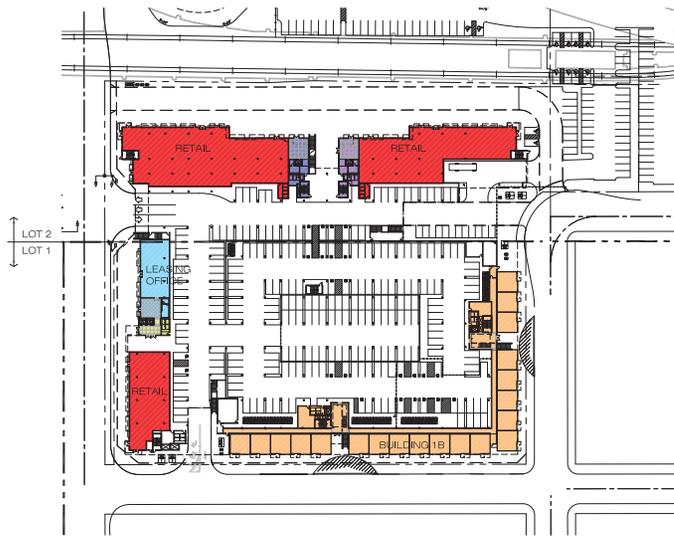


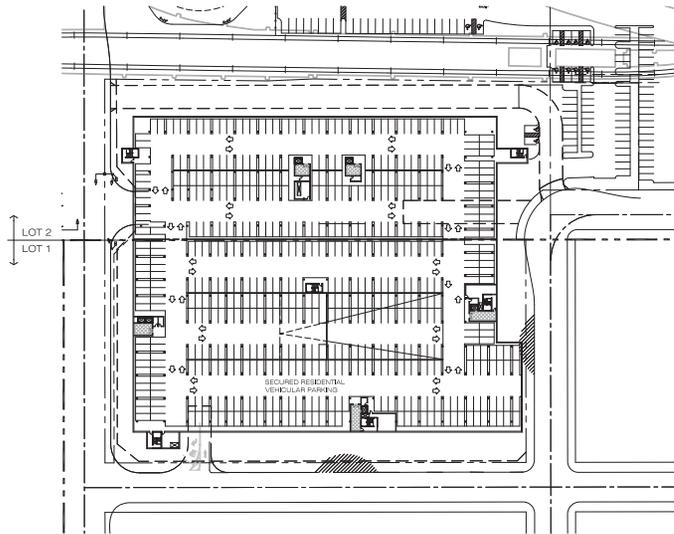
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BUILDING ORGANIZATION
STREET LEVEL FLOOR PLAN



BUILDING ORGANIZATION
2ND TO THE 3RD + 4TH FLOOR PLAN

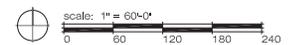


BUILDING ORGANIZATION
BASEMENT LEVEL FLOOR PLAN



BUILDING ORGANIZATION
PODIUM / 1ST FLOOR PLAN

- LEGEND
- RETAIL
 - LEASING OFFICE
 - BUILDING 1A
 - BUILDING 1B
 - BUILDING 2A
 - BUILDING 2B



Source: Withee Malcolm Architects, LLP 2010

Floor Plans

Aviation Station Project

Exhibit 2-5



PROJECT IDENTITY, ENTRANCE + RETAIL SIGNAGE STANDARD

AVIATION STATION

Los Angeles, California

November 2010

Note: All signage designs represented within in this document are concept only

All photos are for conceptual reference only.

Photos do not represent actual color, size, lighting, fonts or materials.

Prepared for: County of Los Angeles, California
County Submittal, Aviation Station Signage

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Laguna Niguel, CA 92677
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2251 W. 190th Street
Torrance, CA 90504
Tel.: (310) 217-8885

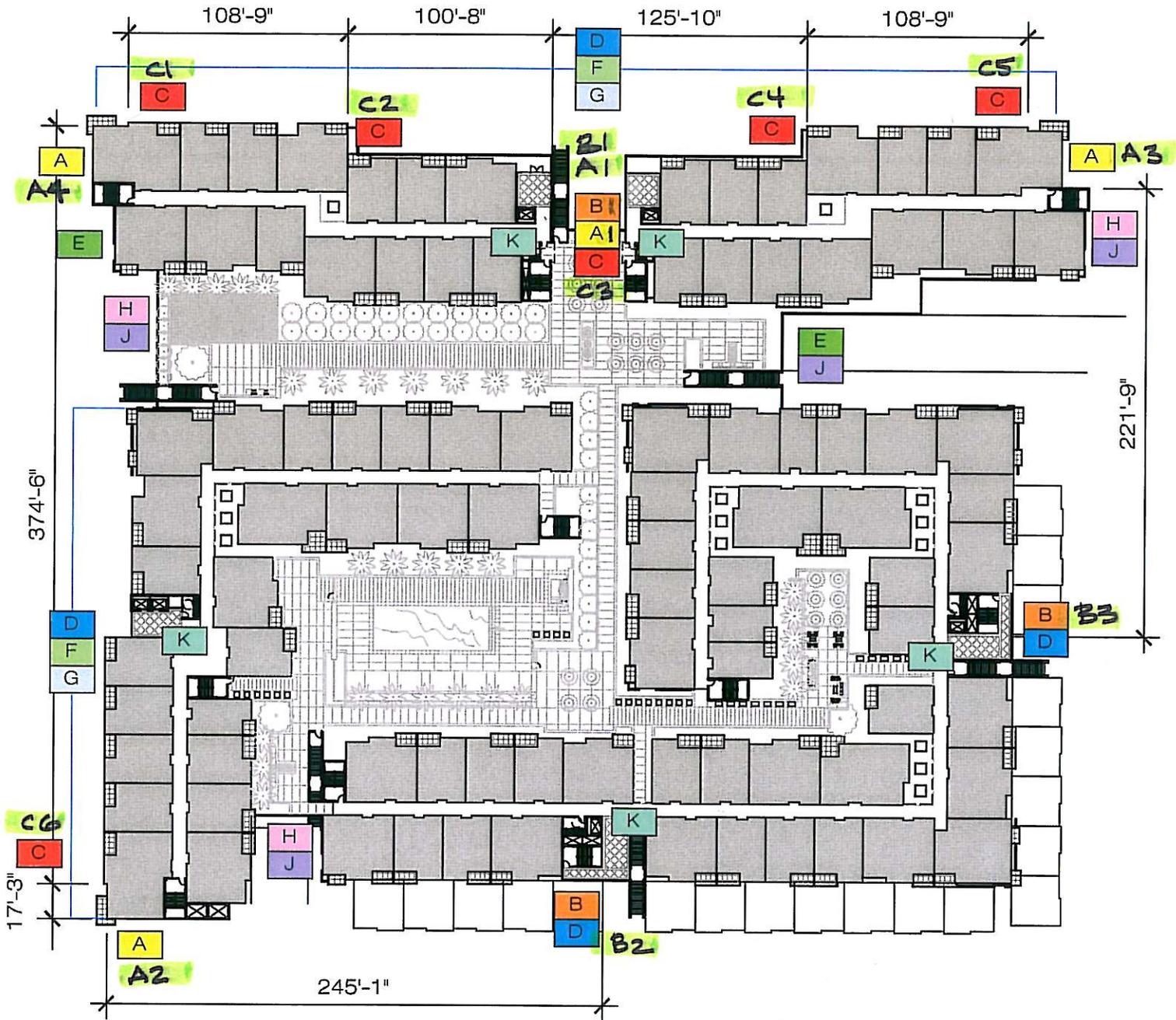
PROJECT IDENTITY, ENTRANCE AND RETAIL SIGNAGE

TABLE OF CONTENTS

Page	Page Code	Description
1	R	Reference Map
2	A	Project Identity Signage - Building Identifier
3	B	Project Identity Signage - Building Identifier
4	C	Directional Signage - Building Identity Blade
5	D	Directional Signage - Awning Sign - Retail Identity
6	E	Directional Signage - Wall Sign - Retail Identity / Wayfinding
7	F	Directional Signage - Projecting Sign - Retail Identity / Wayfinding
8	G	Directional Signage - Window Signage
9	H	Directional Signage - Public Parking Entrance Identity
10	J	Directional Signage - Public Parking Entrance Clearance Bars
11	K	Directional Signage - Elevator Lobby Wayfinding + Unit Numbers
12	1	Typical Scenario - Building Identification - Primary Corners
13	2	Typical Scenario - Building Identification - Residential Lobby Entrances
14	3	Typical Scenario - Building Identification Blades
15	4	Typical Scenario - Building Residential Lobby Entrance at Aviation Blvd.
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19	8	Typical Scenario - Parking Structure Entrance off 117th Street
20	9	Typical Scenario - Parking Structure Entrance off parking lot adjacent to Judah

REFERENCE MAP

R



- | | |
|---|--|
| A Building Identifier | F Projecting Sign (Retail Identity) |
| B Building Identifier | G Window Signage |
| C Building Identity Blade | H Public Parking Entrance Identity |
| D Awning Sign (Retail Identity) | J Public Parking Entrance Clearance Bars |
| E Wall Sign (Retail Identity + Wayfinding) | K Elevator Lobby Wayfinding + Unit Numbers |

PROJECT IDENTIFIER

A

Sign Type:	Building Identifier along Aviation Boulevard + the Metro Plaza
Description:	Building mounted vertical signage
Size:	Per architectural design
Materials:	Per architectural design
Colors:	Per architecture design
Illumination:	External or ambient (per Zoning Code, 22.52.820.A General Regulations)
Location:	Corner of Aviation + 117th, and the corner of Aviation + Metro Plaza

Code Section: This project identifier cannot be found in any subset of the code.
Reference Imagery:



Image 1

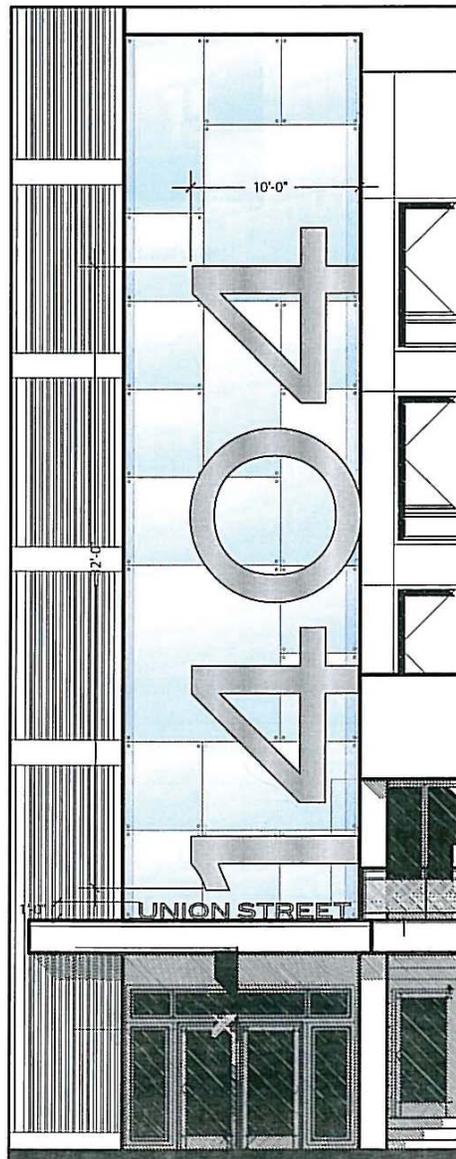


Image 2

PROJECT IDENTIFIER

B

Sign Type:	Building Identifier along 117th Street + Judah Avenue
Description:	Building mounted vertical graphic
Size:	Per architectural design
Materials:	Per architectural design
Colors:	Per architectural design
Illumination:	External or ambient (per Zoning Code, 22.52.820.A General Regulations)
Location:	Entrance Lobbies at 117th Street + Judah Avenue

Code Section: This project identifier cannot be found in any subset of the code.
Reference Imagery:

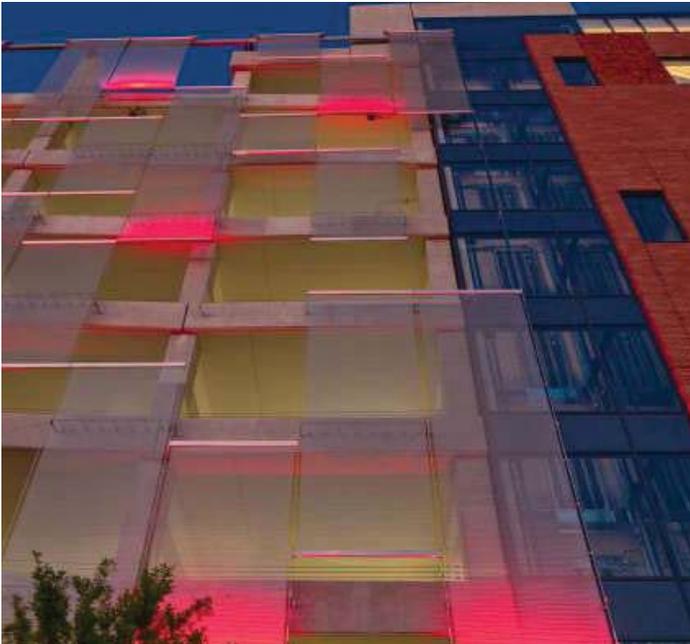


Image 1



Image 2



Image 3



Image 4

DIRECTIONAL SIGNAGE

C

Sign Type:	Building Identity Blade
Description:	Building mounted vertical signage with building name
Size:	Per design
Materials:	Aluminum or aluminum frame
Colors:	Per design
Illumination:	External or ambient (per Zoning Code, 22.52.820.A General Regulations)
Location:	Along Aviation + Metro Plaza retail frontage

Code Section: Zoning Code, 22.52.890 Roof and Freestanding Business Signs.
Reference Imagery:

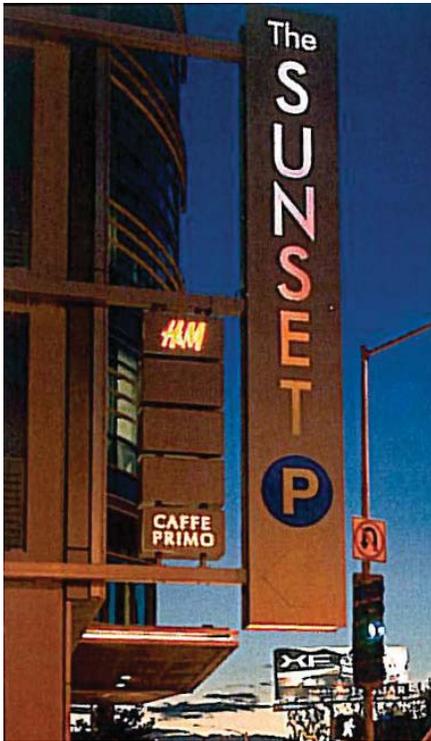


Image 1



Image 2



Image 3



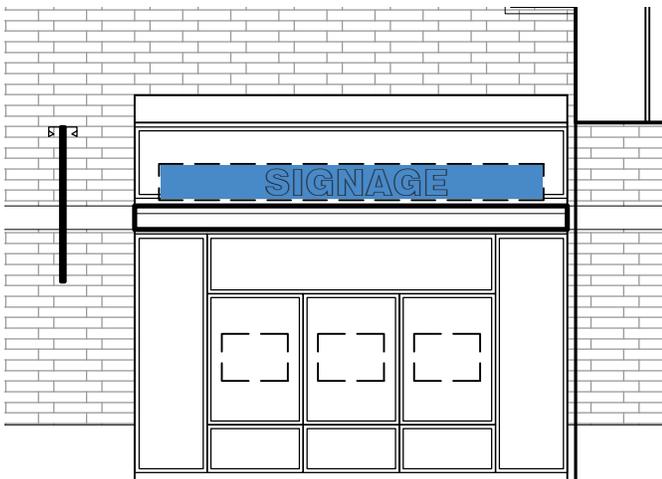
Image 4

DIRECTIONAL SIGNAGE

D

Sign Type:	Awning Sign - Retail Identity
Description:	Dimensional letters mounted to architectural canopy finished on all sides
Size:	Per zoning code
Materials:	Aluminum or aluminum frame
Colors:	Per tenant
Illumination:	External or internal halo-lit (per Zoning Code, 22.52.820.A General Reg.)
Location:	Along Aviation + Metro Plaza retail frontage

Code Section: Zoning Code, 22.52.880 Wall Business Signs
Reference Imagery:



Typical Retail Elevation
Scale: 1/8" = 1'-0"



Image 1



Image 2



Image 3



Image 4



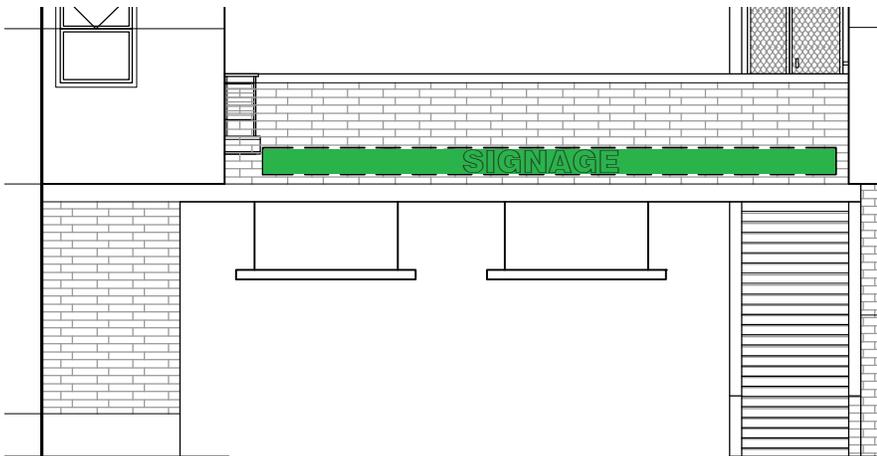
Image 5

DIRECTIONAL SIGNAGE

E

Sign Type:	Wall Sign - Retail Identity / Wayfinding
Description:	Letters mounted to building fascia or raceway with no back plate
Size:	Per zoning
Materials:	Per tenant
Colors:	Per tenant
Illumination:	External or internal halo-lit (per Zoning Code, 22.52.820.A General Reg.)
Location:	Along Aviation + Metro Plaza retail frontage

Code Section: Zoning Code, 22.52.880 Wall Business Signs
Reference Imagery:



Typical Wall Sign Elevation
Scale: 1/16" = 1'-0"



Image 2



Image 1



Image 3



Image 4

DIRECTIONAL SIGNAGE

F

Sign Type:	Projecting Sign - Retail Identity / Wayfinding
Description:	Building mounted projecting blade sign
Size:	Per zoning
Materials:	Painted, aluminum or aluminum frame
Colors:	Per tenant
Illumination:	External or internal halo-lit (per Zoning Code, 22.52.820.A General Reg.)
Location:	Along Aviation + Metro Plaza retail frontage

Code Section: Zoning Code, 22.52.900 Projecting Business Signs
 Reference Imagery:

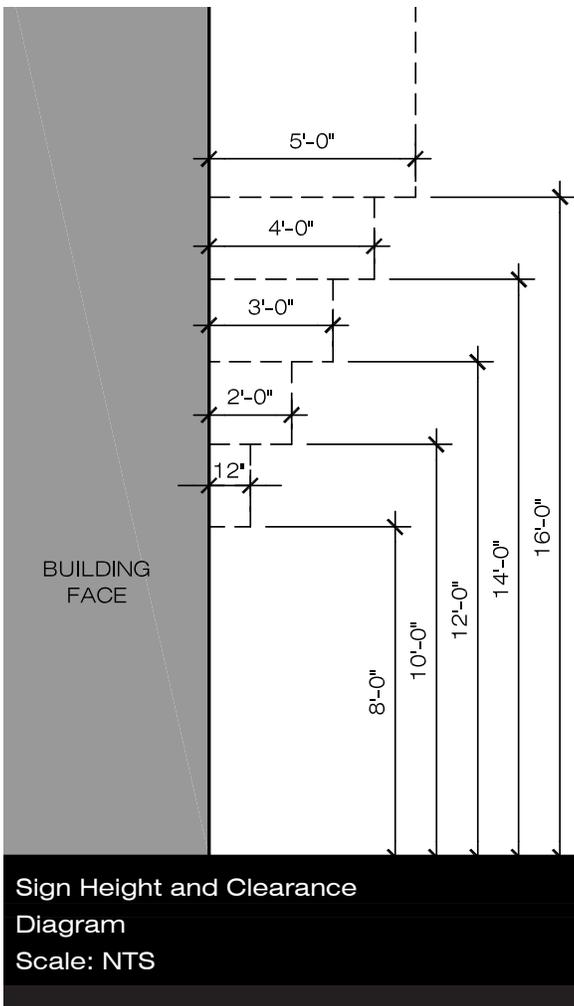


Image 1



Image 2



Image 3



Image 4



Image 5

DIRECTIONAL SIGNAGE

G

Sign Type:	Window Signage
Description:	Temporary signage displayed behind retail storefront glazing
Size:	Per zoning
Materials:	Per tenant
Colors:	Per tenant
Illumination:	Per tenant
Location:	Along Aviation + Metro Plaza retail frontage

Code Section: Zoning Code, 22.52.920 Temporary Window Signs
 Reference Imagery:

Each business establishment shall be permitted temporary window signs, provided that such signs do not exceed 25 percent of the area of any single window or of adjoining windows on the same frontage.



Typical tenant retail frontage
 Scale: 1/8" = 1'-0"

Window sign area:
 25% of the total transparent area of any window



Image 1



Image 2



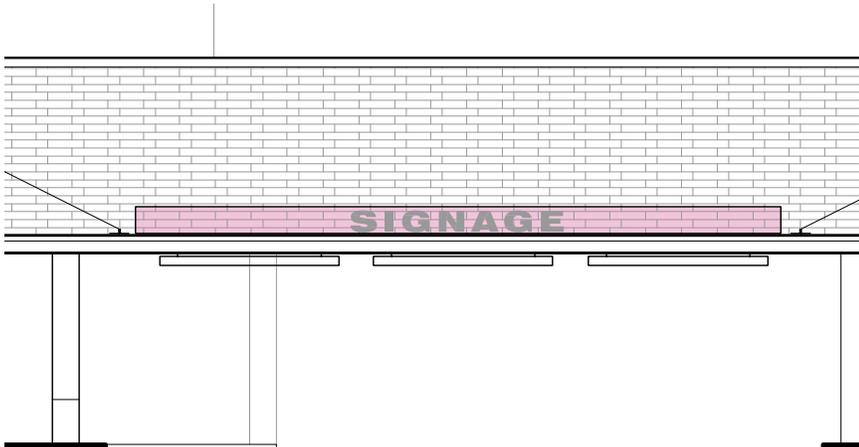
Image 3

DIRECTIONAL SIGNAGE

H

Sign Type:	Public Parking Entrance Identity
Description:	Dimensional metal letters mounted on architectural canopy finished all sides
Size:	Per zoning
Materials:	Painted, aluminum or aluminum frame
Colors:	Per design
Illumination:	External or internal halo-lit (per Zoning Code, 22.52.820.A General Reg.)
Location:	Parking entry off of Aviation Blvd., 117th Street, and Judah parking lot

Code Section: This directional signage / wayfinding cannot be found in any subset of the code.
Reference Imagery:



Parking garage entry
Scale 3/32" = 1'-0"



DIRECTIONAL SIGNAGE

J

Sign Type:	Public Parking Entrance Clearance Bars
Description:	Two clearance bars per one entrance; minimum height at 8'-2"
Size:	Per zoning
Materials:	Per design
Colors:	White / Yellow
Illumination:	External or ambient (per Zoning Code, 22.52.820.A General Regulations)
Location:	Vehicular entrance / exit to parking structure

Code Section: This directional signage / wayfinding cannot be found in any subset of the code.
Reference Imagery:

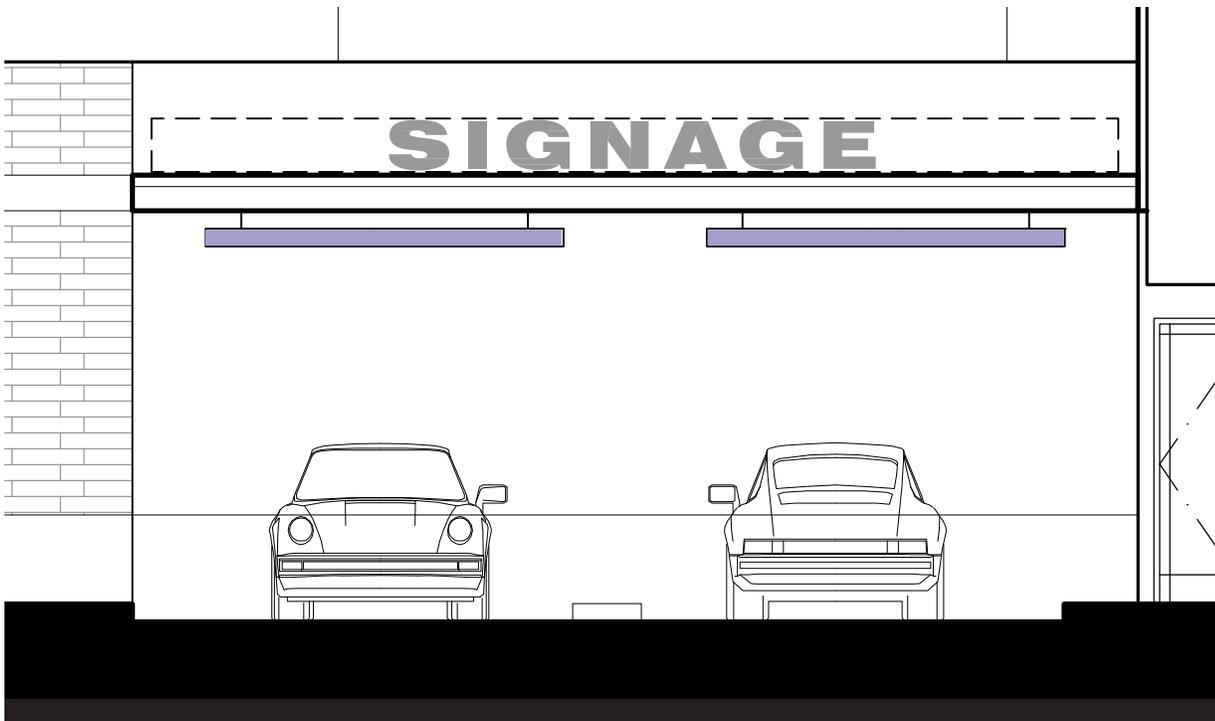


Image 1



Image 2

DIRECTIONAL SIGNAGE

K

Sign Type:	Residential Elevator / Corridor Wayfinding
Description:	Color and graphics used to identify floor level and scale the hallway
Size:	N/A
Materials:	Per design
Colors:	Per design
Illumination:	External or ambient (per Zoning Code, 22.52.820.A General Regulations)
Location:	Elevator Lobbies + Residential Corridors

Code Section: This directional signage / wayfinding cannot be found in any subset of the code.
Reference Imagery:



Image 1



Image 2



Image 3



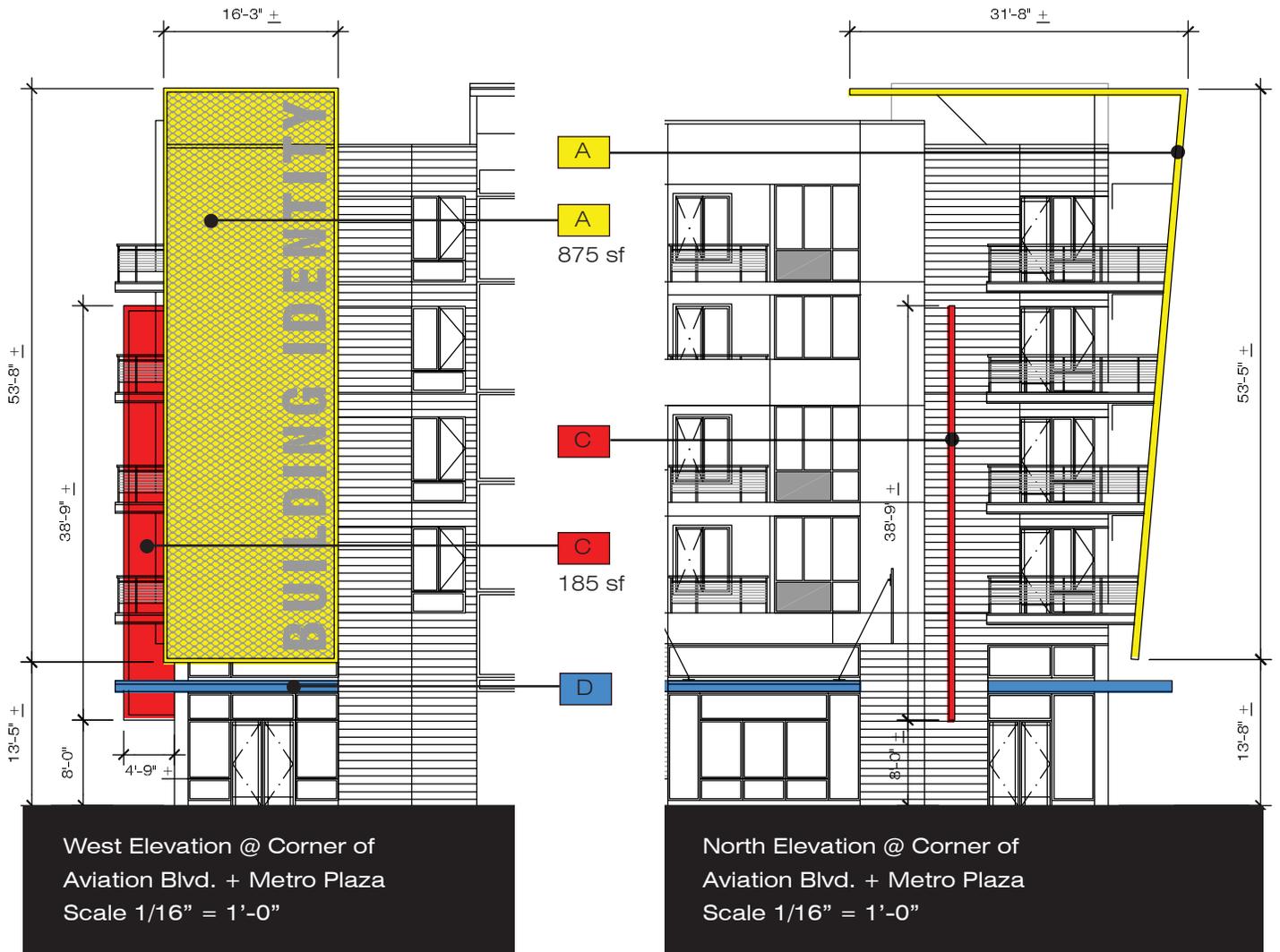
Image 4



Image 5

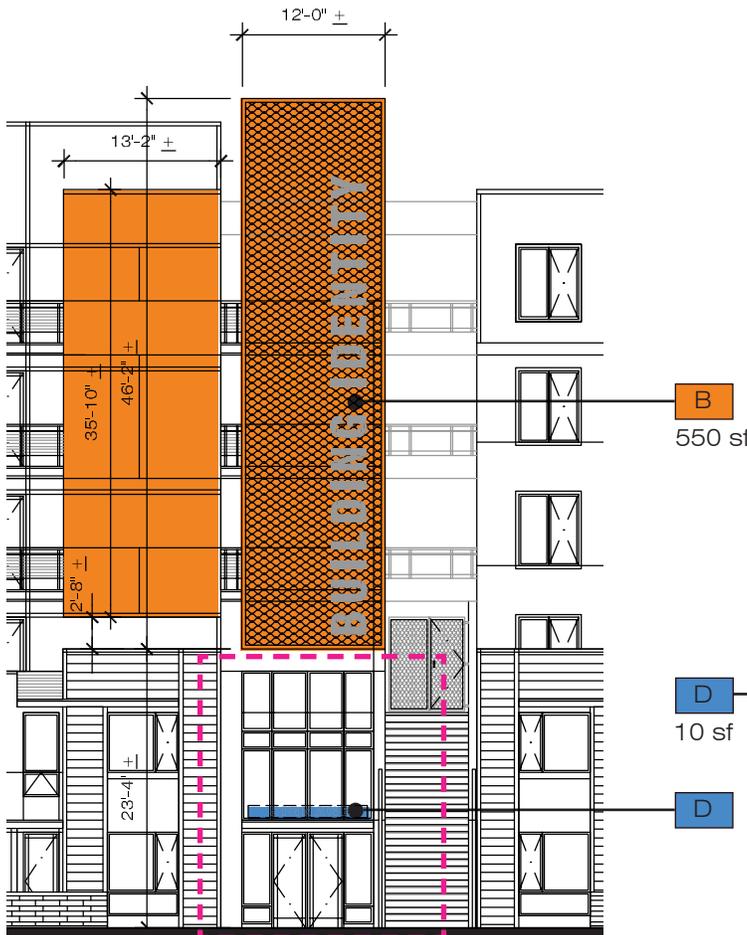
Building Identification - Primary Corners

These building identifiers are conceptualized as an extension of the architecture to create a sense of place. These architectural elements are located on major corners of interaction along Aviation Boulevard and the pedestrian Metro Plaza. They would be internally illuminated in accordance with Zoning Code Section 22.52.820.A General Regulations

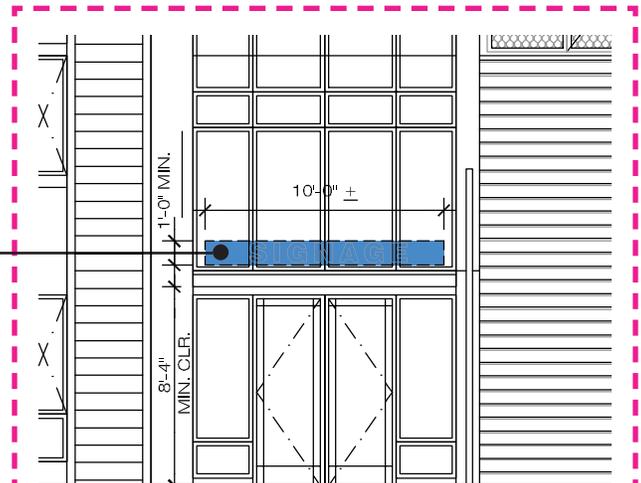


Building Identification - Residential Lobby Entrances

These architectural elements serve as building identifiers for the secured residential lobbies along 117th Street and Judah Avenue. As extensions of the architecture they promote a sense of place and would be internally lit in accordance with Zoning Code Section 22.52.820.A General Regulations. By extending the facade edge vertically, it assist in the screening of the adjacent residences from ambient light.



South Elevation @ 117th Street
Residential Entrance Lobby
Scale 1/16" = 1'-0"



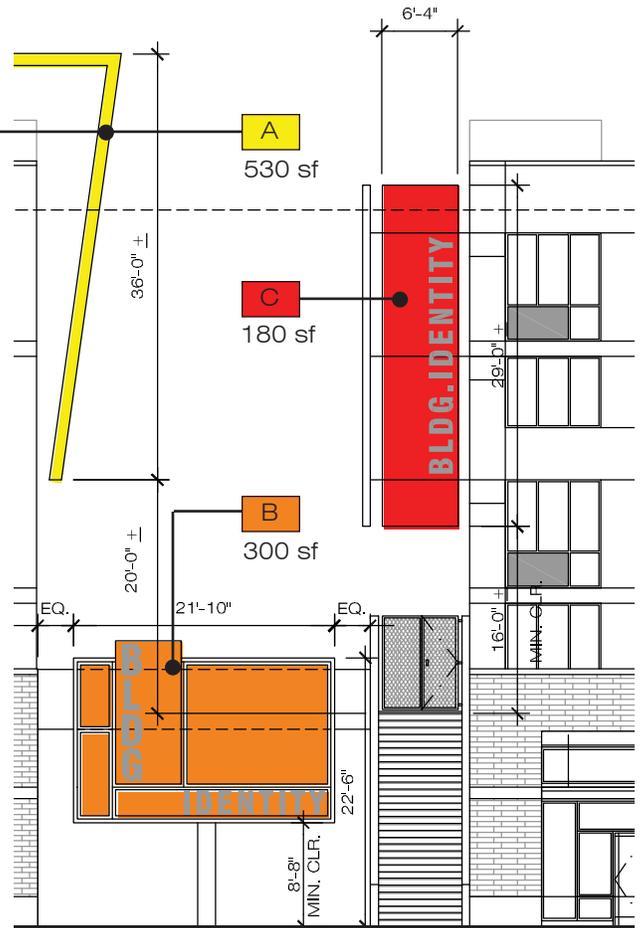
117th Street Residential Entrance Lobby
Enlargement

Building Identification Blades

These building identification blades were envisioned as architectural site specific marques to help guide pedestrians through and around the community. These signs would be externally illuminated in accordance with Zoning Code Section 22.52.820.A General Regulations



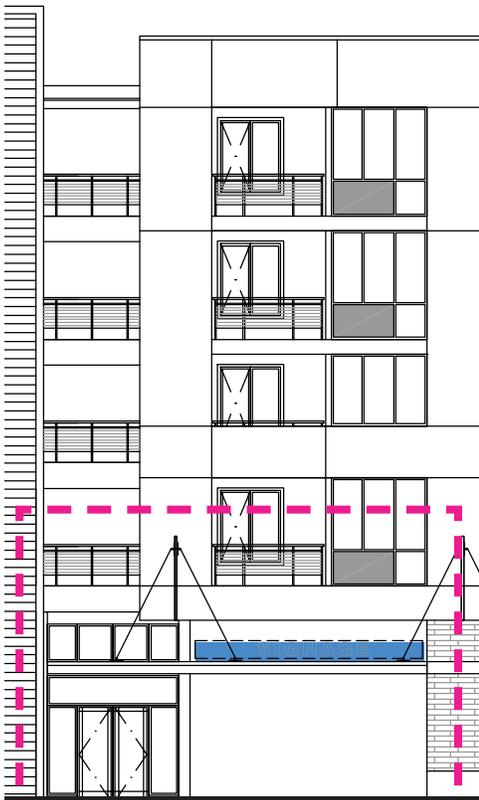
West Section @ Metro Plaza
Residential Entrance Lobby
Scale 1/16" = 1'-0"



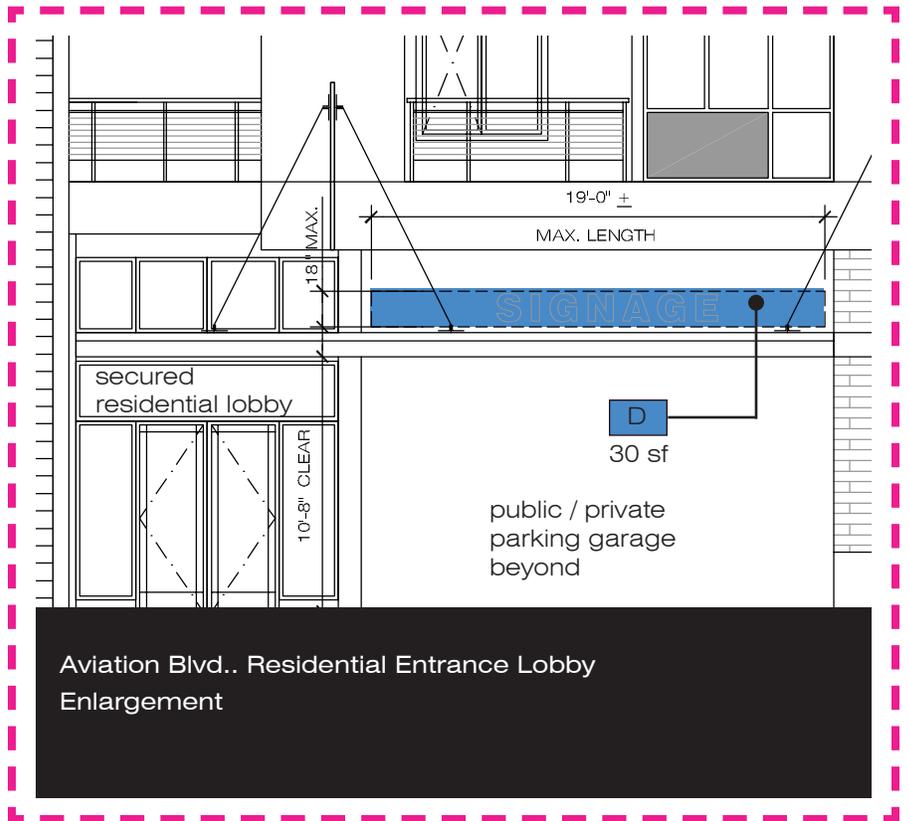
South Elevation @ Metro Plaza
Residential Entrance Lobby
Scale 1/16" = 1'-0"

Building Residential Lobby Entrance at Aviation Blvd..

Metal eyebrow with edge mounted lettering, finished on all sides, illustrates the pedestrian access point from the retail promenade along Aviation Boulevard into the public / private parking garage and secured residential lobby. This will be illuminated in accordance with Zoning Code Section 22.52.820.A General Regulations.



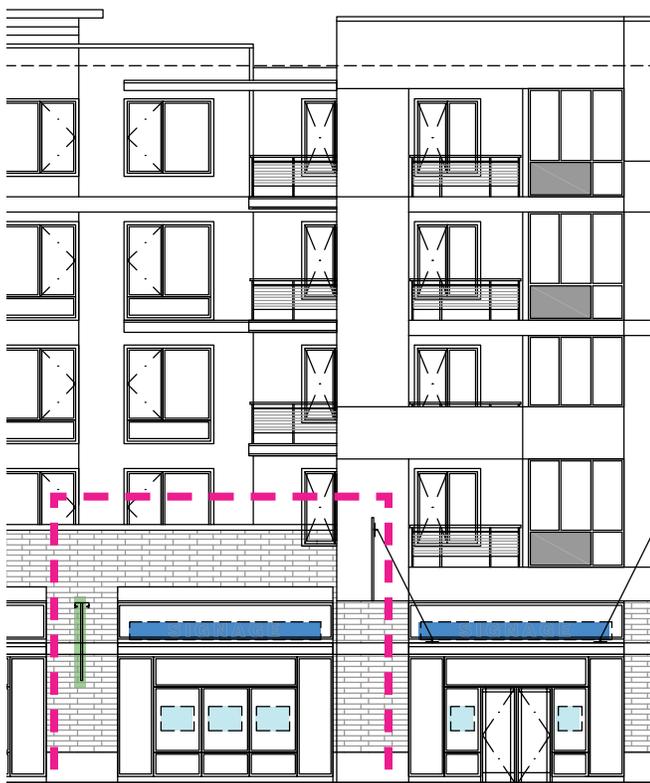
West Elevation @ Aviation Blvd..
Residential Lobby
Scale 1/16" = 1'-0"



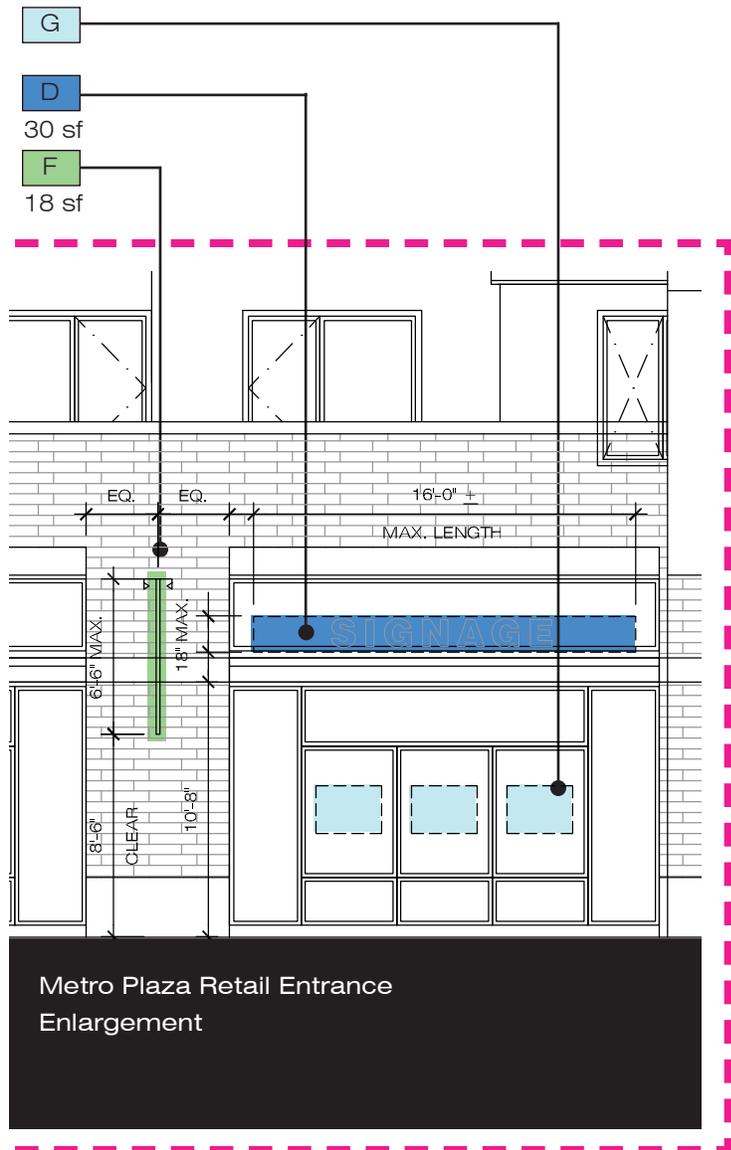
Aviation Blvd.. Residential Entrance Lobby
Enlargement

Typical Retail Entrances along Metro Plaza

Metal eyebrow with edge mounted signage, colored per tenant specifications, indicates each retail tenant entrance along the pedestrian Metro Plaza and promenade along Aviation Boulevard. These will be illuminated in accordance with Zoning Code Section 22.52.820.A General Regulations.



South Elevation @ Metro Plaza
Retail Entrances
Scale 1/16" = 1'-0"



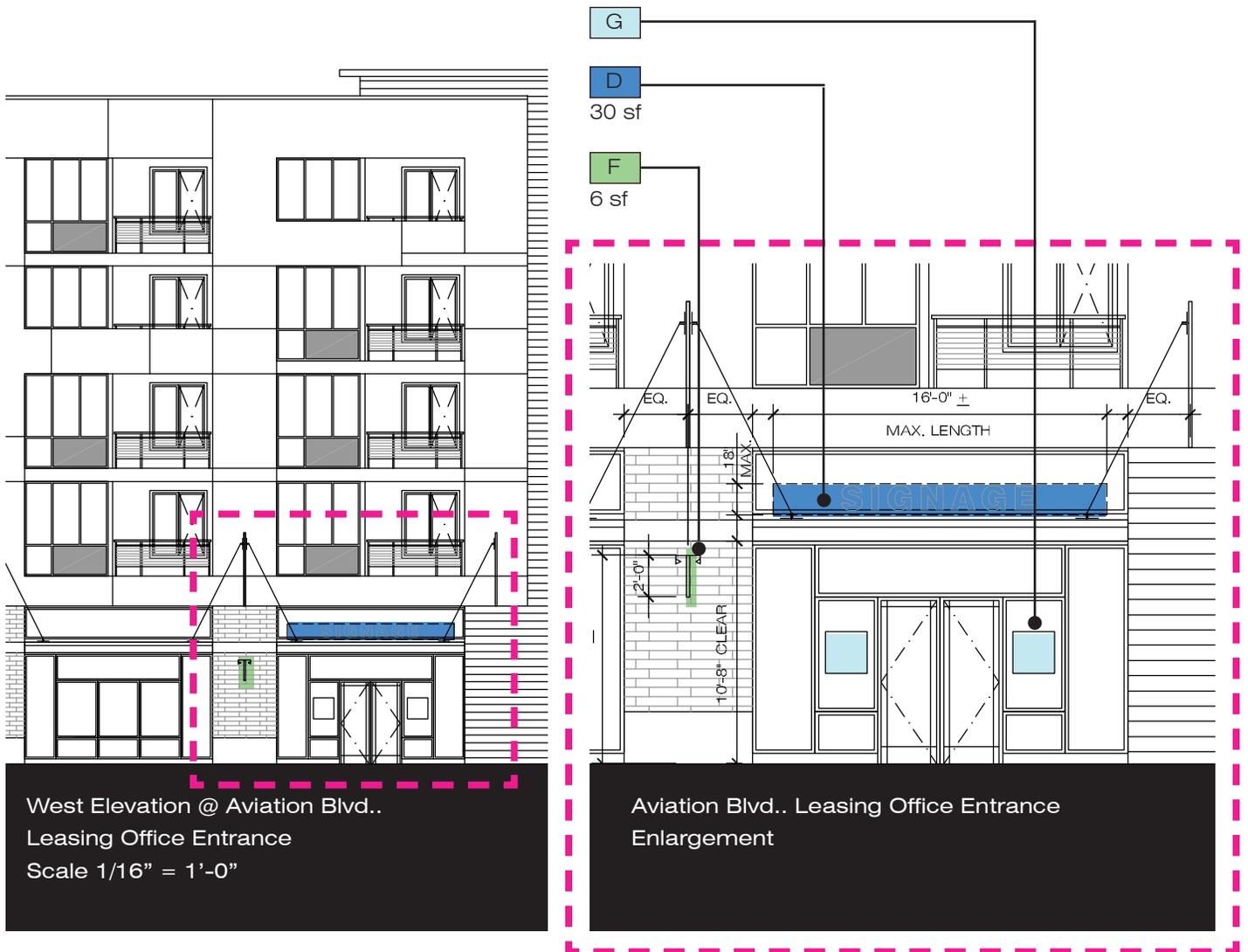
Metro Plaza Retail Entrance
Enlargement

TYPICAL SCENARIO

6

LEASING OFFICE ENTRANCE ALONG AVIATION BLVD..

Metal eyebrow with edge mounted signage, finished on all sides, directs guests / residents to the leasing office off Aviation Boulevards pedestrian promenade. Temporary window signage will be used to inform of upcoming community events / meetings. This will be illuminated in accordance with Zoning Code Section 22.52.820.A General Regulations.

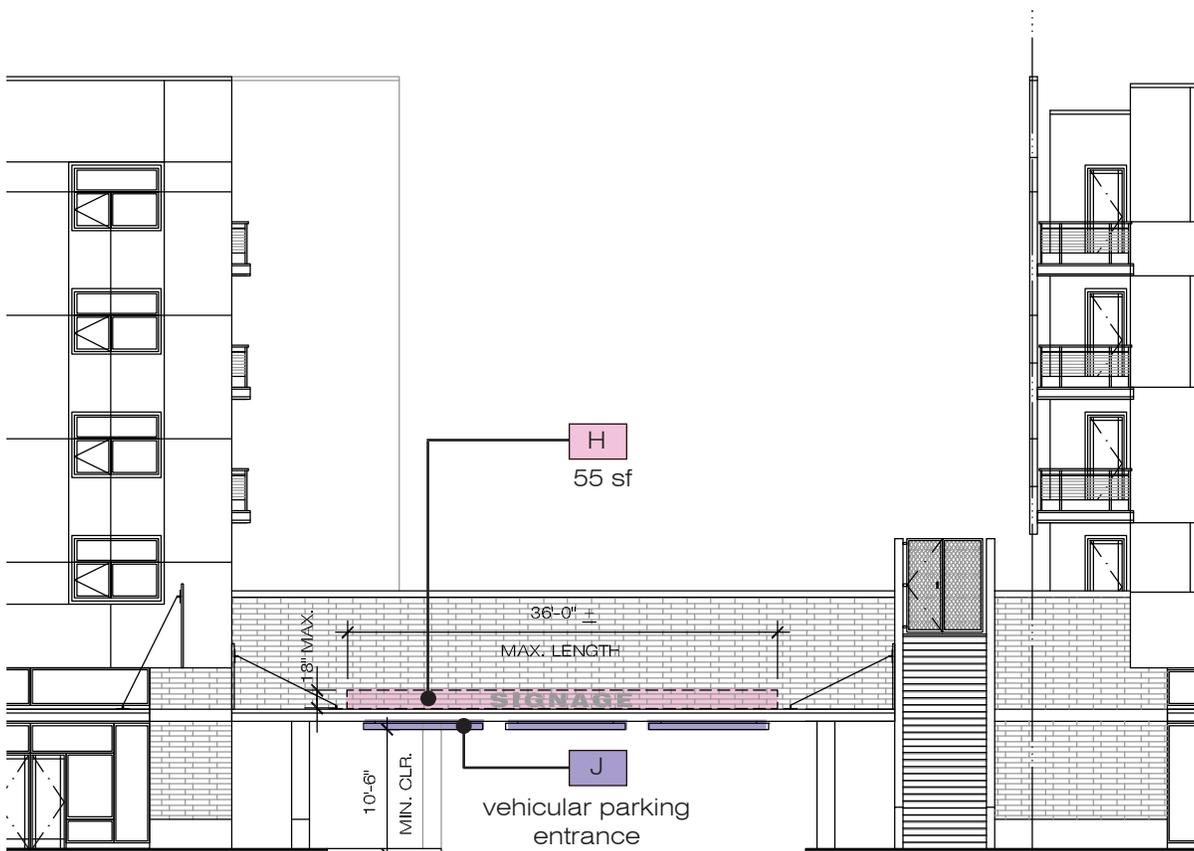


West Elevation @ Aviation Blvd..
Leasing Office Entrance
Scale 1/16" = 1'-0"

Aviation Blvd.. Leasing Office Entrance
Enlargement

Parking Structure Entrance off Aviation Blvd..

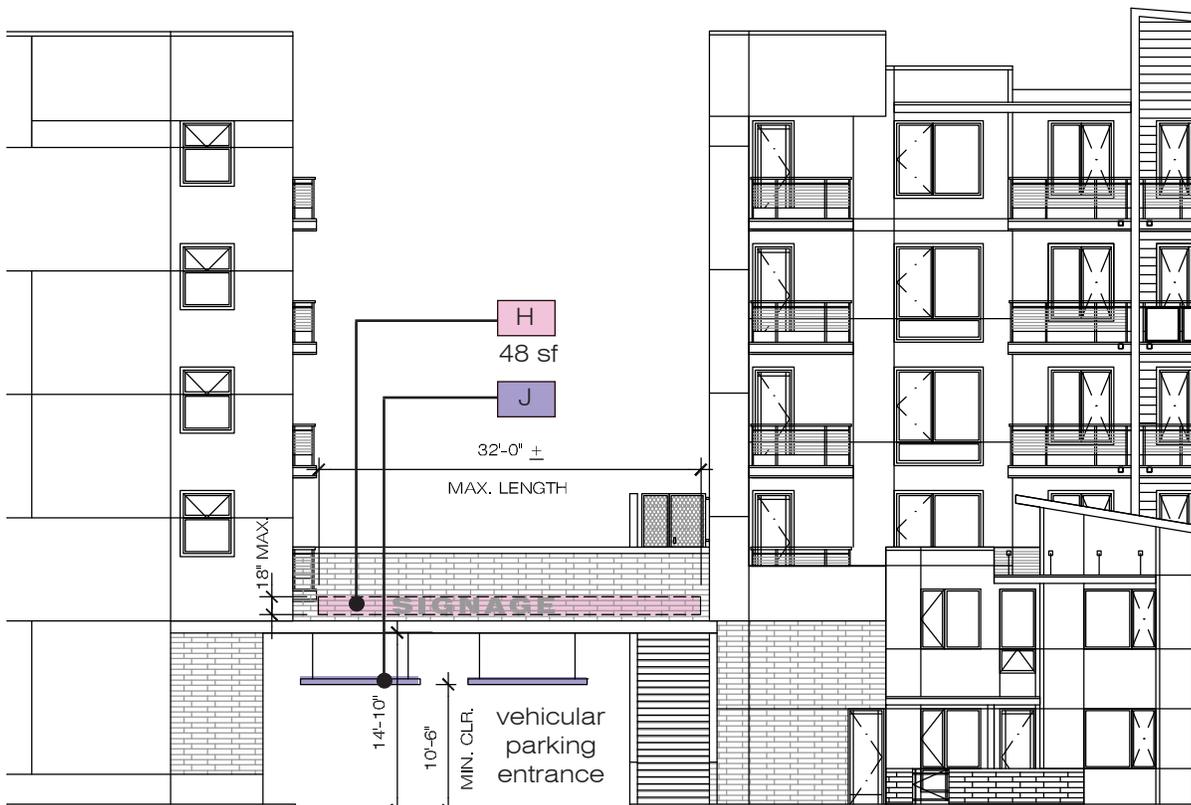
Wall mounted raised metal letters with no back plate identify the central vehicular parking entrance off of Aviation Boulevard. To aid vehicular circulation, clearance bars will hang below demonstrating the maximum height within the garage. This will be illuminated in accordance with Zoning Code Section 22.52.820.A General Regulations.



West Elevation @ Aviation Blvd..
Parking Structure Entrance
Scale 1/16" = 1'-0"

Parking Structure Entrance off 117th Street

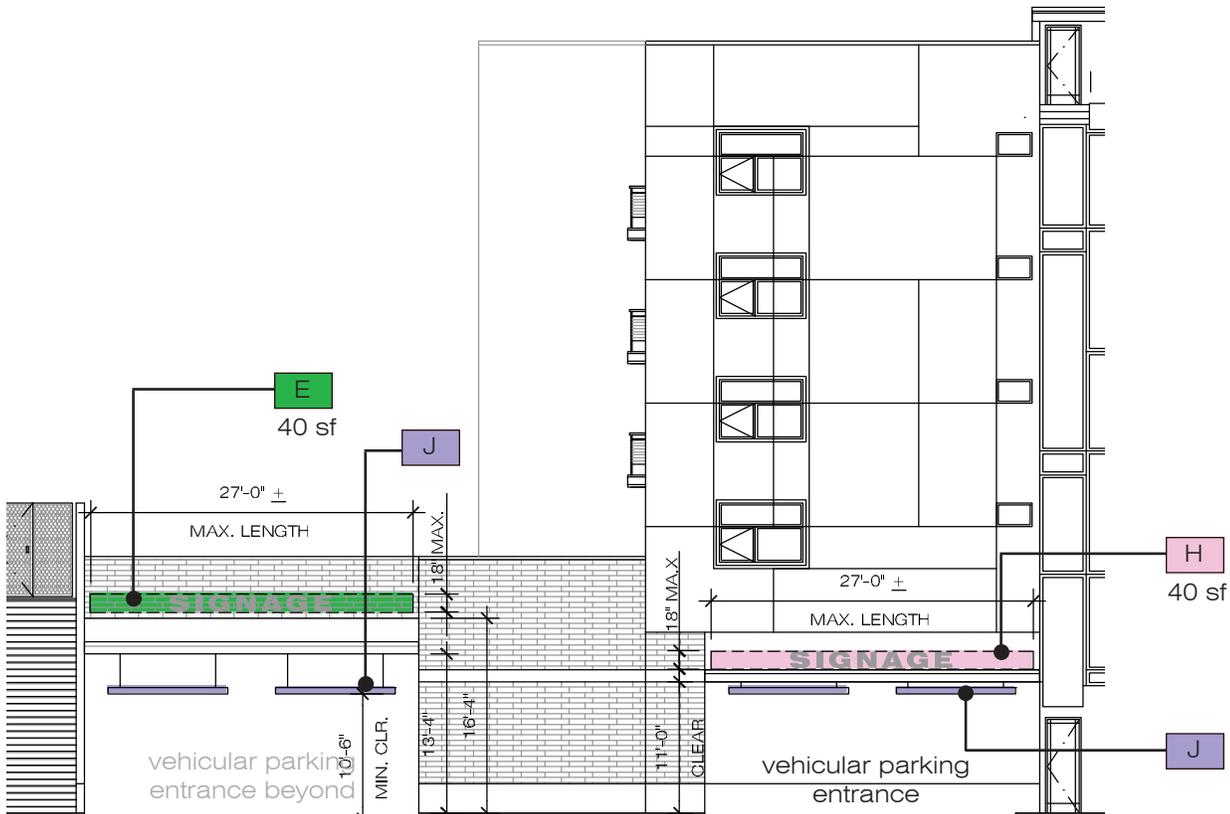
Wall mounted raised metal letters with no back plate identify the secondary vehicular parking entrance off of 117th Street. To aid vehicular circulation, clearance bars will hang below demonstrating the maximum height within the garage. This will be illuminated in accordance with Zoning Code Section 22.52.820.A General Regulations.



South Elevation @ 117th Street
Parking Structure Entrance
Scale 1/16" = 1'-0"

Parking Structure Entrance off east parking lot

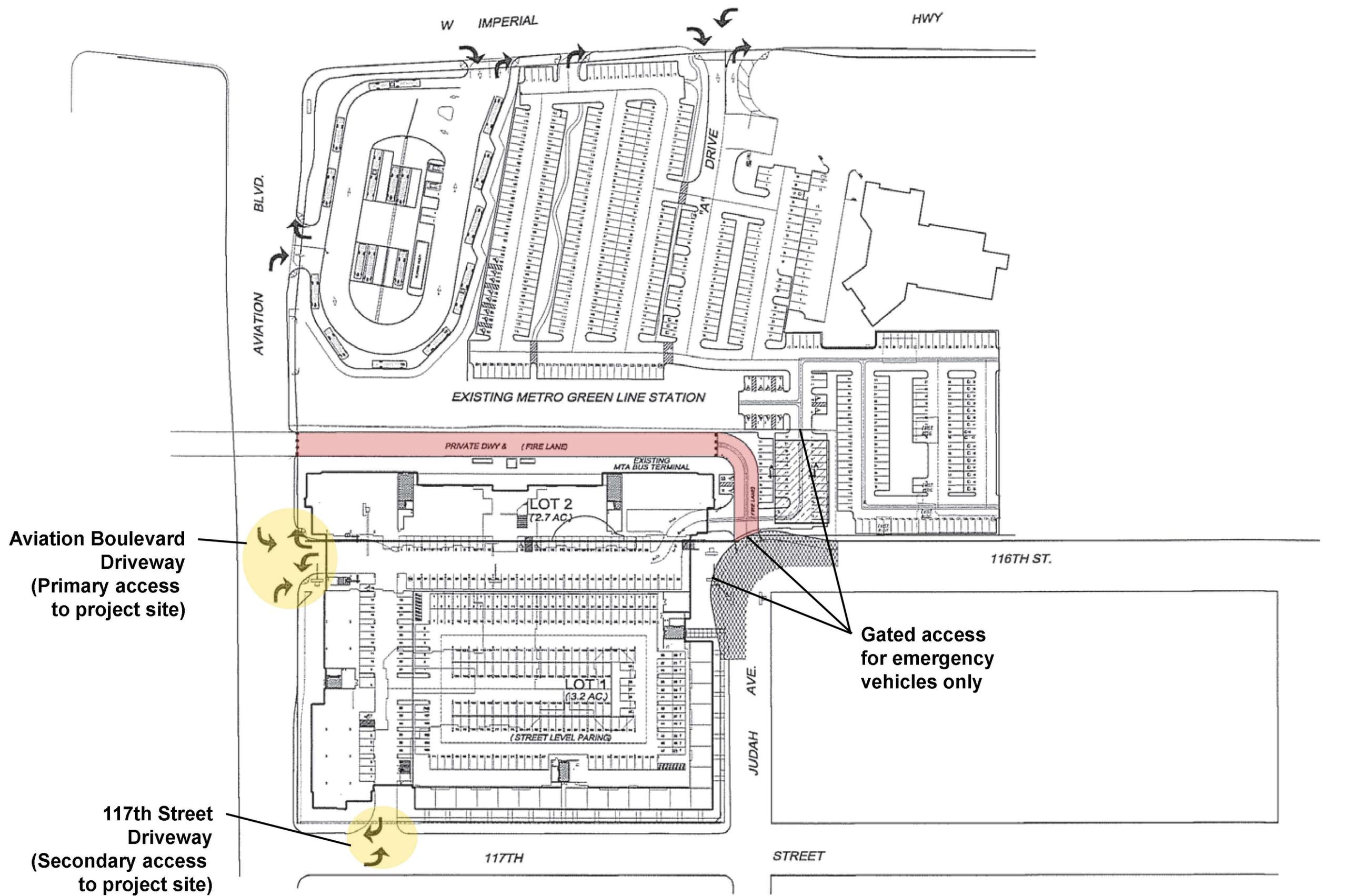
Wall mounted raised metal letters with no back plate identify the vehicular parking access from the eastern retail parking lot to Aviation Boulevard. To aid vehicular circulation, clearance bars will hang below demonstrating the maximum height within the garage. This will be illuminated in accordance with Zoning Code Section 22.52.820.A General Regulations



East Elevation @ parking lot
 Parking Structure Entrance
 Scale 1/16" = 1'-0"

Sign	Size	Percentage of the wall area	Distance from ground level	Distance from adjacent parapet	Page of Signage Program
Elevation North					
A1	525 sf	20%	38'-0"	Above adj. parapet 9'-0"	page 14
B1	300 sf	50%	9'-6"	Below adj. parapet 40'-6"	page 14
C1	125 sf	2%	9'-6"	Below adj. parapet 27'-4"	page 12
C2	115 sf	8%	30'-0"	Below adj. parapet 9'-0"	similar page 14
C3	170 sf	6%	35'-0"	Below adj. parapet 2'-0"	page 14
C4	115 sf	8%	30'-0"	Below adj. parapet 9'-0"	page 14
C5	125 sf	2%	9'-6"	Below adj. parapet 27'-4"	similar page 12
Elevation South					
A2	900 sf	25%	14'-0"	Above adj. parapet 6'-0"	page 12
B2	550 sf	4%	22'-0"	Above adj. parapet 2'-0"	page 13
Elevation East					
A3	900 sf	25%	14'-0"	Above adj. parapet 6'-0"	similar page 12
B3	550 sf	4%	22'-0"	Above adj. parapet 2'-0"	similar page 13
Elevation West					
A4	900 sf	25%	14'-0"	Above adj. parapet 6'-0"	similar page 12
C6	125 SF	2%	9'-6"	Below adj. parapet 27'-4"	similar page 12

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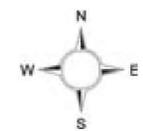


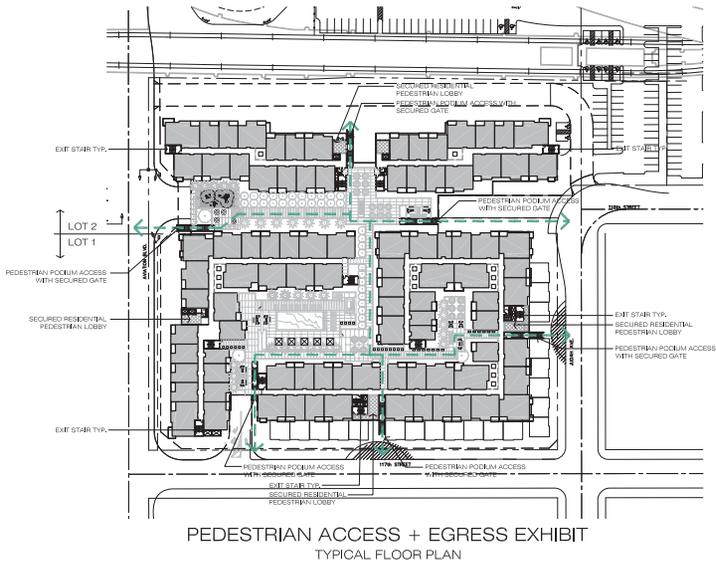
Source: Linscott, Law & Greenspan Engineers 2009

Proposed On-site and Off-site Access and Circulation

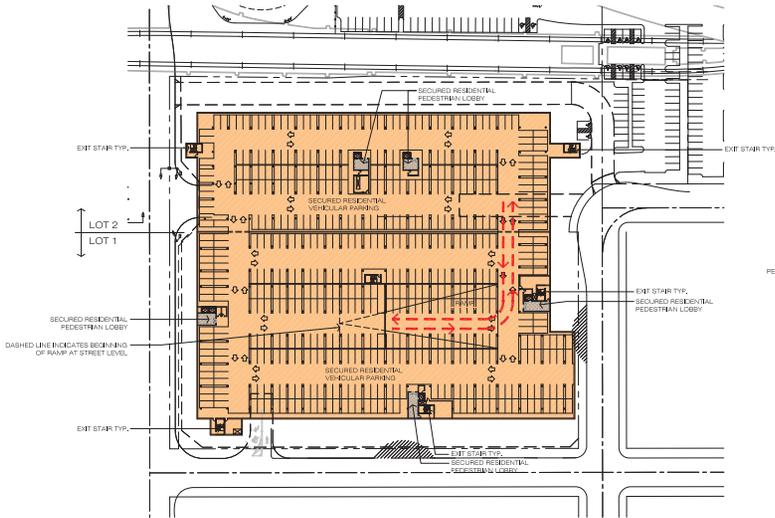
Exhibit 5.1-12

Aviation Station Project

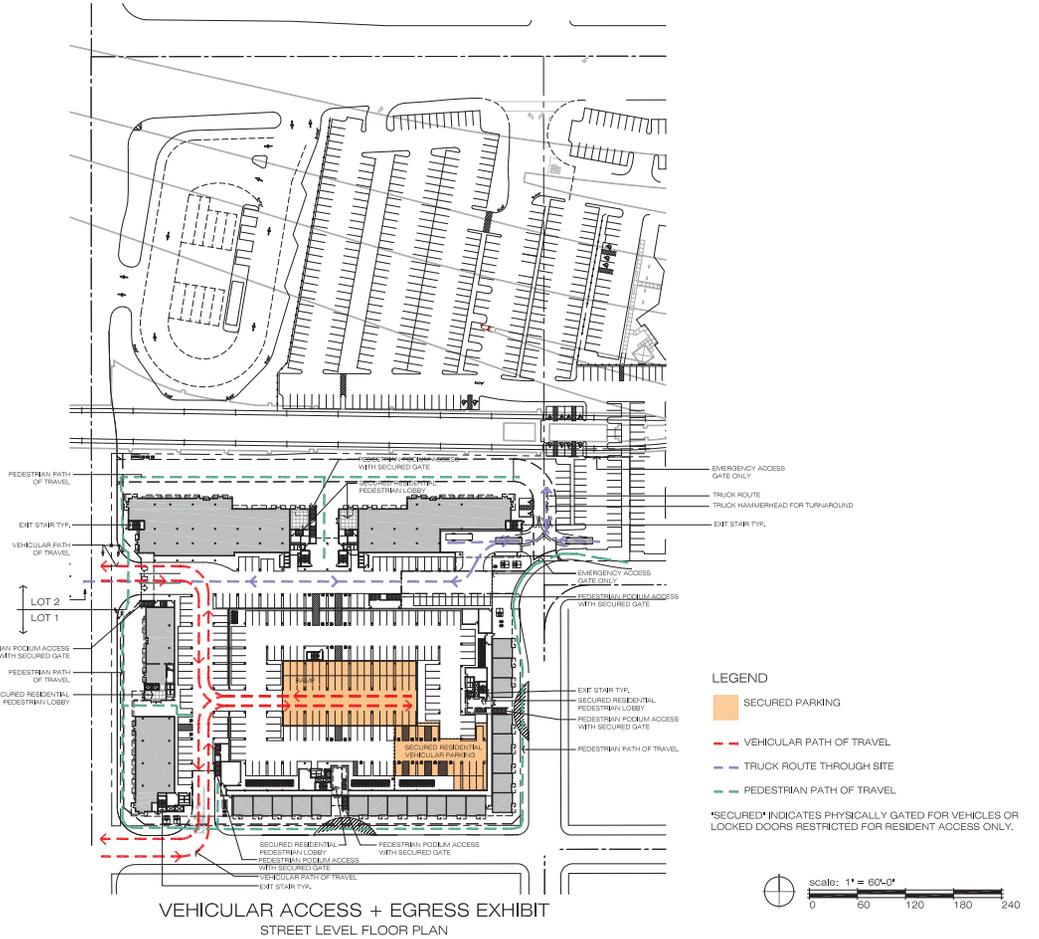




PEDESTRIAN ACCESS + EGRESS EXHIBIT
TYPICAL FLOOR PLAN



VEHICULAR ACCESS + EGRESS EXHIBIT
BASEMENT LEVEL FLOOR PLAN



VEHICULAR ACCESS + EGRESS EXHIBIT
STREET LEVEL FLOOR PLAN

LEGEND

- SECURED PARKING
- VEHICULAR PATH OF TRAVEL
- TRUCK ROUTE THROUGH SITE
- PEDESTRIAN PATH OF TRAVEL

SECURED INDICATES PHYSICALLY GATED FOR VEHICLES OR LOCKED DOORS RESTRICTED FOR RESIDENT ACCESS ONLY.

Scale: 1" = 60'-0"

0 60 120 180 240

Source: Withee Malcolm Architects, LLP 2010

Vehicle and Pedestrian Circulation

Aviation Station Project

Exhibit 2-7



Burden of Proof for Requested General Plan Amendment
Transit-Oriented Development at Aviation Station

I. A Need for the Proposed General Plan Amendment to Change the Land Use Designation for the Property to High Density Residential Exists Because:

- A. High-density residential development near public transit is necessary to implement important public objectives to develop infill parcels along transportation corridors, reduce reliance on single occupancy vehicles, and limit greenhouse gas emissions.

Global climate change crisis. There is consensus among the world's leading scientists that global climate change is likely to pose severe environmental, health, and economic threats if we do not take decisive action to reduce greenhouse gas emissions. Identified and credible threats due to climate change include prolonged and frequent heat waves that will increase our exposure to air pollution, exacerbate respiratory ailments and burden our healthcare system, and changing weather patterns that will increase our susceptibility to droughts and endanger our critical water, energy, transportation, and sanitation infrastructure. Moreover, the changes we make to address global climate change will have the concomitant benefits of reducing other forms of air pollution in our region and reducing our dependence on foreign-oil.

State and County efforts to reverse global climate change. To combat this crisis, the State of California and the County of Los Angeles have adopted laws and policies to reduce greenhouse gas emissions in an attempt to reverse global climate change.

The County of Los Angeles Board of Supervisors has committed to reducing energy consumption in County buildings by 20 percent before 2015 and to reducing greenhouse gas emissions by 80 percent before 2050. The County also adopted three ordinances to require new development to implement green building practices, low impact development standards, and drought-tolerant landscaping. In addition, the County and other jurisdictions, businesses, and utilities in California face a number of new State mandates to similarly reduce greenhouse gas emissions to more than 25 percent by 2020.

The State of California adopted the landmark Global Warming Solutions Act in 2006 and Senate Bill 375 in 2008. With the adoption of Senate Bill 375, California took a big

step toward changing land use planning policy from a suburban orientation to an urban, transit-oriented direction.

Senate Bill 375 demands transit-oriented development. Senate Bill 375 is being hailed as the future of land use planning. At its roots, this highly publicized bill is an air pollution law. It links land use and transportation policies to meet target reductions in greenhouse gas emissions. The goal is to promote land use growth patterns that will help reduce greenhouse gas emissions by reducing driving (i.e., transit-oriented development).

Senate Bill 375 is a regionally based bill, and requires local implementation. The California Air Resources Board will set targets for greenhouse gas reduction via land use in each region, but it is up to each region's Metropolitan Planning Organization and ultimately local planning agencies to implement the land use strategies needed to achieve the emissions reduction goals of the Global Warming Solutions Act.

To provide incentive to landowners to redevelop near transit stations, Senate Bill 375 includes various provisions to streamline the environmental reporting requirements of the California Environmental Quality Act (CEQA) for residential development projects that can help to achieve statewide greenhouse gas reduction goals. The law exempts completely from CEQA certain high-density residential projects due to proximity to major transit centers.

Similar to projects that would qualify for a CEQA exemption under Senate Bill 375 if the prerequisite regional plans were complete, the project is located within one-half mile of a major transit station, and contains at least 50 percent residential use, has a net density of greater than 20 units per acre, and can be served by existing utilities. The proposed amendment would allow for the development of precisely the type of transit-oriented project that the new state law encourages.

The project is transit-oriented and implements the policies of Senate Bill 375. Transit-oriented development is the key land use growth strategy needed to achieve the State's and the County's emissions reduction targets. Transit-oriented development includes moderate to higher density development, located within an easy walk of a major transit stop,

generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the automobile, and can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use. (Caltrans, "Statewide Transit-Oriented Development Study: Factors for Success in California.")

The requested General Plan amendment would improve the Metro Green Line LAX/Aviation Station with enhanced and reconfigured bus staging and park and ride and allow for the redevelopment of aging, low-density single-family and duplex housing and an adult entertainment facility with a transit-oriented, high-density, mixed-use project consistent with the goals of the Global Warming Solutions Act and Senate Bill 375. The project presents a unique opportunity to implement the policies promoted by Senate Bill 375, but within a faster timeframe than the new law can achieve.

- B. **Redevelopment near Metro Green Line Stations is needed to increase ridership on an underutilized public transit system and reduce reliance on single occupancy vehicles.**

Development near transit stops helps to maximize public investment in transit systems. To make a transit system economically viable, a sufficient number of potential riders must live and work near transit stops. To get the most economic benefit from our transit systems, residential, commercial and office development need to be focused around transit stops.

Residents near transit stations use public transit more frequently. The common sense view that people living close to transit stops use the system more frequently has been bolstered by several studies, including one conducted by the National Transit/Residential Access Center (NTrac) at the University of California at Berkeley in 1993, which included extensive surveys of people who live near rail transit stations. The study found that approximately 33 percent of the residents living near Bay Area Rapid Transit (BART) stations used rail to get to work compared to only 5 percent of residents in areas not served by BART. (Cervero, Robert. Ridership Impacts of Transit-Focused Development in California. National Transit Access Center, University of California at Berkeley, November 1993. p.ix.) A 1989 study

by JHK and Associates for the Washington Metropolitan Area Transit Authority found that residential use of transit declines by 0.65 percent by every 100 feet in distance from the transit stop. (JHK and Associates, Development-Related Ridership Survey II, prepared for the Washington Metropolitan Area Transit Authority, December 1989. (As cited in Transportation-Related Land Use Strategies to Minimize Motor Vehicle Emissions: An Indirect Source Research Study by Deborah Dagang and Terry Parker. California Air Resources Board, 1995. p.3-13.))

Intensified development near transit is necessary to increase ridership. Research consistently shows that the number of people willing to use transit drops dramatically beyond a one-quarter mile walking distance to the transit stop (7.5 minute walk at two miles per hour). Because the potential for transit ridership drops off dramatically with increased distance from the nearest transit stop, the more trip origins and destinations that can be concentrated within approximately one-quarter mile of a major transit stop, the greater the potential for transit usage.

Intensifying planning categories and zoning classifications near transit services is necessary to allow development or redevelopment of the greatest number of dwelling units, employment opportunities, and institutional/commercial centers are located near major transit stops.

Intensified development near stations is needed to increase ridership on the underutilized Metro Green Line. One of the reasons for the construction of the Metro Green Line in 1987 was to serve the cold war industries in the El Segundo area. By the time the Green Line opened in 1995, the cold war was over, the aerospace sector was losing jobs, and the bedroom communities in the area lost much of their population of middle-class aerospace workers. In addition, the Green Line's western alignment was originally planned and partially constructed to connect with the Los Angeles International Airport (LAX), but the connection was never completed. As a result, ridership on the Green Line has been below projected estimates, averaging approximately 44,000 daily weekday boardings in June 2008.

It is important to increase ridership on underutilized public transportation lines such as the Green Line to reduce the amount of cars on the congested Los Angeles freeways and the resulting greenhouse gas emissions.

Pedestrian activity near stations increases safety and therefore ridership. By creating active places that are busy through the day and evening and providing “eyes on the street”, the project will increase safety for pedestrians, transit-users, and others. Because the redevelopment will create a safer environment at the LAX/Aviation station, the project will further increase ridership by those who feel more secure utilizing the station.

C. **Commercial services are needed in this community.**

Neighborhood-serving commercial land uses and services for transit users are lacking. Existing commercial land uses on Aviation Boulevard near the project site include motels, a check-cashing business, a pawn shop, a psychic and restaurants. The nearest major grocery store is located more than one mile away, on Sepulveda Boulevard in El Segundo and the nearest shopping center is nearly 2 miles away, in Hawthorne.

Neighborhood-serving commercial land uses are needed for the residents and will also provide tremendous benefits to transit users. The proposed new commercial uses will provide residents with the option to walk to a neighborhood store rather than drive to El Segundo and Hawthorne for services. In addition, commercial services at the station will benefit transit-users, especially those departing and arriving from LAX who will always have a wait time (either for the train or the shuttle).

II. **The Particular General Plan Amendment Proposed is Appropriate and Proper Because:**

A. **The amendment will allow for development of high-density housing adjacent to a major light rail station.**

The subject project is located near major transportation corridors, including the 105 Freeway, 405 Freeway, and a railroad line to the west. Importantly, the property includes the Metro Green Line LAX/Aviation Station.

The project will construct high-density housing adjacent to the light rail station, which increases ridership on an underutilized public transit rail line and reduces regional vehicle miles traveled and greenhouse gas emissions.

- B. The amendment will allow for development that appropriately transitions from high-density residential and commercial land uses along Aviation Boulevard and adjacent to the light rail station to two-story townhomes adjacent to the existing residential neighborhood.**

The project locates commercial development adjacent to Aviation Boulevard, a heavily-traveled thoroughfare developed with existing commercial and industrial uses, and the light rail station. High-density residential development will be located above the commercial buildings, also adjacent to Aviation Boulevard and the station.

The project will appropriately transition from the commercial corridor along Aviation Boulevard and the light rail station to the existing low density residential neighborhood by developing lower density, two-story townhomes adjacent to the existing residences.

- C. The amendment will allow for development of essential commercial services for transit uses and residents.**

Neighborhood-serving commercial land uses within walking distance is needed in this community. The nearest grocery stores and shopping centers are more than a mile away, and residents are more likely to drive to those services.

In addition, the LAX/Aviation Station is the end and beginning of the light rail line for transit users arriving and departing from LAX. Free shuttles are provided to and from the airport. Transit uses, especially travelers arriving and departing from LAX who will always have a wait time either for a shuttle or a train, would benefit greatly from the availability of commercial services at the station.

Lastly, commercial services will increase pedestrian activity at the station, which increases safety at the transit station and encourages ridership.

- D. The project locates commercial uses on Aviation Boulevard, a major thoroughfare developed with commercial land uses, and adjacent to the existing light rail station.**

The subject property is located on Aviation Boulevard, a busy thoroughfare with easy access to major transportation corridors. Aviation Boulevard is a wide street with heavy industry on one side and commercial activity and residences on the other. The area around the project site includes a large industrial park, major transportation corridors, and pockets of residential neighborhoods. Northrop Grumman's industrial park is located directly across from the project site in the City of El Segundo. LAX is approximately 2,000 feet due northwest of the project site. The commercial uses along Aviation Boulevard include liquor stores, motels, restaurants, a pawn shop, a psychic, and a check cashing business.

The project will locate new commercial land uses adjacent to Aviation Boulevard, which is currently developed with commercial and industrial land uses, and the Metro Green Line LAX/Aviation Station, which will benefit transit users.

- E. The amendment will allow for development of work-force housing near major employment centers, including the Los Angeles International Airport.**

The subject property is very near major employment centers, including LAX, a large industrial park at Pacific Concourse, a courthouse, and Northrop Grumman industrial park. Residential development in this area assists with the jobs-housing balance.

- F. The property is appropriate for redevelopment.**

The property is located adjacent to a light rail station. It is currently developed with low-density single-family and duplex housing and an adult entertainment facility. Aging low density areas near major transit stations should be redeveloped with high density housing to encourage use of public transit.

Because the entire block is under one ownership, this project presents a unique opportunity to redevelop a large urban infill site with a transit-oriented, mixed-use project consistent with the goals of the Global Warming Solutions Act and Senate Bill 375.

G. Development near transit has economic benefits

Development near transit stops, especially rail transit, increases tax revenues for cash-strapped local governments. "Rail systems increase land values all along their routes, and concentrate commercial development (and compact housing) around stations." (Kenworthy, Jeff and Newman, Peter with Robinson, Les. Winning Back the Cities. Australian Consumers Association. Pluto Press Australia. 1992. p.22.) As the value of property near transit appreciates, property taxes collected by local government also increase. In fact, some local governments take advantage of this by using tax-increment financing to help fund expansion of transit systems.

Transit-oriented development can also increase household disposable income. Housing and transportation are the first and second largest household expenses, respectively. Transit-oriented development can free up disposable income by reducing driving costs, saving \$3,000 to \$4,000 per year for each household. (Caltrans, Statewide Transit-Oriented Development Study: Factors for Success in California, 2002)

Lastly, pedestrian activity around transit stops is an ideal environment for commercial activity. Not only does this improve the viability of small businesses, but it also translates into increased sales tax revenues for the County.

III. Modified Conditions Warrant a Revision to the County of Los Angeles General Plan Because:

- A. Scientific developments uncovering the dramatic impacts of global climate change have resulted in drastic changes in public policy and state law to emphasize the need for high density development near public transit stations to reduce greenhouse gas emissions.**

In the last decade, scientists have come to a consensus that global climate change is likely to pose severe environmental, health, and economic threats if we do not take decisive action to reduce greenhouse gas emissions. The State of California and the County of Los Angeles have adopted laws and policies to reduce greenhouse gas emissions in an attempt

to reverse global climate change. Transit-oriented development is an important land use implementation strategy to achieve the State's and the County's emissions reduction targets.

The requested General Plan amendment would allow for the redevelopment of aging low-density single-family and duplex housing and an adult entertainment facility with a high-density transit-oriented development consistent with the goals of the Global Warming Solutions Act, Senate Bill 375, and recently-adopted County policies.

- B. Since the property was developed between the 1930s and 1950s, the MTA opened its Metro Green Line and its LAX/Aviation Station on the property.**

In many major transit station areas in the state, local zoning has not been changed to reflect the presence of transit. Local development codes around stations often tend to favor low density, auto-oriented uses, which is the case for the subject property.

The existing low-density residential and adult entertainment facility were developed between the 1930s and 1950s under existing planning categories and zoning classifications. By 1995, the Metro Green Line and the LAX/Aviation Station were opened. The low-density General Plan categories are no longer appropriate now that a major transit station exists on the property. Intensified planning and zoning categories are needed to allow for the redevelopment of the site with appropriate higher-density housing and supporting commercial land uses.

- C. The area is transitioning with the recent approval and development of nearby high-density residential projects.**

In April 2005, the Los Angeles County Board of Supervisors approved a high-density multi-family apartment project, known as Pacific Place, near the project site at the intersection of La Cienega Boulevard and Pacific Concourse Drive. The apartments have been constructed, at 88 units per acre.

Several other high-density housing developments have been approved or constructed in the area:

- A gated community of 625 luxury condominiums called Threesixty at The South Bay on El Segundo Boulevard;
- 100 single-family homes at the former Robert F. Kennedy Medical Center near 116th Street and Grevillea Avenue;
- 164 homes at a former car dealership near Hawthorne Boulevard and Rosecrans Avenue;
- Fusion at South Bay, a project comprising 280 condominiums near Aviation Boulevard and Marine Avenue; and
- Central Park, a project comprising 176 detached single-family homes near the corner of 120th Street and Van Ness Avenue.

D. **The need for housing in the area and region has increased.**

The current Housing Element of the County General Plan finds that population growth has outpaced housing production in the past decade, resulting in a shortage of housing. A high-density residential development would be consistent with the development trend in the area, would provide much-needed housing, and improve the jobs-housing balance.

IV. **Approval of the Proposed General Plan Amendment Will Be in the Interest of Public Health, Safety, and General Welfare and in Conformity with Good Planning Practices Because:**

- A. **The amendment will allow for development that appropriately transitions from high-density residential and commercial land uses along Aviation Boulevard and adjacent to the light rail station, to two-story townhomes adjacent to the existing residential neighborhood.**

The General Plan amendment will allow for a project that locates commercial development adjacent to Aviation Boulevard, a heavily-traveled thoroughfare developed with existing commercial and industrial uses, and the light rail station. High-density residential development will be located above the commercial buildings, also adjacent to Aviation Boulevard and the station.

The project will appropriately transition from the commercial corridor along Aviation Boulevard and the light rail station to the existing low density residential neighborhood by developing lower density, two-story townhomes adjacent to the existing residences.

- B. The amendment will implement important public objectives embodied in the Global Warming Solutions Act and Senate Bill 375.**

Transit-oriented development is an important land use implementation strategy to achieve the State's and County's emissions reduction targets.

The requested General Plan amendment would allow for the redevelopment of aging low-density single-family and duplex housing and an adult entertainment facility with a high-density transit-oriented development consistent with the goals of the Global Warming Solutions Act and Senate Bill 375.

- C. The amendment will allow for the replacement of aging, low-density homes and an adult entertainment facility with high-density workforce housing and essential commercial services adjacent to a light rail station.**

By attracting redevelopment, transit can be a catalyst for revitalizing deteriorating neighborhoods. Several cities in the San Francisco Bay Area have replaced blighted sections of their community with new residential and commercial development close to transit. For example, the City of Richmond transformed a deteriorated park in its downtown, just one block from a BART station, into a retail and residential center. Anchored by a supermarket and drug store, the 78,000 square-foot center includes several neighborhood-serving shops that combine to create 200 new permanent jobs. Memorial Park also features 64 low-income family apartments, 34 townhomes for first-time buyers and a one-acre park.

The amendment would allow for the redevelopment of an aging neighborhood and adult entertainment facility with workforce housing and neighborhood-serving commercial land uses.

- D. The amendment will continue the trend of redevelopment of this blighted community, and may serve as a catalyst for further redevelopment.**

In recent years, communities all across the nation have begun to recognize that transit, and the areas around transit stops, can play a major role in revitalizing older neighborhoods and in creating new neighborhoods that are more livable. This project will replace an aging low-density residential block and adult entertainment facility with modern,

attractive transit-oriented workforce housing and new neighborhood-serving commercial land uses.

E. The amendment is consistent with the goals and policies of the Countywide General Plan.

The proposed project will increase the supply of housing and promote the efficient use of land through a more concentrated pattern of urban development. The development provides an improved jobs-housing balance and concentrates well-designed, high-density housing in and adjacent to job centers and transit service. The current low density residential designation would be inconsistent with the trend for surrounding development and important public objectives to develop high density residential projects near major transit centers.

Burden of Proof for Requested Zone Change to Zone MXD-68U-DP
Transit-Oriented Development at Aviation Station

I. Modified Conditions Warrant a Revision in the Zoning Plan as it Pertains to the Subject Property Because:

- A. Scientific developments uncovering the dramatic impacts of global climate change have resulted in drastic changes in public policy and state law to emphasize the need for high density development near public transit stations to reduce greenhouse gas emissions.

In the last decade, scientists have come to a consensus that global climate change is likely to pose severe environmental, health, and economic threats if we do not take decisive action to reduce greenhouse gas emissions. The State of California and the County of Los Angeles have adopted laws and policies to reduce greenhouse gas emissions in an attempt to reverse global climate change.

Transit-oriented development is an important land use implementation strategy to achieve the State's and the County's emissions reduction targets. The requested zone change to Zone MXD-68U-DP would allow for the redevelopment of aging low-density single-family and duplex housing and an adult entertainment facility with a high-density transit-oriented development consistent with the goals of the Global Warming Solutions Act, Senate Bill 375, and recently-adopted County policies.

- B. Since the property was developed between the 1930s and 1950s, the MTA opened its Metro Green Line and its LAX/Aviation Station on the property.

In many major transit station areas in the state, local zoning has not been changed to reflect the presence of transit. Local development codes around stations often tend to favor low density, auto-oriented uses, which is the case for the subject property.

The existing low-density residential and adult entertainment facility were developed between the 1930s and 1950s under existing planning categories and zoning classifications. By 1995, the Metro Green Line and the LAX/Aviation Station were opened. The low-density General Plan categories are no longer appropriate now that a major transit station exists on the property. Intensified planning and zoning categories are needed to allow for the

redevelopment of the site with appropriate higher-density housing and supporting commercial land uses.

C. The area is transitioning with the recent approval and development of nearby high-density residential projects.

In April 2005, the Los Angeles County Board of Supervisors approved a high-density multi-family apartment project, known as Pacific Concourse, near the project site at the intersection of La Cienega Boulevard and Pacific Concourse Drive. The apartments have been constructed, at 88 units per acre.

Several other high-density housing developments have been approved or constructed in the area:

- A gated community of 625 luxury condominiums called Threesixty at The South Bay on El Segundo Boulevard;
- 100 single-family homes at the former Robert F. Kennedy Medical Center near 116th Street and Grevillea Avenue;
- 164 homes at a former car dealership near Hawthorne Boulevard and Rosecrans Avenue;
- Fusion at South Bay, a project comprising 280 condominiums near Aviation Boulevard and Marine Avenue; and
- Central Park, a project comprising 176 detached single-family homes near the corner of 120th Street and Van Ness Avenue.

D. The need for housing in the area and region has increased.

The current Housing Element of the County General Plan finds that population growth has outpaced housing production in the past decade, resulting in a shortage of housing. A high-density residential development would be consistent with the development trend in the area, would provide much-needed housing, and improve the jobs-housing balance.

- E. **Current County zoning regulations are not appropriate for modern, urban-infill, transit-oriented projects.**

The project requests a zone change to Zone MXD-68U-DP to provide adequate development standards to regulate the proposed development. Planning designations and zoning categories for the entirety of the project site would be changed to MXD-68U-DP.

The County zoning ordinance is being updated, and the current zoning regulations are not appropriate for modern, urban infill, transit-oriented projects consistent with the trend in state law and County policies concerning greenhouse gas emission reductions. For example, the project is an appropriate transit-oriented development project, and yet the property is not currently depicted within a transit-oriented district. In addition, current parking requirements do not allow the flexibility necessary for transit-oriented projects and current density limitations do not acknowledge the urgent need for high-density development near public transit stations.

However, the MXD-68U-DP zone is the best available mechanism to allow for the development of the project, consistent with the trend in planning policies and without the need for variances from the zoning regulations, ahead of any County plans to modernize the zoning regulations and/or to accommodate the project within a transit-oriented district.

II. **A Need for the Proposed Mixed Use Development – Development Program (MXD-68U-DP) Zone Classification Exists Within the Subject Property Because:**

- A. **High-density residential development near public transit is necessary to implement important public objectives to develop infill parcels along transportation corridors, reduce reliance on single occupancy vehicles, and limit greenhouse gas emissions.**

Global climate change crisis. There is consensus among the world's leading scientists that global climate change is likely to pose severe environmental, health, and economic threats if we do not take decisive action to reduce greenhouse gas emissions. Identified and credible threats due to climate change include prolonged and frequent heat waves that will increase our exposure to air pollution, exacerbate respiratory ailments and burden our healthcare system, and changing weather patterns that will increase our

susceptibility to droughts and endanger our critical water, energy, transportation, and sanitation infrastructure. Moreover, the changes we make to address global climate change will have the concomitant benefits of reducing other forms of air pollution in our region and reducing our dependence on foreign-oil.

State and County efforts to reverse global climate change. To combat this crisis, the State of California and the County of Los Angeles have adopted laws and policies to reduce greenhouse gas emissions in an attempt to reverse global climate change.

The County of Los Angeles Board of Supervisors has committed to reducing energy consumption in County buildings by 20 percent before 2015 and to reducing greenhouse gas emissions by 80 percent before 2050. The County also adopted three ordinances to require new development to implement green building practices, low impact development standards, and drought-tolerant landscaping. In addition, the County and other jurisdictions, businesses, and utilities in California face a number of new State mandates to similarly reduce greenhouse gas emissions to more than 25 percent by 2020.

The State of California adopted the landmark Global Warming Solutions Act in 2006 and Senate Bill 375 in 2008. With the adoption of Senate Bill 375, California took a big step toward changing land use planning policy from a suburban orientation to an urban, transit-oriented direction.

Senate Bill 375 demands transit-oriented development. Senate Bill 375 is being hailed as the future of land use planning. At its roots, this highly publicized bill is an air pollution law. It links land use and transportation policies to meet target reductions in greenhouse gas emissions. The goal is to promote land use growth patterns that will help reduce greenhouse gas emissions by reducing driving (i.e., transit-oriented development).

Senate Bill 375 is a regionally based bill, and requires local implementation. The California Air Resources Board will set targets for greenhouse gas reduction via land use in each region, but it is up to each region's Metropolitan Planning Organization and ultimately local

planning agencies to implement the land use strategies needed to achieve the emissions reduction goals of the Global Warming Solutions Act.

To provide incentive to landowners to redevelop near transit stations, Senate Bill 375 includes various provisions to streamline the environmental reporting requirements of the California Environmental Quality Act (CEQA) for residential development projects that can help to achieve statewide greenhouse gas reduction goals. The law exempts completely from CEQA certain high-density residential projects due to proximity to major transit centers.

Similar to projects that would qualify for a CEQA exemption under Senate Bill 375 if the prerequisite regional plans were complete, the project is located within one-half mile of a major transit station, and contains at least 50 percent residential use, has a net density of greater than 20 units per acre, and can be served by existing utilities. The proposed amendment would allow for the development of precisely the type of transit-oriented project that the new state law encourages.

The project is transit-oriented and implements the policies of Senate Bill 375. Transit-oriented development is the key land use growth strategy needed to achieve the State's and the County's emissions reduction targets. Transit-oriented development includes moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the automobile, and can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use. (Caltrans, "Statewide Transit-Oriented Development Study: Factors for Success in California.")

The zone change would enhance the Metro Green Line LAX/Aviation Station with expanded parking and reconfigured bus staging and allow for the redevelopment of aging, low-density single-family and duplex housing and an adult entertainment facility with a transit-oriented, high-density, mixed-use project consistent with the goals of the Global Warming Solutions Act and Senate Bill 375. The project presents a unique opportunity to implement the

policies promoted by Senate Bill 375, but within a faster timeframe than the new law can achieve.

- B. **Redevelopment near Metro Green Line Stations is needed to increase ridership on an underutilized public transit system and reduce reliance on single occupancy vehicles.**

Development near transit stops helps to maximize public investment in transit systems. To make a transit system economically viable, a sufficient number of potential riders must live and work near transit stops. To get the most economic benefit from our transit systems, residential, commercial and office development need to be focused around transit stops.

Residents near transit stations use public transit more frequently. The common sense view that people living close to transit stops use the system more frequently has been bolstered by several studies, including one conducted by the National Transit/Residential Access Center (NTrac) at the University of California at Berkeley in 1993, which included extensive surveys of people who live near rail transit stations. The study found that approximately 33 percent of the residents living near Bay Area Rapid Transit (BART) stations used rail to get to work compared to only 5 percent of residents in areas not served by BART. (Cervero, Robert. Ridership Impacts of Transit-Focused Development in California. National Transit Access Center, University of California at Berkeley, November 1993. p.ix.) A 1989 study by JHK and Associates for the Washington Metropolitan Area Transit Authority found that residential use of transit declines by 0.65 percent by every 100 feet in distance from the transit stop. (JHK and Associates, Development-Related Ridership Survey II, prepared for the Washington Metropolitan Area Transit Authority, December 1989. (As cited in Transportation-Related Land Use Strategies to Minimize Motor Vehicle Emissions: An Indirect Source Research Study by Deborah Dagang and Terry Parker. California Air Resources Board, 1995. p.3-13.))

Intensified development near transit is necessary to increase ridership. Research consistently shows that the number of people willing to use transit drops dramatically beyond a one-quarter mile walking distance to the transit stop (7.5 minute walk at two miles per hour).

Because the potential for transit ridership drops off dramatically with increased distance from the nearest transit stop, the more trip origins and destinations that can be concentrated within approximately one-quarter mile of a major transit stop, the greater the potential for transit usage.

Intensifying planning categories and zoning classifications near transit services is necessary to allow development or redevelopment of the greatest number of dwelling units, employment opportunities, and institutional/commercial centers which are located near major transit stops.

Intensified development near Green Line stations is needed to increase ridership on the underutilized Metro Green Line. One of the reasons for the construction of the Metro Green Line in 1987 was to serve the cold war industries in the El Segundo area. By the time the Green Line opened in 1995, the cold war was over, the aerospace sector was losing jobs, and the bedroom communities in the area lost much of their population of middle-class aerospace workers. In addition, the Green Line's western alignment was originally planned and partially constructed to connect with the Los Angeles International Airport (LAX), but the connection was never completed.

As a result, ridership on the Green Line has been below projected estimates, averaging approximately 44,000 daily weekday boardings in June 2008.

It is important to increase ridership on underutilized public transportation lines such as the Green Line to reduce the amount of cars on the congested Los Angeles freeways and the resulting greenhouse gas emissions.

Pedestrian activity near stations increases safety and therefore ridership. By creating active places that are busy through the day and evening and providing "eyes on the street", the project will increase safety for pedestrians, transit-users, and others. Because the redevelopment will create a safer environment at the LAX/Aviation station, the project will further increase ridership by those who feel more secure utilizing the station.

C. **Commercial services are needed in this community.**

Neighborhood-serving commercial land uses and services for transit users are lacking. Existing commercial land uses on Aviation Boulevard near the project site include motels, a check-cashing business, a pawn shop, a psychic and restaurants. The nearest major grocery store is located more than one mile away, on Sepulveda Boulevard in El Segundo and the nearest shopping center is nearly 2 miles away, in Hawthorne.

Neighborhood-serving commercial land uses are needed for the residents and will also provide tremendous benefits to transit users. The proposed new commercial buildings will provide residents with the option to walk to a neighborhood store rather than drive to El Segundo and Hawthorne for services. In addition, commercial services at the station will benefit transit-users, especially those departing and arriving from LAX who will always have a wait time (either for the train or the shuttle).

III. **The Subject Property is a Proper Location for the Proposed MXD-68U-DP Zone Classification Because:**

A. **The zone change will allow for development of high-density housing adjacent to a major light rail station.**

The subject project is located near major transportation corridors, including the 105 Freeway, 405 Freeway, and a railroad line to the west. Importantly, the property includes the Metro Green Line LAX/Aviation Station.

The project will construct high-density housing adjacent to the light rail station, which increases ridership on an underutilized public transit rail line and reduces regional vehicle miles traveled and greenhouse gas emissions.

B. **The zone change will allow for development that appropriately transitions from high-density residential and commercial land uses along Aviation Boulevard and adjacent to the light rail station to two-story townhomes adjacent to the existing residential neighborhood.**

The project locates commercial development adjacent to Aviation Boulevard, a heavily-traveled thoroughfare developed with existing commercial and industrial uses, and the

light rail station. High-density residential development will be located above the commercial buildings, also adjacent to Aviation Boulevard and the station.

The project will appropriately transition from the commercial corridor along Aviation Boulevard and the light rail station to the existing low density residential neighborhood by developing lower density, two-story townhomes adjacent to the existing residences.

C. The zone change will allow for development of essential commercial services for transit uses and residents.

Neighborhood-serving commercial services within walking distance is needed in this community. The nearest grocery stores and shopping centers are more than a mile away, and residents are more likely to drive to those services.

In addition, the LAX/Aviation Station is the end and beginning of the light rail line for transit users arriving and departing from LAX. Free shuttles are provided to and from the airport. Transit uses, especially travelers arriving and departing from LAX who will always have a wait time either for a shuttle or a train, would benefit greatly from the availability of commercial services at the station.

Lastly, commercial services will increase pedestrian activity at the station, which increases safety and encourages ridership.

D. The project locates commercial uses on Aviation Boulevard, a major thoroughfare developed with commercial land uses, and adjacent to the existing light rail station.

The subject property is located on Aviation Boulevard, a busy thoroughfare with easy access to major transportation corridors. Aviation Boulevard is a wide street with heavy industry on one side and commercial activity and residences on the other. The area around the project site includes a large industrial park, major transportation corridors, and pockets of residential neighborhoods. Northrop Grumman's industrial park is located directly across from the project site in the City of El Segundo. LAX is approximately 2,000 feet due northwest of the

project site. The commercial uses along Aviation Boulevard include liquor stores, motels, restaurants, a pawn shop, a psychic, and a check cashing business.

The project will locate new commercial land uses adjacent to Aviation Boulevard, which is developed currently with commercial and industrial land uses, and the Metro Green Line LAX/Aviation Station, which will benefit transit users.

E. The zone change will allow for development of work-force housing near major employment centers, including the Los Angeles International Airport.

The subject property is very near major employment centers, including LAX, a large industrial park at Pacific Concourse, a courthouse, and Northrop Grumman industrial park. Residential development in this area assists with the jobs-housing balance.

F. The property is appropriate for redevelopment.

The property is located adjacent to a light rail station. It is developed currently with low-density single-family and duplex housing and an adult entertainment facility. Aging low density areas near major transit stations should be redeveloped with high density housing to encourage use of public transit.

Because the entire block is under one ownership, this project presents a unique opportunity to redevelop a large urban infill site with a transit-oriented, mixed-use project consistent with the goals of the Global Warming Solutions Act and Senate Bill 375.

G. Development near transit has economic benefits

Development near transit stops, especially rail transit, increases tax revenues for cash-strapped local governments. "Rail systems increase land values all along their routes, and concentrate commercial development (and compact housing) around stations." (Kenworthy, Jeff and Newman, Peter with Robinson, Les. Winning Back the Cities. Australian Consumers Association. Pluto Press Australia. 1992. p.22.) As the value of property near transit appreciates, property taxes collected by local government also increase. In fact, some local

governments take advantage of this by using tax-increment financing to help fund expansion of the transit system.

Transit-oriented development can also increase household disposable income. Housing and transportation are the first and second largest household expenses, respectively. Transit-oriented development can free-up disposable income by reducing driving costs, saving \$3,000 to \$4,000 per year for each household. (Caltrans, Statewide Transit-Oriented Development Study: Factors for Success in California, 2002)

Lastly, pedestrian activity around transit stops is an ideal environment for commercial activity. Not only does this improve the viability of small businesses, but it also translates into increased sales tax revenues for the County.

IV. **Placement of the Proposed MXD-68U-DP Zone at the Subject Property Will Be in the Interest of Public Health, Safety, and General Welfare and in Conformity with Good Zoning Practice Because:**

- A. The zone change to MXD-68U-DP will allow for development that appropriately transitions high-density residential and commercial land uses along Aviation Boulevard and adjacent to the light rail station to two-story townhomes adjacent to the existing residential neighborhood.

The zone change to MXD-68U-DP will allow for a project that locates commercial development adjacent to Aviation Boulevard, a heavily-traveled thoroughfare developed with existing commercial and industrial uses, and the light rail station. High-density residential development will be located above the commercial buildings, also adjacent to Aviation Boulevard and the station.

The project will appropriately transition from the commercial corridor along Aviation Boulevard and the light rail station to the existing low density residential neighborhood by developing lower density, two-story townhomes adjacent to the existing residences.

- B. The zoning change will implement important public objectives embodied in the Global Warming Solutions Act and Senate Bill 375.**

Transit-oriented development is an important land use implementation strategy to achieve the State's and County's emissions reduction targets.

The requested zone change to MXD-68U-DP would allow for the redevelopment of aging low-density single-family and duplex housing and an adult entertainment facility with a high-density transit-oriented development consistent with the goals of the Global Warming Solutions Act and Senate Bill 375.

- C. The zone change will allow for the replacement of aging, low-density homes and an adult entertainment facility with high-density workforce housing and essential commercial services adjacent to a light rail station.**

By attracting redevelopment, transit can be a catalyst for revitalizing deteriorating neighborhoods. Several cities in the San Francisco Bay Area have replaced blighted sections of their community with new residential and commercial development close to transit. For example, the City of Richmond transformed a deteriorated park in its downtown, just one block from a BART station, into a commercial and residential center. Anchored by a supermarket and drug store, the 78,000 square-foot center includes several neighborhood-serving shops that combine to create 200 new permanent jobs. Memorial Park also features 64 low-income family apartments, 34 townhomes for first-time buyers and a one-acre park.

The change to Zone MXD-68U-DP would allow for the redevelopment of an aging neighborhood and adult entertainment facility with workforce housing and neighborhood-serving commercial land uses.

- D. The zone change will continue the trend of redevelopment of this blighted community, and may serve as a catalyst for further redevelopment.**

In recent years communities all across the nation have begun to recognize that transit, and the areas around transit stops, can play a major role in revitalizing older neighborhoods and in creating new neighborhoods that are more livable. This project will replace an aging low-density residential block and adult entertainment facility with modern,

attractive transit-oriented workforce housing and new neighborhood-serving commercial land uses.

E. The zone change is consistent with the goals and policies of the Countywide General Plan.

The proposed project will increase the supply of housing and promote the efficient use of land through a more concentrated pattern of urban development. The development provides an improved jobs-housing balance and concentrates well-designed, high-density housing in and adjacent to job centers and transit service. The current low density residential designation would be inconsistent with the trend for surrounding development and important public objectives to develop high density residential projects near major transit centers.

**Burden of Proof for Requested Conditional Use Permit
Transit-Oriented Development at Aviation Station**

I. The requested Conditional Use Permit will not adversely affect the health, peace, comfort, or welfare of the surrounding community because:

- A. The conditional use permit (CUP) will allow for the development of much-needed local commercial services and the modern revitalization of an aging residential community, replacing an adult entertainment facility and a motel with neighborhood-compatible residential development.**

The proposed project, a mixed-use residential development with neighborhood-serving commercial uses such as a grocery store and retail/service uses, will provide persons living or working in the surrounding area with restaurants and convenient access to local services and mass transportation. Currently, there is a lack of commercial services within walking distance of the Del Aire neighborhood and nearby employment centers such as the Northrop Grumman facility across Aviation Boulevard. By providing retail and commercial services, the proposed project will improve access and provide additional opportunities for local residents and employees to walk, rather than drive, to meals and commercial needs. The proposed CUP will allow for redevelopment to replace aging low-density homes, a small motel, and an adult entertainment facility with modern, urban-infill high density residential workforce housing geared towards providing residents and the surrounding community with immediate access to an improved transit stop and local-serving commerce.

The project will comply with all requirements of the Americans With Disabilities Act (ADA) for universal design.

- B. The trend towards development of modern transit-oriented projects is necessary for public health.**

The County of Los Angeles' current roadway system is increasingly unsustainable as streets and highways become more and more clogged with automobiles. Transit-oriented development is a crucial part of the State of California and the County's laws and policies to reduce greenhouse gas emissions and reverse global climate change. The proposed project will improve the current Aviation Station on the Metro Green Line and will encourage the use of mass transit by providing a safe, well-designed project where people can live and easily commute to downtown Los Angeles and other regions of the County. As the reduction of greenhouse gases and other emissions is vital to preserving and improving public health, transit-oriented projects such as the one proposed are necessary to enable Californians to rely more upon mass transit.

- C. Redevelopment at the site may encourage further revitalization of the area, which will enhance the comfort and welfare of the surrounding community by bringing in new jobs and local services.**

The CUP will allow for the surrounding area's ongoing revitalization and may serve as a catalyst for further redevelopment. For example, several other redevelopment

projects have been approved for the surrounding area, such as Threesixty at The South Bay and the high-density Pacific Place apartments, located near the project site at La Cienega Boulevard and Pacific Concourse Drive. The neighborhood-serving commercial uses at the proposed project will likely further encourage revitalization of the area by providing safe and attractive access to retail and service uses. Furthermore, such revitalization often brings communities the benefits of improved roadways and modern traffic control plans, increased community benefits such as funds for schools and libraries, and funds for area facilities such as parks and playgrounds.

II. **The proposed project will not be materially detrimental to the use, enjoyment, or valuation of property in the surrounding area because:**

- A. **The proposed project will enhance the surrounding area by providing new homes near major employment centers and commercial services the area is lacking currently.**

The proposed project site is surrounded by industrial uses at the Northrop Grumman industrial park, the Del Aire Business Park, high-density housing at Pacific Place, and aging low-density single-family housing. As planned, the mixed-use zone and CUP will allow for a well-designed project that smoothly transitions between low and higher density housing. Immediately across from existing single family homes, the project calls for the development of two-story townhomes, providing a buffer between existing uses and the proposed high-density development. The commercial and high-density residential uses will be oriented away from the existing neighborhood, adjacent to Aviation Boulevard and the light rail transit station. Throughout the development, there will be pedestrian connections that enable residents of nearby neighborhoods to walk to much-needed commercial services.

- B. **The proposed project will not be materially detrimental to the valuation of property in the vicinity of the site because it will replace aging structures with modern, urban infill market-rate housing and commercial uses.**

The proposed project will replace an aging adult entertainment facility, motel, and low-density housing with new, modern workforce housing and commercial services for the use of area residents and families. As the project vicinity is currently sorely lacking in neighborhood services such as a grocery store and dry cleaners, the proposed project will improve the entire area's access to modern necessities and amenities. The revitalized community may enjoy an increase in valuation caused by the development of the proposed project and improvements at the local mass transit station.

Although some or all of the project may be developed as affordable housing, the project is not proposed to be restricted to provide affordable housing units. The Federal Department of Housing and Urban Development (HUD) defines affordable housing as "housing for which the occupant is paying no more than 30 percent of his or her income for gross housing costs, including utilities". In 2007, 30 percent of median household income was

\$16,048 for the County of Los Angeles as a whole and \$12,625 for the adjacent City of Hawthorne according to Census data.

The project site is improved currently with 7 single-family homes and 2 duplexes (11 residences). None of these homes are government-sponsored affordable housing units, such as Section 8 Rental Assistance from the Housing Authority. All units are currently rented at market rates and are not subsidized. The current rents for the housing within the project site range from \$800.00 per month to \$1,500.00 per month, with an average rent of \$1,098.00 per month. This average rent is higher than what would be considered "affordable" in the adjacent City of Hawthorne, but at least some of the rental properties currently on the project site may be considered "affordable" according to the HUD definition. The project would not adversely impact the County's ability to meet its obligations for affordable housing units or to implement affordable housing programs. Although the project will demolish existing housing units, these homes will be replaced many times over by the new residential units.

The project will create 390 new rental and for-sale residential units, located near important regional employers and adjacent to mass transit. The project is also located very near new, luxury, market-rate apartments (Pacific Place Apartments) within the unincorporated County and new luxury condominiums (Three Sixty at South Bay) in the adjacent City of El Segundo.

III. **The planned mixed-use development at Aviation Station will not constitute a menace to the public health, safety or general welfare because:**

A. **The mixed-use development will enable and encourage pedestrian activity, thereby increasing public safety.**

Increased pedestrian activity at the Metro Green Line station and the proposed mixed-use development will increase mass transit ridership and benefit public health. As more and more people rely on safe, useful light rail and other mass transit, public health will benefit from improved air quality and decreased greenhouse gas emissions.

Furthermore, increased pedestrian activity is beneficial to public health because it encourages people to exercise, rather than drive, and it places more "eyes on the street" to increase public safety.

IV. **The site of the proposed project is appropriate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other development features and will fully integrate the proposed uses with the surrounding area.**

The site of the proposed project, a parcel of land alongside the Metro Green Line Aviation Station, is ideal for a mixed-use, high density modern project. The project proposes improving a lot currently owned by Caltrans, and leased by the Los Angeles MTA, and a parcel owned by Kroeze Family, LLC and Kroeze, Inc. The Kroeze properties are currently occupied by

an adult entertainment facility and surface parking, a six-room motel, and eleven low to medium density residences. The site is situated alongside major thoroughfares in a manner that will easily accommodate the development of supporting and complementary uses such as yards, walls, fences, landscaping, and parking and loading facilities.

A. The project furthers the goals of the requested MXD zone.

Current County zoning regulations do not accommodate transit oriented development projects. Although the zoning regulations include a few transit oriented districts at specific Green and Blue Line stations, none of these districts have resulted in development of transit-oriented projects. In addition, Aviation Station and the subject property are not included within an existing transit-oriented district. Because of the County's burden under new state law to reduce the impacts of climate change while still providing its fair share of housing, the County is proposing to overhaul and expand its outdated and inadequate transit oriented development regulations to spur such development, and is cooperating with industry groups on recommendations to enhance transit-oriented development opportunities.

The current County zoning regulations include an underutilized zoning classification, the Mixed Use Development (MXD) zone, which is intended to integrate housing and services to reduce transportation costs, energy consumption and air pollution and to implement the land use and special management area policies of the General Plan.

The project furthers the goals of the MXD zone by providing housing and commercial services at a light rail station and major bus terminal, thereby reducing transportation costs, energy consumption, and air pollution. Accordingly, the project complies with the intent of planned mixed-use development. In addition, as described in Subsection B below, the project provides better for light and air, for public safety and convenience, the protection of property values and the preservation of the general welfare of the community than if developed as a Zone R-A as required by County Code Section 22.40.510B.

B. The project complies with or requests modifications to the development standards of the requested MXD zone.

The MXD zone promotes flexibility in design and innovative and creative planning for planned mixed-use developments by establishing unique design standards through the conditional use permit process. (County Code Section 22.40.510A) Although the MXD Zone prescribes certain development standards, each of those standards may be waived or modified by the planning commission through the conditional use permit process. (County Code Section 22.40.520B). The planning director recommended that the project request a zone change to the MXD zone precisely because this flexibility in design could be provided to accommodate an appropriate transit-oriented development at a major light rail station and bus terminal.

Further, the conditions added by the DP combining zone will ensure project consistency with the development program.

1. **The project complies with the following development standards of the MXD zone:**

- *Lot area.* The project site is 5.78 net acres, and therefore contains at least 5 acres as required by County Code Section 22.40.520B1.
- *Design and Development Features.* Site plans and preliminary architectural plans demonstrate that the arrangement of uses and buildings, the architectural design of all structures, and the development features of the proposed project constitute a well-planned development that does not detract from or have any adverse impacts on the residents or land in the surrounding area. To accomplish this, the development plan includes yards, walls, walks, landscaping, open space, buffer areas and other similar features.

The project is designed to be compatible with and relate to both the adjacent transit station and the neighboring residential neighborhood. The project includes low-profile townhouses next to the single-family homes and terraces up to include condominium and apartment units that complement and improve the appearance and functionality of the adjacent elevated train station. The project includes landscaping, open space, and building design features compliant with the standards of the MXD zone to provide a welcoming environment, sense of place, and community identity, as described below.

- *Open Space.* The project proposes open space in excess of the 30 percent requirement of County Code Section 22.40.520B.4. Open space includes common open space developed for recreational purposes, which will be reserved in common ownership, and landscaped portions adjacent to street that are in excess of minimum required right-of-way, as allowed by County Code Section 22.40.520B.4.a and e.
- *Building Design.* The project proposes a podium building designed for multiple use as authorized by County Code Section 22.40.520B5. The proposed building provides adequate separation between different uses to ensure their compatibility. Commercial land uses will be provided on the ground floor, interfacing with Aviation Boulevard, the Green Line station and bus terminal, and residential units will be located on the second through fifth levels, with a community recreation area on the second level. The proposed terraced building heights conserve land, enhance solar access, create visual landmarks, and protect privacy.
- *Landscaping.* All portions of the lot or parcel of land exclusive of structures, access roads and other similar facilities are landscaped and will be maintained in a neat, clean and healthful condition as required by County Code Section 22.40.520B6. Special attention was given to landscaping and screening of parking lots and loading areas. A property management company and the project CC&Rs will ensure that the property, including landscaping, is

maintained. A landscaping plan has been submitted for review by the Regional Planning Commission. Native and/or fire and drought resistant plant materials will be used to the greatest extent possible.

- *Residential Density.* County Code Section 22.40.520B7 establishes density for planned mixed-use developments in the MXD zone as the number preceding the letter "U" in the suffix to the zoning symbol per net acre. The project proposes a General Plan Amendment and Zone Change to comply with this requirement.
- *Utilities.* The project proposes for all utilities serving the project to install underground all new facilities necessary to furnish service in the development as required by County Code Section 22.40.520B.8, where feasible.
- *Parking.* County Code Section 22.40.520B9 provides that the general parking provisions of Part 11 of Chapter 22.52 do not apply when property in the Mixed Use Development (MXD) zone is developed as a mixed use development with standards prescribed by a conditional use permit and where the hearing officer specifies different parking standards. The proposed project is a mixed use development in the MXD Zone, and standards will be prescribed by a conditional use permit.

The County Code authorizes the hearing officer to specify parking standards for the proposed project in an amount that is adequate to prevent traffic congestion and excessive on-street parking. However, the following minimum standards must be met: no less than 1 parking space per dwelling unit and 50 percent of the general commercial parking requirement for other, non-MXD development shall be provided.

Following is a comparison of the proposed parking plan to the minimum standards of the applicable MXD zone and the more general parking requirements applicable to non-MXD development.

Commercial Parking. The parking plan provides 1 off-street parking space for every 250 square feet of commercial use. The parking provided doubles the minimum commercial parking requirement for the MXD zone (1 space per 500 square feet) and complies with the general commercial parking requirements for other, non-MXD development (1 space per 250 square feet).

Residential Parking. The parking plan exceeds the minimum parking requirements of the MXD zone for residential uses (1 parking space per dwelling unit) and proposes 20 percent fewer residential parking spaces than would be required by the general parking requirements for other non-MXD, commercial development (varies based on number of bedrooms provided and whether the unit is an apartment or a condominium).

The Proposed Parking Will Prevent Traffic Congestion and Excessive On-Street Parking. The traffic study prepared for the project and approved by the County Department of

Public Works demonstrates that the proposed project results in less than significant traffic impacts.

In addition, because the proposed project is a transit-oriented development (TOD), there are opportunities to reduce the number of parking spaces below conventional parking requirements while still providing parking in an amount adequate to prevent excessive on-street parking. In 2002, Caltrans and the California Business, Transportation and Housing Agency prepared a report on the parking challenges and opportunities for TOD projects (Statewide TOD Study), which found the following:

- Residents of TODs tend to be young professionals, singles, retirees, childless households, and immigrants.
- Residents of TODs typically work in downtowns and other locations that are well served by transit.
- A study on housing near Bay Area Rapid Transit stations found that TOD residences averaged 1.66 people and 1.26 vehicles per household, as compared to 2.4 people and 1.64 vehicles for all households in the same census tract.
- TODs offer the potential to reduce parking per household (by 23 percent) largely by virtue of attracting different types of households.
- A study of households near transit stations in Vancouver, Canada found that TOD households own 10 percent – 29 percent fewer cars than households that are further away from transit. Based on these findings, the City of Vancouver has since allowed parking reductions ranging from 14 percent to 28 percent for new projects in other multi-family zones near major transit stations.
- Parking reductions of approximately 20 percent are most feasible for multi-family, rental TOD projects with smaller households (e.g., young couples, singles, empty nesters).

The proposed project is a TOD, developing residential and commercial land uses adjacent to a light rail station and major bus terminal. Therefore, it is expected that fewer project residents would own cars than residents of non-TOD projects. The project proposes 20 percent fewer residential parking spaces than conventional requirements and complies with conventional parking requirements for the proposed commercial uses. This reduction is consistent with parking reductions recommended in the Statewide TOD Study.

In addition, the commercial uses will be utilized by transit users and residents of the Del Aire community who will finally have access to neighborhood services within walking

distance. Despite this expectation that fewer users of the commercial uses will drive to the project, the project still meets conventional commercial parking requirements.

Recognizing the reduced need for parking for TOD project, the County's adopted transit-oriented districts provide that the general vehicle parking space regulations of the County Zoning Ordinance shall be reduced by 40 percent or 60 percent for new development along the Metro Blue Line, depending on the use (County Code Sections 22.44.440A.1 and 22.44.440A.1.b), and 25 to 30 percent along the Metro Green Line (County Code Section 22.44.450A.1.a). Although located adjacent to a Metro Green Line station, the property is not depicted within an adopted transit-oriented district.

Finally, although the proposed project would not result in excessive on-street parking because it is a TOD project, to provide further assurances that project residents would not park on adjacent streets, the applicant proposes to coordinate with the Department of Public Works regarding a possible restricted parking program for 117th Street and Judah Avenue, which currently have unrestricted parking, to reduce potential traffic conflicts for the adjacent single-family residential neighborhood. Whether or not restricted parking is implemented and the type of restriction used (e.g., meters, permits, signs) would be determined to the mutual satisfaction of the applicant, the County, and the adjacent residents.

Metro Park and Ride Lot. The proposed project will relocate the currently on-site Metro bus transfer area and terminal onto an off-site property to the north which would, in turn, require the reconfiguration of the existing Park and Ride lot. The total number of parking spaces available to the users of the Park and Ride lot would not be reduced.

- *Access.* The project provides adequately for pedestrian, bicycle, automobile and truck transportation modes as required by County Code Section 22.40.520B.9.b. As a transit-oriented development, the project will include pedestrian-friendly features and bicycle racks adjacent to a major train and bus terminal. Adequate space is provided for truck deliveries to the proposed commercial uses, as described in the project environmental impact report.
- *Signs.* County Code Section 22.40.520B10 authorizes the hearing officer, in granting the conditional use permit, to allow specific signs which it finds will be in keeping with the concept of planned mixed use development. The project proposes customary business signs that as depicted in the attached conceptual signage program

Much of the signage proposed in the conceptual signage program complies with the general sign requirements in the County Zoning Ordinance. Certain building identity signs require authorization through the conditional use permit. Building signage will reflect the particular contemporary architecture of the building through the use of contemporary styled signage consistent with a focus of the Aviation Station as a vibrant, urban place. The building identity signs will be integrated into the building mass and facades and will be made of materials that are compatible with exterior building colors,

materials and finishes. Identity signs have been designed as an artful, creative, graphic design aid to add visual interest and color to Aviation Station and the surrounding streets. The shape, size, and graphics have been designed to be visible to pedestrians, motorists, and trains and will work together to make a community statement for the development.

- *Outside Activities.* County Code Section 22.40.520B11 provides that only specifically authorized uses may be conducted outside. The project proposes no outdoor storage or operations, except that restaurants and cafes may propose outdoor seating. A recreational courtyard is proposed on the second floor, for use by the project residents, but the courtyard will not be visible from off-site properties.
- *Use Restrictions.* County Code Section 22.40.520B12 requires the hearing officer to approve the location of all uses, but also allows the hearing officer to establish locations for broad categories of use types that have similar characteristics. Because precise commercial tenants have not been identified and may change over time, the project requests that the hearing officer allow for a broad category of commercial land uses to be located within the commercial portion of the proposed building.

In addition, County Code Section 22.40.520B12 allows the planning director to approve additions, changes, expansions, relocations and alterations of the land uses on the project site when such changes do not increase the occupant load, increase the parking requirement, or constitute a change in the use category. The hearing officer may approve changes that do not qualify for director's review procedure described above, and a public hearing is not required if the change is approved by the property owners' association or similar organization of the development and all adjoining property owners. All other situations require a filing of a new conditional use permit.

- *General Performance Standards.* All proposed uses will conform to the following performance standards as required by County Code Section 22.40.520B13.
 - a. Noise shall be controlled in such a manner so as not to create a nuisance or hazard on any adjacent property.
 - b. The emission of odorous, toxic or noxious matter shall be controlled in such a manner that no concentration of such matter, at or beyond the lot boundaries, shall be detrimental to the public health, safety or comfort, or cause injury or damage to property.
 - c. The emission of pollutants from stationary sources shall be subject to the standards and regulations of the South Coast Air Quality Management District.
 - d. Heat or glare which is perceptible at any point beyond the lot boundaries shall not be allowed.

- e. Vibration which is perceptible, without instruments, at any point beyond the lot boundaries shall not be allowed.
 - f. Loading, unloading and all maintenance activities shall be conducted at such times and in such a fashion so as to prevent annoyance to adjacent residents and property owners.
- *Development Schedule.* The applicant will provide for hearing officer review a progress schedule indicating the development of open space, utilities, roads, and other necessary features related to the construction of the mixed use development, which shall become a condition of approval as required by County Code Section 22.40.520B14.
 - *Division of Land.* The applicant is complying with the provisions of Title 21 (Subdivision Ordinance) as required by County Code Section 22.40.520B15.

2. **As authorized by County Code Section 22.40.520B, the project requests modification to the following standard of the MXD zone:**

- *Lot coverage.* The proposed project exceeds the 50 percent lot coverage standard of County Code Section 22.40.520B.2 for Lot 1. The project proposes 65.8 percent (net) lot coverage for Lot 1. However, modification of the lot coverage standard is appropriate for the project because the project is infill urban development located adjacent to existing mass transit stations. Current planning principles and state law dictate that residential densities be increased and redevelopment of low-density urban infill TOD sites encouraged to reduce sprawl, traffic impacts and greenhouse gas emissions. An effective method to encourage such redevelopment is to modify lot coverage standards on urban infill sites located adjacent to transit hubs. In addition, the project conforms to the lot coverage standard when viewed over the entire development site. The lot coverage for Lot 2 is 30.6 percent (net) and the lot coverage for the combined development site is 49.8 percent (net), both of which comply with the lot coverage standard for the MXD zone.
- *Floor area ratio.* The proposed project exceeds the 2.0 floor area ratio standard of County Code Section 22.40.520B.2 for Lot 1. The project proposes floor area ratios of 2.43 for Lot 1. However, modification of the floor area ratio standard is appropriate for the project because the project is infill urban development located adjacent to existing mass transit stations. Current planning principles and state law dictate that residential densities be increased and redevelopment of low-density urban infill TOD sites encouraged to reduce sprawl, traffic impacts and greenhouse gas emissions. An effective method to encourage such redevelopment is to modify floor area ratio standards on urban infill sites located adjacent to transit hubs. In addition, the project conforms to the lot coverage standard when viewed over the entire development site. In addition, the floor area ratio for Lot 2 is 1.36 and the floor area ratio for the combined development site is 1.94, both of which comply with the floor area ratio standard for the MXD zone.

V. **The proposed project is adequately served by nearby highways, streets, and other service facilities because:**

A. **The area enjoys excellent access to major regional highways and streets.**

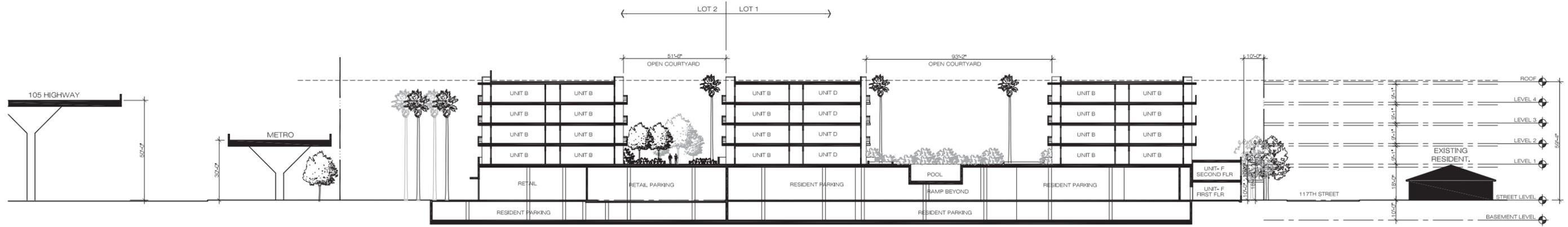
The highways and streets surrounding the proposed project are of sufficient width and can be improved as necessary to carry traffic generated by the project. The project site is conveniently located with easy access to the I-105 and I-405 freeways, Los Angeles International Airport, and major area thoroughfares such as La Cienega Boulevard, Aviation Boulevard, and El Segundo Boulevard. Imperial Highway, on the northern side of the property, is designated as a major highway in the City of Los Angeles.

B. **The project area is well served by affordable public transit.**

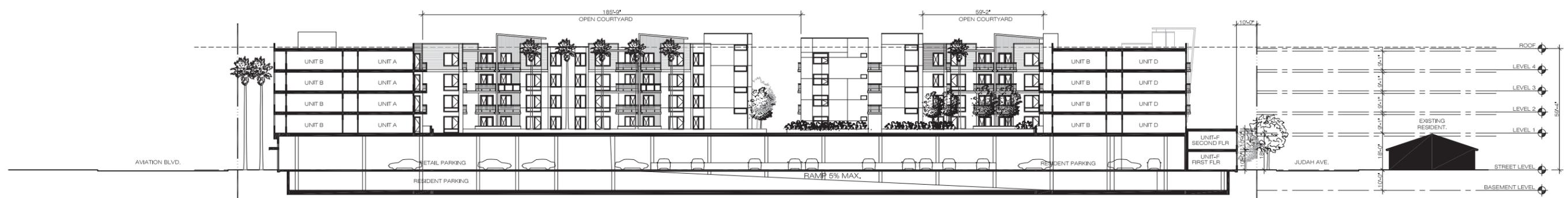
The site is well-served by public transit. The existing Metro Green Line - Aviation Station provides immediate access to a 20-mile light rail linking the area to other communities in the South Bay, downtown Los Angeles, and eastern Los Angeles municipalities. Additionally, the area is served by the City of Torrance's Municipal Area Express (MAX), which provides express bus service to the South Bay from the El Segundo-area employment center, Torrance Transit, which complements the MAX, and numerous Los Angeles County MTA bus routes.

C. **The project site is an urban infill site and can be served by reliable major public utilities and other services.**

The project will be served by the Golden State Water Company and will utilize the public sewage system. The project site will be served by two school districts, Wiseburn and Centinela Valley Union High School District.

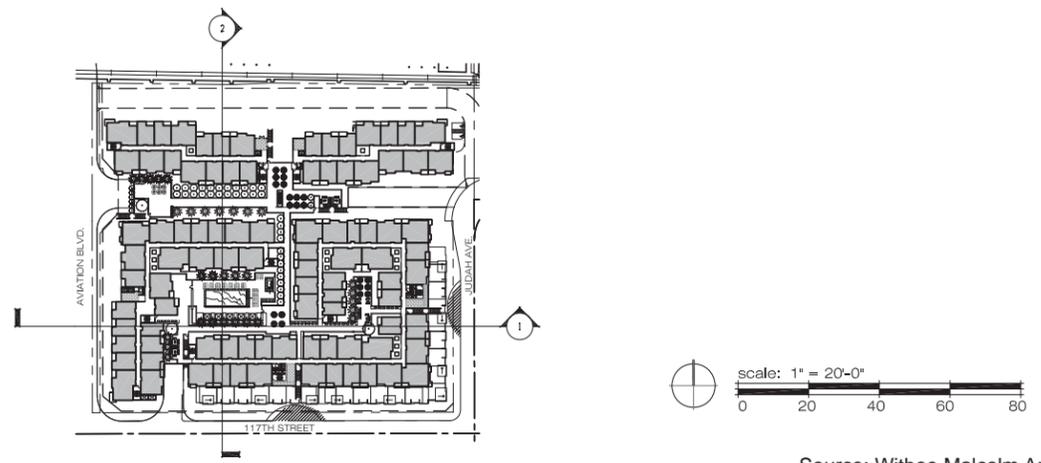


BUILDING SECTION - 2



BUILDING SECTION - 1

Note: The landscaping depicted on this Exhibit is for illustrative purposes only. For the proposed Landscape Plan, refer to Exhibits 2-1 and 2-12 of this EIR.



Source: Withee Malcolm Architects, LLP 2010

Building Elevations – Cross Section

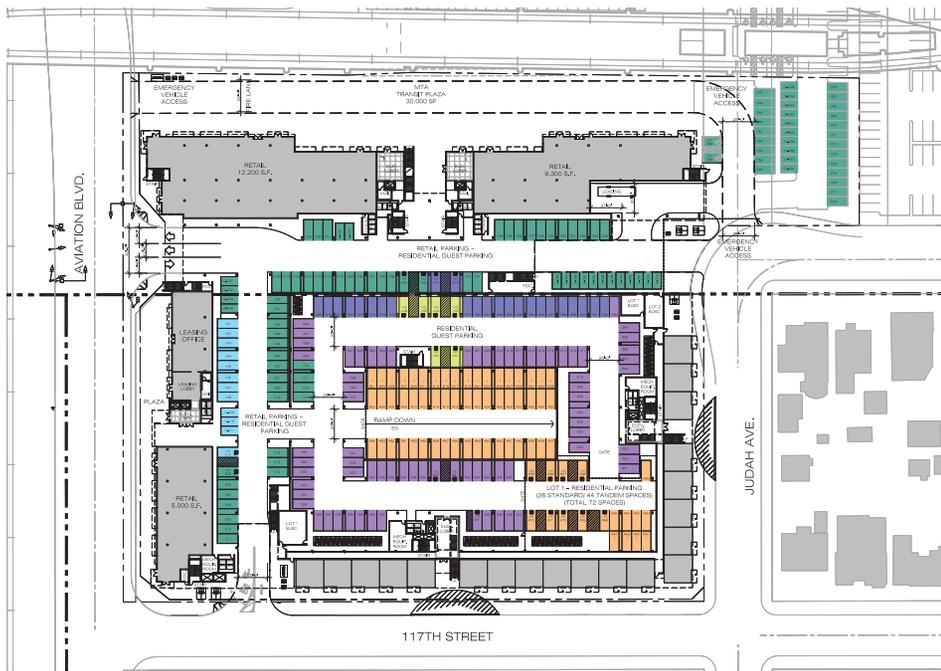
Exhibit 2-10

Aviation Station Project



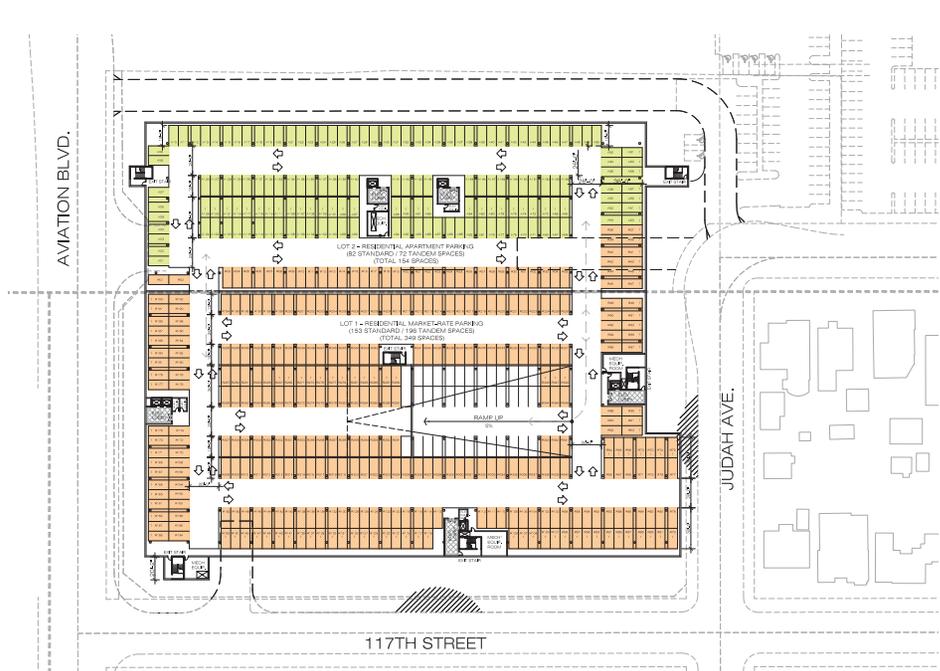
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Street Level Parking



- LEGEND**
- RETAIL PARKING
106 spaces (5 HC)
 - LEASING OFFICE PARKING
12 spaces (1 HC)
 - RESIDENTIAL GUEST APARTMENTS
28 spaces (2 HC)
 - RESIDENTIAL GUEST CONDOMINIUMS
70 spaces (3 HC)
 - RESIDENTIAL PARKING APARTMENTS
(6 HC)
 - RESIDENTIAL PARKING CONDOMINIUMS
72 spaces (3 HC)

Basement Level Parking



- LEGEND**
- RESIDENTIAL PARKING APARTMENTS
154 spaces
 - RESIDENTIAL PARKING CONDOMINIUMS
349 spaces

Source: Withee Malcolm Architects, LLP 2010

Parking Distribution

Aviation Station Project

Exhibit 2-6



**Burden of Proof for Requested Parking Permit
Transit-Oriented Development at Aviation Station**

I. There will be no need for the number of parking spaces required by Part 11 of Chapter 22.52 because:

The proposed project will develop a two-level parking garage and additional surface parking areas located adjacent to the new buildings. In addition, public parking will be provided off-site in the adjacent, reconfigured Park and Ride lot. The location and design of the parking will comply with the Americans with Disabilities Act.

The subterranean level of the new parking garage will be reserved solely for residents of the project. The street level of the parking garage will be reserved for residents, resident guests, and users of the proposed commercial businesses. Additional surface parking for users of the new commercial businesses and the sales/leasing office are also proposed.

Resident parking will be gated and restricted to residents. Resident guest parking and commercial parking will not be gated and will be accessible by the public. Residential parking spaces may be assigned to a residential unit or provided as a separate amenity with a potential market for surplus parking spaces.

A. The requested Mixed Use Development Zone authorizes unique parking arrangements meeting minimum standards.

County Code Section 22.40.520B9 provides that the general parking provisions of Part 11 of Chapter 22.52 do not apply when property in the Mixed Use Development (MXD) zone is developed as a mixed use development with standards prescribed by a conditional use permit and where the hearing officer specifies different parking standards. The proposed project is a mixed use development in the MXD Zone, and standards will be prescribed by a conditional use permit.

The County Code authorizes the hearing officer to specify parking standards for the proposed project in an amount that is adequate to prevent traffic congestion and excessive on-street parking. However, the following minimum standards must be met: no less than 1 parking space per dwelling unit and 50 percent of the general commercial parking requirement for other, non-MXD development shall be provided.

B. The project complies with the parking standards for the applicable MXD zone; parking will be provided in an amount adequate to prevent traffic congestion and excessive on-street parking and all minimum parking requirements will be exceeded.

Proposed Parking Plan. A detailed breakdown of the proposed parking per lot for each use is provided in the attached table and exhibits.

Metro Park and Ride Lot. The proposed project will relocate the currently on-site Metro bus transfer area and terminal onto an off-site property to the north, which would,

in turn, require the reconfiguration of the existing Park and Ride lot. The total number of parking spaces available to the users of the Park and Ride lot would not be reduced.

County Zoning Code Standards. Following is a comparison of the proposed parking plan to the minimum standards of the applicable MXD zone and the more general parking requirements applicable to non-MXD development.

Commercial Parking. The parking plan provides 1 off-street parking space for every 250 square feet of commercial use. The parking provided doubles the minimum commercial parking requirement for the MXD zone (1 space per 500 square feet) and complies with the general commercial parking requirements for other, non-MXD development (1 space per 250 square feet).

Residential Parking. The parking plan exceeds the minimum parking requirements of the MXD zone for residential uses (1 parking space per dwelling unit) and proposes 20 percent fewer residential parking spaces than would be required by the general parking requirements for other non-MXD, commercial development (varies based on number of bedrooms provided and whether the unit is an apartment or a condominium).

The Proposed Parking Will Prevent Traffic Congestion and Excessive On-Street Parking. The traffic study prepared for the project and approved by the County Department of Public Works demonstrates that the proposed project results in less than significant traffic impacts.

In addition, because the proposed project is a transit-oriented development (TOD), there are opportunities to reduce the number of parking spaces below conventional parking requirements while still providing parking in an amount adequate to prevent excessive on-street parking. In 2002, Caltrans and the California Business, Transportation and Housing Agency prepared a report on the parking challenges and opportunities for TOD projects (Statewide TOD Study), which found the following:

- Residents of TODs tend to be young professionals, singles, retirees, childless households, and immigrants.
- Residents of TODs typically work in downtowns and other locations that are well served by transit.
- A study on housing near Bay Area Rapid Transit stations found that TOD residences averaged 1.66 people and 1.26 vehicles per household, as compared to 2.4 people and 1.64 vehicles for all households in the same census tract.
- TODs offer the potential to reduce parking per household (by 23 percent) largely by virtue of attracting different types of households.

- A study of households near transit stations in Vancouver, Canada found that TOD households own 10 percent – 29 percent fewer cars than households that are further away from transit. Based on these findings, the City of Vancouver has since allowed parking reductions ranging from 14 percent to 28 percent for new projects in other multi-family zones near major transit stations.
- Parking reductions of approximately 20 percent are most feasible for multi-family, rental TOD projects with smaller households (e.g., young couples, singles, empty nesters).

The proposed project is a TOD, developing residential and commercial land uses adjacent to a light rail station and major bus terminal. Therefore, it is expected that fewer project residents would own cars than residents of non-TOD projects. The project proposes 20 percent fewer residential parking spaces than conventional requirements and complies with conventional parking requirements for the proposed commercial uses. This reduction is consistent with parking reductions recommended in the Statewide TOD Study.

In addition, the commercial uses will be utilized by transit users and residents of the Del Aire community who will finally have access to neighborhood services within walking distance. Despite this expectation that fewer users of the commercial uses will drive to the project, the project still meets conventional commercial parking requirements.

Recognizing the reduced need for parking for TOD project, the County's adopted transit-oriented districts provide that the general vehicle parking space regulations of the County Zoning Ordinance shall be reduced by 40 percent or 60 percent for new development along the Metro Blue Line, depending on the use (County Code Sections 22.44.440A.1 and 22.44.440A.1.b), and 25 to 30 percent along the Metro Green Line (County Code Section 22.44.450A.1.a). Although located adjacent to a Metro Green Line station, the property is not depicted within an adopted transit-oriented district.

Finally, although the proposed project would not result in excessive on-street parking because it is a TOD project, to provide further assurances that project residents would not park on adjacent streets, the applicant proposes to coordinate with the Department of Public Works regarding a possible restricted parking program for 117th Street and Judah Avenue, which currently have unrestricted parking, to reduce potential traffic conflicts for the adjacent single-family residential neighborhood. Whether or not restricted parking is implemented and the type of restriction used (e.g., meters, permits, signs) would be determined to the mutual satisfaction of the applicant, the County, and the adjacent residents.

II. There will be no conflicts arising from special parking arrangements allowing shared facilities, tandem spaces or compact spaces because:

A. Tandem parking spaces are proposed solely for multi-family residential units.

Tandem parking spaces are proposed only for residential units and will be shared by members of the same household. Because the project is a TOD, it is expected that the resident households will utilize public transportation and own fewer cars.

B. The project will be operated as one cohesive, mixed-use, transit-oriented project.

Although parking for uses on Lot 1 will be provided on Lot 2 and vice-versa, the project will be operated and maintained as a unified mixed-use, TOD project. Please see the attached chart and exhibits for further information on the per lot parking allocation proposed for the parking plan.

III. 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 because:

A. Alternative parking arrangements are not proposed.

Although located adjacent to a large, public Park and Ride lot, the project does not rely on this off-site parking facility. The project does not propose a lease of less than 20 years, a rear lot transitional parking lot or uncovered residential parking.

IV. The requested parking permit at the location proposed will not result in traffic congestion, excessive off-site parking or unauthorized use of parking facilities developed to serve surrounding property because:

See Section I.B of this burden of proof.

V. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities and other development features prescribed in the County Zoning Ordinance because:

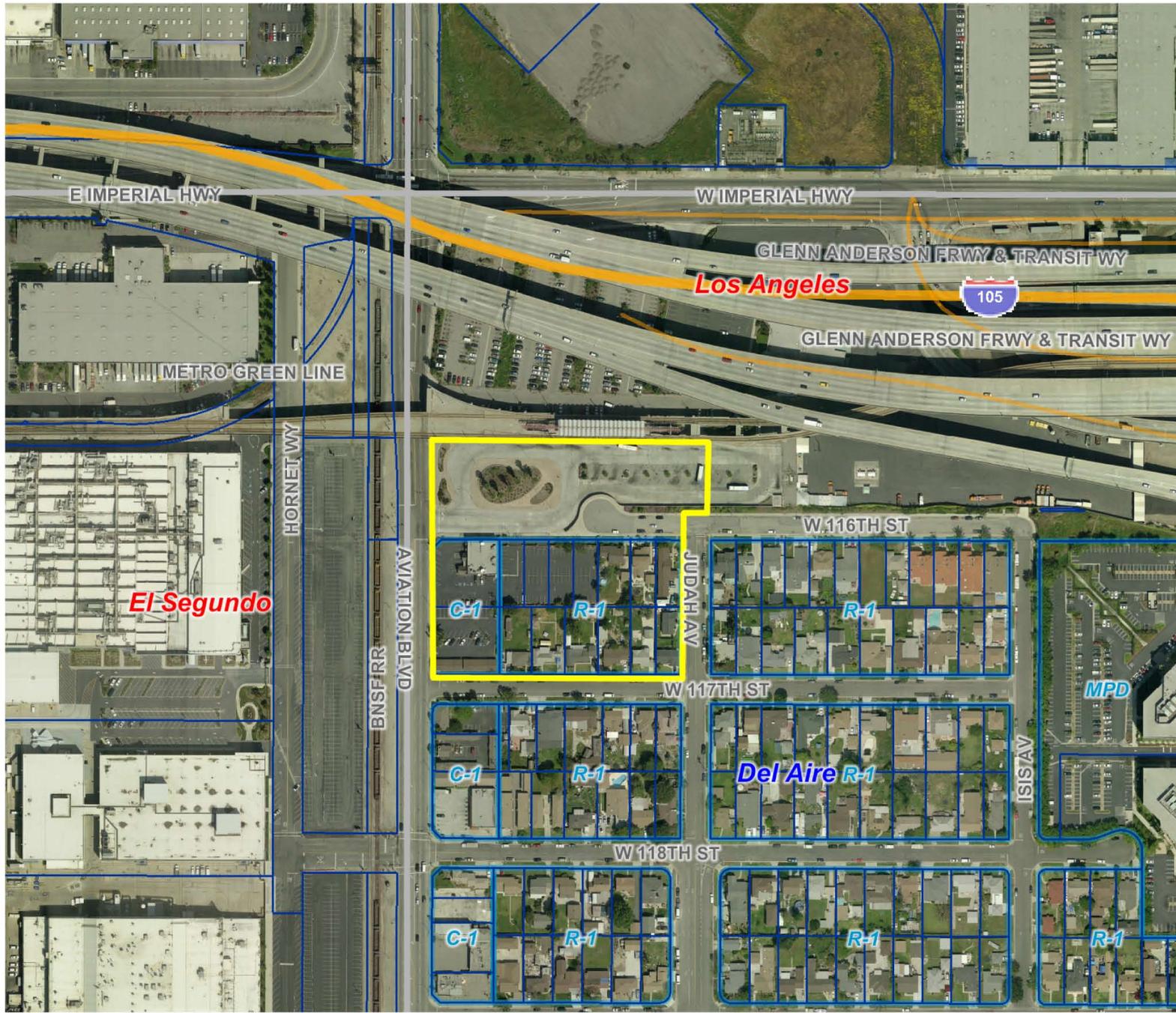
The site of the proposed project, a parcel of land alongside the Metro Green Line Aviation Station, is ideal for a mixed-use, high density modern project. The project site is currently occupied by an adult entertainment facility and surface parking, a six-room motel, and eleven low to medium density residences. The site is situated alongside major thoroughfares in a manner that will easily accommodate the development of supporting and complementary uses such as yards, walls, fences, landscaping, and parking and loading facilities.

Aviation Station
Agency and Community Meetings

Date:

- Regular and frequent meetings over the course of 2-3 years
- Meetings with Del Aire HOA President regarding project design, environmental impacts and community issues.
- 3-20-08 Meeting with Roger Moliere and Greg Angelo at MTA and project team to discuss preliminary site plan and parking implementation.
- 4-1-08 Meeting with Doug Failing at Caltrans to discuss preliminary site plan and issues related to acquisition of Caltrans property for project development.
- 8-13-08 Meeting with Caltrans right of way and decertification staff to discuss project access, and process and requirements for decertification.
- 10-17-08 Meeting with Roger Moliere at MTA re: update of entitlement process and site plan update.
- 2-27-09 Meeting with LAFCO staff re: application and substantive process for decertification of Caltrans parcel from City of Los Angeles.
- 3-4-09 Meeting with Caltrans staff, Andy Nierenberg and Vince Lundblad and technical staff re: decertification process requirements and site plan review by Caltrans.
- 4-14-09 Meeting with Caltrans staff to discuss status of decertification and site plan modification in response to comments received.
- 4-30-09 Meeting with Caltrans staff on site plan revisions in response to comments received regarding parking, access, and changes to maintenance building.
- 5-8-09 Charette planning / project design meeting with Caltrans and MTA staff re: relocation and design of new bus facility.
- 5-12-09 Meeting with Caltrans staff re: traffic study comments and CEQA determination to support approval of decertification of Caltrans property.

- 6-11-09 EIR scoping meeting with DelAire community.
- 6-15-09 Charette / project design workshop with Caltrans, MTA, and bus service provider staff.
- 7-15-09 Meeting at MTA with Roger Moliere and Alex Kalamanos re: project design alternatives affecting Caltrans property.
- 8-18-09 Meeting with MTA staff for redesign of bus facility access, use, and circulation alternatives.
- 9-16-09 Meeting with Caltrans staff to address comments on site plan by MTA and reconcile agency concerns and priorities.
- 1-22-10 Meeting with John Koppelman, DelAire HOA representative, to discuss project design alternatives.
- 1-26-10 Community / HOA meeting in DelAire to discuss project design alternatives and entitlement process and status.
- 2-25-10 Meeting at Caltrans to address final issues with site plan and ride lot design changes, and bus facility design requirements.
- 8-2-10 Meeting with Caltrans staff to address decertification status, clarification of traffic study analysis, and Caltrans consent to filing project application and entitlement process.



Legend

- Parcel Boundary
- Arterial Street
- Highway
- Freeway
- Master Plan of Highways
 - Expressway - (e)
 - Expressway - (p)
 - Ltd. Secondary Highway - (e)
 - Ltd. Secondary Highway - (p)
 - Parkway - (e)
 - Parkway - (p)
 - Major Highway - (e)
 - Major Highway - (p)
 - Secondary Highway - (e)
 - Secondary Highway - (p)
 - (e)-Existing (p)-Proposed
- Railroad or Rapid Transit
 - Railroad
 - Rapid Transit
 - Underground Rapid Transit
- Significant Ridgelines
 - Catastic CSD Primary
 - Catastic CSD Secondary
 - SMMNA Significant
- Census Tract (2000)
- Assessor Map Book (AMB) Bdy
- Zoning Index Map Grid
- Zoning Map Grid
- USGS Quad Sheet Grid
- The Thomas Guide Grid
- TB Internal Page Grid
- Very High Fire Hazard Servery Zone
- Community Standards District (CSD)
- CSD Area Specific Boundary
- ESHA (Coast Only)
- Significant Ecological Area (SEA)
- Section Line
- Township and Range
- National Forest
- Equestrian District (EQD)
- Transit Oriented District (TOD)
- Setback District
- Zoned District (ZD)
- Supervisory District Boundary
- Safety Related Stations (From TB)
 - Fire Station
 - Highway Patrol
 - Police Station
 - Ranger Station
 - Sheriff Station
- Zoning (Boundary)
- Zoning
 - Zone A-1
 - Zone A-2
 - Zone B-1
 - Zone B-2
 - Zone C-1
 - Zone C-2
 - Zone C-3
 - Zone C-H
 - Zone C-M
 - Zone CPD
 - Zone C-R
 - Zone D-2
 - Zone DT
 - Zone M-1
 - Zone M-1.5
 - Zone M-2
 - Zone M-3
 - Zone MPD
 - Zone MXD
 - Zone O-S
 - Zone P-R
 - Zone R-1
 - Zone R-2
 - Zone R-3-(U)
 - Zone R-4-(U)
 - Zone R-A
 - Zone RPD
 - Zone R-R
 - Zone SP
 - Zone SR-D
 - Zone W
- Landuse Policy (Not in Comm/ Area Plan)
 - 1 - Low Density Residential (1 to 6 du/ac)
 - 2 - Low/Medium Density Residential (6 to 12 du/ac)
 - 3 - Medium Density Residential (12 to 22 du/ac)
 - 4 - High Density Residential (22 or more du/ac)
 - C - Major Commercial
 - I - Major Industrial
 - O - Open Space
 - P - Public and Semi-Public Facilities
 - RC - Rural Communities
 - R - Non-Urban
 - TC - Transportation Corridor
- Inland Waterbody
 - Perennial
 - Intermittent
 - Dry

Note: This is a static legend, which includes only a portion of layers. To get full legend, please use "Display Map Legend tab" on the top left side of screen.





Aviation Boulevard looking north - Metro rail line and Interstate 105 (I-105) are in the background. Project site in on the right.



West 117th Street looking east - Project site is on the left. Single-family residences are on the right.



Judah Avenue viewing north - Project site is on the left and single-family residences are on the right. Metro rail line and I-105 are in the background.



West 116th Street viewing west - West 116th Street dead ends at the project site. Pedestrian access is on the far left. Metro rail line and I-105 are on the right.



West 116th Street (portion located in the project site) looking east - Metro rail line and Interstate I-105 are on the left. Pedestrian access is on the right.



Existing pedestrian access between West 116th Street and the Metro station and bus terminal.