

Hearing Officer Transmittal Checklist

Hearing Date
5/3/2011
Agenda Item No.
6

Project Number: 97-099-(2)
Case(s): Parking Permit Case No. 200900009
Planner: Andrew Svitek

- Factual
- Property Location Map
- Staff Report
- 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 Radius Map
- Tentative Tract / Parcel Map
- Site Plan / Floor Plans / Elevations
- Exhibit Map
- Landscaping Plans

Reviewed By:  _____



Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, California 90012
Telephone (213) 974-6462

PROJECT NUMBER 97-099-(2)
PARKING PERMIT NO. 200900009

PUBLIC HEARING DATE
5/3/2011

AGENDA ITEM

RPC CONSENT DATE

CONTINUE TO

APPLICANT

Eagle Rider Motorcycle Rentals

OWNER

Airport Interchange Business Park, LLC

REPRESENTATIVE

Jim Marquez

PROJECT DESCRIPTION

The applicant is requesting a parking permit to reduce the number of required parking spaces at the 3-acre Airport Commerce Center to allow a tenant in the motorcycle rental business to stage motorcycles being picked up or dropped off by customers within a maximum of 15 spaces out of the total 50 required parking spaces.

REQUIRED ENTITLEMENTS

A parking permit is required to authorize less than the code required 50 parking spaces to allow the use of 15 parking spaces for the purposes of a staging area for motorcycle rentals.

LOCATION/ADDRESS

11860 South La Cienega Boulevard, Hawthorne

SITE DESCRIPTION

The site plan shows a 3-acre business office park developed with four warehouses utilized for a combination of commercial/manufacturing uses and measuring a total of 60,161 SF (building sizes are as follows: "A" is 14,708 SF, "B" is 6,796 SF, "C" is 19,254 SF and "D" is 19,403 SF). The site has a total of 33,575 SF of industrial space and 27,684 SF of office space. There are 145 parking spaces along the eastern and northern edge of the property. There are landscape areas measuring 13,643 SF. There are 5 access driveways from Sepulveda Boulevard and one from 120th Street.

ACCESS

La Cienega Boulevard (West) and West 120th Street (South)

ZONED DISTRICT

Del Aire

ASSESSORS PARCEL NUMBERS

4140-016-159 and 4140-016-160

COMMUNITY

Del Aire

SIZE

3 acres

COMMUNITY STANDARDS DISTRICT

None

EXISTING LAND USE

Business Office Park

EXISTING ZONING

MPD (Manufacturing-Industrial Planned Development)

Project Site

North

I-105 (Glenn Anderson Freeway and Transit Way), Metro Green Line

TC (transportation corridor)

East

I-405 (Santa Ana Freeway)

TC (transportation corridor)

South

Single family residences

R-1 (Single Family Residential)

West

Multiple-Family Residences, Business Office Park, Single-Family Residences

MPD, RPD (Residential Planned Zone), R-1 (Single Family Residential)

GENERAL PLAN/COMMUNITY PLAN

Countywide General Plan

LAND USE DESIGNATION

Low Density Residential (1 to 6 du/ac)

MAXIMUM DENSITY

6 du/ac

ENVIRONMENTAL DETERMINATION

Class 5 Categorical Exemption (alterations in land use limitations)

RPC LAST MEETING ACTION SUMMARY

LAST RPC MEETING DATE	RPC ACTION	NEEDED FOR NEXT MEETING
MEMBERS VOTING AYE	MEMBERS VOTING NO	MEMBERS ABSTAINING/ABSENT

TO BE COMPLETED ONLY ON CASES TO BE HEARD BY THE BOARD OF SUPERVISORS

STAFF CONTACT PERSON: Andrew Svitek		
RPC HEARING DATE(S)	RPC ACTION DATE	RPC RECOMMENDATION
MEMBERS VOTING AYE	MEMBERS VOTING NO	MEMBERS ABSTAINING
STAFF RECOMMENDATION (PRIOR TO HEARING):		
SPEAKERS* (O) 0 (F) 0	PETITIONS (O) 0 (F) 0	LETTERS (O) 0 (F) 0

*(O) = Opponents (F) = In Favor

**STAFF ANALYSIS
PROJECT NO. 97-099-(2)
PARKING PERMIT NO. 200900009**

PROJECT DESCRIPTION

This permit authorizes a reduction in the required number of parking spaces from a total of 50 spaces to 35 spaces for a motorcycle rental business at the Airport Commerce Center (formerly known as the Airport Interchange Center) to permit the staging of motorcycles within a maximum of 15 parking spaces (the reduction of parking spaces for the site will be from 136 to 130 spaces, as the site currently has a total of 145 spaces, a surplus of 9 spaces).

REQUIRED ENTITLEMENTS

Section 22.56.990 of the County Code requires a parking permit in the event that a particular use does not have the need for such requirements. One of the intents of the parking permit is to conserve land and promote efficient land use by allowing the dual or shared use of parking facilities by two or more uses.

SITE PLAN DESCRIPTION

The site plan shows a 3-acre light industrial business park developed with four warehouses utilized for a combination of commercial/manufacturing uses and measuring a total of 61,336 SF (building sizes are as follows: "A" is 14,708 SF, "B" is 6,796 SF, "C" is 19,254 SF and "D" is 19,403 SF). There are 145 parking spaces along the eastern and northern edge of the property based on a total of 29,092 SF of office space and 32,244 SF of industrial space. There are landscape areas measuring 13,643 SF. There are five access driveways from Sepulveda Boulevard and one from 120th Street.

ENVIRONMENTAL DOCUMENTATION

Department of Regional Planning has determined that the project qualifies for a Class 5 Categorical Exemption ("alterations in land use limitations") pursuant to the Guidelines for the California Environmental Quality Act (Title 14, Cal. Code of Regulations, Section 15305). Parking permits are listed under Class 5 (paragraph "n") in the Los Angeles County CEQA Guidelines, Appendix G.

LEGAL NOTIFICATION AND PUBLIC OUTREACH

Pursuant to the provisions of Section 22.60.174 of the County Code, the Notice of Public Hearing was advertised in The Daily Breeze on March 26, 2011 and in La Opinion on March 30, 2011. A total of 38 public hearing notices regarding the subject application were mailed to the owners of properties located within the 500-foot radius and to the "courtesy list" of addresses for the Del Aire Zoned District on March 23, 2011.

PREVIOUS CASES/ZONING HISTORY

Conditional Use Permit No. 97-099 (Approved August 26, 1998) – authorized the construction of a light industrial business park consisting of four two-story buildings with a total floor area of 60,381 SF, 145 parking spaces, loading areas and landscape areas.

The industrial business park has a total of eleven tenant spaces. Each of the tenant improvements was approved through a Revised Exhibit "A." Several tenant spaces have had multiple tenant improvements approved for different tenants. Some tenants have changed but because the tenant improvements have remained the same, the tenants have not been required to submit a revised Exhibit "A". The Revised Exhibit "A" record for this project is as follows:

Building A 11832-11852	USDA (existing)	November 30, 1998
Building B 11860	Kubic Marketing EagleRider EagleRider (existing)	November 30, 1999 March 27, 2000 April 26, 2007
Building C 11904	Cloud 9 EagleRider	November 22, 1999
11910	Terminix EagleRider	July 25, 2000
11918	Teligent Spa World EagleRider	May 8, 2000 July 29, 2002
11926	ISE (existing)	(not in file) before November 7, 2000
Building D 11934	Mitsubishi Logistics (existing)	January 26, 2000
11938	Triways (existing)	May 9, 2000
11944	Kaizen LAX Crossfit	May 9, 2000
11950	Topicelle Vacant	July 25, 2000
11954	Sun Bay International Bauhaus Vacant	May 11, 2000 November 7, 2000

EXISTING ZONING

Subject Property

The subject property is currently zoned MPD (Manufacturing-Industrial Planned Development).

Surrounding Properties

Surrounding properties within 500 feet are zoned as follows:

North: I-105 (Glenn Anderson Freeway and Transit Way)

South: R-1 (Single Family Residential)

East: I-405 (Santa Ana Freeway)

West: MPD, RPD (Residential Planned Zone), R-1 (Single Family Residential)

EXISTING LAND USES

Subject Property

The subject property is developed as a light industrial business park.

Surrounding Properties

Surrounding land uses within 500 feet include:

North: I-105 (Glenn Anderson Freeway and Transit Way), Metro Green Line

South: Single family residences

East: I-405 (Santa Ana Freeway)

West: Multi-family residences, office business park, single family residences

STAFF EVALUATION

General Plan Consistency

The subject property is currently designated as Low Density Residential (One to Six Dwelling Units Per Acre) in the Los Angeles County General Plan. Although the site is developed with a commercial/industrial use, this use was found consistent with the designation when the Airport Commerce Center was approved by Conditional Use Permit Number 97-099. Light manufacturing uses do not meet the intent of this designation. However, the project supports specific policies in the General Plan including:

Promote planned industrial development in order to avoid land use conflicts with neighboring activities. The existing light manufacturing facility is adjacent to other light manufacturing and warehousing uses to the north and south of the subject parcel.

In addition, the General Plan Land Use Element provides more detailed guidance for specific land use planning and decision making activities in unincorporated areas. The Land Use Element's General Conditions and Standards for Development provide guidance for the provision of Locally Serving Commercial and Industrial Services that are not mapped on land use maps. These services are defined as individual enterprises, or small scale multi-use centers, serving the needs of the local community, including:

Light industrial uses of a minor nature, as defined by the scale of the facility, number of employees, service area, and general compatibility within the community setting.

The guidelines related to the location of Locally Serving Industrial Services include:

The proposed use should be located so as not to invade or disrupt sound existing residential neighborhoods, nor conflict with established community land uses, parking, and circulation patterns.

Zoning Ordinance and Development Standards Compliance

The subject property satisfies the development standards of the MPD Zone. The subject property is currently developed and includes yards, walls, walks and landscaping that make the industrial development attractive, adequately buffered from adjacent uses, and in keeping with the established or anticipated development of the surrounding area in satisfaction of Section 22.32.150.B.8.

Signage: The existing development was approved with a sign program that ensures that the project keeps with the concept of planned development in satisfaction of Section 22.32.150.B.7. The applicant shall submit, as part of the Exhibit "A," drawings of all existing and proposed signage, specifying the locations and dimensions of all wall business signs related to the

applicant's tenant space. The signage will be reviewed for conformance with the approved sign program for the Airport Commerce Center (CUP 97-099) and with Part 10 of Chapter 22.52 of the County Code.

Landscaping: The required landscaping areas as shown on the approved Exhibit "A" are provided and all landscaping is properly maintained.

Parking: The development standards regarding "access and parking" state that "adequate provision shall be made for vehicular access, parking and loading so as to prevent undue traffic congestion on adjacent streets or highways, particularly local streets" Section 22.32.150(B)(4).

The applicant has requested that the total number of parking spaces that need to be provided to employees and customers be reduced from the Code required **50** parking spaces to **29** parking spaces during the peak rental season. The resulting **21** spaces would be used for the staging of motorcycles that are being rented (pickup or return). The applicant states that many of the customers arrive by a shuttle van from LAX as they are visitors from out of the area who are renting a motorcycle for a vacation trip (the applicant has a similar customer base as a rental car agency). The project site is located close to LAX for this purpose.

The site, as developed, provides **145** parking spaces. The site requirements, based on existing tenant improvements require a total of **136** parking spaces based on a mixture of industrial and office uses. The site has a surplus of **9** parking spaces. The table below shows the current parking matrix for the site:

Address	Tenant (approved for)	Area (SF) (Industrial)	Area (SF) (Office)	Total Area (SF)	Parking Req (Ind)	Parking Req (Ofc)	Parking (Total)
11832-11852	USDA (same)	3,501	11,207	14,708	7	28	35
Building A (Total)		3,501	11,207	14,708	7	28	35
11860	Eagle Rider (same)	6,230	1,430	6,796	12	4	16
Building B (Total)		6,230	1,430	6,796	12	4	16
11904	Eagle Rider (Cloud 9)	3,428	982	4,410	7	2	9
11910	Eagle Rider (Terminix)	2,482	2,968	5,450	5	7	12
11918	Eagle Rider (Teligent)	3,921	2,142	6,063	8	5	13
11926	ISE (same)	1,530	2,398	3,928	3	6	9
Building C (Total)		11,361	8,490	19,254	23	21	44
11934	Mitsubishi Logistics (same)	1,802	2,837	4,639	4	7	11
11938	Triways (same)	1,331	1,352	2,683	3	3	6
11944	LAX Crossfit (Kaizen)	3,162	730	3,892	6	2	8
11950	vacant (Topicelle)	2,996	955	3,951	6	2	8
11954	vacant (Bauhaus)	3,192	683	3,875	6	2	8
Building D (Total)		12,483	6,557	19,403	25	16	41
Business Park (Total)		33,575	27,684	60,161	67	70	136

According to the parking matrix showing the existing uses, the project site has a surplus of 9 parking spaces. By using 9 parking spaces as staging areas, there will be a minimal impact on the overall parking situation of the industrial business park. Staff also believes that an additional 6, but not 12 parking spaces may be allowed to be used for a total of 15 parking spaces to be used for staging. This is less than the applicant's request to use 21 spaces; however, the applicant has indicated that the need for staging area varies seasonally and staff is of the opinion that 15 spaces would have the least impact and still meet the applicant's needs. In terms of total area leased, the motorcycle leasing business is approximately 25% of the applicant's overall space usage, with the majority being a showroom for the sale of motorcycles. Although a significant proportion of customers may be dropped off and will not require parking spaces, the applicant still needs to provide parking spaces for its office, sales, and motorcycle maintenance staff, as a variety of business functions are performed on-site.

Staff believes that the applicant has met the burden of proof for a parking permit and should be allowed to stage motorcycles within a maximum of **15 parking spaces** during the peak season (May to October). The applicant has indicated that a maximum of **10 parking spaces** is needed during the off-season (November to April). To ensure that the motorcycle rental business with the staging area is compatible with the other tenants in the industrial business park, staff recommends that the request be permitted with these additional conditions:

- Condition #20. The parking spaces that may be used for staging shall be designated on the approved Exhibit "A".
- Condition #21. The parking spaces designated for use as a staging area shall be located along the western edge of the property north of Building "D" and not located in the driveway aisles that provide access from 120th Street (south of Building "C") or La Cienega Boulevard (located between Buildings "B" and "C"), in order to avoid possible traffic impacts in the residential zone to the south of 120th Street.
- Condition #22. The parking spaces designated for use as a staging area shall be used only during regular business hours and shall not be used for overnight storage of any kind. All motorcycles shall be stored inside the building overnight.
- Condition #23. The parking spaces designated for use as a staging area shall be limited to staging purposes, and all activities associated with the rental of motorcycles, including maintenance and completion of paperwork, shall occur within the building.
- Condition #24. The permittee shall stage motorcycles in such a manner to avoid disruption of the traffic flow within the parking lot aisles.
- Condition #25. The permittee shall promote transport by shuttle service from LAX to the rental facility for customers.
- Condition #26. The permittee shall encourage employees to commute by public transportation, and shall make employees aware of the commuting options, including light rail service to the nearby Metro Green Line Aviation Station.

This permit does not replace the existing permit, but is in addition to all of the conditions that authorized the construction and maintenance of the Airport Commerce Center (CUP No. 97-099). Staff believes that the permittee should continue to follow all conditions of CUP 97-099, including the following conditions addressing off-site traffic impacts:

- Condition 9(k). "The permittee shall arrange by scheduling and proper site arrangement that incoming trucks shall not have to queue up on the adjacent streets before entering the site."
- Condition 9(l). "The permittee shall arrange by proper site management that all employees of the business park who drive automobiles to work shall park on-site and not within the nearby residential neighborhoods."

Neighborhood Impact/Land Use Compatibility

The project site is near a freeway interchange on two sides and by major streets (four-lanes each) on the other sides. The areas to the west and south include high and low density residential and office uses. The light industrial office park with a motorcycle rental and sales business is appropriate for this setting, especially with the proximity to the LAX airport which allows for customers to arrive by shuttle from the airport.

Burden of Proof

The applicant is required to substantiate all facts identified by Section 22.56.1020 of the Los Angeles County Code. The Burden of Proof with the applicant's responses is attached. Staff is of the opinion that the applicant has met the burden of proof.

STATE AND COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS

County of Los Angeles Fire Department cleared the permit for public hearing in a letter dated April 15, 2010.

County of Los Angeles Department of Public Works has not commented on this project as there is no new construction being proposed.

PUBLIC COMMENTS

Staff received one call from a resident to the south of the property requesting additional information about the requested permit. The resident was concerned about the possibility that reduced parking at the business park may cause customers to park their vehicles along the street adjacent to the residences.

FEES/DEPOSITS

If approved, the following fees will apply unless modified by the Hearing Officer: Inspection fees of **\$1,000.00** to cover the costs of 5 recommended biennial zoning enforcement inspections.

STAFF RECOMMENDATION

Staff recommends **APPROVAL** of Parking Permit No. 200900009 / Project No. 97-099-(2), with the recommendation that the maximum number of parking spaces that may be used for staging purposes be limited to 15 spaces instead of the requested 21 parking spaces. The 15-space reduction is out of a total of 50 spaces that the applicant is required to provide based on the size of the leased area. Taking into account that the Airport Commerce Center has a 9 space surplus (additional parking spaces beyond what the Code requires), the actual reduction in parking spaces for the entire site is limited to 6 spaces.

Attachments:

Applicant's Burden of Proof
Draft Findings
Draft Conditions of Approval
Site Plan / Site Photos
Land Use Map

**DRAFT FINDINGS AND ORDER OF THE HEARING OFFICER
COUNTY OF LOS ANGELES**

**PROJECT NO. 97-099-(2)
PARKING PERMIT NO. 200900009
11860 South La Cienega Boulevard, Hawthorne**

HEARING DATE: May 3, 2011

SYNOPSIS:

This permit authorizes a reduction in required parking at the Airport Commerce Center by 6 spaces, based on the use by a tenant, a motorcycle rental business, of up to 15 spaces out of the 50 required parking spaces, for a staging area for motorcycle rentals. The site is currently developed with 9 surplus spaces beyond what the code requires.

PROCEEDINGS BEFORE THE HEARING OFFICER:

[A summary of the public hearing to be added after the public hearing date.]

Findings

1. The subject property is located at 11860 South La Cienega Boulevard, within the Del Aire Zoned District, in the unincorporated community of Del Aire.
2. The property has access from La Cienega Boulevard to the west and West 120th Street and to the south. On the north and east the property is surrounded by the I-110 and I-405 freeways.
3. The applicant is a motorcycle rental business and is a tenant, at the 3-acre Airport Commerce Center. The applicant is required to provide 50 parking spaces, based on a rented area of 23,583 SF, including 16,061 SF of industrial space (1 space per 500 SF) and 7,522 SF of office space (1 space per 400 SF).
4. The applicant has requested a reduction in the parking requirements to convert some of the required parking spaces into an outside staging area for motorcycle rentals. The applicant has requested a reduction of up to 21 parking spaces between May and October and up to 10 parking spaces between November and April.
5. Based on a consideration of the special circumstances of the applicant's motorcycle rental business, it has been determined that a reduction of up to 15 spaces (year round) would adequately meet the applicant's needs while minimizing negative impacts on other business tenants and the surrounding community. The 30% reduction (from 50 to 35 spaces) in the required number of parking spaces for this tenant, is found to have minimal based on a consideration that the site has 9 surplus spaces (145 total spaces are provided, 136 are required). The reduction is appropriate on the basis that the rental business is located close to LAX and caters to customers who primarily arrive via shuttle from the airport and do not make use of the provided parking.
6. The subject property is currently designated as Low Density Residential (One to Six Dwelling Units Per Acre) in the Los Angeles County General Plan. Although the site is developed with a commercial/industrial use, this use was found consistent with the

designation when the Airport Commerce Center was approved by Conditional Use Permit Number 97-099. Light manufacturing uses do not meet the intent of this designation. However, the project supports specific policies in the General Plan including: *Promote planned industrial development in order to avoid land use conflicts with neighboring activities.* The existing light manufacturing facility is adjacent to other light manufacturing and warehousing uses to the north and south of the subject parcel. In addition, the General Plan Land Use Element provides more detailed guidance for specific land use planning and decision making activities in unincorporated areas. The Land Use Element's General Conditions and Standards for Development provide guidance for the provision of Locally Serving Commercial and Industrial Services that are not mapped on land use maps. These services are defined as individual enterprises, or small scale multi-use centers, serving the needs of the local community, including: *Light industrial uses of a minor nature, as defined by the scale of the facility, number of employees, service area, and general compatibility within the community setting.* The guidelines related to the location of Locally Serving Industrial Services include: *The proposed use should be located so as not to invade or disrupt sound existing residential neighborhoods, nor conflict with established community land uses, parking, and circulation patterns.*

7. The subject property is currently zoned MPD (Manufacturing-Industrial Planned Development), which "may be used for a planned industrial development in which the hearing officer may approve any use permitted in Zone M-1½ [Restricted Heavy Manufacturing]" subject to certain provisions. (Section 22.32.150.B). The zoning code recognizes the subject uses as "motorcycle, motorscooter and trail bike sales" and "motorcycle, motorscooter and trail bike rentals" and authorizes such uses as of right in the C-M (Commercial Manufacturing) Zone (per Sections 22.28.230.A.1 and 22.28.230.A.2, respectively). Since the M-1½ Zone allows for "any use", including permitted uses in the C-M Zone, (with certain provisions and prohibitions) the subject uses, being defined in the zoning code, and not prohibited in the M-1 ½ Zone, shall also be permitted in the MPD Zone. The provision that a CUP for planned industrial development be approved has been satisfied.
8. The surrounding properties are zoned as follows:
 - North: I-105 (Glenn Anderson Freeway and Transit Way)
 - South: R-1 (Single Family Residential)
 - East: I-405 (Santa Ana Freeway)
 - West: MPD, RPD (Residential Planned Zone), R-1 (Single Family Residential)
9. Surrounding land uses within 500 feet include:
 - North: I-105 (Glenn Anderson Freeway and Transit Way), Metro Green Line
 - South: Single family residences
 - East: I-405 (Santa Ana Freeway)
 - West: Multi-family residences, business office park, single family residences
10. The site plan shows a 3-acre business office park developed with four warehouses utilized for a combination of commercial/manufacturing uses and measuring a total of 60,161 SF (building sizes are as follows: "A" is 14,708 SF, "B" is 6,796 SF, "C" is 19,254 SF and "D" is 19,403 SF). There are 145 parking spaces along the eastern and northern

edge of the property based on a total of 29,092 SF of office space and 32,244 SF of industrial space. There are landscape areas measuring 13,643 SF. There are five access driveways from Sepulveda Boulevard and one from 120th Street.

11. The subject property satisfies the development standards of the MPD Zone. The subject property is currently developed and includes yards, walls, walks and landscaping that make the industrial development attractive, adequately buffered from adjacent more restrictive uses, and in keeping with the established or anticipated development of the surrounding area in satisfaction of Section 22.32.150.B.8. The existing development was approved with a sign program that ensures that the project keeps with the concept of planned development in satisfaction of Section 22.32.150.B.7. The existing landscaping is well maintained.
12. The development standards regarding "access and parking" state that "adequate provision shall be made for vehicular access, parking and loading so as to prevent undue traffic congestion on adjacent streets or highways, particularly local streets" Section 22.32.150(B)(4). The site is developed with 145 parking spaces, which exceeds the 136 parking spaces that are required based on the existing uses. The parking permit would reduce the parking requirement by 6 spaces based on the special circumstances of the motorcycle rental business being located close to LAX airport which means that many customers arrive by a shuttle van. As a result, the motorcycle rental business does not require as many spaces for customers as would the same type of business in another location.
13. All conditions of approval that are part of Conditional Use Permit No. 97-099 (authorizing the construction and maintenance of the Airport Commerce Center) shall continue to be in full effect and the permittee shall be required to comply with those conditions in addition to the conditions contained in this parking permit.
14. Department of Regional Planning has determined that the project qualifies for a Class 5 Categorical Exemption ("alterations in land use limitations") pursuant to the Guidelines for the California Environmental Quality Act (Title 14, Cal. Code of Regulations, Section 15305). Parking permits are listed under Class 5 (paragraph "n") in the Los Angeles County CEQA Guidelines, Appendix G.
15. Pursuant to the provisions of Section 22.60.174 of the County Code, the Notice of Public Hearing was advertised in The Daily Breeze on March 26, 2011 and in La Opinion on March 30, 2011. A total of 38 public hearing notices regarding the subject application were mailed to the owners of properties located within the 500-foot radius and to the "courtesy list" of addresses for the Del Aire Zoned District on March 23, 2011.
16. To assure continued compatibility between the use of the subject property allowed by this grant and surrounding land uses, the Hearing Officer determines that it is necessary to limit the term of the grant to ten years.
17. The location of the documents and other materials constituting the record of proceedings upon which the Hearing Officer's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple

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

BASED ON THE FOREGOING, THE HEARING OFFICER CONCLUDES:

1. 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;
2. That there will be no conflicts arising from special parking arrangements because of the unique circumstances of the use on this site;

HEARING OFFICER ACTION:

1. I have considered the Categorical Exemption for this project and certify that it is consistent with the finding by the State Secretary for Resources or by local guidelines that this class of projects does not have a significant effect on the environment.
 2. In view of the findings of fact and conclusions presented above, **Parking Permit Number 200900009, Project Number 97-099-(2)** is APPROVED, subject to the attached conditions.
- c: Hearing Officer, Zoning Enforcement, Building and Safety

**DRAFT CONDITIONS OF APPROVAL
DEPARTMENT OF REGIONAL PLANNING
PROJECT NO. 97-099-(2)
PARKING PERMIT NO. 200900009**

PROJECT DESCRIPTION

This permit authorizes a reduction in the required number of parking spaces from a total of 50 spaces to 35 spaces for a motorcycle rental business at the Airport Commerce Center (formerly known as the Airport Interchange Center) to permit the staging of motorcycles within a maximum of 15 parking spaces (the reduction of parking spaces for the site will be from 136 to 130 spaces, as the site currently has a total of 145 spaces, a surplus of 9 spaces), 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 No. 10. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, 9 shall be effective immediately upon 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. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall fully cooperate in the defense. If the County fails to promptly notify the permittee of any claim action or proceeding, or if the County fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.
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 the department'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 Recorder ("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. **This grant shall terminate on May 17, 2021.** Entitlement to use of the property thereafter shall be subject to the regulations then in effect. If the permittee intends to continue operations after such date, whether or not the permittee proposes any modifications to the use at that time, the permittee shall file a new Parking Permit application with Regional Planning, or shall otherwise comply with the applicable requirements at that time. Such application shall be filed at least six (6) months prior to the expiration date of this grant and shall be accompanied by the required fee. In the event that the permittee seeks to discontinue or otherwise change the use, notice is hereby given that the use of such property may require additional or different permits and would be subject to the then-applicable regulations.
9. 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.
10. 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 **\$1,000.00**. 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 deposit provides for five biennial (one every other year) 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 per inspection, or the current recovery cost at the time any additional inspections are required, whichever is greater.

11. 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 otherwise determined by County Code Section 22.60.350.
12. All development pursuant to this grant must be kept in full compliance with the County Fire Code.
13. All requirements of Title 22 of the County Zoning Ordinance and of the specific zoning of the subject property must be complied with unless otherwise modified as set forth in these conditions or as shown on the approved plans.
14. All development pursuant to this grant shall conform with the requirements of County Department of Public Works.
15. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

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

16. The subject property shall be developed and maintained in substantial compliance with the plans marked Exhibit "A." If changes to the site plan are required as a result of instruction given at the public hearing, **four copies** of a modified Exhibit "A" shall be submitted to Regional Planning within sixty (60) days of the date of final approval.

PERMIT SPECIFIC CONDITIONS

17. This parking permit shall terminate and cease to be in effect at the same time the use of the subject property for a motorcycle rental business terminates. In addition, this parking permit shall automatically terminate and the required parking must be provided except as otherwise authorized by a new parking permit if any of the following should occur: (1) the motorcycle rental business use substantially changes its mode or character of operation so as to require more parking; (2) the current or any subsequent owner or tenant changes the use or occupancy of the subject property.
18. All signs shall be in conformance with Part 10 of Section 22.52 of the County Code; except that portable signs on sidewalks adjacent to the site, and temporary on-site wall or pole signs are prohibited.
19. All conditions of approval that are part of Conditional Use Permit No. 97-099 (authorizing the construction and maintenance of the Airport Commerce Center) shall continue to be in full

effect and the permittee shall be required to comply with those conditions in addition to the conditions contained in this parking permit.

PROJECT SITE SPECIFIC CONDITIONS

20. The parking spaces designated for use as a staging area shall be shown on the approved Exhibit "A".
21. The parking spaces designated for use as a staging area shall be located along the western edge of the property north of Building "D" and not located in the driveway aisles that provide access from 120th Street (south of Building "C") or La Cienega Boulevard (located between Buildings "B" and "C"), in order to avoid possible traffic impacts in the residential zone to the south of 120th Street.
22. The parking spaces designated for use as a staging area shall be used only during regular business hours and shall not be used for overnight storage of any kind. All motorcycles shall be stored inside the building overnight.
23. The parking spaces designated for use as a staging area shall be limited to staging purposes, and all activities associated with the rental of motorcycles, including maintenance and completion of paperwork, shall occur within the building.
24. The permittee shall stage motorcycles in such a manner to avoid disruption of the traffic flow within the parking lot aisles.
25. The permittee shall promote transport by shuttle service from LAX to the rental facility for customers.
26. The permittee shall encourage employees to commute by public transportation, and shall make employees aware of commuting options, including light rail service to the nearby Metro Green Line Aviation Station.

Burden of Proof
Parking Permit for Eagle Rider Motorcycles Rental
 Airport Interchange Business Park
 Pursuant to Zoning Code Section 22.56.1020
 11860 La Cienega Boulevard
 Hawthorne, CA 90250

A. That there will be no need for the number of parking spaces required by Part 11 of Chapter 22.52.

The request to use a portion of the off street parking spaces for seasonal customer demand allows Eagle Rider Motorcycles to provide its customers with a circulation arrangement that expedites drop off and pick up with no adversity to other businesses in the center.

This alteration in how parking should be provided for this particular business is the focus of this application. The logistics of this motorcycle rental business initiate the responsibility to accommodate the peak and the low seasons with a customized approach to having the rented motorcycle staged for pick up and a location for motorcycles to be dropped off. Thus when people arrive to pick up or drop off a motorcycle they have an ordered arrangement.

Eagle Rider Motorcycles requests permission to use 21 of their allocated spaces for the peak season and 10 of their allocated spaces for the off-peak season. Peak season runs from May through October and low season runs from November through April, annually. These spaces are located along the back wall behind Building C. Building C houses the rental business and is the chief point of entry and return for the motorcycles. The use of these stalls makes it easier for Eagle Rider staff to have vehicles ready for customers to pick up their vehicle and depart. Upon return the staging area allows customers the opportunity to drive to a specific location to park.

The site plan prepared for the parking permit application is shown to be improved with 148 off street parking spaces. Figure 1 shows the amount of parking that is required by Eagle Rider for their operations based on the amount of parking by floor area. This computation amounts to 49 spaces. The center is shown to be required to have a minimum of 137 spaces. It is a bit confusing because the total number of spaces required by CUP 97-099(2) is found to be 155 spaces. Review of the file at county department of regional planning offices finds that there is no mention of this 155, other than in condition number 9.d. See Figure 1. Because there is no mention in any other location in the resolution and not found in the staff report, the 155 space figure is understood to be a typographical error. To correct this error the applicant

requests that the 145 spaces shown on the accompanying site plan, approved with SPREA under CUP 97-099(2), to be designated the correct number.

Because the request involves such a small percentage of the overall parking stalls and the in site arrangement is without jeopardy to other commercial tenants the number of stalls needed poses no significant effect on the use of the stalls in the center. The spaces being requested lie behind the principal Eagle Rider lease space leaving all other parking areas open and available for the customer closest to them. Eagle Rider customer parking remain available in the parking lot, on an at large basis. The only stalls that are to be restricted are the staged area parking spaces.

In quantifiable terms 21 spaces accounts for 15% of the total number (148) of stalls required for the businesses for the site. 10 off season spaces accounts for 7% of the 148 spaces available on site. Considering the need to maintain all driveways and fire lanes open for emergency vehicles Eagle Riders approach for rental operations the approach mitigates the possibility for congestion. The request has been made following Eagle Riders history of having to store motorcycles inside the warehouses and move them in and out as customers arrive has proven to be a logistical nightmare.

B. That there will be no conflicts arising from special parking arrangements allowing shared facilities, tandem spaces or compact spaces.

The use of the 21 stalls for outside parking does not mean Eagle Rider lacks space for their inventory and employees. It means there is a more systematic method for serving customers and conducting on-site rental operations.

The vehicles are stored inside their warehouse overnight. The bikes that are scheduled for pick up are parked in the open each morning until the customer arrives. Return bikes are parked and taken inside to the area where they are checked out for service and minor repair. Having to move the bikes out when a customer arrives creates and not use the seasonal parking area presents a series of logistics that have compelled Eagle Rider to develop a more refined and systematic arrangement. The bottom line it's better for them and it poses no imposition on their tenant neighbors.

As mentioned above allowing the bikes to be parked outside provides a more efficient level of service. A higher level of efficiency is derived because bikes are dropped off in an organized arrangement. This arrangement relieves the potential conflict from blocking drive aisles, having customers wait extended time for bikes to be retrieved and checked out causing potential conflicts with other neighbors in the same center.

Customers leave no other vehicle when they arrive to pick up a bike from the facility. In a very high percentage of the time, customers arrive by bus or Eagle Rider shuttle service to LAX airport and other area wide hotels. In this way Eagle Rider reduces potential conflict for on-site parking with others in the center.

Stated in another way, the business is very much like a car rental business. Customers come with no vehicle, they are picked up by a shuttle bus service rent one and after they return the rented vehicle they take other transportation upon departure. Such businesses usually end up with parking requirements in excess of what is needed for them to function and for their customers to be accommodated on-site. Eagle Rider uses the inside of the warehouses for their overnight storage, inclement weather storage and service maintenance. By comparison other types of vehicle rental businesses do not have warehouses space because such operations are open to the sky.

C. That off-site facilities, leases of less than 20 years, rear lot transitional parking lots and uncovered residential parking lots will provide the required parking for uses.

The customer demand is a no-load impact in this case. Outside staged parking in designated spaces does not eliminate the spaces. Should the applicant vacate the premises, the next user will have the proper amount of on-site parking available for their use. Parking stalls are no going to be restriped. They will remain as originally improved. The staging provides a more rapid and organized method for customers to visit, pick up and return the motorcycle, thus reducing the conflicts people would otherwise have. If the warehouse is stacked with motorcycles it is a fact that the customer will experience delay when the bikes are picked up at intervals when the location of the bike could require moving other bikes to get to the one being picked up. More staff is needed and the more support staff the more parking required for their use, and so on.

Conversely, there is presumed downside to following code in this case. The Parking Permit application is being used as a tool to ask for discretionary approval to provide the applicant greater flexibility in how parking required for their use can be used. Relief from the literal interpretation of the required parking provisions is therefore the principal basis for the request. It is self explanatory and evident that using a portion of their outside parking in the open is the highest and best alternative.

D. That the requested parking permit at the location proposed will not result in traffic congestion, excessive off-street parking or unauthorized use of parking facilities developed to serve surrounding property.

As stated above the benefit to using the existing stalls simplifies the operations involved with drop off and pickup. The manner these motorcycles are parked expedites the drop off, pick up. The stacking the bikes in tandem parking four (4) motorcycles per parking space is planned. This parking style maximizes maneuvering and access. The bikes are parked two deep with four motorcycles per parking stall. It is therefore estimated that 21 stalls will accommodate open parking for 84 motorcycles which is approximately 75% of the company's historic demand during peak season. Therefore having a storing capacity of 84 bikes provides Eagle Rider with a reasonable assurance that they can have the customers vehicle out and ready for an expedited pick up even on the busiest demand period. This arrangement eliminates confusion in pickup and return.

Without this arrangement, customers are required to wait for the staff to locate the bike inside the warehouse, move it from its place but not until they move the other bikes that are parking in front of it. And get all the bikes back inside so they do not block drive aisles and or fire lanes. This arrangement also allows staff to maintain a more accurate account of the inventory at almost an at-a-glance so they always know exactly where every bike is at all times.

E. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities, landscaping and other development features prescribed in this ordinance.

As shown on the attached overall project area analysis all required parking is found on the accompanying site plan as approved with CUP 97-099(2).

The linear circulation pattern of the on-site drive aisle and rear loading doors easily accommodate ingress and egress through the property. The site was designed for large commercial industrial trucks and trailers. All aisles and parking stalls are designed for customers and will remain as is with no change in striping, pavement or access.

Figure 1
 Supplemental Information
Parking Permit
 Airport Interchange Business Park
 Eagle Rider Motorcycle Rental
 11860 La Cienega Boulevard
 Hawthorne, CA 90250

Site Data:

Site Area:	3,029 acres;	132,172 s.f. ¹
Total Aggregate Parking Floor Area Computation		
Total Site Required Parking: ²		
12,000 Offices - @ 400 s.f. /space		31 spaces
53,184 s.f. light industrial - @ 500 s.f./space		<u>107 spaces</u>
Total required per Zoning Code		137 spaces
Total aggregate parking required per CUP 97-099		155 spaces ³
Parking Provided SPREA w/ CUP 97-099		145 spaces ¹
Eagle Rider:		
6,092 s.f. Offices - @ 400 s.f. /space		16 spaces
16,061 s.f. Ind. Warehouse - @ 500 s.f./space		<u>33 spaces</u>
Required Parking for Eagle Rider		49 spaces ⁴

¹ Source: Approved Revised Exhibit A, CUP No. 97-099

² Based on maximum floor area allowed per Condition 9.c, CUP 97-099(2)

³ Approved amount of parking per Condition 9.d, CUP 97-099(2)

⁴ Computed from floor area totals contained in site plan approved with SPREA CUP 97-099(2)

Figure 2
 Supplemental Information
Parking Permit
 Airport Interchange Business Park
 Eagle Rider Motorcycle Rental
 11860 La Cienega Boulevard
 Hawthorne, CA 90250

A. Comparative Analysis Required Parking Used for Rental Staging Area and Existing Site Required Parking

No. of Staged Parking Spaces	Peak Season May to October	Low Season November to April
	21	10
Percent Comparisons		
Of the required parking for the Motorcycle Rental business	43%	20%
Of the required parking for the Entire site	15%	7%

B. Detailed Parking Analysis
 Existing Eagle Rider Floor Area¹

Building	Office	Industrial/Warehouse
B	1,430 s.f.	6,230 s.f.
C	982 s.f.	3,428 s.f.
	2,142 s.f.	3,921 s.f.
	<u>2,968 s.f.</u>	<u>2,482 s.f.</u>
Sub Total Floor Area Eagle Rider	6,092 s.f.	16,061 s.f.
Remainder of Floor Areas Bldgs. A, Portion C and D	<u>5,776 s.f.</u>	<u>32,232 s.f.</u>
Total All Structures: ⁴	<u>11,868 s.f.</u>	<u>48,293 s.f.</u>

¹ Source: Floor Areas provided by applicant from property management.

LOS ANGELES COUNTY LETTERGRAM

TO	Hearing Officer	FROM	Andrew Svitek Zoning Permits Section West
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SUBJECT: ENVIRONMENTAL DETERMINATION
PROJECT NO. 97-099-(2)
PARKING PERMIT CASE NO. 200900009

DATE: March 21, 2011

The applicant is requesting authorization to provide less than the required code parking spaces (50 spaces) in the MPD Zone by allowing a motorcycle rental business to utilize up to 15 parking spaces as staging areas for motorcycles in the process of being rented or returned by customers.

The project is a minor modification to the parking facility development standards of an existing business office park for commercial and industrial uses located on 3 acres at 11860 South La Cienega Boulevard in the Del Aire Zoned District within unincorporated community of Del Aire of Los Angeles County. The business office park was authorized under Conditional Use Permit 97-099-(2).

The site is adjacent to the I-105 (Glenn Anderson Freeway and Transit Way) to the north; Metro Green Line and I-405 (Santa Ana Freeway) to the east; multiple-family residences, business office park, single-family residences (across La Cienega Blvd.) to the west; and single family residences (across 120th Street) to the south. The surrounding area is developed with a mixture of commercial, light industrial and residential uses.

This request qualifies for a categorical exemption from the California Environmental Quality Act based on a Class 5 exemption for "minor alterations in land use limitations" under Section 15305 (Title 14, Cal. Code of Regulations, Section 15305). The Los Angeles County CEQA Guidelines lists "parking permits" in Appendix G. "Categorically Exempt Projects" under Class 5 in paragraph (n).

If you have any questions regarding the above determination or the environmental document preparation, please contact Andrew Svitek of the Zoning Permit Section West at (213) 974-6462.

A NOTICE OF EXEMPTION MAY BE FILED WITH THE COUNTY CLERK UPON APPROVAL OF THIS PROJECT.

Phillip Estes



**COUNTY OF LOS ANGELES
FIRE DEPARTMENT**

5823 Rickenbacker Road
Commerce, California 90040-3027

DATE: 04-15-2010

TO: Department of Regional Planning
Permits and Variances

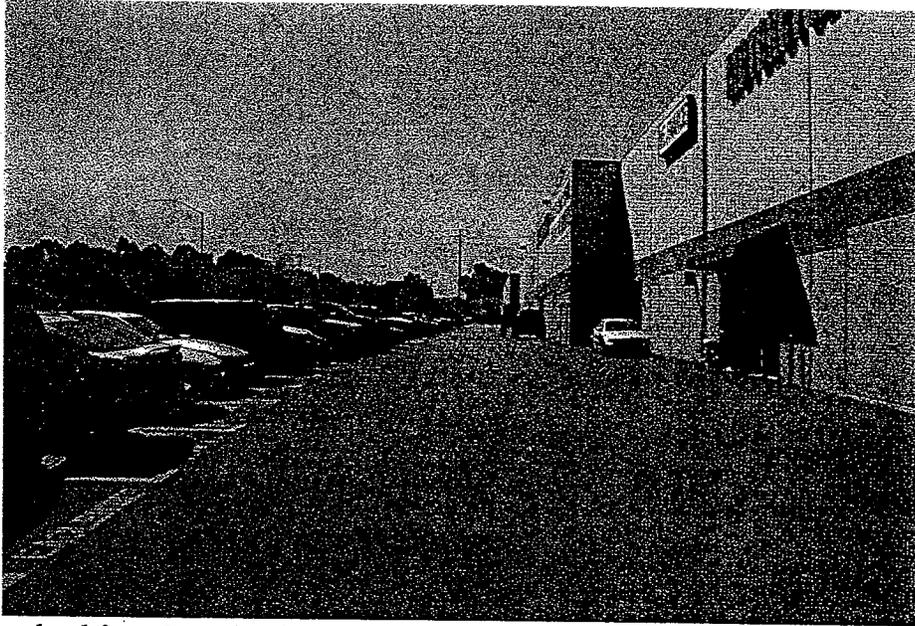
PROJECT #: 97-099

LOCATION: 11860 S.La Cienaga Blvd., Hawthorne

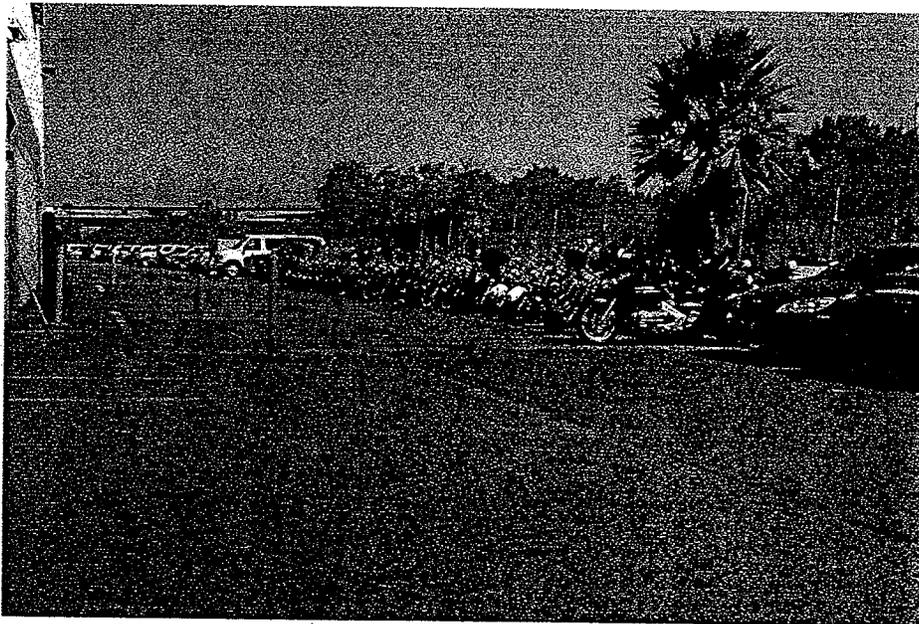
- The Fire Department Land Development Unit has no additional requirements for this permit.
- The required fire flow for this development is ____ gallons per minute for _ hours. The water mains in the street fronting this property must be capable of delivering this flow at 20 psi residual pressure. __ Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.
- The required fire flow for private on-site hydrants is _____ gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing _____ gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the public water source.
- Verify __ 6" X 4" X 2 1/2" fire hydrant, conforming to AWWA C503-75 or approved equal. All installations must meet Fire Department specifications. Fire hydrant systems must be installed in accordance with the Utility Manual of Ordinance 7834 and all installations must be inspected and flow tested prior to final approval.
- Comments: _____
- Water: _____
- Access: _____
- Special Requirements: _____

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

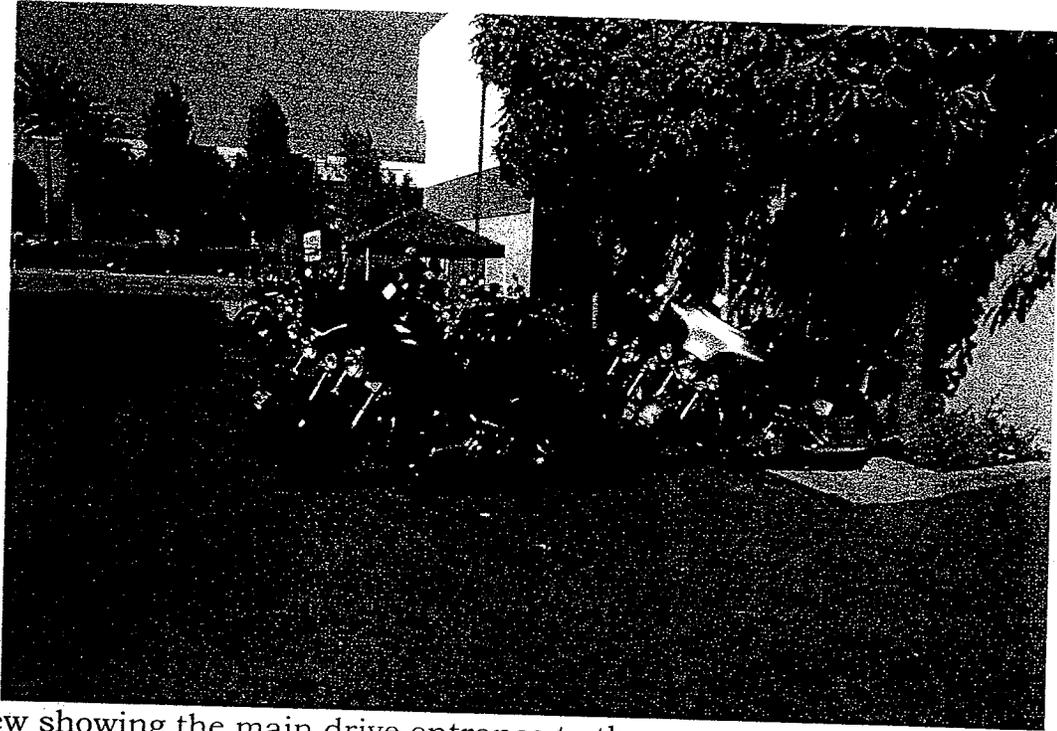
Inspector: **CLAUDIA SOIZA**



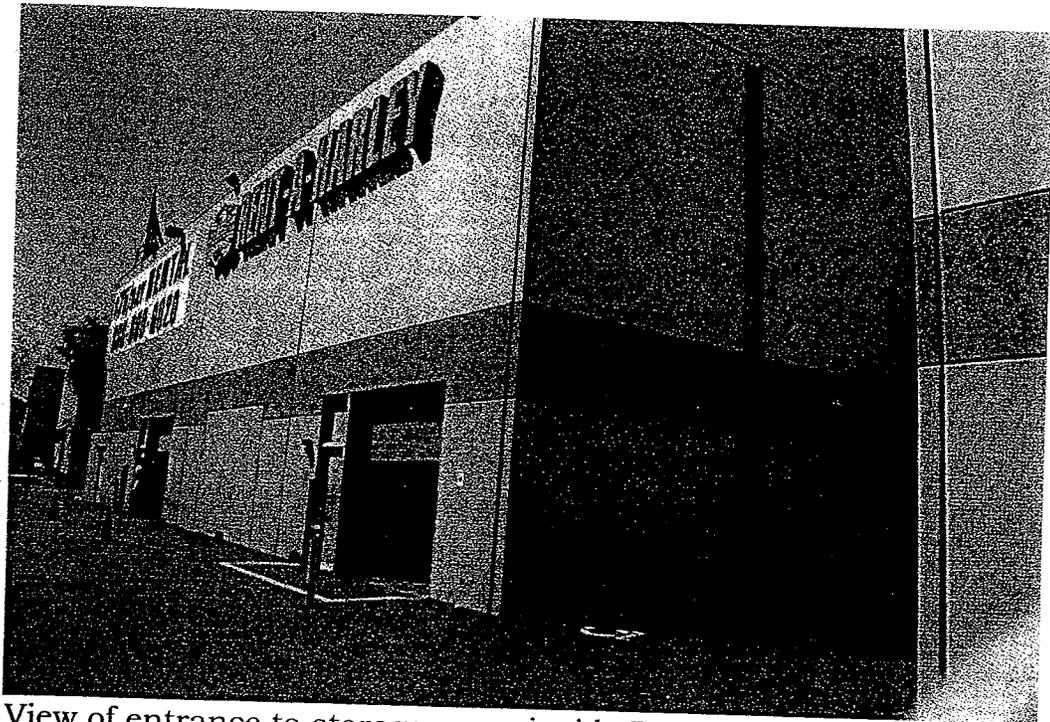
View looking South showing the complexes existing parking area. The site is a long and narrow parcel running north-south between La Cienega Blvd. and the 405 Freeway.



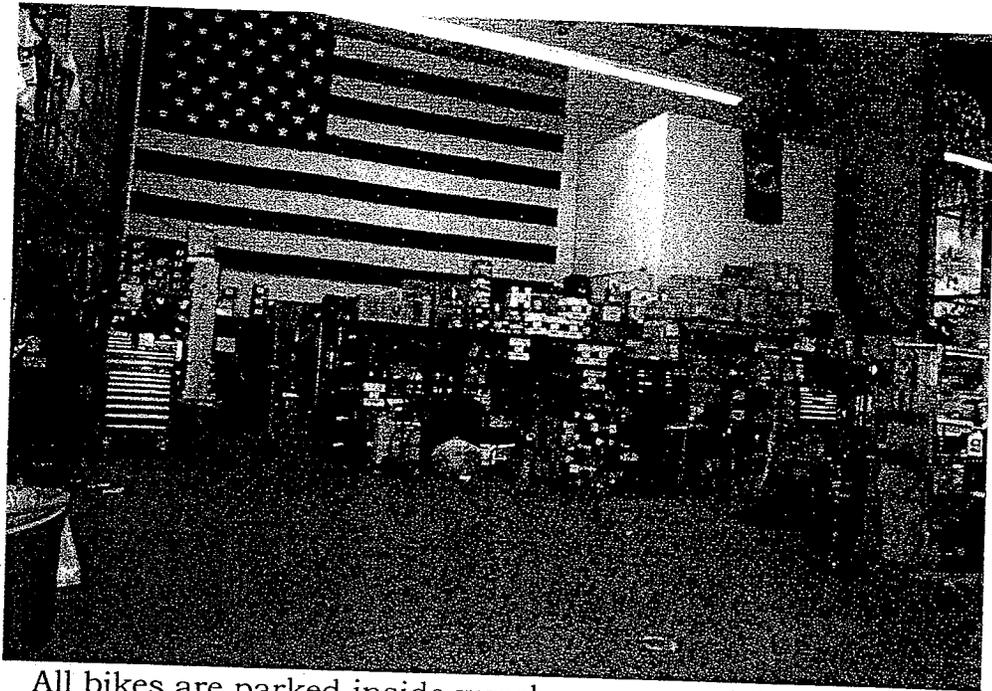
All on-site parking is located along the east edge of the property with the buildings facing La Cienega. View showing desired staging area for peak period from May through October. This area can be shrunk to half during the low season, November through April, annually.



View showing the main drive entrance to the property where motorcycles are being requested to be parked for their customer pick up. Note how this area is out of the way of motorists.



View of entrance to storage areas inside Eagle Riders warehouses.



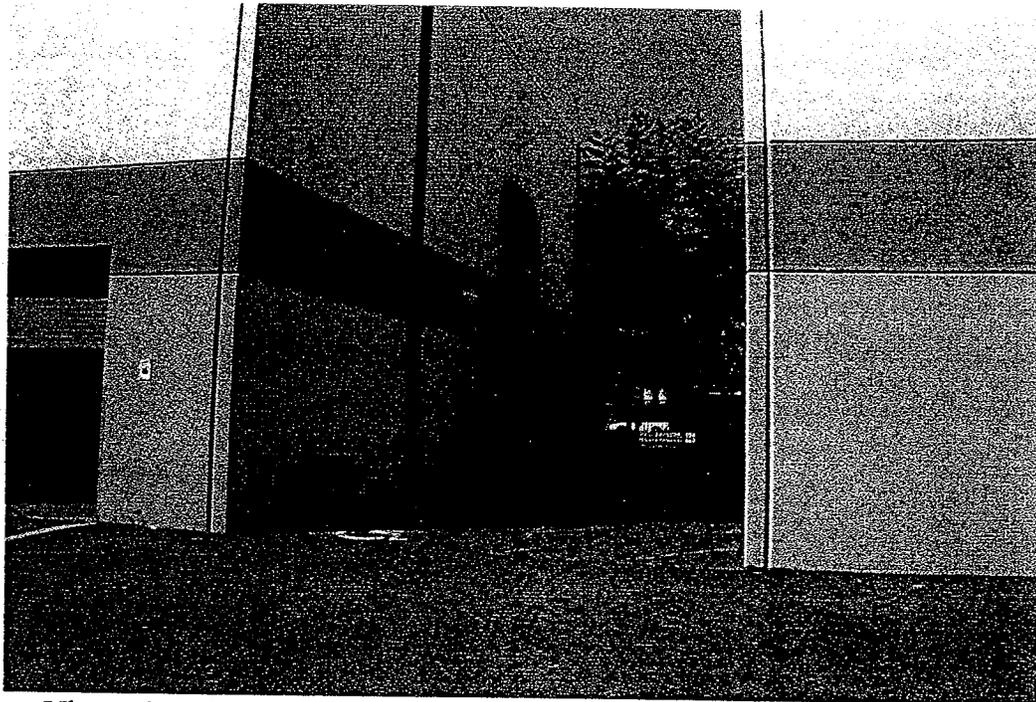
All bikes are parked inside warehouse over night. Daytime parking frees up site utility and allows employees easier access to warehouse storage.



Another view inside warehouse where customer bikes are stored overnight.



View showing motorcycles stored in adjacent warehouse for rental customers.



View showing space between buildings discloses the property is maintained and contributes to a safe environment.

