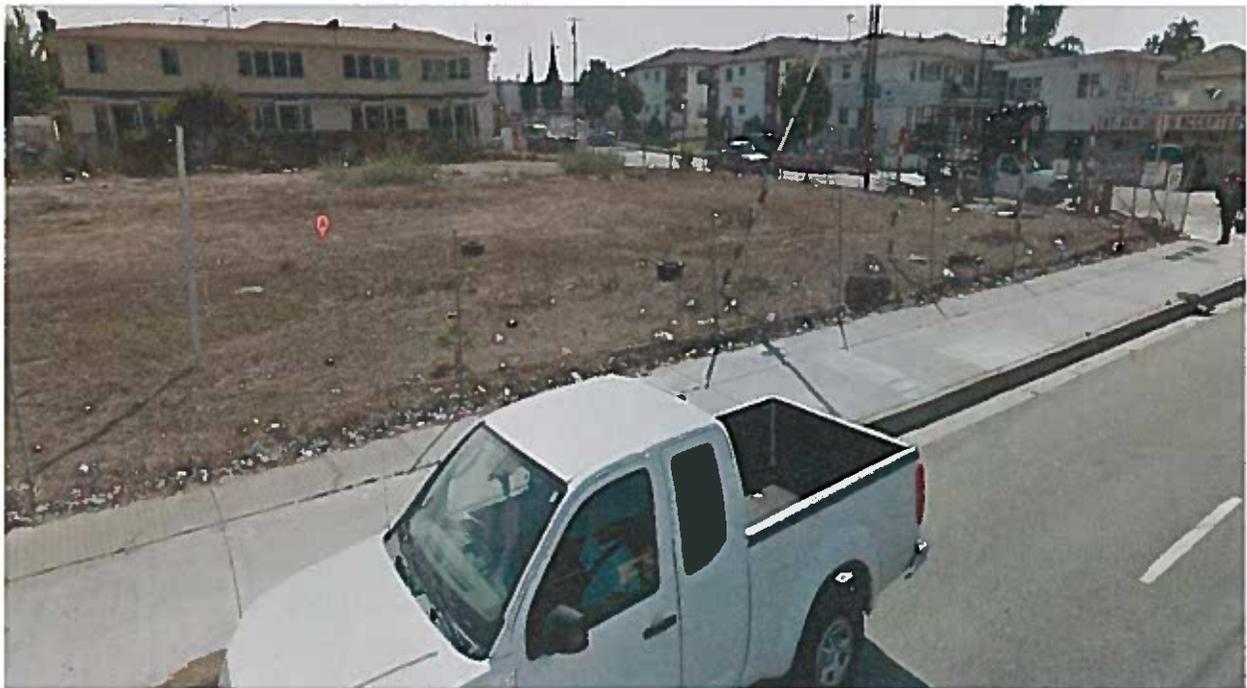
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The project does not conflict with any air quality, transportation, or habitat plans. The project also is subject to the County's Green Building Program. Therefore, impacts to the environment which will cause substantial adverse effects on human beings are expected to be less than significant.





**View from Imperial facing East**



**View from Imperial facing South**



**View from New Hampshire facing Southeast**



**View from New Hampshire facing Northeast**



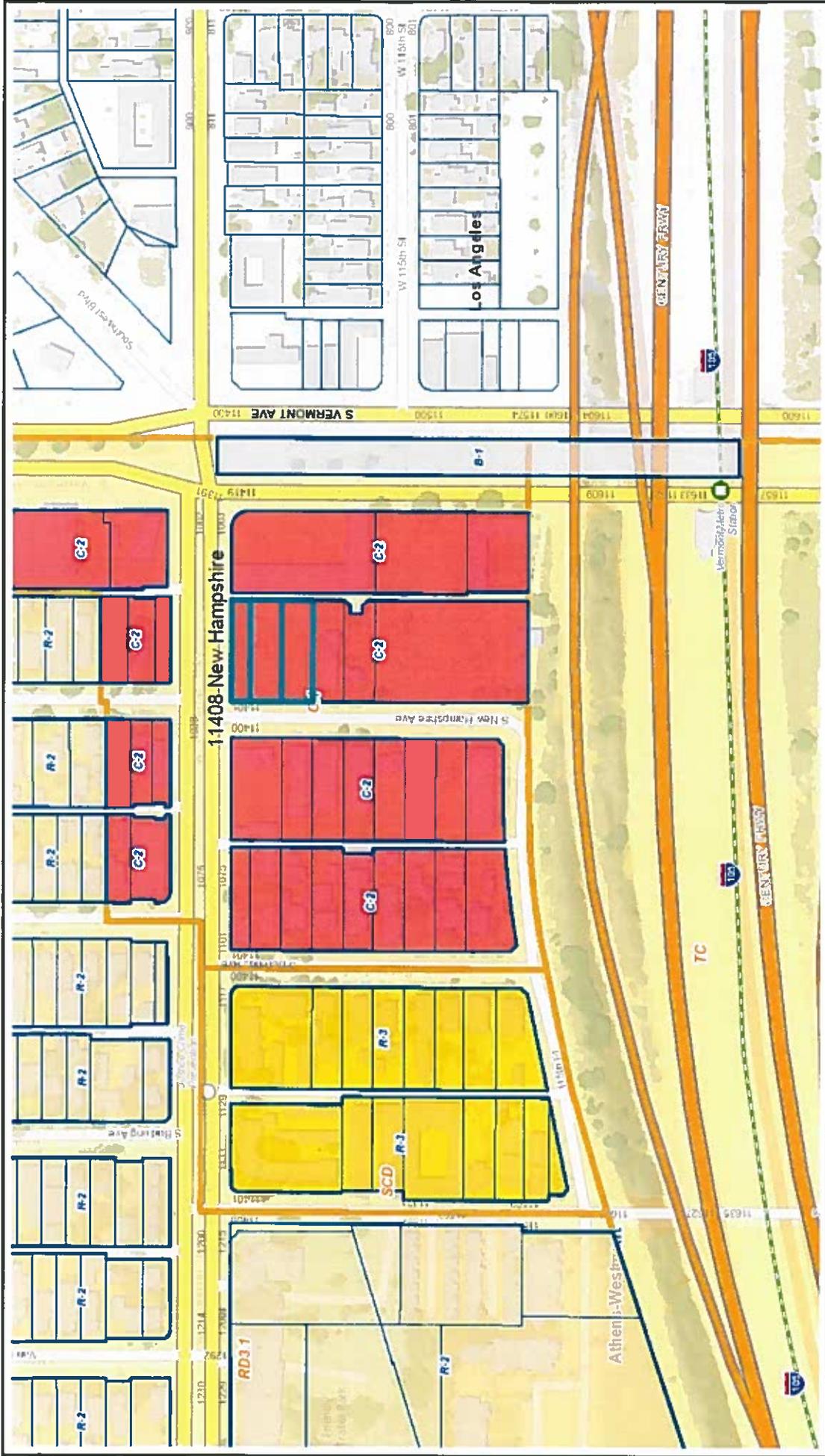
**View from Imperial facing Southeast**



Imperial

VERMONT

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# 11408 New Hampshire Zoning and Land Use

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