

Regional Planning Commission Transmittal Checklist

Hearing Date
2/16/2011
Agenda Item No.
6

Project Number: TR070853-(2)
Vesting Tentative Tract Map No. 070853
Conditional Use Permit No. 200900024
General Plan Amendment No. 200900002

Case(s): Zone Change No. 200900002
Parking Permit No. 201000008
Aviation Case No. 201000003
Environmental Assessment Case No. 200900024

Planner: Samuel Dea/Carolina Blengini

- Factual
- Property Location Map
- Staff Report
- Draft Resolution / Draft Ordinance / 8.5x11 Map (ZC or PA)
- Draft Findings
- Draft Conditions
- Burden of Proof Statement(s)
- Environmental Documentation (EIR)
- Correspondence
- Photographs
- Aerial Image(s)
- Land Use Radius Map
- Tentative Tract Map (reduced size copy)
- Exhibit Map (reduced size copy)
- Aviation Station Booklet (from applicant)
- _____
- _____

Reviewed By: 



Los Angeles County Department of Regional Planning
 320 West Temple Street, Los Angeles, California 90012
 Telephone (213) 974-6433

PROJECT NO. TR070853-(2)

TRACT MAP NO. 070853

CUP200900024, PA200900002, PKP201000008

ZC200900002, AV201000003, ENV200900024

RPC MEETING DATE	CONTINUE TO
AGENDA ITEM 6	
PUBLIC HEARING DATE February 16, 2010	

APPLICANT County of Los Angeles Metropolitan Transportation Authority / Kroeze Family, LLC / Kroeze, Inc.	OWNER California Department of Transportation / Kroeze Family, LLC / Kroeze, Inc.	REPRESENTATIVE Cox, Castle & Nicholson LLP
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REQUEST "Aviation Station"
Vesting Tentative Tract Map (TR070853): To create a two-lot mixed use development on 5.9 gross acres with a total of 390 residential units, which include 278 condominium units and 112 apartment units, and 29,500 square feet of commercial/retail space.
Conditional Use Permit (CUP200900024): To authorize the development of a residential and commercial/retail project in the Mixed Use Development (MXD) zone and to ensure consistency with the Development Program zoning addendum.
Plan Amendment (PA200900002): To amend 3.2 acres within the Los Angeles Countywide General Plan from Category 1, Low Density Residential (1 to 6 dwelling units per acre) to Category 4, High Density Residential (22 or more dwelling units per acre). And to pre-designate 2.7 acres located within the City of Los Angeles from Public Facility to Category 4, High Density Residential.
Zone Change (ZC200900002): To change 0.9 acre from Restricted Business (C-1) zone and 2.3 acres from R-1 (Single-Family Residences) zone located within unincorporated Los Angeles County to Mixed Use Development-68 dwelling units per net acre-Development Program (MXD-68U-DP) zone. And to pre-zone 2.7 acres located within the City of Los Angeles from Public Facilities (PF) zone to MXD-68U-DP zone.
Parking Permit (PKP201000008): To authorize shared and reciprocal parking between two lots.
Aviation Case (AV201000003): To determine project consistency with the Los Angeles County Airport Land Use Plan.

LOCATION/ADDRESS Properties bounded by Aviation Boulevard, West 117 th Street, Judah Avenue, West 116 th Street, and the existing Metro Green Line Aviation/LAX Station.		ZONED DISTRICT Del Aire	
ACCESS Access from the east to project site is provided through Aviation Boulevard, from the south through 117 th Street and from the west through Judah Avenue.		COMMUNITY Del Aire	
SIZE 5.9 gross acres		EXISTING ZONING C-1 (Restricted Business), R-1 (Single-Family Residence), PF (Public Facility - located within the City of Los Angeles).	
EXISTING LAND USE Single-family residences, commercial, motel, parking		SHAPE Rectangular	TOPOGRAPHY Flat

SURROUNDING LAND USES & ZONING

North: I-105, Metro Green Line Aviation/LAX Station, bus transfer station, surface parking lot (Park-and-Ride); City of Los Angeles; PF (Public Facility) and LAX (Los Angeles International Airport) within the City of Los Angeles.
East: Single-family residences; R-1 (Single-Family Residence).
South: Single-family residences, motel, liquor store; C-1 (restricted Business), R-1 (Single-Family Residence).
West: Utility, industrial, parking, rail line; MU-N (Urban Mixed Use North) within the City of El Segundo.

GENERAL PLAN	DESIGNATION	MAXIMUM DENSITY	CONSISTENCY
General Plan	Category 1 - Low Density residential (1 to 6 dwelling unit per acre); PF (Public Facility) within the City of Los Angeles	35 dwelling units in 5.9 acres	Yes (With Plan Amendment)

ENVIRONMENTAL STATUS
 Draft Environmental Impact Report: Impacts that cannot be mitigated to less than significant include Air Quality and Noise.

DESCRIPTION OF SITE PLAN ("Aviation Station")
 The proposed Project site is comprised of approximately 5.9 gross acres with a mixed use, transit oriented development with a total of 390 dwelling units and 29,500 square feet of commercial/retail space. There are 278 residential units and 8,000 square feet of commercial/retail and leasing office space located within Lot 1, and 112 residential units and 21,500 square feet of commercial within Lot 2. The 278 residential units within Lot 1 will be developed as for-sale condominium units in a mix of flats and townhome style units, and the 112 residential units within Lot 2 as apartment units. The 20 two-story townhome style units in Lot 1 will be developed along West 117th Street and Judah Avenue. The remaining residential units will be located behind the townhome style units within four multi-story buildings. The four buildings will be built upon a podium level and separated from each other by common areas and pedestrian corridors. The development will include 797 parking spaces for the parking residents, guests and the commercial uses and leasing office. Vehicle access to the parking area is proposed through West 117th Street and Aviation Boulevard.

KEY ISSUES Public comment period to the Draft EIR is from January 11, 2011 to February 24, 2011 (45 days).

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

STAFF CONTACT PERSON		
RPC HEARING DATE (S)	RPC ACTION DATE	RPC RECOMMENDATION
MEMBERS VOTING AYE	MEMBERS VOTING NO	MEMBERS ABSTAINING
STAFF RECOMMENDATION (PRIOR TO HEARING)		*(O) = Opponents (F) = In Favor
SPEAKERS* (O)	PETITIONS (O) (F)	LETTERS (O) (F)

COMMITTEE RECOMMENDATION (Subject to revision based on public hearing)

- APPROVAL DENIAL
- No improvements ___ 20 Acre Lots ___ 10 Acre Lots ___ 2½ Acre Lots ___ Sect 191.2
- Street improvements ___ X Paving ___ X Curbs and Gutters ___ X Street Lights
- ___ X Street Trees ___ Inverted Shoulder ___ X Sidewalks ___ X Off Site Paving ___ ft.
- Water Mains and Hydrants
- Drainage Facilities
- Sewer Septic Tanks Other _____
- Park Dedication "In-Lieu Fee"

SPECIAL INDIVIDUAL DEPARTMENT CONCERNS

Engineer

Road

Flood

Forester & Fire Warden

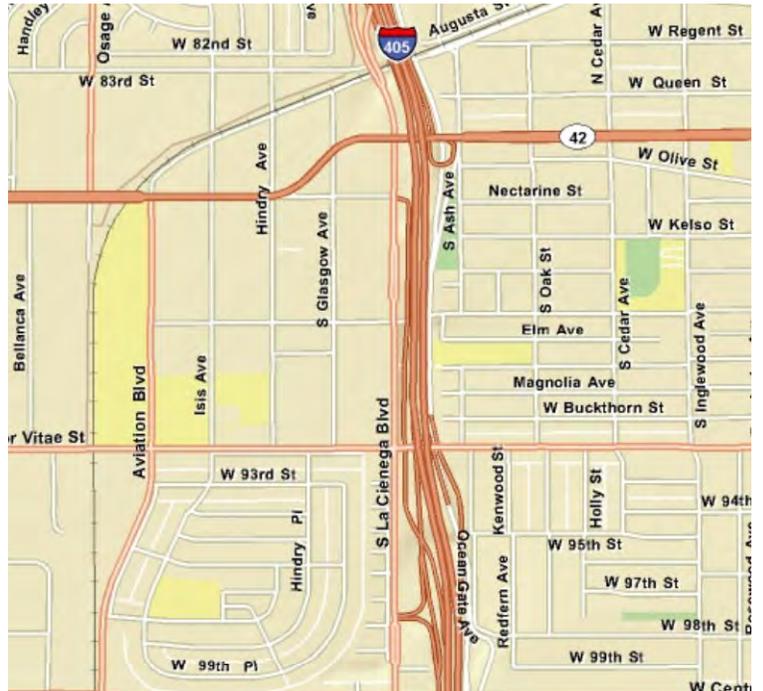
Parks & Rec.

Health

Planning

ISSUES AND ANALYSIS

The Draft EIR analyzes potentially significant impacts of the project, and concludes that impacts that cannot be mitigated to less than significant include Noise and Air Quality.



Regional Location and Local Vicinity

Exhibit 1-1

Aviation Station Project



**PROJECT NO. 070853-(2)
VESTING TENTATIVE TRACT MAP NO. 070853
CONDITIONAL USE PERMIT CASE NO. 200900024
PLAN AMENDMENT NO. 200900002
ZONE CHANGE NO. 200900002
PARKING PERMIT NO. 201000008
AVIATION PERMIT NO. 201000003**

**STAFF ANALYSIS
FEBRUARY 16, 2011 REGIONAL PLANNING COMMISSION PUBLIC HEARING**

1. PROJECT OVERVIEW

The applicants, Kroeze Family, LLC, Kroeze, Inc. and County of Los Angeles ("County") Metropolitan Transportation Authority, propose a two-lot mixed use development ("Aviation Station") on 5.9 gross acres with a total of 390 residential units, which include 278 condominium units and 112 apartment units, and 29,500 square feet of commercial/retail space. The condominium units are proposed to be a mix of flats and townhome style units. The project site is located immediately south of the Metro Green Line Aviation/LAX Station, with approximately 3.2 acres located within the unincorporated area of the County and 2.7 acres located within the City of Los Angeles ("City"). The portion of the project site located within the City is proposed to be detached from the City, thereby becoming part of the unincorporated County territory.

A Draft Environmental Impact Report ("DEIR") has been prepared for this project pursuant to the California Environmental Quality Act ("CEQA"). The DEIR identifies and analyzes potentially significant impacts of the project, including potentially significant impacts related to Geotechnical Hazards, Flood Hazards, Fire Hazards, Noise, Water Quality, Air Quality, Cultural Resources, Visual Qualities, Traffic/Access, Sewage Disposal, Education, Fire/Sheriff Services, Utilities/Other Services, Environmental Safety, Land Use, Population, Housing, Employment, Recreation, Greenhouse Gas Emissions, and Climate Change. According to the analysis, all potentially significant impacts of the project can be mitigated to a less than significant level, with the exception of impacts related to Noise and Air Quality. These impacts cannot be mitigated to a less than significant level, therefore the project will require a Statement of Overriding Considerations pursuant to CEQA in order for the project to be approved as proposed.

2. DESCRIPTION OF PROJECT PROPERTY

Location: The Aviation Station project site is located within both the unincorporated community of Del Aire in the County and the City. Approximately 3.2 acres are located within the unincorporated County area and the remaining 2.7 acres located within the City. The project site is bounded by Aviation Boulevard to the west, West 117th and West 116th Streets to the south, Judah Avenue to the east, and the Metro Green Line Aviation/LAX Station and Interstate 105 ("I-105") to the north, in the Second Supervisorial District of Los Angeles County.

Physical Features:

The project site is approximately 5.9 gross acres (5.78 net acres) in size, rectangular in shape, with flat terrain and it is currently divided by West 116th Street. The subject property is currently developed with 11 residences (7 single-family homes and 2 duplexes), a commercial structure, a motel, and surface parking lot.

Access: Regional access to the project is provided by I-105, which is located north of the project site and I-405, which is located approximately 0.5 mile to the east. Immediate access from the west to project site is provided through Aviation Boulevard, from the south through 117th Street and from the

east though Judah Avenue. Pedestrian access is provided from West 116th Street to the Metro Green Line/Aviation Station site.

Services: Domestic water will be provided by Golden State Water Company. Sanitary service will be provided by the Los Angeles Sanitation District 5. Gas utilities will be provided by Southern California Gas Company, and electricity by Southern California Edison Company. Telephone will be provided by AT&T. The project is within the boundaries of the Wiseburn School District, and the Centinella Valley Union High School District.

3. ENTITLEMENTS REQUESTED

The applicant requests several entitlements from the County, which are described below, in connection with the proposed project. Because the project site is located within both unincorporated County and the City, and because the project site is proposed for development with a comprehensive project spanning both the County and City portions of the project site, the requested entitlements would be conditioned upon the approval of the detachment of the City portion of the project site from the City and its inclusion within the unincorporated County area. The detachment of territory from the City will require the subsequent action of the Local Agency Formation Commission for the County of Los Angeles ("LAFCO").

Plan Amendment and Pre-Designation (PA200900002): The applicant requests an amendment to the Countywide General Plan to amend the 3.2-acre portion of the project site that is located within unincorporated Los Angeles County from Countywide General Plan Category 1, Low Density Residential (1 to 6 dwelling units per acre) to Category 4, High Density Residential (22 or more dwelling units per acre). As a related matter, the applicant is also requesting that the 2.7-acre portion of the project site that is located within the City be pre-designated as Category 4, High Density Residential, so that upon approval of the detachment of the incorporated portion of the project site from the City, a General Plan designation consistent with the remainder of the project site will be in place for the subject property. The City-portion of the project site is currently designated as Public Facility under the City of Los Angeles General Plan.

Zone Change and Pre-Zoning (ZC200900002): The applicant requests a zone change for the 3.2 acres of the project site located within unincorporated County. As part of this request, the applicant seeks to change 0.9 acre from C-1 (Restricted Business) zone and 2.3 acres from R-1 (Single-Family Residences) zone to MXD-68U-DP (Mixed Use Development-68 dwelling units per net acre-Development Program) zone. As a related matter, the applicant is also requesting that the 2.7-acre portion of the project site that is located within the City be pre-zoned as MXD-68U-DP, so that upon approval of the detachment of the incorporated portion of the project site from the City, a zoning designation consistent with the remainder of the project site will be in place for the subject property. The City portion of the project site is currently zone PF (Public Facilities) pursuant to the City of Los Angeles Planning and Zoning Code.

Conditional Use Permit (CUP200900024): Pursuant to Section 22.40.520 of the County Zoning Code, the applicant requests approval of a conditional use permit ("CUP") to authorize the development of a mixed residential and commercial/retail project in the Mixed Use Development (MXD) zone. Also, according to Section 22.40.040, the applicant is requesting approval of a CUP to ensure consistency with the Development Program zoning addendum.

Vesting Tentative Tract Map (VTTM070853): The applicant requests approval of a vesting tentative tract map to create two lots on 5.9 gross acres to accommodate a mixed use development consisting of a total of 390 residential units, which include 278 condominium units and 112 apartment units, along with approximately 29,500 square feet of commercial/retail space.

Parking Permit (PKP201000008): To authorize shared and reciprocal parking between two lots.

Aviation Case (AV201000003): To determine project consistency with the Los Angeles County Airport Land Use Plan.

4. EXISTING ZONING

Subject Property: 0.9 acre of the subject property is zoned C-1 (Restricted Business), 2.3 acres are zoned R-1 (Single-Family Residence), and 2.7 acres of the subject property which is located within the City of Los Angeles is zoned PF (Public Facility).

Surrounding Properties: Surrounding zoning is as follows:

North: PF (Public Facility) and LAX (Los Angeles International Airport) within the City of Los Angeles;

East: R-1 (Single-Family Residence);

South: R-1 (Single-Family Residence); and

West: MU-N (Urban Mixed Use North) within the City of El Segundo.

5. EXISTING LAND USES

Subject Property: The subject property is currently developed with 11 residences (7 single-family homes and 2 duplexes), a 4,568 square foot commercial structure (Wild Goose Restaurant/Bar), an eight-room motel (Aviation Motel), and a surface parking lot.

Surrounding Properties: Surrounding uses are as follows:

North: I-105, Metro Green Line Aviation/LAX Station, bus transfer station, surface parking lot (Park-and-Ride Lot);

East: Single-family residences;

South: Single-family residences, motel, liquor store; and

West: Utility, industrial, parking, railroad.

6. PREVIOUS CASE/ZONING HISTORY

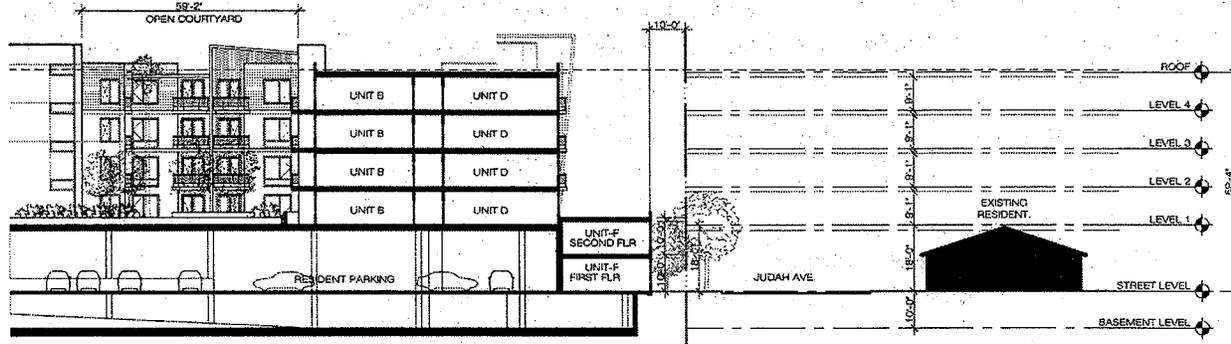
No previous cases were found.

7. PROJECT DESCRIPTION

Site Design: The Exhibit "A" (site plan) and Vesting Tentative Tract Map dated July 7, 2010, depict approximately 5.9 acres of property divided into two lots: Lot 1 (southerly lot) and Lot 2 (northerly lot) with a total of 390 residential units and 29,500 square feet of commercial/retail space (See **Attachment C: Project Floor Plans**). Each lot contains multi-story buildings to accommodate the residential units and commercial/retail space. There are 278 residential units and 8,000 square feet of commercial/retail and leasing office space located within the 3.2-acre Lot 1 (southerly lot), and 112 residential units and 21,500 square feet of commercial/retail space within the 2.7-acre Lot 2 (northerly lot). The 278 residential units within Lot 1 will be developed as condominium units, consisting of a mix of flats and townhome style units, and 112 residential units within Lot 2 as apartment units. As shown on the section below (Image 1), the 20 two-story townhome style condominium units on Lot 1 are proposed to be developed along West 117th Street and Judah Avenue, and the remaining residential units will be located behind the townhome style units within two four-story buildings above the street-level parking. The buildings on the site will be a total of five stories above grade with a maximum height of up to 72 feet, including mechanical equipment and parapet. A total of four buildings (1A, 1B, 2A and 2B) are proposed on the project site with a podium design. The buildings will be separated from each other by common areas improved with recreational amenities (swimming pool, barbeque areas, tot-lot, etc.) and pedestrian corridors. This maximum height includes architectural details or design features that may be located on rooftops to complement the modern architectural design. Exterior building materials include brick veneers, metal awnings, and aluminum storefronts with metal panels on the commercial buildings, which would also include street-level entrances and signage. The

four residential buildings would include horizontal siding and plaster finishes and balconies with metal guardrails. Only non-reflective building materials would be used.

Image 1 – Section perpendicular to West 117th Street (see Attachment G for the full project section)



A range of dwelling unit types is proposed as part of the project. The table (Table 1) below shows a break down of unit types and commercial square footage by lot.

Along the northern portion of the Project site, the area between buildings in Lot 2 and the off-site Green Line Station will serve multiple functions. These functions include a “transit plaza” adjacent to the commercial storefronts and provide amenities such as seating areas, seat walls (low walls that accommodate seating), rows of trees and other plantings and a water feature. The Fire Lane would be accommodated within the overall landscape concept with the installation of varying pavers whose placement and patterns would clearly delineate the fire line for emergency vehicles while blending into the surrounding open space areas without creating one broad, straight path that would visually divide the space. Finally, paved areas would be strategically placed along the northern perimeter to allow convenient and visible pedestrian connections to the Metro bus terminal and Green Line terminal adjacent to the project site.

Each of the townhouse style units along West 117th Street and Judah Avenue would have a gated patio enclosed with a wall (e.g. brick, stone) or fence with street access. Along the western portion of the site, a “storefront promenade” will be developed with amenities such as varying paving patterns, benches and seat walls, and landscaping.

Table 1 – Project Site Land Use Summary

Site Summary	Lot 1	Lot 2	Total
Commercial and Leasing Office	8,000 sf	21,500 sf	29,500 sf
Residential Total Units	278 du	112 du	390 du
Studio (543 sf)	16 du	0 du	16 du
1BR/1BA (720 sf)	119 du	64 du	183 du
2BR/2BA (1,217 sf)	16 du	0 du	16 du
2BD/2BA (1,043 sf)	87 du	40 du	127 du
2BD/2BA (1,040 sf)	16 du	0 du	16 du
2BD/2BA (Townhome style unit 1,194 sf)	20 du	0 du	20 du
3BR/2BA (1,288 sf)	4 du	8 du	12 du
Total Parking Spaces	523	274	797
Parking for Commercial and Leasing Office	32	86	118
Parking for Residential Units	491	188	679

sf: square feet; du: dwelling units; BR: bedroom; BA: bathroom.

The private (for residents only) internal open space areas represent separate outdoor spaces connected by paved pathways lined with landscaping. Outdoor areas would include amenities such as a 22-foot by 60-foot pool, a 9-foot by 16-foot spa, community barbecue areas, a tot lot, water features, outdoor fireplace, a fire pit, large-scale pottery and in-ground landscaping, and outdoor furniture.

The project design features include energy efficient lighting fixtures that are intended to aesthetically illuminate the building structure, while avoiding spillover lighting on adjacent land uses. Exterior project lighting would include mid-level street lights for delivery zones and pedestrian passageways; low-level bollard lights for pedestrian accent lighting; and other minor accent and security lighting to ensure safe passage through the project site. The project will incorporate fluorescent can and under-counter kitchen lighting features within the residential units, one outdoor wall-mounted light fixture per residential patio, and one fixed ceiling mounted light fixture per bedroom that would be facing streets.

Signage: The project's Conceptual Signage Program (**Attachment D**) includes ten different types of signs, graphics, or other wayfinding indicators, including: two types of building identifiers, building identity blades, awning signs and projecting signs (for commercial identity), wall signs (for commercial identity and wayfinding), commercial window signs, public parking entrance identity signs and clearance bars, elevator lobby wayfinding signage, and unit numbers. These signage types vary from large building-mounted architectural features to small hanging and window signs.

The Conceptual Signage Program includes the potential layout of the project signs, with the majority of signs placed along Aviation Boulevard and the north side of the project facing the transit plaza, commensurate with the location of commercial land uses and more intense vehicular and/or pedestrian traffic. The secured residential lobbies on West 117th Street and Judah Avenue, building identifier, building identity blades, non-lighted public parking entrance identity signs and clearance bars, and elevator lobby wayfinding signage and unit numbers represent the limited signage that is proposed on the south and east sides of the project where the proposed townhouse style units are located and adjacent to residential land uses.

Parking: The development will include 797 parking spaces for the residents, guests and the commercial uses and leasing office. The proposed structure includes two levels of covered parking: street grade and subterranean. The street grade parking is not visible from the streets and sidewalks since it is framed by townhome style units along 117th Street and Judah Avenue, by commercial buildings along Aviation Boulevard, and by the plaza facing the Metro Green Line Aviation/LAX Station (Metro station). A total of 294 parking spaces will be available on the street grade parking level of the structure for residents (6 spaces for apartment residents and 72 for condominium residents), guests of the residents (28 spaces for apartment guests and 70 spaces for condominium guests), for the leasing office (12 spaces), and for commercial users (106 spaces). Subterranean parking with 503 parking spaces will be designated for residential parking only (154 spaces for apartment residents and 349 for condominium residents). All residential parking located on the street and subterranean levels will be provided through secured access. Vehicle access to the parking area is proposed through one driveway on West 117th Street and one driveway on Aviation Boulevard. Access to the subterranean parking garage will be located internal to the project site from these two driveways.

Access and Circulation: Primary vehicular access to the project site will be via Aviation Boulevard, a County designated Secondary Highway. Secondary access will be provided through West 117th Street (See **Attachment E: Proposed On-site and Off-site Access and Circulation**). The portion of Aviation Boulevard adjacent to Lot 1 and Lot 2 would be widened by 4-feet to accommodate a northbound right-turn lane at the former location of West 116th Street. The access driveway at Aviation Boulevard will be improved with a dedicated left-turn and right-turn lanes, and will provide ingress and egress access for the commercial and residential components of the project and associated parking areas. There is an existing traffic signal on Aviation Boulevard that serves the driveway entrance to the Metro bus terminal and will be modified to serve the main driveway entrance to the project site.

The West 117th Street driveway will be located on the northern side of West 117th Street at the southwestern corner of the project site, and will provide secondary access to the commercial and residential components of the project and associated parking areas. This driveway would accommodate left-turn ingress and right-turn egress movements only to direct project-related traffic to and from Aviation Boulevard (i.e., limit project traffic from traveling on nearby local residential streets).

The site plan depicts an emergency access from Judah Avenue/West 116th Street onto the project site. This 28-foot wide emergency access will be used as Fire Lane and it will be located between the existing off-site Metro Green Line Station north of Lot 2 and buildings located within Lot 2.

Residents and pedestrians will be able to access the project site through the lobbies located along Aviation Boulevard, West 117th Street, Judah Avenue and the transit plaza. Additional pedestrian access to the parking structure will be provided through walkways along the driveways on Aviation Boulevard and West 117th Street and a pedestrian corridor along Aviation Boulevard. The townhome style units fronting on West 117th Street and Judah Avenue will have individual pedestrian access.

Access for delivery trucks to the project site will be provided through the Aviation Boulevard driveway only (See **Attachment F: Vehicle and Pedestrian Circulation**). A back-up bay is depicted on the site plan to allow the unloading of deliveries to the commercial uses on the southeastern side of Building 2B. No access will be allowed for commercial vehicles onto Judah Avenue, West 117th Street or the Park-and-Ride Lot to the north of the project site.

Off-Site Improvements:

The existing Caltrans bus terminal and Park-and-Ride lot, which is currently partially located within the northerly portion of the project site, will be relocated to the north of the project site. The Park-and-Ride lot will be reconfigured maintaining its current 400 parking spaces.

Streetscape improvements will be made to Aviation Boulevard, West 117th Street, West 116th Street and Judah Avenue including sidewalks, street trees, and street lights with underground wiring.

Grading: The project will require approximately 62,800 cubic yards of grading, mainly to accommodate the proposed subterranean parking and utility infrastructure. Approximately 61,000 cubic yards of soil from the project site will be exported off-site with the remaining 1,800 cubic yards used as backfill on the project site. Pursuant to Section 22.20.430 of the County Code, Grading projects, off-site transport, where not more than 100,000 cubic yards of material is to be transported, subject to the conditions and limitations of Sections 22.56.1752 and 22.56.1753. Pursuant to Section 22.56.1752.c, the applicant shall submit a map showing in sufficient detail the location of the site from which such material is proposed to be removed, the proposed route over streets and highways, and the location to which such material is to be imported for the Director of Regional Planning approval. Due to close proximity to major thoroughfares such as Aviation Boulevard, Imperial Highway and I-105, it is expected that the haul route will not impact single-family residences and other sensitive uses.

8. GENERAL PLAN CONSISTENCY

GENERAL GOALS AND POLICIES CHAPTER

Goals and Policies

The two General Goals below are pertinent to the proposed project:

Conserve Resources and Protect the Environment

This is the second General Goal of the General Plan (General Goals, p. I-14). The project is a mixed use development with 390 dwelling units and 29,500 square feet of commercial space in close proximity to an existing transportation corridor consisting of a rail station, a bus transfer terminal and two regional freeways (Interstates 105 and 405). The existing Metro Green Line Aviation/LAX Station is located north of the project site, connected to the development through a transit plaza adjacent to

commercial storefronts and improved with amenities such as seating areas, seat walls, rows of trees and other plantings and water feature. The transit plaza provides project residents with more convenient access to the rail station and bus terminal. The reconfigured park-and-ride lot and the proximity to the two interstates also offer convenient access to public transportation. The proximity to this transportation corridor is intended to maximize access to public transportation and encourage transit ridership. The increase in use of public transportation would contribute to reducing dependency on the automobile and eventually reducing consumption of natural resources such as fossil fuels, thereby reducing automobile emissions and improving air quality.

Revitalize Declining Urban Areas

Urban revitalization is the third General Goal of the General Plan (General Goals, p. I-15). The project proposes to redevelop a 5.9-acre site in an existing community and close to a transit station. Approximately 1.4 acre of the project site is currently occupied by a motel and an adult entertainment business facility served by a large surface parking. In addition, approximately 2.3 acres of the project site is occupied by a Metro bus terminal that is proposed to be relocated to north of the project site. The proposed project will replace the existing uses with 390 residential units and 29,500 square feet of commercial/retail space.

The General Plan policy to revitalize declining urban areas states that "improving residential neighborhoods means... increasing the quantity and protecting the quality of housing... improving transportation services... and improving design of developments." The residential component of the project will increase the diversity of housing types that currently exist in the surrounding areas by providing a mix of for sale and rental units ranging in size from 543 square feet to 1,288 square feet in an area with predominantly single-family residential units and large industrial parks. The project will increase residential use in close proximity to an existing rail station providing more transportation options to residents. In addition, the project can provide a significant investment in the community and potentially act as a development stimulus for surrounding properties and businesses.

The General Policies below are pertinent to the proposed project:

Policy 14: Restore and protect air quality through the control of industrial and vehicular emissions, improved land use management, energy conservation and transportation planning.

The project is a transit-oriented development (TOD), which is mixed use development within walking distance of a transit stop that mixes residential, retail, office, open space, and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car. TODs generally are located within a radius of one-quarter to one-half mile from a transit stop, as this is considered to be an appropriate scale for pedestrians. The proposed project is not only located within one-quarter mile from the Metro Green Line Aviation/LAX Station but also from a bus terminal, which makes pedestrian accessibility to public transit very convenient. The increase in use of public transportation would contribute to reducing dependency on the automobile and eventually reducing consumption of natural resources such as fossil fuels, thereby reducing automobile emissions and improving air quality.

Policy 17: Promote the efficient use of land through a more concentrated pattern of urban development, including focusing on new urban growth into areas of suitable land.

The project is located in an urbanized area, ideal for increased density urban infill development. The project site is a large, underutilized parcel ideally suited for the proposed mix of residential and commercial uses, strategically located in an area that is well served by infrastructure, including a network of streets and highways, public transit, international airport and employment centers.

Policy 35: Promote the development of community transit systems that would link residential areas to service and job centers, and serve as a feeder system to the public transportation system.

The project location is critical to the success of the proposed development as a community transit system since it is a mixed use development located within one-quarter mile from the Metro Green Line Aviation/LAX Station and bus terminal, and employment centers such as the Los Angeles International Airport, and industrial parks like Pacific Concourse and Northrop Grumman. The project residents will have convenient access to the public transportation system as well as to job centers.

Policy 41: Encourage the provision of adequate rental housing.

The project will provide 112 rental housing units with units ranging from one bedroom/one bath units (720 square feet), two bedrooms/two bath units (1,043 square feet) to three bedrooms/two bedroom units (1,288 square feet). The increase in variety of rental housing units will increase the housing options in the surrounding area.

Policy 43: Promote a balanced mix of dwelling unit types to meet present and future needs, with emphasis on family owned, moderate density dwelling units (twinhomes, townhouses and garden condominiums at garden apartment densities).

The project will provide condominiums, including a mix of flat and townhome style units, as well as apartment units in sizes ranging from 543 to 1,288 square feet, which provide diversity to the largely single-family housing stock available in the project area.

Policy 44: Preserve sound residential areas and protect them from intrusion of incompatible uses.

The project location, scale and design are intended to provide a transition between the transportation and commercial uses to the north and west and the single-family uses to the south and east. The proposed commercial uses are oriented toward Aviation Boulevard and the transit plaza only, while townhome style units face the existing single-family houses along 117th Street and Judah Avenue. This design feature will provide sufficient buffer and ensure compatibility with existing single-family residences to the south.

Policy 52: Provide for more efficient multi-modal use of the current freeway system.

The project is near two major freeways as well as rail and bus transit facilities and therefore would serve to relieve congestion on the local freeways through the increased use of the Metro Green Line and bus transfer station. The inclusion of the commercial/retail area located toward Aviation Boulevard and the transit plaza, near the freeway will improve efficiency on service delivery.

Policy 54: Promote the full use of existing service systems in order to gain maximum benefit from previous public investments.

The project site is located within an urban area with existing utility system (e.g. sewer, water), schools, police and fire services. In addition, the project will better incorporate the existing rail line and bus terminal into the fabric of the community, and encourage more individuals to utilize public transit, thereby increasing the benefits from previous public investments.

Policy 64: Promote jobs within commuting range of urban residential areas in order to reduce commuting time, save energy, reduce air pollution and improve public convenience.

The project would provide a mix of housing types (condominium and rental units) and commercial land uses and is near several regional employment centers with major employers such as the Los Angeles International Airport, and industrial parks like Pacific

Concourse and Northrop Grumman. The project is a TOD near job centers, which encourages use of public transit and reduces dependence on the automobile, reducing vehicle emissions and improving air quality.

CONSERVATION AND OPEN SPACE ELEMENT

Policies

The following policies are pertinent to the project:

Policy 34: Encourage the maintenance of landscaped areas and pollution-tolerant plants in urban areas. Integrate landscaping and open space into housing, commercial and industrial developments especially in urban revitalization areas. Use drought-resistant vegetation.

The site plan depicts landscaping along the building frontage facing the public right-of-way and internally in the project courtyards and transit plaza making the urban environment more attractive and pleasant. Project's conditions of approval will ensure compliance with the County's Green Building ordinance which encourage the use of drought tolerant plants.

LAND USE ELEMENT

Land Use Policy Map

The subject property is designated Category 1 (Low Density Residential – One to six dwelling units per acre) land use category in the Los Angeles Countywide General Plan adopted in 1980. The proposed mixed use development is not consistent with the allowed land uses in Category 1 since the proposed project includes multi-family and commercial land uses and Category 1 is intended to be suitable for single-family housing development. In addition, Category 1 allows a maximum density of 35 dwelling units (six dwelling units per acre) on the subject property and the proposed project includes 390 dwelling units (66.1 dwelling units per acre). The applicant has requested a General Plan Amendment to Category 4 (High Density Residential – 22 or more dwelling units per acre) which is suitable for medium and high-rise apartments and condominiums, three or more stories in height within multipurpose urban centers. If approved, the Plan Amendment to Category 4 will allow the proposed development land use and density to be consistent with the General Plan.

Policies

The following policies are pertinent to the project:

Policy 1: Concentrate well designed high density housing in and adjacent to centers to provide convenient access to jobs and services without sacrificing livability or environmental quality.

The project provides medium-to-high density housing within an established community near multiple transportation modes (bus terminal and rail line) and major employment centers such as the Los Angeles International Airport, and industrial parks like Pacific Concourse and Northrop Grumman.

Policy 2: Encourage development of well designed twinhomes, townhouses and garden apartments, particularly on by-passed parcels within existing urban communities.

The project will develop townhouse style units, condominiums and apartments units in sizes ranging from 543 to 1,288 square feet, within an urban area. The project is well designed as it addresses through scale and design features the compatibility with the surrounding neighborhood. The project functions as a transition between the transportation and commercial uses to the north and west and the single-family uses to the south and east. The scale down from the five-story multifamily building to the two-

story townhouse style units facing 117th Street and Judah Avenue increases compatibility with the one and two-story single-family houses that face the southern and eastern sides of the property site.

Policy 3: Place major emphasis on channeling new intensive commercial development into multipurpose centers.

The project is a mixed use commercial and residential development that would serve as a multipurpose center. The commercial/retail uses that are envisioned for the project are a grocery store, pharmacy, restaurants, and other neighborhood services.

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

The project includes 29,500 square feet of commercial space that would include retail and restaurant facilities serving the surrounding area and project residents. The commercial space will be limited to the first floor/ground level of the development with architectural features to maintain a human scale and provide easy access to pedestrians.

Policy 24: Promote compatible land use arrangements that reduce reliance on the private automobile in order to minimize related social, economic and environmental costs.

The project is a TOD located within one-quarter mile from the Metro Green Line Aviation/LAX Station and a bus terminal, which makes pedestrian accessibility to public transit very convenient. The intent of providing higher density residential development in such close proximity to public transit is to encourage its use and reduce the dependence on the automobile (vehicle miles traveled) and minimize related social, economic and environmental costs such as high cost of fuel and decrease in air quality, among others.

Policy 25: Promote land use arrangements that will maximize energy conservation.

A TOD project encourages increased use of public transit and reduced dependence on the automobile, resulting in improved air quality and increased energy efficiency (less fuel consumption). Project's conditions of approval would include compliance with the County's Green Building ordinance, and drought tolerant landscaping. The project proposes storm water catchment systems, water efficient fixtures and appliances and preferred parking for low-emission/fuel-efficient vehicles, as well as bicycle storage.

TRANSPORTATION ELEMENT

Policies

Policy 1: Provide transportation planning, services, and facilities that are coordinated with and support the County of Los Angeles General Plan.

As shown on this section of the staff analysis, the project supports not only the General Plan's transportation goals, but several other goals related to land use, housing, conservation and open space and several other general goals.

Policy 9: Support a public transit system that provides accessible service, particularly to the transit dependent.

The project is a TOD located close to the Metro Green Line/Aviation Station and supports the use of the existing transit system. The project would also increase the offer of housing close to the transit station for the transit dependent.

Policy 26: Encourage the efficient use and conservation of energy used in transportation.

The TOD project place residential development in close proximity to public

transportation system and encourage ridership by providing convenient access to the rail station and bus terminal. The increase in use of public transit and consequent reduction of the dependence on the automobile, result in less fuel consumption from vehicle miles traveled (VMT) and efficient use and conservation of energy used in mass transportation system such as bus and rail.

HOUSING ELEMENT (Adopted in 2008)

Policies

Policy 2.2: Encourage mixed use developments along major commercial and transportation corridors.

The project is a mixed use development along major commercial and transportation corridors, in particular Aviation Boulevard, Imperial Highway, the Los Angeles International Airport and interstates 105 and 405.

Policy 3.1: Promote mixed income neighborhoods and a diversity of housing types throughout the unincorporated areas to increase housing choices for all economic segments of the population.

Although the project does not provide affordable housing and could not ensure housing choices for all income levels, the project would provide both for-sale condominium and for-rent apartment units in sizes ranging from 543 to 1,288 square feet, providing additional diversity to the largely single-family housing stock available in the project area. Rental and sale prices would vary according to the size and characteristics of the unit, allowing for a variety of income levels to be accommodated within the proposed development.

Policy 3.2: Incorporate advances in energy-saving technologies into housing design, construction, operation, and maintenance.

The proposed buildings will be LEED Silver and constructed in compliance with the County's Green Building ordinance.

9. GENERAL PLAN AMENDMENT

The project proposal includes a General Plan Amendment for the portion of the project site located within the unincorporated County area from Category 1 (Low Density Residential) to Category 4 (High Density Residential) to allow medium and high-density residential use at a location currently designated for low-density residential development. The project also includes a request to pre-designate the portion of the project site that is located within the City and currently designated as PF (Public Facilities) in the City's General Plan as Category 4 (High Density Residential) under the Countywide General Plan so that the entire project site will be consistently and appropriately designated for the proposed project.

In order to justify the General Plan amendment and plan pre-designation, the applicant must demonstrate the following:

- (1) *That a need for the proposed Plan Amendment exists;*
- (2) *That the particular amendment proposed is appropriate and proper;*
- (3) *That modified conditions warrant a revision to the Countywide General Plan as it pertains to the area or district under consideration;*
- (4) *That approval of the proposed Plan Amendment will be in the interest of the public health, safety and general welfare and in conformity with good planning practices.*

The Plan Amendment to Category 4 will allow a transit oriented development south of the Metro Green Line Aviation/LAX Station. The applicant's burden of proof states that a need for the proposed Plan Amendment exists because high-density residential development near public transit is necessary to implement important public objectives to develop infill parcels along transportation corridors, reduce reliance on automobile, and limit greenhouse gas emissions. The mixed-use development near the Metro Station would facilitate ridership on the public transit system, thereby promoting the use of public transit. The property is located adjacent to an already built-out community, is surrounded by high intensity commercial uses and employment centers, as well as well developed transit corridors, making this underutilized parcel ideal for redevelopment with higher density residential uses than contemplated by the current General Plan designation. In addition, the a higher density residential development will allow for development of workforce housing near major employment centers such as the Los Angeles International Airport, and industrial parks like Pacific Concourse and Northrop Grumman. Recent approval and redevelopment of nearby high-density residential projects, and the increase need for housing in the area and region are indicators of modified conditions that warrant such Plan Amendment.

Staff has reviewed the applicant's responses and determined that they satisfy the above criteria. The applicant's responses are attached (**Attachment G**).

10. ZONE CHANGE

The project includes a Zone Change request for the 3.2 acres located in unincorporated County to change the 0.83-acre portion zoned C-1 (Restricted Business) and the 2.27-acre portion zoned R-1 (Single-Family Residences) the MXD-68U-DP (Mixed Use Development-68 dwelling units per net acre-Development Program). The project includes the related request to pre-zone the portion of the project site located in the City, and currently zoned PF (Public Facilities) to MXD-68U-DP to be consistent with the rest of the project site. The MXD Zone will allow high-density residential along with commercial uses in a mixed use development.

In order to justify the zone change and the pre-zoning, the applicant must demonstrate the following:

- (1) *That a need for the proposed Zone Change exists;*
- (2) *That the particular change proposed is appropriate and proper;*
- (3) *That modified conditions warrant a revision to the Countywide General Plan as it pertains to the area or district under consideration;*
- (4) *That approval of the proposed Zone Change will be in the interest of the public health, safety and general welfare and in conformity with good planning practices.*

The zone change to MXD-68U-DP would facilitate the development of the mixed use development with multifamily residential units and neighborhood oriented commercial uses close to a transit station. MXD Zone is established to provide for planned mixed use developments that may contain residential, commercial, industrial, and other such uses. By allowing greater flexibility in design and encouraging innovative and creative planning, Zone MXD provides the opportunity to combine various land uses in well-planned developments, which may contain multi-use buildings or several single-purpose buildings each containing a different use. The MXD Zone is intended to integrate a variety of housing densities with commercial, industrial, or other uses, thus reducing transportation costs, energy consumption, and air pollution, preserve precious land resources, and foster varied human environments through unified planning, design, and control of development. The proposed mixed use transit oriented development would be consistent with goals and policies of the General Plan and support State and County efforts to reverse global climate change, increase use of public transportation, decrease air pollution and contribute to the conservation of energy resources.

The proposed design allows for the development to appropriately transition from the proposed high-density residential and commercial land uses along Aviation Boulevard and adjacent to the rail station to two-story townhouse style units adjacent to the existing residential neighborhood along West 117th Street and Judah Avenue. This feature demonstrated a thoughtful project design aimed at minimizing neighborhood impacts while still achieving the project's goals. The Development Program (DP) required with the zone change will ensure that development occurring after rezoning will conform to approved plans and will ensure that significant changes to the project design be reviewed by Regional Planning staff for compatibility with the surrounding area and intent of the rezoning.

Staff has reviewed the applicant's responses and determined that they satisfy the above criteria. The applicant's responses are attached (**Attachment H**).

11. CONDITIONAL USE PERMIT

Per Section 22.40.520 of the County Code, properties in Zone MXD may be used for a mixed use development if a conditional use permit (CUP) has first been obtained.

Per Section 22.40.040 of the County Code, properties in Zone ()-DP require a CUP to ensure consistency with the conditions and limitations of the development program.

Per section 22.40.510 of the County Code, Zone MXD is established to provide for planned mixed-use developments that may contain residential, commercial, industrial, and other such uses. It is the intent of the mixed use development zone to integrate a variety of housing densities with commercial, industrial or other uses, thus reducing transportation costs, energy consumption and air pollution, preserve precious land resources, and foster varied human environments through unified planning, design and control of development; implement the land use and special management area policies of the countywide General Plan; and implement, where applicable, the policies and provisions of adopted coastal, community, and redevelopment plans.

Approval by the Regional Planning Commission shall be based upon findings that the plan complies with the intent of planned mixed use development as set forth above, and provides as well or 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.

The proposed project meets the purpose of the MXD Zone as it proposes apartments and condominiums with commercial space adjacent to a transit station. The mixed use development adjacent to an existing rail station and bus transfer terminal will encourage residents to use mass transit, reducing transportation costs, energy consumption, and air pollution. Additionally, located a mixed use project in this area will concentrate residential development near existing infrastructure and in proximity to employment centers, as well as locate neighborhood serving commercial uses along with the proposed residential development and near existing developed residential neighborhoods.

In granting a CUP, the Regional Planning Commission may impose any condition, in addition to those authorized by Section 22.56.100, that it believes necessary to foster the harmonious development of mixed land uses and to prevent any adverse impacts of uses internal or external to the development. Unless specifically waived or modified by the Regional Planning Commission, mixed use developments shall be subject to all of the following applicable requirements:

1. Area

Section 22.40.520.B.1 states that the proposed development plan shall include, as a condition of use, a parcel of land containing not less than five acres. However, a development plan may be considered on a parcel of land less than five acres in area when:

- i. Such property is in Zone MXD and has a common boundary with property which has been developed under an approved plan pursuant to this subsection B;

- ii. Such development plan is appropriate and necessary to implement land use and special management areas policies of the countywide General Plan; or
- iii. Such development plan is appropriate and necessary to implement provisions of an adopted coastal, community or redevelopment plan.

The Code Section also states that in cases involving a parcel of less than five acres, the plan shall indicate that the proposed development will constitute an appropriate and orderly extension and/or arrangement of buildings, facilities and open space, in addition to all the other requirements for approval of a conditional use permit.

While no single parcel is over five acres, the applicant is proposing a Vesting Tentative Tract Map to create 2 lots, 2.7 acres and 3.2 acres in size, where previously 20 lots existed. The project is being proposed as a unified development site with a total area of 5.9 acres. Although neither of the two lots is over five acres individually, the entire site exceeds five acres in size and the unified development implements the land use policies of the General Plan, particularly related to transit oriented development and development of housing in close proximity to employment centers and existing infrastructure. The applicant is proposing the consolidation of 20 lots into two lots which will facilitate the orderly development and articulation of buildings and distribution of open space throughout the project site, as well as efficient parking distribution and pedestrian circulation. Therefore, although the project consists of two parcels of less than five acres, the proposed project as a whole contributes to the achievement of policies of the General Plan and constitutes an appropriate development that is consistent with the provision of the Mixed Use zone.

2. Building Coverage and Density (Floor Area Ratio)

Section 22.40.520.B.2 states that buildings shall not occupy more than 50 percent of the net area, nor shall the floor area ratio for a lot or parcel of land exceed 2.0.

The proposed project is comprised of two lots. The net area for Lot 1 and 2 are 3.15 and 3.63 acres respectively. Table 2 below depicts building coverage and density for each lot separately and the project as a whole.

Lot 1 and Lot 2 building coverage are 85 and 47 percent respectively. Therefore, Lot 1 occupies more than 50 percent of the net area. As a whole, the building coverage is 68 percent of the total project net area and still exceeds the maximum 50 percent allowed.

Lot 1 and Lot 2 floor area ratio (FAR) are 2.47 and 1.40 respectively. Therefore, Lot 1 floor area ratio exceeds allowed 2.0. As a whole, the floor area ratio of the project is 1.98 and is in compliance with the Code standards.

In accordance with Section 22.40.520B, the Regional Planning Commission can waive or modify requirements in the MXD Zone, the project applicant is requesting modification of lot coverage and floor area ratio to allow Lot 1 to exceed the maximum building coverage and floor area ratio standards in the MXD Zone.

Although building coverage and FAR of Lot 1 and building coverage of the project as a whole exceed the County standards, modification of the lot coverage requirement is appropriate for the project because of its infill urban development character located adjacent to existing transit station. Current planning practices and state law dictate that residential densities of established communities be increased and redevelopment of low-density urban infill sites with existing services such as mass transit be 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.

Table 2 – Project Summary

Site Summary	Lot 1	Lot 2	Total
Lot Area - Net	137,214 sf (3.15 acres)	114,563 sf (2.63 acres)	251,777 sf (5.78 acres)
Lot Area - Gross	139,392 sf (3.20 acres)	117,612 sf (2.70 acres)	257,004 sf (5.90 acres)
Residential Units (du)	278	112	390
Commercial (sf)	8,000	21,500	29,500
Density (du/gross lot area)	87	41	66
Floor Area	333,290	156,088	489,378
Floor Area Ratio (FAR)	2.43	1.36	1.94
Building Coverage Area (sf)	116,223	54,268	170,491
Building Coverage Percentage	85%	47%	68%
Open Space (sf)	43,826	48,288	92,114
Open Space Percentage	32%	42%	37%

sf: square feet; du: dwelling units; du/ac: dwelling units per acre.

3. Design and Development Features

Section 22.40.520.B.3 states that site plans and preliminary architectural plans shall show 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 which does not detract from or have any adverse impacts on the residents or land in the surrounding area. To accomplish this, such plans shall include yards, walls, walks, landscaping, open space, buffer areas and other similar features.

The site plan and architectural plans submitted by the applicant show yards, walls, walks, landscaping, open space, and other similar features. The project site is surrounded by the railroad, Aviation Boulevard, and industrial uses to the west, the transit station and I-105 to the north, and single-family residences to the east and south. Proposed buildings located along Aviation Boulevard and the transit plaza are five stories tall and up to 72 feet in height (including mechanical equipment and parapet), which is compatible with the scale of existing development and land uses facing west and north of the project site.

Buildings facing the single-family residences, to the east and south, scale down to two stories and are approximately 20 feet in height. The proposed building facing the 117th Street and Judah Avenue are townhome style units and the reduction in height increases compatibility with the scale of the one and two-story single-family houses that face the southern and eastern sides of the property site. As shown on the Vesting Tentative Tract Map and exhibits, the frontage of the townhouse style units along Judah Avenue would be set back 10 feet from the property line, with an additional 10 feet between the property boundary and the curb line, for a total of 20 feet between the frontage of the townhouse style units and curb (**Attachment I: Building Elevations – Cross Section**). The townhouse style unit buildings along Judah Avenue would be 25 feet deep; therefore, the podium level Building 1B would be located 25 feet from the front façade of the townhouse style units, 35 feet from the property boundary, and 45 feet from the curb. Along West 117th Street, the frontage of the townhome style units would be setback 13 feet from the property line, with an additional 12 feet between the property boundary and the curb, for a total of 25 feet between the frontage of the townhouse style units and curb. The townhome style buildings along West 117th Street would be 24 feet deep; therefore, the podium level Building 1B would be located 37 feet from the property boundary, and 49 feet from the curb.

One key component of this project as a transit oriented development is to promote accessibility to transit in a pedestrian oriented environment. Currently, there is a pedestrian access at the western end of the wall on West 116th Street that allows access from the existing neighborhood to the rail

station and bus transfer terminal. The site plan depicts a gated access for emergency vehicle-only from Judah Avenue and West 116th Street onto the project site. Pedestrian access throughout the project site is very limited due to the design of the gate and perimeter wall along Judah Avenue and West 116th Street. The lack of pedestrian access at this location would make access to the rail station, bus terminal and proposed transit plaza more difficult for existing residents of the community south of the Project site. In light of that, staff recommends that a pedestrian access be incorporated into the project design between Judah Avenue, West 116th Street and the project site.

4. Open Space

Section 22.40.520.B.4 requires that open space comprise not less than 30 percent of the net area; provided, however, that where the applicant submits evidence to the satisfaction of the hearing officer that the particular development will contain compensatory characteristics that will provide as well or better for planned mixed use development within the intent of this section, the hearing officer may modify said requirements.

As depicted on Table 2, the proposed project depicts a total of 92,114 square feet of open space area consisting of 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 yards. Including all of the open area on the project site, the project's open space area is approximately 37 percent of the total net area of the project site, which exceeds the standard of minimum 30 percent of the net area. Therefore, this requirement has been met.

5. Building Design

Section 22.40.520.B.5 states that buildings may be designed for single or multiple use. Buildings designed for multiple use shall provide adequate separation between different uses to ensure their compatibility. There shall also be adequate spacing between buildings to ensure safety and compatibility. Special attention shall be given where residential uses are developed in proximity to commercial or industrial uses. Building heights shall be established to conserve land, enhance solar access, create visual landmarks, and protect privacy.

The proposed buildings are designed for multiple uses, and the buildings include residential and commercial/retail uses with commercial tenants located on the ground floor and living space on the top floors of the buildings. There is adequate separation between the different uses within each building given that the residential uses will have separate entrances with controlled access to enhance security. To promote compatibility with the proposed residences, the ground floor commercial and retail spaces are intended to accommodate local serving retail uses such as grocery store, pharmacy, restaurants, etc.

The design of the buildings has been considered in order to integrate the commercial and the residential uses in a single, unified project, while still creating a sense of a residential community within the development. A variety of building materials will be used, which include brick veneers, metal awnings, and aluminum storefronts with metal panels on the commercial buildings. Street-level entrances and signage will be strategically placed. The residential buildings will be developed with some features different than the commercial buildings so as to define the residential space. For example, the four residential buildings will include horizontal siding and plaster finishes and balconies with metal guardrails, making them architecturally compatible with the commercial portion of the development, but also differentiating their residential purpose. Only non-reflective building materials would be used. Staff recommends that no stucco be used as finishing on the street-level of buildings. Conditions of approval of the CUP shall be added that samples of building material and windows specifications be submitted for review and approval by the Director of Regional Planning prior to construction.

Proposed buildings are five stories tall and up to 72 feet in height (including mechanical equipment and parapet), and it was designed to be compatible with the scale of existing surrounding development and land uses and protect privacy. The project location, scale and design are intended to provide a transition between the transportation and commercial uses to the north and west and the single-family uses to the south and east of the project site. The proposed commercial uses with residences on top are oriented toward Aviation Boulevard and the transit plaza with buildings up to 72 feet in height, while townhome style units with approximately 20 feet in height face the existing single-family houses along 117th Street and Judah Avenue. This design feature will provide sufficient buffer and ensure compatibility with existing single-family residences to the south. The reduced height of the development facing 117th Street and Judah Avenue will also ensure that privacy of single-family residences along those streets is preserved since development on both sides of the street will have approximately the same scale. The distribution of the proposed residential units in four buildings separated by open space will maximize solar access to the residential units.

6. Landscaping

Section 22.40.520.B.6 states that all portions of the lot or parcel of land exclusive of structures, access roads and other similar facilities shall be landscaped and maintained in a neat, clean and healthful condition. Special attention shall be given to landscaping and screening of parking lots and loading areas. This shall include proper pruning, mowing of lawns, weeding, removal of litter, fertilizing, replacement of plants when necessary, and the regular watering of all plantings by means of a fixed and permanent water system consisting of piped water lines terminating in an appropriate number of sprinklers and/or hose bibs to insure a sufficient amount of water for plants within the landscaped area. Where the watering system consists of hose bibs alone, these bibs shall be located not more than 50 feet apart within the required landscaped area. Sprinklers used to satisfy the requirements of this provision shall be spaced to assure complete coverage of the required landscaped area. A landscaping plan shall be submitted to and approved by the hearing officer. Native and/or fire and drought resistant plant materials shall be used to the greatest extent possible.

The applicant has submitted a landscape plan, see pages five and six of the Aviation Station Booklet (**Attachment N**). Appropriate amount of drought tolerant and native plantings have been incorporated in the landscape plan which shows landscaped and hardscaped areas along with a plant palette. Conditions of approval have been included to ensure that a more detailed construction plan prepared by a certified landscape architect, showing the irrigation plan, hardscape features and detail plant palette, be submitted and approved by the Director of Regional Planning.

The project has been conditioned to comply with Los Angeles County's Green Building Ordinance.

7. Residential Density

Section 22.40.520.B.7 states that when property in Zone MXD is developed pursuant to this subsection B, the number of units for each acre of the net area shall be equal to the number preceding the letter "U" in the suffix to the zoning symbol.

The project proposes 390 dwelling units on 5.78 acres, which is 67.47 dwelling units per acre. Staff is recommending that the zoning of the subject property be designated MXD-68U-DP.

8. Utilities

Section 22.40.520.B.8 requires that the applicant submit satisfactory evidence that the applicant has made arrangements with the serving utilities to install underground all new facilities necessary to furnish service in the development. This section also requires that undergrounding utility facilities

be made a condition of approval of the project. This requirement may be waived where it would cause undue hardship or constitute an unreasonable requirement.

Public Works has provided recommended conditions of approval for the tentative map requiring that all new and existing service and distribution lines that are less than 50KV, all new utility lines, and street lighting wiring along Aviation Boulevard, West 116th and West 117th Streets, and Judah Avenue be underground. Compliance with such conditions will also be made a condition of approval on the CUP for this project.

9. Parking and Access

Section 22.40.520.B.9 states that the provisions of Part 11 of Chapter 22.52 which specify the number and/or location of required parking spaces relating to dwelling units, places of public assembly, commercial or industrial uses and other uses shall not apply when property in Zone MXD is developed pursuant to this subsection B and where the hearing officer specifies different parking standards.

Where the hearing officer specifies different parking standards in granting a conditional use permit for a planned mixed use development, the hearing officer shall require parking for such development in an amount adequate to prevent traffic congestion and excessive on-street parking; provided, however, in no event shall less than one parking space per dwelling unit, or less than 50 percent of the required number of parking spaces for public assembly, commercial or industrial uses specified in said Part 11 of Chapter 22.52 be permitted. Special attention shall be given to the parking needs of residents, visitors, employees, customers and other persons using the site. Where the hearing officer fails to specifically designate different parking requirements, the requirements of Part 11 of Chapter 22.52 shall be deemed to have been specified.

The applicant is proposing different parking ratios for some of the residential units than the standards contained in Part 11 of Chapter 22.52 of County Code. The table below shows a comparison between the parking ratio Pursuant to Part 11 of Chapter 22.52 and the ratios proposed by the applicant according to land use and housing type.

Table 3 – Parking Ratio Summary

Land Use	Parking Pursuant to Part 11 of Chapter 22.52 of the County Code		Parking proposed by the applicant for the project	
	Ratio	Parking Spaces	Ratio	Parking Spaces
Condominiums				
<i>Studio Apartments</i>	2 covered ps/unit	32	1 covered ps/unit	16
<i>One Bedroom Apartments</i>	2 covered ps/unit	238	1 covered ps/unit	119
<i>Two or More Bedrooms Apartments</i>	2 covered ps/unit	246	2 covered ps/unit	246
<i>Townhome style units</i>	2 covered ps/unit	40	2 covered ps/unit	40
Apartments				
<i>Studio Apartments</i>	1 covered ps/unit	0	1 covered ps/unit	0
<i>One Bedroom Apartments</i>	1.5 covered ps/unit	96	1 covered ps/unit	64
<i>Two or More Bedrooms Apartments</i>	1.5 covered + 0.5 uncovered ps/unit	96	2 covered ps/unit	96
Residential Guest Parking	0.25 ps/unit	98	0.25 ps/unit	98
All Residential Units		846		679
Commercial	1ps/250 sf of floor area	118	1ps/250:sf of floor area	118
All Land Uses		964		797

ps/unit: parking spaces per residential unit; ps: parking space; sf: square feet.

The applicant is proposing a reduction in the parking ratio pursuant to Part 11 of Chapter 22.52. The reduction would be for studio and one bedroom condominiums from two covered parking spaces to one covered parking space per unit; and for one bedroom apartments from one and one half covered parking space to one covered parking space per unit. A two-level parking structure with 763 parking spaces is proposed in the project site. There are 679 parking spaces reserved for 390 residential units and guests and 84 parking spaces reserved for the commercial/retail uses. All the residential parking will be secured in a gated area (See **Attachment J: Parking Distribution**). An additional 34 parking spaces for the commercial/retail area is located on a surface parking area located on the northeast portion of the project site. The proposed parking would be an overall reduction of approximately 17 percent of the total number of parking spaces required by the Code. No less than one parking space per dwelling units is proposed and no less than 50 percent of the required number of parking spaces for commercial uses specified in the vehicle parking space regulation of the Code will be provided. The applicant is not requesting modification to the parking requirement for the commercial uses. Guests of the residential units may be able to use the commercial parking spaces after the business are closed.

The intent of providing high-density developments in close proximity to public transit stations is to reduce the use of automobile and encourage the use of mass transit. Many municipalities and agencies allow reduction in parking as an incentive to engage the development of transit oriented communities. In fact, the County has acknowledged that parking requirements near transit lines can be reduced to incentivize transit oriented development, given that standard parking requirements are calculated based on automobile oriented development needs. The County adopted the Transit Oriented Districts Ordinance (Chapter 22.44 Part 8 of County Code), which provides that vehicle parking for certain uses be reduced by 20 percent along the Metro Green Line Transit Oriented Districts and by 40 and 60 percent along the Metro Blue Line Transit Oriented Districts. Although located adjacent to a Metro Green Line station, the subject property is not depicted within an adopted Transit Oriented District. Nevertheless, the principles that support a reduction in parking requirements for projects within designated Transit Oriented Districts apply to the proposed transit oriented development.

Pursuant to Part 11 of Chapter 22.52 of the County Code, 964 parking spaces would be required for the project. The applicant proposed 797 parking spaces for the development, which is a 17 percent reduction of required spaces. Staff believes that this reduction is appropriate for this project as it is a transit oriented development.

Standards for commercial loading areas are two Type A (24 feet by 12 feet) loading spaces per 24,000-60,000 square feet of commercial floor space. The project proposes 29,500 square feet of commercial space and provides a loading area of 26 by 30 feet, which will accommodate two Type A loading spaces. Therefore, this requirement has been met.

The County Code states that there shall be adequate provision for and separation of different transportation modes including pedestrian, bicycle, automobile, and truck. Provision shall also be made for public transportation facilities where appropriate.

The project design provides for the separation of different transportation modes. Sidewalks and walkways are provided on public streets and inside the development complex for pedestrian access to and from the transit plaza, transit station, and bus transfer terminal. The bus transfer terminal that is currently located on Lot 2 would be relocated to an off-site property to the north of the subject property along with a reconfigured Park-and-Ride lot. Bicycle racks would be provided adjacent to the train and bus terminals.

10. Signs

Section 22.40.520 allows for the approval of signage as part of the CUP that is in keeping with the concept of planned mixed use development.

The sign program submitted by the applicant includes ten different types of signs, graphics or other wayfinding indicators, including: two types of building identifiers, building identity blades, awning signs and projecting signs (for commercial identity), wall signs (for commercial identity and wayfinding), commercial window signs, public parking entrance identity signs and clearance bars, elevator lobby wayfinding signage, and unit numbers. These signage types vary from large building-mounted architectural details to small hanging and window signs.

The County Code Section that regulates signs does not specify standards for the MXD zone. However, sign requirements for other compatible zones like C-H, C-1, C-2, C-3, C-M, and C-R are appropriate for the proposed mixed use development.

All the proposed sign types will comply with the requirements of the County Code Chapter 22.52 Part 10 (General Regulations – Signs) with the exception of two types of signs: building identifier and building identity blade. Per County Code Section 22.52.930, standards for building identification signs are as follows:

One wall-mounted sign shall be permitted per principal use provided that such sign does not exceed six square feet in sign area where located less than 30 feet above ground level, measured at the base of the building below said sign; or that it does not exceed two percent of the exterior wall area of the building wall on which it is mounted, excluding penthouse walls, where located more than 30 feet above ground level. Such signs shall not extend above the highest point of a parapet wall. Such signs may be internally or externally lighted, provided that any continuous or sequential flashing operation is prohibited.

The applicant is proposing 13 building identification signs distributed along the four project elevations facing Aviation Boulevard (west elevation), West 117th Street (south elevation), Judah Avenue (east elevation), and transit plaza (north elevation). The Reference Map on page 1 of the Conceptual Signage Program (**Attachment D**) shows that seven building identification signs are concentrated along the north elevation, facing the transit plaza. The other three building elevations contain two building identification signs each. Table 4 below shows how the proposed building identification signs comply with the County Code. The table shows that all the signs located above 30 feet from the ground level, exceed the two percent of the wall area of the building on which it is mounted. Also, all the signs located less than 30 feet above ground level, exceed six square feet in area.

Larger signs are more appropriate on the building elevations facing Aviation Boulevard (west) and transit plaza (north) than on elevations facing West 117th Street and Judah Avenue. Aviation Boulevard is a main thoroughfare that separates the proposed project from industrial and utility uses; and the north elevation faces the elevated rail station and I-105. West 117th Street and Judah Avenue separate the proposed project from the residential neighborhood which makes large signs on the south and on the portion of the east elevations that face West Judah Avenue less compatible with the character of the existing surrounding area. Therefore, staff recommends that building identification signs located on the building elevation that faces West 117th Street and on the portion of the east elevation that faces and Judah Avenue to be reduced to a maximum of five percent of the building wall, which is a more appropriate size.

Table 4 – Proposed Building Identification Signs

Sign	Size	Percentage of the wall area	Distance from ground level	Distance from adjacent parapet
Elevation North				
A1	525 square feet	20%	38'	9' Above
B1	300 square feet	50%	9'6"	40'6" Below
C1	125 square feet	2%	9'6"	27'4" Below
C2	115 square feet	8%	30'	9' Below
C3	170 square feet	6%	35'	2' Below
C4	115 square feet	8%	30'	9' Below
C5	125 square feet	2%	9'6"	27'4" Below
Elevation South				
A2	900 square feet	25%	14'	6' Above
B2	550 square feet	4%	22'	2' Above
Elevation East				
A3	900 square feet	25%	14'	6' Above
B3	550 square feet	4%	22'	2' Above
Elevation West				
A4	900 square feet	25%	14'	6' Above
C6	125 square feet	2%	9'6"	27'4" Below

CUP Burden of Proof

In addition to the information required in the application by Section 22.56.030 the applicant shall substantiate to the satisfaction of the hearing officer the following facts:

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

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

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

C. That the proposed site is adequately served:

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

As previously mentioned the purpose of this CUP is to allow mixed use development in the MXD zone according to its regulations and ensure consistency with the conditions and limitations of the development program. The project is compatible with the surrounding area and consistent with the intent of the development. The requested modifications to the building coverage and floor area ratio standards for Lot 2 and the proposed parking standards are necessary to the development of a

compact, transit and pedestrian oriented development that accommodate density and design features in a manner that would be compatible with the surrounding development. The open space area, which is more than thirty percent of the project site area, and the scaling down of the building height facing the residential neighborhood are design features that allow a height progression and buffer between the single-family houses along Judah Avenue and West 117th Street and the elevated rail station and the I-105.

Staff has reviewed the applicant's responses and determined that it satisfy the above criteria. The applicant's responses are attached (**Attachment I**).

12. PARKING PERMIT

The applicant is requesting a Parking Permit for shared and reciprocal parking between the two proposed lots pursuant to Section 22.52.1000 of the County Code. In order to justify the request, the applicant must demonstrate the following (Section 22.56.1020):

- A. *That there will be no need for the number of parking spaces required by Part 11 of Chapter 22.52;*
- B. *That there will be no conflicts arising from special parking arrangements allowing shared facilities, tandem spaces or compact spaces;*
- C. *That off-site facilities, leases of less than 20 years, rear lot transitional parking lots and uncovered residential parking spaces will provide the required parking for uses;*
- D. *That 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; and*
- E. *That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities, landscaping and other development features prescribed in this ordinance.*

The project requires a total of 797 parking spaces, with 523 of those required for uses located on Lot 1 and 274 required for uses located on Lot 2. The project is providing all the parking that it is required on-site, however, it is not possible with the proposed unified project design to locate the number of parking spaces required for each of the lots entirely on the lot that such parking is intended to serve. The site plan depicts 512 parking spaces located on Lot 1 and 285 parking spaces located on Lot 2. This parking permit will allow for the spaces on Lot 1 to count towards the spaces that are needed for Lot 2 and vice versa. Shared and reciprocal parking is necessary due to the compact and functional configuration of this project and parking structure. The use of a compact parking structure in the center of the project site, framed by commercial and residential buildings, allows the parking spaces to be easily accessible by all uses within the property while concealed from street view.

In addition to the 797 parking spaces proposed on site, the adjacent Metro station has a 400-space Park-and-Ride lot. To accommodate the development, the currently on-site bus transfer terminal area will have to be relocated to the north of the project site which will, in turn, require the reconfiguration of the existing Park-and-Ride lot. The total number of parking spaces available to commuters will not be reduced.

Although the proposed development will not result in excessive demand for on-street parking by the project residents because it is a TOD project, to provide assurance that project residents would not park on adjacent streets, the applicant proposes to coordinate with Public Works to establish a 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.

Staff has reviewed the applicant's responses and determined that they satisfy the above criteria. The applicant's responses are attached (**Attachment K**).

13. AIRPORT LAND USE PLAN CONSISTENCY FINDING

The project is located partially within the Airport Influence Area established for the Los Angeles International Airport. Section 21676.5 of the Public Utilities Code (PUC) requires that projects within the airport planning boundary be reviewed by the Airport Land Use Commission (ALUC) when the local agency's general plan has not been reviewed for consistency with the Comprehensive Airport Land Use Plan. The proposed amendments to the general plan, the zone changes, and other discretionary actions require an ALUC consistency determination pursuant to Section 21676(b) of the PUC. The Los Angeles County Airport Land Use Commission Review Procedures (ALUC Review Procedures) provide that the most appropriate timing for ALUC review is after the proposed project has been made public and some local action has been taken by the planning commission (Section 2.1.1 of the ALUC Review Procedures). A public hearing before the ALUC will be scheduled once the Final Environmental Impact Report has been prepared and the Commission is ready to take action on the project.

14. COUNTY GREEN BUILDING PROGRAM

Low Impact Development ("LID")

The project was determined to be subject to the County LID Ordinance, as the Project went through Subdivision Committee for the first time on April 13, 2009. Public Works has reviewed and approved the drainage concept for compliance with the ordinance.

Drought Tolerant Landscaping

The project is subject to the Drought Tolerant Landscaping ordinance. The applicant has submitted a landscape plan, see page five of the Aviation Station Booklet (Attachment N). Appropriate amount of draught tolerant and native plantings have been incorporated in the landscape plan which shows landscaped and hardscaped areas along with a plant palette.

Green Building

The project will be required to comply with the County's Green Building Ordinance prior to the issuance of building permit.

15. ENVIRONMENTAL DOCUMENTATION

A Draft Environmental Impact Report ("DEIR") has been prepared for this project pursuant to the California Environmental Quality Act ("CEQA"). The DEIR identifies and analyzes potentially significant impacts of the project, including potentially significant impacts related to Geotechnical Hazards, Flood Hazards, Fire Hazards, Noise, Water Quality, Air Quality, Cultural Resources, Visual Qualities, Traffic/Access, Sewage Disposal, Education, Fire/Sheriff Services, Utilities/Other Services, Environmental Safety, Land Use, Population, Housing, Employment, Recreation, Greenhouse Gas Emissions, and Climate Change. According to the analysis, all potentially significant impacts of the project can be mitigated to a less than significant level, with the exception of impacts related to Noise and Air Quality. These impacts cannot be mitigated to a less than significant level, therefore the project will require a Statement of Overriding Considerations pursuant to CEQA in order for the project to be approved as proposed.

The DEIR concludes that the proposed project would result in significant and unavoidable impacts related to Air Quality and Noise. Noise impacts would be long-term for developing residential land uses in an exterior noise environment that exceeds 65 CNEL. The project would expose future residents to exterior noise, including aircraft noise associated with the Los Angeles International Airport (LAX). Air Quality impacts would be short-term local (not regional) resulting from construction

emissions from grading activities which would exceed the 24-hour ambient air quality standards for PM10 and PM2.5 at the nearest off-site receptors.

Mitigation measures that have been incorporated into the project, and included in the Mitigation Monitoring Program ("MMP"), are listed in the Executive Summary of the Aviation Station DEIR.

Four alternatives to the Aviation Station project are also discussed in the DEIR as required by CEQA Guidelines. These include: (1) No Project/No Development Alternative; (2) Existing General Plan and Zoning Alternative; (3) Reduced Scale/Reduced Density; and (4) No Subterranean Parking. Each alternative is evaluated for potential impacts and the environmentally superior alternative is identified as Alternative No. 1.

Although the No Project/No Development Alternative or Alternative No. 1 (Draft EIR dated January 2011, Page 7-36) is identified as the environmentally superior alternative, as specified in the State CEQA Guidelines (Section 15126(d)(2)), if the No Project/No Development Alternative is the environmentally superior alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. The determination of the environmentally superior alternative from among the other alternatives focuses on the potential to reduce or eliminate the significant and unavoidable impacts of the project that are related to air quality and noise. However, with the exception of Alternative No. 1 (No Project/No Development) none of the other alternatives would eliminate the significant and unavoidable impact since they would still introduce an additional residential population into the project site within the 65 dBA CNEL LAX noise contour.

In terms of reducing the impact to air quality, only Alternative 2 would eliminate this significant and unavoidable impact since there would be no excavation for subterranean parking. Therefore, even though it would not reduce the significant and unavoidable impact related to noise, Alternative 2, Existing General Plan and Zoning Alternative, is considered the environmentally superior alternative.

Copies of the Draft EIR were distributed to the Commission on January 10, 2011. The formal public review period for the DEIR is for a period of 45 days. The public comment period began on January 11, 2011, and will end on February 24, 2011. All written comments received prior to the close of the public comment period will be responded to in the Final EIR.

16. COUNTY DEPARTMENT AND AGENCY COMMENTS AND RECOMMENDATIONS

The Subdivision Committee consists of the Departments of Regional Planning, Public Works, Fire, Parks and Recreation, and Public Health, which reviews proposed subdivision projects for compliance with applicable County and State rules and regulations. The Subdivision Committee has reviewed the Vesting Tentative Tract and Exhibit "A" maps dated July 7, 2010, and recommends the attached conditions (**Attachment B**).

17. COMMUNITY COMMENTS

Community Outreach

Between 2008 and 2010, the applicant met with the president of the Del Aire Homeowners Association (HOA) several times to address project design, environmental impacts, and community issues and concerns.

On June 6, 2009, an environmental impact report scoping meeting was held at the Del Aire community to receive input from local residents on potential environmental concerns related to the proposed project. During the scoping process, the community and agencies raised concerns regarding land use compatibility, air quality noise and local circulation.

On January 26, 2010, the applicant met with local residents and members of the HOA meeting to discuss design alternatives, entitlement process and hearing status.

The applicant also met numerous times with MTA and Caltrans staff to discuss project design and development. Two project design workshops were held in May and June 2009 with the applicant, Caltrans, MTA and local municipal bus service providers to address compatibility between the rail station, bus terminal, Park-and-Ride lot and the proposed project.

A list of agency and community meetings provided by the applicant is attached (**Attachment M**).

Response to Public Noticing

Staff has received one phone call from a local resident on January 2, 2011, who requested information about the project and expressed concerns regarding the lack of demand for additional housing in the project area.

18. LEGAL NOTIFICATION AND POSTING

Notification was provided as listed below:

Project Site Posting: On January 11, 2011, six notices of public hearing were posted on the property frontages along Judah Avenue, West 116th Street (facing the Metro Station), West 117th Street and Aviation Boulevard. One sign was posted at each location, with the exception of Aviation Boulevard, along which two signs were posted.

Environmental Document: On January 10, 2011, a Notice of Completion and Availability of the Draft Environmental Impact Report for the project was mailed to members of the distribution list, which included various County, State and Federal agencies, courtesy list and other interested parties. On January 10, 2011 it was posted on in the Daily Breeze and La Opinion newspapers and posted on the Regional Planning website.

Hearing Notice: On January 6, 2011, 85 Notices of Public Hearing and Completion and Availability of the Draft Environmental Impact Report for the project were mailed to all property owners as identified on the current County Assessor's record within a 500 foot radius from the project site, as well as those on the courtesy mailing list for the Del Aire Zoned District and additional interested parties.

Newspaper Advertisement: On January 10, 2011, the Notice of Public Hearing and Notice of Completion and Availability of the Draft Environmental Impact Report was published in the Daily Breeze and La Opinion newspapers.

Library Package: Project materials were sent to the Hawthorne, Lennox, and Wiseburn County libraries. On January 10, 2011, the Draft Environmental Impact Report was received by the libraries. On January 12, additional material was received by the libraries, including factual, hearing notice, and vesting tentative tract and exhibit "A" maps.

Website Posting: On January 10, 2011, the Draft Environmental Impact Report, factual, hearing notice, and Vesting Tentative Tract Map and Exhibit "A" were posted on the Regional Planning website.

19. STAFF EVALUATION

Based on the above analysis, staff has determined that the project complies with all the applicable provisions of the Map Act and County Code with the Zone Change, and is overall consistent with the General Plan with the Plan Amendment.

A key component of this project as a transit oriented development is to promote accessibility to transit in a pedestrian oriented environment. Pedestrian access between Judah Avenue, West 116th Street and the project site is critical to make the rail station, bus terminal and transit plaza easily accessible to existing residents of the community south of the Project site. Therefore, staff recommends that a pedestrian access be incorporated at the eastern project boundary, on West 116th Street, east of the surface parking area.

Since the project faces single-family residences along West 117th Street and Judah Avenue, staff also recommends that building identification signs facing those roads to be reduced to a more appropriate size to increase compatibility with the character of the area south and east of the project site.

20. FEES/DEPOSITS

If approved as recommended by staff, the following shall apply:

California Department of Fish and Game:

1. Processing fee of \$2,867.25 (includes \$75.00 processing fee) associated with the filing and posting of a Notice of Determination with the County Clerk, to defray the costs of fish and wildlife protection and management incurred by the California Department of Fish and Game

Fire Department:

2. Cost recovery deposit of \$5,000.00 to cover a preconstruction meeting, and subsequent monitoring over a five-year period to determine compliance with the Oak Tree Permit.

Department of Regional Planning, Impact Analysis:

3. Deposit of \$6,000.00 to defray the costs of reviewing the subdivider's reports and verifying compliance with the information required by the Mitigation Monitoring Program.

Department of Regional Planning, Zoning Enforcement:

4. Cost recovery deposit of \$2,000.00 to cover the cost of 10 recommended zoning enforcement inspections (recommend two a year for a five-year period). Additional funds would be required if violations are found on the subject property.

21. STAFF RECOMMENDATION

The following recommendation is subject to change based on oral testimony or documentary evidence submitted during the public hearing process.

Staff recommends that the Commission continue the public hearing to consider all testimony on the project, including the DEIR.

SUGGESTED MOTION: "I MOVE THAT THE REGIONAL PLANNING COMMISSION CONTINUE THE PUBLIC HEARING TO A DATE CERTAIN TO ALLOW TIME FOR INTERESTED PARTIES TO REVIEW AND PROVIDE COMMENTS ON THE PROJECT AND ITS DRAFT ENVIRONMENTAL IMPACT REPORT, AND FOR STAFF TO PREPARE THE FINAL ENVIRONMENTAL IMPACT REPORT AND PROJECT FINDINGS AND CONDITIONS FOR THE COMMISSION'S CONSIDERATION."

Attachments:

- A. Draft Conditions
- B. Subdivision Committee Recommendations
- C. Project Floor Plans
- D. Conceptual Signage Program
- E. Proposed On-site and Off-site Access and Circulation
- F. Vehicle and Pedestrian Circulation
- G. General Plan Amendment Burden of Proof
- H. Zone Change Burden of Proof
- I. Building Elevations – Cross Section
- J. Conditional Use Permit Burden of Proof

- K. Parking Distribution
- L. Parking Permit Burden of Proof
- M. From Applicant: List of agency and community meetings
- N. From Applicant: Aviation Station Booklet
- O. Vesting Tentative Tract Map No. 070853 dated July 7, 2011 – reduced size copy
- P. Exhibit "A" Map dated July 7, 2011 – reduced size copy
- Q. Land Use Map

SD:CB:cb
2/3/11

**CONDITIONS OF APPROVAL
DEPARTMENT OF REGIONAL PLANNING
PROJECT NO. 070853-(2)
CONDITIONAL USE PERMIT NO.200900024
PARKING PERMIT NO. 200900008**

PROJECT DESCRIPTION

The project, commonly referred to as "Aviation Station", is a mixed use development project in the Mixed Use Development ("MXD") Zone and development on parcels with a Development Program ("DP") zoning addendum. This grant is in connection with properties bounded by Aviation Boulevard to the west, West 117th Street and West 116th Street to the south, Judah Avenue to the west, and the existing Metro Green Line Aviation/LAX Station to the north. This Project consists of the development of 390 dwelling 390 residential units, which include 278 condominium units and 112 apartment units, and 29,500 square feet of commercial/retail space in a 5.9 gross-acre site (5.78 net acres). The Project includes approximately 62,800 cubic yards of grading with approximately 61,000 cubic yards of export. There are 797 parking spaces in the project site. The parking permit allows shared and reciprocal parking between the two lots in the project site. This grant is subject to all of the following conditions of approval:

GENERAL CONDITIONS

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.
2. This grant shall not be effective for any purpose until the permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Los Angeles County ("County") Department of Regional Planning ("Regional Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition No. 7, and until all required monies have been paid pursuant to Condition Nos. 9 and 11. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, and 11 shall be effective immediately upon final approval of this grant by the County.
3. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's action becomes effective pursuant to Section 22.60.260 of the County Code.
4. The permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall fully cooperate in the defense. If the County fails to promptly notify the permittee of any claim action or proceeding, or if the County fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.
5. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing make an initial

deposit with Regional Planning in the amount of up to \$5,000, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in the department's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to permittee or permittee's counsel.

If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of \$5,000. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.

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

6. If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.
7. Prior to the use of this grant, the permittee, or the owner of the subject property if other than the permittee, shall **record the terms and conditions** of the grant in the office of the County Recorder ("Recorder"). In addition, upon any transfer or lease of the property during the term of this grant, the permittee, or the owner of the subject property if other than the permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. This grant shall expire unless used within two years after the recordation of a final map for **Vesting Tentative Tract Map No. 070853**. In the event that Vesting Tentative Tract Map No. 070853 should expire without the recordation of a final map, this grant shall terminate upon the expiration of the tentative map. Entitlement to the use of the property thereafter shall be subject to the regulations then in effect.
9. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. Inspections shall be made to ensure compliance with the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved site plan on file. The permittee shall deposit with the County the sum of **\$2,000.00**. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval. The deposit provides for 10 annual inspections. Inspections shall be unannounced.

If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in

- violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. The amount charged for additional inspections shall be \$200.00 per inspection, or the current recovery cost at the time any additional inspections are required, whichever is greater.
10. Prior to the issuance of any building permit(s), the permittee shall remit all applicable library facilities mitigation fees to the County Librarian, pursuant to Chapter 22.72 of the County Code. The permittee shall pay the fees in effect at the time of payment, pursuant to Section 22.72.030. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The permittee shall provide proof of payment upon request from Regional Planning
 11. Within three (3) days of the date of final approval of this grant, the permittee shall remit processing fees payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Game pursuant to Section 711.4 of the California Fish and Game Code, the permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently \$2,867.25 (\$2,792.25 for an Environmental Impact Report plus \$75.00 processing fee.) No land use project subject to this requirement is final, vested or operative until the fee is paid.
 12. The permittee shall comply with all mitigation measures identified in the Mitigation Monitoring Program ("MMP"), which are incorporated by this reference as if set forth fully herein.
 13. Within 30 days of the date of final approval of the grant by the County, the permittee shall record a covenant and agreement, which attaches the MMP and agrees to comply with the mitigation measures imposed by the Final EIR for this project, in the office of the Recorder. Prior to recordation of the covenant, the permittee shall submit a draft copy of the covenant and agreement to Regional Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the permittee shall submit annual mitigation monitoring reports to Regional Planning for approval or as required. The reports shall describe the status of the permittee's compliance with the required mitigation measures.
 14. The permittee shall deposit the sum of \$6,000.00 with Regional Planning within 30 days of the date of final approval of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMP.
 15. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be

detrimental to the public's health or safety or so as to be a nuisance or otherwise determined by Section 22.60.350.

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

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

20. Notwithstanding County Code Sections 22.40.070A.2 and 22.40.070A.3, the existing commercial businesses may continue to operate and the existing residential buildings may continue to be occupied prior to demolition.
21. Development of the subject property may be completed in phases as approved in the Vesting tentative Tract Map. Subsequent changes will be reviewed and approved by the Director of Regional Planning.
22. The subject property shall be developed and maintained in substantial compliance with the plans marked Exhibit "A." If changes to the site plan are required as a result of instruction given at the public hearing, four (4) copies of a modified Exhibit "A" shall be submitted to Regional Planning within sixty (60) days of the date of final approval.

PARKING PERMIT CONDITIONS

23. A minimum of 797 automobile parking spaces, as depicted on the approved Exhibit "A" (dated July 7, 2010) or on an approved revised Exhibit "A", shall be provided and continuously maintained on the subject property and developed to the specifications listed in Section 22.52.1060 of the County Code. The required parking spaces shall be continuously available for vehicular parking only and shall not be used for storage, automobile repair, or any other unauthorized use. No inoperable vehicles shall be parked or stored in any required parking spaces.
24. A minimum of two (2) commercial loading areas Type A, as depicted on the approved Exhibit "A" (dated July 7, 2010) or on an approved revised Exhibit "A", shall be provided and continuously maintained on the subject property and

developed to the specifications listed in Section 22.52.1084 of the County Code.

25. The subdivider shall reserve in the CC&Rs the right for all residents within the project to use the internal driveway system for access and the guest parking spaces throughout the subdivision.

PROJECT SITE SPECIFIC CONDITIONS

26. All utilities shall be placed underground to the satisfaction of Public Works.
27. All structures shall comply with the requirements of the Division of Building and Safety of Public Works.
28. Pedestrian access shall be provided between West 116th street or Judah Avenue and the Transit Plaza/Metro Station. The design and placement of such access shall be incorporated in a site plan and submitted to Regional Planning for final review and approval by the Regional Planning Director before issuance of a building permit.
29. Bicycle racks for public use shall be provided within the project site.
30. All grading and construction and appurtenant activities, including engine warm-up, shall be restricted to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday and 8:00 a.m. to 5:00p.m on Saturday. Pile driving and drilling is prohibited on Saturdays. No Sunday, or holiday operations are permitted. All stationary construction noise sources shall be sheltered or enclosed to minimize adverse effect on nearby residences and neighborhoods. Generator and pneumatic compressors shall be noise protected in a manner that will minimize noise inconvenience to adjacent residences.
31. If during construction soil contamination is suspected, construction in the area shall stop and appropriate health and safety procedures shall be implemented to the satisfaction of the County Department of Public Health ("Public Health"). If it is determined that contaminated soils exist, remediation shall be conducted to the satisfaction of Public Health and the California Regional Water Quality Control Board.

PRIOR TO RECORDATION OF A FINAL MAP

32. Recordation of the final map is contingent upon the approval of a jurisdictional boundary change by the Local Agency Formation Commission for the County of Los Angeles (LAFCO) which involves the detachment of territory from the City of Los Angeles and annexation into Unincorporated Los Angeles County, as depicted on the approved tentative map.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

33. Three copies of a landscape plan(s), which may be incorporated into a revised site plan, shall be submitted to and approved by the Director before issuance of a building permit. The landscaping plan(s) shall be prepared by a licensed landscape architect and show compliance with the County's drought tolerant landscaping ordinance.

The landscape plan(s) shall show size, type, and location of all plants, trees, and sprinkler facilities, including all landscaping and irrigation. Permittee is

encouraged to integrate native species, including trees and shrubs, as a part of the plant palette where appropriate. Watering facilities shall consist of a permanent water-efficient irrigation system such as "bubblers" or drip irrigation, where applicable. All landscaping shall be maintained in a neat, clean, and healthful condition, including proper pruning, weeding, removal of litter, fertilizing, and replacement of plants when necessary.

34. The permittee shall utilize durable materials such as rock or concrete for street level facade with appropriate articulation or details. All windows and doors shall incorporate decorative accents such as necessary from the building facade.
35. All perimeter walls and fences shall use materials, finishes and colors which complement the proposed buildings. A landscaped area not less than five (5) feet wide shall be provided along West 117th Street and Judah Avenue/West 116th Street.
36. The permittee shall return to Regional Planning with the final design plans for building façade, material samples and colors, signage and other architectural design features including window details for final review and approval by the Regional Planning Director before issuance of a building permit.

PRIOR TO ISSUANCE OF A GRADING PERMIT

37. The Permittee shall submit a map showing in sufficient detail the location of the site from which grading material is proposed to be removed, the proposed route over streets and highways, and the location to which such material is to be imported for review and approval by the Regional Planning Director before issuance of a grading permit, pursuant to Section 22.56.172 of the County Code.

DRAFT

**DEPARTMENT OF REGIONAL PLANNING
PROJECT NO. 070853
VESTING TENTATIVE TRACT MAP NO. 070853**

**MAP DATE: 7/7/10
EXHIBIT "A" DATE: 7/7/10**

CONDITIONS:

1. Except as modified herein, this approval is subject to the requirements of the Los Angeles County Code (Title 21, Subdivision Ordinance and Title 22, Zoning Ordinance); the MXD-68U-DP (Mixed Use – 68 Dwelling Units per Net Acre – Development Program) zone; to all those conditions set forth in Conditional Use Permit ("CUP") No. 200900024 and Parking Permit No. 201000008; to all those conditions set forth in the attached reports recommended by the Los Angeles County Subdivision Committee that consists of the Department of Public Works, Fire Department, Department of Parks and Recreation, and Department of Public Health, which are incorporated herein by this reference; and the attached Mitigation Monitoring and Reporting Program ("MMRP"), which is included in the adopted Environmental Impact Report for the Project and incorporated herein by this reference.
2. Recordation of the final map is contingent upon approval of General Plan Amendment Case No. 200900002 and Zone Change Case No. 200900002 by the Los Angeles County Board of Supervisors ("Board").
3. Recordation of the final map is contingent upon the approval of a jurisdictional boundary change by the Local Agency Formation Commission for the County of Los Angeles (LAFCO) which involves the detachment of territory from the City of Los Angeles and annexation into Unincorporated Los Angeles County, as depicted on the approved tentative map.
4. Prior to use of this grant, the subdivider or any successor in interest of the subdivider (herein after collectively "subdivider") shall submit evidence that the MMRP and the Conditions of the associated CUP No. 200900024 and Parking Permit No. 201000008 have been recorded in the office of the County Recorder.
5. Within 30 days of final approval for the General Plan Amendment and Zone Change, the subdivider shall record a covenant with attached map with the County agreeing to comply with the required environmental mitigation measures. Prior to recordation of the covenant, the subdivider shall submit a draft copy of said covenant to the Director of Regional Planning ("Director") for review and approval.
6. The mitigation measures set forth in the "Mitigation Monitoring and Reporting Program" section of the Final Environmental Impact Report ("Final EIR") for the Project are incorporated by this reference and attached and made conditions of the VTTM. The subdivider shall comply with all such mitigation measures in accordance with the attached MMRP. As a means of ensuring the effectiveness of the mitigation measures, the subdivider shall submit mitigation monitoring reports to Regional

Planning as frequently as may be required by Regional Planning. The reports shall describe the status of the subdivider's compliance with the required mitigation measures.

7. Permission is granted to adjust lot lines on the final map to the satisfaction of the Department of Regional Planning ("Regional Planning") and the Department of Public Works ("Public Works").
8. The subdivider shall label the interior driveways as "Private Driveways and Fire Lane" on the final map.
9. A final parcel map is required for this land division. A waiver is not allowed.
10. The subdivider shall construct or bond with and to the satisfaction of Public Works for "Private Driveway and Fire Lane" driveway paving in widths as shown on the approved Exhibit "A", dated July 7, 2010, to the satisfaction of Regional Planning and Los Angeles County Fire Department ("Fire").
11. The subdivider shall submit a copy of the project Covenants, Conditions and Restrictions ("CC&Rs") to Regional Planning for review and approval prior to final map approval. Those provisions required by the County to be contained in the CC&Rs shall be identified as such, and shall not be modified in any way without prior authorization from regional Planning.
12. The subdivider shall provide in the CC&Rs a method for the continuous maintenance of all common areas, including driveways, landscaping and lighting system along all walkways and outdoor seating areas, to the satisfaction of Regional Planning.
13. The subdivider shall reserve in the CC&Rs the right for all residents within the project to use the internal driveway system for access and the guest parking spaces throughout the subdivision.
14. The subdivider shall provide in the CC&Rs a method for graffiti removal. In the event such extraneous markings occur, the subdivider shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.
15. The subdivider shall place a note or notes on the final map, to the satisfaction of Regional Planning, and Public Works, that Lot 1 in this subdivision is approved as a condominium for 112 residential units whereby the owners of the units of air space will hold an undivided interest in the common areas, which will in turn provide de necessary access, and utility easements for the units.

16. The subdivider shall remove all existing structures on the subject property. The subdivider shall submit a copy of the demolition permit or other proof of removal prior to final map approval, to the satisfaction of Regional Planning.
17. The subdivider shall plant at least 50 trees (one tree for every 5,000 square feet of the net project area) of a non-invasive species throughout the landscaped and common areas of the subject project. The location and species of said trees shall be incorporated into a site plan or landscape plan. Prior to final map approval, the site /landscaping plan shall be approved by Regional Planning, and a bond shall be posted with Public Works or other verification shall be submitted to the satisfaction of Regional Planning to ensure the planting of the required trees.
18. Within 3 days of the approval date of this grant, the permittee shall remit processing fees payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination ("NOD") for Project No. 070853-(2), which includes VTTM No. 070853 and CUP No. 200900002 and Parking Permit No. 201000008 in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Game pursuant to Section 711.4 of the Fish and Game Code, the following applicable fee is required, \$2,867.25 (\$2,792.25 for an Environmental Impact Report plus \$75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.
19. Within sixty (60) days of VTTM approval, the permittee shall deposit the sum of \$6,000.00 with the Regional Planning in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMRP.
20. Pursuant to Chapter 22.72 of the County Code, the subdivider shall pay a fee (currently \$310,830) to the Los Angeles County Librarian prior to issuance of any building permit.
21. No grading permit may be issued prior to final map recordation unless otherwise authorized by the Director of Regional Planning.
22. The regulations of the Green Building, Drought-Tolerant Landscaping and Low Impact Development ordinances (Section 22.52 Parts 20, 21, and 22 of the Los Angeles County Code) apply to the subject Project. All future development on the subject property shall comply with said regulations.
23. The subdivider shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County, its agents, officers, and employees to attack, set aside, void, or annul this tract map approval, or the related discretionary approvals, whether legislative or quasi-judicial, which action is brought within the applicable limitation period of Government Code Section 66499.37 or any other applicable limitation period. The County shall

promptly notify the subdivider of any claim, action, or proceeding and the County shall fully cooperate in the defense. If the County fails to cooperate fully in the defense, the subdivider shall not, thereafter, be responsible to defend, indemnify, or hold harmless the County.

24. In the event that any claim, action, or proceeding as described above is filed against the County, the subdivider shall within 10 days of the filing, pay the Department of Regional Planning an initial deposit of \$5,000, from which actual costs shall be billed and deducted for the purpose of defraying the expense involved in the Department's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to subdivider or subdivider's counsel. The subdivider shall also pay the following supplemental deposits, from which actual costs shall be billed and deducted:

- a. If during the litigation process, actual costs incurred by the department reach 80 percent of the amount on deposit, the subdivider shall deposit additional funds sufficient to bring the balance up to the amount of the initial deposit. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.
- b. At the sole discretion of the subdivider, the amount of an initial or supplemental deposit may exceed the minimum amounts defined herein.
- c. The cost for collection and duplication of records and other related documents will be paid by subdivider in accordance with Section 2.170.010 of the Los Angeles County Code.

Attachments:

Subdivision Committee Reports
Mitigation Monitoring and Reporting Program

SZD:CB
2/3/11

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION

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TRACT NO. 70853 (Rev.)TENTATIVE MAP DATED 07-07-2010
EXHIBIT "A" MAP DATED 07-07-2010

The following reports consisting of 15 pages are the recommendations of Public Works.

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. Details and notes shown on the tentative map are not necessarily approved. Any details or notes which may be inconsistent with requirements of ordinances, general conditions of approval, or Department policies must be specifically approved in other conditions, or ordinance requirements are modified to those shown on the tentative map upon approval by the Advisory agency.
2. Easements are tentatively required, subject to review by the Director of Public Works to determine the final locations and requirements.
3. Easements shall not be granted or recorded within areas proposed to be granted, dedicated, or offered for dedication for public streets, highways, access rights, building restriction rights, or other easements until after the final map is filed with the Registrar-Recorder/County Clerk's Office. If easements are granted after the date of tentative approval, a subordination must be executed by the easement holder prior to the filing of the final map.
4. In lieu of establishing the final specific locations of structures on each lot/parcel at this time, the owner, at the time of issuance of a grading or building permit, agrees to develop the property in conformance with the County Code and other appropriate ordinances such as the Building Code, Plumbing Code, Grading Ordinance, Highway Permit Ordinance, Mechanical Code, Zoning Ordinance, Undergrounding of Utilities Ordinance, Water Ordinance, Sanitary Sewer and Industrial Waste Ordinance, Electrical Code, and Fire Code. Improvements and other requirements may be imposed pursuant to such codes and ordinances.
5. All easements existing at the time of final map approval must be accounted for on the approved tentative map. This includes the location, owner, purpose, and recording reference for all existing easements. If an easement is blanket or indeterminate in nature, a statement to that effect must be shown on the tentative map in lieu of its location. If all easements have not been accounted for, submit a corrected tentative map to the Department of Regional Planning for approval.


Rev. 09-02-2010

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION

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TRACT NO. 70853 (Rev.)

TENTATIVE MAP DATED 07-07-2010
EXHIBIT "A" MAP DATED 07-07-2010

6. Adjust, relocate, and/or eliminate lot lines, lots, streets, easements, grading, geotechnical protective devices, and/or physical improvements to comply with ordinances, policies, and standards in effect at the date the County determined the application to be complete all to the satisfaction of Public Works.
7. Quitclaim or relocate easements running through proposed structures.
8. Prior to final approval of the tract map submit a notarized affidavit to the Director of Public Works, signed by all owners of record at the time of filing of the map with the Registrar-Recorder/County Clerk's Office, stating that any proposed condominium building has not been constructed or that all buildings have not been occupied or rented and that said building will not be occupied or rented until after the filing of the map with the Registrar-Recorder/County Clerk's Office.
9. Place standard condominium notes on the final map to the satisfaction of Public Works.
10. Label driveways and multiple access strips as "Private Driveway and Fire Lane" and delineate on the final map to the satisfaction of Public Works.
11. Reserve reciprocal easements for drainage, ingress/egress, sewer, water, utilities, right to grade, and maintenance purposes, etc., in documents over the common private driveways to the satisfaction of Public Works.
12. If applicable, place commercial planned development notes on the final map to the satisfaction of Public Works.
13. Remove existing structures prior to final map approval. Demolition permits are required from the Building and Safety office.
14. A final tract map must be processed through the Director of Public Works prior to being filed with the Registrar-Recorder/County Clerk's Office. The de-annexation must be recorded prior to final map approval.

TENTATIVE MAP DATED 07-07-2010
EXHIBIT "A" MAP DATED 07-07-2010

15. Prior to submitting the tract map to the Director of Public Works for examination pursuant to Section 66442 of the Government Code, obtain clearances from all affected Departments and Divisions, including a clearance from the Subdivision Mapping Section of the Land Development Division of Public Works for the following mapping items; mathematical accuracy; survey analysis; and correctness of certificates, signatures, etc.
16. A final guarantee will be required at the time of filing of the final map with the Registrar-Recorder/County Clerk's Office.
17. Within 30 days of the approval date of this land use entitlement or at the time of first plan check submittal, the applicant shall deposit the sum of \$2,000 (Minor Land Divisions) or \$5,000 (Major Land Divisions) with Public Works to defray the cost of verifying conditions of approval for the purpose of issuing final map clearances. This deposit will cover the actual cost of reviewing conditions of approval for Conditional Use Permits, Tentative Tract and Parcel Maps, Vesting Tentative Tract and Parcel Maps, Oak Tree Permits, Specific Plans, General Plan Amendments, Zone Changes, CEQA Mitigation Monitoring Programs and Regulatory Permits from State and Federal Agencies (Fish and Game, USF&W, Army Corps, RWQCB, etc.) as they relate to the various plan check activities and improvement plan designs. In addition, this deposit will be used to conduct site field reviews and attend meetings requested by the applicant and/or his agents for the purpose of resolving technical issues on condition compliance as they relate to improvement plan design, engineering studies, highway alignment studies and tract/parcel map boundary, title and easement issues. When 80% of the deposit is expended, the applicant will be required to provide additional funds to restore the initial deposit. Remaining balances in the deposit account will be refunded upon final map recordation.

HCW
Prepared by *JCh* John Chin
tr70853L-rev2.doc

Phone (626) 458-4918

Date 08-09-2010



COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
WWW.DPW.LACOUNTY.GOV

TRACT NO.: 70853

TENTATIVE MAP DATE: 7/07/10
EXHIBIT MAP DATE: 7/07/10

STORM DRAIN AND HYDROLOGY SECTION CONDITIONS OF APPROVAL, PHONE: (626) 458-4921

Prior to Improvement Plans Approval:

1. Comply with the requirements of the Drainage Concept / Hydrology Study / Standard Urban Stormwater Mitigation Plan (SUSMP) / LID Plan, which was conceptually approved on 2/23/10 to the satisfaction of the Department of Public Works.
 - a. Sump pump and backup systems shall be required for the subterranean garage to the satisfaction of the Department of Public Works.
 - b. Proposed storm drain (realignment of existing Laguna Dominguez Flood Control System) shall be designed to maintain the hydraulics of the storm drain system per the existing condition.

Prior to recordation of a Final Map:

1. Submit plans of drainage facilities as required by hydrology study for design of drainage facilities to the satisfaction of Department of Public Works.
2. Show and dedicate to Flood Control District or to the County of Los Angeles easements and/or right of way on the final map to the satisfaction of the Department of Public Works.
3. An assessment district shall be formed to finance the future ongoing maintenance and capital replacement of all drainage devices/systems identified by the Department of Public Works. The Subdivider shall deposit the first year's total assessment based on the Public Works engineering report. This will fund the first year's maintenance after the facilities are accepted. The second and subsequent years assessment will be collected through the property tax bill. This is required to the satisfaction of the Department of Public Works.

Name

Lizbeth Cordova
LIZBETH CORDOVA

Date

8/09/10

Phone (626) 458-4921

County of Los Angeles Department of Public Works
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION
GEOLOGIC REVIEW SHEET
900 So. Fremont Ave., Alhambra, CA 91803
TEL. (626) 458-4925

DISTRIBUTION
____ Geologist
____ Soils Engineer
1 GMED File
1 Subdivision

TENTATIVE TRACT 70853
SUBDIVIDER Kroeze Family, LLC
ENGINEER Land Design Consultants, Inc.
GEOLOGIST _____
SOILS ENGINEER _____

TENTATIVE MAP DATED 07-07-10 and Exhibit A
LOCATION Inglewood
GRADING BY SUBDIVIDER [Y] (Y or N)
REPORT DATE _____
REPORT DATE _____

TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL FROM A GEOLOGIC STANDPOINT

THE FOLLOWING CONDITIONS MUST BE FULFILLED:

1. A grading plan must be geotechnically approved by the GMED prior to Final Map approval. The grading depicted on the plan must agree with the grading depicted on the tentative tract or parcel map and the conditions approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading, corrective geologic bonds may be required.
2. Prior to grading plan approval a detailed soils engineering report must be submitted that addresses the proposed grading. All recommendations of the geotechnical consultants must be incorporated into the plan (Refer to the Manual for Preparation of Geotechnical Reports at <http://www.dpw.lacounty.gov/gmed/manual.pdf>).
3. The Soils Engineering review dated 7-26-10 is attached.

Prepared by

Robert O. Thomas
Robert O. Thomas

Reviewed by

[Signature]

Date

07-20-10

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION

SOILS ENGINEERING REVIEW SHEET

Address: 900 S. Fremont Ave., Alhambra, CA 91803
Telephone: (626) 458-4925
Fax: (626) 458-4913

District Office ---
PCA LX001129
Sheet 1 of 1

Tentative Tract Map 70853
Location Inglewood
Developer/Owner Kroeze Family, LLC
Engineer/Architect Land Design Consultants, Inc.
Soils Engineer ---
Geologist ---

DISTRIBUTION:
___ Drainage
___ Grading
___ Geo/Soils Central File
___ District Engineer
___ Geologist
___ Soils Engineer
___ Engineer/Architect

Review of:

Tentative Tract Map and Exhibit Dated by Regional Planning 7/7/10 (Rev)
Previous Review Sheet Dated 12/8/09

ACTION:

Tentative Map feasibility is recommended for approval, subject to conditions below:

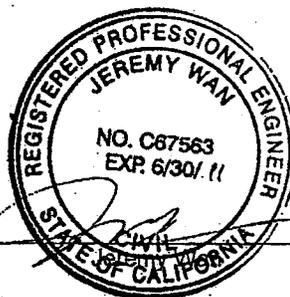
REMARKS:

1. At the grading plan stage, submit two sets of grading plans to the Soils Section for verification of compliance with County codes and policies.
2. A soils report may be required for review of a grading or building plan. The report must comply with the provisions of "Manual for Preparation of Geotechnical Reports" prepared by County of Los Angeles, Department of Public Works. The Manual is available on the Internet at the following address: <http://ladpw.org/gmed/manual.pdf>

Prepared by


Olga Cruz

Reviewed by



Date

7/26/10


Please complete a Customer Service Survey at <http://dpw.lacounty.gov/go/gmedsurvey>.

NOTICE: Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 11.48, and the State of California, Title 8, Construction Safety Orders.

P:\gmedpub\Soils Review\Olga\Site\TR 70853, El Segundo, TTM-A_0710.

TENTATIVE MAP DATED 07-07-2010
EXHIBIT MAP DATED 07-07-2010

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

REQUIREMENTS PRIOR TO GRADING PLAN APPROVAL:

1. Provide approval of:
 - a. The latest drainage concept/hydrology/Standard Urban Stormwater Mitigation Plan (SUSMP)/Low Impact Development (LID) plan (if applicable) by the Storm Drain and Hydrology Section of Land Development Division.
 - b. The grading plan by the Geotechnical & Materials Engineering Division (GMED).
 - c. Permits and/or letters of non-jurisdiction from all State and Federal Agencies, as applicable. These agencies may include, but may not be limited to the State of California Regional Water Quality Control Board, State of California Department of Fish and Game, State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR), and the Army Corps of Engineers.

REQUIREMENTS PRIOR TO FINAL MAP RECORDATION:

2. Submit a grading plan for approval. The grading plan must show and call out the following items, including but not limited to: construction of all drainage devices and details, paved driveways, elevation and drainage of all pads, SUSMP and LID devices (if applicable), and any required landscaping and irrigation not within a common area or maintenance easement. Acknowledgement and/or approval from all easement holders may be required.
3. A maintenance agreement or CC&Rs may be required for all privately maintained drainage devices, slopes, and other facilities.

IME

Name David Esfandi Date 08/09/10 Phone (626) 458-4921

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

Please note that the conditions relating to roadways under the jurisdiction of the city of Los Angeles are only applicable after the proposed de-annexation process as shown on the tentative map. Otherwise, the developer shall be responsible for obtaining applicable agency approval for work outside of Los Angeles County jurisdiction.

1. Dedicate the right to restrict vehicular access on Aviation Boulevard, 117th Street and Judah Avenue.
2. Dedicate right of way 40 feet from centerline on Aviation Boulevard. An additional four feet is required beyond the existing right of way.
3. Dedicate easements for traffic signal loop detection equipment within the driveway along Aviation Boulevard to the satisfaction of County of Los Angeles Department of Public Works and the City of Los Angeles.
4. Dedicate right of way for a standard knuckle at the intersection of Judah Avenue and 116th Street to the satisfaction of Public Works.
5. Provide property line return radii of 13 feet at all local street intersections and 27 feet at the intersection of local streets with Aviation Boulevard plus additional right of way for a corner cut off to meet current guidelines of the Americans with Disabilities Act (ADA) to the satisfaction of Public Works.
6. Provide minimum landing area of 100 feet for local collectors, 50 feet for local access roads, and 25 feet for cul-de-sacs at a maximum 3 percent grade on all "tee" intersections.
7. Driveways will not be permitted within 25 feet upstream of any catch basins when street grades exceed 6 percent.
8. Permission is granted to vacate 116th Street providing the adjoining property owners have the underlying ownership of the portion of street to be vacated. Easements shall be provided for all utility companies that have facilities remaining within the vacated area.

9. Close any unused driveway with standard curb, gutter, and sidewalk along the property frontage on Aviation Boulevard, 117th Street, and Judah Avenue.
10. Construct base, pavement, and parkway improvements for the proposed knuckle at the intersection of Judah Avenue and 116th Street.
11. Construct commercial driveway aprons to the satisfaction of Public Works.
12. Construct full-width sidewalk on Aviation Boulevard.
13. Construct full-width sidewalk and curb ramp at all returns.
14. Reconstruct/Construct parkway improvements (sidewalk, driveways, curb ramps, landings, etc.) that either serve or form a part of a Pedestrian Access Route to meet current ADA requirements to the satisfaction of Public Works.
15. Prepare Signing and Striping plans (scale 1:40) for Aviation Boulevard, 116th Street and 117th Street consistent with the approved conceptual striping plan dated June 22, 2010 in the vicinity of this development to the satisfaction of Public Works.
16. Where applicable, prepare Signing and Striping plans (scale 1:40) for all off-site multi-lane highways and streets affected by this subdivision as a means of mitigating any traffic impacts as identified in Traffic and Lighting Division letter/memorandum dated August 12, 2010 to the satisfaction of Public Works.
17. Comply with additional requirements, if any, as a means of mitigating any traffic impacts as identified in the Traffic and Lighting Division letter/memorandum dated August 12, 2010.
18. Traffic Signal Plans (Scale 1:20) will be required at any location where modification to the existing traffic signal is deemed necessary and at locations where new traffic signals are to be installed as a means of mitigating any traffic impacts as identified in the Traffic and Lighting Division letter/memorandum dated August 12, 2010 to the satisfaction of County of Los Angeles Department of Public Works and the City of Los Angeles. Fee deposit will be required for plan review.

19. Plant Street trees along the property frontage on Aviation Boulevard, 117th Street, and Judah Avenue. Existing trees in dedicated or to be dedicated right of way shall be removed and replaced if not acceptable as street trees.
20. Underground all new and existing service lines and distribution lines that are less than 50 KV and new utility lines to the satisfaction of Public Works and Southern California Edison. Please contact Construction Division at (626) 458-3129 for new location of any above ground utility structure in the parkway.
21. Comply with the following street lighting requirements:
 - a. Provide street lights on concrete poles with underground wiring along the property frontage on Aviation Boulevard, 117th Street, 116th Street and Judah Avenue to the satisfaction of Public Works. Submit street lighting plans along with existing and/proposed underground utilities plans as soon as possible to the Street Lighting Section of the Traffic and Lighting Division to allow the maximum time for processing and approval. For additional information, please contact the Street Lighting Section at (626) 300-4726.
 - b. The proposed development or portions thereof, are not within an existing Lighting District. Annexation and assessment balloting are required. Street lighting plans cannot be approved prior to completion of annexation process.
 - c. Upon tentative map approval, the applicant shall comply with conditions listed below in order for the Lighting District to pay for the future operation and maintenance of the street lights. The Board of Supervisors must approve the annexation and levy of assessment (should assessment balloting favor levy of assessment) prior to filing of the final subdivision maps for each area with the Registrar-Recorder/County Clerk. The applicant shall enter into a secured agreement with the County of Los Angeles for the installation of the street lights.
 - (1) Request the Street Lighting Section to commence annexation and levy of assessment balloting proceedings.
 - (2) Provide business/property owner's name(s), mailing address(es), site address, Assessor Parcel Number(s), and Parcel Boundaries in

either Microstation or Auto CADD format of territory to be developed to the Street Lighting Section.

- (3) Submit a map of the proposed project including any roadways conditioned for street lights that are outside the proposed project area to Street Lighting Section. Contact the Street Lighting Section for map requirements and with any questions at (626) 300-4726.
- c. The annexation and assessment balloting process takes approximately twelve months or more to complete once the above information is received and approved. Therefore, untimely compliance with the above will result in a delay in receiving approval of the street lighting plans or in filing the final subdivision map for recordation. Information on the annexation and the assessment balloting process can be obtained by contacting Street Lighting Section at (626) 300-4726.
- d. For acceptance of street light transfer of billing, the area must be annexed into the Lighting District and all street lights in the project or the current phase of the project, must be constructed according to Public Works approved plans. The contractor shall submit one complete set of "as-built" plans. Provided the above conditions are met, the Lighting District can assume responsibility for the operation and maintenance of the street lights by July 1st of any given year, provided all street lights in the project, or the approved project phase, have been energized and the developer has requested a transfer of billing at least by January 1st of the previous year. The transfer of billing could be delayed one or more years if the above conditions are not met. The Lighting District cannot pay for the operation and maintenance of street lights located within gated communities.
22. Prior to final map approval, enter into an agreement with the County franchised cable TV operator (if an area is served) to permit the installation of cable in a common utility trench to the satisfaction of Public Works.



GAIL FARBER, Director

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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

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

IN REPLY PLEASE
REFER TO FILE: T-4

August 12, 2010

Ms. Francesca S. Bravo
Linscott, Law & Greenspan, Engineers
236 North Chester Avenue, Suite 200
Pasadena, CA 91106

Dear Ms. Bravo:

AVIATION STATION PROJECT
TRAFFIC IMPACT STUDY (NOVEMBER 17, 2009)
DEL AIRE AREA

As requested, we have reviewed the Traffic Impact Study for the Aviation Station Project located on the east side of Aviation Boulevard between Imperial Highway and 117th Street in the unincorporated County of Los Angeles area of Del Aire.

We generally agree with the Traffic Impact Study that the traffic generated by the project alone, as well as the cumulative traffic generated by the project and other related projects, will not have a significant impact to County roadways or intersections in the area.

The cost of the traffic signal installation at the proposed combined driveway for Metro Park and Ride and Caltrans Maintenance Facility on Imperial Highway shall financially be the sole responsibility of the project. The installation of the proposed traffic signal shall be complete and in operation prior to relocation of the Metro Green Line Station Bus Terminal.

The project also shall be responsible for the cost of the design and modification of the existing traffic signal located at the intersection of Aviation Boulevard and 116th Street. Detailed striping and signal plans shall be submitted to Public Works for review and approval. The applicant shall construct the modifications to this traffic signal prior to occupancy of the project.

JW

Ms. Francesca S. Bravo
August 12, 2010
Page 2

Caltrans shall be consulted for any possible California Environmental Quality Act impacts to the freeway mainline and ramps in the area. Therefore, we ask that you provide Caltrans with a copy of the Traffic Impact Study so they have an opportunity to review it prior to public circulation. Any written comments received from Caltrans should be submitted to Public Works and included in the Environmental Impact Report.

The City of Los Angeles and the City of El Segundo shall review this document to determine whether they concur with the Traffic Impact Study's findings of the potential California Environmental Quality Act impacts. Any written comments from the Cities shall be submitted to Public Works and included in the Environmental Impact Report.

If you have any further questions regarding the review of this document, please contact Mr. Isaac Wong of our Traffic Studies Section at (626) 300-4796.

Very truly yours,

GAIL FARBER
Director of Public Works



WILLIAM J. WINTER
Assistant Deputy Director
Traffic and Lighting Division

IW:sd

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cc: California Department of Transportation (Elmer Alvarez)
City of El Segundo (Stephanie Katsouleas)
City of Los Angeles Department of Transportation (Tomas Carranza)
Department of Regional Planning (Paul McCarthy)

bc: Land Development (Narag)

TENTATIVE MAP DATED 07-07-2010
EXHIBIT MAP "A" DATED 07-07-2010

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. The subdivider shall install and dedicate main line sewers and serve each building with a separate house lateral or have approved and bonded sewer plans on file with Public Works.
2. Install off-site sewer main line to serve this subdivision to the satisfaction of Public Works.
3. A sewer area study for the proposed subdivision (PC12111AS, dated 12-17-2009) was reviewed and approved. No additional mitigation measures are required. The sewer area study shall be invalidated should the total number of dwelling units increase, the density increase, dwelling units occur on previously identified building restricted lots, change in the proposed sewer alignment, increase in tributary sewershed, change of the sewer collection points, or the adoption of a land use plan or a revision to the current plan. A revision to the approved sewer area study may be allowed at the discretion of the Director of Public Works. The approved sewer area study shall remain valid for two years after initial approval of the tentative map. After this period of time, an update of the area study shall be submitted by the applicant if determined to be warranted by Public Works.
4. The subdivider shall send a print of the land division map to the County Sanitation District with a request for annexation. The request for annexation must be approved prior to final map approval.

Prepared by  Tony Khalkhali
tr70853s-rev2.doc

Phone (626) 458-4921

Date 08-09-2010

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. A water system maintained by the water purveyor, with appurtenant facilities to serve all buildings in the land division, must be provided. The system shall include fire hydrants of the type and location (both on-site and off-site) as determined by the Fire Department. The water mains shall be sized to accommodate the total domestic and fire flows.
2. There shall be filed with Public Works a statement from the water purveyor indicating that the water system will be operated by the purveyor, and that under normal conditions, the system will meet the requirements for the land division, and that water service will be provided to each building.
3. Easements shall be granted to the County, appropriate agency or entity for the purpose of ingress, egress, construction and maintenance of all infrastructures constructed for this land division to the satisfaction of Public Works.
4. Submit landscape and irrigation plans for each multi-family lot in the land division, with landscape area greater than 2,500 square feet, in accordance with the Water Efficient Landscape Ordinance.
5. Part of Aviation Boulevard is in the City of Los Angeles jurisdiction. The applicant shall obtain a construction/encroachment permit for any improvements/works constructed on Aviation Boulevard to the satisfaction of the City of Los Angeles.
6. Install a separate water irrigation systems for recycle water use per landscape plans.
7. If necessary, install off-site recycle water mainline per landscape plans to serve this subdivision to the satisfaction of Public Works.
8. The recycled water irrigation systems shall be designed and operated in accordance with all local and State Codes as required per Section 7105.6.3 Chapter 71 of Title 26 Building Code.



COUNTY OF LOS ANGELES
FIRE DEPARTMENT

RP- Carolina

5823 Rickenbacker Road
Commerce, California 90040

CONDITIONS OF APPROVAL FOR SUBDIVISION - UNINCORPORATED

Subdivision No: TR 70853 Map Date: July 7, 2010 - Ex. A
C.U.P. _____ Vicinity: 0590A

- FIRE DEPARTMENT HOLD on the tentative map shall remain until verification from the Los Angeles County Fire Dept. Planning Section is received, stating adequacy of service. Contact (323) 881-2404.
- Access shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 503 of the Fire Code, which requires all weather access. All weather access may require paving.
- Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.
- Where driveways extend further than 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final map. Turnarounds shall be designed, constructed and maintained to insure their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.
- The private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted. Driveways shall be maintained in accordance with the Fire Code.
- Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested and accepted prior to construction.
- This property is located within the area described by the Fire Department as "Very High Fire Hazard Severity Zone" (formerly Fire Zone 4). A "Fuel Modification Plan" shall be submitted and approved prior to final map clearance. (Contact: Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, Phone (626) 969-5205 for details).
- Provide Fire Department or City approved street signs and building access numbers prior to occupancy.
- Additional fire protection systems shall be installed in lieu of suitable access. Requirements will be determined during the building permit review process.
- The final concept map, which has been submitted to this department for review, has fulfilled the conditions of approval recommended by this department for access only.
- These conditions must be secured by a C.U.P. and/or Covenant and Agreement approved by the County of Los Angeles Fire Department prior to final map clearance.
- The Fire Department has no additional requirements for this division of land.

Comments: The Fire Department recommends clearance of the Tentative/Exhibit Map as presently submitted with the following conditions of approvals: (See additional sheet for details)

By Inspector: Juan C. Padilla Date August 9, 2010

Land Development Unit - Fire Prevention Division - (323) 890-4243, Fax (323) 890-9783



COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

LAND DEVELOPMENT UNIT REQUIREMENTS
ADDITIONAL PAGE

Subdivision No: TR 70853 Map Date: July 7, 2010 - Ex. A

TENTATIVE MAP - CONDITIONS OF APPROVAL

- 1 Any limited access device proposed on the Fire Lane (Promenade) adjacent to Aviation Blvd shall be reviewed and approved by the Fire Department prior to installation. Submittal of design plans will be required. The Exhibit Map indicates no proposal for a limited access device on this portion of the Fire Lane.
- 2 Submit a gate detail indicating the gate location, gate width, knox box location, and construction details for all proposed gates to the Fire Department for review and approval prior to Final Map clearance.
- 3 All proposed gates shall comply with the Fire Department's Regulation 5, Limited Access Devices and Systems.
- 4 Submit a cross section and details on the proposed delineation method for the northerly Fire Lane (Promenade) for review and approval prior to Final Map clearance. Approved signs and/or stripping are required on all Private Driveway and Fire Lanes.
- 5 Submit information on the proposed tree wells and tree species to be planted adjacent to the Fire Lane (Promenade) for review and approval prior to Final Map clearance.
- 6 Review and approval of the Fire Sprinkler systems, standpipes locations, and building code compliance will be completed during the architectural review process by the Fire Department prior to building permit issuance.

By Inspector: Juan C. Padilla  Date: August 9, 2010

Land Development Unit – Fire Prevention Division – (323) 890-4243, Fax (323) 890-9783



COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

WATER SYSTEM REQUIREMENTS - UNINCORPORATED

Subdivision No: TR 70853

Map Date: July 7, 2010 - Ex. A

Revised Report _____

- The County Forester and Fire Warden is prohibited from setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted. However, water requirements may be necessary at the time of building permit issuance.
- The required fire flow for public fire hydrants at this location is 3500 gallons per minute at 20 psi for a duration of 3 hours, over and above maximum daily domestic demand. 2 Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.
- The required fire flow for private on-site hydrants is _____ gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing _____ gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the public water source.
- Fire hydrant requirements are as follows:
Install 6 public fire hydrant(s). Verify / Upgrade existing _____ public fire hydrant(s).
Install _____ private on-site fire hydrant(s).
- All hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal. All on-site hydrants shall be installed a minimum of 25' feet from a structure or protected by a two (2) hour rated firewall.
 Location: As per map on file with the office.
 Other location: _____
- All required fire hydrants shall be installed, tested and accepted or bonded for prior to Final Map approval. Vehicular access shall be provided and maintained serviceable throughout construction.
- The County of Los Angeles Fire Department is not setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted.
- Additional water system requirements will be required when this land is further subdivided and/or during the building permit process.
- Hydrants and fire flows are adequate to meet current Fire Department requirements.
- Fire hydrant upgrade is not necessary, if existing hydrant(s) meet(s) fire flow requirements. Submit original water availability form to our office.

Comments: Per the fire flow test conducted by Golden State Water Co dated 04/27/09, the existing water system is NOT ADEQUATE. The Golden State Water Co will upgrade the water system and install the required fire hydrants (as indicated on the Exhibit Map) to meet the Fire Department water requirements.

All hydrants shall be installed in conformance with Title 20, County of Los Angeles Government Code and County of Los Angeles Fire Code, or appropriate city regulations. This shall include minimum six-inch diameter mains. Arrangements to meet these requirements must be made with the water purveyor serving the area.

By Inspector Juan C. Padilla

Date August 9, 2010

Land Development Unit - Fire Prevention Division - (323) 890-4243; Fax (323) 890-9783



**LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION**



PARK OBLIGATION REPORT

Tentative Map #	70853	DRP Map Date: 07/07/2010	SCM Date: 08/12/2010	Report Date: 07/22/2010
Park Planning Area #	18E	DEL AIR / MARINA DEL REY		Map Type: REV. (REV RECD)

Total Units = Proposed Units + Exempt Units

Sections 21.24.340, 21.24.350, 21.28.120, 21.28.130, and 21.28.140, the County of Los Angeles Code, Title 21, Subdivision Ordinance provide that the County will determine whether the development's park obligation is to be met by:

- 1) the dedication of land for public or private park purpose or,
- 2) the payment of in-lieu fees or,
- 3) the provision of amenities or any combination of the above.

The specific determination of how the park obligation will be satisfied will be based on the conditions of approval by the advisory agency as recommended by the Department of Parks and Recreation.

Park land obligation in acres or in-lieu fees:

ACRES:	1.83
IN-LIEU FEES:	\$714,295

Conditions of the map approval:

The park obligation for this development will be met by:

The payment of \$714,295 in-lieu fees.

Trails:

No trails.

Comments:

The proposed project includes a total of 390 units consisting of 20 townhouses (M.F. < 5 units) and 370 apartment/condominium units (M.F. > or = 5 units). Seven single-family residences, two two-family residential buildings (4 units), and eight (8) apartment units are proposed to be demolished. Credit is given for the 12 multi-family units to be demolished; no credit for the seven single-family residences.

***Advisory:

The Representative Land Values (RLVs) in Los Angeles County Code (LACC) Section 21.28.140 are used to calculate park fees and are adjusted annually, based on changes in the Consumer Price Index. The new RLVs become effective July 1st of each year and may apply to this subdivision map if first advertised for hearing before either a hearing officer of the Regional Planning Commission on or after July 1st pursuant to LACC Section 21.28.140, subsection 3. Accordingly, the park fee in this report is subject to change depending upon when the subdivision is first advertised for public hearing.

Please contact Clement Lau at (213) 851-5120 or Sheela Mathai at (213) 361-5121, Department of Parks and Recreation, 510 South Vermont Avenue, Los Angeles, CA 90020 for further information or to schedule an appointment to make an in-lieu fee payment.

For information on Hiking and Equestrian Trail requirements, please contact the Trails Coordinator at (213) 351-5134.

By: James Baker
James Baker, Land Acquisition & Development Section

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**LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION**



PARK OBLIGATION WORKSHEET

Tentative Map #	70853	DRP Map Date	07/07/2010	SMC Date	08/12/2010	Report Date	07/22/2010
Park Planning Area #	16B	DEL AIR / MARINA DEL REY		Map Type		REV. (REV RECD)	

The formula for calculating the acreage obligation and of in-lieu fee is as follows:

$$(People \times (0.003) Ratio \times (U) Units) = (X) \text{ acres obligation}$$

$$(X) \text{ acres obligation} \times RLVA/Acre = \text{In-Lieu Base Fee}$$

- Where:
- P = Estimate of number of People per dwelling unit according to the type of dwelling unit as determined by the 2000 U.S. Census. Assume * people for detached single-family residences; Assume * people for attached single-family (townhouse) residences, two-family residences, and apartment houses containing fewer than five dwelling units; Assume * people for apartment houses containing five or more dwelling units; Assume * people for mobile homes.
 - Ratio = The subdivision ordinance provides a ratio of 3.0 acres of park land for each 1,000 people generated by the development. This ratio is calculated as "0.0030" in the formula.
 - U = Total approved number of Dwelling Units.
 - X = Local park space obligation expressed in terms of acres.
 - RLVA/Acre = Representative Land Value per Acre by Park Planning Area.

Total Units: = Proposed Units + Exempt Units

	People	Ratio Acres / 1,000 People	Number of Units	Acres Obligation
Detached S.F. Units	3.08	0.0030	0	0.00
M.F. <= 5 Units	2.93	0.0030	16	0.14
M.F. >= 5 Units	1.56	0.0030	362	1.69
Mobile Units	2.99	0.0030	0	0.00
Exempt Units			12	
Total Acres Obligation =				1.83

Park Planning Area = 16B DEL AIR / MARINA DEL REY

Ratio	Acres Obligation	RLVA/Acre	In-Lieu Base Fee
@(0.0030)	1.83	\$390,325	\$714,295

Category	Provided Space	Provided Acres (Credit)	Acres Credit	Land
None				
Total Provided Acres Credit:			0.00	

Acres Obligation	RLVA/Acre	In-Lieu Base Fee	Acres Obligation	RLVA/Acre	In-Lieu Base Fee
1.83	0.00	0.00	1.83	\$390,325	\$714,295



COUNTY OF LOS ANGELES
Public Health

JONATHAN E. FIELDING, M.D., M.P.H.
Director and Health Officer

JONATHAN E. FREEDMAN
Chief Deputy Director

ANGELO J. BELLOMO, REHS
Director of Environmental Health

ALFONSO MEDINA, REHS
Director of Environmental Protection Bureau

KEN HABARADAS, MS, REHS
Acting Environmental Health Staff Specialist
5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5260 • FAX (626) 960-2740



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August 11, 2010

Tract Map No. 070853

Vicinity: Inglewood

Tentative Tract Map Date: July 7, 2010 (2nd Revision)

- Environmental Health recommends approval of this map.
- Environmental Health does **NOT** recommend approval of this map.

The Los Angeles County Department of Public Health – Environmental Health Division recommends approval of **Tentative Parcel Map 070853** based on the use of public water and public sewer as proposed. Any variation from the approved use of water supply and/or approved method of sewage disposal shall invalidate the Department's approval.

If you should have any questions, please contact me at (626) 430-5262.

Sincerely,

Ken Habaradas, MS, REHS
Bureau of Environmental Protection